

FIFTH ASTORIA REGATTA

THAT 100 regatta will go down in the history of North-west sports as the greatest event ever held. The preparations for the carnival have required the undivided attention of 100 twenty-five members of the regatta committee, and a most elaborate program has been arranged. The festivities are as numerous as they are interesting, and visitors will see the finest sport on water and land that has ever taken place on the coast.

The carnival will begin on the morning of August 12 when the royal yacht, carrying out most gracious queen and prince, it will make its triumphant entry to the harbor. The ship of state will be accompanied by the marine escort and the grand fleet will pass in review before the visiting dignitaries and the assembled multitude. After circling before the ship, the royal yacht will proceed to the grand stand, where Master Burgin will deliver the ceremonial proclamation of alliance. Here the march will be ordered and, surrounded by her escort, will ascend to the throne. When she has taken her seat, Governor Ford, who will be in attendance with his uniformed staff, and the yeomen-at-arms will deliver addresses. During these exercises the queen will be surrounded by a brilliant court and pageant, and the royal ballboys.

The first of the races will then take place, the while the First Regiment hold the ground noted.

Early in the afternoon the imposing military and civic procession will form and march toward liberty. First will come the grand marshal and his staff, then will follow a platoon of police, the military band, the revivals committee, and Mayor Ferguson and the visiting dignitaries in harness. In a grand chariot of flowers, attended by her court and the Manila guards, will come the queen. This will come the float representing the brotherhood of man, a magnificent representation of the queen of the American flag, escorted by the First, Second and Third companies of the Oregon naval cadets, a staff from one of the United States life saving stations, the Chinook and Albatross bay Indians, the native dress community, by Capt. White Chief, his, an Indian chief, and his, in length, escorted by sixty Indians. In Oriental costumes, the civic societies in uniform, with apron, pins, boots and hats, several colored school children.

This magnificent parade will march through the principal streets of the city, and then proceed to the grandstand. Admitted U. S. Troop, with his drum, will take his place on the floatship, the judges will line up, the boats and the sailing events will begin.

To attempt to emigrate the many crews would require more space than can be here accommodated. Among the most interesting will be the crews and whale-able names, participated in by crews from San Francisco, Portland, Vancouver, H. C., and Astoria. These races will be intensely exciting. One of the prizes is the elegant trophy donated by the merchants of Portland.

Not the least interesting will be the races between fishboats, sloops, scows, schooners and gasoline and steam launchers.

The contest which doubtless will attract the greatest interest is the tug-of-war. Four crews, two composed of Columbia river fishermen and two of Indians, will try conclusions in lifeboats. This event will be pulled off in heats and may extend over two days. These contests will be interspersed with tub races, log-rolling contests and other amusing events. The life-saving crews will give daily exhibitions, and net-laying contests will take place, that visitors may see just how the famous Columbia river fisherman operates on the water at night.

The Indians and Chinese are taking a

in nature left to the artist. Several crews of Indians will be pitted against each other in a trial strife upon the water and Chinese boats passed distributed to by steam from (river mercantile houses) will afford no sort of amusement. The Indians and Chinese have no idea to amuse away their and their world must wait upon them in the eye of the contest for supremacy. While these events are in progress will make do with the river bottom from bank to mound in front of the stevedocks.

The mud bats are always sailing and will probably occur after the ships leave and come from the Magistrate's Volcanillo and Ferry are sent away. They will catch the wind from the life-saving crew, the "dark bird" and the man in the rain. While these boats are going around the coast the sailing can be well met.



Another event of great interest is the relay race on skis, to which all the best skaters in the F.I.C. have entered. This will take place on the morning of August 22 and after the meeting Professor Carlson will make a balloon ascension and parachute jump. He is known as one of the most daring aeronauts in the world, and will make his parachute from a large crowd of the grandstand.

The pilot balloons Isaac and Joseph Fichtner will give exhibitions during the carnival, and they promise to be very interesting.

The land sports have not been neglected for the aquatic events, and Chinese and Indian bicycle races, tug-of-war between representatives of different nations and trick riding have been arranged for. The afternoon of August 22 has been given up entirely to field sports of all kinds, principally among which will be the football game between Indian and white teams. The field sports will include high and broad jumps, weight and hammer throws, turtle and sack racing, wheelbarrow races, aerial performances, pillow contests, Finnish national sports and Indian and Chinese sports. These latter events will all take place to the accompaniment of unique music.

The grand concert and ball will occur on the evening of August 19, and will be the most magnificent function of its kind ever given in the Northwest. The queen, with her court and (pageant) will be in attendance, and the pretty custom of re-entrancing the former carnival queen will be observed. Elaborate preparations have been made for this event.

Probably the most interesting feature of all will be the marine procession, which will take place on the night of August 21. The display will be a grand one and over 20 Columbia river craft, from police steamers to the pretty fishing boats, will be in line. All the boats will be fully illuminated and the procession, headed by the United States steamer Perry, Cleburne and Mangonia, will move along the harbor for several hours. During this time great bonfires will burn far out on the river. A great illuminated sea-rocket will be one of the features of the parade. Spectacular scenes of warship will be given, and a life-like representation of the destruction of Admiral Cervera's fleet will be shown. While this is taking place 10,000 worth of fireworks will be set off. The marine procession alone is worth a whole bunch of miles to see.

On the evening of August 22 the Indian show will take place. An exclusive program, including song and soap dances, has been arranged.

