VISITORS GATHER AT ASTORIA FOR THE FOURTEENTH ANNUAL REGATTA

Top row—H. R. Hoefler, vice-chairman; Herman Wise, chairman; Jack Johnson, chairman land sports; S. M. Gallagher, chairman land parade. Bottom row—C. M. Cellar, chairman grandstand; E. J. Arnold, general manager street shows and concessions; H. F. Prail, treasurer; Norris Staples, chairman water sports.

Astoria's gates are ajar and the air is pregnant with the spirit, "welcome to our city." Tomorrow the fourteenth annual regatta will be on. Already the city is filling with visitors—the advance guard of the thousands who will be here by tomorrow. Everything is complete for the three days of festivities.

Admiral Shepherd of the regatta has presented each member of his staff with a handsome commission that is so nicely gotten up it will be preserved by each as a souvenir. The commission is printed on heavy white paper with a blue star in either corner. The heading is "United States of America" and under it are the code signal flags reading "Astoria expects every man to do his duty," an adaptation from Lord Nelson's famous signal flown during the battle at Trafalgar.

DEMAND SALE OF CITY WATER BONDS AT ONCE, DECIDE ON PIPE LATER

The Federated East Side clubs unanimously resolved at a meeting last night to ask the council to pass an ordinance making possible the immediate sale of the water bonds. It was the opinion of the clubs that the first thing to be settled is the financiering of the bond issue and then it is time enough to think about the material to be used.

At the next meeting adherents of the different kinds of pipe lines will have experts to present the merits of each to the clubs and after a careful investigation the big east side organization will determine upon what material it shall use its influence for.

Opinion was divided at the meeting of last evening, but sentiment seems to lean toward steel pipe.

Dr. Raffety of the water board made a lengthy discussion on the value of steel as opposed to concrete pipes. In explaining his stand on the question Dr. Raffety said:

Not Sure of Concrete.

"As yet concrete is an unproven quantity in this country, and after carefully comparing it with steel I find that the latter is on the whole more satisfactory. Concrete makes a very good and durable conduit, but in order to withstand the tremendous pressure that the new line from Bull Run will have to stand the pipes would have to be reenforced and be built upon a massive scale. This would increase the cost to such a degree that steel would be cheap by comparison.

"Then when a concrete main breaks it is an extremely difficult matter to repair it. Wherever the foundation for the concrete pipe is soft it is at a disadvantage when compared to steel, as the later will bend while the former bears as much pressure as it can and then breaks.

"One of the arguments against the metal conduit system is that it is impaired by electrolysis. Having studied the matter over I am convinced that this can be prevented by laying the pipe upon a foundation of granite or siliconous formation. By doing this insulation is obtained and electrolysis obviated.

"Where pipes run through clay or other soil that forms a conductor the electric current leaps through and leaves holes varying from the size of a pencil point to a half inch in diameter. But wherever there is such a piece of perforated pipe it can be cut out and a new one substituted. This would make the cost cheaper, too, than that of repairing a break in a concrete main.

Council Must Act First.

"The water board is being repeatedly asked why construction of the pipe line does not begin at once. I can say for the board that it is ready today to start work. We are only waiting for the council to act. Before any construction can go on an ordinance must first be passed authorizing the sale of the water bonds; these must then be sold and the money put to the credit of the water board. When this is done work will begin without further delay.

"The city engineer will have a corps of assistants in the field tomorrow to complete plans for reservoirs and grades. By the time the council does its share we will be able to proceed along the lines already mapped out by the engineer's office."

In the course of the evening it was brought out by the speakers that the new reservoir will contain 125,000,000 gallons of water, more than doubling the present capacity.

Speeches advocating concrete were made by Messrs. Resing, Davis and Hodges. President Boise of the Federated clubs, Dr. William Deveny and Dr. Raffety were the chief speakers for steel pipe. The clubs decided to wait until further data is secured before approving any particular kind of pipe. A resolution was passed instructing the secretary to write to Manchester, England, for information with regard to concrete. This city carries water 60 miles through a concrete conduit system.

Bridge Committee Report.

At the opening of last night's session the report of the bridge committee was received. This committee is composed of O. E. Heintz, Frank J. Perkins and F. E. Rice. Three plans were submitted and the third one recommended. This calls for a bridge having an approach on East Water street. The cost of building here is estimated at $550,000. Following is the report:

"We, your committee appointed at your meeting held August 18, 1908, to ascertain if the proposed new Madison street bridge can be built higher than its present elevation for the amount of the authorized bond issue, beg leave to report as follows:

"We find that so far there have been only three plans prepared by the bridge experts for the following locations:

"One from Hawthorne avenue to Jefferson street. This location at Jefferson street cannot be considered on account of the act giving authority to issue bonds requires that the bridge be built at Madison street.

