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Recitals Wednesday and Saturday.

THE AEOLIAN COMPANY

M. B. WELLS, Northwest Agent, Acolian Hall, 353-355 Washington Street.

INDIAN OUTBREAK.

Killed Five Persons.

ALBUQUERQUE, N. M., Oct 3-Word was received today that a renegade band of Apache Indians from the San Carlos have been killed by them on Willow Creek, near the old warpath rendevous of Victorio and Geronimo a few years ago. No particulars of the outbreak have been received. United States Manshal Foraker is now at Eliver City and will probably go

Belgian Coal Strike.

to the scene of the killing before return-

CONTEMPT OF COURT.

Apaches Said to Have Vice-President of the Standard Oil Company Summoned to Appear.

NEW YORK, Oct. 3 .- Judge Lacombe, in the United States Circuit Court, today issued an order directing that Henry Rogreservation are in the Mogolton Mountains sued an order directing that Henry Rog-south of this city and that five persons ers, vice-president of the Standard Oil Company, appear before him Tuesday next to answer for contempt of court in failing to appear before a special examiner. appointed by the court to take testimony in the suit of J. Edward Addicks against the Boston Gas-Light Company and the Massachusetts Pipe Line Company in a suit now pending in the United States District Court for Massachusetts. The Belgian Coal Strike.

LiEGE, Belgium, Oct. 2.—The coal strike is rapidly extending to all the coal pits on the left bank of the Meuz, and has involved 10,000 strikers.

Belgian Coal Strike.

Grder is based on the affidavit of Oscar Wagner, a lawyer, who makes affidavit that he made seven different efforts to serve the order of the court upon Mr. Rogers.

WON SECOND RACE

Columbia's Decisive Victory Over Shamrock.

KIND OF WIND LIPTON WANTED

Sir Thomas Acknowledges He Was Fairly Beaten by the Better Boat-Next Race Will Be Sailed Today.

NEW YORK, Oct. 3 .- Here is the official log of the second race between Shamrock II and Columbia for the America's cup.

elumbia Elapsed time— Corrected time—

Columbia S.12:36
Course, triangular; first leg, east, half south, 10 miles; second leg, southwest, half south, 10 miles; third leg, northnorthwest, 10 miles to finish.
Weather—Fresh breeze from northnorthwest, which remained true and maintained its strength throughout the day. In a glorious whole-sail breeze, which heeled the big cup contestants down until their lee rails were awash in the foaming seas, Herreshoff's white wonder, Columbia, today beat Watson's British creation, Shamrock II, over a triangular course of 30 miles, by 2 minutes and 52 seconds, actual time, With the 43 seconds which the Irish sloop must allow the American boat on account of her larger sali plan, Columbia won the sec-ond race of the series by 3 minutes 25 sec-onds. The fastest race ever sailed in a cup contest, it was not only a royal strug-gie from a spectacular point of view, but it was absolutely decisive as to the merits of the two racing machines. There is not a yachting sharp who witnessed the race today who is not firmly convinced that the defender is the abler boat, blow high or blow low, beating, reaching or running, and that Sir Thomas and his merry British tars are doomed to return

home empty-handed.

Again the ancient piece of silver which was brought across the Western Ocean 59 years ago is safe. Again American supremacy in marine architecture has

been vindicated. Sir Thomas has been wishing for a breeze that would bury Shamrock's lee rall, and today he had it, just as he had a similar breeze in the concluding race two years ago, when Columbia, in a driv-ing finish, beat the first Shamrock over six minutes.

It Was Shamrock Weather. The wind today was strong and true, blowing around 18 knots from the northwest, and at every point of sailing ex-cept, perhaps, running before the wind, In which the defender has already taken the measure of the challenger, the Yan-kee sloop proved herself abler than the Watson model. From the time she crossed the starting line, 1 minute and 34 seconds behind the mug-hunter, until she picked up and passed the Irish boat three miles after rounding the second mark, Colum-bia's pace was faster and she behaved better than her rival. Reaching for the first mark, 10 miles down the Long Island shore, with the wind abaft the beam, she gained 22 seconds. In the closer reach for the second stake she gained 30 seconds, and in the thresh to windward on the leg home she gained exactly two min-

Not, perhaps, as thrilling as the remark-able contest of last Saturday, today's race was nevertheless stirring from start to finish, and as a marine spectacle it could hardly have been surpassed. It was an ideal October day at sea. There was just enough frostiness to clear the atmosphere and make the whole course visible from shore. The breeze from the land biled up little swells, but it was strong enough to whip the froth out of the racing waves until it whitened the face of the sea. Its claws caught the black smoke from the stacks of the excursion fleet and the white steam from their exhaust pipes and tore them into fragments. The ensigns and flags with which the vessels were dressed stood out like painted boards. The tall. canvas-clouded racers heeled as the wind smote them until their crew could with difficulty keep their footing on the slippery decks, and the spurting spray was tossed 30 feet high as they shook their lean noses free from the foaming crests. On the thresh to windward their decks were a smother of white, and fountains of foam circled away from their graceful

