

Gloom in Great Britain.

Gloomy are the dispatches received from Great Britain. There is terrible want and destitution in Scotland and England. In Sheffield 5000 people received aid; in Glasgow the streets are said to be swarming with destitute people; at Manchester, Liverpool, Bristol and other cities there is keen suffering among the poor, and it must be evident now that if actual famine be not threatened, as it cannot be, because food is plenty, an amount of destitution is sure to prevail during the winter and spring months, which will severely try the temper of the poorer classes and severely tax the generosity of the wealthier and charitable. According to all appearances it will be worse than the memorable "cotton famine" which shortly after the civil war in this country, reduced such a large proportion of the working population of Lancashire to a state of pauperism. The attention of the government has already been directed to the matter, without practical effect so far, because it was asserted by several members of parliament, that the bad condition of affairs had been greatly exaggerated. This is not in harmony with reports from the centers of manufacturing industry, published in our dispatches to-day and seems treating a most urgent and important matter very lightly.

Mail and Telegraph Advices per Steamship Oregon.

By the steamship Oregon yesterday we received advices by mail to the 4th, from San Francisco and all points east, from which we clip the following:

Pretty much the same condition of things existed at Chicago, Buffalo, Philadelphia, Detroit, Albany, etc.

Thurman is going to Ohio soon, to make a speech, wherein he will decline the nomination for the governorship and announce himself as a hard-money man.

The James river closed at Richmond, Va., on the 3d, and at midnight the thermometer stood at 8 degrees above zero at that place; 20 degrees below at Pittsburg; 26 degrees below at Yankton; 38 below at Bismarck; 29 below at St. Paul; 35 at Fort Riley; 60 at Battleford, and 20 at Omaha.

A Washington dispatch of the 4th says: 'It is understood that there is a division of sentiment in the cabinet upon the Chinese question, some of the members favoring a modification, by which the number of immigrants from China may be limited. It is known that the Chinese government will resist any offer to modify the treaty, but will not formally object to its abrogation, should the United States insist upon that course.'

Westerly storms continue at New York with unabated force on the 3d, and after 3:50 P. M. no boat left the slip for Jersey city, and for the first time in twenty years the ticket-seller stopped his sales in consequence of the stoppage of the boats. Between 4:30 and 6:30 P. M. the approaches to the ferry were crowded with passengers for Jersey city, and it was difficult to make them believe there was no boats. By arrangement, their passengers were carried to and from Jersey city by the boats of the Desbrosses street ferry. These latter were delayed so that it took forty minutes to make the trip. The boats of Barclay street line also made long and irregular trips. At Christopher street ferry there was some trouble, but the

Chambers street line ran with considerable regularity.

The resignation, by Charles Francis Adams, jr., of his position as government director of the Union Pacific railroad company, was submitted to the president and cabinet on Saturday. The seasons assigned by Adams for this step are fully set forth in his communication, which was read and filed. Mr. Adams thinks it hardly right or proper that a government director of the company, who is expected to act as a sort of censor upon it, should be dependent upon the company for his salary and for hospitalities. This is a matter which is regulated by law, and the government directors, of course, have no control over it. It is easy to see that the position of an officer who desires to do his duty impartially under such circumstances cannot be pleasant. Adams also thinks the directors of the railroad do not have as much power as they ought to exercise, and that the affairs of the company are managed by the executive committee, or by other branches of internal organization, without the intervention, in many cases, of the directors. This is also a criticism of the law, and not of the officers of the company. Finally, Adams thinks the compensation of government director is not sufficient to enable him to give that amount of time and labor to his duties which their importance demands. The salary is \$10 per day, for about sixty days in the year.

Failure of Olyphant & Co.

