Daily Astorian.

Telephone Main 661.

TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year.............$6.00
Sent by mail, per month.............50
Served by carrier, per month.......60

SEMI-WEEKLY.

Sent by mail, per year, in advance, $2.00

All communications intended for publication should be directed to "Editor Astorian." Business communications of all kinds and remittances must be addressed to "The Astorian Publishing Co."

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ECONOMY IN RAILROAD MANAGEMENT.

One of the most conspicuous features of the consolidation movement in industrial enterprise is the economy in the expense of management which is effected by consolidation. The great trust magnates are prime economists. In the interest of the stockholders they combine a number of competing enterprises and not only do away with the rate cutting due to competition but they substitute one staff of general officers for two or perhaps half a dozen, thus effecting a great economy in management.

In this your trust magnate sets the politician a good example. The trouble with the latter is that he is far above any such sordid and selfish scruples. He has a lordly disdain for financial considerations of this character. And an equal contempt for the interests of the taxpayers. Successful corporations managers study first the interests of their stockholders. Successful politicians study first the interests of the office holders at the expense of the taxpayers who are stockholders in municipal corporations. If a great corporation manager could have had charge of the consolidation into one Greater New York of the city governments of New York Brooklyn, Long Island City and the smaller municipalities of Queens and Richmond counties, he would have figured to save the taxpayers a large amount of money by doing away with an army of employes who were no longer necessary. But unfortunately neither Tammany Hall nor Boss Platt's organization had any real business policy in view in effecting that political consolidation.

The recent announcement in reference to the adoption of the community of interest principle by the Hill and Harriman groups of Pacific railroads are followed, as was expected, by rumors of the coming "let out" of unnecessary traffic solicitors. President Hill and J. Pierpont Morgan, it is said, figure out a great saving by the working of the economy plan in the new management of the Northern Pacific, Great Northern and the Burlington. Mr. Harriman expects to effect a similar saving for the roads leading to San Francisco. Just how the carrying out of these plans will effect the railroad officials now stationed at Tacoma, Portland and Seattle remains to be seen, but there will doubtless be changes and consolidations of some sort.

The process of merging railroad properties has gone on at such a pace during the last year that the operating and traffic departments have not had time to adjust themselves to the changed conditions. It is interesting to note that many practical railroad men believe that the limit of economies by consolidation has alread been nearly reached. The reorganizations of the last decade are said to have pretty well stripped the railroads of their ornamental men. Railroading in the operating department at any rate has been largely reduced to a science.

What remains to be done in the way of economies is said to be on the traffic side of the railroad management. While many of the traffic staff may be "let out," it is suggested that the economies to be effected lie rather in other directions, such as in cutting off indiscriminate competition in rates, in circuitous routing, in speed, in wasteful passenger service, etc. The energy of the traffic staffs of the railroads may then, it is said, be directed to other more productive channels, but they will not be withdrawn. The traffic men mus study the commercial problems of railroad operation more closely than ever before. The transportation problem has a close relation to other industries, and to the question of markets, which it will prove to be a part of the province of the traffic departments of the great railroads to study intelligently, and by mastering the problem, the railroads will contribute more than ever before to the general prosperity of the country.

GETTING THEIR EYES OPENED.

New York Commercial.

With Portland's own citizens and business men not afraid to tell the truth and the whole truth, the magnificent natural resources of Western Oregon and the vast valley of the Columbia river may yet feel the influence of a quickening commercial enterprise that is now being denied them, and the whole state may some day rise and call blessed the critics who are trying honestly to remove the scales from Portland's eyes.

There are now a few men there who have the courage of their convictions, and their influence may yet so operate as to leaven the whole lump of local prejudice and short-sightedness that are now retarding the commercial and the industrial growth of the entire Columbia river country. "There are," said one of those speaking at the Chamber of Commerce "indignation" meetings last Thursday, "all over the coast in the State of Washington, right to the north of us, numerous sawmills and extensive lumber operations of all sorts going on constantly, that country is alive with workers. It is being developed, while the fine forests of Oregon, along her coast south of Astoria, lie untouched. I have been here six years now and I have seen no one advocating common point rates or the erection of sawmills in the vast forests of Western Oregon. What has opened them in Washington? The equal rate. The people of Oregon cannot afford to cut the timber, for they have no way of getting it to market in competition with their neighbors."

