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GOING EAST

TRAVEL IS GENUINE PLEASURE ON
Baltimore & Ohio R. R.
ROYAL BLUE TRAINS
—BETWEEN—
Chicago and New York
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.
B. M. AUSTIN, General Pass. Agt. - Chicago, Ill.

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

Chicago, Milwaukee & St. Paul Railway

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

Steamer "SUE H. ELMORE"

Leaves Astoria Every Wednesday Returning Saturday
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

ASTORIA AND TILLAMOOK

Connecting at Astoria with the Oregon Railway & Navigation Co. and Astoria & Columbia River R. R. for Portland, San Francisco and all points East. For freight and passenger rates apply to

Samuel Elmore & Co., Gen'l Agts., Astoria, Ore.
OR TO
A. & C. R. R. Portland, Oregon
Pacific Navigation Company, Tillamook, Oregon
O. R. & N. Company, Portland, Oregon



I want to see the moor
And the pyramids, too,
I want to look at everything I like,
I've heard of the Pinnace
And the Cairo girls that dance—
Say, I wonder if they'll have 'em on 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 4, 5, 31; August 2, 9, 10; September 5, 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.



A. H. McDONALD, General Agt., 140 3rd Street, cor. Alder Street, Portland, Ore.

ASK THE AGENT FOR TICKETS



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.

WE GIVE EXPEDITED SERVICE ON FREIGHT

ROUTE YOUR SHIPMENTS VIA GREAT NORTHERN

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

A. & C. R. R. TIME CARD.

EFFECTIVE SEPT. 4, 1904.

Leave	PORTLAND	Arrive
8:00 a.m.	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 way points	11:30 a.m.
8:10 p.m.		10:30 p.m.

SEASIDE DIVISION

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

Leave	ASTORIA	Arrive
7:15 a.m.	for Warrenton, Hammond, Ft. Stevens, Seaside	10:45 a.m.
5:50 p.m.		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.
4:30 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.

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.

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, Portland, Ore.

NORTHERN PACIFIC

Time Card of Trains

Leave	PORTLAND	Arrive
7:35 a.m.	for Seattle	6:45 p.m.

Leave	PORTLAND	Arrive
11:15 a.m.	for St. Louis	6:45 p.m.
3:30 p.m.	for St. Louis	7:30 a.m.

Tacoma and Seattle Night Express 11:45 p.m. 8:30 p.m.

Take Puget Sound Limited or North Coast Limited for Gray's Harbor points. Take Puget Sound Limited for Olympia direct.

Take Puget Sound Limited or Kansas City-St. Louis Special for points on South Bend branch. Double daily train service on Gray's Harbor branch. Four trains daily between Portland, Tacoma and Seattle.

HAVE TWO HEADQUARTERS.

Salvation Army of West Will Be Directed From Chicago.

Chicago, Sept. 27.—The Salvation Army, it is stated, will be divided into two sections, with western headquarters in Chicago and the eastern offices in New York. The object, it is said, is to increase the efficiency of the two territories by extending opportunities for greater concentration in each. The main headquarters, it is understood, is to continue in New York.

The eastern, or New York district, will be much the larger and probably will be in charge of Commissioner Booth, who is leaving Canada. The western, or Chicago district, will in a measure be subsidiary to the eastern and will be placed under the direction of Commissioner Coombs, now in England, but a former commissioner of Canada.

Chilean Training Ship.

San Francisco, Sept. 27.—The Chilean training ship General Baquedano has arrived in port, 45 days from Yokohama. The vessel carries 43 officers and a crew of 337, mostly cadets of the Chilean navy, and has been making a leisurely voyage to Asiatic countries. She is now on her way back to Valparaiso.

IF YOU'RE SICK

Why don't you try a dose of Hostetter's Stomach Bitters before each meal and at bed-time. You'll be surprised at the amount of good it will do you. It has cured thousands of sickly men and women in the past and won't fail you now. It is unequalled for curing Poor Appetite, Insomnia, Nausea, Female Complaints and Malaria. Try a bottle and test it for yourself. Avoid substitutes.

HOSTETTER'S STOMACH BITTERS

REPORT OF THE CONDITION OF THE

Astoria National Bank

At Astoria, in the state of Oregon, at the close of business, September 6, 1904.

RESOURCES.

Loans and discounts	\$370,658 48
Overdrafts, secured and unsecured	1,387 24
U. S. Bonds to secure circulation	12,500 00
Premiums on U. S. bonds	750 00
Bonds, securities, etc.	38,290 35
Banking house, furniture and fixtures	2,500 00
Other real estate owned	10,330 00
Due from national banks (not reserve agents)	250 22
Due from state banks and bankers	15,064 21
Due from approved reserve agents	128,507 08
Checks and other cash items	2,184 59
Notes of other national banks	160 00
Fractional paper currency, nickels, and cents	337 27
Lawful Money Reserve in bank, viz:	
Specie	\$58,218 75
Legal tender notes	42 00
Redemption fund with U. S. Treasurer 5 per cent circulation)	625 00
Total	\$642,405 59

LIABILITIES.