Sunday, August 25, an excursion to Seaside Beach will be given. Trains will leave Astoria at 8:45 a. m. and, returning, leave Seaside and Clatsop Park

sharp basis of the wheels would keep people awake at night. Farmers objected, on the ground that the use of horses would be done away with. The opposition was very strong, but the locomotive is now an indispensable adjunct to civilization.

The *Asterias rugatus* had quite as much opposition as the *Lernaeaceae*. Business men told they did not feel disposed to contribute \$400 or \$500 every year for such an expense, and many other reasons were given why it should not be held. But it is now a permanent feature of North Pacific sports and grows in magnitude with every year.

The idea of an annual regatta originated with Mr. E. J. Smith, a well known newspaperman of this city. While city editor of the Morning Astorian in 1894, he advocated the carnival and found an enthusiastic co-worker in Mr. Frank M. Gunn, then clerk at the Occident hotel. Mr. Gunn had always been foremost in advancing legitimate athletics, and as secretary of the Astoria Football club, he was instrumental in interesting that popular organization in the regatta.

With the assistance of Mr. Smith and the Astorian, Mr. Gunn went to work. He explained to the merchants that thousands of people would come to Astoria to view the races, and that, while it should not be the spirit of the promoters to get their money from the victors, nevertheless they would be richly compensated in the general good that would

The people who attended that carnival will never forget it; yet it was insignificant when compared with the regatta of 1908. But it was a regatta; we here in Oregon could have such events; we had a place to hold them, and we were happy to think we were self-entertainers. Prior to 1904, if Oregonians wanted to see good aquatic sports, they were compelled to go to California, but the Astoria regatta did away with that necessity. We had no queen—no illuminated parade, but we had some races on the grand Columbia, and we were satisfied.

Mr. Smith's dream had, to a certain extent, been realized.

The second annual carnival was also under the direction of the Astoria Football Club. Greater preparations were made and the carnival was extensively advertised. A deplorable accident occurred during the first day's races, and served to lessen the pleasure of the regatta. The ship *Minogram*, while sailing in the races, swamped, and three of the dozen men aboard her were drowned. This was the only accident that ever took place.

Since 190 the regatta has always been looked forward to with interest. When some of the merchants of the city were at times opposed to holding it, owing to adverse business conditions, it was realized that the festival should not be allowed to go by for a single year. The wisdom of this has been demonstrated, and the regatta is now a permanent feature.

The preparations for the 186 carnival have been more extensive than ever before, and the regatta this year will be the biggest ever held on the Pacific coast. Nothing has been left undone to insure its success. The program is replete with interesting events, and those who come to the city during carnival week are assured of a pleasant stay. All the swiftest yachts in the Northwest will be here, and rowing crews from San Francisco, Portland and the Puget sound cities will take part in the best races ever seen on the coast. The program of land sports eclipses that of any former year.

THE CARNIVAL QUEEN.

The idea of a carnival queen was first suggested by the Morning Astorian, in 1881. This pretty custom is in vogue in California cities and is always an interesting feature at the festivals. The first queen of the Astoria regatta was Mrs. William G. Goodell, one of the most popular young matrons in Astoria. Mrs. Goodell reigned during the 1887 regatta and right royal were her subjects. The first queen was selected by the committee. This year the queen is to be selected by ballot, and great interest has thus far been taken in the voting. The leading candidates are all beautiful and popular ladies, and their supporters are working hard.

If the plans of many of those interested in the carnival are carried out, the queen next year will be selected by vote of the entire state. It is the intention to call the carnival the Oregon Annual Regatta, and every city, town and village in the state will be allowed to vote for its queen, each town to vote for home candidates for the distinguished honor. Of course, Portland will be handicapped, owing to its large population. Were the franchise not handicapped in some manner, the other Oregon towns would have no chance of electing a queen. The queen's attendants will also be selected from the state at large, and in this way every town will be represented. The queen will be selected by ballot, a small price—probably one cent—being charged for each vote. In this manner, \$5,000 or \$10,000 could be added to the fund. This matter, however, will be decided upon by the 1900 committee.

THE REGATTA COMMITTEE

No one but a member of the regatta committee has any idea of the work that is required to make a success of the carnival. First, subscriptions must be solicited. This task is nearly always assigned to Colonel E. C. Hughes. He is very popular among all classes, a willing worker and never becomes discouraged. He seems possessed of a faculty to induce people to subscribe, and the list is always well filled at the conclusion of his labors. Colonel E. C. Hughes was assisted this year by William G. Gosslin, and both gentlemen have devoted much

OPENING EXERCISES 189

at 5 p. m. The very low rate of 20 cents for the round trip has been secured by the committee. An excursion train will leave Portland at 5 Sunday morning and arrive here in time for lunch. It will then

Among the features of the excursion will be a climb to the beaches where all the competitions and racing events will occur. The military band and all the carnival dignitaries will make the trip to the beaches. Among the features of the excursion will be a climb to:

The rates from Portland to Astoria during regatta week are as follows:

Round trip, by rail or water, \$1.50. Tickets are good from August 18 to August 25. Greatly reduced rates are made by all lines running into Portland from other Northwest points, and will be quoted in time to allow intending visitors to make arrangements to see the entire regatta.

An A. & C. train will leave Portland at 4 a. m. and 2:30 p. m., and it is probable another train will leave at 7:30 p. m. Trains will leave Astoria for Portland at 4:40 a. m. and 9 or 9:30 p. m. The boats will arrive and depart as at present, unless other notice is given.

HISTORY OF THE RELATTA

When, many years ago, an English inventor constructed a steam locomotive and gave it a trial before the people, they cried him down. The idea was unnatural; the smoke would kill the birds of the air—the rumbling of the wheels and the