

ELKS HOLD A SECRET MEETING

ACTION UNDERSTOOD TO HAVE BEEN TAKEN TO RECOVER DAMAGES FROM THE NORTHERN PACIFIC RAILROAD COMPANY FOR CHEMICAL WRECK VICTIMS.

Beautiful Floral Tributes for the Funeral of the Late Elk, Charles B. Farleman, Which Will Take Place Tomorrow Afternoon with Peculiarly Impressive Ceremonies—Pipe Presented to Farleman by J. Wilkes Booth.

The Elks held a meeting in their hall last night in the Marquam building. It was largely attended, and considerable feeling was displayed in regard to the wreck of the clambake special near Chehalis last Saturday. Exalted Ruler Richard Clifton, Secretary John B. Coffey and other Elks declined to state for publication this morning what action was taken by the lodge, especially as it was decided not to make the action public.

It is understood that the meeting considered the question of proceeding against the Northern Pacific railroad company in behalf of the injured Elks, for damages for injuries received in the wreck, and that counsel was retained for that purpose.

Farleman's Funeral Tomorrow. Final preparations were also made at the meeting for the funeral of the popular Elk, the late Charles Farleman, which will be held tomorrow afternoon. The floral tributes are expected to be magnificent.

The funeral will take place tomorrow afternoon from Elks hall in the Marquam building at 2 o'clock. The Elks will have entire charge of the services, and the peculiar and impressive ritual of the order will be used.

The interment will be in Riverview cemetery. The remains will be placed in a grave in the private lot of Louis Dammasch, who kindly offered his ground as a last resting place for his departed brother.

The Injured Better. The condition of the Elks, and others, injured in the wreck of the clambake special train last Saturday near Chehalis, who are at the hospitals in Portland, was this morning generally improved. The most seriously injured are Mrs. Dr. C. B. Brown, Charles Frank and Charles Franzen, who are at St. Vincent's hospital.

Dr. Lindsay, her physician, said this morning that Mrs. Brown was resting easier and was slightly improved. Though she is very low, he said her condition this morning gives ground for hope that she may recover. Her left arm, the one that was torn almost entirely away, has been amputated at the elbow, and she is suffering from shock and a compound fracture of both bones of her left forearm. She is also cut and bruised.

Charles Frank, who is suffering from injury at the base of the brain, passed a comparatively comfortable night, and was this morning not so delirious. He regains consciousness for brief periods. There are indications that he may pull through if complications do not set in. His general condition is better.

Charles Franzen remains in a semicomatose condition. His face is badly discolored by bruises and both his eyes are swollen almost shut. He does not understand readily and speaks with the greatest difficulty and in monosyllables only. It is thought that his skull may be injured and his jaw fractured, but the full extent of his injuries has not yet been ascertained.

All the other patients at St. Vincent's are doing nicely, and the 14 patients from the wreck in Good Samaritan hospital are holding their own or are generally improved. The women there, Mrs. John Caswell, Mrs. John Kelly, Mrs. Maude Comstock, Miss Tillie Cornelius and Mrs. M. E. Roberts were reported by Mrs. Wakeman, the superintendent, to be feeling much better today. There is no probability of fatal results to any of the 14 patients at the Good Samaritan.

Had Booth's Pipe. Charles Farleman, the well-known Elk who was almost instantly killed in the wreck, had in his cigar store a meerschaum pipe which was presented to him by John Wilkes Booth, the assassin of President Lincoln. The late Mr. Farleman was an actor and stage carpenter in his early days and a favorite with J. Wilkes Booth in Thespian times before the war.

JURY BLAMES NO ONE. Bursting Boiler Caused Chehalis Wreck. It Says—Valuable Found.

(Journal Special Service.) Chehalis, Wash., Aug. 25.—The coroner's jury which investigated the causes of last Saturday's wreck of the Elks excursion train, which was wrecked last night, found that the cause of the accident was a bursting boiler. The jury found that the accident was caused by explosion of boiler of engine 347, but did not find fault with the unknown man who was killed while shoveling coal for the fireman has been identified as Sam Condon, through papers found on his clothing. August 21 he worked on a railroad bridge at Pe Island, Oregon. His residence is unknown.

The scene of the wreck has been visited by hundreds of people and many valuable things have been picked up, according to report. Yesterday Deputy Sheriff Brinker arrested a morphine eater who had been seen there and recovered a lady's gold watch, which he had picked up at the wreck. It is being held by Justice White awaiting proof of ownership.

INJURED ELK AT HOTEL. A. J. McDaniel, manager of the Slinger Milling Company, one of the victims of the recent Elks excursion wreck, is recovering. He is suffering from a sprained back, a badly bruised arm and cuts on the face and head. He is yet unable to be taken to his home on the East Side. He is being cared for at the Belvedere Hotel by the Travelers' Protective Association.

SPECIAL RATES FOR MINERS. The O. R. & N. Company has granted a rate of one fare and one-third to all who wish to attend the meeting for the purpose of organizing a state miners' association, which will be held in this city September 7. The Southern Pacific has also granted a like rate and it is expected that there will be a large number of mining men present from all parts of the state.