Still the apparent majority of supersensitive Portlanders, in mortal fear of forfeiting the "prestige of the port," decline to move for an extension of the equal rate to Astoria and other points. "Prestige," is of little practical value when its retention merely retards the development of a great state. It is high time for Portland to hop out of the peck measure and take at least a half-bushel survey of things.

You can never cure dyspepsia by dieting. What your body needs is plenty of good food properly digested. Then if your stomach will not digest it, Kodol Dyspepsia Cure will. It contains all of the natural digestants hence must digest every class of food and so prepare it that nature can use it in nourishing the body and replacing the wasted tissues thus giving life, health, strength, ambition, pure blood and good healthy appetite. CHAS. ROGERS, Druggist.

A dispatch from Vancouver tells of two Japanese fishermen out on [illegible] parade. Probably few readers knew there were so many Japanese fishermen in America.

A DEEP MYSTERY

It is a mystery why women endure Backache, Headache, Nervousness, Sleeplessness, Melancholy, Fainting and Dizzy Spells, when thousands have proved that Electric Bitters will quickly cure such troubles. "I suffered for years with kidney trouble," writes Mrs. Phebe Cherley, of Peterson, Ia., "and a lame back pained me so I could not dress myself, but Electric Bitters wholly cured me, and, although 73 years old, I now am able todo all my house-old. I now am able to do all my housework." It overcomes Constipation, improves Appetite, gives perfect health. Only 50c at Hart's Drug Store.

Railroad combinations are figuring on how they can save money through the discharging of men. They need to save it. Think of the horror of not being able to pay fat dividends on their wind and water. Still, the move will not tend to popularize the tendency toward combination. The country can never grasp the idea that Morgan needs to economize.

SHE DIDN'T WEAR A MASK

But her beauty was completely hidden by sores, blotches and pimples till she used Bucklen's Arnica Salve. Then they vanished as will all Eruptions, Fever Sores, Boils, Ulcers, Carbuncles and Felons from its use. Infallible for Cuts, Corns, Burns, Scalds and Piles. Cure guaranteed. 25c at Hart's Drug Store.

Heat has killed more than a thousand people in New York in the last few days. Next winter many of the survivors will be killed by the cold.

OLD SOLDIER'S EXPERIENCE

M. M. Austin, a civil war veteran, of Winchester, Ind., writes: "My wife was sick a long time in spite of good doctor's treatment, but was wholly cured by Dr. King's New Life Pills, which worked wonders for her health." They always do. Try them. Only 25c at Hart's Drug Store.

[illegible]

TOT CAUSES NIGHT ALARM

"One night my brother's baby was taken with Croup," writes Mrs. J. C. Snider, of Crittenden, Ky., "it seemed it would strangle before we could get a doctor, so we gave it Dr. King's New Discovery, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from Croup and Whooping Cough. It cured me of a chronic bronchial trouble that no other remedy would relieve." Infallible for Coughs, Colds, Throat and Lung troubles. 50c and $1.00. Trial bottle free at Hart's Drug Store.

WHAT TWO CENTS WILL DO.

It will bring relief to sufferers from asthma or consumption, even in the worst cases. This is about what one dose of Foley's Honey and Tar costs. Isn't it worth a trial? Hart's Drug Store.

An actor full of wrath went into an editorial sanctum in Leavenworth and the editor turned the hose on him. The editor might have been more hostile than this. He could have threatened to tell his sister, and his sister is Susan B. Anthony.

Mr. John Tipps, Colton, Ohio, says: "Foley's Honey and Tar cured my little girl of a severe cough and inflamed tonsils." Heart's Drug Store.

The shirt waist for men is continuing the march of triumph. It labors under the disadvantage of being a comfortable garment, and of course it could not conquer in a minute.

Thos. W. Carter, of Ashboro, N. C. had kidney trouble and one bottle of Foley's Kidney Cure effected a perfect cure, and he says there is no remedy that will compare with it. Hart's Drug Store.

Montana's bandits are reported to be about to enter the "hole in the wall," as is the habit of bandits. It would seem to be about time to plug this hole or else to induce some bandit to pull it in after him.

Science has found that rheumatism is caused by uric acid in the blood. This poison should be excreted by the kidneys. Foley's Kidney Cure always makes them well. Hart's Drug Store.

