The Daily Astorian. ASTORIA, OREGON: **B. C. IRELAND** Easter.

SUNDAY.....JUNE 15, 1879

Another Deluge Coming.

A Belgian professor has published a work entitled "Periodicite des Grands Deluges Resultant du Mouvement Graduel de la Linge des Apsides de la Terre," in which he warns us that we may be on the lookout for another deluge of the world. At certain regularly recurring intervals, he maintains, the waters of one hemisphere are suddenly precipitated across the equator, and flood the other. The last of these deluges, which always flow from north to south, or from south to north, was that of Noah's time, which was from the north. Hence the explanation of the great preponderance of water in the southern hemisphere, and of the general southern trend of North and South America, Africa, and many minor peninsulas. The next of these deluges will flow from the south to the north. The cause, he argues, is the alternate increase and decrease in the icecaps at the poles, and the consequent change of the earth's equilibrium. Since 1348 the south pole has been continually enlarging, while the north pole has been proportionately diminishing, to-day the diameter of the southern glacier being about 3000 miles and that of the northern 1500 miles. When these two glaciers shall have arrived at their maximum and minimum extension, the earth will then tilt over and be submerged by another great flood, the fifteenth of the kind that has occurred. In view of this impending and somewhat serious probability, the question arises, what are we going to do about it? If

THE BARBOR OF REFUGE Trinidad, the Favorite Place for a Breakwater by Small Crafts. The Board of Pacific Coast Engineers, composed of Lieutenant-Colonel C. S. Stewart, Lieutenant-Colonel R. S. Williamson and Major G. H. Mendell, all of the United States Engineering Corps, acting as a Commission to determine the location of the breakwater on the northern coast, that will make a harbor of refuge, met 6 Fish Bros. Mowers and Reapat their office, No. 533 Kearny street San Francisco, on the 5th. The first gentleman called upon was Capt. Bolles, of the Oregon Steamship company's steamer George W. Elder, who gave a 1 detailed description of the various currents and winds of the northern Pacific ocean and also described each of the proposed sites of Trinidad, Crescent City, Coos bay, Port Orford and the Columbia river. In his opinion the proper site for the breakwater was the latter place, and it should be built out from where Fort Stevens stands, so as to protect the south channel there. He thought that the great and increasing trade of Oregon demanded it, and that all coasters would be benefitted by the location. There was also less fog north of Cape Blanco than south Captain J. G. Glidden was unequivocally in favor of Trinidad. Captain Bonnifield of the schooner Jessie Nickerson agreed with Captain Glidden. Captain Lass of the schooner Elnorah also favored Trinidad for general commerce. If the Puget-sound and Columbia trade were alone to be considered, Port Orford was not the best location, on account of its reef. Captain Nelson who was greatly interested in Humboldt bay commerce, favored Trinidad for general commerce, and for Puget-sound and Columbia river trade, Cape Flattery. He thought SALEM FLOUR. there ought to be two, one at each

The receipts of leading articles of Oregon produce since January 1st, have been as follows at San Francisco: Flour, bbis. Wheat, ctis. 37.700 Oats, ctls... 39,651Salmon, cs., Do, bbls.... 40,658 760 Do, hf bbls s, ripe.

Oregon Produce Shipments.

place.

NEW ADVERTISEMENTS

CLOSING AUCTION SALE. By direction of the Great Republic Wrecking Co., -0N-

TUESDAY, JUNE 17, 1879, At 10 A. M. At Flavel's warehouse Astoria, I will sell

WITHOUT RESERVE

All the goods and material recovered from the wreck to date. Consisting in part of

ers, some parts wanting can be easily procured.

4 Dozen Wagon Wheels, together with a large lot of Axles, Reach-es, Tongues, Bolsters, Brake Bars and Blocks, Doubletrees, etc., etc.

