

QUEEN OF THE REGATTA

PORTLAND GIRL WILL REIGN IN ASTORIA.

Positions of Honor in the Celebration Will be Occupied by People of This City.

Five members of the Astoria regatta committee, F. L. Parker, chairman, J. McCue, secretary, H. D. Thing and W. T. Chutter, were in Portland yesterday and formally notified the several men of this city who have been chosen as officers of the regatta of their election. The celebration at Astoria is an annual event and has been very successful. This year the Astorians wish to enlist the cooperation in the festival as possible, and to this end have decided upon the innovation of choosing the queen and prominent officers from Portland. The regatta this year will take up three days, August 18 and 19, two of which will be devoted to aquatic and one to athletic sports.

The regatta heretofore has met with such success that it has become an institution. The aim this year is to make the occasion more significant than ever before and to engage as much aid as possible, so as to make it what it is intended for, a Columbia River regatta instead of simply an Astoria regatta. The positions of greatest honor have been bestowed on Portlanders and the working and organizing functions of the regatta are thus far being evolved. The main scheme has been well thought out and the work has been surveyed and apportioned to committees.

The executive committee is as follows: F. L. Parker, chairman; John McCue, secretary; W. L. Robb, R. G. Prue, W. T. Chutter, H. D. Thing, C. A. Coolidge, Ed Hallcock, John Gratke and F. P. Kendall. This committee has chosen the following officers for the regatta: Admiral—E. S. Edwards; Commodore and Chief of Staff—George F. Fuller; Vice Admiral—L. N. Day; Rear Admiral—Captain Charles Richardson, of the U. S. S. Columbia, and Captain William Gregory, of the U. S. S. Manzanita; Commanders—G. C. Fulton, F. L. Parker, John Fox, J. C. Mayo, R. D. Inman; Lieutenant Commanders—W. L. Robb, H. B. Burke, W. E. Tallant, J. E. Werlein, W. T. Chutter, H. D. Thing; Flag Lieutenant—W. T. Carroll.

The Portland committee, which will have charge of the selection of a queen, is composed of E. S. Edwards, George F. Fuller, J. E. Werlein, R. D. Inman, W. T. Carr, Peter Grant and M. S. Handfield. This committee has not yet made its plans and will meet at the office of Captain Edwards Sunday afternoon at 2 o'clock for that purpose. The young woman who is the lucky one to be chosen will enjoy a signal honor, for she and her entourage will be in Astoria and will occupy distinguished places during the celebration. She will be allowed to choose her maids of honor.

THE SUNKEN ANDELANA.

Another Project to Raise the Vessel Sunk in Tacoma Harbor.

Another attempt is to be made within a short time, according to Tacoma papers, to raise the Andelana, sunk in Tacoma harbor, in 185 feet of water. Captain David Smith, of Seattle, is in charge of the project. E. L. Roberts is at present taking soundings. He cites the fact that he assisted in raising an Italian vessel loaded with cotton from 325 feet of water, in six weeks, and the Andelana is 185 or 200 feet of smooth water, the feat of raising her will be relatively easy. His purpose is to engage eight divers, to be on duty for a month. He thus describes the proposed method of operation: We shall not bother using divers. I have studied this for a year, and we are thoroughly satisfied that we can raise her. Today I shall go out and locate the wreck exactly by sounding. The bottom is hard, and while there is a heavy silt, it can be brought up, and we shall have a good view of the wreck and her keel and drag two big catches on the stars, and, if necessary, drop a heavy chain completely around the wreck. We know the exact location of the wreck. We will bar the eight barges together with heavy timbers, giving us a weight of 1600 tons, and will put a monkey engine on each barge, by which the blocks we can get all the power we want. We will begin work inside of two weeks, unless we are unable to charter barges and have to build them.

Decrease in British Shipping.

LONDON, June 21.—A blue book, just issued, giving an actual return of the navigation of the United Kingdom, shows that British shipping in 1900 decreased— outward shipping by 2,618,242 tons, and inward shipping by 2,963,600 tons, while foreign shipping increased— inward by 2,422,113 tons, and outward by 2,470,574 tons.

Brought Three Stowaways.

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It is estimated that no less than 25 scows laden with machinery, livestock and general merchandise, an aggregate freight weight of 30,000 tons, arrived at Dawson from White Horse and other Upper Yukon points during the two weeks succeeding May 23. One river boat, the Flora, took a tow of four scows, all laden with livestock. Another scow's freight included two tons of eggs and fruit.

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Queenstown, June 21.—Arrived—British ship County of Dumfries.

Kinsale, June 21.—Passed—German ship Hassia.

