

Crook county script is selling at ninety cents on the dollar.

Brother C. E. Jones of the Mora Observer was in the city Tuesday.

The show window of Farley & Frank contains a very beautiful exhibit of lap robes for winter use.

A large party from Heppner and Lexington marrow county arrived in town last night to take advantage of the fifty cent rate on the Baker.

Billy Cantrel, John McAttee and Frank Swift of Tygh Valley, returned from Portland Monday, where they had gone with a band of beef cattle for Butler and Spaulding.

The wheat bought for the Union Pacific company was placed on a scow Monday and towed over from North Dalles. It was then placed on the cars, to be taken to Portland.

Report has it that George Smith has stopped buying wheat at North Dalles and left the field to M. A. Moody. We predict lower prices for wheat over there but we shall see what we shall see.

Residents of The Dalles and the country adjacent will make a determined fight to sustain the new steamer Regulator against the recent cut in the Union Pacific rates from that city to Portland.

A private letter from J. H. Hall, formerly foreman of the North Dalles stock factory now in San Francisco, gives the information that Mr. Hall intends returning in the near future and taking up his residence at Hood River.

Citizens of The Dalles observe a marked decrease in the number of passengers arriving on the noon train since the Regulator was put on the river. They are taking advantage of the fifty cent rate on the Baker to the loss of the Union Pacific of \$3.10 a head.

Five dollars and ten cents, more lost to the Union Pacific. Sheriff Leslie of Sherman county caught on to our suggestion and purchasing a ticket on the cars from Grants to The Dalles, went down on the Baker. That means the Union Pacific gave Sheriff Leslie five dollars and ten cents on the round trip for traveling on the Baker.

A private letter from a Wasco county farmer now in Benton county, this state, says: "Things in this part of the country are in a worse condition than in Wasco county. Everybody is laboring under the burden of a mortgage." This is precisely what we insist on. A man leaving Wasco county to better his condition will strike twenty places that are worse for everyone that is better.

The fine rain we had last night will be worth thousands of dollars to this country. It will put summer fallow in excellent condition for seeding and possibly for plowing. Grass will get a good start before the winter frosts set in and the roads will be put in fine condition for hauling what grain yet remains to be brought to market.

It would be impossible for the U. P. without impairing its revenue, to reduce rates on the rail line as, according to the Houli law, the rates put into effect between Portland and Dalles City, eighty-eight miles, would have to be put into effect for the same distance on all other sections of the road. This would make a difference of three or four dollars a ton, or several hundred thousand dollars a year to the company.

An interesting reunion of five sisters, after a lapse of thirty years took place today at the home of Dr. Taylor in this city when Mrs. Baker of Tacoma and Mrs. John Clark of John Days met Mrs. Dr. Taylor, Mrs. L. D. Oakes of Lake Oren, and Mrs. Benefield of Lexington, Morrow county. There is still one sister not here, Mrs. Oeburn of Williams, Yamhill county, and an only brother, Charles Branson of Fossil.

J. B. Totterdell, a stone mason, who has been working in this city part of the time, since the fire, is a real smart man. He and an employe named Jeff Sullivan roomed together at the Columbia hotel. Monday night Totterdell paid Sullivan the sum of \$26 for wages. When both went to bed that night the \$26 was in Sullivan's pocket. Tuesday morning it wasn't and Totterdell had skipped the town. It is believed he left on the Baker. A warrant has been issued for his arrest.

The Regulator had a fine load of freight and passengers both coming up Monday night and going below Tuesday morning. The boat is getting about all the traffic she can conveniently handle. A new shed 215x50 feet has been erected at the landing for protecting freight from the interior that ordinarily has to lie over twenty-four to forty-eight hours. Piles are being driven rapidly for the new wharf which, when finished, will make an excellent and convenient landing.

Mr. Jacob Craft who is now a resident of The Dalles has just returned from a week's trip to the country. He made it his special business to ascertain the feeling of the farmers with reference to the Regulator and the effort now being made by the Union Pacific to drive her off the river. He reports that he did not find a single one of them who did not express his willingness to contribute of his means, if need be, to sustain the opposition. So far as the country is concerned there is only one sentiment. The Regulator must be sustained at all cost.

