RELIANCE SHOWS HER HEELS TO SHAMROCK

(Continued from Page One.)

rock took about on a starboard tack and was followed at 12:46 by the Reliance. At 1:05 the boats were brought about on a port tack.

The Reliance at this hour was slowly but surely pulling away from the Shamrock and floating a little higher and as the yachts stood away the first real idea of their ability in the point of the wind was obtained. It was Lipton's desire of weather and water conditions and the Reliance was certainly pointing higher into the wind.

While at this time there is little likelihood of the race being finished within the time limit, the Reliance partisans are gleeful over the showing made by the defender.

Still Greater Lead.

Bulletin, 2:10 p. m.—Haze has just shut in thick to the southward, making it impossible to see the yachts from the Highlands. When last seen the Reliance was comfortably in the lead. The only fight it now has to make is against the time limit. The wind has suddenly sprung up and has headed the Shamrock off her course, giving the Reliance a still greater lead. The Reliance is now two miles from the outer mark.

Bulletin, 3:20—Nothing now short of a half gale of wind in a dead flat sea which would be a phenomenon can make it possible for the Reliance to finish within the time limit.

Bulletin, 3 o'clock—The Reliance came about in one tack and both vessels are taking in their jib topsails and are now carrying small balloon topsails and are getting a southwest breeze. The Reliance is a mile and a half in the lead and within an hour and a half could finish the race, but the outer mark is not yet turned, and there seems little likelihood of a finish within the time limit.

Lipton Sanguine.

Sir Thomas Lipton, owner of the challenger, is sanguine over the prospects of his yacht capturing the cup, and said this afternoon:

"I a mmore confident of winning than ever, after the showing today, and my confidence is shared by every man on the fleet and other admirers of the Shamrock III. Designer Fife is satisfied with the tuning up that the Shamrock III has received, and Captain Wringe is confident."

History of the Challenger.

Shamrock III, the challenger, was designed by William Fife and built by Denny Brothers, at Dumbarton. She is built of nickel steel, and while not as large a boat as the defender of the cup, she spreads an enormous area of canvas.

Capt. Charles Barr is the skipper of the Reliance, and this will be the third time that he has sailed the defending yacht in races for the America's cup. Captain Barr is a Scotchman by birth, but he came to this country many years ago and was so attracted by its possibilities that he settled here, and after making his mark in his profession he went to the other side and brought a wife back with him. He now lives at New London. As a skipper of racing yachts he has few equals in the world. He is skillful with the wheel, resourceful, and has plenty of nerve, without which no one can handle one of the modern racing craft.

Captain Barr in 1887 was a sailor on the Scotch cup challenger Thistle, which was sailed by his brother, Capt. John Barr. Thistle did not win and the next time he figured on a big boat was in 1893. Navahoe was built that year for Royal Phelps Carroll and Barr was selected to sail the yacht in English waters. He left her before the season was over and on his return to this country assisted his brother on Jubilee, which had been built for General Payne as a defender. Vigilant defeated Jubilee and other yachts in her class. In 1895 Defender was built, and Vigilant, then owned by Com. George J. Gould, was put in commission as a trial boat and was sailed by Captain Barr. In 1899, when Columbia was built to meet Shamrock I, Captain Barr was chosen to handle the new yacht, and in 1901 he was again on Columbia and that yacht succeeded in defeating the new boat, Constitution, and was selected to defend the cup. Last year he was on board Mineola, the 70-footer, and this year was selected by Mr. Iselin to sail the new defender. Barr has sailed many other yachts, including the schooners Colonia, Gloriana, and Minerva, and always with good success.

Wringe a Successful Skipper.

