



VOL. XXI.

PORTLAND, OREGON, SUNDAY MORNING, AUGUST 17, 1902.

NO. 33.

DRAW AT CRICKET

All-Oregons' Good Showing Against Vancouver.

LUMGAI'S FINE BATTING

He Makes 83 Runs Out of 120 for the Home Players—Professional Rigby Plays but Does Not Bowl.

Luck changed yesterday with the change of name at the Multnomah Club grounds, when the All-Oregon Cricket Club played a draw game with the Vancouver (B. C.) Cricket Club, although the odds were in favor of the Oregonsians winning the game. They ran up 120, and the Vancouverians had 120 runs for eight wickets out when cricket stumps were pulled at 6 o'clock P. M., the time agreed on to stop play. Friday, nine of the Oregonsians played under the name of the Portland, and the aggregation met with decisive defeat. Astbury, of Astoria, and Pattullo, of this city, were the new men played, but they only made three runs between them. So there was something in the name, after all. Lumgair was "it" for the Oregonsians, for he made 83 out of the 120.

It was at first expected that the Vancouverians would not play Rigby, but they did. A protest was made, on the assertion that he is a professional, but it was apparently settled to everybody's satisfaction that he only receives remuneration for temporarily taking care of the Vancouver cricket ground, and that he is not on the salary list of the club as a paid player. He did not bowl yesterday, for which the Oregonsians were thankful, as he would have undoubtedly disposed of them as easily as he did Friday. At 11:30 o'clock, Lumgair and Smith defended the wickets for Oregon against the assaults of Jukes and Deane. Both batsmen played cautiously to weary out the bowlers, so much so that Jukes bowled a maiden-six balls and no runs scored. Five balls sent down the pitch by Deane were blocked, but the sixth was out for a single by Lumgair. He and Smith slowly but surely settled down to business, and Smith played a "stone wall" game while Lumgair dished in threes and fours. It looked as if Smith were scoring heavily, but he blocked and tired out Deane. Then Smith, in trying to hit a bounding ball hit his wicket instead, and he was out for 5. One man for 5. Lawrence went into partnership with Lumgair but after a single and a four the persistent hard luck which has so far troubled Lawrence this season was again manifest, and he hit to Rigby who caught him. Double figures were at least expected from Astbury, who came all the way from Astoria to play, but he again showed lack of practice and was out for 2. None of the other players could do anything with the bowlers except Lumgair. He hit out like the first-class cricketer that he is, and he batted Senkler so hard that Deane went on again. For his 33, Lumgair had 33 runs, four threes, seven doubles, and five singles. It looked at one time as if he would carry his bat and walk out unconquered as the solitary Roman of the field, but one of Jukes' shooters disposed of him.

Vancouver Takes Aggressive. To try to make 120 runs, the Vancouverians assumed the aggressive in the batting department at 3:35 o'clock by sending in Morley and Deane. Unfortunately the very first ball Lawrence gave Morley was hit to one of the "off" fielders who "muffed" it. After giving this chance, Morley gave no more but began to hit hard, and was ably helped by Rigby. At 5:30 o'clock when the score was 55, rain caused play to stop temporarily. In a few minutes the cricket pitch was a small lake, and after the weeping clouds rolled by, the ground was so wet that a different "crease" or place where the wickets are placed, had to be picked out. Rigby showed that he is an aggressive batsman, and a hard hitter. It was a pleasure to

witness his steady, run-earning drive. He got three fours, two threes, four twos, and six singles. Morley got two runs less—four fours, four twos, and six singles, by excellent cricket. Robson, Senkler, Clinton and Crickmay were easily disposed of for six runs, although some of them expressed their disappointment that they were declared "leg before wicket." Unexpected strength was shown by Jukes and Smith in the batting department, and possibly they saved their side from defeat. They defended the wickets until 6 o'clock, the time agreed on to stop the game, and between them they made 23 runs, got by safe play marked by hard hitting. At one period, the game could have been won if, when a "dye" was sent up in the air, one fielder had made it his business to catch it. But two fielders tried, and they missed the ball. Too many cooks, etc. So the game ended in a draw.

