TIME CARD

Astoria & Columbia River R. R. Co.

Effective, Monday, September 9, 1907— Pacific Time.

23	30	*26	*24	*22	Miles		Miles	*21	*25	25	29
a.m*	a.m.	p.m.	p.m.	a.m.		Lv. Ar.		p.m.	p.m.	a.m.	a.m
Sunday Only	Daily Except Sunday		6.00	8.00	0.	PORTLAND†	119.1	12.15	10.00	Daily Except Sunday	Sunday Only
			7.20	9.20	39.4	Lv. GOBLE† Arr	79.7	10.55	8.40		
			7.35	9.35	45.8	RAINIER†	73.3	10.40	8.25		
			7.59	9.57	55.9	MAYGER	63.2	10.15	7.59		
			8.05	10.05	59.3	QUINCY	59.8	10.05	7.50		
			8.18	10.15	62.3	CLATSKANIE JUNCTION†	56.8	9.52	7.40		
			8.34	10.36	71.2	WESTPORT	47.9	9.31	7.19		
			8.52	10.51	78.7	CLIFTON	40.4	9.15	7.04		
			9.40	11.45	99.8	Ar ASTORIA† Lv	19.3	8.20	6.10		
8.15	9.15	5.50		11.45	99.8	Lv. ASTORIA Ar	19.3	8.15	5.50	2.45	11.00
8.35	9.35	6.10		12.05	105.7	Ar. WARRENTON Lv	13.4	7.55	5.35	2.30	10.40
8.36		6.11			105.7	Lv. WARRENTON† Ar		7.54		2.10	10.39
8.43		6.20			108.6	HAMMOND		7.45		2.03	10.32
8.46		6.25			109.5	Ar. FT. STEVENS Lv		7.42		2.00	10.27
8.46		6.26				Lv. FT. STEVENS Ar	17.2	7.41		12.25	10.00
8.48		6.29				HAMMOND	16.8	7.38		12.20	10.2
8.55		6.39				Ar. WARRENTON Lv	13.4	7.28		12.10	10.11
8.55	9.45	6.40		12.05	105.7	Lv. WARRENTON Ar	13.4	7.27	5.35	11.25	10.
9.15	10.15	7.11		12.31	115.7	GEARHART	3.4	6.57	5.08	10.53	9.
9.25	10.25	7.20		12.40	118.1	SEASIDE†	1.0	6.50	5.00	10.45	.40
9.30	10.30	7.25		12.45	119.1	Ar. HOLLADAY Lv	0.0	6.45	4.55	10.35	9.35
a.m.	a.m.	p.m.		p.m.				a.m.	p.m.	a.m.	a.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. Additional 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.

CONNECTIONS—At Portland, with all trans-continental lines. At Goble, with Northern Pacific Railway Co. At Astoria with steamers for San Francisco and Tillamook and Ilwaco Railway & Navigation Co.'s boat and railway.

Through tickets sold to and from all points in the East and Europe. For further particulars apply to,

R. H. JENKINS,
Gen. Ft. & Pasengr. Agt.,
ASTORIA, OREGON.

AN IMPORTANT MEASURE.

Senator Knox's Bill Designed to Take Place of Employers' Liability Law.

WASHINGTON, Jan. 29.—A bill of tremendous importance to hundreds of thousands of railway employes throughout the country has been introduced in the Senate by Senator Philander C. Knox, of Pennsylvania, and is now under consideration by the Judiciary Committee of that body. This bill is designed to take the place of the employers' liability law which was declared unconstitutional by the Supreme Court of the United States.

The Knox bill makes all railroads engaged in interstate commerce liable to their employes for injury incurred in service, and to their heirs in the event of a fatal accident. The fellow-servant doctrine is overturned by the Knox bill and the rule of contributory negligence is greatly modified. Under its terms the mere fact that an employe is injured or killed through the negligence of a fellow employe does not relieve the employer from responsibility. Nor does contributory negligence bar an injured employe from claiming damages. It merely lessens the amount of damage in proportion to the percentage of negligence contributed.

Under the terms of this bill no contract of employment, insurance, relief benefit, etc. can constitute a bar or defense to any action brought to recover damages for personal injuries or death. Mr. Knox is looked upon as one of the great lawyers of the country and it is believed that in his bill he has met all of the objections raised to the former law by the Supreme Court. He believes that the railroad men deserve this greater consideration from their employers and he has stated that he proposes to urge this bill to a vote at the earliest feasible time. In discussing his bill Senator Knox said:

"I have drawn this bill with a view to meeting the objections of the Supreme Court to the former law. Congress will be obliged to take up this question, for the men employed upon the railroad are entitled to a more humane law than that now in effect. The bill I have drawn, will, I believe, prove effective, but I am not irrevocably committed to its phraseology. Personally, I will welcome all suggestions bearing upon the subject and I feel sure that from this and other bills that will be referred to the Judiciary Committee, the Committee will be able to report a bill entirely satisfactory and that will stand the test of the courts."

