HOW TO COLLECT FARES.

The cable car conductor is a man of whom the public sees a great deal and knows absolutely nothing. He is as much a feature of the daily life of Washington as the letter carrier and the policeman, and he travels many a mile in his swift-moving train to earn his daily salary. Yet who knows how he gets his place or how he manages to keep it after he has been appointed? What are the rules under which he works, and does he get any holidays? What are his trials and his tribulations?

To answer these questions a "Post" reporter started out one day last week to become a cable car conductor,

The main office of the Washington and Georgetown Railroad Company is in the central power station, fronting Pennsylvania avenue, between Thirteen-and-a half and Fourteenth streets. On the first floor of the building is the room of the superintendent of the road, Mr. C. C. Sailer. Lut the first thing the reporter saw as he entered the long corridor which led to the superintendent's room was this sign:

"No Conductors or Gripmen Wanted."

This seemed to be a pretty unpromising outlook for a seeker after a place, but the Post reporter nevertheless hunted up the superintendent. He was found in the president's room, upstairs, conferring with Mr. Dunlop, the energetic and efficient president of the road. Mr. Sailer had been with the company for many years, and he can tell an applicant for a place by instinct. Both officials looked at the visitor with some interest.

"I would like to apply for a place as a cable car conductor," said the reporter.

"Our list is full now," said Mr. Dunlop, "and it would, in all probability, be some time before you went steadily to work."

"I thought," continued the would-be conductor, "that I might fill in an application and take my chances."

Mr. Dunlop laughed. "We don't have any blanks to fill in," he said. "You must, in the first place, write us a letter asking for a position as conductor, and showing that you can write and spell with intelligence. We would want, in addition to that, to know that you had some adequate knowledge of figures, and you ought to bring also some references from persons upon whose judgment we can rely. Of course, we have taken men without references, but in those cases we know with whom we are dealing. When an applicant is a stranger, we want references from two or three business men."

"Would I have to undergo an examination?"

"We do not run a civil service bureau." said Mr. Dunlop, smiling again. "Your examination began as soon as you entered the floor of my office. We rely a good deal here upon our acquaintance with human nature. As soon as you came in I noticed that you were neat in your personal appearance, that you had a good face and a clear eye, and you seemed to be intelligent. I took all that in with an instant's glance. As for the rest of your qualifications, I can find them out in a few moments' talk. I should want to know, for instance, where you were last employed, and why you left your work. I should also want to know your age."

"Why?"

"Because we do not employ men as conductors who are under 21 or over 40 years of age. The reason for this you can readily understand. We want a man who has reached his legal majority, and we do not want him when he is past middle age, because he would soon be too old to do his work well. At the same time, continued Mr. Dunlop, "you must not suppose that as soon as a man gets to be past his prime we send him out upon the world. On the contrary, this road has still in its employ men who have been working for it ever since it was started. The transfer agent at the corner of Fifteenth street and Pennsylvania avenue has been with us for twenty-six years. The agents at Seventh street junction have also been with us a great many years. We have conductors, too, who have served fifteen or twenty years. We are very glad to find places for faithful employees, even after they can not run cars. But how," continued Mr. Dunlop, looking his visitor squarely in the face, "I want to ask you another question. Do you drink?"

"No."

"I am glad of that," was the president's reply, "because if you did the question of your appointment would be settled at once. We have come to the conclusion that we can not employ a man who drinks. I am not a prohibitionist, and I am equally sure I am not a crank, but it is a matter of business with us to get men who do not indulge in the use of liquor. Then we are on the safe side. However, you seem to be qualified for a conductor's place. I will turn you over to our superintendent, Mr. Sailer, to put your name on the extra list."

The reporter had now at least one foot in the conductor's stirrup, so to speak, but he was not in the saddle, by any manner of means. "What must I do now?" he asked Mr. Sailer.

"The first thing is to put up a deposit of $25. We ask this in the place of a bond for your honesty and good behavior. The deposit would insure us against loss if you ran away with your punch and the money which you collect in fares. This money will be given to the treasurer to be held for you, and will be returned when you leave the company's employ. It is, perhaps, a fact worth telling that never in the history of the road has it ever been necessary to retain any part of this deposit for the shortcoming of any conductor."

