

## The Daily Astorian.

ASTORIA ..... OREGON

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(Monday Excepted).  
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## THE CITY.

**The DAILY ASTORIAN** will be sent by mail at 25 cents a month, free of postage. Readers who contemplate absence from the city can have THE ASTORIAN follow them, DAILY or WEEKLY editions to any post-office without additional expense. Addresses may be changed as often as desired. Leave orders at the counting room.

A missionary for Sand Island is expected to arrive at Astoria this evening.

The abandoned hull of the City of Dublin is fast sinking out of sight in the sand.

If you want to see a nice article of New Orleans sugar and molasses, J. W. Gearhart has it.

The Roseburg daily Plaindealer is on our table and it is a neat, spicy little paper—success to it.

The Viola is ashore at Dunkirk, coast of Ireland, not Westport as previously stated, and will be a total loss.

There was not a single arrival of any kind from sea, at San Francisco on the 12th. Such things often occur at Astoria.

We learn from the physicians attending the cases of diphtheria at Mr. Olsen's that there is but small likelihood of its spreading.

After a lingering absence from home the manly form of Capt. A. W. Berry is again greeted upon the business thoroughfares of Astoria.

In consequence of sickness the proposed concert was postponed last night, until next Tuesday, on a dispatch to Mr. Peter Wilhelm from Prof. Trauner.

Cannerymen and business men in general will do well to examine Adler's new stock of *Blank-books* and *Stationery* which he bought in the East and offers at less than Portland prices.

Snow is twenty inches deep at The Dalles; the telegraph lines above there are down; the Cascade portage is free but the boats are not running. In another column will be found further particulars.

The steamship Idaho arrived at Astoria yesterday morning 2½ days from San Francisco, bringing 600 tons of cargo. She arrived down on Friday, and left again on Saturday evening, after putting out 400 tons, and taking in 600 tons, all in one day.

The steamer Empire sailed from Victoria, British Columbia, for San Francisco on the 5th instant, and has not yet arrived, says the Bulletin of the 14th. The Empire grounded on a rock in the Gulf of Georgia on her way from Nanaimo, and after getting off had to put into Victoria for temporary repairs. Owing to the heavy southeast gales which have prevailed anxiety is felt concerning her safety.

The bark John W. Seaver has sailed from San Francisco for Tahiti, with several ship carpenters and iron workers who will be employed in reconstructing the British ship Ada Tredale. The latter took fire in mid-ocean, it will be remembered, on October 13, 1877, while going from Androssan to San Francisco. She had on board at the time of the disaster coal valued at £1,600, and the ship was worth £16,000. She was found off the Society islands after having drifted about in the ocean for some months, towed into Papette by a French transport, condemned, and sold to James Crawford & Co., who will reconstruct her. When reconstructed she will again sail under the British flag. While drifting about the burning wreck was sighted by several vessels sailing in the south Pacific ocean to and from this port.

## The Terrible Snow.

### BAD NEWS FROM THE UPPER COLUMBIA.

### ONE MAN LOST IN AN AVALANCHE OF SNOW NEAR THE DALLES.

### ANOTHER MAN FROZEN TO DEATH, AND STILL ANOTHER MAIMED FOR LIFE.

Details of the unprecedented snow storm east of the Cascade range of mountains begin to arrive. From the Standard of yesterday we learn that a man, name not reported, was lost in an avalanche on Tuesday morning near The Dalles, as he passed from Keates saw mill to the head of the gulch, for the purpose of letting the water on.

Scarcely had he reached half way to the gates when a low rumbling noise as of distant thunder was heard, and the very ground almost felt to quake. The poor man must have realized his fate in an instant, as deep snows from both sides of the ravine came tearing and crushing down the sides like a mighty deluge carrying everything before it. With a muttered prayer he saw earth closed from sight, and for one second felt the crush of ten thousand tons of snow, when his spirit passed away. All efforts to secure the body have been in vain, as it is almost as impossible to reach him by digging as the coral beds of the ocean. It must remain where it is until the warm sunshine of spring, which this poor creature will never again feel, comes to melt away his winding sheet and give its victim into the hands of those who will accredit his Christian burial.

Another party of five men, Thos. Parker, James Johnson, Welch, Carson, and a man name unknown, were overtaken by the storm above The Dalles and took shelter in a barn where they remained over night. The next morning, as the snow was very deep, Parker, Johnson and Welch concluded to return to The Dalles. After taking a few bites for breakfast they started on the fatal journey. They had gone not more than a mile and a half when Parker gave out. His companions then concluded to return with him to the barn. The cold was terrible. They worked with him for a long time, but found that all must perish if they did not leave him. The trial to them must have been great, yet they let him sink down in the snow, where he sank into his death sleep, and turned their faces on the back track. When the men reached the barn they were almost insensible from the cold. They were taken to a farm house, where it was ascertained that both of Welch's feet were badly frozen. The farmer quickly mounted his horse and went to the rescue, at the same time intending to go to The Dalles for a physician. When he reached the body, life had flown, so he took the corpse in front of him and carried it to the city where, subsequently, an inquest was held and the remains given decent burial. The farmer could not get a physician, so he hurried back to the sufferer at his home. He found Welch in great pain, and beyond the shadow of a doubt both feet will have to be amputated, leaving him in nearly as bad a condition as if he had shared the fate of poor Parker.

