



I want to see the Pilyphus Ivis on the plain. An' the dawning o' creation an' the stink o' the Malne. An' other great inventions, like the Chinese an' the Turks. An' the men from France and Botocoa-carryin' their disks. Then the cityfol o' side shows—there's the kind o' thing I like.

I reckon I'll go busted when I travel down the Pike. —A Ballad of the Pike, by Wallace Irwin. Copyrighted by Collier's Weekly. Published by permission.

\$67.50 To St. Louis and Return

June 16, 17, 18, July 1, 2, 3, August 8, 9, 10, September 1, 6, 7, October 1, 4, 5. Return limit, ninety days.

The Rock Island System offers two routes to the World's Fair City—via St. Paul-Minneapolis, and through Scenic Colorado. No change of cars, Ogden to St. Louis and St. Paul to St. Louis.

Full information on request. Call or write.



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The Largest, Staunchest, Steadiest and most Seaworthy vessel ever on this route. Best of Table and State Room Accommodations. Will make round trip every five days between

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TRAVEL IS GENUINE PLEASURE ON

Baltimore & Ohio R. R.

ROYAL BLUE TRAINS

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VIA WASHINGTON, D. C.

Finest and Fastest series of trains in the world. Palatial Coaches, Pullman Buffet Parlor and Drawing Room Cars.

The Finest Dining Car Service in the World.

Is operated by the Baltimore & Ohio Railroad.

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Famous Trains

The Southwest Limited Kansas City to Chicago, The Overland Limited to Chicago via Omaha, The Pioneer Limited St. Paul to Chicago, run via

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Each route offers numerous attractions. The principal thing to insure a quick, comfortable trip east is to see that your tickets read via the Chicago, Milwaukee & St. Paul Railway.

H. S. ROWE, General Agent.

134 Third Street, Portland

A. & C. R. R.

TIME CARD.

EFFECTIVE SEPT. 4, 1904.

Leave PORTLAND Arrive

8:00 a.m. for Portland Union 11:10 a.m. 7:00 p.m. depot for Astoria 9:40 p.m.

Leave ASTORIA Arrive

7:45 a.m. for Portland and 11:30 a.m. 6:10 p.m. way points 10:30 p.m.

SEASIDE DIVISION

Leave ASTORIA Arrive

11:35 a.m. for Seaside Direct 5:20 p.m.

Leave ASTORIA Arrive

8:15 a.m. for Warrenton, Hammond, Ft. Stevens, Seaside 7:40 a.m.

Leave SEASIDE Arrive

4:30 p.m. for Astoria Direct 12:30 p.m.

Leave SEASIDE Arrive

6:15 a.m. for Warrenton Ft. Stevens, Hammond, Astoria 9:25 a.m. 9:30 a.m. 7:20 p.m.

Additional train leaves Astoria daily at 11:30 a. m. for all points on Ft. Stevens branch, arriving Ft. Stevens 12:30 p. m., returning, leaves Ft. Stevens at 2:00 p. m., arriving Astoria 2:45 p. m. \* Sunday only.

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

J. C. MAYO,

General Freight and passenger Agent.

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TICKETS

VIA



To Spokane, St. Paul, Minneapolis, Duluth, Chicago, St. Louis, and all points east and south.

OVERLAND TRAINS DAILY The Flyer and The Fast Mail

SPLendid SERVICE UP TO DATE EQUIPMENT COURTEOUS EMPLOYEES

Daylight trip across the Cascade and Rocky Mountains.

For tickets, rates folders and full information call on or address H. DICKSON, City Ticket Agent, 122 Third Street, Portland, Or. S. G. YERKES, G. W. P. A., 612 First Avenue, Seattle, Wash.

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Full information from WM. HARDER, General Agent, Portland, Ore.

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to Chicago and all points east; Louisville, Memphis, New Orleans, and all points south.

The only direct route to the St. Louis world's fair and the East is via the O. R. & N. and Union Pacific. The following rates apply from Astoria:

To St. Louis and return.....\$67.50 To Chicago and return..... 72.50 To Chicago, returning from St. Louis or vice versa..... 70.00 To Chicago, returning via St. Louis or vice versa..... 73.50 Returning via California, \$18.50 additional.

For further particulars, call on or address G. W. ROBERTS, Agent O. R. & N. Co., Astoria.

Always have some definite fact in your advertisement. Don't get tired of writing copy. People judge your store by your advertisements. If you haven't anything that will interest people your ads are not likely to bring people to your store.

Scott's Santal-Pepsin Capsules



Sold by Chas. Rogers, 453 Commercial

THAT BALLOON RACE.

Comments of the New York Tribune on the Event.

