ON THE LOOKOUT!



It is well always to be on the lookout. It has often been said that "there Beautiful Weather and a Most are tricks and tricksters in all trades," which makes it essential while buying goods to go to a firstclass One Price House, where goods some very exciting races are marked in plain figures and sold for cash under a low expense direct from the manufacturers, and which All the Wharves Lined With Thousdoes not employ "Boosters," "Cappers," "Runners" or "Puller-isms" at an extra expense of 25 per cent. to the price of your Men's or Boy's Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, Etc.

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In a descrable location, 2 blocks from High School. A BARGAIN.

CHOICE LOTS IN HILLS FIRST ADDITION. On the new Pipe Line Boulevard-Just the place for a cheap home.

A Block IN ALDERBROOK.

STREET CAR LINE will be extended this summer to within 5 minutes of this property—Will sell at decided bargain.

at the invitation of the skipper and judges, and after funch started out with sell more people and the city band. The Astoria musicians played several charming airs during her second stay at anwalk of this property-Will sell at decided bargain.

ACREAGE.

In 5 or 10 acre tracts inside the city limits, also adjoining Flavel. GEORGE HILL.-471 Bond St., Occident Block, HILL'S REAL ESTATE EXCHANGE.

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THE

Excellent Program.

ands of Happy and Enthusiastic Pleasure Seekers.

wear smiling and confident counteances, and their prognosticallons have rought them up to the Pasue level without having gone through a course of government braining. Ever since Saturday they have been predicting beautiful weather, and a spanking afternoon breeze for the opening day, and they lift it correctly. The morning broke with a thick smoke all over the tay and hout the city, but at 9 o'clock just as the Columbine was making preparalight breeze sprang up and in helf an bour swept away all the haze. The sky was almost cloudless and on the river the water hardly showed a ripple. At 10 o'clock the flagship got away into midstretum, and anchored off Flavel's bock fronting several thousand people who fined the wherves and grand stand, and who greated her with cheers as she swung round on her chains and made ready for opening the day's proceedings, the 14th Infantry Band, who occu-pled a space at the back of the grandand made matters lively all morning, and played several popular and classical ns, in a most excellent manner. s ever visited Astoria has delighted all started off close to program time, and thanks to the efficiency of the judges and starters there were no dreary waits. At toon the Columbine ran in to Flavel's lock and after an hour for lunch she started out again for the channel and uperintended op rakions until the conusion of the sailing races. Outside excitement naturally aroused by ome splendid and close contests, the nthusiasm by reason of the magnificent the contesting boats formed the whole distance round the Surse. Scops, schooners, scows, and Whitehalls all of them with generous spreads of canvas and all making good time with a spanking breeze behind them shood out against the blue sky and the Washington hills in bold relief, making attogether such a scene of animation and ever changing conditions that every-body in the vast crowd of on-lookers caught the spirit of the occasion and caught the spirit of the occasion and "made holiday" in reality. At a little before 5 o'clock when Captain Howes announced in a double parrexed report the closs of the day's events with the ar-rival of the old Salmon Hunter off the finish line everybody went away home to decrease and described.

discuss and dream on the events of the day, and to be ready bright and early this morning for a second and even more nteresting program.
On the Alarm, and conducted in good shape by Captain W. E. Farrell, were two Judges, Captain Edwards and Captain Brown, of Portland. They patrolled the middle channel all day between the first and second stake boats and, in addition to the work of watching the contesting boats, performed a great deal of other very necessary work with neatness and disputch, rendering considerable assistance to the officials on the flagship and doing everything that was tasked of them in a sensible and business like way. The little Ida Hazel, looking beautifully trim in her regatta colors, carried Captain Gregory, Mr. Peter Grant, and other regatta officers along from the starting point to the first turning buoy and back from early morning to the close of the

racing. It is unnecessary to add that by a work was looked after in real sallor fashion, and that the genisi skipper of the Manzanita found plenty to do and The Columbine, decloid out from how stern with bright flags and carrying the commodore's pennant on her truck, was a scene of galety and very pleasant social intercourse all day. She left her dock in the morning with a large number of ladies and gentlemen, invited aboard chor and everybody aboard thoroughly enjoyed the delightful experiences of the enjoyed the delightful experiences of the outing. Captain Richardson on the bridge was in company with the starter, Captain Howes, and the flagship judge, Mr. P. L. Cherry, the official time-keeper. Mr. E. J. Smith, and members of the press. Among the tadies and gentlemen on deck were several Portland and San Francisco visitors, Commander Farenholt and Mr. A. B. Hammond and family. Commodore Richardson, it need hardly be said, looked after his guests as only a perfect boost can do, and on this occasion his unfiling courtesy and desire to do the honors of his handsome vessel, in the most complete way, were very marked and very greatily appreciatively marked and very greatily app very marked and very greatly appreciated. The members of the newspaper fraternity particularly are indebted to him for considerable availables in many ed. The members of the newspaper frateristy particularly are indebted to him for considerable arisistance in many ways, and the Astorian is glad of the opportunity to make acknowledgements, Captain Howes was in his element, and in fact two or three times overstepped all bounds by expressing the desire to shoot somebody or something with shotted cartridges. Before the day was over he had learnt about seventeen new ways in o less nearty ovarion as they crossed

by the afternoon events.

