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CUP WILL REMAIN

Columbia Defeated Shamrock in the Third Race.

VICTORY BY FORTY-ONE SECONDS

Sir Thomas Takes His Defeat Gamely, but Is Sorely Disappointed That He Did Not Win One Race—No Future Plans.

NEW YORK, Oct. 4.—With victory flags floating from her towering masthead and the ends of her spreaders in honor of her concluding triumph in the cup races of 1901, the gallant sloop Columbia turned to her anchorage tonight under the escort of the entire excursion fleet. She today completed her defense of the honored trophy in another stirring race with Shamrock II over a leeward and windward course of 30 miles, crossing the finish line two seconds behind her antagonist, but winning on the time allowance conceded by the Lipton boat, by 41 seconds. For the second time she has now successfully foiled the attempt of the Irish knight to wrest from her possession the cup that means the yachting supremacy of the world. And pluckier and more exciting a contest than the bridge of the Erin, led his guests in three hearty huzzas for the successful defender.

"She is the better boat," he said, "and she deserves to be cheered." The race was memorable as the closest ever sailed for the cup, and Sir Thomas, although defeated, will go home with the satisfaction of knowing that he has given to England by far the most popular of all the foreigners who have challenged for the America's trophy.

Today's race, on paper, was the closest of the series, but because of the flukiness of the wind on the beat home, as a contest of the relative merits of the yachts it is not to be compared with the magnificent, truly-run and royally-fought battles of Saturday and yesterday. The condition of the race at the start today were very similar to those of yesterday. The wind during the sea with foam and piling up no well-ideal conditions for the challenger.

The racers were sent away before the wind, each carrying penalty for crossing the line after the handicap gun. No official record is kept of the time after that gun is fired, but the experts will stonily watch the estimated Columbia's handicap at 15 seconds, and Shamrock's at 30 seconds. The contest of the yachts being before the wind was picture-questing and exciting. The big crowds of gulls with outstretched pinions, had every inch of canvas spread, and their light sails, including bulging spinnakers and balloon jib topsails. The yachts were gathered up and thereafter, until the outer mark was reached, it was merely a question of holding onto the canvas and letting the wind do the rest.

Notwithstanding that Columbia beat Shamrock before the wind last Saturday, the challenger today gained slowly but steadily all the time she needed to win, and the defender, having actually gained 1 minute and 4 seconds. Immediately after the yachts turned their noses into the wind for the beat home the breeze moderated and turned fluky. The skippers split tactics, each searching for wind, with the result that first one would get a lift and then the other. At one time Columbia seemed to mile ahead, when a sudden gust of wind allowed Shamrock to point nearer the mark and a mile from home the challenger appeared to be leading by fully half a mile. The tactics began to change, but as the yachts approached the finish the Yankee skipper, by some miraculous feat, showed his boat into the light air like a phantom ship, and 100 yards from home the two racers were almost on even terms.

Celebrated the Victory.
It was a pretty sight, and one seldom witnessed when they crossed, rail to rail, the white yacht's bowsprit just lapping the golden boat's mast. The usual pantomime that attends the final victory in a cup contest followed. Whistles, strens, bells, bands and cheers united in a grand chorus of jubilation, and J. P. Morgan's steam yacht, Corsair, saluted the victor by firing a National salute of 21 guns.

with the utmost fairness and courtesy. You have met every wish of mine, and from my heart I thank you." Commodore Lewis Cass Ledyard, chairman of the New York Yacht Club regatta committee, replied: "Sir, we have never had a truer sportsman to deal with." Many of Sir Thomas' guests on board the Erin crowded around to express their sympathy at his defeat, and assured him of the high place he had won in the hearts of all Americans.

"When a man wins a heart he has won more than a cup," said one of them. There were tears in his eyes when he thanked them for their kind words. Said he: "The words you have spoken touch me far more than a cup," said one of them. "I shall do, and I have done my best. But, better than all that, I have the good wishes of this country." No Plans for the Future.

When asked about his plans for the future, Sir Thomas said: "It is too early to talk about my plans. I cannot decide yet what I shall do, and as to challenging again, it is too soon to think about it." E. D. Morgan, the manager of Columbia, said: "I am very happy that we won, and glad that the strain is over. We certainly had to make a splendid fight for it. We had a splendid captain and a splendid crew."