Dutch Harbor—Arrived June 9—Steamer Valencia; arrived June 10—Steamers Humboldt, Centennial and Oregon, all from Seattle; steamer Dora, from Seattle. Sailed June 19—Steamers Rosabona, Santa Ana, for Nome; remainder to sail soon.

San Francisco, June 21.—Arrived—Steamer Waiata, from Seattle; steamer City of Puebla, from Victoria; steamer Ache, from Sulawai River; schooner Jennie Thelin, from Gray's Harbor; Gatherer, from Tacoma. Sailed—Steamer Wyfield, for Chemaluna; barkentine Newsboy, for Port Townsend; steamer Signal, for Alaska.

San Pedro—Arrived June 17—Schooner Guide, from Gray's Harbor.

Seattle—Arrived June 20—Farrallon, from Skagway.

Neah Bay—Passed in June 20—Steamer Jeanie, from Nome.

Honolulu—Sailed June 8—Barkentine Skagit, for Port Gamble.

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New York, June 21.—Arrived—Belgravia, from Genoa and Naples; Pennsylvania, from Hamburg; Columbia, from Hamburg. Sailed July, for Liverpool.

Kinsale—Passed June 21—British ship Ben Lee, from Tacoma for Queenstown.

Brisbane, June 21.—Sailed—British steamer Anandi, for Vancouver.

Seattle—Arrived June 20—Steamer Victorian, from Alaska.

Brisbane, June 21.—Sailed—Aorangi, from Sydney, N. S. W., for Auckland.

Malta, June 21.—Passed—Teukon, from Tacoma via Manila for Liverpool.

Havre, June 21.—Arrived—La Lorraine, from New York.

Moville, June 21.—Sailed—Astoria, from Glasgow for New York; Parisian, from Liverpool for Montreal.

TWO SHIPS REACH HOME.

County of Dumfries and Haasia, Loaded in February.

Two vessels which left Portland in February, the British ship County of Dumfries and the German bark Haasia, have reached their destination. The Dumfries arrived at Queenstown yesterday, after a passage of 38 days, having left the Columbia March 4. She is of 1818 tons register, and was loaded with 53,863 cents of grain.

The Haasia was reported off Kinsale yesterday and will probably reach the end of her journey today.

The ship is now at the O. R. & N.'s Albina wharf receiving a cargo of flour and cotton. She will probably finish work at this place in time to move over to the Eastern Lumby Company Monday for a load of lumber. She is the only vessel working in port at present, and all the grain docks are idle. The one grain ship, the Nevada, which is anchored in midwater, has not yet secured a full crew. Yesterday she lacked three of a full complement of men. It is not thought she will start for the sea until early next week. The Hackfeld and the Alsterdrwan, which cleared this week are still at Astoria.

Reported Charters.

The German bark O. H. Wapana, 1225 tons, which left Antwerp May 19 for Kiao Chau, will probably arrive here in time for December loading. Her rate is reported variously at from 45 to 48. The British vessel the Sussex has been persistently reported as having been chartered for Portland at a figure near 40 6d, but the announcement has not yet been confirmed. It is known that she has been chartered, but not definitely whether she has been fixed. Her tonnage is 1322. The Formosa, 1474 tons, which was said to have options on this port and Tacoma, probably sailed for San Diego. The Favorita is another vessel which seems to be destined for loading here at about 45. She is from Antwerp, and arrived at Valparaiso May 11.

Ready to Start for North Pole.

NEW YORK, June 21.—A dispatch to the Journal and Advertiser from Dundee says: All is ready, and the American and the Baldwin-Seigler expedition is about to start for the north pole. The leaders and the 40 men who accompany them, declare they will not be content until they have reached the pole. The Duke of Abruzzi, who holds the honor of having been furthest north. They vow they will reach the pole and plant the American flag there. The expedition is fortunate in having first ship. She was formerly the Esquimaux, the crack whaler of the fleet here.

Straton and Dalton Assisted.

CHINOOK, June 19.—(To the Editor.) I noticed in The Morning Oregonian of June 17, under the heading, "Long Beach a Highway," an error on the part of your correspondent, when he states that "W. B. Straton and C. C. Dalton, his assistant, exerted themselves to defeat this bill." I am in a position to say that such are not the facts in the case. Both of the above mentioned names were merely assistants in their power to pass the above-mentioned bill in the House, where the fight was on. W. R. WILLIAMS.

Belies of Vessel Sunk in 1776.

NEW YORK, June 21.—A dispatch to the World from Burlington, Vt., says: J. G. Falson, a diver, has visited the spot where the schooner Royal Savage, commanded by General Benedict Arnold, was sunk in 1776 by the British. He found three gun carriages and about 300 cannon balls and shot. Two of the former will be sent to the Smithsonian Institution, and the other has been presented to the City of Burlington. The relics were discovered in about 30 feet of water. The carriages are made of cast iron, and the former being petrified.

