

The legitimate outcome of yachting is the production of more perfect models for sailing vessels, and greater perfection in spars, rigging and sails. When the America went over to England in 1851, her model and rig attracted attention at once. She was unlike anything that had ever been seen in British waters; at least nothing among yachts had ever been seen like her. She won the cup easily. Her hull was somewhat different from the British boats of that time, she being straightforward, i. e., without any taper in her bottom between water-line and keel, while her run or afterpart was gradually extended to the sternpost. Her bow, which was cut away sharp, was also supposed to have a great deal to do with her success, and this and the straight-floor form of her hull were actively copied. Soon, however, it was found that her success was not in the hull at all, but in the sails, which were set almost as flat as cards. In the British boats they were baggy, the after leeches, or parts of the mainsail between the boom and the points of the subtending gaff, alone being as round as one-third of the circumference of an umbrella. So well was it set up in the America, that those on board watching the vessels some distance in her wake could not distinguish it from the mainmast.

Improvement in sail making was the only great lesson gained by the America's victory. From 1851 to 1861 there were numerous improvements made in the hulls of yachts as well in the method of rigging. About 1865 the spinnaker was introduced which took the place of the square sail in running before the wind. The schooner yachts have been left behind by the fast cutters which have appeared in British waters during the last eight years. These cutters have become mere racing machines, narrow in the beam, deep in the water, carrying a cloud of canvas, and having according to size from sixty to seventy tons of lead on the keel.

The most important outcome of yacht racing is to demonstrate which is the best model and the best rig of a sailing craft for all weathers. The clipper ship was the result of a great deal of yacht modeling and yacht racing. What is to be the outcome of the present national contest, which begins to-day between the Volunteer and the Thistle? If the Thistle wins we are to have fleets of narrow cutters, the "one-stick craft" with seventy-five tons of lead on the keel? What can the merchant marine do with such a craft and such a rig? From what port does the merchantman sail with a hundred tons of lead on his keel for every hundred tons of measurement? If the Volunteer is the faster sailing craft, what comes of it? Merchant marine ventures are no longer made in a one-stick craft. But the good schooner which still "schoons," holding good by analogy the derivation of her name, is one of the fastest and most useful sailing vessels ever put afloat. The schooner has been brought to perfection in American waters. Since the days when the America won the cup in British waters there has never been a British schooner-yacht sailing in competition with an American yacht of the same class where the latter has been beaten. The sailing qualities of the schooner were perfected by yacht modeling, rigging and racing. To-day, probably the most useful and economical merchant vessel in the coasting trade is the three-masted schooner, the tonnage of which class is increased year by year. In Atlantic waters many of these vessels will carry the cargo of a medium sized ship, or, say, 1,500 tons. They are good sailers, weatherly and great carriers. All these qualities may not have come from yacht modeling, rigging and racing. The two ends sought were speed and great carrying capacity as well as safety.

Over against the class represented by the British cutter, is the craft with flat floors and a centerboard. That style of craft may be said to be American. The idea is an old one, but the modern improvements certainly belong to this country. The centerboard craft is adapted to the shoal water along coasts and in bays and other inland waters. It is adopted in the construction of many schooners. Not because a better sailing vessel is the result, but primarily because vessels of this class can sail into the mouths of rivers, shallow bays, and inlets, and get nearer the coast for the purpose of taking on and discharging freights. Some of the features of this class of vessels have been adopted in the construction of merchant steamers and sailing ships. The centerboard, of course, is discarded in all the larger crafts. But it is not forgotten that the fastest sailing ship ever built in Pacific wa-

ters, the Western Shore, had flat floors, great breadth of beam, and would carry about two tons of dead weight for each ton of custom house measurement. The merchant steamer designed for freight now has flat floors and is only of moderate draft.

It is not apparent that the outcome of the present yacht contest is to add anything of value to the improvement of the merchant marine. The cutter model and rig certainly cannot be adapted to this service; nor can the centerboard with a model which some, by way of contempt, call a skimming dish, add anything further of great value to the improvements already made in the class of merchant vessels with flat floors and centerboards.

The Montana Central railroad, the western extension of the Manitoba, is reaching out for the Pacific coast as fast as it is possible for men and money to put westward the work of construction. It will be at Helena, Montana, in a month, and next spring will try to reach tide water.

Probable Homicide on the Nasel.

A lively demand for fish for the Shoalwater bay canneries has set a good many to fishing this fall in that vicinity. Among them were the Brunz brothers, who had a net in the Nasel, supplying fish to the Long Island cannery. A Frenchman named Henry John capped their nets, with one of his on each side of theirs, and there was considerable trouble. Last Saturday night some one cut both John's nets, and as reported to THE ASTORIAN, so soon as he found it out he got a shot gun and laid for the Brunz brothers. They appeared last Sunday night, and upon seeing John turned to run. John raised and fired, the bullets passed through the clothing of the one who was nearest him and struck in the back of the other, who was fifty feet further on, penetrating his body and inflicting wounds which were considered fatal, it being thought to be only a question of hours as to when the wounded man would die.