The New York Bulletin, speaking of the failure of the firm of Olyphant & Co., "a long-established mercantile house, whose firm name had grown to be a synonym for integrity, whose reputation had been world-wide, whose patriotism, loyalty, and open hospitality always evoked feelings of personal pride from every one who had occasion to travel in foreign parts; whose wealth was supposed to be substantial, and whose credit was supposed to be the best," says:

It was developed yesterday in mercantile circles that the failure of Olyphant & Co., in the China trade, was mainly due, and directly attributed to their great contract entered into this last year for the delivery of Chinese coolies to the government of Peru. It is not unlikely that some embarrassment arose from advances made upon nitre, of which they have imported largely under their contract of last summer, by which Olyphant & Co. became sole agents of Peru for the nitre trade of the United States. The gunpowder manufacturers have relied upon this firm almost wholly for their nitre supplies. But the nitre business aside, the fact remains, according to report, that the firm were offered abundant assistance provided they could rid themselves of their coolie burden. In regard to all these matters, the assignee, Henry M. Olmsted, declined to say anything, his reply to all comers being that he assumed his new duties only on Saturday, and that it was impossible in so short a time to learn the real situation. Among other firms in the trade the belief is expressed that large amounts are involved, the local liabilities, of which some mention is made, being in comparison a mere bagatelle. A few speak of the firm's misfortune as a case of "rusting out," their New York and China trade having virtually ceased, owing to new methods of conducting business, etc.; but it is obvious that heavy sums have been expended in fitting out steamers for transporting coolies from Chinese ports to Peru; also in collecting emigrants, opening agencies, and making other arrangements essential to success in their grand undertaking. What may be called "the great coolie speculation" can be explained in a few words. The so-called coolie treaty between China and Peru was concluded in June, 1874. By

its terms, "the subjects of either contracting party may go freely from one country to the other for the purpose of curiosity, trade, labor, or as permanent residents," and they "join in reprobating any other than an entirely voluntary emigration for such purposes, and every act of violence or fraud that may be employed in Macao or the ports of China to carry away Chinese subjects." The emigration was to be conducted precisely like that of California or Australia, the inducement being the certainty of remunerative employment on reaching Peru. A certain number of Chinese were to have free transportation when wishing to return, and communication between the two countries being regular, they would enjoy great advantages. It was represented that a considerable proportion of the planters in Peru were Americans, Germans, and English, by whom laborers were sure to be well treated. Thus far, all well. To execute practically the designs of the treaty, the Peruvian government subsidized a Belgian line of steamers, and Olyphant & Co., of Hongkong, took the agency for transporting emigrants. The contract was between the firm and Dr. Elmore, the Peruvian minister to China. The first steamer dispatched was the Peruvia, which Olyphant & Co. chartered and fitted up at considerable expense to carry 1,000 coolies. Meanwhile the Chinese authorities had become hostile to the movement, and the steamer made the trip to Callao in ballast. Later in the season, in July last, this steamer made a second trip, sailing from Whampo, likewise in ballast, the mandarins in Canton refusing to allow the coolies to be exported; and in this action they were sustained by Governor Hennessey, of Hongkong, who would not give a certificate authorizing the steamer to take coolies on board. In this dilemma Olyphant & Co. referred the whole matter to the American minister at Peking, hoping for assistance, but to no purpose. From the foregoing it does not appear strange that disaster came at last; and it is possible further embarrassments arose under the contract giving Olyphant & Co. exclusive control of nitre exports to the United States, for the company having expended largely in the coolie business, the nitre was regarded in the light of security for advances made. It is thought that the Peruvian government may be indebted to the firm on this account. Of the old-established American firms in China of more than twenty years standing, viz.: Bull, Purdon & Co., Russell & Co., Olyphant & Co., Frazer & Co., and Augustine, Heald & Co., only two, Russell & Co. and Frazer & Co., are remaining to-day.

The founder of Wells, Fargo & Co.'s express, Henry Wells, died at Glasgow, Scotland on Thursday, the 10th ult., at the advanced age of seventy-two. He was a native of Thetford, Vermont, and a tanner and carrier by trade. In 1834 he became agent of the American Transportation company, with his office at New York city and subsequently at Boston. After various connections with the express business, then growing in importance, he branched out for himself in 1840 as a partner of the firm of Pomeroy & Co., operating between Albany and Buffalo. This firm gradually expanded into that of Wells, Butterfield & Co., and from it originated the widely-known Pacific coast firm of Wells, Fargo & Co. The deceased acquired great wealth, and enjoyed a stainless reputation.

