

The Daily Astorian.

ASTORIA, OREGON:

SUNDAY, AUGUST 14, 1887

IS PROPERTY ROBBERY?

"Probably not one man in a hundred of the number that condemn the doctrine preached by Henry George has read 'Progress and Poverty,'" says the Boston Globe, "for understands the theory he advocates." This is true—East Oregonian.

We have before us, says the *Alta*, the proceedings of the last great meeting held by these gentlemen in New York city on June 19th. It was a sort of emancipation celebration to ratify Father McGlynn's separation from the Catholic church. While he was in the very honeymoon of his excommunication one would expect him to be explicit. Monsieur Pierre Joseph Proudhon was explicit. He said: "Property is robbery," and that settled it. Nobody misunderstood him. But here we have some of the bearers of the cross of the new crusade, declaring that they are tax reformers; others in a sinister way pledging themselves to disturb no "just rights of property," and still others frankly threatening confiscations. Going to the expressions used in the meeting of June 19th, we find them running in support of the most extreme of these propositions.

The Rev. Mr. Pentecost, in the presence of Father McGlynn, addressed the multitude. Among other things, this epigrammatic person said:

The land owner is the great boodler of the age.

We want the owner of the land to show title from the maker of the land.

We are going to abolish industrial slavery as we abolished chattel slavery, by legally abolishing private ownership in land.

The time will come when private ownership in land will be considered blacker than was chattel slavery.

We are going by legislation to change the cause of this industrial slavery, and if the slave owners revolt when that change comes, so much the worse for them.

Mr. George then came forward and said, "We are going to win, and that soon."

Now, what does it all mean? Land owners are called boodlers, compared to slave owners, threatened with legal deprivation of their property, and warned that they must not protest, or it will be "worse for them." Just how much worse it could be we are at a loss to know, short of taking their lives, after having taken their property.

Here, then, is the programme, on which, "Lo! the dawn is breaking," and these the processes by which "Soon the outraged millions shall again possess the land." We might venture to inquire when they possessed it before. Certainly the men who own it now have mostly worked and earned it, and we advise them to hold on to it, and stand by the laws which protect life, liberty and property.

Horace Greeley said the darkest hour in the life of any man was when he got something without earning it. The anti-poverty society repudiates this, and proposes to cut across laws to ownership, without effort, and possession without title.

The world is a great public school, and it soon teaches a new pupil his proper place. If he has the attributes that belong to a leader he will be installed in the position of a leader; if not, whatever his own opinion of his abilities may be, he will be compelled to fall in with the rank and file. If not destined to greatness, the next best thing to which he can aspire is respectability; but no man can either be truly great or truly respectable who is vain, pompous and overbearing. By the time the novice has found his legitimate social position, he is the same high or low, the probability is that the disagreeable traits of his character will be softened down or worn away. Most likely the process of abrasion will be rough—perhaps very rough; but when it is all over and he begins to see himself as others see him, and not as reflected in the mirror of self-conceit, he will be thankful that he has run the gauntlet and arrived, though by a rough road, at self knowledge. Upon the whole, whatever loving mothers may think to the contrary, it is a good thing for youths to be knocked about in the world—it makes men of them.

The people of the United States know but one flag, the stars and stripes; and no other flag in this land has any political or patriotic meaning. The American flag is not only the most beautiful, but it is the most deeply significant emblem that ever was uplifted by a nation in peace or in war. While to some matter-of-fact persons the flag may consist of a few yards of bunting, more or less, in patriotic sentiment it symbolizes not merely the union of mighty states, but the sovereign freedom of every citizen of the republic. Every American citizen on great occasions of national rejoicing and festivity, proudly hangs out the flag as the ideal pledge and guarantee of his political liberties.

The humblest citizen attaches to these stripes of bunting a meaning that belongs to no other national ensign. Around the flag cluster the glorious memories and traditions of a people in whose van it is borne, far in advance of the other nations, as the emblem of the mightiest commonwealth of freedom that the world has ever known.

The career of senator Reagan is a political romance. He was born a citizen of the United States, but threw off his allegiance and became a citizen of the republic of Texas, and a member of its congress. When Texas was annexed he again became a citizen of the United States and a member of congress at Washington. When Texas went into the confederacy he went along and was a member of the confederate cabinet. When Texas was reconstructed he came back and now is a senator of the United States. So, living all the time in Texas, he has held office under three different governments, *de jure* and *de facto*.

Greatly Excited.

Not a few of the citizens of Astoria have recently become greatly excited over the astounding facts, that several of their friends who had been pronounced by their physicians as incurable and beyond all hope—suffering with that dreaded monster Consumption—have been completely cured by Dr. King's New Discovery for Consumption, the only remedy that does positively cure all throat and lung diseases, Coughs, Colds, Asthma and Bronchitis. Trial bottles free at W. E. Dement & Co.'s Drug Store, large bottles \$1.

