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J. E. Higgins, Cashier.

Geo. W. Warren, Vice-President,
C. R. Higgins, Asst. Cashier.

The Astoria National Bank

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GOING TO THE FAIR?

What to Do if You Desire Practical Information.

If you contemplate visiting the St. Louis Exposition, to secure reliable information as to railroad service, the lowest rates and the best routes. Also as to the local conditions in St. Louis; hotels, etc., etc.

If you will write the undersigned, stating what information you desire, the same will be promptly furnished. If we do not have it on hand, will secure it for you if possible, and without any expense to you. Address

B. H. TRUMBULL,
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Startling Evidence.

Fresh testimony in great quantity is constantly coming in, declaring Dr. King's New Discovery for Consumption, Coughs and Colds to be unequalled. A recent expression from T. J. McFarland, Bentonsville, Va., serves as an example. He writes: "I had Bronchitis for three years and doctored all the time without being benefited. Then I began taking Dr. King's New Discovery, and a few bottles wholly cured me." Equally effective in curing all Lung and Throat troubles, Consumption, Pneumonia and Grip. Guaranteed by Chas. Rogers, Druggist. Trial bottles free; regular sizes, 50c and \$1.00.

The Northern Pacific Railway Company will place round trip tickets from Portland to St. Louis and return on account of the world's fair on sale as follows:

June 16th, 17th and 18th.
July 1st, 2nd and 3rd.
August 8th, 9th and 10th.
Sept. 5th, 6th and 7th.
October 3rd, 4th and 5th.

The round trip rate to St. Louis and return from Portland will be \$67.50. Tickets will be good for return via any direct line.

A round trip rate of \$72.50 will also be made from Portland to Chicago and return.

If a passenger desires to take in both Chicago and St. Louis the round trip rate will be \$75.00.

All tickets will be good for 90 days from date of sale. Tickets will be good going ten days from date of sale so that a limited stop-over can be had on the going trip and on the return trip passengers can stop at their pleasure west of the Missouri river or St. Paul. These rates apply via direct lines, but if passenger wishes to return through California tickets can be sold accordingly, but at an increased rate of \$12.50 added to above.

For any additional information desired, call or address A. D. Charlton, Assistant General Passenger Agent, Northern Pacific Ry., 255 Morrison street, corner of 3rd, Portland, Ore.

WILL RACE TO THE FAIR

Cowboys From New Mexico and Arizona Will Ride in Relays from Albuquerque to St. Louis

WILL START IN MONTH OF JULY

Relays Will Be Short That No Charges of Cruelty to Animals May Be Declared by Officers.

Albuquerque, N. M., June 9.—F. H. Leland, a veteran cavalryman and William Clossen, a well-known cowboy of this section, are organizing a 12,000-mile relay race for cowboys, open to riders in New Mexico and Arizona, with the starting point in Albuquerque and the finish as the gates of the world's fair grounds in St. Louis. Details of the contest have not yet been completed, but it has been decided to have relays at short distances so as to obviate any charge of cruelty to animals.

The purse will be \$1,500 and will be offered by New Mexico cattlemen. There are already six entries in the contest and probably the start will be made in the first week in July. The distance from Albuquerque to St. Louis is 1180 miles.

Marvelous Endurance of Arab Horses.

No animal among the hundreds with which civilized man is familiar is less generally understood than the Arab horse. The stores of his fleetness of foot are numberless, but it is doubtful if even the swiftest of his race could successfully contend against some of the crack animals on the American turf today.

It is almost a misnomer to call the Arab a horse. He is virtually a pony, standing 14-2 hands, oftener under than over. He is not fast even at the gallop, indeed he is slow. He is a very poor trotter, both as regards speed and action; a bad hack, and cannot walk without slobbering his toe in the ground. He is totally unfit for harness and is uncomfortable to ride except at the gallop, which is his natural gait.

As regards his general make-up and anatomical formation, he is perfect and his constitutional and physical soundness is wonderful. He has great bone substance, vigor, resolution, strength, staying powers, courage, boldness, sobriety, the soundest legs and feet and extraordinary lung power which is due to the atmospheric conditions and free life to which he has been from time immemorial; extraordinary eyesight, good temper, tractability, instinct and sagacity, and for his size is a wonderful weight carrier.