Double Buggy, running gear and body complete

A180 A Lot of Brussels Carpet. 600 Cork Life Preservers. ALSO :

doz. Patent and Double Blocks; 5 Powerful Hydraulic Pumps; Two Force Pumps; Screw Plates, with dies, Winches, Engineers, and Me-chanics Tools, and an immense lot of Brass and Copper Metal, etc. ALSO :

12 doz. Long and Short Handled Shovels; 16 doz. Szythes and Snaths, and a lot of Cradles, Garden Rakes, Prongs, etc., etc. ALSO.

17 Cases of Assorted Chairs, and a Va-riety of other Articles. TERMS CASH, U. S. GOLD COIN.

E.C. HOLDEN, Auctioneer.

SPECIAL NOTICE. Owing to a reduction on Refined Sugar in

San Francisco, I take pleasure to state that I will give

Half Pound More Sugar FOR ONE DOLLAR,

Than heretofore, to strictly cash customers. Other Goods at Bed Rock Prices

Large Invoices Just Opened. VEGETABLES

-AND-Fresh Fruits a Specialty. E. S. LARSEN

TO OUR CUSTOMERS. In Asking for Salem Flour See That You Get it !

Salem Fouring Mills, Bakers, With Centennial Medal printed on every sack.



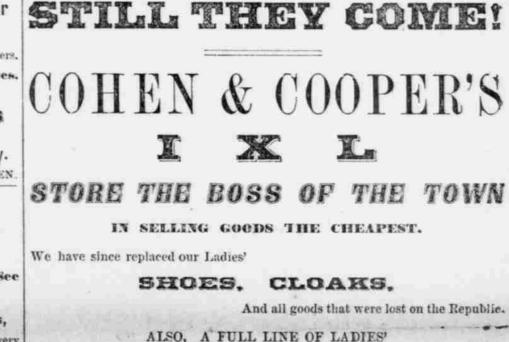
2

BUILDERS MATERIALS, NAILS, PAINTS, OHS, ETC.

The quality of our CROCKERY AND GLASSWARE, LAMPS, ETC., Cannot be excelled and our prices defy competition.

Family Groceries and Provision a Specialty. Oregon City Imperial Extra Flour at \$5 50 per Barrel.

WARDS CLATSOP BUTTER ALWAYS IN STORE. #27 Agency for Singer and White Sewing Machines. Wells, Fargo & Co.'s Express dice, corner of Cass and Jefferson street.



no one can offer a better suggestion, would it not be advisable that each of us resolve himself into his own ark by wearing night and day one of Paul Boynton's swiming costumes?

Railroad News.

Walla Walla Watchman, June 6th. There is nothing under the sun in this country that takes so well as railroad news, and the best of it is, one can have it in all shapes. The Utah Northern, under the great railroad magnate Jay Gould, is pushing its way on to the Columbia, and once there, they will stop for nothing. Already we learn that the Oregon Steam Navigation company is negotiating with the Utah Northern company, and has fixed its figures to sell out, but will that help us any? We must have more than one outlet to be safe from oppression, hence we hope that the Northern Pacific railroad will hasten and not tarry by the wayside. The contemplated branch road to Weston to connect with the valley road has been swallowed up by the Utah Northern. We also learn that that company will forthwith build a road from here to Dayton; in fact, one can hear almost anything every day, but we don't expect a railroad this year. Of course they will be built with unfailing certainty, but as long as they ignore the route toward the high sea, so long do we see a nigger on the fence, in all this railroad enthusiasm.

-Rev. J. H. Stover, of the Christian church, who is an old and experienced miner, received a letter from an old brother miner near Leadville, urging him to come there and take an interest in a mine he has discovered on Texas Creek. "If your church had the sand in 'em, and wanted to do what wold be the most good for al, tha wold cend you out here to PROVISIONS, MILL FEED, preach to the hardest clas of ciners out of hel." This beats Scotty Briggs, who went to get the parson | Corner Chenamus and Hamilton Streets to preach Buck Fanshaw's funeral.