"How about my uniform?"

"That will cost you $11, and you will be surprised to find what a good outfit you will be able to get for that price."

"I suppose," volunteered the applicant, "that the company takes the matter of uniform in its own hands?"

"On the contrary," said Mr. Sailer, "we have an arrangement which allows the utmost latitude to the men. When new uniforms are required we summon a number of clothing dealers to be at our office. In the meantime the conductors of the Georgetown, Fourteenth street and Seventh street lines each appoint a committee and this committee meets the contractors. They examine the goods, which must be of a standard color and quality, and then they decide upon the goods they want and the price they are to pay. The members of the committee vote upon the question and the majority rules. By that decision the company abides. We require, of course, that, after the contractor has been selected, all the men shall get their suits of him. I believe our road is the only one in the country which follows this plan of letting the men decide upon their uniforms, but we have found it to be very satisfactory."

"After I have made my deposit and secured my uniform, how long will I have to wait to get a place on a car?"

"You mustn't be too impatient," said Mr. Sailer. "First of all, your name will go on this extra list. It goes at the bottom. We rank our conductors with military precision. When a man gets to the top it is because he has waited patiently for weeks or months, perhaps, and not because of any influence. There used to be a time when extras were given regular positions through favoritism, but that day has passed."

"But, as an extra, will I have to wait for some conductor to be sick or otherwise absent, before I can get work?"

"Not at all. Every day a certain number of conductors are signed 'off,' as we call it. In other words, they are given a day of leisure, and an extra takes his place. At present, a regular conductor will lay off about every ninth day. The extra who takes his place works a day, and then goes down to the foot of the list to await his turn again. This system gives the extras a chance to earn a little money, while the regular conductor has an opportunity to attend to personal business or go down the river or spend a day at home."

While Mr Sailer had been talking he had taken from his desk a little black book. He handed the volume to the applicant. "Here are the rules for your guidance," he said. "You can study them carefully while you are waiting for your turn to come."

There are exactly 100 rules for the conductors and gripmen to learn. Many of them are purely technical and not interesting to the public. Here are a few of those which are general in their nature:

"Conductors must endeavor to make change for passengers if requested, and not be guilty of incivility on account of having to do so.

"You must know the amount of your own cash on hand at all times, and the exact amount of company's cash you have on hand at the commencement of each half trip, that you can speak positively in case of a dispute about change, and also to verify your account.

"You must not permit advertisements of any description to be placed in your car without a permit from the office of the company.

"When not collecting fares or seating passengers, your position will be on the rear platform opposite the door.

"You are strictly prohibited from going forward to the grip section, except to collect fares or on necessary business, or from sitting inside the car or on the dash rail, and from reading newspapers or lounging against the car or rail while the car is in motion, your whole attention being required in the performance of your duties.

"Be attentive and render all possible assistance to ladies, children and infirm persons in getting on or off your car; and, when necessary, request gentlemen to make room for them to pass in and out.

"The platform must be kept as clear as possible by asking passengers to step inside; and, if there are no unoccupied seats, to pass toward the forward end of the car, when there is room for them to do so. Conductors, in carrying out this rule, must address themselves in a general way to passengers, and not to any particular individuals. They must be very persistent in repeating the request to 'move forward, please,' in a loud voice when necessary. Do not allow a horse to be hitched to or led from any part of the car.

"Do not allow any one to obstruct the steps by standing or sitting upon them, or to put their feet on the dash rail, nor to lounge across the platform. Passengers are not allowed to put their feet upon the seats. You must request persons in charge of children with muddy shoes not to permit them to stand upon the seats. Smoking must not be allowed inside the closed section of the car or on the platform.

"To prevent accidents, always keep the gates shut on the side next to the adjoining track, and request passengers not to get off while the car is in motion. Prevent ladies and children from doing so by placing your arm across the platform and grasping the rail next to the car, at the same time politely saying, 'Please wait till the car stops.' The signal to start must never be given until passengers are on or off the car. When a lady is leaving the car you will see that her dress is entirely clear—and in all cases look on both sides to see if any person is getting on—before giving the signal."