Columbia's mainmast was unbent before she came to anchor, and soon after she was towed to City Island. Before leaving Captain Barr said: "We did the best we could and we came out first. That's all." At the New York Yacht Club tonight Chairman Kane and Secretary Oddie were closely questioned by members regarding the sensational finish. Mr. Kane said he had difficulty in timing the yachts, but was fortunate in sighting the mast in proper range. The range was from a small white flag on the committee tug and the highest of the Sandy Hook Lightship. Chester Griswold, of the regatta committee, held the watch that timed the yachts.

Detailed Story of the Race.
It was half an hour before the preparatory gun was fired. The committee boat signaled "D. C. S.," indicating that the course would be 15 miles to leeward and return. The wind at that time came from the north-northwest and was blowing at 12 to 13 miles an hour. Both racers came out from the horseshoe in tow of their tugs and seemed slow in getting their sails set. At the preparatory signal at 10:45 both boats were far up to windward and came down toward the lightship, and just before the warning gun, again headed up into the wind simultaneously, and worked back to their former positions. Both were on the port tack and close-hauled, with Columbia on the weather quarter of the challenger.

The American boat was first to come aboard the warning gun at 10:57. Shamrock immediately followed and planted herself directly astern of the defender, at the same time breaking out her tremendous balloon jib and letting fall to the starboard her spinnaker pole. It was Sycamore's game to cross last if possible. This he was able to do, but while he had the pride of position in a leeward start, he found himself 30 seconds behind the handicap gun. Barr, in the meantime, had delayed breaking out his light sails, and still held Columbia's sheets in taut. Thus he, too, handicapped his boat in crossing, but not so much as his rival. It is estimated that he was only 15 seconds behind the handicap gun. Spinnakers on both boats were broken out on the line, and away they went on what proved to be the last race of the international series of 1901. Both boats began handicapped. The official time of the start, as posted on the bulletin board of the committee-boat, was as follows: Shamrock . . . 11:02:00 Columbia . . . 11:02:40

Hardly had the boats got over the line before it was seen that Shamrock was gaining on her rival. Slowly she crept up, and at 11:17 was on an even footing with the challenger. She was then a few feet ahead, and from there on led Columbia to the outer mark.

Ran Down the Wind.
The run down the wind was uneventful after Shamrock took the lead, except at a few moments before the turn, when Columbia, catching a fresh puff of wind, ran up on the challenger's weather quarter. The boats were then very near the turning buoy, so that Shamrock took in her spinnaker and balloon jib and set, with a greater speed than had been shown by the British crew, her jib and staysail. As soon as the two head sails filled with wind the British boat luffed out under the bow of Columbia, took on new life and romped ahead. Columbia kept her helm to clear for action and made the mark, hoping with this additional sail to pull up. But she was unable to do so and had to turn 40 seconds behind her rival. The official time of turning the outer mark was as follows: Shamrock . . . 12:48:46 Columbia . . . 12:49:25 Thus, on the run straight down the wind, the challenger had gained, accord-

TO EXPLAIN ERROR

Sampson May Be Summoned by the Court of Inquiry.

WRONG WORD IN HIS LETTER

Schley Ordered to Blockade 'Santiago' When 'Cienfuegos' Doubtless, Was Meant—Many More Witnesses to Be Heard.

WASHINGTON, Sept. 4. In the Schley court of inquiry Mr. Raynor, chief counsel for Admiral Schley, asked Judge Advocate Lemly to summon Admiral Sampson as a witness in the case. The request grew out of a difference in the construction of a sentence in Admiral Sampson's letter to Commodore Schley, written from Key West, May 20, while Commodore Schley with the flying squadron lay off Cienfuegos. This is known as the "Dear Schley" letter. In it, as printed in the Navy Department documents, supplied to the Senate, the Admiral said, after expressing his opinion that, notwithstanding the Spanish squadron was in Santiago, it was better to continue the blockade of Cienfuegos and Havana, "we shall continue to hold Havana and Santiago until we receive more positive information."