Victory From the Start. The Yankee victory began with the start, when the crafty Barr, by a system of maneuvering, convinced his adversary that he was trying to cross the line Captain Sycamore promptly took the batt, and, rushing his boat into position, sent her away almost in the smoke of the gun. Thereupon, Captain Barr, having accomplished his purpose, tacked about back of the line and held off for more than a minute. Then, with a flying start, he went over just before the handleap gun was fired. Some of the patriots were disappointed until the experts explained that there was no windward berth in a reach where the boats could lay their course straight for the mark, and that the position astern, where Barr could keep his eye on every move of his rival, was the commanding one. He could watch Syca-more like a hawk, knowing that when the between them was closed the race

For the first 15 miles no human eye could tell which ship, if either, was gaining, so closely were they matched. But gradually it became apparent that Columbia was overhauling the flying challenger. Slowly, inch by inch and fost by foot, the white boat gained. Both were going at a terrific pace. The patrol fleet to windward, steaming in a line shead at intervals of 400 yards, had no difficulty to keeping the excursion fleet clear of the winged giants. Everything in the fleet had to crowd on steam to keep the racers in sight, and the gait at which they were going left tugs and some of the steamboats astern. The guide boat, which started 15 minutes before the racers, shot out at full speed, but she was hardly able to log off the distance and get the float overboard before the racers were upon her.

While going out the big North German

Lloyd liner Deutschland, outward bound to Cherbourg, went through the edge of the excursion craft a half-mile to the southward. The fleet seemed anchored, so fast she went, looking like a big, swiftly moving Summer hotel. In 20 minutes she was hull down on the horizon As the yachts approached the outer

SHAMROCK II, DEFEATED IN YESTERDAY'S RACE.



WITH SIR THOMAS LIPTON, HER OWNER.

mark a stream of signal flags was set on the revenue cutter Gresham, the flag-ship of the patrol fleet, instructing them, in the universal language of the sea, to change direction by the right flank. The patrol-boats swung around to the west and charged down upon the excursion fleet. The latter, with bells clanging in the engine-rooms for more speed, turned tail, and the whole fleet rushed madly to leeward of the last leg of the course. Leaving the first mark on the starboard the racers gybed over the big booms and went careening for the second mark, Co-lumbia gaining slowly but surely. They had covered the first 10 miles in a little the second stake, they took in their baby jib topsails, and hauled their wind for the beat home. Both yachts heeled until their underbodies were lifted high out of the water, and their lee rails dipped a

foot into the swirling billows. The Run Home. In five minutes after rounding the second mark it was apparent that Columbia was footing faster and pointing higher. She went through Shamrock's lee like a quarter-horse. The rush of the leviathans on the final tack was magnificent. excursion boats, black with people from gunwale to pliot-house, gathered about the finish line in a great horseshoe. The great white flyer came on well in the lead. The patriotic skippers, with their hands on their whistle cords, could hardly restrain themselves. As she swept across the finish the din was soul-destroying. Whistles split the air, and steam sirens walled, drowning the crash of the bands and the cheers of the people. The concert of sound was terrific. Until after the gallant Shamrock, beaten, but not disgraced, crossed 1 minute and 18 seconds later, wastles and sirens were kept going. When they died away, the bands could be "Yankee Doodle" and other patri-

The steam yacht Corsair was the first to signalize the American victory by setting the starry banner at her masthead. By this time all the skippers had had the effects of the arduous duties imposed ample time to ransack their lockers, and by the trial. Especially severe is it upon within a minute afterward every vessel in the fieet was alive with American flags. Sir Thomas Lipton, on the Erin, did not approach within half a mile of the finish line. He had seen his high hopes blasted and probably did not care to be in at the jubilation over the defeat of his champlon. But, like a good, game sportsman. after Columbia went over the line, he ran the American flag up to the forepeak and fired a salute in its honor. The rival crews cheered each other as they were towed home behind their tenders. in a half-hour after the conclusion of the race the committee boat, in accordance with the agreement to race daily from

Admitted Columbia's Superiority. Sir Thomas Lipton, although plainly de-pressed at the result of the race, stood bravely at the gangway of the Erin and bade cordial adjeu to his guests. He also entertained a large number of yachtsmen and ladies who visited the Erin after the day's guests had departed. When asked what he thought of the race, he said:

now on, set the signal for a race tomor-

"I admit frankly that I got licked by (Concluded on Second Page.)

SCHLEY SAILED

DID NOT JOIN SQUADRON AT BE-GINNING OF BATTLE.

