

THE ARMORED TRAINS.

A DISCOURAGED ARTILLERY EXPERT EXPLAINS THEM.

They solve a Great Problem—For Speedy Action and Effective Work in Time of War, it is Held Nothing Equals Them—Succesfully Tried in England—Great Possibilities of Future Development Made Apparent by Experiments.

LONDON, Aug. 28.—It is always interesting to turn back to records of the past and note the wild chimerical schemes that have been associated with the birth of nearly every great invention or discovery.

As time went on calmer suggestions prevailed, the enormous importance of the rapid transport of troops became fully recognized, and the idea of utilizing the iron road as a means for the establishment of armored trains, or a species of flying marteau towers, to patrol our coast lines, first made its appearance.

Capt. Fisher's armor-plated train, during the first stages of the campaign against the British in Egypt, was the first practical example of railways being put to such a use.

The main problem involved was the matter of the recoil, so as to prevent the train capsizing bodily, when the gun had to be fired crosswise to the railway line, and to prevent the rails being torn up or damaged by the recoil of the firing.

These difficulties were successfully overcome by the addition of a hydraulic brake, and by rising slides on which the guns were mounted, causing the gun to return automatically to the firing position after the exhaustion of the recoil.

Your Sun of Life had only crossed its necessary paths of years, and he came a hush over all the land. A grief we scarce could name and pen, our hearts were lurching as by a hand; And eyes were bathed in tears.

When you were gone, O tender soul We felt how great the need, We felt how great the need, We felt how great the need, We felt how great the need.

That's a good idea is embodied in the construction of the Burlington's new "St. Paul-Chicago Limited."

A screen of cavalry scouts having reported the line all clear, the train advanced, and emerging from a cutting, caught sight of a battery of the enemy's heavy guns in the disadvantageous position of being in the act of limbering up.

The train let Canterbury and proceeded to Barham, but not seeing any signs of the enemy, still unconcerned in the Elham valley returned to Barham, where it ran into the middle of the enemy's cavalry screen.

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A BIG YOKE OF OXEN

NOWHERE IS THERE THE EQUAL OF PAIR OWNED BY J. D. AVERY.

Their Combined Weight is 7,300 Pounds—in a Single Year These Two Bovine Giants Gained 700 Pounds of Flesh—Each Measures Ten Feet in Girth—Neither of Them Differs From the Other in Point of Weight Ten Pounds.

BUCKLAND, Mass., Aug. 28.—Every community has something of which it makes particular boast, but this town has a pair of oxen that beat the world.

These are supposed to be degenerate days, so far as oxen are concerned. Where every boy, years ago, used to hear the "Haw Goe" of the drivers, and was quite accustomed to himself feel the point of the hickory gad, one sees only horses ambling along with sleepy drivers, trying their best to endure an oppressive monotony.

Joe and Jerry have lived in this world eight years, and in that time they managed to accomplish more than any other pair of their brethren.

WOMAN STARTS NEW SECT.

Claim They Can See the Devil in a Stranger's Body.

The Chicago Tribune thus describes the birth of a new religious sect at Papillon, Neb.: "A new religious sect has sprung up here. It takes its name from the founder of the sect, Mrs. Louis Piaz, who is an old settler in this locality.

When the prince was 2 years old a conspiracy was formed to seize the Tower of London, and the bank, bribe the guards, and would gravely bring him the reports of his conduct, to be sent to the earl's brother, later the famous Marshal Keith.

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THE PROPERTY OF J. D. AVERY OF BUCKLAND MASS.

separated herself and following from all other organizations.

One of the peculiar teachings of the Piazites is that when a stranger enters their presence they know instantly whether God or the devil is present, and would be able to detect the physical features they should locate his satanic majesty.

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NEW BOOKS

FOR SEPTEMBER.

"The Christian," by Hall Caine, 12 mo. cloth.

"Matka and Kotik," by David Starr Jordan, 12 mo. illustrated, cloth.

"Many Cargoes," by W. W. Jacobs, 12 mo. cloth.

PROVIN & MCKEAN

Pike St., Corner of Fifth Av.

Tremendous Slaughter in Prices

Balance of Summer Stock and All Odds and Ends and Remnants of All Kinds.