And so on, through page after page, with minutest detail for the care of the passengers, for the care of abandoned property, for dealing with disorderly persons, for accurate reports of each trip, and, in short, for every contingency that might arise in a conductor's experience. It is like going to school over again to learn all the rules which the railroad company has framed for the proper conduct of the men on a cable car.

"And now," said the Post reporter, after he had mastered the 100 rules and could say them backward and forward and endwise and sidewise, "what do you do next?"

"I shall put you in charge," said Mr. Sailer, "of one of our oldest conductors. You will go with him, and run the train under his direction. You have now reached a point where influence is of no avail. If you are too slow in collecting fares, if you are careless and allow passengers to ride free, if you get nervous in the midst of a crowd, if you do not run your train on time—in fact, if you fail at any one of the many points which go to make up a good conductor, you will be very promptly notified that you made a mistake in trying to earn your living on a car. On the contrary, if you pass the practical examination which is now before you, you will go upon the extra list and in the course of time will get a car."

"How long will I have to wait?"

"It would be impossible to state, but it won't be to-day or to-morrow."

So now came the crucial test of all. Out upon a cable car went the Post reporter, not wearing a uniform or carrying a punch, for he wasn't anxious, after all, to be a matter-of-fact conductor. He simply wanted to know what sort of experiences a man went through who collected fares and ding-donged the little bell. The veteran conductor laughed as he welcomed the reporter.

"You may think this is fun," said he, "but the novelty of it was lost for me a good many years ago. However, you can take a trip or two and enjoy it. When it comes to almost every day in the year you would sing a different song."

"How long do you have to work?"

"About ten hours. The cars run twenty hours out of the twenty-four and each train has two crews. The men who go out at 5 o'clock in the morning, for instance, work until 3 in the afternoon, and those who go on at 3 stay until 1 o'clock in the morning, or later. We change off each month, so that the morning crew one month is the afternoon crew next month. There is no road in the United States where the men have to work as few hours as right here upon this cable road in Washington. We know it, too, and we know that we have lots of privileges which other street car conductors do not enjoy."

After the conductor had swung up and down the car once or twice, ringing his fares, he reached the rear platform again. "What are your worst troubles?" he was asked.

"The thing that gives me the most trouble," said he, "is the persistency with which women get off the car backwards. They never seem to learn that they ought to face the grip and alight in the direction in which the car is going. I had a funny experience the other day. A lady was sitting in the grip and wanted me to stop the car. I rang the bell, but she was so impatient that she began to get off before the car stopped. I called to her, but she would not heed me. I called again to her to wait, but off she would go, and backwards at that. The consequence was she spun around like a top. When she had gathered herself together she turned around and glared at me. 'I would like to know,' she said, 'why you shout at me so! I ride on these cars a dozen times a day!' And then she walked off in high dudgeon. I laughed. I couldn't help it.

"We are compelled, under our rules," continued the conductor, "to warn every person to wait until the car stops. This takes just so much more nervous energy. Then we have to call out the names of the streets and of the public buildings, and answer all sorts of questions, until life becomes a burden. To run a train isn't much trouble, if we didn't have to encounter so many curious people."

"What other annoyances do you experience?"

"Any number of people who stand in the middle of a square, or on the wrong side of a corner, report us for not stopping the train to take them on. We never have any trouble with the company, however, on that score. Other people report us because we will not wait for some one to run a square or more to catch the car. They forget that, perhaps, a score of people on my train are hurrying to the depot to make a train or are going to keep an appointment, and they are entitled to all the speed we can make. It's funny, though, that half the people in the car will sympathize with the man or woman who is delaying them. Another source of trouble is the passenger with the transfer which has expired. You would be surprised to find how many people try to work in over due transfers. They have all sorts of excuses, but we have no discretion. If a mistake has been made the passenger must have it corrected at the office. The system is so perfect, though, that if a transfer is given to us after it has expired it is safe to bet a thousand to one that the fault is with the man who offers it. We have trouble, too, with drunken and disorderly persons, but in a case of that kind every lady and gentleman on the car is on our side."

"Of course, any number of foolish complaints are made?"

