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the Winter's amusements. A glance at the programme for this evening's concert, which appears elsewhere, will disclose a selection of unusual excellence, and indi-cates the highly artistic character of the music which the public will have an opportunity to hear. Admission complimentary to all.

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THE SECOND FLUKE

Again Lack of Wind Prevented a Yacht Race.

COULD NOT FINISH IN THE LIMIT

When the Drifting Match Was Called Off, Shamrock Was Half a Mile Ahead of Columbia-British Hopes Are Higher.

NEW YORK, Oct. 1.-Today's attempt to sail the second of the present series of international yacht races for the blue or international yacht races for the blue ribbon of the sea proved a dismal failure. Between 25,000 and 20,000 people who composed the pleasure fleet off Sandy Hook Lightship, in hope of seeing a repetition of the thrilling sport of Saturday, witnessed instead more of a drifting match than a race. The wind was exceedingly light and variable, at times falling so low that the gossamer wind pennants, which are as light as thistle down, hung limp against the masts of the big single stickagainst the masts of the big single stickers. The wind, with crews lined up on the lee ralls, was not sufficient at any time to make the racing machines heel to their lines. At the end of four and a half hours the two yachts covered less than one-half of the course of 30 miles, and as there was no possibility of their finishing within the time limit, the regatta com-mittee declared the race off. When the gun was fired announcing

this decision, the challenger was about a half mile ahead of the defender, and to that extent today's trial was a victory for Shamrock. But the fluke today dem-onstrated little as to the question of supremacy between the two boats, except perhaps that Sir Thomas' new champion is more dangerous in light airs than was supposed after her two former meetings with the white flyer to which the patriots are pinning their faith. In flukey winds of variable strength, shifting, as they did today, through six points of the compass, luck cuts almost as much figure as model and seamanship, and today fortune was undoubtedly with the challenger. The course was an equilateral triangle,

10 miles to the leg, the first leg being a beat due east into the wind. The Yankee skipper at the start outgeneralled his adversary in a splendid piece of jockeying, crossing the line in the windward berth 12 seconds ahead of the Britisher. This advantage Columbia held for two hours, while both yachts steered far off the course to the southward, looking for a streak of wind that would profit them. Finally Barr declined longer to continue the vain quest. He put his helm down and headed inshore or the starkbard trade. headed inshore on the starboard tack. Shamrock, at this time, after both had been salling in the same course, was a beaten boat, and her skipper could afford to take a gambler's chance with fortune. He held doggedly on and fortune smied upon him. Within five minutes he got a breeze out of the south which ruffled the crestless seas and watted him like a chost through the Columbia's weether. ghost through the Columbia's weather.

Could Not Depend on the Wind. But this was not his best piece of good fortune. After this reverse, Columbia, slipping through the seas at an astonishing pace, had worked out ahead of Shamrook, but to leeward. When the two yachts were in this position, about two miles from the first turn, a cant of wind threatened to blanket Columbia, and, to avoid such a possibility, Barr went un-der Shamrock's stern. Just as he did so, the wind hauled around more to the south, knocking Columbia's head off, and to the astonished spectators she seemed headed almost back for the lightship at the starting line. The golden boat, fa-vored by the same breeze, was headed in exactly the opposite direction. Then the wind shifted again, and when Barr got Columbia straightened out he was a third of a mile astern. In this position the two boats rounded the first mark, Shamrock three minutes and eight seconds before Columbia, or a gain for Shamrock in the beat to windword, adding the 12 seconds which Columbia beat her over the line, of three minutes and 20 seconds,
During the next hour, in a close reach

for the second mark, the yachts were able to cover about four or four and a half miles of the remaining 20, and as only 50 minutes then remained before the expiration of the time limit, the race was de

After turning the mark the experts ight Shamrock increased her This gain may, however, be accounted for by the fact that she carried a large reaching sail, while Columbia was working close to the wind with a small baby fib topsail, a mere handkerchief compared to Shamrock's largest. When the excursion fleet headed for

home the only real excitement of the day occurred. It was the race for New York. Tonight both the Yankees and the forelgners are praying for a good stiff breeze Thursday, when the next race will be

