

If you want a sure relief for pains in the back, side, chest, or limbs, use an
Allcock's Porous Plaster
BEAR IN MIND—Not one of the host of counterfeits and imitations is as good as the genuine.

The Astorian Job Office



Best of Stock.

Neat Work.

Is always prepared to print to order

BILL HEADS,
LETTER HEADS,
STATEMENTS,
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ENVELOPES,
RECEIPTS,
ETC., ETC.

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SHIPPING TAGS,
LABELS,
TICKETS,
HANDBILLS,
ETC., ETC.

And all kinds of Commercial Printing at Prices as Low, if not the Lowest in the City.

FOR

TILLAMOOK,
NEHALEM
COAST POINTS
AND OTHER

STEAMERS

R. P. ELMORE,
M. H. HARRISON,
AUGUSTA.
All Open For Special Charter.

Sailin' 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.

Have You Ever Seen a

TWINE TESTER?

See the Idea?

You may test the strength of Marshall's Twine while you wait.

The Best on Earth!
None Like Marshall's!

Tide Table for February, 1896.

DATE	HIGH WATER				LOW WATER			
	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
Saturday	7:24	8:7	9:27	8:8	9:34	1:9	8:32	-0
SUNDAY	9:10	8:8	10:10	9:2	9:36	1:4	8:38	-0
Monday	8:09	9:0	4:11	7:7	10:14	1:2	8:30	-1
Tuesday	4:48	8:9	5:11	6:9	11:12	1:0	8:34	-1
Wednesday	5:01	8:9	8:03	8:2	9:20	0:8	8:34	-1
Thursday	6:18	8:7	7:48	6:0	1:35	0:6	8:34	-1
Friday	7:09	8:6	8:27	5:6	9:42	0:9	8:31	-1
Saturday	8:04	8:4	10:02	0:9	9:21	1:4	8:37	-1
SUNDAY	9:10	8:4	11:48	0:2	9:21	1:4	8:37	-1
Monday	10:14	8:3	11:55	0:1	9:28	1:3	8:37	-1
Tuesday	11:04	8:3	11:55	0:1	9:28	1:3	8:37	-1
Wednesday	12:00	7:4	1:09	6:0	9:04	2:9	8:37	-1
Thursday	1:24	7:6	1:41	8:4	7:14	2:6	7:27	-1
Friday	2:41	7:1	1:21	8:1	7:49	2:5	7:27	-1
Saturday	3:25	8:2	1:57	7:8	9:24	2:2	8:15	-1
SUNDAY	4:24	8:5	3:02	7:3	8:50	2:0	8:08	-1
Monday	5:05	8:3	3:11	7:0	9:24	1:8	8:08	-1
Tuesday	5:54	8:0	3:51	6:4	10:00	1:7	8:08	-1
Wednesday	7:40	5:5	4:40	6:9	1:45	1:5	8:08	-1
Thursday	8:49	5:4	5:41	5:5	11:37	1:4	8:08	-1
Friday	21:08	5:0	6:08	6:2	8:49	1:2	11:21	-1
Saturday	22:07	4:1	8:03	5:2	9:00	0:0	11:21	-1
SUNDAY	23:03	4:2	8:28	5:6	9:45	1:1	8:14	-1
Monday	8:40	4:0	10:07	2:0	9:39	4:6	8:10	-1
Tuesday	9:01	5:1	11:28	2:2	9:35	4:9	8:10	-1
Wednesday	9:47	5:2	11:47	0:2	9:35	5:3	8:10	-1
Thursday	9:57	5:4	1:28	0:2	9:46	0:0	8:08	-1
Friday	29:10	5:8	1:27	0:1	7:32	1:1	7:48	-1

SHIPPING DAY BY DAY

Marine Matters, Here, There and Everywhere.

Steamer Elmore, from Tillamook, arrived yesterday.

The British bark *Endurance*—is now in port from Valparaiso for this port, having sailed February 1st.

The British bark *Lindsey Abbey* has finished loading coal in Portland, and will leave down the river shortly.

The Hotel went down to Hammonit on the Columbia River, but is still in operation. The Marion Electric, who is not that Captain absurd, Wednesday, has stuck up the Washington coast.

The British bark *Western Monarch*, Capt. Captain Thomas, who arrived in ballast, about 1,000 tons, from Valparaiso, arrested down the river yesterday morning, wheat laden, arrived February 11 after a passage of 100 days. Her value was valued at \$10,000.

Up to date different vessels have sailed from this port with grain cargoes, but one, which was for South Africa, having been for first Britain. The sea was not so bad as good as expected but the quality of wheat was not equal to those previous seasons.

There was trouble on the British steamer *Monowai* during her trip from England, N. & W. to San Francisco, via Auckland (N. & S.), Apia (Samoa), via Australia. While the vessel was in Australia the crew of the steamer of the *Samoa Steamship Company*, were on strike, and as the *Monowai* is owned by that line, but chartered to the *Oceanic Steamship Company*, her crew also went out. The vessel was moved out into the ocean and her cargo put aboard there while the crew were sent on board the *Monowai*. The men also refused to work. A steward also refused to work and he was also put in iron. One of the firemen got instant and struck the fourth assistant engineer when that gentleman remonstrated him, and he was also subjected to a short bread and water diet. The steward, who had left at the gold fields of California, worked their way back on the steamer and they proved themselves to be the best men in the crew—Cal.

It does not seem likely that the *Elmore* steamer, which has frequently been mentioned in connection with the recent trouble in the straited British ship *Kilbranan* into the water, will go to Port Townsend after all. The reason is that the ship's agents cannot come to satisfactory terms with the owners of the vessel. In the last place, the *Elmore* has been all the time taking the job at less than \$10,000, and this is about what the ship is worth just at present. Of course, she would be worth considerably more than that if she were all out and in reasonably good condition, but that is another consideration to be considered. It is almost impossible to ascertain definitely whether she will be paid off, or that her bottom is in as good condition as it might be, even were she taken out of the sand. Another striking fact is the fact that the owners of the dredge, who have made machine practice some interest in the ship and have been their undertake to dredge her out. The *Elmore* dredger people say their machine is worth a great deal more than the ship, and they insist on being informed against the damage resulting from the accident at Port Townsend. The condition will not be completed with as the elements are to be depended upon, and a gain might come in which would send the dredger itself ashore. Another anchor has been put out from the *Kilbranan*, and these chains will be kept out all the time until the vessel is ready to be made with the high tide on February 27, and a day or two before that time as much of the sand will be removed from alongside the vessel as possible, so that the obstruction will be at the minimum. The ship is not now in the strait, but it is probable that nothing more will be done with her in the time of the June flood tides.—Telegraph.

NOT IN STYLE.

Mrs. J. J. Kill, Belpre, Pa.:

Dear Sir: I am glad to say a good word for Krause's Headache Capsules.

After suffering for over three years with severe neuralgia and its consequent debility, I tried Krause's Headache Capsules.

I am now well again, and have no more

than a few days to live.

Constant thought will accredit in words unconsciously.—Yours,

Mr. Fred Miller, of Irving, Ill., writes that he has been taking Krause's Headache Capsules for many years, and finds them excellent.

He tried many so-called "headache

capsules, but without any good result.

About a year ago he began to take the

new Krause's Headache Capsules.

He has been taking them ever since,

and has found them to be the best.

He has had no trouble with his head-

ache since he began to take them.

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