### The Fat Boys Style.

Port Townsend Augs.

The Oregonian has nothing to offer in extenuation of our plain statement of facts concerning its course toward Senator Mitchell, and the cause thereof; so it just repeats that oft-quoted, lying assertion that the Argus is the organ of the Customs officials. In other words, it adopts the you'en another policy toward everything that it cannot answer with argument.

The Standard says: "We learn that the law governing salmon, etc., is in every way constitutional and will stand the strictest scrutiny in courts. A question was raised as to its constitutionality, but after a careful examination of the best legal authority it has been decided that it will stand the test."

If a person orders his paper discontinued, he must first pay all arrears, or the publisher may continue to send it until it is made, and collect the whole amount, whether the paper is taken from the office or not.

## Specimen Clipper Ships.

The steamship Vanderbilt, constructed for the man whose name she formerly bore, was presented, as is well known, by Mr. Vanderbilt to the government during the civil war, and did some service, but was found to be too expensive as a naval vessel. After the war she was sold by the government to the Howe brothers, of San Francisco, who had her altered into a sailing ship, which they christened the Three Brothers. This majestic specimen of marine architecture is one of the largest merchant vessels afloat. She has a capacity of 2,972 tons, and a length of 331 feet. The first trip of the Three Brothers was made from San Francisco to Havre in 110 days; thence she returned to New York, and made the voyage from that port to San Francisco in 132 days. Her specialty is to carry grain, in which vocation she has had remarkable success. The Three Brothers has a rival in the David Crockett, and both these ships are now the subject of much comment in New York for the regularity with which they make their trips. The latter is the fastest sailer. She has made twenty-four round voyages to San Francisco and has never cost the underwriters one dollar. The shortest of her outward passages being 103 days, and the longest, 136 days. The shortest homeward passage was made in 94 days, and the longest in 115 days. The last trip took 100 days, which is considered good time at this season. Her best sailing has been 361 miles in 24 hours, and 600 miles in 48 hours. The latest performance by the Three Brothers and David Crockett was the departure of the former from San Francisco, October 11th, and of the latter eleven days afterwards—she arriving in New York harbor three hours ahead of the Three Brothers. It was this feat which brings the two ships into prominent notice, and has caused them to be much talked and written about. The Tribune says that the Three Brothers is an object of great curiosity in New York, and when in that port has thousands of visitors.

**LETTER FROM CANADA.**

[Special to the Astorian.]

ABERcorn, Quebec, Feb. 1.—I had come to the conclusion that THE ASTORIAN had passed in its checks, but yesterday three numbers came rushing into the post office in one mail sack—the greeting was cordial. News from home, you know, is good for the soul, or any other man. Three feet of snow here yet, and sleighing is superb.

A young man and his wife invited me to go to a silver wedding party with them. I accepted. The sleigh was small, only one seat, and three of us was somewhat crowded. The basket of provisions was put in my charge. We got along fine until the sleigh ran into a hole and out went the basket and me into it, head foremost. I escaped uninjured, but the pies were sadly demoralized. Frank says he never saw a basket so full as that one was. If I hadn't went out in such a hurry I would have pulled his wife out too.

It beats me that people will live in such a country as this. Thermometer froze up half the time; no money, and nothing in the shape of business. One dealer in merchandise in Astoria will sell more goods than ten do here, but the people are enterprising and gay. Sleigh rides and euchee parties all the go. I shall start for home on or about Feb. 10th, a cousin and his wife go with me intending to make Oregon their future home. A great many people talk of going, but very few have the nerve to start.

### Important to the Ladies of Astoria.

Mrs. A. Ginder, next door to THE ASTORIAN office, takes pleasure in informing the ladies of Astoria and vicinity that she has just opened a well selected stock of Ladies underwear, and Children's and Infants goods, to which she invites the attention of purchasers.

**LODGING HOUSE.**—Persons requiring furnished or unfurnished rooms can be accommodated at reasonable rates at Mrs. Munson's Chenamus st. Astoria.

A newspaper is a window through which men look out upon the world. Without a newspaper a man is shut up in a small room, and knows little or nothing of what is happening outside of himself. In our day the newspaper will keep a sensible man in sympathy with the world's current history. It is an unfolding encyclopedia and hand-book, forever issuing and never finished.