Henry John was arrested and brought to Oysterville by F. Vandenhoff and Wm. Feldberg at one o'clock yesterday morning, and by them turned over to sheriff Turner. A later dispatch from Oysterville says that John's defense is that the Brunz brothers attacked him with an ax, and that he used his gun in self-defense.

Favors the Coast Route.

Talking of the scheme of the railroad crossing the coast mountains near Nestucca and then up the beach to Astoria, advocated by THE ASTORIAN in '83 and '84, the Yamhill Telephone thinks as follows: "By doing this it will open up more country and thereby give the railroad the benefit of more transportation. The scheme is as feasible as the one from Forest Grove to Astoria and will be, in the end, more beneficial to the valley than this one proposed, and which at present has nearly a certainty of its completion. Instead of taking alone in consideration, the shortest route to the seaboard, it is our opinion that a longer route with a better producing, unopened country would be in the end the greatest financial success and benefit. A road from McMinnville over the mountains by easy grades, which can be obtained easily, is exactly what the people of this great wheat producing region, the star section of the state, want."

City and County Warrants.

City treasurer Hustler gives notice that all city warrants presented and endorsed before August 26th, 1887, will be paid on presentation. Inter-city warrants are at interest. So are county warrants. Both are in demand at 100 cents on the dollar. The way money is seeking security they ought to be above par. A man will pay \$112 for a \$100 government four per cent. bond; that is, he will give three years' interest for security that pays four per cent. The city and county obligations, paying 8 per cent. interest and untaxed, represent about 11 per cent. per annum for the holder as compared with other holdings.

The Largest Ship Afloat.

The largest ship afloat, the British ship Eleanor Margaret, is lying at San Francisco, 160 days from Newcastle, England. The Eleanor Margaret is a four-masted, sloop rigged on a jigger mast. She has an extreme length of 288 feet and registered tonnage of 2,342 tons. She was originally a steamer belonging to the Peninsular and Oriental Steamship company, and as such she had a varied experience. After her conversion into a sailing vessel she was put into the California wheat trade. This is her third voyage to that port.

An Old Warrant.

Several days ago, reports a Salem exchange, a warrant upon the state treasurer, issued by secretary of state Chadwick, in favor of Sheriff Twilight of this county, and dated August 18, 1874, was presented for payment at the treasurer's office. The warrant had been advertised for payment in 1881, and from that date interest ceased. But the original amount of \$79.60 had increased to \$130.33, and that amount was paid by assistant treasurer Slater. The warrant had been laid away among other papers, before 1881, and just turned up a few days since.

Hot Cakes.

The season for them is at hand; and we have just received a large consignment of New Orleans Molasses, which we will sell by the case or can at very low figures. D. L. Beck & Sons.

CIRCUIT COURT PROCEEDINGS.

Taylor, F. J., J. Sept. 26. Wm. Loeb vs. W. J. Barry: judgment on verdict. N. S. Swanson vs. A. Van Dusen & Co.: judgment on verdict.

State vs. Lawrence Hanson: arraigned; plead not guilty; Thursday set for trial. State vs. A. Sohard: plead not guilty; Wednesday set for trial.

State vs. Wm. Burk: withdraws his plea of not guilty; pleads guilty and asks the mercy of the court; sentenced to two years in the penitentiary and pay costs.

State vs. Andrew Norris: enters a plea of guilty and asks the mercy of the court; sentenced to one year in the penitentiary and pay costs.

W. L. Stone vs. Annie M. Stone: default; referred to J. H. Smith to take testimony.

Sie Git vs. Leng Jan: judgment on verdict.

Jury excused till Sept. 27 at 9 A. M. State vs. O. V. Carter: arraigned upon indictment.

At 3 P. M. grand jury came into court; made final report and were discharged. Judge Taylor complimenting the members on the speedy and efficient manner in which they had performed their duties.

Several additional indictments were handed in: State vs. Ah Way: called; bail forfeited; State vs. Jue. F. Patterson: arraigned; till 27th to plead. Court adjourned to 9 A. M., Sept. 27th.

A New Vessel.

The recent building of the four-masted schooner Novelty, was an innovation in ship building. There is now building at Aberdeen a vessel that in some ways is unique in construction. She is to be a schooner, four-masted, without any topmast, twenty feet longer than the Novelty, and of a carrying capacity of 900 (0) feet, 100 M more than the Novelty. In place of oakum, the outside seams are filled with large and small wedges, made of Port Orford cedar, a departure from the usual mode of construction that is viewed with favor by the inhabitants of Aberdeen.

