

The Daily Astorian.

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THE ASTORIAN guarantees to its advertisers the largest circulation of any newspaper published on the Columbia River. In future all items of local interest forwarded to this office must be addressed to the CITY EDITOR.

TODAY'S WEATHER.

Portland, May 10.—For Oregon and Washington: Continued fair and warm weather.

Local weather for the twenty-four hours ending at 5 p. m., yesterday, furnished by the U. S. department of agriculture, weather bureau: Maximum temperature, 61 degrees. Minimum temperature, 48 degrees. Precipitation, .1. Total precipitation from July 1st, 1892, to date, 79.33. Excess of precipitation from July 1st, 1892, to date, 8.4 inches.

DISCOVERY OF THE COLUMBIA.

It is proper today to recall that one hundred and one years ago, Captain Robert Gray discovered the Columbia. Last year the centenary of that discovery was celebrated with due honor. Our people will always recall with pride the patriotic ardor with which the day was observed. The assemblage of the Oregon Pioneers, the presence of the great war vessels—the Charleston and Baltimore—the street parade, the marine parade, the civic hospitalities, the pioneers' speeches, and that admirable oration of Professor John Fliske, are still fresh in the public memory and form a historic combination that will impart imperishable interest to the annals of Astoria.

On Discovery Day all Oregon united in honoring the memory of the Yankee captain, who with enthusiasm like that of Columbus, braved the perils of the sea, in order that he might be the first to float the American flag on the great river which his keen judgment told him poured its waters into the Pacific ocean at the broad bar where he saw, on his first voyage, the two waters ceased around the cities and towns of our noble state in order that their representatives might here celebrate worthily the historic incident which gave Oregon and Washington to the United States—two bright stars that will shine imperishably in the American constellation.

On this anniversary it is appropriate to quote the exact words which Captain Robert Gray used in his log book, in describing the discovery of the Columbia. He wrote: "May 11.—At 7:30 we were out clear of the bars, and directed our course to the southward, along shore. At 8 p. m. the entrance of Bullfinch's harbor bore north, distance four miles; the southern extremity of the land bore S. 82 E. 1-2 E, and the north extremity N. N. W.; sent up the main-top-gallant yard and set all sail; at 4 a. m. saw the entrance of our desired port, bearing E. S. E., distance six leagues; in steering sails and hauled, our wind in shore; at 8 a. m. being a little to windward of the entrance of the harbor, bore away, and E. N. E. between the breakers, heading from five to seven fathoms of water. When we were over the bar, we found this to be a large river of fresh water, by which we steered; many canoes came alongside. At 1 p. m. came to with small bower in ten fathoms; black and white sand; the entrance between the bars bore W. S. W., distance ten miles; the north side of the river half a mile distant from the ship; the south side two and a half mile distant; a village on the north side of the river, W. by N. distance, three quarters of a mile. Vast numbers of natives came alongside; people employed in pumping the salt water out of our water casks in order to fill with fresh water while the ship floated in. So ends."

The story thus simply told formed in after years the title deed of the United States to the vast territory which now comprises the states of Oregon and Washington. The right of discovery which the log-book upheld, proved the strongest of all claims to this region. But how did Robert Gray come to be

in these waters in May, 1792? The circumstance is explained by Prof. Fliske who in his oration tells the leading circumstances of that memorable voyage:

"On the 28th of September, 1790, the Columbia again set sail from Boston and in the following June, having rounded Cape Horn, she was again in the waters about Queen Charlotte's island. * * * On the 7th of May, 1792, we find him (Captain Gray) discovering and entering the harbor still known as Gray's harbor. On the 11th he reached Deception Bay, and seizing a favorable wind, ran in under crowded canvass, forced his way through the breakers and dropped anchor some ten miles up the stream. After a halt of three days, to fill his water casks and trade with the natives, he ran up fifteen miles further, but mistook the channel and got into shoal water. Nevertheless, he felt sure that the river must be navigable for more than a hundred miles. There could hardly be a doubt that so great a stream must extend a long way into the country and drain a very large extent of territory, and after satisfying himself as to the decisive character of his discovery, Captain Gray turned his prow to the ocean again and sailed out over the bar on the 20th." Professor Fliske adds "that the river he named after his good ship, the Columbia."

Such are the outlines of a narrative which with subsequent events, forms a historical chapter of thrilling interest.

SLOW PROGRESS IN TIN MINING.

Block tin is again on the free list, the bill to prevent the taking effect of the McKinley tariff act in the case of tin having passed being passed by congress at the close of the last session. Thus far neither the Broad Arrow, the Rockbridge or King's Mountain, the Temescal or the numerous properties of the Harney Peak Co. have come up to the flattering predictions and anticipations. One of the strangest facts in the mineral history of the United States, says the Engineering Magazine, has been the failure to achieve better results in this direction in view of the great number of known occurrences of tin ore, their wide geological distribution, and the persistent and costly attempts made to develop profitable tin mines. Of course there are still chances for the establishment of a real tin-mining industry, and it would be foolish to venture on negative prophecies. The country needs tin and will have to continue importing it for the present, if a tin plate industry is to be hastened to the tin mines or new deposits are found. At the same time it is well to remember that the making of tin-plate is rather a branch of the iron and steel trade than anything else. The proportionate amount and value of the pure tin to the whole cost is not very large, manufacturers having learned to get along with about 3 per cent and for the cheaper goods, only about 2 per cent of tin in the total weight, the main expense being for the rolling and manipulation of the sheet iron and sheet steel used for the body of the plates.