Brooklyn Steamed 2000 Yards Southward Before Joining in the Pursuit of Cervera.

WASHINGTON, Oct. 3 .- After Lieutenant Doyle, formerly of Commodore Schley's flagship, the Brooklyn, had completed his testimony before the Schley court of inquiry today. Captain W. C. Dawson, of the Marine Corps, was called, and was followed by Lieutenant Charles W. Dyson, of the Bureau of Steam En-gineering of the Navy Department.

Captain Dawson was signal officer on board the battle-ship Indiana during the naval engagement off Santiago, and he gave an account, from recollection, of the behavior of the various ships of the American fleet during the battle. He said and that it did not in any way concern the Brooklyn had gone about 2000 yards to the southward before joining in the pursuit of Cervera's ships. Lieutenant done toward developing the strength of Dyson was introduced to testify concerning the coal supply of the flying squadron, but the court adjourned for the day before he could be heard to any extent. The Proceedings.

When the court adjourned yesterday Lieutenant Doyle was under examination by Mr. Raynor, and the court had just decided that the witness should not enter upon a discus-sion of the blockade of Santiago as it was conducted after the arrival of Com-When they died away, the bands could be heard playing "Columbia, the Gem of the much interest in Lleutenant Doyle's reappearance, as it was expected that the course of his examination would develop the further policy of Admiral Schley's counsel in the case.

Court and counsel are beginning to show the effects of the arduous duties imposed the lawyers, both for Admiral Schley and for the Navy Department. Their duties do not cease when the court adjourns in the afternoon, but they extend far into the night, and often they are found at their labors before the breakfast hour next morning. The trial presents new points to all of them, and its various turns bring to light fresh complications, which have the effect of rendering it more try-ing than an ordinary case would be. While all agree that it would be desir-

able to have the case terminated at an early date, they also agree that there is little prospect in that direction. Judge-Advocate Lemly probable will not call more than six or eight witnesses, but Mr. Raynor has almost 40 names on his list. He says, however, that he does not expect to examine more than half of this number. Still he will not undertake to name a day for the close of the trial within a month from this time. He does not expect to call Admiral Schley to the witness stand for some time yet. Mr. Raynor expects his client to make a complete review of the case, and it is probable that the Admiral will be on the stand longer than any other witness.

Captain Sigsbee was the first to appear for the purpose of correcting his testi-mony. When he began his statement it

AWAY was found that the official stenographer was not present, and Admiral Dewey's was not present, and Admiral Dewey's private secretary, Lieutenant Crawford, was called upon to perform the duty of

recorder of the proceedings. Captain Sigsbee stated that he had made another search last night for the dispatch from the Navy Department, under the terms of which he sought to connect with the flying squadron off Santiago, and that he had found a private letter which he had written at the time in which he had said: "Until we sighted the vessels

on the 29th, we knew nothing positive as to their whereabouts."

> Lieutenant Doyle then resumed his testimony begun yesterday. He was examined by Mr. Raynor. He continued, in reply to questions, to give a narrative of the battle. Mr. Raynor asked whether the Brooklyn had engaged in any bombardments during the month of June, 1898, but Judge-Advocate Lemly and Mr. Hanna objected on the ground that the question was similar to the question asked yesterday concerning the blockad arrival of Admiral Sampson.

Lieutenat Doyle Resumed.

done toward developing the strength of the shore batteries. "I know what the ruling of the court means," he said, "and bow respectfully to it."

Admiral Dewey said that if the question was confined to the Brooklyn there could be no objection. The question was then asked as to what the Brooklyn learned concerning the shore batteries as a result of any bombardments in June, fore a reply could be given the court retired for consultation. At the conclusion of the conference Mr. Raynor changed his question so as to read as follows: "What do you know from your own observation in reference to the strength of the shore batteries and the guns? 1 want the result of your observation at Santiago acquired by you at any time without going into any general or specific detall as to the bombardments."

Replying, Lieutenant Doyle said that at the bombardment which had taken place June 6, the Zocapa battery had re plied at first very spiritedly, but that it soon "went out of business." After the ships withdrew the enemy had, again manned their guns and then shot at the ships. On the occasion of the second bombard-

ment they did not remain so long. "They always took a snap shot at us as we left," Mr. Raynor then asked Lieutenant Doyle how often he had seen Commodore Schley under fire during the Santiago campaign. "Every time we were under fire," he replied, "during these bombardments and

in the battle of July 3." 'What was his conduct? I refer you to the first specification of the precept, his conduct in connection with the Santiago campaign, and what was his conduct and bearing at any time during the bombard-

ment or during the battle of July 3, when his ship was under fire?" Admiral Schley Under Fire. "I did not have an opportunity, as the

Commodore was always near about the conning tower, to observe his conduct during the battle, but immediately previous and after I did have an opportunity

(Concluded on Fifth Page.)