We are getting everything pretty well cleaned out, and as we have only small quantities of summer goods we have made up our mind that everything must go this week at some price.

Specials for Monday.

Very Special.

We have a lot of Misses' and Ladies' Single Texture Imitation Wool Serge Mackintoshes, one cape; they were sold as high as \$4, Monday only we will sell them at \$1.95 each, not more than one to each customer.

Don't Forget. At 98c a Pair.

Special Bargains All Over the Store. Odds and Ends at Very Nearly Nothing.

PROVIN & MCKEAN

Pike St., Corner of Fifth Av.

P. S.—Another lot of those \$1.38 Dress Skirts for \$1.25, dark colors.

SEATTLE-TACOMA ROUTE

Four round trips daily, except Sunday.

Sundays—Flyer or State of Washington.

Time Card—Leave Seattle 7:45, 11:15 a. m., 1:30 p. m., 3:30 p. m., 5:30 p. m.

Leave Tacoma 9:30 a. m., 1:00, 4:30, 8:00 p. m.

Table service unsurpassed.

Seattle Telephone, Main 114. Tacoma Telephone, 211.

Window Glass, Mirror Plates, Glazed Sashes and Doors, Paints, Oils, Varnishes, Brushes, etc. F. W. Devoe & Co.'s Celebrated Mixed Paints.

NELLE & ENGELBRECHT, Telephone Red 551.

Miners' Supplies.

Gold Seal Boots, Rubber Boots with Leather Soles, Water-proof Coats, Blankets and Sleeping Bags.

The Washington Rubber Co., Inc. 714 First Av., Seattle, Wash.

The Only Manufacturers in the City.

Blanket Clothing for the Klondike.

Seattle Woolen Manufacturing Co., 1119 First Ave., Seattle.

Down & Hanford Stationery and Printing Co. 616 First Avenue. (Pioneer Place)

KLONDIKE!

Washington and Alaska S. S. Co.'s Steamship

CITY OF SEATTLE

70 Hours SEATTLE to DYEA and SKAGUAY.

The magnificent steel screw steamship will sail from Seattle for Juneau, Skagway Bay and Dyea the morning of AUGUST 31st.

Her accommodations are unrivaled. She is the finest, fastest and most comfortable vessel on this route. In connection with above

ALASKA

Steamer every three days.

Pacific Coast Steamship Co.

Now has

FIVE

Steamers on the route and more to follow.

Largest passenger steamers on the Coast. Everybody can go now.

City Ticket Office, 606 First Av.

J. F. TROWBRIDGE, P. S. Supt., Ocean Dock.

GOODALL, PERKINS & CO., General Agents, San Francisco, Cal.

KLONDIKE!

Pacific Coast Steamship Company's

Steamer GEO. W. ELDER

Will leave Portland on

Sept. 1 and 16

For Mary Island, Metlakatla, Ketchikan, Wrangell, Juneau, Skagway, Dyea, Killisnoo and Sitka.

For freight and passenger rates apply to N. Poston, agent, 168 Third street, Portland.

City ticket office P. O. S. S. Co., 606 First Av., Seattle.

Or, to J. F. Trowbridge, P. S. Supt., Ocean Dock, Seattle.

Sum rates apply from Seattle as from Portland.

Passengers and their freight will be transferred by rail from Seattle to Portland to connect with the steamer.

City of Skagway,

Formerly Government Saa. Boat Skagit.

City of Skagway has been fitted up for merchandise purposes, and will be located on the beach near Skagway.

Will Leave Seattle About Sept. 10.

The City of Skagway is a 20-ton boat, 124 feet long, 22-foot beam. Space privileges will be sold for different lines of business for a term of six months. All rooms will be steam-heated. Hotel on upper deck.

For space, terms and freight apply to W. R. COURLEY, Hotel Northern, Seattle.

The Elegant and Speedy Steamship.....

HASSLER

RECENTLY PURCHASED BY US FROM THE GOVERNMENT.

Is now offered

For Charter

For One or More Trips to

Dyea and Skagway Bay.

The steamer is well equipped for freight and passengers with a carrying capacity of 600 tons of freight and 200 passengers, and well adapted for the Alaska trade. For terms of charter inquire of

McGUIRE BROS., No. 619 First Avenue, Seattle, Wash.