

The Daily Astorian.

ASTORIA OREGON: THURSDAY NOV. 24, 1881. J. F. HALLORAN Editor.

Thanksgiving Day.

THANKSGIVING day, and from thousands of American homes go up fervent thanks for blessings enjoyed, for dangers averted and for a future full of fair promise. The sunshine that irradiates all nature as we write, falls not more gently to the earth than do the thousand little unnoticed blessings into our daily lives. Those blessings are to the current of our existence what the color is to the flower, beautifying and permeating its every part, and whatever may be the lot we individually are cast in, there must certainly be much for which we can be thankful. Though loved ones perish, storms overwhelm, and disasters threaten, yet every cloud carries with it the elements that make the rainbow, and though infinite toil can not disperse a mist, yet we can rise to a higher plane of thought and action and from loftier heights of calm endurance look down without pain at the gray shroud that wraps the past. This is a day of family reunion, of social cheer and joyous fellowship, and is national in its observance. It has become the distinctive American feast, but as yet it is almost without traditions, and consequently, without a literature of its own, such as attaches to Christmas. In its associations there is little for the imagination to indulge in; the very origin of the day having something of the hard reality of pioneer life. But, like Christmas, the occasion has features and surroundings which poetry may sometimes soften into song, and custom invest with peculiar attractions and a softened tinge of romantic attributes. If we inquire into the history of Thanksgiving Day the story will prove a meager one, its celebration being generally traced back to the first harvest of the Plymouth Colony. It was in December 1620 that "A band of exiles moored their bark On the wild New England shore." With the warmth of summer came smiling fields and in autumn came a harvest of golden grain. Then it was that the heart of the settler turned instinctively to God in the spirit of thankfulness, and old Governor Bradford sent four men into the woods to search for game that there might be a day of special rejoicing. In this fact is probably the explanation of the turkey becoming the emblem of Thanksgiving. Although history is silent on this point it is to be assumed that it was these wild birds of the forest which served for the first Thanksgiving dinner of the Pilgrim Fathers. This gallinaceous fowl was consequently domesticated that it might become a part of every Thanksgiving, and it follows as naturally that every American eats turkey on Thanksgiving Day as that he observes the day itself. The first National Thanksgiving proclamation was issued by George Washington of truthful memory, on the first of January 1795, recommending "all societies and denominations, all citizens of the United States to meet together and render sincere and hearty thanks to the Great Ruler of Nature for his signal and manifold mercies." This proclamation named February 19th as the day of public Thanksgiving; it was issued to 4,000,000 people, on a little strip of Atlantic sea coast. Today, from Maine to Mexico, from the sunlit waters of the Southern Gulf to San Juan de Fuca straits half a hundred million people "Praise God from whom all blessings flow," and hold a joyous anniversary.

LIEUT. Berry reports from St. Lawrence Bay proceedings to Herald Island, and making search for traces of the Jeannette, but without success.

The Worth of Life.

In a recent sermon by David Swing, of Chicago, he said: "If the grave is the end, then the march of man, otherwise made with flying banners, and with rich caparison, and with victories assured for to-morrow, becomes a funeral march before we have journeyed far from our childhood home; and in all the last years the flags must be furled and their staffs pointed downward, and the music must be hushed into muffled drums. Follow education and law and a powerful will and lofty ideals as our youth may, many of them die in early life, and many live long, only to fail of finding anywhere the smile of their Father in Heaven. If we must limit this human experiment to this brief earth, then our logic fails, and all our eloquence must turn into a lamentation, to end with the sad words: He is dead. Given such a sudden termination of the human career, and all logic and rhetoric fail. The lips of preacher and orator and thinker, the aspirations and hopes of man, grow silent in anticipation of that perpetual silence just at hand."

Scotch Immigration.

ALEX SINCLAIR, editor of the Glasgow Herald, who has been making an extensive tour of the United States, going as far west as the Rocky Mountains, says the desire to emigrate from Scotland to the United States is greater than formerly, especially among the better class of farmers—men who have a little money. There is growing up a feeling of independence, a desire to own land for themselves, that pervades all the members of the Scottish farming community, due in part to the land law agitation, to increasing enterprise and to the fact that American beef and dairy products have become their rivals.

The Columbia Bar.

MR. EDITOR: Different people express themselves differently. Some say the Edith Lorne was lost because she did not take a tow. They forget the Ditharre that went ashore with two tugs holding her; the bark Rival, a small light vessel that parted or slipped the tug's hawser; the ship Nimbus that reached the sea but sunk in the ocean a few hours after from the effects of bumping as she crossed the bar; the bark Pilgrim, that bumped at the same time going out and went into San Francisco for repairs, and the Aberystwith Castle which also bumped but continued on her voyage; the steamer Ajax that knocked her rudder post off; the steamer Great Republic a total loss; the thumps that the present San Francisco steamers get in crossing but which are not published in the papers.