PART FOR PORTLAND

Mitchell Asks That Orient Mails Go From This Port.

CONSULTS NATIONAL OFFICIALS

Oregon's Senator Will Take Up Another Phase of the Discrimination Against Portland in Favor of Other Coast Ports,

WASHINGTON, Oct. 2.-Senator Mitchell called on the Postmaster-General today and urged that becafter at least a part of the mails for the Orient be dispatched by steamers sailing from Portland. Senator Mitchell pointed out the present unjust discrimination in favor of San Francisco and Seattle, and was firm in his demands that Portland hereafter receive just recognition. Before leaving for home. Senator Mitchell intends to call at the War Department to insist that in the future, when the department advertises for hay and, fedder to be shipped to the Philippines, all advertises ments shall call for prices delivered at Portland as well as at Scattle. The Senator says there has been an unjust discrimination against Portland in this mat-ter as well, which should be corrected. Ever since his arrival in the city, Senator Mitchell has been occupied adjust-ing minor matters in the several departments which accumulated during his absence. He will probably remain here un-

AIDED BRIBER TO ESCAPE.

Prominent Attorneys and Railroad Detective Indicted at Chicago.

CHICAGO, Oct. 3 .- Three prominent attorneys and a well-known railroad de-tective were indicted today on the charge of conspiracy in aiding and abetting Baliiff James Lynch, indicted for attempted jury bribing, to escape. The men indicted were Attorneys Alex Sullivan, Coun-sel for the Union Traction Company, suc-cessor to the West Chicago Street Railway Company, against which corporation the suits were originally brought; Edward Maher and Frederick St. John and George P. Murray, chief of detectives for the Illinois Central Railroad Company, Sullivan and Maher furnished bonds shortly after their indictment in the amount of \$19,000 each. The indictments are said to have been made on the evidence of Lynch, who, it is said, turned state's evidence. Murray is at Springfield, and St. John had not been found at nightfail. Lyach was arrested in 1898, charged with unforling bribes to a juror serving in a per-sonal injury case. A number of other indictments were found against the balliff later. Lynch disappeared in January, 1894, and only returned last Tuesday.

ANNEXATION OF CUBA.

Havana Demonstration.

HAVANA, Oct. 3.-Governor-General Wood today isused an order formally ulaolving the constitutional convention, A very large delegation of Havana bankers, merchants and other business men waited upon General Wood this after-noon and presented to him a plan for the regulation of duties on Cuban products on lines of reciprocity. It is estimated that between 10.000 and 15,000 persons took part in the demonstration. Similar demonstrations occurred in many other parts of the island. The annexation sentiment was strongly in evidence in the demon-stration here.

SUMMARY OF IMPORTANT NEWS.

Yacht Race.

won the second race of the series, beating Shamrock 3 minutes and 35 seconds. The wind was strong, such as Lipton desired.

The Shamrock people acknowledge that Co lumbia is the better boat. Page 1. Schley Inquiry.

Captain of marines testified that the Brooklyn did not at once join in the pursuit of Cervera. Page 1. Lieutenant Doyle completed his testimony.

A department officer was called to testify to the fleet's coal supply. Page 1. Foreign.

he speedy collapse of Boer resistance is ex-pected by the British War Office. Page 3. mbers of the Macedonian comm Miss Stone. Page 2.

Serious riots occurred at the Hungarian elections. Page 3.

Domestic. Senator Mitchell urges the Postman

to send a part of the mails for the Orient from Portland. Page 1. Edward M. Shepard was nominated for Mayor of New York by the Democratic City Con-

Massachusetra Democrats nominated a state ticket, headed by Josiah Quincy. Page 2. Colonel Heistand was on the stand at the Senate committee's investigation. Page 2.

Sport. Portland defeated Spokane-7 to 1. Page 3. Tacoma won from Scattle-8 to 6. Page 3. Coach Smith is confident the University of Ore-gon will have a strong football team.

Page 3. Pacific Coast. Oregon's wool exhibit took first prize at the Pan-American Exposition. Page 4. eneral Episcopal Conference devoted a day to business matters. Page 4.

lumber market on Gray's Harbor has picked up. Page 4. Bankers Bush charges ex State Treasurer Metschan with having lent money to a Sa-lem bank. Page 5.

Sons' Carnival opened at Hillshop Page 5.

Commercial and Marine Drastic readjustment of prices in the New York stock market. Page 11.

ugar trust makes a deep cut in manufadtured product. Page II. Transport Seward ordered to Portland, Page 10. San Francisco wheat ships moving freely again. Page 10.

Portland and Vicinity. R. F. Durphy on trial for polygamy. Page 16. Henry Collins, aged 15, killed by an electric car. Page 12.

First day's session of photographers' conven tion. Page S.

Page 12. speaks at Grace M. E. Church. Page 12.