



SOFT WHITE HANDS IN ONE NIGHT. Glycerine SOAP. Wash the hands thoroughly, on retiring, in a hot lather of Glycerine Soap, the most effective skin purifying soap, as well as pleasant and sweetest for toilet, bath, and nursery.

Life is not dated merely by years. Events are sometimes the best calendar. These are epochs in our existence which can not be ascertained by a formal appeal to the registry.



YOUR FACE IS A MIRROR REFLECTING HEALTH OR DISEASE. Karl's Clover Root Tea. Restores the complexion, Purifies the blood, gives a fresh, clear skin, cures Constipation, Indigestion, and all Diseases of the Skin.

The strongest passions allow us some rest, but vanity keeps us perpetually in motion. What a dust do I raise! says the fly upon the coach wheel. And at what a rate do I drive! says the fly upon the horse's back.

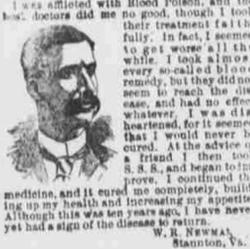
NERVITA PILLS. Restore Vitality Lost Vigor and Manhood. Cure Impotency, Night Emissions and wasting diseases, all effects of self-abuse, or excess and indiscretion. A nerve tonic and blood builder. Brings the pink glow to pale cheeks and restores the fire of youth.

NERVITA MEDICAL CO. Clinton & Jackson Sts., CHICAGO, Ill. For Sale by Charles Rogers, Druggist, Astoria, Oregon.

There is but one way I know of conveying safely with all men; that is, not by concealing what we may do, but by saying or doing nothing that deserves to be concealed.

Doctors Can't Cure It! Contagious blood poison is absolutely beyond the skill of the doctors. They may dose a patient for years on their mercurial and potash remedies, but he will never be rid of the disease; on the other hand, his condition will grow steadily worse.

I was afflicted with blood poison, and the best doctors did me no good, though I took their treatment faithfully. In fact, I seemed to get worse all the while. I took almost every so-called blood remedy, but they did not seem to reach the disease, and had no effect whatever. It was then that I heard of Dr. Kessler's medicine, and it cured me completely, building up my health and increasing my appetite. Although this was ten years ago, I have never yet had a sign of the disease.



It is like self-destruction to continue to take potash and mercury; besides totally destroying the digestion, they dry up the marrow in the bones, producing a stiffness and swelling of the joints, causing the hair to fall out, and completely wrecking the system.

S.S.S. For The Blood. Is guaranteed Purely Vegetable, and is the only blood remedy free from these dangerous minerals. Book on self-treatment sent free by its Specific Company, Atlanta, Ga.

H. F. Prael Transfer Co. Telephone 22.

DRAYING AND EXPRESSING. All Goods Shipped to Our Care Will Receive Special Attention.

W. J. COOK, Mgr. Astoria, Ore.

ARMORED TRAINS IN WAR TIMES

Some of the Novel Traveling Forts Operated by the British in Natal.

FIRST USED BY THE FRENCH

They Can Be of Great Service But Must Be Accompanied by Cavalry to Prevent Being Cut Off.

The armored train is a prominent feature of the Transvaal war, owing to the position of the contestants and the long, unprotected border of the boundary line. The destroyed train was a hastily constructed affair, consisting of a locomotive and two cars. The engine was in the center of the train.

The box cars and the locomotive were covered with boiler plating three-quarters of an inch thick, as firmly riveted as time would allow. The train was constructed at Mafeking, where there are several railroad shops, the town being on the new main line from the Cape to Bulawayo.

The locomotive was the only part of the train that did not carry guns, the steel casing being solely to protect the mechanism of the engine from the shot of the enemy. The remainder of the armor, however, was thickly perforated with port holes, through which guns of varying caliber peeped, the Maxim, Nordenfolt and Gatling being the most serviceable weapons for this kind of work. The smaller holes were for the rifles of the marksmen, and usually the deadliest in the regiment were selected for the position. It takes an expert marksman to shoot with satisfactory results from a quickmoving train. As usual, the train was supplied with a powerful search light, in view of a possible night attack.