Tuesday night last Frank Lee editor of the Northwest Pacific Farmer, while stopping at the Calcedonia hotel Grants, lost his overcoat. Next morning as the east-bound freight arrived Frank took a run through the box cars where he discovered the missing garment adorning the form of a live booby while his head was covered with the stage driver's hat and the stage driver's coat hung over his arm. Frank marched him back to the hotel where he was undressed and given ten minutes to leave town. Frank was the boat left here with twenty-one through passengers, all Dalles citizens but one. The two boats arrived at

White Salmon at the same time. Fourteen passengers were awaiting at the landing and thirteen of them got on the Regulator. Ten passengers got on the people's boat at Hood River and the Regulator stopped at every landing between here and the Cascades, while the Baker made only two landings, one at White Salmon and the other at the wood yard. At two landings below the locks there was a lot of hay, grain and other farm produce which the Union Pacific had offered to carry for nothing. The owners to a man said the company could not have a ounce of it and Dalles City got it. Such is the universal feeling and the Chronicle is glad of it.

The Ways of Railroad Functionaries.

I see, Mr. Farley, said a Chronicle reporter as he addressed that gentleman, "that the Times-Mountaineer would like to know if it comes that you charged the state \$170, or something like that, for expenses during your month's trip to the east while you were having the rolling stock for the Cascade Portage road and at the same time had seven railroad passes in your pocket."

"Well, you see," replied Mr. Farley, "while railroad passes are very handy to use in lieu of coin for railroad fares they are not good to eat. The truth is, however, that \$170 was to pay the wages of my private secretary (of course you know all high railroad functionaries have private secretaries). I did not charge anything against my own expenses at all and they were very considerable notwithstanding that my friend Mr. Gould furnished me with a special car over his entire road and my friend Jim Hill insisted that I should travel in his special car after I crossed the Missouri river. By the way Jim invited me to a grand supper at Delmonico's where I met Chauncey Dewey and two or three of the Vanderbilt boys and several other old time chummies of mine before I became a blacksmith. We had a grand old time I tell you, and champagne to no end, you bet. The fact is I never drank anything but champagne after I crossed the state line. All high railroad functionaries do it and I had to be in the swim you know. Expensive? Of course it is, but we railroad men never think of expense. You never met Chauncey, I suppose? Well, he is one of the jolliest fellows in the world. One night while I occupied a grand suite of rooms at the Fifth avenue hotel, New York, and just as my body servant had dressed me for dinner, Chauncey and Jim and Jay and the Vanderbilts boys and half a dozen others—but I'll tell you about this some other time." "But you don't mean to say you had a body servant as well as a private secretary?" said the Chronicle reporter. "Of course I had," answered Mr. Farley. "All high railroad functionaries have body servants. Why, I always traveled about the large cities of New York, Philadelphia, Pittsburg and Chicago in a barouche and with a four-wheeled servant behind. But don't for your life tell this to the Mountaineer man. You see he knows nothing of the ways of high railroad functionaries and he might think I was extravagant."

About the San Jose Scale. THE DALLES, October 26, 1901. Editor of the Chronicle: In the Oregonian under date of the 23rd inst., a statement is made by Mr. S. A. Clarke that "During a recent visit to this place he was informed that some fruit growers confessed that the San Jose scale had a footing there, but did not think it was doing much harm, owing to the presence of lady-bugs there in great numbers, as they devoured all insect pests." The facts in the case may be stated plainly—that nearly all the gardens in the city, and many of the largest orchards for several miles about it, are overrun with the scale, that many have been cut down and destroyed, and, in our opinion, many more must share the same fate before we shall be rid of the scale. We would be glad to know that our little friends the lady-bugs were "here in great numbers," but such is not the case, and the rapid spread of the scale in this vicinity this season leads to the conclusion that our orchards are doomed to destruction if we rely upon the increase of lady-bugs alone to save them.

Mr. Clarke also states that he "was amused (?) to hear the following story at the expense of Mr. Varney, the horticultural champion, and inspector of fruit pests in Oregon." "Some one found the scale in Mr. Varney's nursery and it became current that the scale was there. Mr. Varney came to one of our pomological meetings and stated that a certain person had industriously circulated such a report to his injury, that he and his men had searched diligently for the scale and found none, and asked that some members of the society might be delegated to go and examine his nursery and offered to pay for the work."