"Well, I should say so," answered the conductor, as he reached over for a couple of tickets. "I remember once where I had to give a man 5 cents in coppers in change. That man wrote all the way from Baltimore to report me, wasting a 2-cent stamp, an envelope and a sheet of paper. I had a row once with a man who refused to take silver in change for a $2 bill. And, talking of bills," said the conductor, "you ought to see the people who produce a $5, $10 or $20 bill and ask us to change it. I remember one woman who used to ride with me a great deal, and she invariably handed me a $20 bill to change. Finally, I just kept $20 in my pocket all the time, and then she stopped riding with me. She saw I was on to her game.

"Well, here we are at the end of the route. You don't like conducting? I'm not surprised, although my work now is so much easier than when I started, eighteen years ago, that I think I am in great luck. I used to work sixteen and seventeen hours a day on a horse car. Going? Well, goodbye. I reckon I will take a bite of lunch, now, and I tell you," added the conductor, confidentially, "when you do really come on the road, let me teach you. I rather think I could turn you into a good conductor."—Washington Post.

THE DISPOSAL OF MOLASSES.

The sugar planters of this country have become greatly exercised as to how to dispose of their molasses. They can not sell it, for any profit in sight would be eaten up by the cost of transportation, to say nothing of the expense of barreling. Heretofore, the stuff has been dumped in the river or swamps. In the latter case the molasses sours and makes life nauseous to those living within a radius of four or five miles, while in dumping it into the river or streams it becomes a nuisance to people living on the banks. If the old prices for rum still obtained, it might be worth while to turn the molasses into alcohol, but the planters find that the erection of a distillery to turn out fine rum would entail such an outlay as to make competition with the world's markets impossible. In many parts of the country molasses is used as food for cattle, and very good food it is when mixed with other fodder. It has been suggested that molasses might be shipped for the purpose to central distributing points where stock are raised in large numbers—Texas, for instance—by means of tank cars. It is quite possible that such an experiment might be tried successfully. At present, the only way the planters see out of their difficulty is to burn the molasses. What they are looking for is an invention that will introduce the material into the furnace in such a way as to insure its complete consumption, without gumming the carrier. A modification of this plan is to spray the molasses on the bagasse as it goes along with the carrier to the furnace. A practical engineer has made another suggestion, which may be worth following up. In experimenting with the different materials to be used in the construction of furnaces, he once tried asbestos, fire clay and a solution consisting of common red clay, molasses and salt water. After a time he found both the asbestos and the fire-clay peeling off from the intense heat, but the clay mixed with molasses was as intact as the day it was first plastered in. In making this solution he used half a gallon of molasses to a bushel of clay, with salt water sufficient to soften the mass.

There is no doubt, no failure, when you take De Witt's Cholic & Cholera Cure. It is pleasant, acts promptly, no bad after effects. W. E. Brock.

Metal Fused to Glass.

M. Margot has taken advantage of the singular fact that aluminum, zinc and magnesium, when fused, will adhere to glass, in order to introduce a new style of decoration—namely, glass coated with these metals. The pure metals require a very high temperature to melt them; for instance, 1112 degrees Fahrenheit in the case of aluminum, but M. Margot has found that alloys of the metals possess the same property. An alloy of ninety parts tin and ten parts of aluminum melts at 662 degrees Fahrenheit, while an alloy of ninety-five parts tin and five parts of zinc melts at 302 degrees Fahrenheit. Both of these alloys have a fine, untarnishable luster. Moreover, one can actually solder glass with them as easily as one can solder two metals, either by warming in an oven the two surfaces of glass to be united and applying the solder as one does sealing wax, or with the ordinary soldering iron.—London Globe.

Children, especially infants are soon run down with Cholera Infantum or "Summer Complaint." Don't wait to determine, but give DeWitt's Colic & Cholera Cure promptly, you can rely on it. Use no other. W. E. Brock.

CASTORIA

for Infants and Children.

THIRTY years' observation of Castoria with the patronage of millions of persons, permit us to speak of it without guessing. It is unquestionably the best remedy for Infants and Children the world has ever known. It is harmless. Children like it. It gives them health. It will save their lives. In it Mothers have something which is absolutely safe and practically perfect as a child's medicine.