Unhappily the day's pleasure was to a great extent marred for some Autorians by the lamentable and most distressing drowning accident referred to at length The action of the committee in placing rallings at either end of the grandstand ashore yesterday was considerably com-

mented on. It was generally undertaood when the benches were erected that a space of awenty feet should be left in front of the stand, out to the edge of a privilege it had been found would dismmode grandstand speciators, as the lowest seats are not above standing ittee's action was perfectly correct The following is the program today: First race-Hose race, championshi

first, \$195; second, \$50.
Second—Gig, rowing; \$40.
Third—Man-of-war and lighthouse cender crews; first, £5; second, \$10.
Fourth—Life bonts (their own crews); first prize, \$40; second \$30. Fifth-Sloops, free for all; first, \$75;

second, \$25.
Sixth—Columbia river fishing bouts;
sailing; first, \$150; second, \$75; third, \$35;
fourth, a suit of clothes, offered by Herman Wise, clothler. Seventh-Siwimming, amateurs

All races will start the same way, viz Five minutes before time, gun shot, to get ready; time to go, second gun shot. Rowing races will start in line.

Salling races, flying start, time to be taken when boat crosses the imaginary line off Flavel dock. All contestants must cross the line as soon after second gun shot as possible, and all not crossing within reasonable time will be ruled out of the race.

The A. F. C. ball tonight will undoubtedly be one of the "star" events of the regatta, and the large dancing floor of fortably filled.

Below will be found a complete and de-tailed account of yesterday's races, with the names of the winning boats, time al-

Whitehalls :-Single Sculls E. Thompkins-1.
J. Barneburg-did not finish.

Tompkins came out in a faitherweight skiff weighing about one third as much as Barneburg's whitehall. The skiff led from the start, and rounded the buoy ten tengths ahead. Barneburg held on till nearly abreast of the Clutsop Mill, and then pulled two the O. R. and N. dock and gave up the race. The judges de-cided to call the race off as Tompkins boat was not entitled to any prize under the whitehall classification. It is not probable that the event will be con tested again

Driscoll and Svendrup (No. 2) 27 min.

T. Onvick and partner (No. 4).

B. Settum and parener 21 sec.—3.
Five blooms entered for this event. They reached the east end of the O. R. and N. dock, when Nos. 1, 3 and 5 dropped astern. The two leading boats hung side by side for several minutes and rounded the buoy together. On turning the stake No. 1 fouled, Settum's boat and dropped ont of the ruce, accompanied by No. 3. leg of the course it had been greatly rewhose crew gave out and pulled into the wharves. On the home run Driscoll and 2 minutes and 8 seconds aboat. On time Svendrup warked away in gay style allow from their opponents, and handling their boat close in shore brough her round with a sweep to the finish line in 27% minutes from the time of starting. The race for 30% second place was the most exciting con-test of the day. No. 5, after being foul-ed, gradually overhauled No. 4, and they raced bow and bow for over a mile. soon as the crowd saw the prospect of a close finish they began to take up the cheering, and the last five hundred yards was rowed amid great enthusiasm. Near-ing the Columbine Settum obtained a lead of a foot, and held it to within about

twenty feet of the kne. Then Onsvik and his mate rose in their seats and by a supreme effort beat No. 5 on their last stroke by 11 inches, the difference in time being barely one second. U. S. L. H. Tenders:-Sculling. Mansanita's crew, 23 min, 10 sec.—I.
Odumbine's crew, 24 min, 11 sec.—2.
Naturally enough, as soon as the 'ready' gun was fired for tols event, overybody became interested, for not only were all the contestants well known by the crowd ashore, but the vessels they represented hall their partiesns in about equal numbers. Nobody was indifferent, for every one was either a Columbine or a Manzanita admirer. Chief Officer Wilkinson, of the Mananita, acted as cox-awain for his crew, while Chief Officer Leighton, of the Columbine, filted the same office for her opponent. As soon as the start was made, the red and white flux of the Columbine's boat forged as the start was made, the red and as the start was made, the red as the start was made and after a few hundred yards had been covered she was leading by about thilf a length. The Manaanita's boys were keeping well together, however, and did not seem soured of their position. In this order the boats rounded the stakeboat, and as soon as their noses the stakeboat, and as soon as their noses were pointed for home began racing in the stakeboat, and as soon as their noses were pointed for home began racing in the stakeboat, and as soon as their noses were pointed for home began racing in the Sanborn closed in on the Alice, and these positions were kept to the finish. On actual running time the Alice carre in I minute II seconds whead of the Sanborn, but the latter's handicap gave