A brave girl down in California found a burglar in the house, and, instead of screaming, seized a sword and attacked him. He got the mate to the blade, but the maid outfenced him. He escaped with his life and a few scars. California has always bragged about its girls.

Dr. George Ewing, a practicing physician of Smith's Grove, Ky., for over thirty years, writes his personal experience with Foley's Kidney Cure. "For years I have been greatly bothered with kidney trouble and enlarged prostrate gland. I used everything known to the profession without relief, until I was induced to use Foley's Kidney Cure. After using three bottles I was entirely relieved and cured. I prescribe it now daily in my practice and heartily recommend its use to all physicians for such troubles, for I can honestly state I have prescribed it in hundreds of cases with perfect success." Hart's Drug Store.

The statement is made that one-fifth of the persons committed to the asylums in Indiana are perfectly sane, in which case there are a lot of crooked doctors there who ought to be committed to prison.

Jas. G. Amhert, of Della, O., writes: "I had an obstinate sore on my face which everything else failed to heal. After one application of Banner Salve it began to heal and after three applications it was entirely healed leaving no scar. Hart's Drug Store.

Americans who entered the Boer army and were captured now demand release on the ground of their citizenship. There has seldom been on exhibition a finer nerve than this.

Any advertised dealer is authorized to guarantee Banner Salve for tetter, eczema, piles, sprains, scalds, burns, ulcers and any open or old sore. Hart's Drug Store.

Now they are discussing the politics of Considine, but Considine himself has more important matters to occupy his mind.

The greatest healer of modern times is Banner Salve for cuts, wounds, sores, piles and all skin diseases. It is guaranteed. Use no substitute. Hart's Drug Store.

A detailed account of the manner in which bandits held up a Great Northern train shows that they did it in the same old way. They were not at the muzzle end of the guns.

The piles that annoy you so will be quickly and permanently healed if you use DeWitt's Witch Hazel Salve. Beware of worthless counterfeits. CHAS. ROGERS, Druggist.

Travel in Russia is made difficult by the system of police espionage. To get in is difficult and to get out is no picnic. An easy way to escape these annoyances would be to visit some other country.

A bad complexion generally results from inactive liver and bowels. In all such cases, De Witt's Little Early Risers produce gratifying results. CHAS. ROGERS, Druggist.

It is easier to keep well than get cured. DeWitt's Little Early Risers taken now and then will always keep your bowels in perfect order. They never gripe but promote an easy gentle action. CHAS. ROGERS, Druggist.

It appears that the Chinese made bows and mystic signs when opposed by foreign soldiers, believing these would act as a charm. If there had been a coroner over there he would have had to conclude that the signs did not act.

Those famous little pills, DeWitt's Little Early Risers compel your liver and bowels to do their duty, thus giving you pure, rich blood to recuperate your body. Are easy to take. Never gripe. CHAS. ROGERS, Druggist.

Joe Chamberlain is 65 and some people think he is old enough to know better.

"I am indebted to One Minute Cough Cure for my present good health and my life. I was treated in vain by doctors for lung trouble following la grippe. I took One Minute Cough Cure and recovered my health." Mr. E. H. Wise, Madison, Ga. CHAS. ROGERS, Druggist.

DeWitt's Witch Hazel Salve should be promptly applied to cuts, burns and scalds. It soothes and quickly heals the injured part. There are worthless counterfeits, be sure to get DeWitt's. CHAS. ROGERS, Druggist.

When it rains it rains hot water.—Chicago Tribune.

"I wish to truthfully state to you and the readers of these few lines that your Kodol Dyspepsia Cure is without question, the best and only cure for dyspepsia that I have ever come in contact with and I have used many other preparations. John Beam, West Middlesex, Pa. No preparation equals Kodol Dyspepsia Cure as it contains all the natural digestants. It will digest all kinds of food and can't help but do you good. CHAS. ROGERS, Druggist.

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The "Northwestern Limited" trains, electric lighted throughout, both inside and out, and steam heated, are without exception, the finest trains in the world. They embody the latest, newest and best ideas for comfort, convenience and luxury ever offered the traveling public, and altogether are the most complete and splendid production of the car builders' art.

These Splendid Trains Connect With..........

The Great Northern
The Northern Pacific and
The Canadian Pacific

AT ST. PAUL FOR

CHICAGO and the EAST.