Three Favorites

Have the following to say of Wisdom's Robertine, the great benefactor and preserver of the complexion:

PORTLAND, Or., June 4, 1887.
To Mr. W. M. Wisdom—Dear Sir—I have tried your Robertine. It is excellent, and I shall be pleased to recommend it to all my lady friends. Believe me, yours truly,
RITA.

PORTLAND, Dec., 1885.
To Mr. W. M. Wisdom—The "Robertine" you so kindly sent me is excellent. It is the finest preparation I have ever used, and is a decided acquisition to every lady's toilet. Yours truly,
JEANNIE WINSTON.

PORTLAND, Or., April 6, 1887.
Dear Mr. Wisdom—I have tried your "Robertine," and it gives me much pleasure to say that it is excellent for the complexion, being one of the best articles of the kind I have ever used. Believe me, yours sincerely,
Z. TREBELL.

For sale by W. E. Dement & Co., druggists, Astoria, Oregon.

What is better than a glass of liquor? A cup of delicious coffee at Fabre's.

Go to a Fine Dish of Ice Cream For the Central Restaurant, next to Foard & Stokes.

Gambrian Beer And Free Lunch at the Telephone Saloon, 5 cents.

A Sunny Room With the comforts of a home, library, etc. Apply at Holden House.

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.

Telephone Lodging House. Best Beds in town. Rooms per night 50 and 25 cts., per week \$1.50. New and clean. Private entrance.

JEFF'S United States Restaurant is the best and cheapest in Astoria.

Oysters in Every Style At the Central Restaurant, next to Foard & Stokes.

What! Do You Think Jeff of the U. S. gives you a meal for nothing and a glass of something to drink? Not much; but he gives the best meal and more of it than any other restaurant in town. 25 cents.

For the very best pictures go to H. S. Shuster.

BORN.

In Astoria, August 13th, to the wife of Geo. H. George, a son.

In Astoria, August 13th, to the wife of L. Carlson, a daughter.

NEW TO-DAY.

Notice.

ALL PERSONS ARE HEREBY NOTICED not to credit any person in my name without an order therefor from me. And all persons are hereby notified not to purchase any personal property or household furniture belonging to me from any person other than myself.

A. F. COLVIN.
Astoria, Aug. 13th, 1887.

Carnahan & Co.

SUCCESSORS TO

I. W. CASE, IMPORTERS AND WHOLESALE AND RETAIL DEALERS IN

GENERAL MERCHANDISE, Corner Chenamus and Cass streets.

ASTORIA, OREGON

Notice

IS HEREBY GIVEN THAT THE annual meeting of the stockholders of the I. X. L. Packing Co. will be held at their office at Upper Astoria, on Wednesday, the 1st day of August, 1887, at one o'clock P. M., for the purpose of electing a board of directors and transacting such other business as may come before the meeting.

By order of the President,
THOS. WILLIAMS, Secretary.
Dated at Astoria, Or., Aug. 12th, 1887.

BUILT TO BEAT THE "THISTLE."

Description of the New Steel Yacht "Volunteer."

The new steel yacht *Volunteer* was built for General Charles J. Faine by the Pusey & Jones company at Wilmington, Del. She was designed by Burgess, who also drew the plans for the *Mayflower* and *Puritan*. She is the biggest single-sticker float, being 107 feet over all, though her length on water line is only 86 feet.

The most striking feature of the boat as seen in a broadside view are her great depth aft, her long, keen sharply diminishing forefoot, the cutter-like rake of her sternpost, her lengthy, angular overhang and her sharp sheer fore and aft. There is a much sharper angle between the tip of her forefoot and the lowest line of her keel than is seen in any of the other boats. In this point of construction she is more like the Atlantic than either the *Mayflower* or *Puritan*, but it is an exaggeration of the Atlantic idea. This is an important differentiation, as it throws the center of gravity further aft than it is in any of the other yachts, and ought to have the effect of lifting her head together in cutting through heavy seas. Her sternpost also has much more rake than that of any of the sloops. In fact she has all the rake of the cutter. Of the other sloops the *Mayflower* approaches nearest to her in this respect.

