

THE DAILY ASTORIAN, ASTORIA FRIDAY MORNING SEPTEMBER 27, 1895.

Tide Table for September, 1895. HIGH WATER.

DATE. A.M. 11 P.M. A. M. || P. M. mift, h.m fft h.m fft. h.m ! ft. SUNDAY Monday. Tuesday Wednesday Thursday. Friday...... Saturday

ALONG THE WATER FRONT. The Columbine returned from Puget Sound last night.

The American bark Vidette left out vesterday afternoon with a load of lumter for Redondo Beach. The David Crockett was once the most famous packet ship affoat. She was built at Stonnington in 1853, and when first in commission went into the San Fran-cisco trade, sailing out of New York and carrying passengers stricken with gold fever. She once made the passage from

here to PhRadecphia in 92 days and from here to New York in 102 days. In 1890 the David Crockett was bought by Peter Wright & Sons, of Philadelphia, who con-verted her into a barge, named her Pocohontas and set her to carrying coals.

The returns of the United States shipping commissioners for this year ended June 30, 1895, deave little room for congratulation to the citizens of this coun-try, who eminently hope that in the near future American merchant ships, manned by men of American birth, will be a power to be reckoned within the ccean-carrying trade. Of the 79,415 men shipped during the twelve months, there

were 24,182 Scandinavians, 21,881 Ameri-cans, 11,552 British, 11,057 Germans, 871 French, 1370 Italians, 1047 Russian Fins, and 7455 other nationalities. As compared with the previous twelve months, 255 fewer American born seamen and 2009 more Scandinavians were shipped. New York, a fairly cosmopolitan port, ships two Scandinavians for every American, and Boston, the hub of the universe,

curious enough ships twelve Scandinavlans to every American. A late issue of the American Shipbuilder contains a splendid engraving of the ship Young America, the fastest and most world-renowned Yankee clipper ever built. She was launched at New York in May, 1853, from the yard of William

H. Webb, and was built expressly for the California and East India trade. She made many fast trips, the most rapid be-ing a run from San Francisco to New York in 80 days and 4 hours, and from

be received in the nature of a pleasant

Monday Tuesday Wedn'sd'y

CASTORIA

for Infants and Children.

OTHERS, Do You KNOW that Paregorie, Bateman's Drops, Godfrey's Cordial, many so-called Soothing Syrups, and

most remedies for children are composed of opium or morphine?

Do You Know that oplum and morphine are stupefying narcetic poisens?

Do You Know that in most countries druggists are not permitted to sell narectics without labeling them poisons?

Do You Know that you should not permit any medicine to be given your child unless you or your physician know of what it is composed?

Do You Know that Castoria is a purely vegetable preparation, and that a list of Its ingredients is published with every bottle ?

Do You Know that Castoria is the prescription of the famous Dr. Samuel Pitcher. That it has been in use for nearly thirty years, and that more Castoria is now sold than of all other remedies for children combined ?

Do You Know that the Patent Office Department of the United States, and of other countries, have issued exclusive right to Dr. Pitcher and his assigns to use the word "Castoria" and its formula, and that to imitate them is a state prison offense?

Do You Know that one of the reasons for granting this government protection was because Castoria had been proven to be absolutely harmless?

Do You Know that 35 average doses of Castoria are furnished for 35 cents, or one cent a dose?

Do You Know that when possessed of this perfect preparation, your children may be kept well, and that you may have unbroken rest?

well, these things are worth knowing. They are facts,

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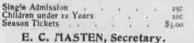
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dean, N. L. Narregan, Eugene. For catalogues and information address C. H. Chapman, President, or J. J Walton, Secretary, Eugene, Oregon.

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old to an Austrian firm who changed United Kingdom a steady reduction of this class of casualty. In 1891, 73 United Kingdom vessels were shown as aban-doned, foundered or missing; in 1892, 69 vessels; in 1893, 62 vessels; in 1894 the number had fallen to 47." who prize it very highly.