No extra charge for these superior accommodations and all classes of tickets are available for passage on the famous "Northwestern Limited." All trains on this line are protected by the Interlocking Block System.

W. H. MEAD, General Agent. H. L. SISLER, Traveling Ag't. Portland, Ore.

A FEW INTERESTING FACTS

When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable as far as speed, comfort and safety is concerned. Employes of the WISCONSIN CENTRAL LINES are paid to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

Pullman Palace Sleeping and Chair Cars on through trains.

Dining car service unexcelled. Meals served a la carte.

In order to obtain the first-class service, ask the ticket agent to sell you a ticket over........

The Wisconsin Central Lines

and you will make direct connections at St. Paul for Chicago, Milwaukee and all points East.

For any further information call on any ticket agent or correspond with JAS. C. POND, Gen. Pass. Ag't., or JAS. A. CLOCK, Milwaukee, Wis. General Agent.

THE CHICAGO & NORTHWESTERN RAILWAY.

O. R. & N.

OREGON SHORT LINE AND UNION PACIFIC

Depart	TIME SCHEDULES From Portland	Arrive
Chicago Portland Special 9:00 a. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City St. Louis, Chicago and East.	4:30 p. m.
Atlantic Express 9:00 p. m. via Huntington	Salt Lake, Denver Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:10 a. m
St. Paul Fast mail 6 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth Milwaukee, Chicago and East	7:00 a. m

72 hours from Portland to Chicago. No Change of Cars.

OCEAN AND RIVER SCHEDULE —From Astoria—

	All sailing dates subject to change. For San Francisco every five days.	
7 a. m. Daily except Sun.	Columbia River To Portland and Way Landings.	4 a. m. exc. Monday

Steamer Nahcotta leaves Astoria on tide daily for Ilwaco, connecting there with trains for Long Beach, Tioga and North Beach points. Returning arrives at Astoria same evening.

G. W. LOUNSBERRY, Agent. Astoria.

A. L. CRAIG, General Passenger Agent, Portland, Oregon.

BEST OF EVERYTHING

In a word this tells of the Passenger Service via

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Free Reclining Chair Cars.

The 20th Century Train—
—Runs Every Day of the Year.

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Electric Lighted Steam Heated

THE BADGER STATE EXPRESS, the Finest Daily Train Running Between St. Paul and Chicago, via the Short Line.

Connections from the West made via

The NORTHERN PACIFIC, GREAT NORTHERN and CANADIAN PACIFIC R'YS.

This is also the BEST LINE between Omaha, St. Paul and Minneapolis.

All agents sell tickets via

The Northwestern Line

W. H. MEAD, General Agent. H. L. SISLER, Trav. Agent. 248 Alder Street, Portland, Oregon.

ASTORIA AND COLUMBIA RIVER RAILROAD.

EFFECTIVE JULY 6, 1901.

LEAVE	PORTLAND	ARRIVE
8:00 a m *6:55 p m ‖2:30 p m	Portland Union Depot For Astoria and Way Points	11:10 a m 9:40 p m

	ASTORIA	
7:45 a m 6:10 p m	For Portland and Way Points	11:30 a m 10:30 p m ‖9:30 p m

	SEASIDE DIVISION	
8:15 a m 11:30 a m 11:35 a m 5:30 p m ‖5:50 p m	Astoria for Warrenton, Gearhart and Seaside	7:40 a m 10:55 a m 4:00 p m ‖5:30 p m
6:15 a m 9:45 a m 2:30 p m 5:00 p m	Seaside, for Warrenton and Astoria	9:20 a m 12:30 p m 1:30 p m 7:20 p m ‖6:30 p m

* Daily except Saturday.
‖ Saturday only.

Trains leave Astoria for Flavel, Hammond and Fort Stevens at 8:15 a. m. and 5:50 p. m. daily. Leave Fort Stevens for Astoria at 7:06 a. m. and 3:26 p. m. daily.

All trains make close connection at Goble with all Northern Pacific trains to and from the East and Sound points.

J. C. MAYO, Gen'l. Freight and Passenger Agent.

WHITE COLLAR LINE

..Portland - Astoria Route..

STR. "TAHOMA."

Daily Round Trips except Sunday.

TIME CARD

Leave Portland ....7 a. m.
Leave Astoria ....7 p. m.

Through Portland connection with steamer Nahcotta from Ilwaco and Long Beach points.