The All-Oregon team felled well, especially at silly and point. Lumgair's catch from Deane was smart. Pattullo made an excellent wicket keeper. Lawrence had a good bowling average, six wickets at an expense of only 47 runs. The other bowlers took two wickets at an expense of 40 runs. The Vancouverians felled well, and Jukes bowled five men for 41 runs, a good average. In the evening, the Vancouverians were entertained by the Oregonsians to a launch party on the river, and the pleasant social time was enjoyed after the hard work. The members of the visiting team have made many new friends by their pleasant good comradship.

Scores of the Match.

ALL-OREGON.			
J. B. Lumgair, b. Jukes.....	83		
W. G. Smith, hit wicket, b. Jukes.....	5		
C. W. Lawrence, c. Rigby, b. Senkler.....	5		
R. C. F. Astbury, b. Jukes.....	3		
D. A. S. Cawston, b. Jukes.....	2		
W. N. Pattullo, b. W. Jukes.....	2		
E. S. Dakeyns, b. Deane.....	1		
W. Fenwick, c. Jukes, b. Deane.....	1		
R. A. W. Barfoot, b. Deane.....	1		
A. B. Willis, not out.....	1		
W. L. N. Gilman, b. W. Deane.....	1		
Extras—Bye, 1; leg byes, 6.....	7		
Total.....	120		
VANCOUVER, B. C.			
H. L. Morley, b. W. Lawrence.....	30		
W. G. Smith, hit wicket, b. Lawrence.....	5		
C. E. Robson, b. W. Lawrence.....	3		
J. Rigby, b. W. Lawrence.....	3		
Rev. H. F. G. Clinton, b. W. Lawrence.....	2		
F. G. Crickmay, b. Lumgair.....	2		
W. L. N. Gilman, b. W. Lawrence.....	1		
A. L. South, not out.....	1		
A. Jukes, not out.....	1		
G. M. Smith, hit wicket, b. Lumgair.....	1		
Extras—Bye, 5; leg byes, 6.....	11		
Total.....	58		
BOWLING ANALYSIS.			
Overs. Mails. Runs. Wkts.			
Jukes.....	10	47	6
Deane.....	10	41	5
Senkler.....	6	1	1
VANCOUVER, B. C.			
Overs. Mails. Runs. Wkts.			
Lawrence.....	10	47	6
Lumgair.....	10	36	5
Barfoot.....	7	1	1
Fenwick.....	1	0	0

CARTER APPEALS TO PUBLIC

Asks the People to Suspend Judgment Against Him.

DULUTH, Minn., Aug. 16.—Captain O. M. Carter appeals to the American people to suspend judgment against him until a letter written to his chief counsel, Judge H. G. Stone, who is now in Duluth. Carter asks that his desire be made known through the press to his fellow-countrymen. The letter follows: "I wish to say that all the evidence shows that I have never stolen a single cent from the Government, nor even received a cent paid by the Government to Gaynor and Greene; nor to any other contractor. I am prepared to show where I got every cent of money which I ever had or ever spent. Under such circumstances, I ask the American people to suspend judgment against me until I can have a regular trial, and be given an opportunity to prove my entire innocence and honesty and to clear myself of the outrageous and ruinous charges filed against me. I shall be able to prove beyond a doubt that I did my duty without fear or favor, and that the Government never lost a single cent through any work done under my charge. "I feel that I have suffered an unjust and disgraceful imprisonment without being guilty of any wrong doing whatever. I propose to fight as hard as Captain Dreyfus fought, and even with as overwhelming public opinion against him."

REVIEWS THE FLEET

King Edward Completes the Coronation Programme.

BRILLIANT SIGHT AT SPITHEAD

One Hundred Fighting Ships Lined Up for Royal Inspection—Gorgeous Illumination of the Vessels After Dark.

PORTSMOUTH, Aug. 16.—King Edward completed the programme of the coronation festivities today by reviewing the fleet for the first time since his accession. From a spectacular point of view the assembling of a hundred-odd war vessels in the roadstead off Spithead was a magnificent show, but to those looking beneath the brilliant veneer of paint and polish, it was evident that the fighting strength of the fleet was by no means formidable. The line of ships was thickly dotted with ineffectives. However, the display represented merely the home fleet, not a single vessel having been withdrawn from a foreign station to participate. The day opened fine. There was an immense influx of visitors. The waters of the Solent were covered with pleasure craft of every variety, from the motor launch to the big excursion steamer, and every vantage point on shore was covered with spectators.