Police-men's Fees in Seattle.

The policeman was allowed \$4 for arresting the four, \$4 more for keeping them in his custody, besides 20 cents a mile for taking them to the city jail, and also, his regular salary. The same policeman was a witness and received \$2.20 more for testifying to what he had theoretically already been paid \$5.80 for performing. There were two other witnesses who were paid \$2.20 each.—Post-Intelligencer, 20.

Non-Commissioned Officers.

Capt. A. E. Shaw, Co. "H," 1st Reg. O. N. G. S., yesterday received from Col. Chas. F. Beebe, appointments for 1st sergeant H. J. Wherity; quartermaster sergeant T. S. Jewett; sergeant F. L. Dunbar; sergeant W. C. Logan; sergeant F. H. Surprenant; sergeant P. S. Cook; corporals A. Duubar, O. F. Heilborn, W. A. Sherman, J. H. Johansen.

Ten cents for a cup of Fabre's nice coffee.

Try Fabre's celebrated pan roast.

He Consulted His Pocket.

You smoke good cigars, Billy; where do you get them? At D. L. Beck & Sons', of course. Why of course? Because my pocket advises me to. Do they sell cheap? Yes; the cheapest place in town. What kind of an assortment have they? All kinds, from the cheapest to the best, both of domestic and imported, and much the largest stock in town. Do they keep Tansill's Punch? Yes; they are the sole agents for Astoria for his Punch, Junior's and Plantations—in short, you can depend upon it, Charlie, that when you want any kind of cigars the place to go after them is at D. L. Beck & Sons'.

Artistic Embroidery.

Instructions given in all the latest styles of artistic embroidery and art needle work. Also French indelible stamping done to order.

Mrs. J. SHOENLANK, Chenamus street, opposite Liberty Hall.

The finest and nicest steak to be had in town at Fabre's.

Oysters in Every Style

At the Central Restaurant, next to Foard & Stokes.

For a Fine Dish of Ice Cream

Go to the Central Restaurant, next to Foard & Stokes.

Meals Cooked to Order.

Private rooms for ladies and families; at Central Restaurant, next to Foard & Stokes.

Gambrian Beer

And Free Lunch at the Telephone Saloon, 5 cents.

For the best photographs and tintypes go to Crow's Gallery.

Ah There!!

Ice cream, fine quality supplied at short notice by Frank Fabre, any part of the city; \$2.50 a gallon.

Private Rooms.

At Frank Fabre's for suppers, parties, etc. The best cooked to order.

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.

Do You Want Your Flues Cleaned?

T. Clifton will do the job for you neat and cheap. Leave orders at this office. For the very best pictures go to H. S. Shuster.

SPECIAL Benefit and Matinee! THE CRYSTAL PALACE. We Will Stay But Five Days More! We still have a few goods left and will continue to sell at less than cost for five days more.

A. V. ALLEN, WHOLESALE AND RETAIL DEALER IN Fine Groceries, Provisions and Mill Feed. Crockery, Glass & Plated Ware. The Largest and finest assortment of Fresh Fruits and Vegetables. Received fresh every Steamer.

CITY BOOK STORE. THE Finest and Largest Stock of Books and Stationery IN THE CITY. GRIFFIN & REED.

A.G. SPEXARTH Headquarters for Ammunition. THE BEST IN THE WORLD. The Winchester Repeating Shot Gun, \$25.00! A Fine Side Snap Marine Made Trip, Double-barrel Shot Gun, Box Shells and Tools, \$17.50. Sporting Goods, Ammunition and the Famous Swedish Razor.

Our Immense New Stock, Furniture, Carpets, Oil Cloth, Madras-Silk LACE AND PORTIERE CURTAINS, Dado Shades, &c., Has Arrived. These goods were purchased direct from Eastern Manufacturers and shipped before the recent advance in freight, the benefits thereof we propose to share with our customers. Call and See Us. CHAS. HEILBORN.

The New Model Range CAN BE HAD IN ASTORIA, ONLY OF E. R. HAWES, Buck Patent Cooking Stove, AND OTHER FIRST CLASS STOVES. Furnace Work, Steam Fittings, Etc., a Specialty. A Full Stock on Hand. NEW TO-DAY. Treasurer's Notice. NOTICE IS HEREBY GIVEN THAT there is money in the city treasury to pay all warrants endorsed prior to August 26th, 1887, interest thereon ceases after this date. J. G. HUSTLER, City Treasurer. Astoria, Or., Sept. 26, 1887.