Always optimistic, Sir Thomas Lipton was today in the best of spirits. He

"I really do not see anything definite yet on which to base an opinion of the two boats. Shamrock was leading when the race was declared off, but there is nothing to brag about in that. Today, while the winds were very light, there was little fluking, therein differing from last Thursday's breezes, which in spots falled utterly, each boat in turn striking dead calms. After the showing made thus far by both boats, I should not hesitate, if I were a betting man, to lay even money on Shamrock. Both boats were handled today to the best ability of the best men each country could produce. I don't think there's a better skipper in America than Captain Barr, of the Co-

Sir Thomas expressed himself as peronally in favor of racing every day, provided any suggestion looking to that end Captain Bob Wringe, who stands by

Sir Thomas on the bridge, when asked if he considered Shamrock's chances bet-"I can't say her chances are better, for they were never bad."

E. D. Morgan, who, with a party of friends, remained for the night aboard

e Park City, inside Sandy Hook, said

'Today's race was merely a succession of flukes. The challenger merely was more fortunate than Columbia in catching the fitful puffs of wind. I regret extremely the outcome, because we were all anxious to see what the boats would do on the triangular course. But as it is, we are now no wiser than before."
Captain Barr was extremely reticent.
Absolutely no expression could be obtained from him upon any point further than regret over the miserable racing

While there was no meeting at the New York Yacht Club tonight of either the challenge or the regatta committee, it was intimated that the cup committee the club and the representatives of the veyme

Royal Ulster Club might have a meeting in the near future, with regard to having the yachts raced on consecutive days. This was done two years ago after a number of postponements because of lack of wind.

Particulars of the Race. When the string of signals was hoisted on the committee boat indicating the course, the rival racers were circling

about the lightship, performing nearly every known variety of marine maneu-vers. Shamrock was clothed in a brand vers. Shamrock was clothed in a brand new suit of light weather sails, admirably out and of marvelous fit. Columbia, however, was obliged to content herself with the same old suit that carried her to victory Saturday. Before the start Shamrock holsted a tiny jih topsail, perhaps the smallest ever carried by a cop yacht. It answered its purpose capitally as a storing sail and proved of great advantage in a day so prolific of flukes and in the doldrums.

The preparatory gun was fired at 10:45.

The preparatory gun was fired at 10:45 At that time both yachts were on the port tack, standing to the southwest, with Shamrock in the lead and Columbia in wake. Ten minutes later the bang of the warning gun was heard and Co of the warning gun was heard and Co-lumbia, wearing around, trimmed her sails on the tack, Shamrock crossing her bows. Columbia took good care to se-cure the weather berth and 10 seconds after the starting gun, which was fired at the dot of 11, she crossed the line on the starboard tack, ahead and well to windward. Shamrock luffed over the line a few seconds before the gun was fired and was recalled by the judges' boat and had to put back. The official time of the start was:

Luck was with the American boat at first, for a fortunate catspaw struck her and enabled her to head up a couple of points higher than her opponent. This gave her a commanding lead, Shamrock meanwhile scarcely moving through the water, and appearing to be dull and log-gy. Shamrock went on the port tack 15 minutes after the start, Columbia fol-lowing immediately. Once again the American boat showed her superior smartness in stays, coming about quicker than her rival and gathering way as soon as her head sheets were trimmed down. At 11:30 both yachts were pretty nearly becalmed, Columbia having a lead of

about a quarter of a mile.

At 11:30 Shamrock went on the star-board tack, Columbia following, and then a lucky streak filled Shamrock's sails and gave her an appreciable lift. At noon both yachts were on the port tack, almost becaimed. The club topsails and jib top-sails were the only sails that puffed out responsively to the stray streaks of air. The big mainsails flapped as the yachts rose and fell in the long easterly roll and the luff of the headsalls quivered. The result was that the yachts barely had