At 3 A. M., in response to a signal, the fleet broke out flags, and in the space of a minute the lines of black hulls were transformed into vari-colored lanes of fluttering bunting. Simultaneously the pennant of Admiral Sir Charles Holham, Commander-in-Chief at Portsmouth, was flung out from the peak of the Royal Sovereign, which today acted as flagship of the fleet. Five other Admirals' flags were also in view in different sections of the parade. The five lines in which the fleet was moored were located midway between the Isle of Wight and the mainland.

Nearest to the Portsmouth shore were the special service vessels and yachts, headed by the conspicuous white hull of the Japanese torpedo-boat destroyer Asato. The next line was made up of 35 British torpedo-boat destroyers. Then there was a line of cruisers and gunboats, then a double line of battle-ships, and finally another line of cruisers. Another parallel line nearest to the Isle of Wight was made up of foreign men-of-war, including two Japanese cruisers, the Asama and Takasago; the Italian armored cruiser Carlo Alberto and the Portuguese cruiser Don Carlos I. The precaution had been taken to conceal all the vessels present to burn smokeless coal, but as the day advanced a haze spread over the water and small craft frequently disappeared in banks of mist. At 12:30 P. M. the lines of the fleet closed, the gunboats drove all unauthorized craft out of the forbidden area, and promptly at 2 o'clock the royal yacht Victoria and Albert, with King Edward, Queen Alexandra and other royal personages on board, slowly got under headway. This movement was signalled by a gun-shot from the Royal Sovereign, and thousands of jockies swarmed over the decks, superstructures and fighting tops of all the vessels, including two Japanese cruisers, the Asama and Takasago; the Italian armored cruiser Carlo Alberto and the Portuguese cruiser Don Carlos I. The precaution had been taken to conceal all the vessels present to burn smokeless coal, but as the day advanced a haze spread over the water and small craft frequently disappeared in banks of mist.

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past the royal yacht. After a display showing the progress of naval construction during the Victorian era, from the time of the early wooden vessels, the fleet will disperse.

Thousands of persons who were expectantly awaiting the illumination of the fleet off Spithead tonight not only were disappointed, but were drenched by a thunder storm and rainfall of almost phenomenal suddenness. The storm broke just as the signal for illumination was given, and the crowds ashore and aboard stampeded for shelter. There was some lingering to await the possibility of the lifting of the shower, but the darkness enveloped the ships, preventing a sight of the spectacle, and the carnival shortly afterwards was abandoned. A great majority of the lighters were in the vicinity of South Sea Common, and far from available shelter. They returned to the deluged streets of Portsmouth in a pitiable plight. The illuminative decorations of the Town Hall, and in that vicinity, consisting largely of balloons, were quickly ruined by rain and wind, which blew hard a gale.

The storm continued for an hour. After that, the night was fair and the illumination was carried out and was witnessed by thousands who reappeared upon the shore. A rocket was sent up from the royal yacht, and a moment later in the outline of the yacht burst out in thousands of incandescent lights. This was the signal for the hundreds of other ships, and as if by magic, the entire fleet was illuminated in a great blaze of light. The sudden change from dusky shadows to one of electrical brilliancy had a startling effect on the crowds, and they made manifest their delight by rounds of cheers. The lines of the funnels, masts and upper decks of the ships were outlined in mellow, glowing lines, and the flags in clear, pale light, most high. The brilliant lights of the merchant ships and pleasure craft added to the splendor of the maritime fete. Simultaneously, hundreds of public and private buildings ashore were illuminated, while an imposing display of fireworks, varied in color and form, gave fresh interest to the carnival. After an hour's display, the incandescent bulbs on the ships were extinguished and were succeeded by a gorgeous display of colored searchlights, trained uniformly in various directions, and ending with a rainbow effect, which was heightened by the clouds of steam from the funnels of the vessels. The searchlights were still gleaming when the royal salute was fired at midnight. Then all were extinguished save that on the royal yacht, which remained glimmering.

G. A. R. ENCAMPMENT.

Programme of Exercises Officially Adopted.

WASHINGTON, Aug. 16.—At a conference at the headquarters of the Grand Army of the Republic, the following programme of exercises for the 1902 encampment was adopted:

Sunday, October 5—Patriotic services in local churches. Monday, October 6—Campfire in Convention Hall at 7:30 o'clock in the evening, at which the members of the association will be addressed by speakers of National reputation.