E. C. HOLDEN, AUCTIONEER AND COMMISSION AGENT. ESTABLISHED 1874. Dealer in New and Second-hand Furniture and Bedding. Will conduct Auction Sales of Land, Stock or Household Goods in the country. Will appraise and purchase Second-hand furniture. Consignments solicited. Quick Sales and Prompt Cash Returns Guaranteed. Astoria, Agent for Daily and Weekly Oregonian.

ECONOMY And Solid Satisfaction Are Guaranteed IF YOU TRADE AT THE EMPIRE STORE. LATEST STYLES. Suitings and Trimming Velvets. A Fine Line of Infants' Dresses, Cloaks and Worsted Shirts, Ladies' Calico Wrappers, Cotton, Wool and Muslin Underwear. A COMPLETE STOCK. Of Quilts and Blankets, Gents' Clothing, Furnishing Goods, Boots, Shoes, Trunks and Valises at the Lowest Cash Prices at the Empire Store.

W. T. PARKER, MANAGER. H. B. PARKER, DEALER IN Hay, Oats, and Straw, Lime, Brick, Cement, Sand and Plaster. Wood Delivered to Order. Draying, Teaming and Express Business. STEAMER CLARA PARKER. Eben P. Parker, Master. For TOWING, FREIGHT or CHARTER apply to the Captain, or to H. B. PARKER.

Frank L. Parker. FRESH GROCERIES AND PROVISIONS Promptly Delivered AT LOWEST PRICES IN ANY PART OF THE CITY. Fruits and Vegetables. In Season. Everything Warranted as Represented. Corner Chenamus and Benton Streets.

INSURANCE. CAPITAL STOCK, \$500,000 COLUMBIA FIRE AND MARINE INSURANCE CO. FRANK DEKUM, President. W. H. SMITH, Vice-President. JOHN A. CHILDS, Secretary. No. 160 Second St., Portland, Or. I. W. Case, Agent, Astoria, Or.

STATE INSURANCE COMPANY, CAPITAL, \$100,000.00. The Farmers' Company, Of Salem, Oregon, THE LEADING COMPANY OF THE PACIFIC NORTHWEST. Private Dwellings and Farm Property a Specialty. J. W. CONN, Agent, Astoria.

The Continental Insurance Co., OF HARTFORD, Writes Accident Policies, Giving all the concessions offered by any other company. It is an OLD LINE COMPANY, And offers Security as good as can be found. Its rate in the FIRST PREFERRED CLASS is \$18 per Year for \$5,000 Insurance, Being \$7.00 less than by any other Standard Company; and \$25.00 WEEKLY INDEMNITY. Other claims in proportion. Policies written and adjusted by J. O. BOZORTH, Agent.

ASTORIA Planing Mill. HOLT & CO. Proprietors. Manufactures of MOLDINGS, SASH DOORS, BLINDS, RAILS, BALUSTERS, NEWEL POSTS, BRACKETS. Boat Material, etc. Orders solicited and promptly attended to. Satisfaction Guaranteed as to Style, Quality and Prices. Mill and Office cor. Polk and Concomly streets, Astoria, Oregon.

The Northwest Fire & Marine Insurance Company. No. 5 Washington St., Portland, Or. CAPITAL, \$300,000. R. L. BOYLE, Astoria Agent, Office at I. X. L. Packing Co. DIRECTORS: J. McCracken, F. K. Arnold, F. E. Beach, Frank M. Warren, G. H. Prescott, J. E. Elderkin, J. Loewenberg, J. K. Elderkin, D. D. Ouphaus.

Astoria Iron Works. Concomly St., Foot of Jackson, Astoria, Or. General Machinists and Boiler Makers. Land and Marine Engines BOILER WORK. Steamboat Work and Cannery Work A SPECIALTY. Castings of all Descriptions Made to Order at Short Notice.

Money to Loan on Approved Real Estate Security. Deposited in Oregon, \$300,000 ASSETS, \$55,801,988. Royal, Norwich-Union and Lancashire Combination Joint Policy. Union of San Francisco. Germania of New York. State Investment of California. Anglo-Nevada Assurance Corporation.

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Elmore, Sanborn & Co. COMMISSION MERCHANTS, Fire Insurance. Representing the Largest and Most Reliable Fire Insurance Companies. All Business promptly and accurately transacted. Flavel's Wharf, Astoria Oregon. \$67,000,000 Capital. Liverpool & London & Globe, North British and Mercantile of London and Edinburgh, Hartford of Connecticut, Commercial of California Agricultural, of Watertown, New York, London & Lancashire of Liverpool, Eng., Fire Insurance Companies, Represented in a capital of \$67,000,000. E. VAN DUSEN, Agent.

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