

What is

CASTORIA

Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrup, and Castor Oil. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhoea and Wind Colic. Castoria relieves teething troubles, cures constipation and flatulency. Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

Castoria.

"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."

DR. G. C. OSOON,
Lowell, Mass.

"Castoria is the best remedy for children of which I am acquainted. I hope the day is not far distant when mothers will consider the real interest of their children, and use Castoria instead of the various quick nostrums which are destroying their loved ones, by forcing opium, morphine, soothing syrup and other hurtful agents down their throats, thereby sending them to premature graves."

DR. J. F. KENNEDY,
Conway, Ark.

The Centaur Company, 77 Murray Street, New York City.

Castoria.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."

H. A. ARCHER, M. D.,
111 So. Oxford St., Brooklyn, N. Y.

"Our physicians in the children's department have spoken highly of their experience in their outside practice with Castoria, and although we only have among our medical supplies what is known as regular products, yet we are free to confess that the merits of Castoria has won us to look with favor upon it."

UNITED HOSPITAL AND DISPENSARY,
Boston, Mass.

ALLEN C. SMITH, Pres.,
Conway, Ark.

FOR

TILLAMOOK,
NEHALEM
AND
OTHER
COAST POINTS

STEAMERS

R. P. ELMORE,
M. H. HARRISON,
AUGUSTA.

ALL
Open For
Special Charter.

Sailing dates to and from Tillamook and Nehalem depend on the weather. For freight and passenger rates apply to

ELMORE, SANBORN & CO., Agents.

O. R. & N. CO., Agents, Portland.

After Meals!

Or at any other time when you wish a good cigar ask for the well-known, home-made, hand-made, white labor cigar.

"La Belle Astoria." Conceded by all smokers to be the best cigar manufactured.

W. F. SCHIEBE,
71 Ninth Street,
Astoria, Oregon.

EVERY REQUISITE FOR
First Class Funerals:

—AT—
POHL'S Undertaking Parlors,
THIRD STREET.

Rates Reasonable Entailing a Specialty

"THE MILWAUKEE." The only railroad lighting its trains by electricity.

The only railroad using the celebrated electric berth reading lamp.

The coaches now running on "The Milwaukee" are Palaces on Wheels.

On all its through lines, the Chicago, Milwaukee and St. Paul Railway runs the most perfectly equipped trains of Sleeping, Parlor, and Dining Cars and Coaches.

For lowest rates to any point in the United States and Canada, apply to ticket agents, or address
C. J. EDDY,
General Agent,
Portland, Oregon.

Tide Table for October, 1895.

