### January Official Tide Tables

Compiled by the U.S. Government for Astoria and Vicinity.

High Water. A. M. P. M. Low Water. A. M. P. M. Date h.m. ft. h.m. ft. Date h.m. ft. h.m. ft. Date h.m. ft. h.m. h.m. ft. h.m. h.m. ft. h.m
Monday         6         3:06         8.2         2:30         8.9         Monday         6         8:62         2.8         9:23         -1           Cuesday         7         3:54         8.2         3:24         8.4         Tuesday         7         9:50         2.6         10:12         0           Wednesday         8         4:28         8.4         4:22         7.7         Wednesday         81:50         2.31:00         0           Phursday         9         6:20         8.4         6:30         7.0         Thursday         91:50         2.11:50         1           Stunday         11         7:15         8.2         8:04         6.4         8aturday         11         0:50         1.9         2:05         1           Stunday         12         8:10         8.2         9:23         6.5         8UNDAY         12         1:50         2.0         1           Wonday         13         9:05         8.3         10:20         6.7         Monday         13         3:02         3:0         4:15         0           Wednesday         14         9:56         8.411:27         6.9         Tuesday         14         4:04 </th

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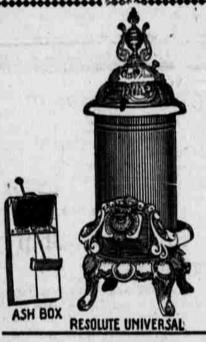
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-	1 30	F26	*24	*22	Miles	CONTROL PARTIES AND THE PARTIE	Miles	721	*28	25	29
Sunday Only	Except Sunday	p.m.	p.m. 6.00 7.30 7.35 7.60 8.05 8.15 8.34 8.52 9.40	8.00 9.20 9.85 9.57 10.05 10.15 10.36 10.61 11.45	0. 39.4 45.8 55.9 59.8 62.8 71.2 78.7 90.8 90.8	LV. *PORTLAND + Ar.  LV GOBLE AFT  RAINIER AFT  MAYGER  QUINCY  CLATSKANIE JUNCTION USETFORT  CLIFTON  AF ASTORIA LV  ASTORIA AF	119.1 79.7 75.3 85.2 50.8 56.8 47.9 40.4 19.8 19.8	p. m. 12.15 10.55 10.40 10.15 10.05 9.31 9.31 9.31 8.90 8.16	p.m. 10.00 8.40 8.25 7.59 7.50 7.19 7.04 6.10 5.80	5 Except Sunday	Sanday Oaly
8.35 8.86 8.48 8.46 8.46 8.55	9.18	6.10 6.11 6.90 6.25 6.28 6.28 6.39		19.06	106.7 106.7 108.6 109.3	Ar. WARRENTON LV LV. WARRENTON AF HAMMOND Ar. FT. STEVENS LV LV. FT. STEVENS AF HAMMOND Ar. WARRENTON LV ST. WARRENTON LV	17.2 16-8 18.4	7.56 7.54 7.45 7.49 7.41 7.38 7.28	5.85	2, 20 2, 10 2, 08, 2, 00, 12, 25 12, 20 12, 10	10.44 10.28 10.22 10.00 10.2 30.1
9.18 9.36 9.30	10.18 10.20 10.80	7.11 7.20 7.25 p.m.		19.81 19.40 12.40 p.m.	116.7 118.1 119.1	GRARHART	1.0	6.50 6.45 a.m.	5.00 4.55 p.m.	10.45 10.35 a.m.	9.8 n.m

Nos. 26 and 28 run from Astoria to Clatsop Beach via Ft. Stevens. No. 22 runs from Portland to Astoria and Clatsop Beach direct. No. 24 runs from Portland to Astoria only. No. 30 runs from Astoria to Clatsop Beach direct.

Nos. 21, 25 and 29 run via Ft. Stevens. No. 23 runs from Clatsop Beach to Astoria and Portland direct. Additions: train will be run from Astoria to Ft. Stevens and return on Sundays, leaving Astoria 11:30 a. m., arrive Ft. Stevens 12:25 p. m. Returning leaves Ft. Stevens 2:00 p. m., arrives Astoria 2:45 p. m.