Capital stock paid in	\$ 50,000 00
Surplus fund	10,000 00
Undivided profits, less expenses and taxes paid	19,106 15
National bank notes outstanding	9,450 00
Individual deposits subject to check	\$277,496 66
Demand certificates of deposit	7,532 36
Time certificates of deposit	204,720 42
Total	\$642,405 59

State of Oregon, county of Clatsop,

I, J. E. Higgins, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

J. E. HIGGINS, Cashier.

Subscribed and sworn to before me this 12th day of September, 1904.

GEO. C. FULTON, Notary Public.

(Seal) Correct—Attest:
GEO. W. GEORGE, WM. H. BARKER, A. SCHERNECKAU, Directors.

WEEKLY CROP BULLETIN.

Rains Have Been of Great Benefit to Farm Products.

The droughty condition that has prevailed throughout the state during the last three months was partially relieved during the latter part of the week by good showers, which fell in nearly all districts. While the rains were generally insufficient to place the soil in condition for plowing, they cleared the atmosphere of smoke, started grass on the ranges and pastures and revived all vegetation. They came too late, however, to be of much benefit to corn and potatoes. Light frost occurred one or two mornings in scattered portions of the Willamette valley, slightly damaging late potatoes, tomatoes and tender vegetables.

Thrashing will be completed in eastern Oregon in a week or 10 days. The yields continue below the average, but the quality is good.

Seeding on summer fallow is progressing nicely in the western section. In the Columbia river valley fall seeding is doing well, and the rains come in good season to insure an even stand. Corn cutting has begun, and in the dairy districts silos are being filled. In southern Oregon the third crop of alfalfa has been secured in good condition. In the eastern counties the rains interrupted work in the fields and there is considerable yet to be cut. Potato digging continues, with small yields as a rule. In some of the coast counties and in scattered localities of eastern Oregon an average crop will be secured, but the total yield will be below average.

Prune picking and drying is well under way; the yield of this fruit is very light, but the quality is good. Late apples are dropping more than usual, but still promise an abundant yield.

ON LAST NOME TRIPS.

Four Big Steamships Will Sail North Within Ten Days.

Four vessels are scheduled to sail from Seattle on their last voyage to Nome for the season of 1904 within the next 10 days. They are the steamships Garonne, Victoria, Senator and Roanoke. The first named vessel puts to sea today. She will have probably 30 passengers and 2000 tons of cargo, including 1000 tons of coal. She is scheduled to put to sea at 3 o'clock this afternoon from Pier 4. Captain Robert Lowe will command her.

Both the Senator and Roanoke are billed to sail October 1. The latter is now returning from Nome and St. Michael by way of Dutch harbor. She has 165 passengers, and is expected to reach port tomorrow. The Senator and Roanoke, as indeed all of the last sailing Nome vessels, will take full cargoes, composed principally of winter supplies.

The Victoria, which is the last of the Northwestern Commercial Company's Nome fleet to sail this year, already has about as much freight booked as she can carry.

With the departure of the Victoria, but one vessel, the steamship Oregon, will return to sail for Nome this season. She will put to sea on her sixth and last voyage of the year October 8. No other vessel will close the season with as many round trips to her credit. In fact, four round trip voyages are as many as any of the fleet save the Oregon will have made.

STRANGE JOURNEY OF NEEDLE.

Traverses Girl's Body in Fourteen Years and Is Removed.

A young woman in Palouse, Wash., has just had an unique experience which seems almost incredible. She is now 16 years of age. When less than two years old she stepped on a needle, which ran into her foot and broke off. Wednesday the piece of needle was taken from the left side of the girl's throat, having traveled from her foot to her throat in 14 years. About two weeks ago her throat became inflamed and finally something black was seen to appear. This when removed proved to be the piece of needle, perfect except for the loss of its brightness. The young woman is none the worse for her experience.

PRIMATE IN NEW YORK.

Archbishop of Canterbury Sight-Seeing With Morgan.

New York, Sept. 27.—Most Rev. Randall Davidson, archbishop of Canterbury, has arrived from Washington, accompanied on his special train by J. P. Morgan, the banker. With the archbishop also were Mrs. Davidson and his two secretaries. The party was driven to an uptown hotel.

The primate of all England will remain in New York one week, sight-seeing and filling social engagements.

Still Hopeful.

Walmer Castle, Kent, Sept. 27.—The slight improvement of yesterday in the condition of Lady Curzon of Kedleston, is fairly well maintained this morning.