race before the regatta is over. If they do it will be worth going a long way

N. Grant and Barneburg, 30 minutes

were evenly matched, but before the race was over the two life-saving crew men proved that they know the course and the current better than their opponents and their advantage in this respect was added to by a beautiful stroke sustained ateathly throughout. At the Clatsop Mill they were four lengths ahead, and they rounded the busy with a gip of fully double this distance sep-arating them from the Astoria boys. The latter made a bad turn and lost another two lengths through the mistake. The home run was a procession and the leaders won as they liked in 24 minutes

291/2 seconds, nearly 6 minutes ahead of the home boat. Scow Schooners. Hustler, 2 hrs. 7 min. 39 sec .- 1 Effic M., 2 hrs. 9 min. 69 sec.-2. Pacific, 2 hrs. 11 min. 29 sec.-.

Ball, 2 hrs. 23 min, 30 sec.—i. Columbia, (not in yet.) The Pacific got away first followed by the Bell, Effie, Hustler and Courmbia in the order named. They ran in the same positions for the first tack, when the Effic and Boll changed places. Pacific on the second tack fell behind o third place, leaving the Hustler and Columbia making a close race for fourth place. They passed the flagship in this order on the first run around, the Col-umbia and Huaster making a very pretty and close sail as they crossed in front of Hustler's dock. On the second time round all the positions were materially changed. At the Booth cannery the Paciffic spurted afreed in fine style, follow-ed up by the Hushler, and on the second stretch for home these two hoats took the lead. The Pacific kept well ahead but could not shake off the Hustler; which had 1 min. 35 sec. measurement allowance on her. They finished very close to the leader, so close, indeed, the hands down with 4 minutes to spare,

Sloops. Sloops.

Columbia, 1 inr. 37 min. 34 sec-1.

Mayflower, 1 inr. 38 min., 22 3-4 sec.-2

Port, 1 hr. 39 min. 1 sec.-3.

Florence, 1 inr. 42 min. 45 sec.-4.

A. F. C., 1 hr. 55 min. 29 3-4 sec.-5.

Blue Jay, 2 hr. 9 3-4 sec.-6. There were twelve sloops entered for this race, and they made a magnificent sight us they a nod away from the flagship on the first leg. The Mayflower and Columbia were the bottest favorities, and the outcome justified the confiden start in the following order: Mayflower Pearl, Nalad, Florence, Sallor Boy, Col-umbla, Lidy Madge, Blue Jay, A. F. C. Roach, Lady Clare, and Managram. The ond turn in the following lorder: May-flower, ePart, Columbin, Sailor Boy, Florence, Natad, Blue Jay, A. F. C., and Rouch. The Columbia was being handled entendally on every tack, and seemed to be walking away from everythis ahead of her as she raced past the flag-ship throwing up great streaks of foun, and her huge mainsall careening grace fully over in her swell. The Mayflower however, kept her lead shough on the las-

allowinge, however, the Columbia beat Cannery Tending Schooners. Frank Sanborn (Elmore) 1 hr 48 min.

30% sec.—1.
Alice (Booth) 1 hr. 54 min. 8 sec.—2.
Hattle (Kinney) 1 hr. 57 min. 25 sec.—3.
Salmon Hunter (Harrington).

Gruce (Bootth.)

There was a great deal of excitement ver this event, and all the cannerymen and their employes watched every move of the vessels with the greatest interest throughout. The Alice was a great favorable in anny quarters, though several believed that the Sanborn was able to beat her in the stiff breeze that was blowing. They crossed the line-Grace, Alice, Salmon Hunter, Sanborn, and Hattile, and kept the same positions till nearly haif way round the first course, when the Alice overhauled the Grace and took the lead. Molking the third tack the Sanborn ran ahead of the Salmon Hunter and passed the Grace, while the Hat-tie closed in on the Salmon Hunter. They passed the flag ship on the first turn-AEce at 2:50:06; Samborn, 2:51:34; Grace 2:52; Sulmon Hunter, 3:1:06, and the Hat tie at \$:1:23. Immediately after passing Flavel's dock the steamer Mendell ran clean across the bows of the Grace and stopped dead square in front of her. A collision resulted, and before the Grace got away her mainstil was torn out of her and she was disabled. She ran in

