

Tide Table for November, 1895.

Table with columns for DATE, HIGH WATER, and LOW WATER, listing times for various days of the month.

SHIPPING DAY BY DAY

Marine Matters, Here, There and Everywhere.

The Indiana is all ready to go to sea. The American ship Reeper started up the river yesterday morning in tow of the Oklahama.

The Dovenby Hall completed her wheat cargo at the O. R. and N. dock yesterday and was tugged out into the stream.

The captain of the Dovenby Hall will be down from Portland this morning and she will leave out as soon as possible.

The bark Boehm is still waiting for an opportunity to go to sea. As soon as the weather shows signs of moderating she will be taken outside.

For some reason or other the Astoria did not leave Portland till yesterday afternoon. If she has luck she may reach here at 10 o'clock this morning.

The Harrison's captain found that the waves were still jumping about too vigorously for his steamer yesterday, and reluctantly decided not to run. Her up anchor at eight o'clock. She is still tied up at the O. R. and N. dock.

The wreck of the unloading of the tin from the Crown of Scotland was carried on between showers yesterday and a considerable amount was taken out. The cargo all appears to be in excellent condition.

The bark Bedfordshire was brought up from her anchorage in front of the Seaside cannery yesterday and dropped in the stream just above the Galata. The weather below looked very dirty for an anchored vessel, and Captain Hugo decided to leave her close to the city during her stay here.

The Alice Bianchi tried to get out again yesterday morning, but was forced to return to her dock once more. This is the fourth unsuccessful attempt she has made to get away since she came down from Portland. If appearances count for anything, she will be forced to remain here again today.

The British bark Sparrows, which arrived in Tacoma Tuesday from California to load lumber, reports having passed through large floating lumber off Destruction Island. The lumber consists largely of heavy timbers. It is thought it was jettisoned from the deck cargo of some outward bound lumber carrier from the Sound.

The steel tank steamer George Loomis was launched at 5 p. m. Saturday from the yards of the Union Iron Works, says the Commercial News. She will be used in the oil trade, plying between this port and the Southern California regions. She is owned by the Pacific Coast Oil Company, cost \$250,000 to build, 17 feet 3 inches beam and 17 feet 6 inches depth of hold. She has six tanks and will use oil as fuel. She is provided with triple expansion engines of 400 indicated horse power, and is expected to develop 9 knots. Her trial trip will take place in about a month. Captain Bridgmont, of the San Benito, will command her.

Late yesterday afternoon, says the Post-Intelligencer, between Anacapa and Python were busy excavating the South canal, the one discharging east of Commercial street, near the Puget Sound Saw Works, and the other in the Station and Post property, south of the Oregon Improvement Company's bunkers. The dredgers are lying quite close together, the Python being nearest the mouth of the canal, while the ends of the discharge pipes are widely separated. The bulkhead enclosing the fill is most substantial, and is continuous across for a space of seventy-five feet in the Station and Post property, while there is a strong bulkhead of plate and mill timbers held in position by piling. The bulkhead beginning with the boundary of the Oregon Improvement property runs directly south.

There is no appreciable increase in the daily grain receipts at the port of Tacoma, says the News, although grain men think Portland is losing the hold on the Eastern crop. The farmers are still holding on to their grain with a determination to have better prices before they sell. The prices offered and paid by local buyers are now fully as good as those paid by Portland dealers. The greater part of the wheat now being received here comes from the Palouse and Walla Walla districts, with the Palouse contributing the most. The Hunt road taps the Palouse country and its tributary to the Northern Pacific and Tacoma. The Walla Walla district is drained principally by the O. R. & N. Company's feeders. It is now reported that the O. R. & N. road has been giving the farmers free storage in warehouses along their lines. It is said that the old rates of 50 cents a ton were reduced to 25 cents by competing roads in hopes of underbidding the O. R. & N. But investigation among the farmers reveals the fact that they were paying no storage fees at all. They center in on what means a saving of 1/4 cent a bushel, which, it is plainly seen, would capture the crop. The quality of wheat now being received here grades higher than that which came in earlier in the season. The present daily receipts grade mostly No. 1, the grain inspectors say. The local shippers say the grain has not all been moved, and they still expect to make large shipments this year.

Very heavy and weak markets were daily wired from the East and Europe throughout the week, and wheat is now very cheap indeed. Low, however, as are prevailing prices, it must be admitted that present conditions offer but little encouragement that values will improve in the near future. About a month ago signs were not wanting of a revival of interest in the trade. In England values took an upward turn, accompanied by an increase in the Western, and in fact, all American markets were generally of a strengthening tendency, and appearances at that time certainly warranted the belief that the situation had changed for

the better and of a permanent character. Exports of wheat and flour have been liberal, with every prospect of free shipment throughout the season. Recently the principal inland ports had been exceedingly heavy, and it was thought that the rush of supplies to the market over this would fall off, and that no special difficulty would be found in taking care of fresh supplies. At this juncture, contrary to all expectations, the movement of grain from the West and Northwest, instead of showing a decrease, began to increase rapidly. These alarmingly large receipts had a depressing effect upon the trade and the sea gave way. Europe followed the American decline, and the earlier promised revival in wheat was checked, temporarily at least. While in the face of the present demoralization there seems to be no reason to doubt that an improvement will occur later in the season, present visible stocks are so abundant that any material advance in wheat is to be placed—Commercial Review.