Trains marked \* run daily; † Telegraph stations.

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#### THE TRACKLESS TROLLEY.

NEW YORK, Jan. 28. - Most people do not canceive of the much discussed "trackless trolly" as a vehicle which will also run on tracks. But there's a new idea abroad. Vehicles that run through streets of any town, gathering in passengers from their homes and offices, and then dash away at express sped over the tracks of the railway to the next city on the line, there to resume the course of the familiar street car, thus taking, people direct from their homes to business destinations without delay or the trouble of transferring from trolly to is conclusively attained. steam train and back again, are an innovation predicted in the development of American railroading in the near future. This, however, is only in railway operation that are to occur soon, according to Earl Mayo, appears in Appleton's Magazine for

"Taking the railway to the people," s really the phrase to describe the expansion of transportation facilities in the next half centuary, accord-

traffic they create.

Another interesting project of the future will be the operation of an interchangable steam and electric service over the same tracks, the electric rains taking care of local business while steam continues to handle the through or long-haul traffic. Mr. Mayo does not agree with those who expect to see steam locotives becomes as extinct as the dodo within the next few years. He holds that the perfecting process in the application of the newer form of power must continue ver a long period before the superiority of electricity where sustained speed is required for long distances

In the field of freight handling the same process of taking transportation facilties direct to the people is to occur. Electric freight expresses will one of the many interesting changes take the place of way freight trains operated by steam, which are not only inefficient in meeting the demands of who writes about a number of the present day trade for prompt commumore important in an article which nication, but also interefer with operation of fast through freights, result ing in the congestion of traffic which has been so much complained of by shippers and railway men alike.

"All over southern New England," says Mr. Mayo, "the trolly express ing to Mr. Mayo. The process is al- is being introduced to take the place ready well advanced in New England of the lumbering way freight and of Under this plan the manufacturer finds which as the most thickly populated the wagon express which was able to it necessary to pay for trucking his secton of the country naturally leads compete with it, but is now being the way. It will spread to other parts abandoned before the competition of cost of long wagon hauls through the of the country as the growth in electricity. There are several of congested streets of the city. A still density of population, the increase of these trolley express lines operating rities and towns in close proximity to from New Haven. One of them one another, and the expansion of runs over a loop which extends north- their own mechanical tractors running

"MESSENGER BOY OF FUTURE FREIGHT HANDLING"

surburban developement continue, ward to Waterbury. Freight movopinion of Mr. Mayo who describes which Mr. Mellen is putting into effect to bring the railway closer to the people.

The two mechanical factors of primary importance in effecting the changes referred to are given as electricity and the -rail. The importance of the former comes from the fact that cars can run either singly or in trains so that much more frequent operation over more varied routes became possible. With the demonstration that T-rails can be laid in city passengers." strets without interfering with the use of the roadway by wagons, it cars in public thoroughfares and, and fruit and garden product to the where high speed is necessary, over private rights of way. The combinat- to the door of the cross-roads store ion of the two makes it certain that in the future the surburbanite will it is as much easier matter to stop an without change to a -point convenient to his office inthe city, reducing very considerably the time of the lessening the expense.

In thinly inhabited districts, the Appleton's art'cle points out, where steam roads would find it unprofitable future freight handling business." to operate, the railway will be taken to the people through the medium of electric "feeders," such as the elaborprehensiive and strong transportation ordinary track they can be run also on Hay shines."

Charles S. Mellen, president of the ling betwen these two cities by steam New York, New Haven and Hartford train formerly required from two to Railroad, is the pioneer in this new four days to reach its destination, era of "intensive railroading" in the most of the time being consumed in stop-overs on sidings. The trolley the varous new plans of operation express cars make two trips in each direction daily, requiring about two hours for the journey, and goods delvered at the freight station in New Haven in time for the early morning trips are on the shelves of merchants in Waterbury by the time their doors are open to customers. When trade is able to flow so easily and rapidly betwen business centers its volume is certain to increase and thus a given territory is made to yield a larger traffic crop in freight as well as in

The electric express car of course is not confined to cities in its operatbecomes possible to operate the same ions. It takes the farmer's milk city market and deliver goods direct away from the railway line. Since be able to take a car near his home electric car than a freight train, the in the country town that convey him trolly express can pick up shipments at any point along the line-a great to other sufferers." convenience to the farmer.