MARINE BUSINESS IN JAPAN. Information was received by the steam The Yokohama, Japan, Weekly Mail, August 17, says: "A series of articles recently published in the Nichl Nicht Shimbun contains some interesting inforcontracts for the construction of new warships with American shipbuilders. mation about the growth and the present condition of marine business in Japan. There was some close bidding on the contracts. The Cramps had a representrive in Tokio, as did also the Bethlehem Works, the Carnegie Works, the Union Iron Works, and others. The outcome of the whole matter is that the Japanese cabinet has decided to place the downfax of the feudal regime, that the prohibition was first removed. At the end of 1870 the total number of ships or four of the ship contracts in the United States. Two of the new vessels to be built in this country will be cruisers and two will be battleships. Two of the vessels are to be built by Cramp and two by the Union Iron Works in this city. There will be a battleship and three years, the number increased by 1,383, and the aggregate tonnage by 137,eruiser for each. The contracts for the armor of the vessels will be given to the Bethlehem Iron Works, and the Carnegie 23) tons; in other words, an average year-ly increase of \$0 ships and 5,868 tons. As Works. Irving M. Scott's success in ob-taining two of the contracts is doubtless to steamships, their number at the end of 1870 with an aggregate registered ton-are of 15,488 tons, and by the end of 1883 these numbers had increased to 680 and 119,235 respectively. The number of largely attributable to the good impression made on the Japanese by the cruiser Olympia, a model of which Mr. Scott took with him to Japan. The Japanese cabinet officers were highly pleased with

sailing vessels at the end of 1870 was II, and their aggregate registered tonnage 2,454 tons, and these figures had become the result of their inspection of the new American cruiser. It was naturally ex-pected that most of the contracts would in December, 1893, 749 and 44,960 respectively. go to the British shipbuilders, and the announcement that four of the new Jap-anese fleet will be built in America will SHORT INTERVALS OF PEACE.

Only are vouchsafed to nerves weak and

nstrung, but when it is braced up and oothed by Hostetter's Stomach Bitters, On March 20th last the British ship perfect tranquility reigns night and day throughout the nervous system. Ner-Vincent and on March 21st the German ship Sirene sailed from Paget Sound with cargoes of wheat loaded by Balfour. ness is equally a manifestation or chronic dyspepsia, a disorder to the re-lief of which the Bitters are peculiarly adapted. In the general vigor begotten Guthrie & Co. The Vincent arrived at Cork on August 16th, and the Sirene at Falmouth on August 30th. When the Vincent arrived at Cork the Queenstown correspondent of the Liverpool Journat of Commerce telegraphed the following yous people should use it steadily, not story to his paper. It is evidently a yarn he obtained and swallowed from her yarn he obtained and swallowed from her captain and stamps the mayor of Tacoma, as well as the "Judge," as high old sports: A long ocean race from Tacoma to this port between two ships-one to this port between two ships-one wed to be the table of table of table of the table of the table of table of the table of tab to this port between two ships-one named the Vincent (Capiala Blackmore), named the Vincent (Capitala Blackmore), belonging to Liverpool, the other fly-ing the German flag and named the Si-more rapidly when it is resorted to. It rene-bas just ended, and resulted in a is, moreover, a capital appetizer. victory for the British ship, by which she has won the prize of 1200. It ap-pears that while lying at Tacoma loading the mayor of that city, as well A BISHOP'S VIEW OF THE BLOOMER QUESTION as Lie judge, visited both ships, and hav-ing the appearance of clippers they took the fancy of both officials, who entered (William Taylor, Bishop of Africa.) I approve of anything in line with into a bet of \$5,000 on the race between the two ships to Queenstown. The mayor

woman's advancement which is consist-ent with her womanly dignity. The socalled bloomer question with its looseness and the freedom of movement it allows, selecting the Britisher, while the judge selecting the Britisher, while the judge called bioomer quastion with its looseness selected the German. It was decided at the same time to award the captain is certily a vast improvement; as far as of the winning ship \$1,000; or in place thereof a plot of land equivalent in value. Women have worn in the past. One of Documents were duly signed to verify the bet, and on the 5th of March last both ships set sail, the German having the advantage of three hourz' start of her rival. However, the next day at 4 p. m., the Vincent, with all sail set, came up on aginary improvement in her personal the Sirene. The wind was light at the appearance. In my work in Africa 1

