

THE REGATTA IS OVER

It Was an Unqualified Success From the First Day.

THE LAST DAY A SUCCESS.

The Races Yesterday Were the Most Interesting Since the Regatta Began.

Yesterday was the last of the regatta. The racing events were all pulled off in grand style, the prizes awarded, and by the time this morning's boats have left, nearly the last of the great crowd of visitors who have been present during the three days of festivities will have left with them.

It was a great success, and great credit is due those who by their untiring efforts worked to make it the successful affair that it proved to be. Due credit will be given those who managed and assisted the regatta, in tomorrow's issue.

The last day of the regatta opened with prospects for a beautiful day. A fine veil of fog overhung the whole bay, but it gradually lifted until, by 10 o'clock, when the Manzanita, with her load of jolly passengers, moved out into the stream, big patches of blue sky could be seen through the fast disappearing fog, and an hour later, a clear sky overhung the whole country from horizon to horizon. The water was in splendid condition for the shell races, which were first on the program, its breeze being untroubled by the slight breeze that was blowing at the time.

Captain Gregory made his guests all comfortable and happy early in the day by telling them that they had the freedom of the ship, and to get right in and enjoy themselves, which they did in good style.

Stutta's band enlivened the occasion with stirring airs and the young people made merry as on the two previous days, dancing to the rhythmic time, British Vice-Consul P. L. Cherry, Judge and Captain Howes, the starter, were on the bridge, and although kept busy keeping time, were not too busy to be as enthusiastic as any one on board during the races.

The first race on the program was the single scull shells from the Willamette Rowing Association. They started from No. 3 buoy and rowed one mile to the westward, the entries being E. Marshall and Mr. Franklin. Prize, gold medal.

It was the first race of this class of boats that had been run since the regatta opened, and to many was a new and novel sight. The water was in splendid condition, being without a ripple, and as the long, narrow shells sped through the water under the powerful stroke of the contestants, it made a pretty sight.

It was evident from the start that Marshall had the best of the race, his stroke being more even and regular than Franklin's. Near the O. R. and N. dock, Franklin nearly fouled the Bandorle, which was lying at the wharf, and further up, near Fisher's slip he had to come to a full stop to keep from running into the dock. Marshall came in over the line at 10:29:50. Time, 7:52-45.

The next event was the double pleasure rowboat race, the starting point being the same as the scull race, at No. 3 buoy.

They made a good start, and kept an even stroke, Kingebach and Brousey getting the lead when the course was half run, which they kept until the finish, crossing the line at 10:52:05, time on the second boat not being taken, as they discontinued rowing when the gun was fired for the first boat. Kingebach and Brousey's time was 9:09.

The third event was the man-of-war race, the Monterey coming out with a six oared gig. Captain Gregory notified the judges that he would not run against the gig unless they gave him an allowance of 15 seconds on each oar, his boat having but four oars. This they would not do, but offered him 6 seconds. It was finally arranged on that allowance, by the Manzanita changing her dinks for the working boat, which carries five oars, thus giving them a time allowance of 6 seconds. The Monterey also entered her whale boat before the race was started. The start was made all right, but from the first it was seen that the whale boat was going to locket, her steering being wild. When off the Monterey, the whaleboat deliberately fouled the Manzanita, and it was a full minute before they could be separated, but the race stopped right there, Capt. Gregory blowing the big whistle on the flag boat until they finally rounded to and came back. The Monterey's gig had a good lead at this time, and would undoubtedly have won the race. When the boats got into line again Capt. Gregory gave the whaleboat coxswain a good scoring, telling him if he couldn't run a fair race he had better go back to his ship, at the same time complimenting the Monterey's gig coxswain on the pretty start he had made.

They finally got another start, going over the bar at 11:23:12, and made a pretty race to the buoy, where the Monterey's gig rounded first, followed 15 seconds later by the whaleboat. It was a pretty race home, the gig and Manzanita's working boat keeping an even distance apart, but the whaleboat losing all the time.

As they came in on the last quarter of the course, the crowds cheered from all sides, whistles blown, and hats and handkerchiefs were waved from thousands of hands. It was a pretty and exciting finish, won by the Mon-

terey's gig in 22:31, followed by the Manzanita in 23:46, and ten seconds later. The whale boat was not in it from the start, she coming in nearly three minutes behind. The prize was \$25 cash.

At 12:09:50 the four-oared scull race was started, two boats in the race, the Atlanta and Williams. They made a good start and made a pretty race to the buoy, the Atlanta finishing first coming over the line at 12:21:45, and the Williams 1 minute and 21 seconds later. Time of race, 12:55. Prize, silver cup.

In the afternoon the sailing races took place, and it was evident from the start that the long sailing course around by the bar would be closed, as the heavy fog that had been gathering off Cape Disappointment all morning had been slowly lifting.