## LETTER FROM HONOLULU.

[SPECIAL TO THE ASTORIAN.]

HONOLULU, Jan. 7.—Thinking you might like to hear from the yacht Falkenburg, I have taken the liberty of writing a line or two. We arrived here on the morning of the 4th inst., after a passage of 17 days from Astoria. The smoothest and most pleasant voyage I ever made in my life. The ocean from the Columbia river to the harbor of Honolulu was nearly as smooth as a mill pond. A nice breeze and a fair wind the whole passage. We set our royal when the tug left us off the bar, and did not take it in again till we were in sight of Diamond head. My daughter enjoyed the voyage very much, as also Mr. E. C. Lord, of Portland. We all arrived here in good order, in good health and spirits; pleased with ourselves, pleased with our voyage, pleased with our gentlemanly Captain, and the "yacht" that brought us safely over the sea.

The weather here is delightful—I can say no more. I can give but a very faint idea on paper of the beauties of these islands; they must be seen to be properly appreciated. I shall remain here a month or two, or until we get tired, and will probably return via San Francisco. In the mean time you may hear from me again. Till then, adios. D. B. F.

The Oregon Central railroad company have recently contracted for another lot of steel rails at the Philadelphia rolling mills, making, with the amount secured by former contract, 4,200 tons, which is ample enough to track the road from St. Joe to the present terminus at Corvallis—a distance of fifty miles. Two thousand two hundred tons have already been rolled, and the first ship's cargo is nearly completed, and will soon be on the way to this city. Others will follow in quick succession. The company has also contracted in the east for three locomotives, three passenger coaches and two baggage cars, and for axles and wheels necessary in the construction of eighty box cars, which, with rolling stock and motive power already on the road, will put it in trim for the work of removing the next season's grain crop. Contracts have also been made for 183,000 ties for the proposed extension. The locating party is still in the field, and have already definitely located its line to a point some miles south of Amity. The company is now acquiring a right of way, and as soon as this matter is settled will commence grading.

**AROUND THE CITY.**

Miss E. C. Benedict having completed the teaching of Mrs. Rinker's system of cutting and fitting ladies dresses, and having test fits in Astoria, takes pleasure in referring to Mrs. T. S. Jewett, Mrs. S. T. McKeon, Mrs. Eric Johnson, and Miss Annie Jenkins, they each having learned the art. Miss Benedict will remain in the city for a short time, and may be found at Mrs. S. T. McKeon's, where she will continue to give instructions as set forth in previous card.

A new lot of full bound blank, and receipt books, specially for use in canneries, at the City Book store.

Get your baskets filled for a little money at Bailey's.

Fresh oysters in every style at Schmeers'. See advertisement.

A small house to let in a desirable locality for residence. Inquire at this office.

Capt. J. G. Hustler wishes to give everybody timely notice that if that school tax is not paid within a few days costs will certainly follow.

Parties in want of good Cedar Shingles will do well to apply to H. C. Conegys, Kalamazoo, W. T.

Nick Squivalence has concluded that there is no millions in shipping sailors, and he has given up that business, and is attending closely to keeping a hotel. Call at the Chicago House and see yourself.

Mr. J. Stewart, stone and marble cutter of Astoria will guarantee satisfaction to all ordering work of him, and will do a better job for less money than any outside workman. His work in the cemetery should be sufficient recommendation. Before you let your contractor for work of this kind it would be well to call upon Mr. Stewart.

Call at Mrs. Derby's when you wish any article in the millinery line. Trimmed hats selling at cost.

Peter Ramey is still in the market with all kinds of building materials in his line. Has just received 100,000 lath, 2,000 bushels of sand, and a large stock of first quality of brick at his warehouse foot of Benton street.

If you want anything in the line of Cigars, Tobacco, Novelties, etc., call at Fosters, on the Roadway.

P. J. Goodman, on Main street, has just received the latest and most fashionable style of gent and ladies boots, shoes, etc.

Fresh fruits and vegetables at Bailey's.

New invoice of those Medalion Ranges at Magnus C. Crosby's.

## MISCELLANEOUS.

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ASTORIA, OREGON.

Trucking, Draying, and General Team Work

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Wood for sale, and delivered to order.

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Corner of Front and A streets.

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### CHAS. A. MAY.

DEALER IN FOREIGN AND DOMESTIC FRUITS,

Nuts, Candies, Yankee Notions, Toys.

Finest brands of CIGARS AND TOBACCO.

Chenamus street, ASTORIA.

WILLIAM TURNER.

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Importer and dealer in WINES, LIQUORS.

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## 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. R. Wirt, on Main street, as he keeps the best

FRUITS, CANDIES, NUTS,

LIQUORS AND CIGARS.

SMOKED SALMON.

BOLOGNE SAUSAGE.