The bark Gathervessel passed up the Sound Tuesday, out from San Francisco since October 29. On the same day the Levi G. Burgess left the Golden Gate for Tacoma. The bark Gathervessel has the opportunity of deciding the rivalry between the two vessels, both claiming to be the faster ship, with odds a little in favor of the Seattle boat. There was very little difference in their time of getting under way, and for the first day they kept abreast. After that the Gathervessel led each other several times, first one being ahead and then the other. They were in sight of each other off Cape Flattery, but the Gathervessel passed the Cape many lengths ahead of the Gathervessel, which did not enter the Sound until an hour later. Both boats will load at the same wharf, the Seattle wharf, and the Gathervessel will make a greater effort this time to gather in the laurels of victory.

NOTICE TO MARINERS. Cape Flattery Fog Signal.

Notice is hereby given that on and after October 30th, 1895, on account of scarcity of water, Cape Flattery Fog-Signal will blow but once in five minutes until the rainy season sets in, excepting when hearing a veel whistle or horn, then the fog-signal will blow regularly until vessel is passed.

This notice affects the List of Light and Fog-Signals, Pacific Coast, 1895, Page 22, No. 998, and the List of Beacons and Buoys, Pacific Coast, 1894, Page 41.

By Order of the Light-House Board. O. W. PARENHOLT, Commander U. S. N., Inspector 13th L. H. District.

TO BUILD UP. Both the flesh and the strength of pale, puny, scrofulous children, get Dr. Pierce's Golden Medical Discovery. It's the best thing known for a wasted body and a weakened system. It thoroughly purifies the blood, enriches it, and makes effective every natural means of cleansing, repairing, and nourishing the system in recovering from "Grippe," pneumonia, fever, or other debilitating disease, nothing can equal it as an appetizing, restorative tonic, to bring back health and vigor. Cures nervous and general debility.

All diseases of lower bowel, including rupture, and piles, curable, radically, by Scott's Emulsion of cod-liver oil, with hypophosphites. World's Dispensary Medical Association, 623 Main St., Buffalo, N. Y.

Statistics show that there are 1,674 co-operative stores in England, a membership of 1,348,618, a loan capital of over \$400,000. The sales of these stores last year amounted to \$250,000,000, and brought a profit of 10 per cent.

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. Conroy's drug store, opposite Occident Hotel, Astoria.

The chain gear on safety bicycles is to be supplanted henceforth by a metal ribbon made from a steel analogous to that used in piano wires. Orifices are cut at regular intervals in the ribbon which engage the sprocket wheel.

Children Cry for Pitcher's Castoria.

Advertisement for Manly Vigor featuring an illustration of a man and text describing its benefits for vitality and health.

THE ASTORIA SAVINGS BANK

Acts as trustee for corporations and individuals. Transact a general banking business. Interest paid on time deposits.

ASTORIA IRON WORKS

General Machinists and Boiler Makers. Lead and Marine Engines, Boiler work, Steamboat and Cannery Works a Specialty.

How TO MAKE Fortune

\$100 for every \$10.00 invested. Can be made by our new SYSTEMATIC PLAN OF SPECULATION.

FREEMAN & HOLMES.

Bleachmiths. Special attention paid to steamboat repairing, first-class horsehoes, etc. LOGGING CAMP WORK A SPECIALTY.

MUSIC HALL.

KEATING & CO will open their new Music Hall at 309 Astor street Saturday the 15th. They will keep a large stock of good music and cigars besides having good music all the time.

Japanese Bazaar

SING LUNG Prop. Winter Goods Just Received. An excellent stock of underwear, hosiery, caps, etc., at extremely low prices.

Indio

THE OASIS OF THE COLORADO DESERT. A New Health Resort. BELOW THE LEVEL OF THE SEA. Absolutely Dry and Pure Tropical Climate.

Proclaimed by Physicians the most Favorable in America for Sufferers from Lung Diseases and Rheumatism. Many Remarkable Cures.

Advertisement for Seal of North Carolina Plug Cut Pipe Tobacco, featuring an illustration of the product and text describing its quality.

O. R. & N.

Gives Choice of Two Transcontinental Routes. Via Spokane and St. Paul. Via Ogden, Denver and Omaha or St. Paul. Pullman and Tourist Sleepers. Free Reclining Chairs Car. Astoria to San Francisco.

INDIO

Is 612 miles from SAN FRANCISCO and 130 miles from LOS ANGELES. Fare from Los Angeles \$3.00.

Are You Going East?

Be sure and see that your ticket reads via THE NORTH-WESTERN LINE.

GREAT SHORT LINE

Between DULUTH, ST. PAUL, CHICAGO. Leaving San Francisco Tuesdays and Saturdays. From Tuesday, Nov. 5, 1895.

Their Magnificent Track, Peerless Vestibuled Dining and Sleeping Car Trains and Motto: "ALWAYS ON TIME"

Have given this road a national reputation. All classes of passengers carried on the vestibuled trains without extra charge. Ship your freight and travel over this famous line. All agents have tickets.

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.

Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children. Castoria is so well adapted to children that I recommend it as superior to any prescription known to me.

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 harmful agents down their throats, thereby sending them to premature graves.

FOR TILLAMOOK, NEHALEM AND COAST POINTS OTHER 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. Embalming a Specialty.

A GOOD WORD. Mr. J. J. Kell Sharpburg, Pa. Dear Sir: I am glad to say a good word for Krause's Headache Capsules.

After suffering for over three years with acute neuralgia and its consequent insomnia (which seemed to haffle the efforts of some of our best physicians) you suggested this remedy which gave me almost instant relief. Words fail to express the praise I should like to bestow on Krause's Headache Capsules.

Gratefully Yours, MRS. E. R. HOLMES, Montrose, Pa.

Advertisement for Foard & Stokes Co. featuring an illustration of a sleeping bag and text describing their products.