The first race to start was the Columbia River Cannery leader, 13 3/8 knots course, prize, silver cup. J. O. Hanthorn's Blue Jay and George and Barker's Alert were entered, the Blue Jay crossing the line at 1:24:27, and the Alert at 1:26:46.

Following closely on this race was the free-for-all sloop race, the Pearl, Maud K. and Mayflower being entered. The Pearl went over the line at 1:29: the Mayflower at 1:29:59, and the Maud K. at 1:31. Prize, \$100. The Maud K. was a big winner.

Next was the fish boat race, the same boats that participated in Saturday's race coming to anchor. They went over the line at 1:52:40, and with one exception none of them fouled. Tallen's boat became tied up for a moment only, in the sail of another boat lying alongside, but was soon off, showing a clean pair of heels to the boat that got in her way. The prize for the race had been increased to \$20. Charler Westlund won first money, and Andrew Bakka, eleven minutes and five seconds later, second money, amounting to \$16.

The next event was the cannery schooners, four boats being entered. They went over the line in the following time: Salmon Hunter, 2:16:48; Frank Sanborn, 2:17:26; Grace, 2:17:45; and Elena, 2:18:28. The course on this event was the same as the fish boat race, 13 3/8 knots, prize, \$50.

The Whitehall sailing race was the last event, two boats, Dark and Light being entered. This course was a 3-8 knots. Prize, silver cup. Brown & McCabe's "Melville-Brown" won the race. It was a pretty sight when all the boats were under sail, the south tack bringing them close in to this side. As the Astorian extra goes to press none of the boats are in.

In the 100 yards footrace, which took place on Upper Commercial street, J. Buffington won in 11 3/4 seconds.

CRANT PAID HIS TOLL.

"I'll never forget how old Bije Oliver, who kept the toll gate at Washington on the old Wheeling pike, held up General Grant for toll," said a Washington county man the other day. "Bije was annoyed a great deal by the college boys, who drove over by the college, who drove over by the college. They worked upon his credulity, promising to pay toll on their way back. Many a nickel has been lost to the old toll-keeper, for he was a kind-hearted fellow, and often in the race of better judgment remitted the toll until they returned. But the boys, like that letter, never came; they took the other route home, thus eluding old Bije. Upon one of Grant's visits to Washington, during his administration, a young Mr. Smith, who was then in college, took him out one day for a drive. As they came near the tollgate on the Wheeling pike, old Bije caught sight of them. He went out of his house, took hold of the rope, and pulled the pole down, obstructing the road. Smith greeted Bije in a familiar way and said, 'Look here, Bije, we want to go on. You see I've General Grant with me, here.' Bije looked up with a sardonic smile. He had just begun to see through the tricks of the college boys, and was not going to allow himself to be gulled any longer. So he replied: 'I don't give a darn if you have General Grant with you; you'll have to pay toll or you can't get along here.' Then he added in a most sarcastic way with a leer: 'General Grant! You must take me for a fool.' 'Really, persisted young Smith, 'this is General Grant.' But Bije got angry at this apparent impudence, and said, angrily: 'Grant or no Grant, you pay toll. Seeing that he was adamant, General Grant put his hand down in his pocket and, after tossing him a coin, drove on, laughing at the incident. He often related the incident afterward, and it seemed to amuse him greatly."

A BIG SLOOP RACE.

Last night articles were signed by the owners of the sloop Pearl, of Day Center, and Mayflower, of Ilwaco, to race the 13 3/8 mile course gone over yesterday, for \$1000 a side, race to take place within two weeks, under Willapa Harbor Regatta rules. C. J. Curtis was named as stake holder, J. E. Campbell and Jack Grant as judges. In case it is a foggy day, the race will be postponed until the first fair day. There will probably be a number of other races during the month.

BEAUTIES OF ADVERTISING.

Fair Visitor—So you have really decided not to sell your house? Fair Hoet—Yes. You see we placed the matter in the hands of a real estate agent. After reading his lovely advertisement of our property, neither John nor I could think of parting with such a wonderful and perfect home. Pittsburgh, Pa.

Dr. Price's Cream Baking Powder

As sold Gold Medal Milwaukee Fair, San Francisco

OF VITAL IMPORTANCE

The Result of Today's Election Concerns Every in the City.

ITS SUCCESS MEANS WORK.

A Communication From Five Members of the Astoria Water Commission.

On the suggestion of the city's attorneys, Messrs. John H. Smith and Fulton Brothers, the common council has called an election of the tax payers to be held Tuesday, the 21st inst., for the purpose of authorizing the city to institute legal proceedings for the condemnation of the necessary right-of-way to lay a pipe line to Bear Creek, that the city may have a better supply of water.