Capt. Robert Wringe of Brightlingsea, Eng., is the skipper of the challenger, Shamrock III, and there is no better skipper on the other side of the Atlantic than Captain Wringe. He came here first on Shamrock I, but was second then in command to Captain Hogarth. The next season he was here to sail Mineola for Vice-Com. August Belmont, and that yacht was the most successful of the 70-footers. In 1901 he was in charge of Shamrock I, which was used as a trial boat for Shamrock II, and sailed that yacht so well that it is generally conceded that the old boat made a better showing in her trials than the challenger. Last year he was skipper of the new schooner Cicely, which was built for Cecil Quentin, and sailed against Meteor and other crack schooners. Cicely lost only one race during the season, and that was through an accident to the jaws of her gaff. This year he was chosen as the skipper of the challenger, and in the tuning-up spins of that boat he has shown that he understands her thoroughly, and that she will be sailed at her best. No excuses can be made on either side about the way the yachts will be sailed, as each has the most expert skipper that could be procured, and each has a crew that has been well drilled and is thoroughly efficient.

DESPERADO GOES TO JOIN COMPANIONS

(Special Journal Service.)

SAN FRANCISCO, Aug. 20.—Jack Davis, the fourth of the quartette who were concerned in the robbery and assault upon Mrs. Matthews last March, made a complete confession in court this morning and said that Docia Nolan planned the affair and was ringleader, and that Mike Nolan, Bernard Whitelaw and himself were all guilty. In view of the fact of the confession, Judge Cook only gave him 20 years at San Quentin. The balance of the gang were sentenced last week.

ASTORIA'S SUPREME FUNCTION.

(Continued from Page One.)

queens, Queen Agnes of Albany leading and Queen Kathryn of Ashland following. Next came Queen Agnes of Salem, next Queen Ann of Dallas, Queen Centenna of Grants Pass, Queen Emma of Portland, Queen Willetha of Roseburg, Queen Inez of Corvallis.

As each entered the hall loud applause greeted them. Each queen carried herself with royal personage.

The Court Ladies.

Lady Winifred May Van Duser and Lady Maude Genevieve Van Dusen, both maids of honor followed. Then came Lady Theresa Morton, Lady Gortler, Lady Jennie Louise Allen Lady Nellie Westerdale Barker, Lady Minerva Lighter, Lady Lita Ward, Lady Ann [illegible] Lady Elizabeth Gregory, Lady Cora Trenchard, Lady Jessie Bolds, Lady Helen Peterson, Lady Nellie Brooks, Lady Edith Hobersham, Lady May Emma Netsinger, Lady Nellie Marie Etsinger, Lady Gertrude Stockton, Lady Elizabeth Bowman Reed, Lady Mary Josephine Nowlen, all ladies in waiting.

Queen Applauded.

Queen Francis then followed and a deafening applause followed. The visiting queens advanced to the throne first followed by the maids of honor and ladies in waiting, each occupying their seats according to rank. The queens staff then advanced to the throne occupying the last row of seats.

Courtiers Enter.

Admiarl A. N. Smith leading, followed by Commodore Charles E. McDonald, next Flag Lieut. W. T. Carroll. Vice Admiral Captain Gregory, Vice Admiral Captain Nelson, Vice Admiral Captain Burns followed. Commander Boles H. Earles, Commander F. J. Parker, Commander F. T. Kuettner, Commander John Fox, Commander H. D. Thung, Commander F. J. Carney, Commander Charles Collender, Commander W. R. Storey, Commander J. A. Waddle, Commander J. H. Burgard, Commander Charles Ransom, Commander L. S. Doble, Commander S. W. Thompson, Commander Roy Gilbert, Commander T. C. Smith, Commander J. F. Hughes, Commander George Waters, Commander L. E. Crow, Commander J. A. Horan, Commander W. E. Schimpff following.

Homage to Queen.

Queens and ladies then paid homage to Queen Frances, each advancing to the center of the royal circle and then retreating backwards to their seat. The ladies advanced in pairs, one from each side of the circle. The Queen's pages then saluted her majesty, followed by the officers from Fort Stevens and the regular army, officers from the Concord and Marblehead. The ladies' committee in charge of the entertainment then paid homage: Following are the names of the committee: Mrs. P. A. Stokes, Mrs. W. O. Wilkerson, Mrs. H. Prael Mrs. G. C. Fulton, Mrs. C. W. Fulton, Mrs. L. Crang. Colonel Huston, in command of Vancouver Barracks, Major Davis from Vancouver, and Major Reese, Paymaster at Portland, were present and paid homage to the Queen.