We, the writers of this article, visited Mr. Varney's place, and found no scale in his nursery proper, but did find a very few scales on two bearing orchard trees. Mr. Clarke further says: "The committee was duly appointed and made the inspection, to find if the tree they examined fairly covered with scale. While the scale pests were found by the whole, nothing has been heard up to date, of the promised \$10."

In justice to Mr. Varney we say that the above statement is false, for he promptly tendered us the promised \$10, at the time, and as promptly exterminated the scale in those trees, as we learned by later inspection. Mr. Varney's reputation as a fruit grower, as a state official, and as an esteemed citizen will suffer nothing in this community by the attacks of S. A. Clarke, and his "reliable informant," who is also well known here. George R. Snipes, W. H. Taylor.

United States Land Office Business at The Dalles. Very few have any idea of the amount of business done at the United States land office at this place. The following statement kindly placed at our disposal by Captain Lewis gives the number of entries, the number of final proofs and the amount of cash receipts for the quarter ending September 30, 1901:

Table with 2 columns: Description and Amount. Includes entries, final proofs, cash receipts, and total number acres.

THE DALLES PORTAGE

A Citizen's Views as to Why It Should Be Built on the North Side.

Editor Chronicle:

Dear Sir—Things are said to have been quiet on the Potomac at one time, much so that it got to be a by-word. Here, in The Dalles, the situation is inverted and everything is moving on the Calumet. We all know that our town originally achieved its importance from two causes, the first one being that we were practically the head of navigation for many years, and the second that from this point a very large area of country, extending away into Idaho and to the remote parts of Oregon and Washington, was supplied by our merchants. With the completion of the Union Pacific railroad (O. R. & N. Co.) and the Northern Pacific Railroad, a considerable damage was done to the commercial interests of this point, because many points which were formerly reached by wagon roads from this place were brought nearer to railroad transportation than they were to The Dalles, and consequently the trade was lost. Of course the setting up of the country immediately around us, in a measure made up for the losses we sustained in more distant portions; our trade territory has, however, been growing smaller and smaller. To offset in a measure the steady decline of our trade we have organized a steamboat line to Portland, a thing which was made possible by the opening of the Cascades by means of a portage, the difficulty with this enterprise, however, is that there is very little traffic between here and Portland, and that business our steamboat line gets is practically confined to this city; the Union Pacific has reduced its rates from here to Portland, and will undoubtedly keep it up until our steamboats are possibly run off the route. All our eggs, unfortunately, are in one basket, and that basket is right here. If our boats had some connection with navigation east of the Dalles and along the Upper Snake and Columbia rivers, they would receive a traffic from points which are not reached by the Union Pacific railroad at all; a traffic sufficient to more than pay expenses and to help the navigation company through periods of hostility with the Union Pacific. It is all very well for us to kick against the opening of the Columbia river, simply because we cannot get the portage road on the south side of the river. If any of our citizens who are so shortsighted and so loud in their denunciation of a portage railroad on the north side of the river could take a trip east, or to some large city and discuss the situation with persons who have no bias and no local interests, they would find that no capitalist would invest his money in a portage road on the north side of the river, for the simple reason that the investment would become utterly void the moment anything was done on the north side of the river; this is because whatever developments are likely to be made, either by the United States government or by some large system of railway, will happen on the north side, a portage on that side would become a part of such a system, or would become necessary to the United States government and the investment will be safe. I will not enter at this time upon the question of the merits, from an engineering point, of either the five mile route or of the scheme of paralleling the Union Pacific with the portage. To my mind it is immaterial, as a financial proposition, whether such schemes are practical or not. Now, as I see it, the benefit which would come to our people by the establishing of a terminus of a portage road here is very little, and would amount to nothing more than the wages of a few hands used in making the transfer from the portage to the steamers, which would amount to but a few hundred dollars per month, not enough to make any noise about; but let us see how it would effect this city if we had cheap transportation by some rival line, both from Portland here and again from here into the interior of Oregon and Washington. Assuming that our merchants have the capital, the industry and the qualifications to command the trade, (and they have), could they not by means of competitive rates extend their trade further than they are doing now, and if in connection with this we should be able to build a narrow-gauge road into the country, would it not be better to do that than to persist in fighting the opening of the Columbia river? Whether the Columbia River and Navigation company builds its portage road on the north side of the river or not, it is quite certain that somebody will build it sooner or later, and if not a private corporation, the United States government. Of course some of our residents would prefer not to see the river opened at all, but even upon that basis can we stand in the way of the entire states of Washington and Oregon very long in this matter? Every one is entitled to fight for his interests, but can we, a handful of people, retard the business of the northwest, simply because it hurts us? I certainly think not, and I do not think that it will long before every one will do as I do, that it is not even true that our interests would be interfered with by opening the Columbia river. Unless the people representing the Columbia Railway and Navigation company have less brains than I think they have, we could easily make arrangements by which they will locate their terminus opposite this town. We could easily make an arrangement to have them make a traffic contract with our steamboats between here and Portland. The Dalles has a start now, it has capital and an industrious people, and I am willing to take my chances with any other place in this vicinity. The difference whether the terminus of a portage railroad was located here (assuming that we wanted a portage railroad) or whether that terminus was on the other side of the river, is trifling; it would amount to perhaps 25 cents a ton at the outside, and furthermore, what merchandise was distributed could be landed here by steamers just as well as on the other side of the river, while such merchandise as would need to be handled on the other side of the river could be handled by our merchants there as well as here. If it is a question, as I see it, of the prosperity of our people, and not a question whether a warehouse is located at this, or that other point, Portland merchants are at present establishing warehouses in Seattle and Tacoma and realizing a fair share of profit by so doing; they live in Portland

