

STORIA, Aug. 20.-(Special.)-The eyes of the sport-loving people of the Northwest are now being turned toward Astoria in anticipation of the great water carnival to be held during the last three days of August. And on the morning of Monday, August 29, when the regatta will open, many thousands of visitors will be present, not only from all points on the Const but also from many of the inarior cities, to witness and participate

most entries will be the free-for-all most entries will be to the amount of canvas they can carry. This class of boats is so numerous in and about Astoria that there will undoubtedly be a great many entries, and as the men who own these boats sail them every-day throughout the fishing season. In all kinds of weather, and are thorougn-ly acquainted with all of the currents ly acquainted with all of the currents and conditions of the racing crafts, it will make a very interesting race. The judges of the races will be Judge E L Haven, of Avalon, Cal.; James H. Hawkins, of San Prancisco: A. V. Com-Hawkins, of San Prancisco; A. V. Com-ings, of the Padfic Motor Boat, of Sentile; Louis P. Zimmerman, Pacific Coast representative of Power Boat-ing, and Captain Nelson Troyer, of this city.

pieces, has been engaged for the three solutions in and the out-of-town members of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will arrive here on a charter distance of the staff will be made at this time for the 26-too the staff will be made at the staff will be staff will be detered in this staff will be the free-for-all chast mather contraid. Get matigment of the staff will be ended the staff will be determined by here and be and the staff will be staff will be staff at the staff will be staff will be staff will be staff at the staff will be the free-for-all chast will be the free for at the staff of the staff of the most interesting the staff of the most entries will be the free for at the staff of the staff of the most the staff of the most interesting the staff of the most the staff of the most interesting the staff of the most interesting the staff of the staff of the most interesting the staff of the most interesting the

Captains-C. H. Absercomble, N. Troyer, Associa: W. H. Buinard, Beilingham; A. C.
Callan, A. J. Capron, George J. Cameron, J.
A. Clock, R. W. Fuster, A. Gavin, H. T.
Hendiryz, G. M. Hyland, Fred Leinenweber, I. C. B. Merrick, H. C. McAllistar, H. F. Todd, J. A. Waddle, E. H. Wennes and S. T. Brit-ten, Portland.
Commanders-L. Allehoff, G. W. Baldwin, A. Bobleter, M. P. Brady, W. J. Byrne, J.
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Catterlin, W. E. Coman, A. B. Ewing, Horace Flaber, L. M. Hend, J. A. Heemer, H. A.
S. Beall, C. C. Bradler, G. M. Cary, F. J.
S. Beall, C. C. Bradler, G. M. Cary, F. J.
S. Medil, J. A. Heemer, H. A.
B. McGrath, J. T. O'Neil, Blaine R. Smith, George Whitesides and Elwood Wiles, all of Portland, Will Wright, Union; A.
Weatherford, Albary, E. A. Seaved, F. Pedian, Vancouver; F. L. Stewart, Foota: E. S. Edwards and George Schemer, Portland,
Minimals, retired-Charles V. Brown, As-toria: E. S. Edwards and George Schemer, Melland,
The Oregon Yacht Club of Portland Will send a dozen or 15 fast sall boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will boats of the skip jack type and these will be met some distance above Astoria by a fiest of steamers from here and bo

attle has a bonded indebtedness of \$3,85,-380, including \$500,000 in bonds delivered since August 1. In judgments the city owes \$102,103.75, and it has a floating debt of \$51,532.66, making a total of \$10,063,614.75. The limit is 10 per cent of the assessed valuation, amounting in 1990 to \$155,317,470. There are also the following obligations not constituting indebtedness in the meaning of the state constitution: Local improvement bonds, \$10,272,165,257,165-total, \$15,115,452.77. The capital assess of the city January 1, 1910, were \$40,833,102.82. Agitation against excessive taxation has influenced the County Commissioners to declare that the 1911 levy for general county purposes will not go above that for 1920.

TALKS on TEETH By the REX DENTAL CO., DENTISTS.

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Snake River Valley in Idaho.

(I have just been duped.) Is an expression only too prevalent in dentistry. There is hardly a day that one or many patients do not come into our offlees to have work taken out of their mouths, put in by bargain counter dentists and sometimes by supposedly high class dentists. Most of these peo-ple have sought cheap dental work and got it, others paid good prices and got what is known in dental parlance as junk. There is more malpractice in dentistry than any of the professions. largely because dentistry is about the most difficult of all the professions to become efficient in and requires moro skill to do it-right. The patients who seek something for less than its value are as much at fault as is the unskilled dentist who solls something for less than its real value for he has spent his money and three years of his time

m the three days of genuine sport i hemithful entertainment to be provided py the energetic committees in charge of the affair.

The regatta is always held during the latter part of August and at that time ditions are ideal. In the morning the harbor is smooth as a frozen lake, while in the afternoon a northwest wind springs up affording abundant opportunity for testing the quali-

dant opportunity for testing the quali-ties of the swiftest sniing craft on the being competitiest to shorten sail, in mak-ing the turn around the course. The year the creatta will be held un-der the auspices of the Astoria Motor Beat Club and will go back to the original idea of making the affair a water carnival exclusively, the land feature being eliminated to a great ex-tent. The programme arranged con-tains a number of new features that promise to be uncaually interesting. The morning events will consist of a 16-foot motor boat race, a free-for-all speed race for the championship of the Pacific Coast and a handicap race for upeed boats. These contests will be for rash prises, the purse in the championrash prizes, the purse in the champion-ship event being \$1000, and will be in three heats, one heat being run each