From several routes surveyed, Mr. A. L. Adams, the hydraulic engineer employed by the commission, has with their approval, selected a different route than is followed by the present pipe line, consequently rights-of-way must be obtained before the pipe line can be laid.

Many of the owners of lands over which the new line runs have granted the right-of-way at almost nominal figures; others ask more than the commission think is fair for the water consumers of the city to pay, and all who are acquainted with land values pronounce their claims entirely beyond reason.

The commission may be mistaken as to these values, therefore they desire to leave the question of valuation to the courts to determine.

One suit has been instituted and judgment rendered for condemnation at a less sum than was asked; other suits can be brought "without" the vote of the tax-payers on the 21st inst., but the "attorneys" have advised this action of the tax-payers and the authorities are acting accordingly.

A pretty fair road will have to be opened along the line in order to haul the pipe, and to travel over afterward in maintaining it. A well-graded road has been constructed along Portland's new water-pipe line, and from this, the idea occurred that a public road might be laid along this line, and kept in repair by the city or by the city and county combined.

The owners of the property between the city and Bear Creek were asked for deeds to a strip of land sixty feet wide with permission to the city to lay a pipe; and if it chose, maintain a highway. So much was asked for the right-of-way on this basis, that the width was reduced to thirty-three (33) feet, still the price asked in most cases seems excessive.

In condemnation proceedings in the courts the city can obtain NO right to open or maintain a "public road," only the right to lay and maintain the pipe line.

With the exception of two small tracts the pipeline does not run through a foot of improved land. In fact, without water or a road, the land is absolutely worthless now, and never would have a value. It is impossible for new works to be put in this winter, but right-of-way can be determined upon by the courts if that should be found necessary, and the line cleared during the winter, for active work next spring. If right-of-way is not secured this fall or winter, next summer may be consumed in the effort to obtain right-of-way and building be again postponed another year.

Neither the present commission nor the city council or a new board of commissioners can build new water-works until the right-of-way shall be determined.

While the tax-payers are the ones who do the voting on this subject, it is the "water consumers," and not the tax-payers who pay the "bonds," and the expenses of the water department. New works can only be built by monies obtained from the sale of bonds, and these bonds, together with the interest must be met by the water consumers, and not by the tax-payers, as many are led to believe.

The question has often been asked: Why this work has not been pushed faster; to this question we can only answer, "Because we have never felt justified in assuming the responsibility of purchasing these rights-of-way at exorbitant figures asked, and without a right-of-way no water-works can be built. Respectfully,

W. W. PARKER,
SAMUEL ELMORE,
C. S. WRIGHT,
J. Q. A. BOWLEY,
H. G. VAN DUBEN,
Members of the Water Commission.
Astoria, Oregon, August 21, 1894.

FISHER BROS.

SHIP CHANDLERS,

HEAVY AND SHIP

HARDWARE.

Wagons & Vehicles in Stock

Far Machinery, Pumps, Oil, Varnishes, Loggers

Supplies, Fishbanks Scales, Doors

and Windows.

Provisions, Flour, and Mill Feed

Astoria, Oregon.

Are You Going East?

Be sure and see that your ticket reads via

THE NORTH-WESTERN LINE.

CHICAGO, ST. PAUL, MINNEAPOLIS

and OMAHA RAILWAYS.

This is the GREAT SHORT LINE

Between DULUTH, ST. PAUL, CHICAGO

And all Points East and South.

Their Magnificent Track, Peerless Vestibuled Dining and Sleeping Car Trains and Motto:

"ALWAYS ON TIME."

Have given this road a national reputation. All classes of passengers, carried on the vestibuled trains without extra charge. Ship your freight and travel over this famous line. All agents have tickets.

W. H. MEAD, F. C. SAYAGE, Gen. Agent, Trav. P. and P. Agt. 245 Washington St., Portland, Or.

FREEMAN & BREMNER, Blacksmiths.

Special attention paid to steamboat repairing, first-class horseshoeing, etc.

LOGGING CAMP WORK A SPECIALTY.

127 Olney street, between Third and Fourth, Astoria, Or.

I. W. CASE, Insurance Agent,

Representing The Following Companies: Great American, New York City, N. Y. Union Fire and Marine, of New Zealand. National Fire and Marine Ins. Co. of Hartford. Connecticut Fire Ins. Co. of Hartford. Home Mutual Ins. Co., San Francisco. New York Plate Glass Ins. Co. Phoenix, of London. Imperial, of London

THE OCCIDENT HOTEL

Is the Best of Its Class On the Pacific Coast.

AN UNEXCELLED TABLE. Rates, \$3 daily and upwards.

The C. P. UPSHUR Co., Shipping & Commission

Astoria, Oregon.

We are selling

The Best Men's Shoes For \$3 to be Had in This country.