YESTERDAY'S EVENTS WERE ATTRACTIVE

ASTORIA, Aug. 20.—From the appearance of the weather yesterday it was doubtful for a while whether the scheduled yacht races of the great regatta here could be held or not. The wind blew at the rate of 25 to 30 miles an hour. Eventually the yachtsmen decided to race at any cost.

All races of boats and yachts were pulled off at intervals of 15 minutes, thus having them all sailing out in the center of the river at the same time. The sun's rays against the sails made a beautiful picture as the vessels bobbed up and down, first listing to one side and then the other, each fighting hard to conquer an opponent. As the boats neared the grandstand whistles blew and the crowds cheered the winners.

Every one aboard the craft had the appearance of drowned rats, being well drenched. They had a hard fight against the wind, as any boat was liable to be smashed to pieces any minute, but luckily no serious accidents occurred.

Results of Yesterday's Events.

The results of yesterday's events are as follows:

First race, yachts—Wizard won, Skylark second, Wanna third; time, 1:01:06. The prizes for this race was $150, $75 and $25. On account of the high sea running the yachts shortened the course to but one time around.

The fishboat race was won by A. Swirsen. Time, 2:32:20.

The next race was between several sloops from Shoalwater Bay, which event was won by the Olympic, Undine second, Blue Jacket third; time, 1:00:59.

Results of the cannery tenders' race was as follows: No. 42 won, 43 was second and 41 third; time, 1:15:50.

FAMOUS STRIKE THREATENS SEATTLE

(Continued from Page One.)

If it becomes necessary to do so, every union labor man in Seattle will join in a sympathetic strike and thus paralyze the business of the entire city.

If such a course as this is taken it will probably have the effect of forcing the moneyed interests of the city to bring enough pressure on the Mayor and the City Council to induce them to break their bonds of servitude and bring the Seattle Electric Company to time.

Jacob Furth, President of the offending corporation, said yesterday afternoon that he was willing to submit the matter to arbitration, but as he was just about to start away on his summer vacation the streetcar men would have to wait until he returned. He gave no indication of the length of time he intends to remain away. When informed of what Furth had said one of the union men remarked:

"That was very nice of Mr. Furth, but unless he wants to walk home he had better have his carriage waiting at the depot for him when he returns."

50 CENTS ON DOLLAR

(Special Journal Service.)

NEW YORK, Aug. 20.—It is reported today that Talbot, Taylor & Co., who went down in the recent slump in Wall street, expects to make application for reinstatement on the Stock Exchange. The basis of settlement with creditors is not made public, but it is understood it will be 50 cents on the dollar.

ANOTHER BANK FAILED

(Journal Special Service.)

WASHINGTON, Aug. 20.—The Comptroller of the Currency today announced the closing of the Citizens' National Bank of Beaumont, Texas. It is estimated that losses of $230,000 will result. The failure is due to large loans made to the president of the bank.

DEL CAREY SMITH MEETS EAGLES

(Continued from Page One.)

issued or not, or whether a new lodge would be organized and a new charter granted as the best way out of the existing embarrassment.

"Will the matter be taken before the Grand Aerie in New York next month?"

"That will depend on whether a charter is issued or not before that time. But please excuse me from talking. I do not desire to say anything about the matter at the present time."

"Has the Grand Worthy President power to issue a new charter?"

"Well, yes, he has. I will be glad to tell you anything else about the Eagles or the meeting of the Grand Aerie that [illegible] but you see my position will not permit me to talk about the local situation at this hour."

Meeting This Afternoon.

A meeting of Portland Eagles is being held this afternoon in the lodge room of the aerie at Second and Alder streets. It was called by John Lamont, who was elected chairman of "the faithful" some days ago. President Smith is in attendance, and the local situation is being carefully considered by him. There is a fair attendance of members of the aerie. As the president has power to reissue the old charter or to issue a new one, it is considered almost certain that the difficulty will be settled one way or the other before night. President Smith has declared his intention of returning home by the early evening train.

