Tide Table for October, 1895.

DATE.	HIGH WATER. A. M. h.m	ft.	HIGH WATER. P. M. h.m	ft.	LOW WATER. A. M. h.m	ft.	LOW WATER. P. M. h.m	ft.
Tuesday... 1	11 35	7 4	11 46	7 2	5 38	-0 8	6 08	1 9
Wednesday 2	...	...	12 18	7 7	6 07	0 9	6 35	1 5
Thursday. 3	0 22	7 2	12 43	7 9	6 34	1 0	7 02	1 0
Friday.... 4	0 57	7 3	1 08	8 1	7 00	-1 3	7 31	0 6
Saturday.. 5	1 34	7 1	1 33	8 4	7 36	-1 6	8 04	0 3
SUNDAY . 6	2 11	7 0	2 02	8 5	7 51	-1 9	8 37	0 1
Monday.... 7	2 51	6 7	2 35	8 6	8 18	-2 2	9 15	0 0
Tuesday.. 8	3 36	6 4	3 12	8 5	8 50	-2 6	10 01	0 1
Wedn'sd'y 9	4 29	6 0	3 27	8 8	9 57	3 1	10 57	0 3
Thursday.10	5 32	5 8	4 52	8 0	10 20	3 5	...	...
Friday.....11	6 44	5 7	6 00	7 6	0 06	0 5	11 26	3 7
Saturday..12	7 58	6 0	7 19	7 5	1 20	0 6	1 18	3 8
SUNDAY. 13	9 01	6 4	8 38	7 6	2 33	0 6	2 48	3 4
Monday....14	9 53	7 0	9 50	7 7	3 34	0 6	3 58	2 4
Tuesday...15	10 37	7 7	10 22	8 0	4 26	-0 6	4 50	1 4
Wedn'sd'y 16	11 20	8 1	11 47	8 2	5 15	-0 7	5 40	0 5
Thursday .17	...	...	12 00	8 6	6 00	-0 8	6 28	0 1
Friday 18	0 38	8 3	12 38	9 1	6 42	-1 1	7 15	0 7
Saturday..19	1 28	8 0	1 18	9 2	7 21	1 6	8 02	1 0
SUNDAY. 20	2 18	7 7	2 00	9 2	8 00	2 1	8 50	1 0
Monday . . 21	3 08	7 2	2 41	9 0	8 40	2 6	9 40	0 7
Tuesday . . 22	3 58	6 8	3 26	8 5	9 25	3 2	10 34	0 2
Wedn'sd'y 23	5 00	6 4	4 16	7 9	10 20	3 8	11 32	0 3
Thursday . 24	6 10	5 9	5 15	7 3	11 32	4 0	...	...
Friday.... 25	7 20	5 9	6 21	6 7	0 35	0 8	1 0	4 2
Saturday. 26	8 25	6 3	7 36	6 5	1 40	1 2	2 25	3 8
SUNDAY 27	9 16	6 5	8 4	6 3	2 40	1 5	3 2	3 2
Monday.. 28	9 52	6 8	9 48	6 4	3 30	1 7	4 1	2 5
Tuesday . .29	10 25	7 2	10 38	6 6	4 12	1 8	4 5	2 0
Wedn'sd'y 30	10 57	7 6	11 24	6 9	4 52	1 8	5 32	1 6
Thursday .31	11 27	7 9	...	...	5 20	2 0	6 06	1 9

ALONG THE WATER FRONT.

On Sunday, October 6th, when the new four-masted barkentine Addenda crossed out from Coos Bay for Coquimbo, drawing 17½ feet, there were 16 feet of water on the bar.

The British ship Ardmore, now on the way from London for Victoria, has been chartered to replace the Fiery Cross, which, while bound on the same voyage, put into Montevideo dismasted.

Reference to the "Marine Journal" of this paper in another column, and just ahead of the report of arrivals at this port will be noted a heading, "Weather and Shipping by Telegraph." From Point Reyes, several times daily, at government expense, reports as to the weather are given to the public. In addition, every vessel north or south bound is reported, and if the captain is not too lazy to set his signals, the name of the vessel is translated and also reported. In that particular space in this issue, above referred to, will be found, "Barkentine south bound, lumber laden, no signals." As the government is willing to report vessels passing Point Reyes, free of charge, it seems a very small return that captains should display their signals on passing the point, and, to the Commercial News, it is past understanding that the local owners of coastwise vessels, steam or sail, have not given positive orders to masters to that effect. A notice from Point Reyes similar to the one referred to, is, at present, quite as common, and perhaps even more frequent, than one giving the name of the vessel. The remedy lies with ship owners and ship masters.—News.

The Victoria Colonist of Wednesday says: In the possession of Captain Bendrodt, at his home over James Bay, is a weatherbeaten name board which recalls once more to mind the terrible storms that swept the Pacific coast during the closing weeks of 1894. It re-opens speculation, too, as to how the ill-starred Montserrat and Keweenaw met their fate, and offers a new theory for the consideration of those anxious for a solution of this mystery of the sea.

The nameboard referred to, and which Captain Bendrodt brought to Vitcoria on Saturday last, bears the name "Keweenaw," and is beyond question one of the four distinct and original signs with which the pilot house of the lost collier was provided. How long it has been in the possession of Mr. P. Black, of Nanaimo, from whom Captain Bendrodt received it, is not known; the board itself bears witness, however, that it was a considerable time in the water.

The gilding of the raised letters has almost disappeared, together with the greater portion of the gray-blue background, but the letters themselves are intact and unmistakable as ever.