In a Fast Little Steamboat.

R. D. Inman next week will begin construction of a speedy little propeller steamboat, which he expects to launch away from everything on the river, except the very fastest boats. The plans have been devised by F. A. Ballin, who made the model of the vessel, and who has torpedoes. The craft will be 67 feet long, 9 feet wide and 3 feet deep, and will have triple expansion engines of 150 horsepower.

River Getting Low for Steamers.

INDEPENDENCE, June 21.—The river has fallen a couple of inches this week, and the Oregon City Transportation Company's boats touch bottom on all the bars between here and Salem. Fears are entertained that the water will go a few inches lower, and cause the boats to be taken off before the Fourth of July.

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TWO OF THE PATHFINDERS

RAMSAY CROOKS AND JOHN DAY, THE HUNTER.

Early Explorers of the Northwest Who Endured Untold Hardships to Establish American Trade.

WALLA WALLA, Wash., June 21.—(Special Correspondence.)—Among the early explorers of the Pacific Northwest were two in whose exploits there were untold hardships. These two young men were Ramsay Crooks and John Day. When John Day started his land expedition across the continent in 1810 the man who organized it at Montreal and Mackinaw was Wilson P. Hunt, who was principal partner, and who was to be chief factor of the establishment to be founded at the mouth of the Columbia. Another of the picked men was Ramsay Crooks, an energetic young man, who had considerable experience as a fur-trader among the wild Indian tribes of the Upper Missouri.

On October 22, 1810, the Saint party, in three rowboats, started from St. Louis up the Mississippi and Missouri. Progress was slow and tedious, and the low-lying and pushing-pole had to be resorted to often. November 16 found the party 450 miles up the Missouri, with winter closing in, and here the party went into camp until spring, or such time as the river became a bar of ice.

John Day, a noted Virginia hunter, joined the expedition at this camp, and he was considered a most valuable addition. He was a dead shot and well-versed in woodcraft.

It was the last week in April, 1811, when winter camp was broken up, and a new start was made on the journey. The party now comprised 60 men in four boats, one of which mounted a swivel gun and two howitzers. This formidable armament enabled them to pass through the country of the hostile Sioux, which in itself was a very formidable undertaking.

A Daring Deed. The passage of this little expedition through the heart of the hostile Sioux country was one of the most daring deeds on record. Next to the Blackfoot, the Sioux were rated in their thirst for the white man's blood. The entire company of the expedition had gone up to the Sioux, and word had come down from tribe to tribe that the Sioux were waiting to take the British traders from the North had supplied these Indians with firearms, and thus they were more formidable than other tribes.

On May 31 the expedition ran right against an army of 60 Sioux warriors lined along the river bank to prevent further passage. The current was too strong to take the middle of the stream, and the party were engaged in the front of the Indians and discharged their young cannon in the air. Battle was prepared for, but the display of artillery was enough to scare the natives who had robbed him, and they were bound and made to think that the time to hang them had arrived. Their companions asked for delay until they could bring back the stolen rifles. The guns were soon restored, and Mr. Crooks' kindness of heart prevented the proposed hanging. On July 31 the members of the expedition separated at the mouth of the Walla Walla River, and Mr. Crooks and Mr. Stuart, with four others, having bought 20 horses from the Indians, struck eastward into the Blue Mountains.

The Crooks-Stuart party had all sorts of hardships on its eastward journey, and often was near starvation. The thieving Crooks stole all the party's horses, and set afoot to burn his baggage and goods while watched by the Indians, who hoped they were going to make caches. Storms came on before the party could reach the Upper Missouri, and so a winter camp was made at the head of the Platte, out of which they were routed by Indians.

The party followed the Platte for hundreds of weary miles through deep snows, and finally made another winter camp and waited for spring. In early March canoes were built and a start made down the river. The stream was soon found so shallow that the party had to abandon navigation and go on afoot.

When within 75 miles of the mouth of the Platte Crooks and Stuart met an Otto Indian who gave them their bearings, and from him they learned for the first time that England and the United States had been at war for a year. At the Otto village they bought a canoe, in which they floated down to St. Louis, reaching there April 30.

Extending American Sovereignty. In 1820 Ramsay Crooks went to Washington and explained to Senator Benton and Congressman Floyd, of Virginia, the main features of the Northwest and the trade of the Pacific, and the importance of possession of the country from a military and naval standpoint. This resulted in a Congressional committee being appointed to inquire into the expediency of American occupation of the Columbia River region, and from the favorable report of that committee much future legislation resulted in behalf of Ramsay Crooks always held himself in readiness to supply reliable information on the important subject.