Tuesday, October 7—Naval day: parade of special veterans associations; detachments of regular troops, district militia and various civilian organizations to be invited; excursions to Mount Vernon for the delegates to the encampment. Public evening meeting of welcome at Convention Hall.

Wednesday, October 8—Grand review of G. A. R. by the Commander-in-Chief and the President of the United States, with an elaborate reception in the evening at Convention Hall. Thursday, October 9, and Friday, October 10—Sessions of National encampment. Meetings of auxiliary conventions and corps and regimental reunions may be arranged for at any time during the encampment.

Garrett Institute's New Professor.

CHICAGO, Aug. 16.—P. E. Eisen, an scholar of the Semitic languages and pastor of the Fifth Methodist Episcopal Church of Philadelphia, has accepted the chair of Hebrew language and literature of the Garrett Biblical Institute. Professor Eisen is 30 years old. He graduated from the University of New York and drew Theological Seminary and then took a post-graduate course at Columbia University and the University of Pennsylvania. He will succeed Professor Charles Horwell, who recently resigned the chair.

COUGH WAS FATAL

Fair's Chauffeur Explains the Cause of the Accident.

ONE OF RESULTS OF SCORCHING

Hearing of the Application for Letters of Administration at San Francisco—Automobiles Scared.

PARIS, Aug. 16.—The chauffeur of the automobile in which Mr. and Mrs. Charles La Fair were killed, whose name is Brey, returned to Paris this morning. In an interview with the correspondent of the Associated Press he threw some further light on the cause of the accident, saying: "When we left Trouville Mr. Fair was suffering from bronchial catarrh. He coughed frequently on the road, and during the fits of coughing his face was much congested, evidently producing slight dizziness. He had just been coughing when I found that the tire of one of the hind wheels was deflated. I realized the danger and jumped to my feet, and, leaning forward, I shouted in Mr. Fair's ear in English: 'Stop quick! Tire no good!' Mr. Fair glanced back, but he did not reply. Apparently he tried to stop, but in doing so he must have made the wrong steering movement, as the machine swerved across the road and went in a straight line for a tree. Mrs. Fair, as she saw the direction the automobile was taking, clapped her husband's shoulder with her arm and turned her face back toward me with a look which plainly said 'We are lost!' The next moment came the crash, and I was thrown into a field beside the road and stunned. When I recovered, which I did quickly, I limped to the side of my master and mistress, and with the help of the chauffeur gate keepers I extricated the bodies from the wreck."

LETTERS OF ADMINISTRATION.

Farnham's Application Comes Up for Hearing.

SAN FRANCISCO, Aug. 16.—The matter of the application of Public Administrator Farnham for letters of administration of the estates of Mr. and Mrs. Charles La Fair came up for hearing in Judge Carroll Cook's court today. After listening to extended arguments for and against the application of the Public Administrator, Judge Cook announced that he would give a decision on Monday, and in the meantime would await further particulars of the accident, as the reports of the death of the millionaire and his wife are, in the eyes of the law, merely hearsay, and must be substantiated by more direct evidence than has already been presented.

The provisions of the will of Mr. and Mrs. Charles La Fair, now in the possession of Knight & Heggerty, have not yet been made public, and there is much speculation as to their contents. It has not yet been ascertained whether the La Fairs acquired separate or community property after the making of these wills. This property will, legally, be included in the application of the Public Administrator, and the legatees so named will receive their share if the courts authorize distribution in accordance with the provisions of the wills.

Gatekeeper's Wife's Story.

A representative of the Associated Press has just returned to Paris from the Chateau Bulson du Mais, where a personal investigation into the circumstances surrounding the death of Mr. and Mrs. La Fair was made. Mrs. Houd, wife of the gatekeeper of the chateau, who was an eye-witness to the disaster, made the following statement to him: "When the automobile crashed into the trunk of the elm tree, I saw the occupants of the car shoot into the air to the height of the tree. Then they fell with a thud. I screamed and rushed from the gateway and across the road where I saw the automobile tilted by the side of the roadway, five yards from the tree. At first I did not see the victims, but afterward perceived them at the foot of the tree. Mr. Fair was lying at full length behind it while his wife was against its front, as though sitting huddled, with her head leaning against the tree. Mr. Fair apparently was quite dead. I took his wife's head in my hands and gently laid the body flat on the grass. She did not give a sign of life. The horrible gasps on the heads of Mr. and Mrs. Fair upset me and I ran back to the lodge and called my husband, who was ill in bed, to warn the people at the chateau. I then returned to where the bodies lay. About this time a painter, whom I do not know, came along. I called him and as he stood looking at the corpses, I asked him to remain there, as I intended to go to the people at the chateau. He then