WASCO ACADEMY NOTES.

The second Latin class is just through with Caesar. The final examination was given yesterday. They will read Virgil as their next author, instead of Cicero.

The debating society held a spirited debate last Friday after school on the subject of the competition of conit labor with free labor. The weight of argument was decidedly against such opposition.

Rumor has it that certain boys from the city are planning some malicious mischief in connection with the Halloween social next Saturday evening. Although under no obligation to do so, the Geometric class, which gives the social, has made special provision for the reception and entertainment of all who interfere in anyway with their guests. We hope the rumor will prove unfounded.

Interest in out-of-door sports has culminated in the formation of a base ball association in connection with the academy. A committee appointed to draft a constitution reported Monday last. Their report with a few slight changes was adopted, and the following officers elected: President, Albert P. O'Leary; vice-president, Lyman W. Lee; secretary, Jesse W. Allen. Henceforth all games, etc. will be under the auspices of the association.

We must remind Player, whose communication appeared in a recent issue of the Times-Mountaineer, that he has a defective memory. The city news could hardly run "three or four games" from the academy team during a season when the latter received but one defeat, and that by a score of 15 to 14. Again, he forgets that he personally gave a challenge to one of our players and made an oral agreement with our manager to play three games, as was previously stated in the "Notes." We hope he will stand by his offer in the Mountaineer and give us a game at an early date.

The "eternal fitness of things" is always duly appreciated; witness the following which occurred in the German class: Pupils are reciting a vocabulary rapidly. Teacher, "Sweet, Mr. C." Class leaves out the punctuation and applies the proper use of the adjective in connection with the name of the pupil called upon to recite.

Moody's Wheat Ferried Free. Union Pacific men report that their Dalles boats are doing a largely increased business on account of their recent cut in passenger rates. The statements made in Dalles papers that the Union Pacific was buying up all the wheat there so as to insure the transportation of it for their boats has aroused considerable comment here. The exact proportion is not credited, for nobody believes the Union Pacific has any money to spare for such purposes. But the opinion is entertained that some inducement is offered Moody, by which he is able to outbid the other dealers. Commission men here will not say anything for or against the proposition, but their consignments of grain from there have fallen off of late, their agents reporting that Moody was paying more than the market price, including the freight would justify it. Portland gentlemen who was in The Dalles Tuesday, was told that the "company's agent" was paying the same price for wheat that it would be in Portland. It was Saturday by a gentleman on the inside that the cause of Moody's advantage is that the railroad company ferries his wheat across the river at The Dalles for nothing.