That's the pith of the whole matter. We don't guess at the statement either. We know the shoes that're sold at \$3, at \$1.50, at \$4. We've seen the outside—which everybody sees—and the inside, which only the know-how eyes and fingers can get at. There's the test!

Our \$3 shoe is made from calf skin with kangaroo top.

JOHN HAHN & CO.

V. T. SANDERSON & CO., Spile Driving and Wharf Building. WORK GUARANTEED. Residence 769 Exchange Street.

J. A. FASTABEND, GENERAL CONTRACTOR,

PILE DRIVER, HOUSE, BRIDGE AND WHARF BUILDER. Address, box 102, Postoffice, ASTORIA, OR

CHICAGO, MILWAUKEE And ST. PAUL RAILWAY

Connecting with All Transcontinental Lines is the Only Line running

ELECTRIC LIGHTED - CARS BETWEEN St Paul and Chicago.

—AND— Omaha and Chicago.

The Express Trains consist of Vestibuled, Sleeping, Dining and Parlor Cars.

HEATED BY STEAM, and furnished with Every Luxury known in modern railway travel.

For SPEED, COMFORT and SAFETY This Line is Unequaled.

Tickets on sale at all prominent railway offices. For further information inquire of any ticket agent.

C. J. EDDY, General Agent. J. W. CASEY, Trav. Pass. Agt. PORTLAND, OREGON.

A LOCK

Is something you want, if not today, you will want it sometime. We keep carpenter's tools too, and if this weather will only pull itself together you will want plenty of Hardware of which we have a plenty only waiting your call.

J. B. WYATT, HARDWARE DEALER

SANTAL-MIDY

These tiny Capsules are superior to Balsam of Copaliba, Cubebis and Lajations. They cure in 48 hours the same diseases without any inconvenience. SOLD BY ALL DRUGGISTS

ASTORIA IRON WORKS

Concomly St., foot of Jackson, Astoria.

General Machinists and Boiler Makers

Land and Marine Engines, Boiler work, Steamboat and Cannery Work a Specialty.

Castings of All Descriptions Made to Order on Short Notice.

John Fox, President and Superintendent A. I. Fox, Vice President O. B. Prael, Secretary

QUICK TIME

—TO— SAN FRANCISCO

—AND— ALL POINTS IN CALIFORNIA

Via the Mt. Shasta Route of the

The Only Route Through California to Points East and South.

THE SCENIC ROUTE OF THE PACIFIC COAST

PULLMAN BUFFET SLEEPERS —AND— SECOND-CLASS SLEEPERS

Attached to express trains, affording superior accommodations for second-class passengers.

For rates, tickets, sleeping car reservations, etc., call on or address E. P. ROGERS, Assistant General Passenger and Freight Agent, Portland, Or.

ELMORE SANBORN & CO

Cotton Rope, Cotton Twine, Marshall's Twine, Trap and Seine Web, Tanbark, Acid and Salt, Strip Lead, Pig Lead, Copper, Tin Plate, Tin and Zinc, In Stock.

Call on

ELMORE SANBORN & CO

ASTORIA, OREGON

How Are You Fixed for Insurance?

Fire and Marine.

We are agents for the largest and best companies represented in Astoria.

Royal Insurance Co., assets \$21,503,376.00

London Assurance Corp'n 8,630,425.00

Ætna Insurance Co. 10,915,829.00

Western—U. S. Branch, 1,617,195.00

New Zealand Insurance Co., 2,677,819.00

Combined Assets, \$45,403,044.00

ELMORE, SANBORN & CO.

THE BIRD'S EYE

FINAL SALE.

NOW ON.

Clothing, Underwear, Hats, Caps, Boots and Shoes.

The goods are going very rapidly. It will pay you to come around and invest.

600 Commercial St. (Cor. W. 9th.)

ISADORE GREENBAUM, Secy.

You Have Pride In Your Baby

Have pride in your Baby Carriage. Get a good one. Get it here, and that in itself is a guarantee that it's the best and handsomest that money will buy. And the money will buy more here than anywhere else.

HEILBORN & SON.

Str. ECLIPSE,

CAPT. M. SKIBBE.

Makes trips to Gray's River, Thursdays and Fridays. Parties wishing to charter apply on board, at Ross, Higgins & Co.'s Dock, or their office.

A. V. ALLEN, DEALER IN

Groceries, Flour, Feed, Provisions, Fruits, Vegetables, Crockery, Glass and Plated Ware. Loggers' Supplies. Cor. Cass and Squeamogue Streets. Astoria, Ore.

S. H. WILLETT, PLUMBING,

Gas and Steam Fitting, Hot Air, Steam and Water Heating. Agent for Champion Hydraulic Beer Pumps. 179 Twelfth street, Astoria, Or.