During the examination of Commodore Raymond P. Rodgers this dispatch was under consideration when Mr. Raynor expressed the opinion that the word "Santiago" had been inadvertently used by the Commander-in-Chief, assuming that the word "Cienfuegos" was better corresponding with the text. As the document was printed, there was a parenthetical note to which Admiral Schley's initials were attached, that the word "Santiago" had been mentioned. Mr. Raynor asked Judge Advocate Lemly to make this concession, but the latter declined to do so, saying that he would produce the original of Admiral Sampson's dispatch to prove that he had said "Santiago." Then Mr. Raynor said: "I cannot permit it to rest without summoning the author of that dispatch," to which Captain Lemly responded: "I have told you once before you can summon any one you wish."

"Then," retorted Mr. Raynor, "summon Admiral Sampson." This occurred only a short time before the adjournment of the court for the day, and was the subject of more or less conversation of an animated character as the day's work was completed. Mr. Raynor would only say that he would insist on the Admiral being summoned unless the correction was conceded.

The witnesses for the day were Lieutenant C. W. Dyson, of the Bureau of Steam Engineering, who testified concerning the coal supply of the flying squadron; Commander R. P. Rodgers, who was second in command of the battle-ship Cuba during the Spanish war, and carried Admiral Sampson's dispatches of May 20 to Commodore Schley, and Commander Alton C. Hodgson, who was the navigator of the flagship Brooklyn. While Commander Rodgers was on the stand Mr. Raynor submitted a computation of shells from the American fleet which had struck the wrecked vessels of Cervantes' squadron, showing that at least 24 per cent of them were fired by the Brooklyn. This computation, Mr. Raynor said, had been prepared by Admiral Schley on the basis of a report made by a board of survey of which the witness was the senior member. Commodore Hodgson gave a graphic description of the battle off Santiago, picturing the part taken in it by the Brooklyn, and explaining the change in the entry of that vessel's log.

The Proceedings.
Captain Lemly still has quite a long list of witnesses before him, and when court began business today it was said on his behalf that he would not probably be able to present the conclusion of his case for the department before the end of next week. Captain Dawson, of the Marine Corps, who was on the stand yesterday, was called to correct the official copy of his testimony. He said that while he had not seen the Brooklyn swing with starboard helm he was sure that she did so swing. Lieutenant Dyson, who was on the witness-stand yesterday when the court adjourned, was then recalled. He had added to his oral history of the fleet information as to how long the supply of coal on hand May 28 would have held out under forced draught. This information was contained in a chart, which was read by Judge-Advocate Lemly. The chart covered the period from May 18 to June 1. It showed that May 23, the Brooklyn's supply of coal was 563 tons; Iowa, 784 tons; Texas, 406 tons, and Marblehead, 122 tons. He said that May 24 the Brooklyn had coal enough aboard to have remained on blockade duty off Santiago for 25 days and then to have returned to Key West; the Massachusetts enough to remain 11 days and then go to Key West; the Texas, seven days, and the Marblehead one day. This was assuming that they would have gone by the Yucatan Channel. He also gave an estimate of the length of time they could have remained and gone to Gonaves Channel, Cape Cruz, Mole St. Nicholas, Kingston, Port Antonio, Jamaica, Guantanamo Bay, the time of remaining on blockade being increased as the distance to the various points diminished.

Mr. Raynor brought out information concerning the time the coal on each vessel would have lasted on forced draught in chasing the enemy's vessels, taking the amount of coal on each vessel May 26 and leaving sufficient coal to return to Key West. Mr. Raynor read the information from Mr. Dyson's tabulated statement, showing that the Iowa would have consumed 24 tons of coal a day, the Texas 160 tons a day, and the Marblehead 77 tons. That estimate would, he said, give the Brooklyn 2.3 days' chase, returning by way of the Yucatan Channel, and 2.55 days' chase returning by

TURN TO PORTLAND

Astoria Can Factory Will Probably Come to This City.

WILL BE A BIG ENTERPRISE

Improvements to Cost \$100,000 Will Be Made at Once—Plant is Owned by a Corporation With Plenty of Capital.

ASTORIA, Oct. 4.—It is probable that the local plant of the American Can Company will be moved to Portland. The matter is being considered by the executive committee in New York, and a decision is expected in the near future. It is the intention of the company to enlarge its Oregon plant so as to manufacture, besides salmon cans, all the cans used in Oregon, Washington and Montana. To do this, means an expenditure of nearly \$100,000. There are several things in favor of Astoria, but Portland can offer a decided advantage in freight rates. The company for some time paid \$11.25 per carload from here to Portland, but the rate has recently been raised to \$20. As the greater portion of the factory's output, exclusive of salmon cans, is shipped to Portland, Seattle and Spokane, the company is forced to pay freight charges at the rate of \$20 per car more than if the factory was located at Portland. This District Manager Kendall states, makes an additional expense of \$800 per year. He is making a full report on all these questions, including the probable cost of a site in Portland, to the executive board.