Shamrock in the Lead. Then the unexpected happened. Wafted along at a fine clip by a stray puff, Sham-rock overhauled Columbia and at 1:15 she was so close that Captain Barr bore down on her in order to kill her wind, as he had so often killed the wind of Constitution. Shamrock went on the port tack immediately, followed by Columbia, and in another minute the Britisher was ahead and to windward. The wind now became more southerly. Both yachts set reaching jib topsalls, eased off sheets, steering a direct course for the mark. Then Shamrock forged ahead and got in-to the doldrums, while Columbia got a slant of wind and at 1:55 passed Sham-rock. Then it was Shamrock's hum. rock. Then it was Shamrock's turn to get the benefit of a breeze and she came along and planted herself on Columbia's weather quarter, crawling up on her un-til at 2:08 thy were neck and neck, with the British boat to windward, blanket-ing her opponent. To escape from this blanket, Captain Barr sent Columbia on the port tack at 2:12, but luck was against her and she lost every breath of the fickle wind, as well as steerageway, and it was nearly two minutes before she got away and filled away on the starboard tack again, and by that time Shamrock was too far ahead to be overtaken. The first mark was then close at hand and the yachts tacked around it as follows:

 Shamrock
 2:41:36

 Columbia
 2:44:44
 Shamrock had beaten the defender three minutes and 20 seconds in the first 10 miles, and try as Columbia would, she was unable to lessen the wide gap that sep-arated her from her antagonist. She held her luff hunting for wind, but, failing to find it, dropped slowly astern, until the gun from the committee boat brought the contest to an end, with nearly a half mile of blue water between her and the golden boat of Lipton.

British Hopes Are Rising. LONDON, Oct. 2 .- The morning papers indulge in little comment on the perform-ances of Shamrock II and Columbia yesterday, although these performances are held to confirm the impression that the challenger would show better on the tri-angular course, and is apparently improving her form, her work in yesterday's

the string great satisfaction.
"It looks as if she were only beginning to show her best form," says the Dally Graphic. "If that is so, the abortive races may prove in the end to have been stepping stones to victory." It is generally conceded that Sir Thomas Lipton's chances of lifting the cup look brighter. Mr. Hamilton, editor of the Yachtsman has declared in an interview that he thinks the chances of the challenger win-ning the cup are "remarkably good, providing she gets only ordinary luck, al-though, with a strong wind aft, Columbia is a marvelously fast vessel.

LYNCHING AT HELENA.

Masked Men Took Brady From Jall and Hanged Him.

HELENA. Mont., Oct. 2 .- James Edward Brady, the man who committed an unusually brutal assault upon 5-year-old Ida Pugsley, in Helena, yesterday, was this (Wednesday) morning, about 1:30, taken from the jail by a mob and hanged to a telegraph pole in the Haymarket Square, about three blocks from the jail. The crowd was orderly and after the man had been hanged it quietly dispersed. There were about 200 men engaged in the affair, and they were all masked. They attacked the jail door with a battering ram and it soon yielded. On gaining admittance, they demanded the keys of the jailer at the point of a gun, and threat-ened if he did not yield the man up they would kill him. The jailer then got the man out of his cell and he was given to

man out of his cent and he was given to the mob. When they first took him, Brady asked: "What is it, gentlemen?" The march to the hanging place was quiet. Brady was given a chance to say a word. He declared that they had the wrong man, although he had been positively identified by his victim and a score of other people who had seen him with the child. He also asked that some money that was due him from the Montana Cen-tral Railroad be sent to a niece, and then he was pulled up. The end of the rope was tied to the pole and the crowd dis-persed. Later, Sheriff McConnell cut the body down and placed it in a coffin. There will be an investigation today.

Haytian Revolution Suppressed. KINGSTON, Jamaics, Oct. 1.—Official advices from Hayti report the suppression

A Correspondent Describes Brooklyn's Maneuvers.

EVANS AGAIN ON THE STAND

Captain Sigsbee, of the Scout St. Paul, Told of Delivering Messages to Schley, and of the State of the Wenther.