could have been wrapped up in with considerable canvas to spare, for this event, and all of them carried it well. They crossed the line—Defender, 1:28:46; Meiville Brown, 2:0:10; and Harbor No. 22, 2:0:29, and did not change their positions the whole way round. The course

for this ruce was not doubled, and it was the first of the salling contents to finish. They ran down home before a spanking the line as follows: Defender, 3:03:22; Melville Brown, 3:5:33; and No. 22, 3:18:18. After the races last evening the In-fantry band delighted a large number of people with an open air concert on Flavel's dock. The city was brilliantly illuminated all night, and the sireets were crowded this a late hour. It has been suggested that tomorrow

eventhing the executive committee prepare a water pareant and procession of the same character us that given during the cantennial. The sight would certainly be a magnificent one, and the regatts is halding so well that several leading citizens are prepared. It is not become citizens are prepared, it is understood, to subscribe liberally boward defraying the expenses of such an exhibition.

An incident worth noting is the arrival of the State of California yesterday morning. She came in on the morning of the Consental celebration and passed of the Consennal celebration and passed out at its conclusion. She got here in the to blow the first whistle that ushered in last year's regards, and she went out on the concluding day. She saluted the city yesterday morning, and will in all probability leave out just as the festivities are being brought to a close. The skipper of the State evidently knows a good thing when he sees it, and he seems to be turky enough to tumble into a great many of the pleasures. hie such a great many of the pleasures of life through fortunate coincidences. The exhibition given by the Fort Canby

Lafe Saving Crew just before noon yes terday was most interesting, a very great noveley to several hundred visitors The boat was turned over twice and fine time was made on both tests. The first roll with closed ports was completed in 31 seconds, and the second with open ports in 114 seconds. A message from the Portland weather bureau to the Astorian late last night predicts fair weather for today with cool, respening winds in the after

The Axtorian is an established institution It was here jesterday, and last week, and twenty years ago. It will be here tomorrow, and next year, and twenty years after that. It is of known circulation-twice as great as all the other papers in this city combined-and your advertisement is always read. Our advertisers are not fools. They advertise in the Astorian liberally and well because it pays.

KILLED ON THE RAILROAD,

Dwight Himman Meets Death in the Fog.

Early this morning while riding on his bleyele, Section Foreman Dwight Hin-man, of the Ilwaco Railway and Navigation Company, was run over by an en-gine and received such injuries as re-

The morning was thick and forsty, and Hinman was going ever the track on his rairout bleycle and did not hear the approaching train. The engineer could not see the man and was not aware of his being on the track. When too late, the figure of Hinman toomed up through the mist just ahead of the engine. The inevitable crush came and Hinman was plotely savered below the knee. The train was stopped as quickly as possible and the man carried to liwaco, where he was placed in the depot. Three phy-sicians, Drs. Fenton, Gosnell and Parks, who were on the train, did everything within human power for the suffering man, but shortly before noon he died man, but shortay before non he died from internal injuries, while being trans-ported to the mospital at Astoria.

Mr. Loomés, president of the railroad, says that he has frequently cautioned

Hinman about using the bicycle, and on this particular morning told him that the train was due in a few moments, and he had belter not attempt the trip. Hin-man, however, who was late in getting to his work that morning, disregarded Mr. Loom's instructions and stating to the man in charge of the bicycle that he had permission to use it, procured the machine and started down the road ahead of the train. The result is ol-ready stated. Himman, who is about S years old, leaves a wife and four children, who are naturally very much depressed over the affair. The reiroad company have purchased a casket and will bear all expenses of the funeral. will bear all expenses of the funeral.

Himman had the reputation of being out of the best men on the road and was very popular, both with the officers and men on the line.

The body will be returned to Ilwaco this morning for burial.

FISH BOAT RUN DOWN.

The Ocun Wave Swamps a Boat Near

On the Sunday night trip of the Ocean Wave up the river, an accident occurred which cost two men their fives. As the steamer neared Steka size ran over a fishing boat and the occupants were thrown into the river, struggling in the darkness. The first intimation the offi-cens of the steamer had of the ead event was the cries of the men and the grating of the boals as they came together. The engine was stopped immediately and backed, and the crew of the steamer were fortunate enough to pick up all but two of the men. The fishing boat was also captured and taken in tow. The captain of the Wave turned this bout about and carried the men back to Ra-cier, where they belonged.

The party were on their way to Astoria to attend the regasta and cirried no light in their boat, having understood that the steamer had passed. This was the cause of the Ocean Wave not seeing The whitehiells sported sails that they could have been wrapped up in with could have been wrapped up in with part of the fishermen who were sailing considerable convas to spare, for this

Highest of all in Leavening Power.-Latest U.S. Gov't Report