Castoria destroys Worms.
Castoria allays Feverishness.
Castoria prevents vomiting Sour Curd.
Castoria cures Diarrhœa and Wind Colic.
Castoria relieves Teething Troubles.
Castoria cures Constipation and Flatulency.
Castoria neutralizes the effects of carbonic acid gas or poisonous air.
Castoria does not contain morphine, opium, or other narcotic property.
Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep.
Castoria is put up in one-size bottles only. It is not sold in bulk.
Don't allow any one to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose."
See that you get C-A-S-T-O-R-I-A.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

Children Cry for Pitcher's Castoria.

BIG PROFITS — ON — SMALL INVESTMENTS.

Returning prosperity will make many rich, but nowhere can they make so much within a short time as by successful Speculation in Grain, Provisions and Stock.

$10.00 For each Dollar Invested can be made by our Systematic Plan of Speculation.

Originated by us. All successful speculators operate on a regular system.

It is a well-known fact that there are thousands of men in all parts of the United States who, by systematic trading through Chicago brokers, make large amounts every year, ranging from a few thousand dollars for the man who invests a hundred or two hundred dollars up to $50,000 to $100,000 or more by those who invest a few thousand.

It is also a fact that those who make the largest profits from comparatively small investments on this plan are persons who live away from Chicago and invest through brokers who thoroughly understand systematic trading.

Our plan does not risk the whole amount invested on any trade, but covers both sides, so that whether the market rises or falls it brings a stady profit that piles up enormously in a short time.

Write for convincing proofs, also our Manual on successful speculation and our Daily Market Report, full of money-making pointers. All free. Our Manual explains margin trading fully. Highest reference in regard to our standing and success.

For further information, address

THOMAS & CO., Bankers and Brokers,
241-242 Rialto Building, CHICAGO, ILL.

A Straw Baling Press.

An improved press has been constructed for baling straw as it comes direct from threshing machines. The frame of the press is longer and heavier than usual; the plunger has longer travel, and the feed opening is much larger, and so constructed as to increase the ease and rapidity of feeding. The bale-tying chamber is also six inches longer than in the regular press. The machine is made with either one or two fly wheels, as desired. The machine can be run at a high rate of speed with safety. The gearing is covered with guards to prevent the falling of straw, and to form a protection against accidents. When very rapid work is required, an extra feeder can be placed on a supplementary platform. The driving pulley makes from 500 to 600 revolutions per minute. It is claimed that the press will easily bale from three to four tons per hour.

Cholera Morbus is a dangerous complaint, and often is fatal in its results. To avoid this you should use DeWitt's Chole & Cholera Cure, as soon as the first symptoms appear W. E. Brock.

Knights of the Maccabees.

The State Commander writes us from Lincoln, Nebraska, as follows: "After trying other medicines for what seemed to be a very obstinate cough in our two children, we tried Dr. King's New Discovery, and at the end of two days the cough entirely left them. We will not be without it hereafter, as our experience proves that it cures where all other remedies fail."—Signed, F. W. Stevens, State Com.—Why not give this great medicine a trial, as it is guaranteed and trial bottles are free at Hillsboro Pharmacy. Regular size 50c. and $1.

Several griping pains of the stomach and bowels instantly and effectually stopped by De Witt's Colic and Cholera Cure. W. E. Brock.

Henry Guild, of the Sheridan Sun, was out sight-seeing recently where he had an opportunity of using a mountain gorge for a telescope, and this is what he saw: "From a high ridge we looked down a gorge where the Willamina river traces its snake-like path to the valley of the same name. As we followed the river course with our eyes it gradually widened until in the distance the golden yellow of the harvest fields marked the confines of civilization. Looking beyond the Willamina Valley we saw the harvest fields of old Polk gleaming in the landscape like gems in the turban of some Oriental monarch. It was, indeed, a grand sight. A view in which a dreamy mind might give free license to the imagination, and seem for the moment, to live in another world."

Diarrhœa should be stopped promptly. It soon becomes chronic. DeWitt's Colic and Cholera Cure is effective, safe and certain. Hundreds of testimonials bear witness to the virtue of this great medicine. It can always be depened upon, its use saves time and money. W. E. Brock.

FIRST NATIONAL BANK
OF HILLSBORO,
Transacts a General Banking Business.