Some say that the tugs are not powerful enough. What has that to do with the striking of steamships? What had it to do with the bark Rival, a small coaster and owned by one of the owners in the tugs? What had it to do with the striking of the three vessels that struck at the time the Nimbus sank, loaded with grain? Power in tugs cannot put water under a ship's bottom. Ship owners will say that vessels drawing over seventeen feet of water should not come to the Columbia river. The bar pilots formerly said that it was not safe for vessels drawing over eighteen feet to cross, but it was met with the statement that the tugs were light.

The Portland Board of Trade issued circulars to the world that vessels should not come drawing over eighteen to nineteen feet, but it was said, one of the board was interested in small vessels, and the whole board in having only such vessels come to the Columbia river as could ascend to Portland. The trouble is with the bar—the entrance to the Columbia river. Whatever selfish interests may have been entertained by the pilots and the Portland Board of

Trade, there was soundness in their advice.

The loss now of three cargoes of grain and the wreck of the several vessels prove it. The fact that the largest vessels, and especially wooden vessels, do not, cannot come, testifies to the same. The difference of nine cents per bushel, or \$4500 per cargo, on wheat between San Francisco and the Columbia river show it. The one to four weeks detention of ships now lying in our harbor, waiting for an opportunity to get to sea; the long detention of vessels outside demonstrates the same.

We may say the wind failed at the critical moment; the pilot should not have essayed a crossing in the night time, or without a tug, or when there was a swell on, or the tugs are too small to go against the swell; but these are all based on the premise that there is danger, an obstruction in the way which should be avoided, and if some of these "ifs" had been followed, trouble and disaster would not have occurred. That obstruction consists of two shallow, tortuous channels with shoals between and around at the entrance to the Columbia.

In the channels the water flows in opposite directions much of the time, and the tides set over the sands instead of between them, so that vessels cannot drift in or out on the current. Combine the two channels and there would be a straight and deep channel through which a vessel could be safely and without delay taken by wind or steam; and on the current of which a vessel without either propelling power would have an even chance to be borne in or out to places of safety.

Col. Gillespie estimated the cost of the work at \$430,000. The wheat to pass out this year is estimated at 305,000 tons, which at \$3 per ton extra foot up 8015,000, or double the amount on one year of the permanent improvement. One favorable point in the improvement would be that no portion would depend on the completion of the whole to become effective. Every foot of the dyke would do good whether the whole work was ever completed or not.

THE Guiteau farce still goes on at Washington. On Tuesday Seville opened for the "defense," and gave a biography of the wretch, who frequently interrupted his counsel and appeared throughout to enjoy the notoriety that he has attained. He keeps up the insanity dodge pretty well, and it's within the limits of possibility that some dolt on the jury may make a mess of the verdict.

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NOTICE IS HEREBY GIVEN THAT a meeting of stockholders of the Seaside Packing Co. will be held on Tuesday, Dec. 27th, at 2 A. M., at the office of said company, for the purpose of electing a Board of Directors for the ensuing year, and the transaction of such other business as may come before the meeting.

Masonic Land and Building Association Notice.

NOTICE IS HEREBY GIVEN THAT the annual meeting of the stockholders of the Masonic Land and Building Association of Astoria, will be held at the office of George Flavel, in Astoria, on Wednesday, the 21st of December, 1881, at 2 o'clock P. M., for the purpose of electing a board of directors for the ensuing year, consisting of seven members and for the transaction of such other business as may come before the meeting.

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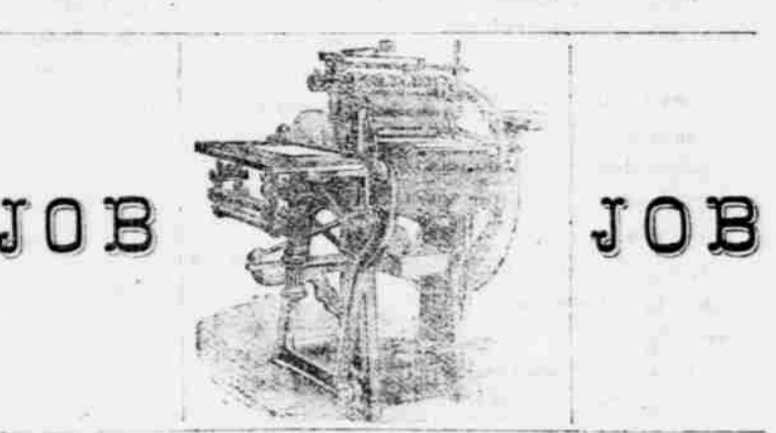
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