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"Shortly after leaving college, I was troubled with a skin disease which showed itself, first, at the ankles. Physicians pronounced it eczema, and treated me for that complaint. The eruption crept slowly up my limbs, and on the body, until it enveloped the whole frame. It gave me infinite trouble with constant itching, casting off of dry scales, and a watery liquid which would



exude from under the scales. I treated it for over three years unsuccessfully, and was unable to check it, until I began using Ayer's Sarsaparilla. I used three bottles of this medicine and was completely cured—my skin becoming as smooth and clear as before."

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Woman's love and admiration for the beautiful in gloves is proverbial; it is an index of refinement and taste.

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That we show were particularly chosen for this season, and included the celebrated

FRENCH CHAMOIS!
FRENCH CHAMOIS!

Which are admired by all and within the reach of all. Then comes our

DRIVING GLOVES!
DRIVING GLOVES!

That only need mentioning to create a desire for them. There is nothing so fascinating as a pretty hand and nothing that makes a hand look prettier than a pair of our gloves.

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UNCLE SAM.

Lands His Battalion This Morning for Shore Drill.

A battalion, consisting of marines and sailors from the Philadelphia, was landed this morning and went out to Makiki for the usual drill. Hereafter, these will occur only monthly owing to the warm weather. The men are anxious to have moonlight drills but this does not meet with the approval of the officers presumably for the reason that it might interfere with social engagements.

A BULLETIN reporter was on hand as usual when the battalion embarked after drill this morning and noticed the celerity with which it was done. Within one minute after the orders were given every man was in his particular boat and in his right place too, which means a good deal. A few seconds after, the small steam launch coupled on to two of the boats containing about forty-five men each and started for the flagship.

Half a minute afterwards the big launch started to tow 160 more men in three launches, but unfortunately the rear boat could not cross a wire rope attached from the Helen Brewer to the boat landing. A crossing was effected, however, at short notice. An order was given forthwith for all the men in the boat to go to the bow, which they did, with the result that the boat dipped and in so doing jumped the rope, and the launch and its tow proceeded merrily on its way.

HONOLULU ARTISTS.

Admirable Work in Painting, Sculpture, and Carving by Members of the Art League First View To-night.

The Kilohana Art League will present a very elegant assortment of paintings, carvings, etc., to private view of the members this evening. Since the league was started a year ago the members have been vying with each other in the matter of selection of subjects, technique and general execution of their respective themes, and the result is shown in this exhibition. That the league has done much toward bringing out a considerable amount of latent talent in the islands, the present exhibition will testify. If there is any pride to be felt by the people here in the work shown by the members a major part of the credit is due D. Howard Hitchcock for the interest he has shown in art matters and the success which has attended his efforts in bringing to the surface what might have remained, for an indefinite period, hidden under a bushel.

For this exhibition much attention has been paid to the arrangement of the decoration of the hall and studio but only to an extent that it adds to, rather than detracts from, the work exhibited.

While the walls of the present art association are not as attractively fitted up as they will be hereafter, a BULLETIN reporter wandered around them this morning and incidentally noted several striking portraits in oil of various people well known to Honolulu society. In addition there are a number of still-life studies in oil, representing Hawaiian scenes, which are more or less interesting,

and a number of plaster casts. The rooms are nicely fitted up, and even a stage has been added. To the question of the reporter as to what the stage was needed for, a gentleman connected with the association said: "We intend to give theatrical and other performances at stated intervals for the benefit of the Association, but please don't say anything about it at present."

There are some nice pictures on the walls, but at the personal request of the director, we refrain from making mention of them.

Squadron Drills at Sea.

The smooth clean hulls of the new cruisers, their glistening steel weapons, their speed and power, the evidences of strength, both offensive and defensive, which they display, their numerous mechanical and scientific appliances, all mark them as fully abreast of the development of this age of steel, and as worthy to maintain the honor of the flag under its new and altered conditions. Once the Navy of the United States seems equal to any demands that might be made upon it, to be a sure reliance in time of national emergency, a defense in the event of national peril.

These ships weigh from 4000 to 10,000 tons each. They would be moving at a speed of fifteen knots or more. Their formation must be compact and regular, for at such a speed a mere touch of one to another might be a disabling blow, and if the squadron is scattered by ships losing distance, an alert enemy may find his opportunity. Then Admiral's signals must be looked to. If the vessels change direction they should change as one. If the Admiral desires to change his formation or his front it must be done without confusion. A captain of a ship in a fleet action has therefore a double duty—first, to employ his own weapons to the best advantage and to endeavor to avoid those of the enemy; second, to maneuver his ship with her consorts, obeying and supporting his Admiral; and the latter he must do amidst the terrible din, confusion and destruction of the former. Quick maneuvering must therefore become to him a second nature—something to be done almost unconsciously as a matter of habit, and this habit can be acquired only by long and constant practice. The highest school of naval war in time of peace, that work which solves its problems, and is the best guarantee of future success, is maneuvering vessels in company with others—in professional language, fleet or squadron tactics.

Proficiency in this art has always accompanied naval supremacy. It was so in the galley period, and, much later, during that long period when vessels were propelled by sails alone. The victories of St. Vincent and Nelson were the joint product of their genius and of fleets of unusual mobility and tactical training. With modern vessels of great speed and power, independent of the wind, and armed with weapons of variety and precision, this kind of training and drill is still more valuable—is, in fact, essential. Naval writers of all countries dwell upon its importance, and continually urge that increasing attention be given to it during those times of peace which afford the only real opportunity of preparing for the sharp and decisive wars of modern times.—Harper's Weekly.