The people of Idaho and Boise valley are in high glee with anticipation of an early visit by the iron horse by way of the Utah and Northern railroad.

NEW ADVERTISEMENTS.

CHARCOAL! CHARCOAL! THE UNDERSIGNED, WELL KNOWN to the Columbia river cannerymen, wishes to say that he is now prepared to deliver promptly, to order within 14 days, charcoals of the best quality in quantities from 500 to 25,000 bushels at the lowest living rates, to any point on the river between Rainier and Astoria. PETER JOHN, (Cathlamet, W. T.

BANKING AND INSURANCE.

I. W. CASE, ASTORIA, OREGON. BROKER AND BANKER.

DEPOSITS RECEIVED IN COIN OR currency subject to check at sight. Sight checks issued on Portland, available in any part of Oregon and Washington territory. Sight checks issued on San Francisco, available in any part of the State of California. Sight checks issued on New York city, available in any part of the Eastern States. Approved bills discounted. Loans made on available security. Collections made promptly.

\$67,000,000 CAPITAL. LIVERPOOL AND LONDON AND GLOBE. NORTH BRITISH AND MERCANTILE OF LONDON AND EDINBURGH. OLD CONNECTICUT OF HARTFORD, AND COMMERCIAL OF CALIFORNIA FIRE INSURANCE COMPANIES. Representing a capital of \$67,000,000. A. VAN DUSEN, Agent.

Home Mutual Insurance Co., OF CALIFORNIA. J. F. HIGHTON, President. CHAS. R. STORY, Secretary. HAMILTON BOYD, Agents for Oregon. G. R. L. STORY. OFFICE—North-east corner of Stark and First streets, PORTLAND, OREGON. Net Cash received for Fire Premiums in 1877. \$335,511 04. Assets, Jan. 1, 1878. \$578,065 85. Liabilities—Losses unpaid \$3,638 37. Dividends 1,507 09. Surplus for Property Holders \$72,470 47. Losses paid in Oregon in 54 years \$114,916 72. I. W. CASE, Agent, Astoria, Oregon.

Special Holiday Notice!

—BY— E. S. LARSEN, Wholesale and Retail Grocer.

I will sell for cash for the next two weeks any article in my line at GREATLY REDUCED PRICES.

This I propose to do in order to give everybody a chance to celebrate Christmas and New Year for very little money.

My stock of GROCERIES is complete

Fresh and desirable, and not excelled by any house in the state for PRICES, QUALITY OR QUANTITY.

The largest and most complete stock of CROCKERY, GLASS, and YELLOW WARE,

A choice assortment of CHINA TEA SETS, MOTTOE AND MUSTACHE CUPS.

REAL BOHEMIAN VASES.

And a complete stock of PLATED WARE,

Latest designs and best make in the country. JUST RECEIVED.

EGG JUMBLES, COCONUT CAKE, PLAIN AND FANCY CANDIES

Also a great reduction in COFFEES AND SUGAR.

Also, a great variety of WOOD AND WILLOW WARE.

All of which I will respectfully offer for your inspection and purchase. Yours truly E. S. LARSEN, Astoria, Oregon, Dec. 17, 1878.

CITY BOOK STORE,

MAIN ST., ASTORIA. CHAS. STEVENS & SON

Invite the attention of purchasers to their stock, just laid in FOR THE HOLIDAY TRADE.

The Finest Selection! The Cheapest Prices! The Greatest Worth!

RECEPTION POCKETS; LADIES' DIARIES AND PURSES COMBINED; COMB AND BRUSH POCKETS; CUTLERY, JEWELRY, CHARMS, ETC., ETC.

LADIES' FANCY BOARD, ETC.; GOLD PENS AND PENCILS; PAINT PENCILS, GUTTA PERCHA GOODS; EXCELSIOR DIARIES, BLANK BOOKS, STATIONERY, ETC.

All goods sold at lowest cash prices. CHAS. STEVENS & SON.

City Book Store to Main street, two doors from the Pioneer Restaurant, opposite the bakery of Mrs. C. Binder.

CHARLES HEILBORN,

MANUFACTURER OF FURNITURE and BEDDING.