In many respects the most remarkjourney as made at present and also able development described in this exposition of new railroading is the describes as "the messenger boy of sole agents for the United States.

"The trackless trolley in appear- take no other. ance," he says, " is a combination of a motor truck and a trolley car. It has ate system of lines proposed by Mr. wheels, the threat which is unusual- against his neighbor, Kenneth Hay, Melen in western Massachusetts at a ly wide and with just sufficient con- for alienating Mrs. Butler's affections cost of \$10,000,000. Such lines can be cavity to hold them on the rails, so suggests the revising of the old saw run profitably only as part of a com- that while they can be operated on the so as to read: "Make wealth while

system where they will benefit the pavements or improved highways system as a whole by the growth of without injury. The trackless trolly car possesses the advantage of being able to run out along the trolley tracks in any industrial community, gathering power into its storage batteries from the feed wire as it runs, and at any point it can turn off into the highway to run along side the loading platform of a manufacturing plant or down an alley to get freight direct from the doors of a warehouse, returning in the same way to the central freight station. The storage batteries, when fully charged will carry the car 25 miles, so that it can cover a considerable range of territory independently of tracks and wires.

"From this point it will be but a

step to the handling of all trucking business having a large volume by the agency of the consolidated transportation system, as is now done to a great extent by the English railway. There is no question that with the mechanical improvements certain to be realiz- Zare endorsed by physicians or ed within a comparatively few years, including the general use of motor trucks, it will be possible for the trans portation companies to perform this service more cheaply than it is now done by seperate trucking concerns or by the manufacturers themselves. At the present time the New Haven receives freight for any point at any of its numerous piers in New York City. goods only a few blocks, saving the greater economy will be introduced when transportation companies have on established routes through the cities, collecting goods to their central freight station, and handling every shipment from the doors of the factory or the shop to the hands of the consumer through their own agencies." Many other improvements are pointed out as certain to come in the near future. They are all of what the writer denominates "intensive railroading"-the application to the tranportation field of the same principles used by the farmer who practices intensive agriculture. They have in view the same object, that is the securing of larger crop of traffic by the careful and scientific cultivation of a restricted area. They are all work ing towards what Mr. Mayo describes as "an ideal that will be realized only when transportation facilities are placed practically at every man's

#### It Does The Business

Mr. E. E. Chamberlain, of Clinton Maine, says of Bucklen's Arnica Salve. "It does the business; I have used it for piles and it cured them. Used it for chapped hands and it cured them. Applied it to an old sore and it healed it without leaving a scar behind." 25c at Chas. Rogers' drug store.

Japan would certainly not stand to have her pride wounded were it not that her treasury is so badly hurt.

The report is that money is easy in New York, but the people who have it do not seem to be that way.

#### FAIR EXCHANGE.

A New Back for an Old One-How it it Done in Astoria.

The backaches at times with a dull, indescribable feeling, making you weary and restless; piercing pains shoot across the region of the kidneys, and again the loins are so lame to stoop is agony. No use to rub or apply a plaster to the back in this condition. You cannot reach the cause. Exchange the bad back for a new and stronger one.

Mrs. Nancy Sewell, living on Jefferson street, Hillsboro, Ore., says: "I have used Doan's Kidney Pills and think very highly of them. My kidneys were too frequent in action and forced me to arise many times during the night. My back was so sore and lame that I could not stoop or bend over. I tried liniments and plasters, but without any good results. At last Doan's Kidney Pills were brought to my attention ,and I procured a box. In a short time, the pains left my back and my kidneys were restored to their normal and natural condition. I am now well and free from kidney trouble and do not hesitate to recommend Doan's Kidney Pills

Plenty more proof like this from Astoria people. Call at Chas. Rogers' drug store and ask what his customers report. For sale by all dealers. Price 50 cents. "trackless trolley," which Mr. Mayo Foster-Milburn Co., Buffalo, New York.

Remember the name-Doan's - and

S. M. Butler's suit for \$10,000

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