In my work in Africa 1 the shrene. The wind was light at the appearance. In my work in Adria I the time, and both ships remained in each have found that my worke missionaries other's company until nightfall, when they parted, and the Vincent never saw her rival afterwards. The Liverpool ship the rest of the passage, lost mile, have kept at work which has broken men ing the rest of the passage, lost mile, and had the tarpauin torn off the hatches during a burricane. Captain Blackmore has selected for his prize the plot of land in that distant country, the value of which is increasing rapidly each day. The Norwegian four-masted ship Lanc-ing entered this port Thursday for the first time. She is one of the largest salf-ing vessels affoat, being 35 feet long. 44 feet 6 inches beam and 27 feet 6 inches

kitchen dinner table with more ollcloth Free Rectining Chairs Car and we buy it as it comes from the shop, all scalloped and cut in shelf widths, to cover every one of your shelves, tacking it neatly on, so that shelf and floor and table washing means only a trifle of labor Astoria to San Francisco. Columbia, Friday, Sept. 6. State of California, Wednesday, Sept. 11. Columbia, Monday, Sept. 16. State, Saturday, Sept. 21. Columbia, Thursday, Sept. 25. for you."-Harper's Bazal. LOOK TO THE SEEDS Prof. Galloway says of the influence of State, Tuesday, Oct., 1. Columbna, Sunday, Oct. 6. size and weight of seeds on the growth The large seed germinates of the plant. more quickly, with more certainty and produces marketable plant sooner than the small, while the more uniform growth Under the Tokugawa government, pri-vate individuals not being permitted to open any ships of foreign model, there was no scope for the rise of a mercanitie marine. It was in 1869, two years after Astoria and Portind Steamers. The T. J. Potter will leave Astoria at 7 p. m. daily, except Sunday; leave Porttogether and maturing at different times, either the use of a portion of the land land at 7 a. m. dally, excopt Sunday. The R. R. Thompson will leave Astoria INDIO must be lost while waiting for a portion of the crop to become matured or part of the crop must be sacrificed. that nage of 17,552 tons. At the end of 1893 these figures had swelled to 1,429 and 155,172 respectively. Thus during treated at 6:45 a. m. dally, except Sunday; leave Portland at 8 p. m. daily, except Saturday succession of sowings, using selected seeds for each. It s a waste of time and For rates and general information call material to use other than, the Lest of C. F. OVERBAUGH, Commercial Agent, Astoria, Or W. H. HURLBURT, Gen. Pas. Agt., Portland, Or. seeds. BOSTON VS. TEXAS. Texan (filling his beer glass with whiskey)-This is the way we drink in Texas, Boston Drummer (tipping the demijohn to his lips)-And this is the way we drink Are You Going East? Be sure and see that your ticket reads via ONE WAY OF PUTTING IT Jones-How much did you pay for that ew suit? Bones-It cost the tailor thirty-five dol-THE NORTH-WESTERN lars. LINE. CAESAR'S SOLILOQUY. Harl-up Dog (gazing at butcher's bill) -Times is getting worse and worse. Once I had ment, then nothing but bones; and the now only the butcher's bills are thrown CHICAGO. to me TIT FOR TAT. ST. PAUL, Mrs.-It is so easy to tell an old maid by her dissatisfied look, you know. Miss-And a maried woman by her dis-MINNEAPOLIS -anduppointed one DID YOU EVER . OMAHA RAILWAYS. Try Electric Bitters as a remedy for your troubles? If not, get a bottle now and get relief. This medicine has been found to be peculiarly adapted to the relief and cure of all female complaints, This is the GREAT SHORT LINE relief and cure of all female complaints, exerting a wonderful direct influence in giving strength and tone to the organs. If you have Loss of Appetite, Constipa-tion, Headache, Fainting Spelis, or are Nervous, Sleepless, Excitable, Melan-choly or troubled with Diszy Spelis, Elec-tric Bitters is the medicine you need. Health and Strength are guaranteed by lis use. Large bottles cure to some of Between DULUTH, ST. PAUL, CHICAGO its use. Large bottles only Chas. Rogers' drug store. And all Points East and BUCKLEN'S ARNICA SALVE. South. The best salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tctter, Chapped Hands, Chiblains, Coras, and All Skin Erup-tions, and positively cures Piles, or no pay required. It is guaranteed to give perfect antisfaction, or money refunded. Price, 25 cents per box. For sale by Chas. Rogers, Odd Fellows' building. Their Magnificent Track, Peerless Ves-tibuled Dining and Sleeping Car Trains and Motto:

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