The knowing ones declare that by nightfall that the old aerie will be reestablished or a new lodge formed.

The Two Questions.

T. B. McDevitt, a local Eagle of prominence, said this afternoon: "The only questions to be considered by the Grand Worthy President and by the meeting are whether the old aerie shall be hehabilitated or a new aerie authorized, or not. That's what we all understand is the object of the meeting. President Smith has power to settle the difficulty. I hardly expect The matter will be prolonged to the extent of taking it before the Grand Aerie at New York for settlement.

McNamee's View.

On the other hand, District Deputy Thomas McNamee says he has heard of no official call for a meeting. He says such a call must come from the grand worthy president himself, and through the district deputy. He has issued no call for a meeting, and thinks he would be apt to know about it if one were to be held. Mr. McNamee has all the paraphernalia and other portable property of the old aerie.

Del Cary Smith is grand worthy president of the Fraternal Order of Eagles of the entire jurisdiction of the world. The order has a total of about 100,000 members in the United States, Canada and Hawaii. It is only five years old. Requests for charters have come from Scotland and England and will be passed upon by the Grand Aerie, which meets in New York City, beginning September 1 next.

President Smith will leave Spokane for New York next Sunday night. He expects that there will be from 1,000 to 1,200 delegates in the Grand Aerie, and visitors from England, Scotland and other European countries. Hawaii will have delegates present.

There wil be a lively contest for the next place of meeting of the Grand Aerie. Among the most energetic competitors are St. Louis, Cincinnati, Kansas City, Baltimore and Omaha. San Francisco has had the local aerie once, and Seattle once.

After Smith's Shoes.

A smart contest is also on the slate for the office of grand worthy president. Mr. Smith has had the office two terms. He says that is enough honor for him, and that he is not a candidate for a third term. Among the most prominent candidates to date are John F. Pelletier of Kansas City, the present grand worthy vice-president; William F. Edwards of Anderson, Ind.; H. D. Davis of Cleveland, O.; Congressman T. D. Sullivan of New York, and State Senator Thomas Flynn of aPterson, N. J.

From Minneapolis President Smith will be escorted to New York by Drill Corps No. 1 of Minneapolis Aerie, No. 34, a uniformde marching club of 64 members, and described by the president as one of the finest drilled bodies of men in the world. They will act as his bodyguard, and the Western delegates will occupy special cars exclusivly clear to New York.

STEAMER BURNED; PASSENGERS ESCAPED

(Special Journal Service.)

OGDENSBURG, N. Y., Aug. 20.—The big river steamer Massena was burned to the water's edge this morning, the crew and passengers narowly escaping.

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PROSPECTORS ON MARQUAM HEIGHTS

(Continued from Page One.)

declared. "If there is gold or silver on my place why wasn't it discovered years ago? I came to California in 1850 and I know gold when I see it. There are no rich minerals on my property."

Of how she was forced into taking

J. H. FISK.
In Charge of the Prospecting Party on Marquam Heights.

the property, and the loss of $15,000 Mrs. Elwert is over ready to discuss, but in the matter of a mineral claim on her land she is strangely silent.

The Original Discoverer.

A. Bothman of 449 Burnside street was in company with Miss Elwert at the Marquam place Monday afternoon when the quartz was first discovered, and it was he who picked up the first piece of ore. Having had some little experience with mining, he at once saw that the piece of rock contained valuable mineral. A search was then made by Bothman and Miss Elwert and resulted in the picking up of several other pieces of quartz.

"Mother should see this," remarked Miss Elwert. "She has had experience in mining." And so the pieces of ore were carried to the aged woman. The result was that Mr. Fisk, the assayer, was given an order to determine the value of the float and later was commissioned to seek the source of the buried wealth.

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Woodlark, 1000 sheets	10c	.79	6.15
Orient, extra fine, 1500 sheets	15c	1.29	10.45
Pilot Squares with Hook	5c	39c	$3.09
Blue Bells Squares with Hook	10c	79c	5.97
Klondike Squares with Hook	10c	93c	6.95
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