walked away, saying he had his own business to attend to and could not wait. "I then returned to the bodies and was looking at Mrs. Fair when I saw the gloved fingers of one hand slowly opening. I turned to her husband and found his foot moving, as though the leg was drawing up. This frightened me and I ran back to the lodge. When I returned with my husband, the bodies were motionless and never stirred again."

When asked if she could say whether the movements of the bodies had lasted longer with Mr. Fair than with his wife, she replied: "They took place simultaneously. I was too unnerved to remain and watch and ran back to the chateau, and when I again saw the bodies they were still."

Dr. Perriquet, of the village of Pac-sur-Eure, who was summoned to attend Mr. and Mrs. Fair at the time of the accident, said to the representative of the Associated Press: "When I reached the spot, a quarter of an hour or so after the accident, both Mr. and Mrs. Fair were quite dead and I am convinced from the nature of the wounds that death was instantaneous in both cases. Mr. Fair's forehead and the fore part of his skull were completely crushed and the side of his wife's face and her forehead were battered in as though she had received a blow from a sledge hammer."

Questioned regarding the statement of Mme. Houd, as to the movements of Farnham's foot and his wife's hand, Dr. Perriquet said: "I am convinced that at the moment the movements are alleged to have occurred life was quite extinct. They were killed instantaneously, just like a small which is crushed beneath a man's foot."

The coffin containing the bodies of Mr. and Mrs. Fair arrived in Paris this afternoon and were placed in the vault of the Church of the Madeleine, in the presence of a representative of the United States Consulate: Mr. Ellis, manager of the Hotel Ritz; Mr. Fair's chauffeur, and Mr. Fair's mother. A priest of the church said prayers for the repose of the souls of the deceased.

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The provisions of the will of Mr. and Mrs. Charles La Fair, now in the possession of Knight & Heggerty, have not yet been made public, and there is much speculation as to their contents. It has not yet been ascertained whether the La Fairs acquired separate or community property after the making of these wills. This property will, legally, be included in the application of the Public Administrator, and the legatees so named will receive their share if the courts authorize distribution in accordance with the provisions of the wills.

The question of priority of death is exciting much comment.

But Attorney Heggerty, who, with Herman Oelrichs, is conducting the necessary litigation preliminary to the probate of the wills, declares that if Mrs. Fair survived her husband this circumstance can have no effect upon the final disposition of the property except to give her relatives all that she bequeathed to them. If her husband survived her, his estate will be distributed equally to his sisters, Mrs. Oelrichs and Mrs. William K. Vanderbilt, with whatever additional property Mrs. Fair may have willed to her husband. The law of California presumes that where husband and wife perish in the same calamity, the husband, as the stronger, survived his wife.

The bodies of Mr. and Mrs. Fair will be placed in the Fair mausoleum at Laurel Hill, beside the body of the late Senator James G. Fair.

Germany's Weather.

BERLIN, Aug. 16.—The weather continues cold and rainy. The temperature yesterday in Southern Saxony stood at 40 degrees. The North Sea Summer resorts are practically deserted and persons on vacations are returning to their homes.

TOO FEEBLE FOR WAR

Useless Dummies in England's Home Squadron.

ADMIRALTY IS CRITICISED

Only a Dozen Effective Battle-Ships Among the Vessels in the Review at Portsmouth—Other Serious Questions.