"The second plan is for a bridge from Madison street to Hawthorne avenue, with an approach running to the west line of Union avenue which clears all the car tracks.

"The third plan is for a bridge the same as called for by the second plan, with an approach running only to East Water street. It is the same height, or 23 feet higher than the present bridge; so that at some future time the approach can be extended to Union avenue and clear all the car tracks.

Bids for Piers.

The third plan, with an approach to East Water street on the east side is the only one, in the opinion of your committee, which can be considered, or built for anywhere near the amount of the proposed bond issue. The estimated cost of this bridge is $550,000. The plans call for a first class structure, it being 60 feet wide and the floor to be made of stone blocks on a concrete base, and the piers to be made of concrete and run down deep enough to secure a good foundation. In case the piers of the bridge are changed to a grillage of timbers on top of the piles, which will be similar to the piers constructed for the Morrison and the Burnside bridges, the cost, as stated by J. B. C. Lockwood, will be $50,000 less than the estimated cost, which will bring the cost of the bridge down to $500,000, or near the amount appropriated.

"Bids can be received for both kinds of piers, and it will then be a question for the engineers to decide. If the bids in either case run over the amount of the bond issue, we were informed that the city council has the authority to make appropriations for bridges, and that body could make up the deficiency, if they can be prevailed on to do so. We believe that the bridges over Sullivan's gulch were built under this authority. Your committee did not have time to investigate this thoroughly.

Sell Bonds at Once.

"It is further the opinion of your committee, after investigation, that the bonds should be sold immediately, if possible, and bids called for before business revives in the east, as it is probable that we may get our bridge for the $450,000, or close to it.

"In speaking again of the character of the bridge we recommend, we wish to state that it will have only a 3 per cent grade on the east side and a 4 per cent grade on the west side, which is much less than the grades on the Burnside bridge, and is very reasonable, according to City Engineer Taylor. The bridge, as stated before, will be 23 feet higher than the present bridge, or about 80 feet in the clear above mean high water mark of 28 feet, which height will enable all the river traffic, with a few exceptions, to pass under the bridge during 11 months of the year, and the mosquito fleet and the fireboat at all times.

"In conclusion, we wish to call the attention of the United East Side Push clubs to the courteous treatment extended the committee by I. W. Taylor, city engineer, and J. B. C. Lockwood, consulting engineer, as they devoted considerable time in looking over the plans with the committee."

ROBS CONSTABLE AND POLICEMAN

Pickpocket Queen Gives Officer a Genuine Motion-Picture Chase.

(United Press Leased Wire.)

Reno, Nev., Aug. 26.—Irene Hawley, alias Irene Duff, known throughout the United States as "Queen of the Pickpockets," is in jail today at Sparks after an exciting escape from officers yesterday.

The woman cleverly robbed a Sparks bartender of $90 and fled to Reno, where she was followed and arrested by Constable Malay of Sparks. On a streetcar bound for the latter place Malay missed a diamond pin and his wallet. He stopped the car and ordered a search, but while the hunt was in progress his prisoner slipped out of the car and jumped into an automobile standing near and started at breakneck speed for Sparks.

Hearing of the runaway prisoner Deputy Sheriff Maxwell of Sparks started toward Reno in an automobile to intercept her. When Irene sighted the approaching officer, she jumped from the speeding machine into a pond and secreted herself. The deputy kept on after the chauffeur.

Later the fugitive was found at a road house and arrested. While at the police station undergoing search she slipped a diamond ring from the finger of an officer, but dropped it on the floor by accident.

THREAT TO DYNAMITE A CHILDREN'S HOME

(United Press Leased Wire.)

Oakland, Cal., Aug. 26.—The police here today are searching for the authors of several mysterious letters written to Mrs. I. I. Beretta, president of the West Oakland Home for Children, threatening to blow the home to atoms with dynamite.

No explanation is given for the strange attack that has been made on the home and its directors, unless some fanatic has been aroused over a recent scandal there in connection with the alleged cruel treatment administered two little girls by the former matron, Mrs. Van Wermer. One of the letters states that the home will be destroyed if Mrs. Van Wermer is not removed. She resigned several weeks ago. All the threatening communications are in obscene language and vilely attack Mrs. Beretta and other directors of the institution. They all purport to come from a black hand organization.

MASTER TO ANSWER FOR OWNERS' SINS

(United Press Leased Wire.)

San Francisco, Aug. 26.—Captain H. C. Killman, one of the best-known mariners on the Pacific coast, is today preparing to undergo a severe surgical operation, after which he is to be taken to Juneau, Alaska, to answer a charge of fraud issued out of the United States circuit court there. Captain Killman sailed into San Francisco bay yesterday afternoon on the Charmer, after having been 30 days overdue from Australia.