White Collar Line tickets interchangeable with O. R. & N. Co. and V. T. Co. tickets.

Telephone Dock, Telephone 111.

THE DALLES-PORTLAND ROUTE

STR. "BAILEY GATZERT."

DAILY ROUND TRIP EXCEPT MONDAY

Cascade Locks, Hood River, White Salmon, Lyle and The Dalles

TIME CARD

Leave Portland ....7 A. M.
Arrive The Dalles ....3 P. M.
Leave The Dalles ....4 P. M.
Arrive Portland ....10 P. M.

MEALS THE VERY BEST

Sunday Trips a Leading Feature
This Route has the Grandest Scenic Attractions on Earth.

LANDING AND OFFICE: FOOT OF ALDER STREET. BOTH 'PHONES MAIN 351, PORTLAND, ORE.

E. W. CRICHTON, Agt. Portland
JOHN M. FILLOON, Agt. The Dalles
A. J. TAYLOR, Agt. Astoria

SOUTHERN PACIFIC COMPANY — SUNSET OGDEN & SHASTA ROUTES

EAST via SOUTH

Leave	Depot, Fifth and I Streets.	Arrive
*7:30 p.m *8:30 a.m	Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*9:15 a.m *7:00 p.m
	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and evening train for Mt. Angel and Silverton.	
‖7:30 a.m	Corvallis passenger.	‖5:50 p.m
‖4:50 p.m	Sheridan passenger.	‖8:25a.m

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 134 Third Street.

YAMHILL DIVISION.
Pasenger depot foot of Jefferson St.

Leave for Oswego daily at 7:20, *9:40 a. m; 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 p. m. and 9 a. m. on Sunday only. Arrive at Portland daily at *6:35, 8:30, *10:50 a. m.; 1:35, 3:15, 4:20, 6:20, 7:40, 10:00 p. m; 12:40 a. m. daily except Monday; 8:30 and 10:05 a. m. on Sundays only.

Leave for Dallas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 9:30 a. m.

Passenger train leaves Dallas for Airlee Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays.

*Except Sunday.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. and Pass. Agt.

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VIA

GREAT NORTHERN RAILWAY

SHORTEST AND QUICKEST LINE

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St. Paul, Duluth, Minneapolis, Chicago

and All Points East.

DAILY TRAINS; FAST TIME; SERVICE AND SCENERY UNEQUALED.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.

Tickets to points East via Portland and the Great Northern Ry., on sale at O. R. & N. Ticket Office, Astoria, or Great Northern Ticket Office

122 THIRD STREET,

PORTLAND.

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"THE MILWAUKEE."

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect train in the world." Understand: Connections are made with all transcontinental lines, securing to passengers the best service known. Luxurious coaches, electric light, steam heat, of a verity equaled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

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J. W. CASEY, Trav. Pass. Agt., Portland, Oregon. C. J. EDDY, Gen. Agt., Portland, Ore.

SHERIFF'S SALE.

By virtue of an execution and order of sale issued out of the Circuit Court of the State of Oregon, for the County of Clatsop, on the 15th day of June, 1901, upon a judgment rendered therein on the 18th day of March, 1898, in favor of J. T. Ross, J. E. Higgins, H. C. Thompson and E. Z. Ferguson, partners doing business under the firm name of Ross, Higgins & Co., plaintiffs, and against Silas B. Smith, defendant, for the sum of $365.46 and costs of said action taxed at $20.00, and which said judgment draws interest from date at the rate of 10 percent per annum until paid, and upon which there was realized upon execution and order of sale issued hereon and credited hereon, March 4, 1901, the sum of $89.30, leaving a balance due on said March 4, 1901, of $410.00 with interest thereon from said date until paid at 10 per cent per annum, and the costs of and upon this writ commanding and requiring me to levy upon the property of the above named defendant to satisfy the balance of said judgment, interest, costs and all accruing costs. I did on the 15th day of June, 1901, duly levy upon the following described real property, to-wit:

All that portion of the Solomon Smith Donation Land Claim situated in the County of Clatsop, State of Oregon, described as follows, to-wit:

Beginning at the southeast corner of the town of Idlewild according to the map and plat thereof, recorded in the office of the County Clerk of Clatsop County, and as laid out and recorded by Silas B. Smith and his wife, thence in a westerly direction following the south line of said town to the north boundary of that certain tract of land in said Donation Land Claim now owned by Louis Kirchoff, thence east to the north boundary line of that certain tract of land in said Donation Land Claim owned by the Astoria and Columbia River Railroad Company, thence easterly along the said north boundary line of said tract of land owned by said Astoria and Columbia River Railroad Company to an intersection with the east boundary line of said town of Idlewild if projected, thence northerly on said projecting line to the place of beginning.