J. W. SHUTE.....President
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Sells sight Exchange and Telegraphic Transfers, and issues Letters of Credit available throughout the United States.
Draws Bills of Exchange on London Liverpool, Dublin, Paris, Berlin, Frankfort-on-the-Main, Stockholm, and all principal cities of Europe.
Collections made on all accessible points.
Banking hours from 9 A. M. to 3 P. M.

SHERIFF'S SALE ON FORECLOSURE.

BY VIRTUE OF AN EXECUTION, decree and order of sale issued out of the Circuit Court of the State of Oregon, for Washington County, in favor of Mary A. Bryan, plaintiff, and against J. A. Marquam and Emma Marquam, his wife, and John W. Kean, defendants, for the sum of $19.85, costs, and for the further sum of $2,795, U. S. gold coin, with interest thereon at the rate of 8 per cent per annum, from the the 22d day of July, 1895, on the judgment of plaintiff, Mary A. Bryan, and for $250, attorney's fees, also the sum of $1,075, with interest thereon at the rate of 8 per cent per annum, from the 22d day of July, 1895, on the judgment of John W. Kean, and for the costs and expenses of sale and of said writ,

Now, therefore, by virtue and in pursuance of said judgment, decree and order of sale, I will, on Monday, the 26th day of August, 1895, at the south door of the Court House, in Hillsboro, Washington County, Oregon, at the hour of 10 o'clock A. M. of said day, sell at public auction to the highest bidder for cash, the following described real property, to-wit:

The east half of the southeast quarter of section twenty-five, township one, south range one west of the Willamette meridian, excepting ten acres out of the northeast corner thereof heretofore sold, to satisfy the hereinbefore named sums, and for the costs and expenses of said sale.

Said property will be sold subject to redemption as per statute of Oregon.

Witness my hand this 25th day of July, 1895. H. P. FORD,
Sheriff of Washington County, Oregon.
9-13

Administrator's Notice.

NOTICE IS HEREBY GIVEN, THAT the undersigned has been duly appointed by the County Court of Washington County, Oregon, administrator of the estate of Harriet E. Garnett, deceased, and has qualified as such. All persons having claims against said estate are hereby required to present the same, with the proper vouchers, to me, at the law office of Barrett & Adams, at Hillsboro, Washington County, Oregon, within six months from the date hereof. Dated at Hillsboro, Oregon, this 15th day of July, 1895.
8-12 JACOB R. FOSTER,
Administrator of the estate of Harriet E. Garnett, deceased.

De Witt's Colic and Cholera cure never disappoints, never fails to give immediate relief. It cures just as sure as you take it. W. E. Brock.

Land Wires to Asia.

It is said the Western Union Telegraph Company is making arrangements to take possession of the old abandoned telegraph line, extending through British Columbia, which was started thirty years ago to run to Europe via Behring Strait and Siberia. This line was constructed as part of a great world circling line to connect Europe with America. The success of the Atlantic cable spoiled this plan. Now it is proposed to rebuild the old line and put Alaska in touch with the world. The Indians long since took the wires and used them for making salmon nets.

SHERIFF'S SALE ON FORECLOSURE.

BY VIRTUE OF AN EXECUTION, decree and order of sale issued out of the Circuit Court of the State of Oregon, for Washington County, in favor of Rollers Timber, and against Geo. B. Markle, Clara Markle, Ida Markle Hessenbruch and Hessenbruch, husband of said Ida, Van B. DeLashmutt, Maria C. DeLashmutt, The Oregon National Bank of Portland, and W. W. Catin, receiver of the Oregon National Bank of Portland, for the sum of $82.[illegible], and for the further sum of $35,9[illegible], U. S. gold coin, with interest thereon at the rate of 8 per cent per annum, from the 27th day of April, 1895, and for the costs and expenses of sale and of said writ.

Now, therefore, by virtue and in pursuance of said judgment, decree and order of sale, I will, on Monday, the 9 day of September, 1895, at the south door of the Court House, in Hillsboro, Washington County, Oregon, at the hour of 10:00 o'clock A. M., of said day, sell at public auction to the highest bidder for cash, the following described real property, to-wit:

All those several pieces, parcels and tracts of land, lying, being and situate in Washington County, Oregon, and more specifically described as follows, to-wit:

First tract—Bounded by commencing where the east line of the Donation Land Claim of George H. Smith and wife crosses the south line of section 35, T 1 N R 2 W, Will Mer, and running thence west on base line 18.77 chains; thence south 46.46 chains to the south line of the Donation Land Claim of said George H. Smith and wife; thence west on said south line to the southwest corner of said Donation Land Claim; thence north on the west line of said Donation Claim to the northwest corner thereof; thence east to the northeast corner thereof, and thence south on the east line of said claim to the place of beginning, containing 554.37 acres.