The effort made by two competing aeronauts a few days ago to reach the vicinity of the national capital from St. Louis resulted in a more dismal failure than might have been anticipated. It has been demonstrated repeatedly that at a certain elevation above the earth a strong current of air usually prevails, which flows eastward at the rate of at least 30 miles an hour. Had the balloons fairly entered that stratum they would have been carried nearly in the right direction. It might probably have been necessary to make a landing somewhere to the north of Washington, but the proper distance—scarcely more than 700 miles—might easily have been traversed in 24 hours. At the end of that period, however, one of the airships had drifted only about 200 miles, and the course which it had taken would, if sufficiently prolonged, have carried it into Wisconsin. The other balloon floated to the westward, and came down only 20 miles or so from the starting point. It is hardly supposable that the aeronauts were unfamiliar with the atmospheric currents which have served some of their professional brethren so well hitherto. One is left to conclude, therefore, that there was something wrong with their gas supply, and that they were unable

TELLS OF CHAGRES FEVER.

Rides Through Swampy Ground After Nightfall.

St. Paul, Sept. 7.—Henry Goodwin Clamplitt, of the Wall street firm of Henderson, Clamplitt & Co., passed through St. Paul on his way to Yellowstone park, where he will spend a month recuperating from the effects of six weeks' sojourn near the site of the Panama canal. Mr. Clamplitt, although under 40 years of age, appears to be much older as the result of the ravages of the quick variety of Chagres fever which he contracted last winter while visiting the isthmus. He was stricken with the deadly bone-racking fever between suns and within 19 hours of his attack was unconscious and raving. He says it is the most fearful disease of six weeks' category, even exceeding bubonic plague and cholera. In telling of his experience he said: "About the only impression I have of Panama is that it is a mighty good place to leave alone. I arrived at Colon February 12 and was taken to Colonel Burke's coffee plantation about 14 miles from Colon on muleback the very day I landed. "It was evening when we reached the plantation and about four miles from the hacienda our mule train had to pass through a low swampy stretch of country. I took no special precau-



CAPTAIN SZENSNOVITCH, Commander of the Russian Battleship Retvizan.

Advertisers Reach The Purchasing Public By Using The Columns Of The Morning Astorian

in consequence to rise as high as they wished.

Few tears will be shed over the outcome of the contest. The latter was simply childish in conception. Had the airships been self-propelled something of importance might have been learned from keeping them aloft and in action for several hours. Up to the present time no flying machine has made a voyage lasting more than an hour and three-quarters. From a scientific point of view, the fate of a balloon which merely drifts is of no more consequence than that of an autumn leaf flying before a 10-knot breeze. Again, no new records would have been made had the aeronauts who engaged in this recent race come anywhere near their objective point, the Washington monument. As long ago as 1859 John Wise made a continuous journey in a balloon from St. Louis to Jefferson county, N. Y. The distance between these places in a straight line is not far from 900 miles—or nearly 200 miles more than that between St. Louis and Washington—and owing to the irregularity of the course which he was obliged to follow it is believed that Wise traveled fully 1150 miles. There is reason to think that a slightly more brilliant feat was performed about four years ago. The Count de la Vaux embarked at one of the suburbs of Paris, Vincennes, and landed at Korostichef, Russia, almost 1200 miles away.

When these two trips are surpassed there will be a chance to boast, but not before.—New York Tribune.

What is Life?

In the last analysis nobody knows, but we do know that it is under strict law. Abuse that law even slightly, pain results. Irregular living means derangement of the organs, resulting in constipation, headache or liver trouble. Dr. King's New Life Pills quickly adjusts this. It's gentle, yet thorough. Only 25c at Chas. Rogers' drug store.

tions while going through this part of the ride and upon reaching the ranch house I told of the ride to my host.

"He asked me if I had not been notified to be very careful while passing this part of the trail, and when I replied that I had not done so, he told me that the swampy stretch was known as 'Death's Valley' and that after sundown it was as much as an acclimated man's life was worth to ride through.

"I found that he had spoken the truth after I had been removed to New York six weeks later very much more dead than alive."

Sentimentality for Criminals.

Every well meaning citizen of Oregon will hope to see Officer Nelson of Portland speedily recover from his attack by the degenerate Walton, will trust that Walton himself may be sent to the penitentiary for a long term of years, without any parleying by lawyers or courts as to this or that palliating excuse, that Guglielmo may soon dangle at the end of a rope, or if not, then the lawyers who are trying to defeat the ends of justice for a fee, that Oakman may be made to pay the penalty of his crime with as little public notice as is possible with a due regard for a trial that may make the facts a matter of record, and that our courts generally will drift or jump into that form of procedure that will discountenance the too prevalent custom of permitting pettifogging lawyers to move for a "re-hearing" upon any one of the hundred trivial excuses trumped up for a fee and to defeat the ends of justice.

It all makes disgust for law that in the end largely accounts for a lot of the troubles that get into the courts. It is a sort of endless chain that results from the useless amount of absurd folderol that the lawyers engage in in many cases and the courts surprise the public by tolerating.—Statesman.