The races will be over a measured The races will be over a measured and buoyed course five miles in length and laid out on the same lines as the bourse in the big international races pulled off on the Atlantic Coast, none of the turns being sharper than 45 de-grees. The big event is to be in ac-cordance with the Pacific International Power Boat Association rules, has been sanctioned by that body and the rec-ords made will thus be official. For the first time in the history of the Pacific Coast, the racing course will be under the direct control of the

the granthe coast, the factor control of the Government authorities, the revenue cutter McCulloch having been detailed by the Treasury Department to patrol the course during all the races. In this, the same rules and regulations as covern the Harvard-Yale contests, will govern the Harvard-Yale contests, will apply and among other things will pro-vide that any vessel trespassing upon the course shall be fined and the of-fending master or pilot may have his license revoked. The course is so ar-ranged that each racer must pass in front of the grand stand eight times in running the heat of 20 miles.

The sech task is made left times in from of the strate of the strate been stand eight times in the stand of the strate been stand eight times in the stand of the strate been stand eight times in the stand times in the stand of the strate been stand eight times in the stand of the strate been stand eight times in the stand of the strate been stand eight times in the stand of the strate been stand eight times in the stand of the strate been stand eight times in the stand of the strate been stand eight times in the stand the stand times the stand the stand the stand the stand times the stand the stand times the stand the stand times the stand the stand

speed boat race. There will be six, and probably more, entries. The Seattle Spirit, of Seattle, which made such a favorable showing at Vancouver on the Fourth of July will be on hand, and the entire state of Washington is lookthe entire state of Washington is look-ing forward to her taking the first place. The Wolff II and Pacer I and the Potato Bug II, of Portland, will also be entries in this race, and their owners are doing everything within their power to hold the supremacy on the Pacific Coast, which has always heretofore, and is at the present time, held by the Portland Motor Boat Club. Sacramento, Cal., will be represented by the Fighting Bob II and Fighting Bob III, of the Sacramento Boat Club. These boats will leave San Francisco on August 24, coming by the steamer Beaver. They are very fast craft and are expecting to give our Northurn

Beaver. They are very has that that and are expecting to give our Northern racing boats a very hard rub. The Sacramento Boat Club is turn-ing out in large force and will arrive on the steamer Beaver, which will be decorated with the pennants and col-ors of their club. Among the decora-tions will be a very large negative tions will be a very large pennant which will be presented to the Astoria Motor Boat Club by their commodore,

Motor Boat Club by their commodore, F.C. Dwyer. There are also several other boats whose identity has been kept a secret on the Coast which will be entered in this race. This is the first time in the history of motor boat racing on the Pacific Coast that all of the Coast states have been represented, and is creating widespread interest. The 26-foot class motor boats all

city. W. W. Robinson, of Portland, has been selected as admiral to direct

races and his staff consists of the fol-lowing: lowing: Admiral-W. W. Stobinson, Portland. Vice-Admirala-Blian, C. H. Callender, As-toria; red, Commander J. M. Ellicott, U. & N.; white, General C. F. Besbe, Portland; white, Major J. F. McIndoe, U. S. A.; white, Judge E. L. Haveras, Catalius Islands; white, Judge F. L. Haveras, Catalius Islands; white, Simon, Fortland, States, States, States, P. J. Byrzs, lighthouse tender Mansanits, suadron commander; white, E. W. Spencer, transport commander, steamer Charles H. Spencer. Commodures-J. C. McCus, Portland, ohief

WICKED AND WANTS TO BE MORE SO

miral Robinson and his staff, will be met some distance above Astoria by a fleet of steamers from here and be escorted to the city, where the party will be received in a style befitting the occasion. The fleet of craft from the Portland Motor Bost Club will be met at Rainler by the local club and Portland Motor Boat Club will be met at Rainler by the local club and brought down what is known as the Oregon channel, thereby avoiding the rough water that is usually encoun-tered in the main ship's channel. A surprise party was given in honor of Mr. and Mrs. R. W. Kirkham at their home Tuesday evening. August 16, of their silver wedding anniversary. The evening was passed with games and sev-eral of the guests sang, among them be-

end to Iou Willard White Company's VAUCAIRE GALEGA BUST DEVELOPER Flesh Builder BEST TONIC KNOWN S1 Box Only

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The Chinese Doctor This streat Chinese doctor is well for the streat Chinese doctor is well for the Northwest be cause of his wonderful and marvelous cures, and is today her-aid is today her-

THE C. GEE WO MEDICINE CO. 1621/2 First St., Near Morrison, Portland, Or.

City to Rival Portland in Growing Roses. SEATTLE, Aug. 20.-(Special.)-Two | clares that Seattle is the worst place | street regrade, and the \$161.842 spent for the Jackson-street regrade, have this city a black eye on account of sing recent robberles in the Capitol Hill been without benefit because that part evil rampant. One of them is the Rev. M. A. Matthews, of the First Presby-

Rev. Mr. Matthews Says It Is Worse Than New York and Rev. Mr. Gill Declares It Is Awful Place for Thieves.

PREACHERS SAY SEATTLE IS VERY

section, he says: "They have visited me twice, but overlooked a diamond pin--a gift. I have placed this in a safety vanit, nor would I dare to wear it if I remained in Scattle a hundred years. We are afraid to go out for fear we will bet what we have been left and we are terian Church, and the other is the Rov. J. M. Gill, of the First Methodist Prot-

of the city has been spolled for ordinary purposes by the restricted district. The intervenors accordingly join with Murphy in a prayer for an injunction against the further maintenance of the



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