The board was picked up at the entrance to the Houston-Stewart channel, on the opposite side to Rose Harbor, where its mate was discovered by the Indians and shown to Captain Robert McKlee, of the sealing schooner Maud S. This first found board still adorns the chief's house at Rose Harbor, and the finding of the second, with a large quantity of wreckage, unmistakably that of the Montserrat and Keweenaw, now leads to the presentation of still another theory—that one or both of the ill-starred steamers met destruction on the rocky, unpopulated and seldom visited shores of one of those desolate islands.

There is in fact a story current to this effect among the Indians, and as Captain Bendrodt says, while it is no more than a theory, it is one that is capable of proof or disproof, for the wreckage still strews the beach untouched for the most part, and there is no one to deny that larger portions of the first steamer may yet be found if search is made for them.

Of course the hope of finding some survivor of the double disaster can no longer be entertained.

The Montserrat and Keweenaw were associated in the coal carrying trade and they have naturally been linked together for more than one reason whenever the mystery of their fate is spoken of by sea-going men. The Montserrat left Nanaimo on December 6, loaded, according to Capt. Blackburn's custom, with every pound of coal she could carry; the Keweenaw steamed away from Comox the following morning. She was less heavily laden, for her captain Frank Jenkins, was more cautious than his brother skipper, and he had a less seaworthy boat under him.

The two steamers came together in sight of Pattery on the afternoon of December 7, and were last seen travelling in close company by the lookout at Tatoosh Island, they being at that time about ten miles out, with the Montserrat leading. When lost sight of toward evening they were plunging head-on into a constantly increasing southwest gale, the Keweenaw staggering and shipping a succession of heavy seas.

After weeks of watching both were given up as lost, and the theory found general acceptance that they had foundered and gone down at sea. No clue to the mystery was developed until the 28th of February in this year, when the medicine chest of the Montserrat was picked up on the beach to the southwest end of Etalin Island. Later on the captain of the Maud S. found numerous souvenirs of the lost vessels adorning the huts of the Indian village at Rose Harbor. This latter fact, together with the information given to Capt. Bendrodt more recently, would seem to indicate that the wrecks could not have occurred so far to the south as has been all along supposed.

Whether, however, the Keweenaw was lost by striking some point of the Queen Charlotte group—whether or not the Montserrat, or both, foundered and went down—or whether one had gone to the assistance of the other and so was lost with her, probably will ever remain an unexplainable tragedy whose secret is locked up in the deep Pacific.

A discharged Turkish soldier, boasting of the outrages he had committed in Armenia recently in a cafe of Alexandria, was invited to step out by two Armenians present and was neatly strangled by them.

The average walker wears away two inches of shoe leather in a year. A pair of boots that would "last a lifetime" would consequently have to be provided with soles from eight to nine inches thick.

The first appearance of peanuts in the markets was when a consignment of 10 bags was sent from Virginia to New York in 1794. Over 2,000,000 bushels are now sold annually in the United States market.

There are many good reasons why you should use One Minute Cough Cure. There are no reasons why you should not, if in need of help. The only harmless remedy that produces immediate results. Chas. Rogers.

In England the gymnasium is unknown. The evenness of the climate makes outdoor exercise possible throughout the year and a warm blooded Englishman develops his muscle and brawn from walking, rowing and running in the open air.

It's just as easy to try One Minute Cough Cure as anything else. It's easier to cure a severe cough or cold with it. Let your next purchase for a cough be One Minute Cough Cure. Better medicine; better results; better try it. Chas. Rogers.

The common house flea is covered with hard, overlapping plates, something after the plan of fish scales. Each of these plates is set with a row of bristley spikes.

All the patent medicines advertised in this paper, together with the choicest perfumery, and toilet articles, etc. can be bought at the lowest prices at J. W. Conn's drug store, opposite Occident Hotel, Astoria.

A physician declares that people who use rocking chairs the most become deaf the soonest, and that rocking also hurts the eyes and makes people near-sighted.

Green, the great authority on piscatorial subjects, mentions five fish which he saw in the royal aquarium of St. Petersburg which have been constantly on exhibition for more than 150 years.

Tahiti, in the south seas, is now lighted by electric lamps.

FORESTALLED.

The black-bearded pirate, with a knife between his teeth, boarded the passenger ship.

"Throw up your hands!" he shouted.

The passenger hanging over the rail smiled feebly.

"I think I did, not less than an hour ago," he said, gaspingly.

It is a truth in medicine that the smallest dose that performs a cure is the best. Dewitt's Little Early Risers are the smallest pills, will perform a cure, and are the best. Chas. Rogers.

In the local option election at Fort Worth, Tex., the city went wet by 4,000 majority.

"Scots Wha Hae" was by Burns. It was written on a dark day while the author was on a journey. The tune is "Hey Tuttie Tattie," an old march that is said by tradition to have animated Bruce's men at Bannockburn.

Say, why don't you try DeWitt's Little Early Risers? These little pills cure headache, indigestion and constipation. They're small, but do the work. Chas. Rogers.

Willie (who was travelling for the first time, to conductor)—What is the meaning of "W" and "R" on the sign-posts along the road? Conductor—Ring and whistle. Willie (after a pause)—I can see how "W" stands for wring, but I'm blessed if I can see how "R" can stand for whistle. —Harper's Round Table.

NOTICE.

The partnership heretofore existing between C. J. Greenlund and Anton Brix florists, is hereby dissolved by mutual consent, and all debts of the said firm will be paid by C. J. Greenlund and C. G. Palmberg, and all outstanding accounts are due and payable to them.

C. J. GREENLUND,
ANTON BRIX.