Chandler's Little Joke.

New York Times. A way back in 1886 Senator William E. Chandler offered to pay \$100 to the person who placed in the Republican platform of that year, after the reference to international bimetalism, the words, "which we pledge ourselves to promote." Since then claims for the money have been made in behalf of many individuals, including Delegate F. H. Streeter of Concord, N. H.; United States Senator Hanford, and Representative D. K. Watson of Ohio. Recently Senator Forsaker found the final draft of the platform and discovered that the words in question had been penciled between the typewritten lines and that they are in the handwriting of Senator Lodge. So Senator Chandler has just sent to Senator Lodge a check for the sum promised, accompanied by a letter in which he says, among other things: "All wise men know that McKinley and Hobart would not have been elected if the platform had not, while declaring opposition to the free coinage of silver, expressed the result of an international agreement, also declared that the Republican Party favored such an international agreement, if it could be secured. If McKinley and Hobart had not been elected in 1896, Mr. McKinley would not have been re-elected in 1900. Therefore, those six words were of priceless value, and I trust that when all the facts are known my humble offering of \$100 will be adequately appreciated by such generous donations not only from many members of the Republican Party, but as well from Democrats who have so much trembled at every prospect of the election of Mr. Bryan, as to adequately recognize the sagacity and courage which led you not merely to conceive but to actually insert into the platform of 1896 concerning bimetalism the words, "which we pledge ourselves to promote." That immortal declaration twice made Mr. McKinley President, and the fidelity with which the pledge has been fulfilled the world knows." This is decidedly interesting, and it ought to start a fine hot-season controversy.

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again averted by arrival in what is now called Grande Ronde Valley, where were found Snake Indians who sold them horses for food.

On January 6, 1812, the party crossed the summit near the present Meacham station, and two days later were in a land of plenty among the Umatilla Indians, who sold them all the horse flesh they needed. The Hunt party continued down the Umatilla and Columbia, arriving at Astoria February 15.

For twenty days John Day and Ramsay Crooks remained on the bank of Snake River, unable to travel. Then they made another start, and pushed feebly westward, subsisting on an occasional beaver and scanty roots pulled from the frozen ground. They put in the rest of the winter wandering westward as best they could, and in April fell in with Walla Walla Indians, who fed and sheltered them until they were strong enough to continue their journey.

Robbed at The Dalles. Crooks and Day tramped along the Upper Columbia until they had nearly reached the Indian village of Wehram, where is now located The Dalles. Here the Indians professed great friendship, and set forth food for the travelers. While they were engaged in eating, the treacherous natives seized the white men's rifles, and then the whole horde set upon them, stripped them naked and drove them back up to find friends and food among the Walla Walla Indians. They had gone about 80 miles when they were rescued by the canoes of Mr. Stuart, which were coming down from the company's trading post on the Okanogan. The two men were taken down to Astoria, where the effects of their exposure lingered long with them. It was May 11 when their long journey ended.

Death of John Day. On June 23, 1812, 60 men left Astoria for the Interior. Most of them went to trap in the region of the Upper Columbia, but John Day and Ramsay Crooks and a few others were to retrace their steps clear across the continent and apprise John Jacob Astor of the success of his American enterprise at Astoria. As they reached the neighborhood where Crooks and Day had been robbed, the latter became frantic and urged his companions to explore the river to reach the trading post of Snake River. Mr. Hunt going down the north side with 20 men. After a few days' hard travel they came to the lodges of some across the continent and made for the Canadian voyageurs awaking the mountain echoes. After 50 miles of easy stream the river began to bawl, and soon two boats were swamped in the rapids, the river roughened as it ran, and portages became plentiful. Surmounting them all, the party made about 300 miles down stream before reaching the falls. Strong swimming snakes the lives of Crooks and all but one of his boat's crew who were wrecked in the rapids. This place was named the Caldron Linn, and advance agents sent to explore the river returned and said the stream could be navigated no further.

Food for only five days remained, so the goods were cached or buried and the expedition sent out small parties in different directions to work their way afoot to the Columbia. Still 1000 miles from Astoria, October 3, Mr. Crooks took 18 men and started down the south side of Snake River. Mr. Hunt going down the north side with 20 men. After a few days' hard travel they came to the lodges of some across the continent and made for the Canadian voyageurs awaking the mountain echoes. After 50 miles of easy stream the river began to bawl, and soon two boats were swamped in the rapids, the river roughened as it ran, and portages became plentiful. Surmounting them all, the party made about 300 miles down stream before reaching the falls. Strong swimming snakes the lives of Crooks and all but one of his boat's crew who were wrecked in the rapids. This place was named the Caldron Linn, and advance agents sent to explore the river returned and said the stream could be navigated no further.

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