WASHINGTON, Oct. 1.—The Schley court of inquiry made good headway again today, concluding with Admiral Evans and hearing three new witneses, although

was a long time before that. As to the conversation I never said anything to the effect that Captain Philip had run away or attempted to run away. On thinking over last night what did occur with ref-erence to the Texas, I think Commodore

Schley and I discussed the position of the Texas when the fight began. The Texas was lying with her head to the east when the engagement began, and she turned with starboard helm and headed off in the same direction as the rest of us. She fired first with her port battery, and then put her helm to starboard and headed in the same direction with the rest of the ships, I think that question I discussed with Commodore Schley, but I cannot be sure of it. That I ever intimated that Captain Philip attempted to run away with the Texas is preposterous on the fac-

"Did you have a conversation with him on the same day at the same place and at the same hour, or at any other place, in which you used substantially the following language: 'I shot the bow off the Pruton, the stern off the Furor, put my helm to starboard and raked the Teresa and knocked out the Vircaya?'

"To the best of my knowledge and be Hef. I never used such language."
"Were not the commanding officers called on board the flagship Brooklyn by signal on the morning of May 29, after the Colon was discovered?" "They were."

Hold up your hands, and be quick,"

The Mayor did not like the gleam of

same: "I won't."

Then the robber was enraged and he threw down the slouch hat he wore and commanded the Mayor to throw his money and valuables into the hat. The Mayor looked around for assistance, which did not arrive, and he tossed his valuable with watch but the hat.

right hand into his hip pocket and his purse, containing 36, followed the watch. There was only a short distance between the Mayor and the footpad, and the latter ordered His Honor to stand back. Then the robber skillfully transferred the appeared

"The robber had the drop on me and I had no weapon with which to defend my-self," said the Mayor last night to un oregonian reporter. "I had so submit. He kept me pretty well covered with his revolver all the time he was with many revolver all the time he was with many and the trolley car and came to the city and spoke before the Clerks' Association, and I was sorry that I was a few minutes late. The robber did not injure me in

description of the robber, they stated that he was a young man, wearing a slouch hat, black mask-probably a handkerthe Brooklyn when we assembled, and chief with holes made for the eyes-and

Santiago. I do not recollect any special to show the city authorities the need of conference. I don't think it was in the more policemen, and it is understood that nature of a conference. I do not recollect representations have been made to members of the City Council to get additional

SUMMARY OF IMPORTANT NEWS.

Schley Inquiry. new witnesses were Captain Sigsbee, T. M. Dieualde, a correspondent and Sampson's clerk. Page L.

Page 1. The Brooklyn's loop was described, as seen from the Texas. Page 1.

in the time limit. Page 1. When the race was called off Shamrock was half a mile ahead. Page L.

Venezuela is zending more troops to the Goajira frontier. Page 2. Pro-Boers in Bermuda aided Dutch war prison-

ers to escape. Page 2:

The Cabinet discussed Muckay's Pacific cable scheme. Page 2. Prominent names are mentle with the Heistano affair. Page 2.

nor by New Jersey Democrats, Page 3. Sport. Portland won from Spokane by a score of 11

to 4. Page 3. Diodine lowered the Northwest trotting record at North Yakima, Wash. Page 3. Lester Reiff's license was suspended at New-market. Page 3.

ward journey today. Page 4. Plans are about completed for the opening of Fort Hall, Idaho, Indian Reservation.

mportant decision regarding the sale of lands, on which payments are overdue, by the Ore-gon State Land Board. Page 4. Jeneral conference of the Episcopal Church opens today in San Francisco. Page 5.

Mrs. Weatherred is doing great work for the 1905 fair at Buffalo. Page 3. Commercial and Marine,

iquidation in Sugar the feature of the New York stock market. Page 11. erman owners christen their ships in hor of Oregon and the Columbia. Page 5. teamship Kvarven clears for the Orient.

Cean freight market dull. Page 5. Portland and Vicinity.

Mayor Rowe held up and robbed within one block of his home. Page 1. usiness part of Gresham destroyed by fire.

Does Portland want next meeting of the Na-tional Livestock Association? Page 8. Effect of Middle West drouth on Oregon livestock industry. Page S.