Spill at the Helm. H. W. Wells of Sherar's Bridge brought to this office yesterday six head of cabbage which he raised on his back ranch amid the dry hills east of the Des Chutes, nearly opposite the Mutton mountains and some fifteen hundred feet above the level of the sea. They nearly filled the bed of a lumber wagon. One of them was placed in the Chronicle exhibit in our office show window and the remaining five were ranged outside on the sidewalk. During the two hours they were allowed to remain on the sidewalk a constant stream of friendly Tontons came pouring into the office headed by Mat Blazen and Sam Klein inquiring the price of sauer kraut, till the editor was compelled to wave them off with the exclamation, "Get away you Dutchmen! Get away you Dutchmen!" We refer to this matter now in order to say that it is not true, as was reported last night that the Chronicle has changed editors and that a Dutchman now runs the great paper. We are still at the helm and the price of the Chronicle remains unchanged. Now is the time to subscribe.

ADMINISTRATRIX NOTICE

NOTICE IS HEREBY GIVEN TO ALL whom it may concern that the undersigned has been appointed administratrix of the estate of Wm. A. Olarr, deceased, by the Honorable the County Court of the State of Oregon, in and for the County of Wasco, Oregon. All persons having claims against said deceased are hereby notified to present the same to me with the proper vouchers at the office of Duffur, Watkins & Menefee, in The Dalles, Oregon, within six months from the date of this notice, October 26, 1901.

JULIA A. OHARR, Administratrix of the Estate of Wm. A. Olarr, deceased. Duffur, Watkins & Menefee, Attorneys for Administratrix.

SUMMONS

In the Justice Court for East Dalles Precinct, Wasco County, Oregon. JOHN RYAN, Plaintiff, vs. L. S. HYRE, Defendant. To L. S. Hyre, the above-named defendant. In the name of the State of Oregon you are hereby notified to appear before the undersigned Justice of the Peace at the office of said Justice in said precinct, to answer the above-named plaintiff in a civil action. The defendant will take the oath to answer the complaint of the plaintiff herein, and the plaintiff will take the oath to prove his claim. This summons is served upon you by delivery in pursuance of an order made and entered on the 29th day of September, 1901, and is returnable on the 29th day of October, 1901.

NOTICE FOR PUBLICATION

LAND OFFICE, The Dalles, Or., Sept. 15, 1901. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the register and receiver of the U. S. Land office at The Dalles, Oregon, on the 14th day of November, 1901, at the hour of said Justice in said precinct, to answer the above-named plaintiff in a civil action. The defendant will take the oath to answer the complaint of the plaintiff herein, and the plaintiff will take the oath to prove his claim. This summons is served upon you by delivery in pursuance of an order made and entered on the 29th day of September, 1901, and is returnable on the 29th day of October, 1901.

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NOTICE FOR PUBLICATION

LAND OFFICE, The Dalles, Or., Oct. 25, 1901. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the register and receiver of the U. S. Land office at The Dalles, Oregon, on the 14th day of November, 1901, at the hour of said Justice in said precinct, to answer the above-named plaintiff in a civil action. The defendant will take the oath to answer the complaint of the plaintiff herein, and the plaintiff will take the oath to prove his claim. This summons is served upon you by delivery in pursuance of an order made and entered on the 29th day of September, 1901, and is returnable on the 29th day of October, 1901.

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SUMMONS

In the Circuit Court of the State of Oregon for the County of Wasco. Adella C. Freeman, Plaintiff, vs. Marvin W. Freeman, Defendant. To Marvin W. Freeman, the above named defendant: In the name of the State of Oregon you are hereby notified to appear before the undersigned Justice of the Peace at the office of said Justice in said precinct, to answer the above-named plaintiff in a civil action. The defendant will take the oath to answer the complaint of the plaintiff herein, and the plaintiff will take the oath to prove his claim. This summons is served upon you by delivery in pursuance of an order made and entered on the 29th day of September, 1901, and is returnable on the 29th day of October, 1901.

ADMINISTRATRIX NOTICE

NOTICE IS HEREBY GIVEN THAT THE undersigned has been duly appointed by the County Court of Wasco County, Oregon, as the Administratrix of the estate of H. C. Smith, deceased, and that letters testamentary have been issued to him. All persons indebted to said estate are requested to make prompt settlement and all persons having claims against the same to present them to me at the office of Messrs. Huntington, Wiley, Doherty & Co., in The Dalles City, in said county and state, at public auction to the highest bidder, for cash in hand, subject to redemption, the following described property to-wit: Sixty feet of north end of lot 1, in block 14 in Lexington addition to Dalles City, in Wasco county, state of Oregon, to satisfy \$124.14 with interest thereon at the rate of 10 per cent per annum from January 10th, 1900, and \$20 attorney fees, and the further sum of \$100.00 with interest thereon at the rate of 10 per cent per annum from February 21st, 1900, together with accruing costs therein. Dated this 29th day of October, 1901.