Edward A. Moseley, Secretary of the Interstate Commerce Commission, is very much in favor of the Knox bill. In discussing it he said:

"By lawyers who heard the decision of the Supreme Court this bill of Senator Knox is said to completely cure the fault found in the law that was declared unconstitutional. The Knox bill is in line with the senator's action therefore. He has always been heartily in sympathy with efforts to ammeliorate conditions surrounding labor. While Attorney General he introduced an innovation by which the United States was allowed to intervene in a private suit to sustain the validity of a statute. That case was what is known as the "Johnson" case and the action of the Department of Justice, of which Senator Knox was then the head, resulted in having the statute declared valid and practically reviewed. His action then resulted in the reindorsement of the safety appliance act and recent statistics show that thereby deaths and injury to employes engaged in train service and in coupling and uncoupling cars have not increased, while other accidents have largely increased."

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.

READING HABITS.

You Must Cultivate System if You Would Improve Your Mind.

The mind is a very delicate, complicated piece of mechanism, and, although made to do a certain kind of work marvelously well, yet, when put to an entirely different use, its efficiency is ruined, just as the delicate machinery intended for producing fine watch parts would be completely spoiled for this purpose if used to make clock parts. When the mind becomes deflected to a certain extent from its normal condition by the vicious reading habit, it diverges more and more and rarely goes back to the normal.

By desultory habits of reading and lack of system you confuse the mind with a large mass of unclassified material. You pick up a book and read a few pages and then pick up another one and then go from that to a paper or magazine. This puts the mind in a chaotic state, because you let everything run into the mental reservoir without any order or definite plans. Systemless reading is profitless. You cannot gain knowledge of a friend or prize his friendship by a hasty first impression, so in reading a book you cannot gain everlasting good by skimming over its contents or by reading a few pages one night and then putting it on a shelf to gather dust until you get time to read it again. Everything comes out of the mind as it went in, and if it does not enter in an orderly manner it will come out in chaos. —Success.

EARLY DINING.

In Ancient England It Was at 10 o'Clock in the Forenoon.

The ordinary hour for dinner in England in the fifteenth century appears to have been 10 o'clock in the forenoon. In the larger baronial castles a lavish hospitality was practiced, but even among the lower ranks, says a contemporary, the "bona fide traveler" could always be sure of a welcome and the best provision that the house afforded. To shut the door upon the houseless stranger was an offense which the church would not readily condone, and it was remarked of more than one who had erred in this respect that luck ever afterward deserted him. The approach of the meal was often announced by the blowing of horns, so that wayfarers might hasten their movements.

Curiously enough, grace was said before the tables were laid, and the guests appear to have had their appetites whetted in a most salutary manner by regarding the movements of the attendants as they spread the cloths and brought in saltcellars, drinking vessels and other necessaries. To wait on others at table was considered rather honorable than otherwise, and the story of the Black Prince attending to the wants of the captive French monarch contains nothing extraordinary. In the households of the great the carvers and those who presented the wine at table were never less than esquires and often nobles and barons. —Family Magazine.

Disturbed the Congregation.

The person who disturbed the congregation last Sunday by continually coughing is requested to buy a bottle of Foley's Honey and Tar. T. F. Laurin, Owl Drug Store.

Do you know what the oldest piece of furniture in the world is? The multiplication table.

DON'T WAIT.

Take Advantage of an Astoria Citizen's Experience Before It's Too Late.

When the back begins to ache,
Don't wait until backache becomes chronic
Till serious kidney troubles develop;
Till urinary troubles desroy night's rest.

Profit by an Astoria citizen's experience.

Arthur Rooke, 412 Duane street, Astoria, Or., says: "At the time I began using Doan's Kidney Pills I was suffering severely from kidney trouble and rheumatism. There were severe pains in my back and shoulders which descended at times into my limbs. The pains seemed to be as severe during the night as in the day, and many times interfered with my rest. At one time I was so lame that I was unable to stoop over to lace my shoes without suffering acutely. My kidneys were irregular in action and the secretions were in a terrible condition. At last a friend recommended Doan's Kidney Pills to me so highly that I procured a box at Charles Rogers' drug store. They helped me from the first. I continued using them and it was only a short time before I was entirely free from kidney complaint. I am now entirely well, and it gives me pleasure to recommend a remedy that has proven of such great benefit to me as Doan's Kidney Pills."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States.

Remember the name—Doan's—and take no other.

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