Of course the boiler tubing can offer no resistance to artillery. In fact, the shots fired at short range will sometimes penetrate the plates, and to meet such a possibility sand bags were provided, as was the case in the Egyptian campaign, when the Sirdar found the armored train of great service.

But in spite of all protection, the Boers conquered. They had their artillery stationed along the hills beside the tracks. It was a veritable trap. The track ahead was blocked. The Englishmen had failed to accompany their train with the usual cavalry advance guard, which experience had taught was absolutely necessary.

Unaware of the true state of affairs, the doomed train steamed to the obstruction and became derailed. The men waded forth and worked like beavers to put the wheels back on the track and remove the obstruction. Then the Boers opened fire with their cannon.

At the first report the redcoats flew back into their iron battlements. They worked their guns for all that was in them, but their force was small and the firing necessarily slow.

The cannon fire of the Boers was rapid and accurate. The thin sheet iron protection against bullet shots was an ideal bursting ground for the larger shells. The armored train was soon a total wreck and most of the crew dead or badly wounded. In that condition the Englishmen surrendered, and the arms ammunition and big guns so badly needed by Colonel Baden-Powell at Mafeking never reached their destination.

Armored trains, however, do not always fall so easily into the hands of the enemy. Armored trains mounting field pieces and machine guns are being extensively utilized by the American troops engaged in the conquest of the Philippines, and it will be remembered that the successful issue of the fight at Calumpit was attributed to the opportune arrival of just such a flying battery. During the Cuban rebellion there were numerous accounts walled to the United States of the use of armored trains by the Spaniards. The question now arises, where did this mode of fighting originate?

Although it is impossible to obtain any reliable details, it is certain that the Franco-Prussian war was the first campaign witnessing the use of protected train and locomotives on the field of battle. In their sorties from Paris the French troops were frequently backed up by the fire of light field pieces carried in this manner, and when the Communists were holding the capital against the Versailles army an armored train operated upon the railway in the direction of Chateau Brecon, and in said to have achieved its object in silencing the batteries which the regular troops were endeavoring to establish in that position. It is this experience, perhaps, that has given rise to the belief that the French were the original adapters of the idea for the utilization of permanent lines of railway for the transport of artillery, capable of being brought into action upon the metals themselves. Shortly after the war of 1870 an Englishman, Mr. Evelyn Llardet, took out a patent for an armored train, which was nullified by the discovery in the patent office of Mr. Anderson's prior scheme. Mr. Jas. Anderson of Edinburgh, in 1847, prepared and patented a series of plans, and further submitted a working model of his defensive rolling stock for the inspection of some distinguished engineer and artillery officers.

As far as the British army is concerned, Captain Fisher's armor-clad train, used during the first stages of the campaign against Arabi, was the first and, so far, only active example of its type. The train was constructed at Alexandria by a party of bluejackets, and was composed of a locomotive and a number of trucks protected by iron rails, iron plates and sand bags. The engine was placed in the middle of the train, while a Nordenfolt machine gun was mounted on the leading protected truck, and a 48-pounder on the next. The latter, by means of a small crane carried with the train, could be quickly mounted and dismounted, one minute sufficing from the halting of the train to remount and fire the gun. The vehicles behind the engine conveyed a detachment of skirmishers, while it was found expedient to attach one or two empty trucks in front of the working portion carrying the guns, so as to minimize any danger from the explosion of mines laid under the permanent railway by the enemy. Unfortunately, Captain Fisher had but few opportunities of bringing his train into action, but during a smart skirmish on the Mahmoudieh Canal it came steaming up from Gabarris, and by throwing some well directed shells into the very center of the enemy compelled him to retreat with considerable loss.