SHERIFF'S SALE

In the Circuit Court of the state of Oregon for Wasco county. H. Knight Plaintiff, vs. A. C. Cathers. BY VIRTUE OF AN EXECUTION ISSUED out of the said court on the 13th day of October, 1901, upon a judgment rendered in said court on the 10th day of January, 1901, I have levied upon and will sell on Saturday, the 28th day of November, 1901, at the court house in Dalles City, in said county and state, at public auction to the highest bidder, for cash in hand, subject to redemption, the following described property to-wit: Sixty feet of north end of lot 1, in block 14 in Lexington addition to Dalles City, in Wasco county, state of Oregon, to satisfy \$124.14 with interest thereon at the rate of 10 per cent per annum from January 10th, 1900, and \$20 attorney fees, and the further sum of \$100.00 with interest thereon at the rate of 10 per cent per annum from February 21st, 1900, together with accruing costs therein. Dated this 29th day of October, 1901.

ADMINISTRATRIX NOTICE

NOTICE IS HEREBY GIVEN THAT THE undersigned has been appointed administratrix of the estate of Charles Adams, deceased, and that letters testamentary have been issued to her. All persons having claims against said deceased are hereby notified to present the same to me with the proper vouchers at the office of Messrs. Huntington, Wiley, Doherty & Co., in The Dalles City, in said county and state, at public auction to the highest bidder, for cash in hand, subject to redemption, the following described property to-wit: Sixty feet of north end of lot 1, in block 14 in Lexington addition to Dalles City, in Wasco county, state of Oregon, to satisfy \$124.14 with interest thereon at the rate of 10 per cent per annum from January 10th, 1900, and \$20 attorney fees, and the further sum of \$100.00 with interest thereon at the rate of 10 per cent per annum from February 21st, 1900, together with accruing costs therein. Dated this 29th day of October, 1901.

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THE DALLES MERCANTILE CO., (Successors to BROOKS & BEERS.) The Dalles, Oregon.

General Merchandise, Staple and Fancy Dry Goods, Gents' Furnishing Goods, Boots and Shoes, Hats and Caps, Etc. Staple and Fancy Groceries, Hardware, Flour, Bacon, Teas, Coffees, Dried Fruits, Canned Goods, Etc.

HAY, GRAIN AND PRODUCE. Of all kinds Bought and Sold at Retail or in Car-load Lots at Lowest Market Rates. Free Delivery to Boat and Cars and all parts of the City. 390 AND 394 SECOND STREET.

MAIER & BENTON, Successors to A. Bettinger, Jobber and Retailer in Hardware, Tinware, Woodenware and Graniteware. Have also a Complete Stock of Heating and Cookstoves, Pumps, Pipes, Plumbers and Steam Fitters Supplies, Carpenters' and Blacksmiths' and Farmers Tools, and Shelf Hardware. All Tinning, Plumbing and Pipe Work done on Short Notice. SECOND STREET, THE DALLES, OREGON.

COMPLETE STOCK OF Stoves, Ranges, Tinware, House Furnishing Goods, Carpenters', Blacksmiths' and Farmers' Tools, Fine Shelf Hardware, Cutlery, Shears, Scissors, Razors, Carvers and Table Ware, and Silverware. Pumps, Pipe, Plumbers' and Steam Fitters' Supplies, Packing, Building Paper, Sash, Doors, Shingles, Terra Cotta Chimney, Builders' Hardware, Lanterns and Lamps. Special and Exclusive Agents for Charter Oak Stoves and Ranges, Acorn Stoves and Ranges, Belville Stoves and Ranges, Boynton Furnaces, R. J. Roberts' Warranted Cutlery, Meriden Cutlery and Table Ware, the "Grand" Oil Stoves, Anti-Rust Tinware. Gould's and Moline Power and Hand Pumps. All Tining, Plumbing, Pipe Work and Repairing will be done on Short Notice.

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