It is this extraordinary constitution and anatomical perfection and this magnificent courage, nerve and mettle of the Arab which have made the thoroughbred of today what he is, and not his speed, which has only existed in some.

The Arab attaches far greater importance to bottom, speed and sobriety than he does to what might be called "artistic beauty." Of such a horse he will say: "Let us not be in a hurry." "Let us see him work." "He might be only a cow with a lion's hide on his back." When you consider what their idea of bottom is, it may be sufficient to know that it means that a horse should be able to travel with a man on his back a change of clothing, food

for rider and horse, his gun, flag, etc., from sixty to ninety miles a day for five or six days in succession, and after a couple of days repeat the task, and this under a sweltering sun. Further, it is not uncommon for pure Arab horses to cover from 125 to 150 miles in twenty-four hours and this without food or water until his journey is finished, and then the Arab when he dismounts wants to see his horse shake himself and neigh loud and shrill and paw the ground for his food.

Men Are Growing Taller.

A walk through the Tower of London will convince any person that the armorial knights of mediæval days were puny men compared with the athletes of today.

The experiment of getting into suits of old armor in country houses has often proved that the "legs" are far too short for the average man of the present generation.

A well-known anthropologist at the British museum says that undoubtedly the British race is taller than it was several hundred years ago.

"I think, however, that the mediæval man was deeper chested and broader in the shoulders," he said.

"The old armor, if a man of good average height could squeeze into it today, would be found loose fitting in the shoulders and at the chest.

"The tallest men in the world come from Galloway and Perthshire, and Yorkshire's average is a fine one. Even that of southwest England and South Wales—5 feet 6 inches—is far higher than that of many of the continental nations.

"The tallest men after the men of Galloway, who have an average of nearly six feet, are the Fulahs of the French Soudan, and the Patagonians are believed to hold a very good average."

In London the average is as low as in South Wales, and the little man frequently asks why he should have to pay the same price for a suit of clothes as a country-bred giant.

This question was answered by a West End tailor. "What we make by the little man we lose on the big man," he said; "for we pay our men extra when they are working on a giant's suit."

"We have been compelled on one or two occasions, however, to charge more when a man is exceptionally tall or stout. One of our customers, who is over six feet high and is 44 inches around the chest and 47 inches round the waist, takes 5½ double width for a lounge suit. We ask another guinea, and he pays it readily."—London Express.

Passing of Berege Veils.

"What do you suppose I saw at the battery today?" said the old-fashioned woman in horror-stricken tones. "A girl sitting on one of the benches having her shoes blacked! If a girl had done that ten year ago she would have been mobbed. And then afterward, when I was going up town in a Broadway car, another girl, (she looked like a lady, too) gave up her seat to an old woman and hung by a strap all the way to Fourteenth street. So conspicuous—what are New York girls coming to!"

"Of course," laughed the business woman. "Girls do both those things every day, and yet they are not one whit less womanly than their grandmothers, whose girlhood was spent shrinking behind berege veils. Why shouldn't a girl get an emergency 'shine' if she needs one, and is it 'unladylike' pray, for a girl who is perfectly well able to stand, to save a poor old woman from her hazardous curves and joints and jars of electric cars?"—New York Times.

The World's Fair Route.

Those anticipating an eastern trip, or a visit to the Louisiana Purchase exposition at St. Louis, cannot afford to overlook the advantages offered by the Missouri Pacific Railway, which, on account of its various routes and gateways, has been appropriately named "The World's Fair Route."

Passengers from the northwest take the Missouri Pacific trains from Denver or Pueblo, with the choice of either going direct through Kansas City, or via Wichita, Fort Scott and Pleasant Hill.

Two trains daily from Denver and Pueblo to St. Louis without change, carrying all classes of modern equipment, including electric lighted observation parlor cafe dining cars. Ten daily trains between Kansas City and St. Louis.

Write or call on W. C. McBride, general agent, 124 Third street, Portland, for detailed information and illustrated literature.

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