The main objection raised against the practicability of armored trains is the suggestion that the enemy, with a few men carrying small parcels of dynamite, could easily destroy the permanent way. Doubtless they could do so, if the defender's cavalry stood still while they advanced for this purpose; hence it must be a sine qua non that armored trains are always accompanied by a strong force of cavalry. Again, to guard against the compulsory abandonment of the guns if the train is derailed, Captain Fisher's precaution of including a crane in the equipment should be followed. Machine guns, or any very light field pieces, were the only armament of the train which the Boers captured. Trucks carrying these should certainly have the gun attachments protected by bullet-proof mantlets, with any very high placing, with the idea of keeping out shells, was that day proven a mistake. This, indeed, is a weak point in the Sussex gun truck, for the reason really only offers a good target and an ideal bursting screen.

There is a remarkable romance in the life of Lieutenant John Morley Campbell. At this moment it is impossible to state whether he has just been married or has been sent out to fight the blood-thirsty Apaches in the western part of Texas.

Is he to be murdered or is he to be married? Two years ago Lieutenant Campbell was a salesman in a New York jewelry store. He had won high position with his firm through constant attention to duty and ranked high among the trusted employees. There came the war with Spain and Campbell felt it his duty to go to the front. He enlisted in the Seventh regiment, but when that regiment failed to take an active part in the war preparations Campbell resigned and re-enlisted in the Seventy-first regiment. He went through the various preparatory maneuvers at camp and finally was sent to the front on Cuban soil. With his regiment he fought at San Juan hill and distinguished himself for bravery.

It was at that very time that his romance was coming to a head. Before he had gone away to battle he had formed an enduring friendship with Miss Ruth Tompkins of New York. He had made love to her in a charming way and his attentions had been accepted. She had received him as her best beloved and it had been announced among their intimate friends that they were to be wedded. The war intervened, however, and the young lovers were separated. It was difficult for the lieutenant at the front to send letters to his sweetheart. Weeks passed and months intervened without her hearing a word from him. He says he wrote to her but his letters were never received.

After the long fight in front of Santiago and when the Seventy-first regiment had gone through its full service

One-Half Saved.

Gold Dust cleans everything about the house better, with half the effort, in half the time and at half the cost of soap or any other cleanser.

Send for free booklet—"Golden Rule for Housework." THE N. K. FAIRBANK COMPANY Chicago St. Louis New York Boston

Lieutenant Campbell was taken ill. Orders came for the regiment to be returned to home land. A transport took it to the camp at Montauk Point. Campbell was still ill, and he continued so even after his regiment was mustered out of service. This was a part of the time in which he failed to get communication with his betrothed. She heard nothing from him. The mails brought no word.

The war department, however, kept in close communication with Lieutenant Campbell. He had been marked out by the heads of the department as a brave young man and had been looked for promotion. It came to him sooner than he expected. While he was incamp with his volunteer regiment at Montauk Point the war department sent him word that he was to consider himself a candidate for a place in the regular army. This necessitated a special examination, which he took and passed with great honor. When the Seventy-first was mustered out of service Campbell was detailed to go to Fort Macintosh, in Texas. There he was to join the Twenty-fifth infantry.

It is impossible to relate now just what brought back to him the first thought of his love affairs. At all events, however, he had not been down in Texas very long before he thought himself it would be well to drop Miss Tompkins a line. His letter to her was in the form of an apology. He knew that he had delayed over long in sending her any message and when he did write he found it necessary to ask her forgiveness. His silence had been too long continued. No one may know the wording of that letter. At all events it brought a happy response. The forgiveness was complete. Miss Tompkins was all that a trusting sweetheart could be expected to be. She forgave everything. The long absence and the lack of letters were both overlooked by her. Her love rose superior. No one may know just what her letter contained. The result alone is apparent.

It is claimed that Lieutenant Campbell would in a winning way, impossible as he found it to go in person to plead his cause, he sent his father in his stead. The father is the Rev. Dr. John W. Campbell, of the Tremont Methodist Episcopal Church, in New York. The son sent word to his father to go and see Miss Tompkins with a position in his name that she should name the date for their marriage.

"If you are not angry, say yes to father," was his message. Miss Tompkins answered "yes." It was then impossible for the young lieutenant to leave his command at the border post in Texas to go and claim his bride. Trouble was even then brewing. The Apaches were on the war path and it was necessary that some of the United States soldiers should be sent against them. As fortune would have it, of course, it fell to the lot of Lieutenant Campbell to be assigned to this duty. There could be no questioning on his part. When duty called he must go.