Her vertical bow-lines are a still more radical departure from the type of the *Puritan* and *Mayflower*. The Atlantic's bow-lines are called straight, but the new yacht's lines are straighter. As a matter of fact, they are, it is said, slightly concave, but the concavity does not amount to half an inch in ten feet. To the eye the lines have the rigid straightness of the V. Aft the shoulders, however, she has more concavity than any of the other yachts. But the inward curve begins away down below the water line. The effect of this method of construction, which is a wide departure from existing types, is threefold. It affords great beam at and for several feet below the water line, reduces the aggregate of displacement and places the ballast-carrying area much further down than it has ever been put before in the sloop or beamy type of boat. The result is a great increase of stability, which means more sail-carrying power and an acceleration of speed from this fact as well as from the economy of displacement.

The steel construction of the *Volunteer* admits of a keel less low than would be possible were she built of wood. She has a keel as wide as the *Mayflower's* and it is made into a hollow trough, into which the lead has been run, thus insuring its reaching the lowest point in the wave. In building of wood the great oak timbers which are used to form the keel can be done away with and their places filled by the heavier lead, and the ballast gets a better leverage by means of its low position. The keel on the new sloop has more sail-carrying power than the *Mayflower*. As a consequence her spars show an increase all round over those of the *Mayflower*. The new sticks are of Oregon pine throughout. Even the topmast is made of this heavy but strong wood. This is somewhat of a departure from ordinary custom, as the lofty topmasts have usually been made of spruce. The spars are all splendid sticks, containing few knots, and those of distinctive size.

The mainmast has an extreme length of 86 feet, with a diameter of 19 inches at the deck, 18 at the hounds and 15 1/2 at about half the distance up, the spar being slightly barrel shaped. The topmast is 52 feet long, having a diameter of 14 inches in the middle and 13 1/2 inches in the slings. The gaff is 50 feet long, being the only spar which is not longer than the corresponding one in the *Mayflower*. The bowsprit is 62 feet long, and its greatest diameter is 15 inches. The topmast is 48 feet long, and has a diameter of 9 1/2 inches at the cap.

While the *Volunteer* is seven feet longer than the *Mayflower* over all, she is only one foot longer on the water line; she has three inches less beam, six inches more draught, and carries twenty-two tons more ballast. Strictly speaking, she carries no outside ballast, as none of it is below her keel, but her keel consists of steel plates three-quarters of an inch thick, curved upward into a trough-like shape, and into that fifty tons of melted lead was poured. Besides that she carries twenty tons of pig lead, as movable ballast to regulate her trim. Her centerboard is 20x22 feet, and as it will have a drop of about twenty feet the yacht will draw about thirty feet with it down.

The frames are made of strips of steel five-sixteenths of an inch thick, are angular in form, measure 3 by 2 1/2 inches, and are placed at the distance of twenty-one inches from center to center. The reverse frames measure 2 1/2 by 2 1/2 inches, and are of quarter-inch metal. The plates, like the frames, are of steel, and are of different thicknesses, to suit the various strakes to which they belong. Thus those belonging to the larboard strake are half an inch thick; those of the second strake are five-eighths; those of the third strake, which is immediately below the water line, four-sixteenths; and those of the sheer strake, which is above the water line, five-sixteenths. The plates are put on flush, and the interstices are run with lead by a process called caulking, from analogy, but which is simply hammering the metal until the edges come firmly together. For this work a peculiar tool is used, with an edge like a dull cold-chisel. The bolts are, of course, all counter-sunk, and their heads are trimmed off with a cold chisel to give the yacht a perfectly smooth skin. All the light her cabins will get will be from the deck, she having no portholes like the *Gladiator*. Her decks are of white pine, 2 1/2 inches by 3 inches, and her bulwarks are also of white pine, stained. She is painted white above the water line and red below, and has no handrails to speak of.

Her exact dimensions are as follows:

Length over all	107
Length on water line	85.9
Extreme beam	23.3
Draught	10
Area of middle section	74.1
Extreme length of mast	86
Extreme length of gaff	50
Extreme length of topmast	48
Extreme length of bowsprit	53

Meals Cooked to Order. Private rooms for ladies and families: at Central Restaurant, next to Foard & Stokes.

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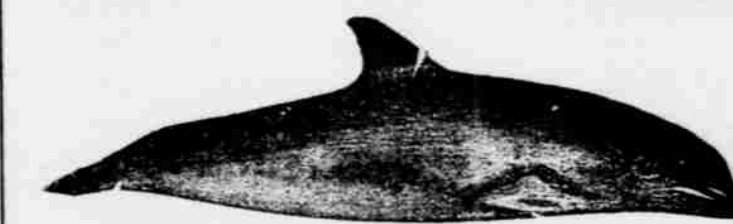
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Cotton, Woolen and Muslin Underwear, Shetland and Embroidered Newport Shawls in all colors, Ladies short Wraps, Calico Wrappers, Fancy, Gingham and Calico Aprons, Silk Embroidered Straps, etc.

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