EVE'S DAUGHTERS.

Marion Harland, on pages 103 and 44 of her popular work, "Eve's Daughters, or Common Sense for Maid, Wife and Mother," says: "For the aching back—should it be slow in recovering its normal strength—an Alcock's Porous Plaster is an excellent comforter, combining the sensation of the sustained pressure of a strong warm hand with certain tonic qualities developed in the wearing. It should be kept over the seat of uneasiness for several days—in obstinate cases, for perhaps a fortnight. "For pain in the back, wear an Alcock's Porous Plaster constantly, renewing as it wears off. This is an invaluable support when the weight on the small of the back becomes heavy and the aching incessant."

FUNERALS.

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REDUCED RATES ON THE UNION PACIFIC.

Commencing May 1st, round trip rates to Chicago will be reduced to \$98.50; Omaha, Kansas City and Sioux City, \$80.; Denver, \$70. Tickets good on other lines returning. For further information call at ticket office U. P. G. W. LOUNSBERRY, Agent, Astoria, Or.

YOU SHOULD READ THIS.

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If you have friends in Europe whose passage you wish to prepay to Astoria, call at the Northern Pacific office, steamer Telephone dock, and make known your wants. Reduced rates via all the leading steamship lines.

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. Conn's drug store, opposite Occident hotel, Astoria.

Handley & Haas, 129 First street, Portland, have on sale the Daily Astorian, so that visitors need not miss their morning paper when they are here.

Thursday morning, May 11th, at 11 a. m., at the chamber of commerce rooms the Pioneer and Historical Society will hold their annual meeting. Officers for the coming year will be elected and a full attendance is desired.

Children Cry for Pitcher's Castoria

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

Heart Failure.

HOW TO AVOID IT.

The epiphon on many a tombstone is "heart failure." No wonder, when we consider the immense strain which is put on that small organ. Marvellous as it is, beating 100,000 times and exerting a force equal to 5,184,000 pounds daily, it has its limit—its endurance often is too severely tested. So common are diseases of the heart—though often for a considerable time without the suspicions of the afflicted person being in the least excited—that it is stated that one person in four has a bad heart! Dr. Franklin Miles, of Elkhart, Ind., has for years made a special study of all diseases of the heart, and his remarkable success has made his name a familiar one in all parts of our land. He has found the most common symptoms of heart disease to be pain, distress or tenderness in the chest, back, stomach, bowels, left shoulder and arm, shortness of breath, smothering spells, fainting, etc.

Mr. George B. Smith, of Barnes, Yates Co., N. Y., writes:—"Dr. Miles' New Heart Cure has worked wonderfully on mind and body as I can do a good day's work. I feel ten years younger, and the means of propagation, pain under left shoulder blade, pain around the heart, I could not sleep on my right side. Since I have taken Dr. Miles' New Heart Cure I sleep well, and have no palpitation. It has made my heart stronger. I wish you would print this, because I want all to know what Dr. Miles' Heart Cure has done for me."

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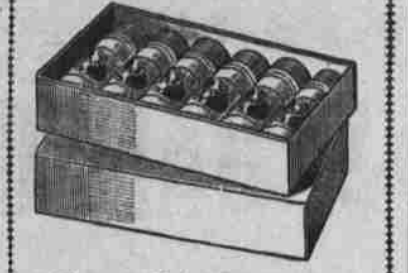
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PORTLAND AND ASTORIA. Steamer Telephone.

Leaves Astoria Every evening except Sunday at 7 p. m. Arrives at Astoria Every day except Sunday at 2 p. m. Leaves Portland Every day except Sunday at 7 a. m. C. W. STONE, Agent, Astoria. E. A. SHELLEY, General Agent, Portland Or.

THE MOUND-BUILDERS,

THEIR WORKS AND RELICS. REV. STEPHEN D. PEET, Ph. D., DIRECTOR OF AMERICAN ANTIQUARIAN, Author of Animal Effigies and Emblematic Mounds, etc.

This book treats of the Mound-builders; their occupation, modes of life, religious systems, tribal divisions and early migrations. The work contains descriptions of the earthworks of all classes. The classification of the mounds is made according to their uses, whether as village residences, as defenses, as religious structures, or as sacrificial or burial places. The work contains many illustrations and descriptions of Mound-builders' relics, especially pipes and pottery. The value of the book is that it contains a comprehensive view of the whole field, and gives information about the mounds and relics of all states and districts. It is one of a series which is devoted to pre-historic America, and perhaps would be regarded as the most interesting volume. The author solicits subscriptions. Orders can be sent to the publishing house, 175 Wabash Avenue, Chicago, or to the author at Avon, Ill.

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