And there is where the matter now rests. Miss Tompkins started from New York with the lieutenant's father as her escort. There was a trip of 3,000 miles ahead of her before she could join the man who was to be her husband. The war department records do not state whether the lieutenant is there awaiting his bride or whether he has gone out to fight the Apaches? This is the unanswered question.

When Miss Tompkins and Lieutenant Campbell do come together the renowned gentleman who is the bridegroom's father will perform the ceremony.

Before this comes to pass there is the possibility that the young lieutenant may have fallen in battle with the red men.

Nobles oblige; be liberal in spirit and thereby demonstrate that you are a nobleman by nature, and not an ordinary man.

APACHE BULLET OR CUPID'S BART THE ROMANCE OF A SOLDIER His Intended Bride is Flying to Him While He May Be Fighting the Blood-Thirsty Indians.

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L. LEBECK Carpenter and Builder General Contractor HOUSE RAISING AND MOVING A SPECIALTY Astoria Public Library READING ROOM FREE TO ALL Open every day from 1 o'clock to 5:30 and 8:30 to 9:30 p. m. Subscription rate \$2 per annum. West Cor. Eleventh and Duane Streets.

IMPROVED TOURIST SLEEPERS. Railroads Are Acceding to Demands of Middle Classes Who Want Better Sleeping-Car Service.

In response to the demands of the times the O. R. & N. and its connections are making in operation a much better grade of tourist sleepers for Pacific coast service than at any previous time. The largely increased traffic to this section of the country has demanded all the improvements of latter-day transportation, and in consideration of this the railroads are establishing a service which is excellent in every particular. Not only are the wishes of first-class passengers served, but those who are traveling to and from the East on second-class tickets are splendidly cared for. There was a time when a tourist sleeper appealed to a limited number of people who were traveling on the "cheap" order, in every meaning of the term. Now, however, there has been a radical change. With the better tourist sleepers in operation the class of passengers has been improved, and one may now travel upon them and enjoy all the privileges of a first-class sleeper at a greatly reduced rate.

Daily, on the O. R. & N. east-bound fast mail, is attached one of these latest improved tourist sleepers, a model of beauty and handsome appointments. The new cars are almost an exact counterpart of the first-class sleepers. One noticeable feature of the new tourist cars is the absence of a smoking apartment. The new cars being built by the Pullman Company are not provided with smoking apartments. This new departure has been taken because of the fact that most through trains are provided with composite cars, which provide a smoker for the sleeping-car passengers.

ASTORIA AND COLUMBIA RIVER RAILROAD. Leave. PORTLAND. Arrive. 5:00 a. m. Portland Union Depot. Hills a. m. 7:30 p. m. for Astoria and return 8:30 p. m. immediate points.

ASTORIA. 7:45 a. m. for Portland and 10:11-30 a. m. 6:10 p. m. intermediate points 10:20 p. m. SEASIDE DIVISION. 5:00 a. m. Astoria. Ar. 7:40 4:30 5:30 12:15 Lv. Warrenton. Ar. 6:33 3:10 6:20 1:00 Ar. Seaside. Lv. 6:15 2:30

SPECIAL SEASIDE SUNDAY TRAIN Leaves Astoria at 8:30 a. m.; arrives at Seaside 9:5 a. m. Passengers may return on any train shown on schedule on same date. ALL TRAINS to and from Seaside run of Flavel and Hammond via Warrenton.

All trains make close connections at Goble with all Northern Pacific trains to and from the east and Sound points. At Portland with all trains leaving Union Depot. At Astoria with I. R. & N. Co.'s boat and rail line to and from Ilwaco and North Beach points. THROUGH TICKETS on sale at Astoria for Sacramento, San Francisco, all Eastern and European points. City ticket office Astoria, 324 Commercial street. J. C. MAYO, Gen'l Frt. and Pass. Agent.

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