Also all of blocks numbered 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15, 21, 22, 23, 24, 25, 26, 27, 28, and all of block 13, excepting lots 9 and 10, and all of block five excepting lot one, all in the town of Idlewild, in Clatsop County, State of Oregon, as laid out and recorded by Silas B. Smith and his wife, according to the map and plat thereof on record in the office of the County Clerk of Clatsop County, Oregon.

Also all that portion of the Solomon Smith Donation Land Claim situated in the County of Clatsop, in the State of Oregon, and lying west of the west boundary line of the said town of Idlewild, aforesaid, excepting a certain tract of land owned by The Flavel Hotel Company containing 13 acres, as per deed recorded in Volume "38," page 182, Records of Deeds for Clatsop County, and a certain tract of land owned by said Flavel Hotel Company as per deed recorded in Volume "38," page 186, Records of Deeds for Clatsop County.

Notice is hereby given that I will on Monday, the 22d day of July, 1901, at the hour of 10 o'clock in the forenoon of said day, in front of and at the Court House door in the City of Astoria, Clatsop County, Oregon, sell at public auction to the highest bidder for cash, the above described real property to satisfy said judgment, interests, costs and all accruing costs.

THOS. LINVILLE,
Sheriff of Clatsop County, Ore.
Astoria, Ore., June 18, 1901.

SHERIFF'S SALE.

By virtue of an execution issued out of the Circuit Court of the State of Oregon for the County of Clatsop, on the first day of June, 1901, upon a judgment rendered therein on the 10th day of March, 1894, in favor of S. E. Harris, plaintiff, and against George Hill, defendant, for the sum of $562.32, the further sum of $50 attorney's fees together with interest thereon at the legal rate from the 10th day of March, 1894, and the costs of and upon this writ commanding and requiring me to levy upon the property of the above named defendant to satisfy the judgment, interest, costs and all accruing costs, I did attach the following described real property, to wit:

Lots 6, 7, block 1, First Add. to Ocean Grove; lots 2, 3, 4, 5, 6, 7, block 1, lots 1 to 27, inclusive, block 2, lots 1 to 37, inclusive, block 3, lots 5 to 32, inclusive, block 4, Hill's Add. to Ocean Grove; lots 13 to 38, inclusive, block 3, lots 1 to 16, 18 to 37, 39 to 51, inclusive, block 6, lots 1, 2, 3, 4, 7 to 44, inclusive, block 7, lots 1 to 28, inclusive, block 10, lots 1 to 20, inclusive, block 11, lots 1 to 20, inclusive, block 14, Hill's Second Add. to Ocean Grove; lots 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 14, block 3, lots 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, block 6, lots 1, to 18, inclusive, block 7, lots 1 to 24, inclusive, block 10, lots 1 to 24, inclusive, block 15, lots 1 to 24, inclusive, block 16, lots 1 to 24, inclusive, block 17, lots 1 to 24, inclusive, block 18, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 19, lots 1 to 33, inclusive, block 20, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 21, annex to Hill's Second Add. to Ocean Grove; lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 1, lots 1, 2, 3, 4, 9, 10, 11, 12, block 2, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 3, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 4, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 5, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 6, lots 1, 2, 3, 4, 9, 10, 11, 12, block 7, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 8, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 9, lots 1, 2, 3, 4, 9, 10, 11, 12, block 10, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 11, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 12, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 13, lots 5, 6, 7, 8, 9, block 14, lots 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, block 15, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 16, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 17, lots 1, 2, 3, 10, 11, 12, block 18, lots 4, 5, 6, 7, 8, 9, block 19, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 20, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 21, lots 4, 5, 6, 7, 8, 9, 10, 11, 12, block 22, lots 1, 2, 3, 7, 8, 9, 10, 11, 12, block 23, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 24, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 25, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 26, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 27, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 28, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 29, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 30, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 31, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 32, Pacific Park near Fort Stevens, Or.; lots 1, 2, 3, 4, 5, 6, 7, 8, block 1, lots 1 to 24, inclusive, block 2, lots 1 to 27, inclusive, block 3, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 4, lots 1 to 24, inclusive, block 5, lots 9 to 27, inclusive, lots 30 to 54, inclusive, block 6, lots 1 to 54, inclusive, block 7, lots 1 to 16, inclusive, block 8, lots 8, 9, 10, 11, 12, 13, 14, block 9, lots 1 to 20, inclusive, lots 30 to 54, inclusive, block 10, lots 1 to 54, inclusive, block 11, lots 1 to 24, inclusive, block 12, lots 1 to 24, inclusive, block 13, lots 1 to 54, inclusive, block 14, lots 1 to 19, inclusive, lots 28 to 54, inclusive, block 15, lots 1 to 14, inclusive, block 16, lots 1 to 14, inclusive, block 17, lots 1 to 54, inclusive, block 18, lots 1 to 54, inclusive, block 19, lots 1 to 24, inclusive, block 20, lots 1 to 24, inclusive, block 21, lots 1 to 54, inclusive, block 22, lots 1 to 54, inclusive, block 23, lots 1 to 14, inclusive, block 24, lots 1 to 14, inclusive, block 25, lots 1 to 54, inclusive, block 26, lots 2, 6, 14, 16, 17, 18, 20, 22, 22, 24, 25, 26, 28, 30, 32, 31, 34, 35, 36, 38, 41, 42, 46, 47, 52, 53, 54, block 27, lots 1 to 22, inclusive, block 28, lots 1 to 22, inclusive, block 29, lots 1, 2, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 24, 26, 28, 29, 32, 34, 36, 37, 38, 39, 41, 42, 43, 46, 48, 49, 50, 51, 52, 54, block 30, lots 1 to 54, inclusive, block 31, lots 1, 2, 7, 8, 9, 10, 11, 12, block 32, lots 1, 2, 3, 4, 5, 6, block 33, lots 1 to 27, inclusive, block 34, lots 1 to 27, inclusive, block 35, lots 1 to 11, inclusive, block 36, Hill's First Add. to Astoria; the S. E. ¼ of the N. W. ¼, and lots 7 and 8, except a strip 7.43 chains wide off the east side of said lots 7 and 8, and also lot 4, in Sec. 22, Tp. 8 N. of R. 9, West of Will. Mer., and the N. ½ ¼ of the S. E. ¼, and the W. ½ of lot 7, Sec. 7, Tp. 8 N. of R. 10, West of Will. Mer., all of the above described real property is in Clatsop County, Oregon.

Notice is hereby given that I will on Monday, the 29th day of July, 1901, at the hour of 10 o'clock in the forenoon of said day in front of and at the Court House door in the City of Astoria, Clatsop County, Oregon, sell at public auction to the highest bidder, for cash, the above described real property to satisfy said judgment, interest, costs and all accruing costs.

THOS. LINVILLE,
Sheriff, Clatsop County, Or.
Astoria, Oregon, June 10, 1901.

NOTICE FOR PUBLICATION.

United States Land Office, Oregon City, Oregon, May 20, 1901:

Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the public land states by act of August 4, 1892, William W. Pope, of Olney, County of Clatsop, State of Oregon, has this day filed in this office his sworn statement, No. 5271, for the purchase of lot 4, sec. 3; lots 1, 2, 3 and 4, of section No. 4, in township No. 6 north, range No. 7 west, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the register and receiver of this office at Oregon City, Oregon, on Thursday, the 8th day of August, 1901. He names as witnesses:

Mrs. Mary Denck, of Olney, Clatsop County, Oregon; Sebastian Glaser, of Olney, Clatsop County, Oregon; Mrs. Appolonia Johnson, of Olney, Clatsop County, Oregon; Sidney Dell, of Astoria, Clatsop County, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 8th day of August, 1901.

CHAS. B. MOORES, Register.

ADMINISTRATOR'S NOTICE.

Notice is hereby given that the undersigned has been appointed administrator of the estate of Thos. O'Connor, deceased. All persons having claims against said estate are required to present the same to him duly verified according to law, within six months from this date.

A. J. KLAFFKE,
Administrator of the Estate of Thos. O'Connor, Deceased.
Date of first publication, June 21, 1901.