

PUBLIC SALE OF OKLAHOMA SCHOOL LANDS

Notice is hereby given that the Commissioners of the Land Office of the State of Oklahoma, under and by virtue of the authority vested in them by the laws of said state, will offer for sale and sell at public auction 57340.61 acres of Common School Indemnity Lands belonging to said state and situate in the County of Lincoln and all improvements thereon situate and which have been appraised. Said sale to begin on the 15th day of December, A. D., 1909, and to continue up to and including the 7th day of January, 1910, Sundays and legal holidays excluded.

Said sale will be held at the door of the Court House wherein the County Court of said county is held in the City of Chandler, Oklahoma.

Said 57340.61 acres of land are divided into 361 tracts and each tract with the improvements thereon, will be offered for sale and sold separately. No person shall be permitted to purchase more than one quarter-section of land and all sale of said land shall be made according to the provisions of Article 2, of Chapter 28 of the Session Laws of Oklahoma for the year 1909 and the rules and regulations adopted by the Commissioners of the Land Office of said state, and all bidders on said lands, and purchasers of said lands are to be governed and bound thereby.

The terms and conditions of the sale of said lands and improvements are as follows:

No bid can be made for the improvements upon any tract of land to be sold, but the improvements on any tract shall be purchased and paid for by the successful bidder for the land. On each tract of land for which some person has a valid lease, such person as the lessee thereof, has the preference right to purchase such tract at the highest bid received therefor, or in the event no bid is received for such tract, such lessee shall have the right to purchase the same at the appraised value thereof. Each tract of land shall be sold at public auction to the highest and best bidder and such bidder upon the acceptance of his bid, is required to pay to the Commissioners of the Land Office, or their authorized Agent, for the use and benefit of the lessee of said tract, the appraised value of the improvements thereon as shown by the official appraisal thereof, and in addition to the payment of the appraised value of the improvements, the successful bidder shall, upon the acceptance of his bid, be required to pay to the Commissioners of the Land Office, or their authorized agent an amount equal to 5 per cent of his bid upon the tract of land, but in no event shall said amount be less than \$50.00 and in no event will any bid for any tract of land be considered or accepted for less than the appraised value thereof, provided, however, in the event that the lessee of any tract offered for sale and upon which a bid has been offered and received, desires to and does then and there exercise his preference right to purchase said land at the highest bid, he shall have the lawful right so to do and if he so elects, the sale of such tract shall be made to him.

The remainder of the purchase price to-wit: 95 per cent shall be paid in forty equal annual payments with interest thereon, at the rate of 5 per cent per annum, provided, however, the purchaser of any tract is given the privilege at any interest payment after expiration of five years, to pay any or all deferred payments, both principal and interest.

Before any person other than the lessee thereof, shall be qualified to bid upon any tract of said land, he shall deposit with the Commissioners of the Land Office or their authorized agent, an amount equal to 10 per cent of the appraised value of the lessee's improvements as shown by the official appraisal thereof and when such deposit is made and the person depositing the same for the purpose of qualifying himself to bid upon a particular tract, and he is unsuccessful in his bid for said tract, such deposit if desired by the unsuccessful bidder will be retained and he will be qualified to bid on any tract offered for sale thereafter until he withdraws such deposit.

A full and complete description of each tract of said land can be had upon application to said Commissioners of the Land Office and upon request, a pamphlet containing a complete list of said lands by section, township and range, together with a brief description of each tract thereof with the improvements thereon and setting out the appraisement of the lands and the improvements, together with a map of said county and an abstract of the laws authorizing the sale of said lands and the rules and regulations adopted by the Commissioners of the Land Office will be furnished free of cost to any person.

Address all communications to the Commissioners of the Land Office of the State of Oklahoma, or Jno. N.

Sheplar, Supt. of Sales, Guthrie, Oklahoma.

Witness our hands in the City of Guthrie, in said State, on this 11th day of November, 1909.

C. N. HASKELL,

Governor.

BILL CROSS,

Secretary of State

M. E. TRAPP,

State Auditor.

E. D. CAMERON,

Superintendent of Public Instruction.

J. P. CONNORS,

President Board of Agriculture.

Composing Commissioners of Land Office of the State of Oklahoma.

Attest:

ED. O. CASSIDY,

Secretary.

ANOTHER RECORD-SMASHING STOCK SHOW AT HAND

Once more the International Live Stock Exposition, which will be held in Chicago from November 27 to December 10, has accomplished the seemingly impossible by again showing a most phenomenal increase in entries. Once more all past records have been demolished and once more we are brought to realize that interest is growing in this the greatest of live stock shows—this leading exponent of the live stock industry—and that this great annual event is becoming more popular from year to year. Even though feeding operations have been exceedingly light during the past year, we still find an increased number of entries in the cattle department. The draft horse exhibit will be the greatest ever seen in this or any other country. Horses, whose lineage dates back into the dark ages, will be seen in the ring beside the most splendid specimens of the English and Scottish types, whose equals have never before been brought together in such numbers in the history of the show ring. The number of exhibitors in the sheep department exceeds that of any previous year, and in quality their exhibits will far surpass anything ever seen in the past, as the entries show them to contain some of the choicest importations made to this country in recent years. In the swine department all the leading types will again be represented and the quality will be superior to that of any show ever seen on this continent. All these and many other new features give promise of making the coming exposition the greatest in the history of this splendid series of events, and no one, be he ever so distantly connected with live stock—the right arm of our basic industry, agriculture—can afford to miss this exceptional opportunity for education, entertainment and a pleasure trip in one.—Ex.

THE PRESIDENT IS FOR SHIP SUBSIDY

As if to shake a red flag in the face of an enraged bull, President Taft has announced in the west that he will urge the next congress to pass a bill providing for ship subsidies. It will be useless for him to do so. Taft has lost the confidence of the west, and any suggestions coming from him now will be regarded with distrust. He has immeasurably hurt himself and his party by telling the people beyond the Mississippi that Aldrich is a great and good man and he has hurt himself and his party still more by defending the recent tariff legislation. As one of our exchanges very pointedly remarks, if the things for which President Taft stands for in the future are as good as the things he has stood for and approved since his inauguration, then God help the country!

The ship subsidy scheme is simply another plan to rob an already plundered people. It is another

plan to get into the pockets of the consumers and further enrich the already monstrously rich public highwaymen. Of course the American merchant marine has been driven from the seas. But this fact is not due to the lack of subsidies. It is due to our merchant marine laws. It is due to the stupid policy of the republican party. Before the republican party came into being the American merchant marine was the finest in the world. American ships predominated everywhere. It was not until the republican party, in its program of protection, enacted laws providing that the American flag should not float from ships built in foreign countries that the American merchant marine was put out of business. And it can never be revived until those senseless laws are repealed. Ship subsidies can not revive it. Ship subsidies are only means to perpetuate the thieving tariff.

There is an enormous amount of American capital invested in freight-

carrying vessels. But it is invested in foreign-built ships. It is invested in foreign-built ships because, owing to the protective tariff, ships can not be constructed in America as cheaply as they can be constructed abroad. This is the whole secret of the condition of the American merchant marine. The lumber trust, with its swag of protection, stands in the way of it. The steel trust, with its power to extort, stands in the way of it. The west is aware of this—and Mr. Taft can not fool the west. He may talk ship subsidies until he is black in the face, but he will talk for them in vain. The tariff hogs have got to let go, and out of the west will come senators and congressmen who will force them to let go. The war is on in earnest.—Johnstown Democrat.

The sides of a new French automobile are curtained instead of being made solid, so that more than the usual air and light may be admitted.—Ex.

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