DATE.	HIGH WATER.		LOW WATER.	
	A.M.	P.M.	A.M.	P.M.
Tuesday, Oct. 22	11:57	1:07	5:30	6:51
Wednesday, Oct. 23	12:17	1:27	5:49	7:10
Thursday, Oct. 24	12:37	1:47	6:08	7:29
Friday, Oct. 25	12:57	2:07	6:27	7:48
Saturday, Oct. 26	1:17	2:27	6:46	8:07
Sunday, Oct. 27	1:37	2:47	7:05	8:26
Monday, Oct. 28	1:57	3:07	7:24	8:45
Tuesday, Oct. 29	2:17	3:27	7:43	9:04
Wednesday, Oct. 30	2:37	3:47	8:02	9:23
Thursday, Oct. 31	2:57	4:07	8:21	9:42
Friday, Nov. 1	3:17	4:27	8:40	10:01
Saturday, Nov. 2	3:37	4:47	8:59	10:20
Sunday, Nov. 3	3:57	5:07	9:18	10:39
Monday, Nov. 4	4:17	5:27	9:37	10:58
Tuesday, Nov. 5	4:37	5:47	9:56	11:17
Wednesday, Nov. 6	4:57	6:07	10:15	11:36
Thursday, Nov. 7	5:17	6:27	10:34	11:55
Friday, Nov. 8	5:37	6:47	10:53	12:14
Saturday, Nov. 9	5:57	7:07	11:12	12:33
Sunday, Nov. 10	6:17	7:27	11:31	12:52
Monday, Nov. 11	6:37	7:47	11:50	13:11
Tuesday, Nov. 12	6:57	8:07	12:09	13:30
Wednesday, Nov. 13	7:17	8:27	12:28	13:49
Thursday, Nov. 14	7:37	8:47	12:47	14:08
Friday, Nov. 15	7:57	9:07	13:06	14:27
Saturday, Nov. 16	8:17	9:27	13:25	14:46
Sunday, Nov. 17	8:37	9:47	13:44	15:05
Monday, Nov. 18	8:57	10:07	14:03	15:24
Tuesday, Nov. 19	9:17	10:27	14:22	15:43
Wednesday, Nov. 20	9:37	10:47	14:41	16:02
Thursday, Nov. 21	9:57	11:07	15:00	16:21
Friday, Nov. 22	10:17	11:27	15:19	16:40
Saturday, Nov. 23	10:37	11:47	15:38	16:59
Sunday, Nov. 24	10:57	12:07	15:57	17:18
Monday, Nov. 25	11:17	12:27	16:16	17:37
Tuesday, Nov. 26	11:37	12:47	16:35	17:56
Wednesday, Nov. 27	11:57	13:07	16:54	18:15
Thursday, Nov. 28	12:17	13:27	17:13	18:34
Friday, Nov. 29	12:37	13:47	17:32	18:53
Saturday, Nov. 30	12:57	14:07	17:51	19:12
Sunday, Dec. 1	1:17	14:27	18:10	19:31
Monday, Dec. 2	1:37	14:47	18:29	19:50
Tuesday, Dec. 3	1:57	15:07	18:48	20:09
Wednesday, Dec. 4	2:17	15:27	19:07	20:28
Thursday, Dec. 5	2:37	15:47	19:26	20:47
Friday, Dec. 6	2:57	16:07	19:45	21:06
Saturday, Dec. 7	3:17	16:27	20:04	21:25
Sunday, Dec. 8	3:37	16:47	20:23	21:44
Monday, Dec. 9	3:57	17:07	20:42	22:03
Tuesday, Dec. 10	4:17	17:27	21:01	22:22
Wednesday, Dec. 11	4:37	17:47	21:20	22:41
Thursday, Dec. 12	4:57	18:07	21:39	23:00
Friday, Dec. 13	5:17	18:27	21:58	23:19
Saturday, Dec. 14	5:37	18:47	22:17	23:38
Sunday, Dec. 15	5:57	19:07	22:36	23:57
Monday, Dec. 16	6:17	19:27	22:55	24:16
Tuesday, Dec. 17	6:37	19:47	23:14	24:35
Wednesday, Dec. 18	6:57	20:07	23:33	24:54
Thursday, Dec. 19	7:17	20:27	23:52	25:13
Friday, Dec. 20	7:37	20:47	24:11	25:32
Saturday, Dec. 21	7:57	21:07	24:30	25:51
Sunday, Dec. 22	8:17	21:27	24:49	26:10
Monday, Dec. 23	8:37	21:47	25:08	26:29
Tuesday, Dec. 24	8:57	22:07	25:27	26:48
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Tuesday, Dec. 31	11:17	24:27	27:40	29:01

ALONG THE WATER FRONT.

The steamer Harrison leaves out this morning with a cargo of cannery supplies for the Nehalem.

The steamer Elder left out for San Francisco yesterday afternoon with a full cargo of flour and other miscellaneous stuff, from Portland.

The Boston Coal Company has received orders from the United States government to place 200 tons of coal on board the cruiser Philadelphia, now at Whitcomb. The coal will be taken there from Tacoma on barges. This is, no doubt, the result of the fact that the last spring by the government boats Mohican and Scout. All United States vessels on the Sound formerly took New Canyon coal at Whitcomb—Tacoma News.

The following late freight rates on canned salmon in carload lots from this river to a few points here have been points may prove interesting. The minimum is 30,000 pounds, or 40 cases. New York, Chicago, St. Louis, St. Paul, Omaha, Detroit, Buffalo, New Orleans, Houston, Galveston, San Antonio, Fort Worth and Dallas, Texas, 65 cents per 100 pounds; Boston, 75 cents; Philadelphia, 75 cents.