Second tract—Being all that tract known and designated as the southwest quarter of section 4, T 1 S R 2 W Will Mer, containing 160 acres.

Third tract—Bounded by commencing at a stake about 20 chains east of the southwest corner of section 4, T 1 S R 2 W, Will Mer, and running thence south 5 chains; thence north 5 chains to section line, and thence west 12.5 chains to the place of beginning, containing 6.25 acres.

Fourth tract—Bounded by commencing at the northwest corner of section 9 T 1 S R 2 W, Will. Mer., and running thence east on section line 6 chains to the east side of creek; thence south 18.55 chains to the line of the O. C. R. R.; thence west on said line 6.06 chains to section line, and thence north on section line 17.75 chains to the place of beginning, containing 10.67 acres.

Fifth tract—Commencing at the southeast corner of the Donation Land Claim of Geo. H. Smith and wife in section 4 T 1 S R 2 W, Will. Mer., and running thence south to the northeast corner of the Donation Land Claim of Thomas Stewart and wife, in said section 4, township and range aforesaid; thence west to the southwest corner of the Donation Land Claim of Albert Stewart and wife; thence north on the west line of said Donation Land Claim to the northwest corner thereof, and thence east to the place of beginning, containing 120.92 acres.

Sixth tract—Bounded by commencing at the northeast corner of the Donation Land Claim of Thomas Stewart and wife, in section 9 T 1 S R 2 W, Will. Mer., and running thence south 2 degrees 18 minutes east on east line of said claim 32.66 chains the center of the Hillsboro and Portland road; thence north 87 degrees west, along said road 21.74 chains; thence north 2 degrees 18 minutes west, parallel with the east line of said claim 31.58 chains to the north line of section 9, township and range aforesaid, and thence east on said section line 21.71 chains to the place of beginning, containing 69.75 acres, to satisfy the hereinbefore named sums, and for the costs and expenses of said sale.

Said property will be sold subject to redemption as per statute of Oregon.

Witness my hand this 8th day of August, 1895. H. P. FORD,
Sheriff of Washington County, Oregon.
11-15 By W. D. Bradford, Deputy.

SHERIFF'S SALE ON FORECLOSURE.

BY VIRTUE OF AN EXECUTION, decree and order of sale, issued out of the Circuit Court of the State of Oregon, for Washington County, in favor of the First National Bank of Hillsboro, plaintiff, and against George B. Markle, Clara Markle, Ida Markle Hessenbruch, and Hessenbruch, his band of said Ida, Van B. DeLashmutt, Maria C. DeLashmutt, the Oregon National Bank of Portland, and W. W. Catin, receiver of the Oregon National Bank of Portland, defendants, for the sum of $64, costs, and for the further sum of 76,086.25, U. S. gold coin, with interest thereon at the rate of 8 per cent per annum, from the 27 day of April, 1895, and for the costs and expenses of sale and of said writ.

Now, therefore, by virtue and in pursuance of said judgment, decree and order of sale, I will, on Monday, the 9th day of September, 1895, at the south door of the Court House, in Hillsboro, Washington County, Oregon, at the hour of 10 o'clock A. M., of said day, sell at public auction to the highest bidder for cash, the following described real property, to-wit:

All of that piece, parcel and tract of land lying, being and situate in Washington County, Oregon, and more particularly designated and described as follows, to-wit: Commencing at the northeast corner of donation land claim of Albert Stewart and wife in section three (3) town. one (1) south range (2) west, Will. Mer., and running thence west on north line of said claim to the east line of the donation land claim of G. H. Smith and wife in section four (4), township and range aforesaid; thence south to the southeast corner of said donation land claim of the said G. H. Smith; thence south to the northeast corner of donation land claim of Thos. Stewart and wife, in section four (4), township and range aforesaid; thence east to the southeast corner of the donation land claim of Albert Stewart and wife, and thence north to the place of beginning, containing 156 acres, to satisfy the hereinbefore named sums, and for the costs and expenses of said sale.