ALSO IMPORTER OF CARPETS, OIL CLOTHS, WALL PAPER, SHADES, ETC.

All kinds of repairing promptly attended to, and furniture made to order. A full line of picture moldings and frames, brackets, window cornices, etc. Full stock and lowest prices, corner of Squemoque and Main streets, Astoria.

MISCELLANEOUS.

Washington Market,

Main Street, Astoria Oregon, BERGMAN & BERRY

RESPECTFULLY CALL THE ATTENTION of the public to the fact that the above Market will always be supplied with a FULL VARIETY BEST QUALITY

FRESH AND CURED MEATS! Which will be sold at lowest rates, wholesale and retail. Special attention given to supplying ships.

D. K. WARREN. C. A. MCGUIRE

Astoria Market!

Corner of Chenamus and Cass streets, ASTORIA, OREGON.

WARREN & MCGUIRE, Proprietors (Successors to Hobson & Warren.)

Wholesale and Retail Dealers in all kinds of Fresh and Cured Meats!

A full line of Family Groceries, CANNED FRUIT, VEGETABLES, ETC.

Butter, Eggs, Cheese, etc. constantly on hand. Ships supplied at the lowest rates.

IT IS A POSITIVE TRUTH

That housekeepers can do better by dealing with J. K. WIRT, on Main street, as he keeps the best of

FRUITS, CANDIES, NUTS, LIQUORS AND CIGARS, SMOKED SALMON, BOLOGNE SAUSAGE, JERKED ELK MEAT,

And also from Clatsop every other day FRESH BUTTER, EGGS, CHEESE, CLAMS, DUCKS, CHICKENS,

And everything that is needed in the cooking line at the lowest living prices. Call and examine before purchasing elsewhere.

J. K. WIRT.

Arndt & Ferchen.

THE BEST BLACKSMITH AND Machine Shop

In the city. All kinds of Engine, Cannery and Steamboat Work promptly attended to.

GEORGE MACLEAN, BLACKSMITH.

Water Street Roadway. Near Hume's Cannery, Astoria, Oregon.

Horseshoeing and all kinds of Blacksmithing done to order. Satisfaction guaranteed.

ALL SHIP AND ENGINE WORK A SPECIALTY.

E. S. MERRILL & CO.,

Blacksmiths and Machinists.

Capt. ROBERTS' OLD STAND Near Express Office, ASTORIA, OREGON.

All work in our line, heavy or light, done with neatness and dispatch.

Horseshoeing, Waggon and Farm WORK A SPECIALTY.

HAVING SECURED THE SERVICES OF Mr. S. A. Gaines of Ky., an experienced Farrier of 35 years in the business, and well known to Astoria horsemen, we are prepared to do shoeing in a manner to cure lameness or prevent it in horses entrusted to our care.

All work warranted and at reasonable rates.

A GIRL WANTED—To do general housework in a small family. Address: P. O. BOX 75, Astoria, Oregon.

SPILES.

The undersigned is prepared to furnish a large number of Spiles and Spurs at this place on short notice, at reasonable rates.

Apply to C. G. CAPLES, Columbia City.

Astoria Steam Laundry.

J. T. BORCHERS, Proprietor. Astoria, Oregon.

No rubbing or scrubbing, and no thrashing of clothes two pieces. Buttons sewed on and clothes mended.

Neat work at reasonable prices. Give us a call.

T. S. JEWETT. E. S. KIMBALL.

Draying & Trucking.

ASTORIA TRUCK & DRAY CO., Squemoque st., between Cass and Main.

Contracts for draying made and satisfaction guaranteed. Orders left at the resident caretaker or received by mail promptly filled.

JEWETT & KIMBALL.

C. J. SMITH,

(IN THE ASTORIAN BUILDING) HAS JUST RECEIVED A LOT OF NEW goods, consisting of

MEN'S AND BOYS' CALF AND KIP BOOTS, Buckle and Congress Gaiters,

Women, Misses and Children's BUTTON BOOTS.

Which will be sold at the very lowest prices.

PAY THE PRINTER PROMPTLY for your Paper. It is best for all.