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PORTLAND RAILWAY CO. Cars leave Portland, Corner First and Washington streets, for Vancouver as follows: Vancover 45 Minutes. A. M.—7:05, 7:35, 7:45, 8:05, 9:15, 10:05, 10:45, 11:35 P. M.—12:15, 1:05, 1:45, 2:35, 3:15, 4:05, 4:45, 5:35, 6:15, 10:35, 10:45, 11:35, 11:45. Ferry leaves Vancouver to connect with cars as follows: A. M.—7:45, 8:15, 8:35, 9:00, 9:45, 10:30, 11:15, 12:00 P. M.—12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 11:15. Cars leave corner First and Washington streets for Woodlawn as follows: A. M.—7:15, 7:35, 7:45, 8:05, 9:15, 10:05, 10:45, 11:35, 11:45. P. M.—12:30, 1:15, 1:35, 2:15, 3:05, 3:15, 3:35, 3:45, 4:05, 4:15, 4:35, 4:45, 5:05, 5:15, 5:35, 5:45, 6:05, 6:15, 6:35, 6:45, 7:05, 7:15, 7:35, 7:45, 8:00, 8:15, 8:30, 8:45, 9:15, 9:30, 9:45, 10:00, 10:15, 10:45, 11:35, 11:45. Woodlawn 20 Minutes. Cars leave Woodlawn for First and Washington streets as follows: A. M.—7:45, 8:00, 8:15, 8:30, 9:45, 10:15, 10:30, 10:45, 11:30, 11:45, 12:00 P. M.—12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:30.

EMPLOYMENT AGENCY. W. T. PHILLIPS. 209 1/2 Stark street, between Front and First. Phone, Oregon, Clay 441. PORTLAND, OREGON. Help of all kinds furnished on short notice. Wanted: Railroad men and deck hands, cooks, waiters and general house work, farm hands, mill hands and city work. Real estate listed and sold. Supply agent for the Easy Mop Wringer, patent applied for, state and county rights for sale.

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CYCLISTS TO GUARD ENGLAND. Gen. Maurice Evolves a Plan for Use of Wheel in War. All sorts of suggestions have been made from time to time as to the use of the bicycle in war, but up to the present time the wheel has not gone beyond the experimental stage in the army. There is a tendency among the officials in the war departments of the different countries to ridicule the introduction of the bicycle into military tactics. But now one of England's noted generals, a man old and experienced in the art of war, comes forward with a



scheme for the repelling of an invading force from England's shores, and one of the most important factors of the plan is the bicycle. The officer who conceived the scheme of thus utilizing the wheel in war is Gen. Frederick Maurice, commandant of the military arsenal and training ground. Sir Frederick Maurice's position and his remarkable war record, which began with Ashanti, continued through the Zulu wars, and ended, as active service, with particular lustre in the South



CYCLIST SCOUTS CROSSING A DRIFT IN SOUTH AFRICA.

dan and in Egypt, would be sufficient to center expert as well as public attention in any military plan suggested by him. The idea of an unofficial defensive force of armed cyclists came to him through noticing how those of his men who are cyclists overcome what is one of the greatest difficulties of military training in England, the distances between the army headquarters and the rifle ranges. These men, he observed, slung their rifles over their shoulders, spun over to Bisley, or even to Brighton from Woolwich, had their practice



BRITISH CYCLE CORPS WHEEL.

and reported back again in what seemed him incredible time, and the matter set him a-thinking. The idea reached a further stage when the general discovered that many cyclist clubs about Woolwich were in the habit of competing among themselves in rifle shooting as well, taking out arms of their own, traveling to some safe place on the seacoast, and shooting at targets. His plan, as it stands at present, is to demonstrate his idea to the public at Brighton, using, however, only the military cyclists, then to try to persuade the various cycle clubs of England to take up rifle shooting, and so eventually branch out until every cyclist in England who will consent is mustered into the service. How best to train them will, of course, come afterward. The general is to give a practical demonstration of his plans at Brighton within a short time. He will endeavor to show the special facilities presented by England for the use of a large body of rifle cyclists for defensive purposes. A force of infantry, supposed to be that of an invader newly landed at Brighton will start on the march toward London, and the duty of the cyclist force then

will be to act as scouts and pass detailed reports of the enemy's movements to a mythical force supposed to be gathering in the interior, to show how obstacles could be placed in his path and natural supplies, such as cattle, etc., could be removed from it; testing to what extent his force could be surprised and ambushed by well-trained corps of rifle cyclists; demonstrating not only how much an invader could be delayed until an adequate force could be marshaled to meet him, but how swiftly the cyclist army could cope with the ordinarily difficult matters of support, relief and fresh supplies of ammunition.

CARRIED A CANE. It kept him from leaving and losing his umbrella. "You wonder why I always carry a cane except when I am carrying an umbrella," remarked a well-known Philadelphian the other afternoon. "Well, I don't mind telling you. It's all on account of umbrellas." "Can't see the connection," rejoined the friend to whom he was talking. "Don't suppose you could. But you will when I have explained. You lose an umbrella every once in a while, don't you? Put it down somewhere and walk off and leave it?" "Yes, I have had that happen to me frequently." "Well, I used to, but not since I took to carrying a cane. An acquaintance out in Chicago put me on to the scheme. 'Get a cane of some kind,' he said to me one day, 'and carry it every day and every night that it doesn't rain. By that means you become accustomed to having something in your hand you are lost without it. Then, when a rainy day or evening comes and you are compelled to carry an umbrella about with you the benefit comes in. Say you have gone into a restaurant and when you come out the rain has stopped. You walk out into the street without your

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Street Through an English Church. One of the best-known instances of churches with streets through them is that of St. John the Baptist's Church in Bristol, England. The church is situated right over the ancient gateway into the city of Avon, and the towering spire standing high above the neighboring houses and streets is a remarkable sight, as one surveys it from the roadway below. Parisian Superstition. Superstition is so common in Paris that cards tastefully embellished and containing a list of "hours to be avoided" are extensively sold. Honesty never contributes anything to the white man's burden.

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