Deputy United States Marshal Towle arrested the skipper as soon as the Charmer had dropped anchor and he put up a bond of $2,000 and was released soon afterward.

The charge against Captain Killman is that he and officers of the West Coast Commercial company conspired to cheat the government out of a license tax on salted salmon in 1905. The government agents charge that Captain Killman, who was then skipper of the Agenor, sailed from Blind Point, Alaska, to Yokohama without having paid the license tax. Three days after the vessel sailed, say the agents, every member of the company had disappeared.

Captain Killman says he knows nothing about the charges, as he was simply master of the ship.

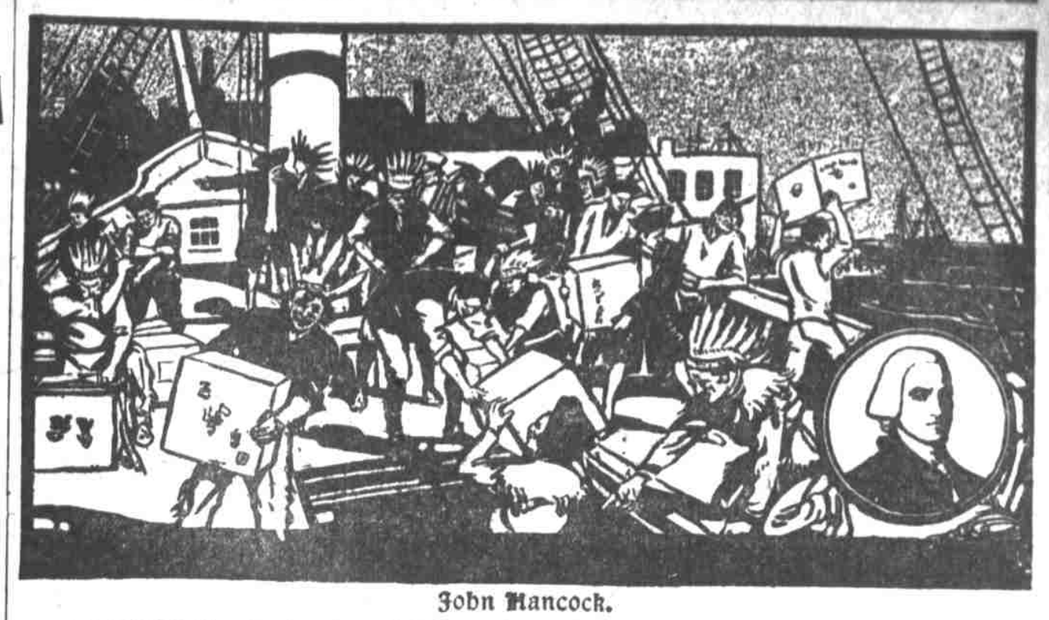
CALIFORNIA PROUD OF WEALTH INCREASE

(United Press Leased Wire.)

Sacramento, Cal., Aug. 26.—According to a report by the state board of equalization made public today the assessment value of all property in the state for the year 1908 is $1,991,554,603, an increase over that of last year of $112,893,868. Such an increase in one year shows that the assessed wealth of the state is rapidly approaching the two-billion mark. The showing is regarded as remarkable in view of the fact that California is just emerging from a period of financial inactivity. In the last two years the combined total increase has been $397,323,026.

The state tax levy is regarded as particularly gratifying. It has been reduced from 44½ cents on $100 to 40 cents. The rate will be formally ratified at a meeting of the state board in September.

India imports sugar in great quantities from Java. It is now looking toward Java for railway sleepers made of d'jatta, or Java teak.



John Hancock.

UPON the Declaration of Independence his name may be read without spectacles. It stands out the strongest, boldest, finest signature.

In the most realistic sense John Hancock pledged life and fortune to finance the Revolution in its earlier stages.

He held investments in banks, breweries, distilleries, stores, hotels, and owned a fleet of ships engaged in the rum, wine and oil trade. The seizure of one of them (*for evading the revenue laws*) precipitated the Boston Massacre. He was strong-hearted, full of enterprise, patriotic and bold of spirit. Over many a foaming glass of Boston Ale and hot punch he often declared, *"I glory in publicly avowing my eternal enmity to tyranny."*

REFERENCES: Hubbard's "Little Journeys" p. 166-169. Proceedings Am. Antiquarian Soc., 15, 325, 327 John Hancock, His Book, page 129.

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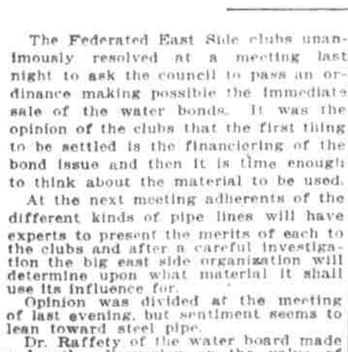

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