THE SAMAR MASSACRE.

Particulars of the Attack on the Americans at Balangiga.

WASHINGTON, Oct. 4.—The War Department tonight received the following dispatch from General Chaffee, dated Manila, October 4, and giving further details of the attack on the Ninth Regiment: "From those who escaped the following is learned: 'September 24, while at breakfast, Company C was attacked at the signal of the ringing of the convent bells by about 450 bolomen, 200 from the rear of the quarters, 250 from the front, simultaneously with an attack upon the officers' quarters. The company was completely surprised. The force attacking in front gained possession of the arms. A light entered for them, in which most of the men met death in the main room in the rear. The enemy was beaten off temporarily by about 28 men who gained their arms. Sergeant Hutton assumed command and endeavored to collect the men and leave in boats, but was reattacked by the enemy. The strength of the command was 3 officers and 73 men; killed, 3 officers and 49 enlisted men; missing, 6; wounded, 15; present, 13. The party attacking the officers' in the convent retired through the church. Large numbers were led by the Presidents. There were probably 101 rifles with the company; 25 were saved, 15 of the lost rifles were drawn and 2,000 rounds of ammunition were lost. Ninety-five prisoners outside the curtain joined in the attack on the signal. The boat of the missing men of the company was seized, Captain Bookmiller may pick up the men. 'LIEUT. JAMES DRITTLER, 'Ninth Infantry.' 'Have returned from Balangiga. Drutler explains the condition correctly. We landed yesterday, and the inhabitants deserted the town, firing on shot. We buried the three officers and 49 men. A number of bodies were buried in quarters, the buildings being fired as we entered. We secured or destroyed most of the rations. All ordnance is gone. The insurgents secured 50 serviceable rifles and 28,000 cartridges. Forty-eight men of Company C, Ninth Infantry, and one Hospital Corps man were killed or are missing; 23 men are accounted for. We found two in a boat on route here. We buried the dead, burned the town and returned to Baso. 'CAPTAIN BOOKMILLER, 'Ninth Infantry.' 'De Russay has sent a strong company to chastise the savages, if found. 'De Russay is the Colonel of the Eleventh Regiment stationed near the scene of the attack.'"

SUMMARY OF IMPORTANT NEWS.

Yacht Race.
Columbia won the third race and the series from Shamrock. Page 1.
The Irish yacht finished first by two seconds, but the American boat, with her allowance, won by 41 seconds. Page 1.
Lipton's race is that he did not take one race. Page 1.
Schley Inquiry.
Sampson may be summoned to explain an error in the "Dear Schley" letter. Page 1.
New witnesses yesterday were Commander Rodgers, of the Iowa, and Commander Hodgson, of the Brooklyn. Page 1.
Captain Lemly still has a long list of witnesses. Page 1.
The Schley-Hodgson letters may be introduced today. Page 2.
Domestic.
Particulars are received of the massacre at Balangiga. Page 1.
Kitchener attacks the British Government's Boer war policy. Page 3.
King Edward is suffering from lumbago. Page 3.
Sport.
Portland and Spokane played a tie game of baseball at Hillsboro. Page 3.
Flanagan broke the hammer-throwing record at Louisville. Page 3.
Eastern turf events. Page 3.
Pacific Coast.
Portland will probably get a can factory now located at Astoria, and \$100,000 will be expended in improving it. Page 1.
Episcopal convention gave most of the day to missionary work. Page 2.
Sunday-school movement in Lewis County, Washington, declared at an end by reformers. Page 4.
Banker Bush, of Salem, files new and stronger charges against ex-State Treasurer Metcalf. Page 4.
Oregon association will outline plans today to head off the "beers" in the hop market. Page 4.
Portland and Vicinity.
Chinaman supposed to have died from heart disease killed by a blow. Page 12.
Durphy's wives testify, one for, one against him. Page 8.
Federated Trades adopted subordinate section plan. Page 12.
Southern Oregon man uses sand as a cure for dyspepsia. Page 7.

(Continued on Third Page.)

(Continued on Second Page.)