

Tide Table for February, 1896.

Tide table with columns for DATE, HIGH WATER, and LOW WATER. Includes sub-tables for H.M. and P.M. for both high and low water.

What is CASTORIA

Castoria is Dr. Samuel P. Mitcher'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. Dr. J. F. Kitchener, Lowell, Mass.

FOR TILLAMOOK, NEHALEM AND OTHER COAST POINTS STEAMERS

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Advertisement for BREMNER & HOLMES, Blacksmiths. Special attention paid to steamboat repairing, best-class horse-shoeing, etc. LOGGING CAMP WORK A SPECIALTY.

SHIPPING DAY BY DAY

Marine Matters, Here, There and Everywhere. The steamer Alice Blanchard arrived yesterday afternoon from San Francisco and will depart for Portland.

The English ship Airis is on her way to this port from Los Angeles, having sailed January 25. The steamer Harrison is loading at the O. R. and N. dock. She will probably leave out tomorrow.

The steamer South Coast arrived in yesterday afternoon. After a short stop at the O. R. and N. dock she left up for Portland. No tidings of the missing Cadow.

A well known shipping man yesterday made the remark that the Hofford's ship would never again come down. They are Oregon timber.

The schooners Glue and Falcon, lumber laden, were towed down to Sand Island anchorage yesterday afternoon. They will sail as soon as the weather moderates.

The United States tender Columbia, while at the mouth of the river yesterday day struck some very heavy bars, one of which indented the plates on the starboard bow.

The British bark Bedfordshire, Captain Hugo, arrived down from Portland Sunday afternoon and is lying in the stream ready for sea. She is the great laden for the United Kingdom and will probably sail today.

The steam schooner Empire left out yesterday afternoon for San Francisco. She has aboard 200,000 feet of lumber, which she loaded at Kalama. At this port she has been loading for the past three days, taking on a large quantity of lumber and shooks.

An invoice of 47 boxes of opium was received by the Hongkong steamers yesterday. This is the largest lot at hand in a long time. There are 41 pounds to the box. The duty is \$4 per pound, so the government will collect \$1,900 from this drug.—P. Bulletin.

The friends and relations of Captain Chapman, who died at Cape Footwater from injuries received on the ship "St. Charles," when she ran up with coal gas off this coast some two years ago, had a metallic casket sent up on the last steamer to the care of Captain Babidge, who will see to the raising of the body and having it shipped back to the state of Maine—Newport News.

The British ship Yarna, Captain Robertson, 321 tons, from Acapulco, arrived in Sunday. The Yarna has been off the mouth of the river since January 6, but owing to the severe weather, could not make port. She is very light, being in ballast, and much difficulty was experienced in handling her in the blows which were encountered. The captain says it was the most severe weather he has experienced in years.

Deputy United States Marshal Bridges yesterday, says the Tacoma Ledger, seized the bark Pass of Balmaha. The vessel has been seized for some time past. In his complaint, he says the vessel was in the course of being loaded with lumber when it was seized on the vessel at New York on March 22, 1895, and remained on her continuously until January 25, 1896, when he was driven from the vessel by the master without being paid anything.

The British steamship Ardandear, chartered by DeLoor, Guthrie & Co., to load lumber, here and wheat at this port for South Africa, has been on the way for some time, and has been daily expected for the last week. No news of her has been received. Fears for her safety have now begun to be entertained. It is thought she will arrive in the course of a few days. The Ardandear is a new vessel, but recently out from London. Her cargo of lumber will be taken on at the St. Paul and Tacoma mill—Tacoma Ledger.

From the Norddeutsche Volkzeitung of January 19th it is learned that the largest German steel ship, Totop, had just arrived at Hamburg from Iquique, after an extraordinary smart passage of 21 days. The vessel was launched at Tecklenburg's yard, Goetumunde, on June 8, 1895, and after being fitted out, sailed for Iquique, in command of Captain Ellendorff, the outward passage being made in 72 days. The captain was offered a premium of \$10,000 marks if he made the round trip under six months, and on his arrival he received the prize, half of which was contributed by P. Lauen, the owner, and half by Tecklenburg, who is a well-known builder of fast-fryers.—S. P. Commercial.

Those who see a locomotive and railway train careering along a track at top speed are apt to admire it exceedingly and marvel at its power, but few who no marvel realize the smallness of the engine, which is an ordinary cargo out of Baltimore for San Francisco, could show away twenty of such trains with locomotive complete and likewise probably all the freight that the train could carry. A single one of the modern, canal boats would carry nearly as much as such a

ship or transport all that probably a hour or so at full speed carry from the lakes to the port of New York at a small fraction of the cost. A modern ocean mail steamship such as the American liner, the Commodore, accommodates scores of such trains, locomotives, cars and freight included, besides all the passengers the cars could carry and care for the whole every one of the best hotel while hustling them across the ocean at a continuous speed of twenty miles an hour. Day and night, for a distance of over three thousand miles. No locomotive can run much more than one hundred miles without a stop or change, but the great engines of the modern steamship have the same limit. People in inland places, whose idea of the power of steam locomotion is limited to railroads, seldom comprehend such facts as these. If they did they would have a better idea of the value to a country of a good merchant marine.—Marine Journal.

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MEAT OF ALL AGES. Quickly, Thoroughly, Forever Cured. Four out of five who suffer from nervous, mental, or physical weakness, attacks of "the blues," etc., but who are not paying the penalty of early excesses, victims, reclaim your manhood, regain your mental energy, and secure a permanent cure.

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O.R. & N. Gives Choice of Two Transcontinental Routes. Via Spokane and St. Paul. Via Ogden, Denver and Omaha and St. Paul.

Children Cry for Pitcher's Castoria. Every human being is intended to have a character of its own; to be what no other is, and to do what no other can.—Channing.

ROYAL Baking Powder. Highest of all in leavening strength.—U. S. Government Report. An enterprise, when fairly once begun, should not be left till all that ought is won.—Shakespeare.

Scott's Emulsion is, above all other things, the remedy for sickly, wasted children. It nourishes and builds them up when ordinary foods absolutely fail.

THE NORTH-WESTERN LINE. CHICAGO, ST. PAUL, MINNEAPOLIS, and OMAHA RAILWAYS. This is the GREAT SHORT LINE between DULUTH, ST. PAUL, CHICAGO.

THE ABOVE PICTURE DOES NOT REPRESENT A passenger train on the Chicago, Milwaukee and St. Paul Railway. No. 12, its train is vestibuled, heated by steam, and lighted by electricity. Each sleeper berth has an electric reading lamp. Its dining cars are the best in the world, and its coaches are palaces on wheels.

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