Delinquent tax sale postponed. Page 8. Judge Frazer holds that physician's license

causes. Page 12,

MAYOR H. S. ROWE, WHO WAS HELD UP LAST NIGHT.

the testimony of one of them was not concluded when the court adjourned for the day. Admiral Evans' testimony was along the same lines as was his statement of yesterday, but some points were presented in greater detail, in response to questions by Mr. Raynor.

The new witnesses were Captain Sigsbee,

who commanded the scout St. Paul during the Santiago campaign; Thomas M, Dieualde, a newspaper correspondent, who was on the Texas during the battle of July 3, and Chief Yeoman Gustav E. Becker, who was a clerk to Admiral Sampson during the war. Captain Sigs bee's testimony covered his comm tions to Commodore Schlev upon the latter's arrival off Santlago, May 26, 1898, and at subsequent dates, and dealt with the state of the weather at that period. He was asked a great number of questions by the court. Dieualde described the loop of the Brooklyn as seen from the Texas, Mr. Becker testified as to dispatches sent from Admiral Sampson to Commodor

Schley. The proceedings of the day began as usual with the recall of former witnesses for the purpose of making such verbal corrections in their testimony as they might desire. It was the intention today to hear the testimony of Captain Sigsbee, who commanded the scout St. Paul dur-ing the war with Spain. There was unusual interest manifested in Captain Sigsbee's probable appearance, not so much on account of his participation in the war itself, as because of his connection with the ill-fated Maine, whose destruction in the harbor of Havana had so important an influence in causing the war, Captain Lemly also announced his intention of calling during the day Yeoman Becker, who occupied a clerical position on Admiral Sampson's flagship, the New York, during the war. He was summoned view of throwing light upon some of the dispatches sent from that vessel. General sympathy was expressed on the part of the members of the court and those in attendance with Judge Advocate

which occurred yesterday. Captain Lem-ly was present when the court convened, but immediately withdrew. Captain Miller, who commanded the collier Merrimac before she was sunk by Lieutenant Hobson, was called for the purpose of correcting the official rec-ord of his testimony given yesterday. Admiral Evans was then recalled, Mr. Raynor began his interrogations by asking the witness concerning the secret code of signals for communicating with the Cuban insurgents near Clenfuegos. The Admiral said that when Captain Chadwick communicated this code to him he did not instruct him to give the information to Commodore Schiey. Mr. Raynor then

questioned the witness, especially as to

his interviews with Commodore Schley after the battle of Santiago, "Yesterday," said Mr. Raynor, "I was speaking of a conversation which I thought you had at Guantanamo July 5. I find I have made a mistake about that and if necessary for me to repeat my question I suppose you will answer in the same way." He then asked: "Did you have a conversation with Commodore Schley July 4, some time during the morning between 8 and 12 o'clock, on his flagship at Santiago, in the course of which you used language as follows: 'Did you know that Jack Philip started to run away at the beginning of the battle, and to which Commodore Schley replied: 'You are mistaken about that, Evans; I saw nothing of the kind. The Brooklyn made a turn and you must see the tactical sit.

uation that made it necessary?" " quite positive I was not on board the Brooklyn off Santiago but once, and that

Conference on the Brooklyn. "Commodore Schley was in the cabin of there was a general talk about the Span-ish fleet having been located at last at

now that the officers were asked to express any opinion. I remember having a conversation with Commodore Schley about the effect of the fighting batteries on the ships, in which I told him of the experience we had had at San Juan, and expressed the opinion to him that it was not worth while to risk ships fighting shore batteries alone: that I did not think anything would be gained by it. In the case under consideration the Spanish ships were present in the harbor. The conditions were changed, and we would have to take the risk of the fire from the batteries in order to get at them.

"I remember Commodore Schley remark-ing before we left that he felt that the nodore Schley remark country held him responsible; that the ships should not be risked under the fire of the shore batteries until the Spanish fleet was destroyed."