A. C. Dawson, of Arlington, Or., sends the Astorian the following interesting item: It may be interesting to your fishermen readers to know that last week some very large sturgeon were captured in the Columbia River at this place by two fishermen from the lower river—one taken yesterday weighed, when dressed, over 600 pounds. The average catch in the last six days has been two per day, and the smallest fish weighed 145 pounds. This section of the Columbia river has never been fished before for sturgeon.

The schooner Ethel Zane, just arrived at Port Townsend from Petropavlovsk, Siberia, brings interesting news of the fishing industry in Russia's desolate domain. The water in the bay of Petropavlovsk fairly swarms with salmon and herring in the summer, and two salmon canneries will be built at that point next season. They come in from the open sea and circle out again. Since the trans-Siberian railroad is to be opened, it is proposed to establish fish canneries and ship the product direct to St. Petersburg and other parts of Russia. The captain of the Zane says he never saw a place where salmon were so plentiful.

Large shipments of the past summer's grain crop and salmon pack are now taking the carrying capacity of the steamer plying on Puget sound, and between the Sound and San Francisco. The steamer Walla Walla, which was to have come to Tacoma yesterday to load 1,200 tons of grain for San Francisco, got so much freight at down Sound points that she had no room for the Tacoma shipment. The steamer City of Puebla, the last steamer from the Sound to the Golden Gate city, also carried a large cargo from this port. The next steamer due here will have enough grain awaiting her to make a cargo by itself. The Walla Walla will sail tomorrow morning with 300 sacks of oats from Anacortes, 5,000 cases of salmon from down Sound canneries and 15 carloads of freight from Sound cities. The salmon will go to New York via the Isthmus of Panama. The steamer Utopia is bringing 30,000 cases of salmon from Friday Harbor, to be shipped to England by sailing vessels.—News.

Another souvenir of marine disaster has recently been found, bringing to the surface the remains of the Victoria tug Estelle and her crew in February of last year, says the Colonist. Seeing the account of the finding of the Keweenaw's remains in yesterday's Colonist reminded Captain H. R. Foot, of the steamer schooner Mischief, of a similar cargo which he had seen last week when completing a voyage around Vancouver Island. He had taken the outside passage, and when reaching the Campbell river he picked up two passengers, Dr. Currie and Mr. Morris, both of Nanaimo. These gentlemen had been camping in the vicinity of the Campbell river, and while there discovered the gilded board on which the lost Estelle's name was inscribed. The two took possession of the board, and while they were there they discovered the wreckage of the ship. The lost tug's mysterious disappearance after leaving Nanaimo with supplies for the northern logging camps is still fresh in the memory of Victorians, and though wreckage indicating her fate has previously been found, the picking up of her nameboard at about the same time as that of the Keweenaw is regarded as a peculiar coincidence.

The ship Manuel Laguna arrived at this port May 15th with a full general cargo from New York, says the San Francisco Commercial News. She discharged, took to 50 tons of baggage, and sailed for Honolulu May 25th. Arrived at Honolulu June 5th and discharged cargo. On June 25th she sailed for New York with a cargo of 270 tons of cargo, and arrived here October 10th, 18 days from Honolulu, and 147 days from date of arrival here from New York. The metal ships Troop and Thilo E. Starbuck and the Helen Brower, from Honolulu for New York, which sailed respectively on May 25th, June 25th and June 18th, have not yet been reported at destination. The Starbuck left this port two days before the Laguna for Honolulu, and arrived at Honolulu two days before her rival, each making the same passage down. She got away from the islands five days ahead of the Laguna, but the wooden ship has beaten her thoroughly on the trip home. It is reported the sugar crop on the islands will be unusually large this year, and a much larger proportion than ever before will be shipped direct to the Atlantic coast, which will tend to steady freights here, if the crop of grain is small or the list of tonnage large, and advance them if the conditions are favorable for shipping.