LONDON, Aug. 16.—The great naval parade off Spithead is filling columns of the London papers with indictments of the admiralty, as well as panegyrics of the magnificent pageant. William Laird Cowie, the naval authority, and who cannot be classed as an alarmist, writes that while there are a dozen very effective battle-ships off Spithead, and a few cruisers, all comparing favorably with those of the best foreign construction, the bulk of the British fleet is merely an exhibition of flags, paint and gilding, and the majority might as well be built of cardboard, as they are mere dummies, too feeble to fight and too slow to run away. The admiralty is also coming in for scathing criticism on account of the overcrowding of transports. Returning colonial troops from Cape Town, on the steamers Britannic and Brunstun, going to Australia, were devastated with measles, pneumonia and pleurisy. The stories of filthy quarters and inadequate medicine and food rival anything charged in connection with the fever ships which arrived at Camp Wykoff, Montauk Point, Long Island, after the war with Spain. Official statements from the admiralty all deny overcrowding, but the fact remains that after vigorous protest from Australia, the transport Aurania, then on the eve of sailing for Cape Town, before proceeding disembarked 53 officers and men, thus admitting that the ship was overcrowded to this extent.

Even more serious from a national point of view than the transport, remount and commissary scandals, is the problem of caring for the horde of discharged soldiers now clamoring for employment. There is no question that the various relief organizations accomplished a vast amount of good throughout the war, and they are still doing so. They disbursed literally millions of pounds sterling in aid of widows, orphans and invalids; but now the workhouses of the United Kingdom are filled with time-expired men, and in all the big towns masses of volunteers and reservists are vainly seeking fresh situations in place of those their employers promised to hold open until after the war, but who did not do so. Strangely while the cities are glutted with men out of employment, the farmers in all sections of the country are reported to be lamenting the dearth of field laborers.

A long interview with ex-Congressman Jefferson Levy, of New York, is published today. In it Mr. Levy dwells upon prosperity in the United States, which he considers is assured for years by the enormous crops now under cultivation. He says the uncertainty expressed by some financial writers regarding the permanence of general prosperity, the financial situation and the increasing value of securities is entirely uncalled for, and that European financiers pay too much attention to the New York weekly bank returns, which do not fairly represent the bank reserves. The shipping combine headed by J. P. Morgan, he considers, will prove beneficial alike to the commerce of Great Britain and the United States, "so fears of an adverse effect on British trade and interests are unnecessary."

It is likely to be 1904 before any of the scholars who received appointments under the terms of the will of the late Cecil Rhodes will arrive at Oxford.

The details of the will find so many intricate details to be arranged that there is little hope of getting the curious system working earlier.

PROMINENT CRICKETERS WHO PLAYED IN THE ALL-OREGON MATCH WITH VANCOUVER



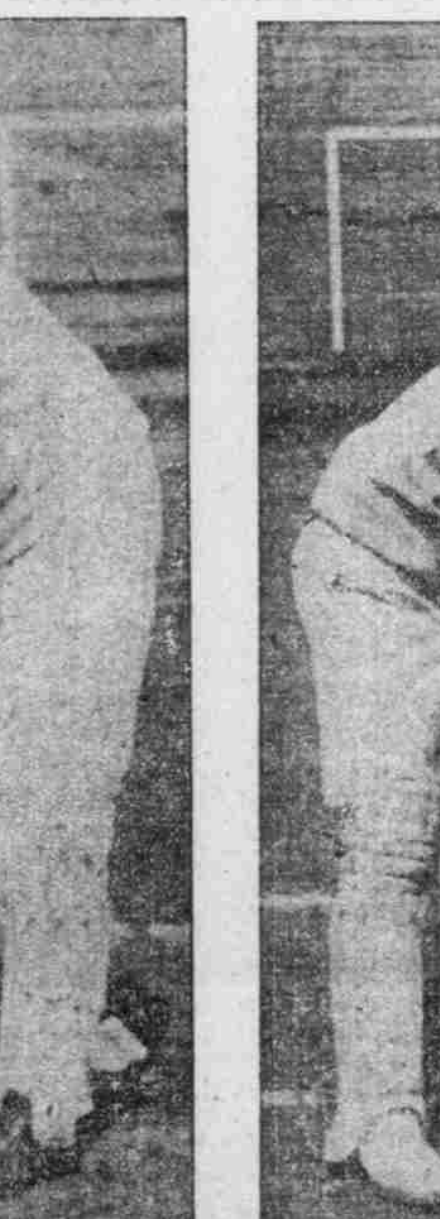
A. L. Morley, of Vancouver.



C. W. Lawrence, of Portland.



J. H. Senkler, of Vancouver.



J. B. Lumgair, of Portland.



A. Jukes, Bowler, of Vancouver.