"I want to call your attention to the report of Captain McCalla of the Marblehead on page 425 of the appendix, which says: 'Commodore Schley explained to the commanding officers that in case the Spanish ships came out he wished to concentrate the batteries of all our ships on a portion of those of the enemy. This was not explained as a tactical concentration of our whole force on a part of the enemy, but as a division of our whole fire on several of the enemy's ships. During the time the commanding officers were on board the flagship Captain Evans asked Commodore Schley if it were his intention to steam at the enemy's ships in case they should start to come out. Com modore Schley answered: "Certainly," and added words indicative of his inten-Lemly because of the death of his sister, tion to attack them as they came out of

"I recollect it perfectly."
"Is that correct?"
"That is correct."

the harbor.' '

"So there was a plan of battle arranged by Commodore Schley, was there not?" "There is nothing there to indicate it from what you have read." "Was not the same order that was afterward given by the Commander-in-Chief, substantially: 'Close in toward harbor en-trance and attack them.' "

"You have not read anything about indicating any plan of battle."

Mr. Raynor—And added the words (reading) "Indicative of his intention to attack them as they came out."
"I want to read you two reports, your

report of the engagement of the Spanish squadron and I would like you to tell me whether there is any conflict between them, and if there is, which one of these statements in your judgment now is cor-rect, (reading) 'After having passed at 10:35 the Oquendo and Maria Teresa, and on fire, this vessel continued to chase and fire upon the Vizcaya until 10:36, when the signal to cease firing was sounded on board, it having been discovered that the Vizcaya had struck her colors." That was at 10:36 in your report. Now I want to read from the report of the Com-er-in-Chief. (reading) "The Vizcay: "The Vizcaya was stil under the fire of the leading vessels, The Cristobal Colon had drawn ahead, leading the chase, and soon passed ba-yond the range of the guns of the leading American ships. The Vizcaya was soon set on fire and at 11:15 she turned in shore "I do not remember being on board the set on fire and at 11:15 she turned in shore Brooklyn on the Fourth of July. I think it was the 5th at Guantanamo. I am from Santiago, burning flercely, etc."

(Concluded on Second Page.)

HELD UP THE MAYOR

Masked Highwayman Gets Watch and Money.

DIDN'T THROW UP HIS HANDS

His Honor Intercepted Within Oue Block of His Home and Forced at Pistol Point to Part With Valuables,

An audicious, nervy highwayman, wearing a mask, at the point of a pistol held up Mayor Henry S. Rowe last night at the northwest corner of East Sixth street and Holliday avenue, stole the Mayor's gold watch and about 35 in money, and escaped. The robbery took place within a block of the Mayor's home. The Mayor had promised to read a pa-per before the Clerk's Association in the A. O. U. W. building, and about 745 he left his house to board a trolley car to get to the city. He was just crossing a clump of bushes at the corner of Holla-day avenue and Sixth street when, the highwayman sprang at him out of the

said the robber, leveling a revolver at the head of the Mayor of Portland. The latter had his hands in his pockets at the time, and he was so overcome with surprise that he began to walk slowly back-"Why don't you hold up yer hands? I'm — of a — to shoot," hinted the reb-

the fellow's revolver, but he said all the same: "I won't."

gold watch into the hat.
"Now, your money," ordered the robber, and the Mayor regretfully placed his

proceeds of the robbery to his own pockets, placed his hit on his head and said to the Mayor: "Now, you go that way, and take care that you don't look bek. I'm goin' this way." With the corner of his eye the Mayor saw the gleam of the fellow's revolver, and he walked toward the place where he hoped to meet the trolley car. The car came up shortly afterward, and when the Mayor looked at the place where he had left the footpad standing, of course the stranger had dis-

"Can you tell me or do you recollect what took place at the conference of the commanding officers at that time?"

any way. The Mayor evidently half a few cents left to pay his car fare when the robber left him, but he did not entire the reporter as to this point.

When the police were asked about a

dark clothes.
It is probable that the hold-up will serve

Admiral Evans was again on the stand,

Yachts. Lack of wind prevented yachts from finishing

The next race will be sailed Thursday, Page 1, Foreign.

The Turks are preparing to attack Koweit, Domestic.

Pacific Const. Duke and Duchess of York begin their home-

Quarterly report of the State Treasurer of Washington, Page 4.

Page 10.

Private N. Ginnis won first prize for individ-ual drill at the Carnival. Page 8.

cannot be canceled except for statutory