The American ship Parthia, from Liverpool for San Francisco with a cargo of coal, has been burnt at sea. Captain Oster and eighteen of the crew are missing, and the chances are that they perished in mid-ocean. The second officer and part of the crew reached Valparaiso in a pinnace condition. They had battled with the waves for days, and being short of provisions and water were almost ready to give up when the coast was sighted. About the 25th of last month smoke was noticed making for the coast, and the vessel was seen about 60 miles off the south coast of Chile, and the captain at once headed her for land. Everything was

hottened down, and the decks were kept constantly flooded with water. The attempt to smother the fire was useless, and at noon, on the 1st inst., it got beyond control. The woodwork was adrift, and the crew had to abandon the ship. Captain Carter went in one boat, and with him went the majority of the crew. The others went with the second mate to the captain's gig. During the night the boats separated, and finally the mate, after battling with the waves for nearly a fortnight, reached Valparaiso. Both boats were poorly provisioned, and the chances are that if not picked up by a passing ship Captain Carter and his crew would die of starvation. The Parthia was built at Bath, Me., in 1891, and was of 2,370 tons net burden. She was 200 feet 3 inches long, 41 feet 4 inches broad and 19 feet 6 inches deep. She came to San Francisco on her maiden trip and took a load of wheat to Cork. Captain Carter was last thirty hours without being stirred up, and the crew were in a load of coal when the disaster occurred.

ECONOMY IN FUEL.

The Eureka Fuel Economizer is a scientific preparation which augments the intensity of coal and wood heat in the proportion of 35 per cent.

The Eureka Fuel Economizer is printed on each package and in direction printed on the Eureka Coal Economizer will give to any ordinary or middling coal the same value as that of superior quality.

The Eureka Fuel Economizer prevents the smoke, the cinders and the formation of ash, which may spoil, in an apartment, so many valuable articles, such as curtains, paintings, etc.

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is always in favor. Pamphlet free. Address World's Dispensary Medical Association, Buffalo, N. Y.

The largest clock is said to be in Dufalo, N. Y. Its dial plate is 25 feet in diameter.

ELECTRIC BITTERS.

Electric Bitters is a medicine suited for any season, but perhaps more generally needed in the spring, when the languid exhausted feeling is prevailing, when the liver is torpid and sluggish and the need of a tonic and alterative is felt. A prompt use of this medicine has often averted long and perhaps fatal bilious fevers. No medicine will act more surely in counteracting and freeing the system than the Chas. Rogers' Bitter.

The longest span of telegraph wire crosses the Klatskan river, in India—over 6,000 feet.

The healing properties of DeWitt's Witch Hazel Salve are well known. It cures eczema, skin eruptions, and is simply a perfect remedy for piles, Chas. Rogers.

The greatest cape in the world is Cape Horn, a precipitous mountain over 2,000 feet high.

Children Cry for Pitcher's Castoria

The oldest known artesian well was sunk at Lillers, France, in the twelfth century.

thinness

The diseases of thinness are scrofula in children, consumption in grown people, poverty of blood in either. They thrive on leanness. Fat is the best means of overcoming them. Everybody knows cod-liver oil makes the healthiest fat.

In Scott's Emulsion of cod-liver oil the taste is hidden, the oil is digested, it is ready to make fat.

When you ask for Scott's Emulsion and your druggist gives you a package in a salmon-colored wrapper with the picture of the man and fish on it—you can trust that man!

50 cents and \$1.00
Scott & Bown, Chemists, New York

AMERICAN EUREKA FUEL ECONOMIZER CO.
1150 Broadway, New York, U. S. A.

WHAT OUR GIRLS COST.

Three Thousand Dollars a Year to Train Them.

"Where does the very young American girl get her amazing sense of savoir faire?" asked a titled Englishman at Newport the other day. He had sat at dinner beside the youngest daughter of the house, called in by her mother to take a suddenly vacated seat at a grand dinner party. The pretty miss had volunteered to the amiable British gentleman that she had never sat at a dinner party before, and yet he observed her manners showed all the quiet ease, the lively self-possession and pretty dignity that would have done credit to a duchess.

"Ah, she attends a fashionable boarding school," exclaimed a Newport belle who overheard the remark; "and a fashionable school in America gives a very different sort of training from that girls get in French convents and under English governesses. At our schools the girls are not only taught their three R's and some other things, but after that they are trained in the path they must walk when they are ready to become debutantes. I teach the parents about \$3,000 a year for every daughter sent to one of these temples of polite education; for, first of all