Said property will be sold subject to redemption as per statute of Oregon.

Witness my hand this 8th day of August, 1895. H. P. FORD,
Sheriff of Washington County, Oregon.
11-15

SHERIFF'S SALE ON FORECLOSURE.

BY VIRTUE OF AN EXECUTION, decree and order of sale, issued out of the Circuit Court of the State of Oregon, for Washington County, in favor of the First National Bank of Hillsboro, Oregon, plaintiff, and against the G. W. Hart, M. M. Hart, Edward Constable and Amanda Sherman, defendants, for the sum of $69.85, costs, and for the further sum of $1,772.20, U. S. gold coin, with interest thereon at the rate of 10 per cent per annum, from the 13th day of May, 1895, and for the costs and expenses of sale and of said writ:

Now, therefore, by virtue and in pursuance of said judgment, decree and order of sale, I will, on Monday, the 9th day of September, 1895, at the south door of the Court House, in Hillsboro, Washington County, Oregon, at the hour of 10 o'clock A. M., of said day, sell at public auction to the highest bidder for cash, the following described real property, to-wit:

All these several pieces, parcels and tracts of land lying, being and situate in Washington County, Oregon, and more particularly known, designated and described as follows, to-wit: Being the north half of the southeast quarter of the northeast quarter of section 18 T 1 N R 4 W, Will. Mer.; also the east ¼ of the northeast ¼ of the northeast ¼ of section 18, township and range aforesaid. Also all that portion of the homestead land claim of John McCoy, and all of that part of the donation land claim of John Hardin and wife, lying and being a part of the northwest quarter of section 17, township and range aforesaid, containing in all 59 acres, to satisfy the hereinbefore named sums, and for the costs and expenses of said sale.

Said property will be sold subject to redemption as per statute of Oregon.

Witness my hand this 8th day of August, 1895. H. P. FORD,
Sheriff of Washington County, Oregon.
11-15

STRAYED OR STOLEN.

ON OR ABOUT JULY FIRST, FROM the pasture known as Pheasant Smith's in Patton Valley, one large, chestnut sorrel mare, 8 years old, weighs 1400 pounds or upwards, marked with white stripe on nose and white on forehead. The mare was formerly owned by Wm. Norton, of this county, but now belongs to Wells Fargo & Co. A liberal reward will be paid for her return to the pasture, or information leading to her recovery, address

L. P. W. QUIMBY,
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9-12

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RAILWAY TIME TABLE.

EAST AND SOUTH . .
—VIA—
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—OF THE—
SOUTHERN PAC. CO.

EXPRESS TRAINS LEAVE PORTLAND DAILY:

South				North
8.50 P M	Lv	Portland	Ar	8:10 A M
10:45 A M	Ar	San Francisco	Lv	6:00 A M

Above trains stop at East Portland, Oregon City, Woodburn, Salem, Turner, Marion, Jefferson, Albany, Albany Junction, Tangent, Shedds, Halsey, Harrisburg, Junction City, Irving, Eugene, Drain, and all stations from Roseburg to Ashland, inclusive.

ROSEBURG MAIL DAILY:

8:30 A M	Lv	Portland	Ar	4:40 P M
5:25 P M	Ar	Roseburg	Lv	8:00 A M

Salem Passenger Daily:

4:00 P M	Lv	Portland	Ar	10:15 A M
6:15 P M	Ar	Salem	Lv	8:00 A M

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BETWEEN PORTLAND & CORVALLIS.
Mail Train Daily (Except Sunday).

7:30 A M	Lv	Portland	Ar	5:40 P M
8:50 A M	Lv	Hillsboro	Lv	4:25 P M
12:15 P M	Ar	Corvallis	Lv	1:00 P M

At Albany and Corvallis connect with trains of the Oregon Central & Eastern Ry.

Express Train Daily, (Except Sunday).

4:45 P M	Lv	Portland	Ar	8:25 A M
6:05 P M	Lv	Hillsboro	Lv	7:15 A M
7:25 P M	Ar	McMinnville	Lv	5:50 A M

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