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OUTCAULT'S CARTOON OF LIPTON AND THE WELL NAILED AMERICA'S CUP.

AMERICA IS SUPREME

(Continued from Page One.)

minute and a half. At 11:36 the Reliance continued to gain, although neither yacht seemed to have the advantage of the wind. The bulletin at 11:40 showed the Reliance steadily gaining, although neither seem yet to have the advantage in wind. Both skippers are constantly pinching. The wind is strong enough to put both yachts down to sailing lines.

Beautiful Sailing. A grey mist coming in made it difficult for the excursionists to follow the yachts, although the crews could be seen huddled on the weather rails with a wind strong enough to put the yachts astir. Reliance seemed to slide over the waves without effort and made beautiful sailing.

A pretty tussle at the start was made by Captain Wringe, who stood away down the line, endeavoring to shake Barr from the weather course. Wringe stood down to the leeward and came about and crossed 10 seconds after the handicap gun was fired. He then went over on a starboard tack, but immediately after crossing the line flung the Shamrock about to port. Barr also came about to port and both yachts stood in toward Seabright and although the wind was little more than seven knots in strength the challenger showed the greater angle of heel than the Reliance.

Reliance Overtaken. At 12:33 Captain Wringe gave a pretty exhibition of pinching and stood down on the defender and gained steadily until the Reliance's lead was almost cut down. A mist then arose which obscured the yachts and when they disappeared they were but a short distance apart. The Reliance was slightly ahead with a wind off shore at seven knots.

Shamrock Gains. There was great rejoicing among the Shamrock admirers when at 12:15 the wind led to the southeast which benefited the Shamrock.

As expected, the Shamrock gained slightly and continued doing better work and pointed higher, taking waves easily.

Reliance Will Win. Bulletin, 2:01.—At this hour the expectancy is very marked with great hopes for an even finish. The fog is still thick off shore. One yacht is seen approaching about four miles from the finish at full speed. The other racer was discovered at 2:05 hopelessly in the rear. It was the Shamrock.

At 2:08 the Reliance is leading by at least four miles, which gives her the race unless something unforeseen happens.

Reliance Ahead. Bulletin at 1:23.—The wireless puts the Reliance three-quarters of a mile ahead when rounding the second mark. Wireless telegraphy says at 1:30 that Reliance turned the second mark at 1:20, and the Shamrock at 1:29:30, with wind steady.

A Splendid Sight. The big Kaiser Wilhelm Second, outward bound, in order to give the passengers a splendid sight, has ordered to slow speed and she trailed in the wake of the defender for twenty minutes. The passengers cheered, and the Shamrock also came in for rounds of cheers. As the morning advanced the breeze brought in a gray mist from the southeast, nearly obscuring the horizon.

EMPEROR VISITS SUFFERERS. (Journal Special Service.) Budapest, Aug. 25.—Emperor Franz Joseph this afternoon visited the fire sufferers in the hospitals, and was received on the streets with remarkable enthusiasm.

Journal friends and readers when traveling on trains to and from Portland should ask news agents for The Journal and insist upon being supplied with this paper, reporting all failures in obtaining it to the office of publication, addressing The Journal, Portland, Or.

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REPORTS CONFIRM MASSACRES BY TURKS

A Dispatch From the Disturbed District Says the Insurgents are Holding Their Own Without Reinforcements.

(Journal Special Service.)

Vienna, Aug. 25.—Dispatches from the Balkans this morning confirm the reports of massacres in the disturbed districts. One of them says: "Reports underestimate the reign of terror. The Turks are not as victorious as reports would indicate, and the insurgents are more than holding their own without being constantly reinforced by volunteers."

Says Russia Is Insincere.

London, Aug. 25.—The Constantinople correspondent of Reuters' Telegraph today intimates that Russia is insincere.

EMPRESS OF INDIA NOT MUCH DAMAGED

E. J. Coyle, assistant general agent for the Canadian Pacific railway at Vancouver, B. C., is in Portland today. The Empress of India, the Canadian Pacific's royal mail steamer, that ran down and sunk a Chinese cruiser several days ago, will sail tomorrow from Hong Kong. "We received word that she would sail on the 25th," said Mr. Coyle, "and from that she is evidently in pretty good condition. I have no doubt some of her superstructure was destroyed by the collision. It seems peculiar that a merchantman should sink a cruiser."

WANTS GRADE ALTERED

In a petition filed today the Sunny-side Land Company endeavors to have a former established grade on East Thirty-third and East Morrison streets changed. It was intended to improve the streets some time and bids were called for, but owing to the trouble in securing dirt to fill with no tenders were submitted. A petition is now up for a second change of grade, which, it is thought, will facilitate the work of repairing thoroughfares.

MONTANA ASSEMBLY.

(Journal Special Service.) Missoula, Mont., Aug. 25.—Nearly every labor organization in Montana is represented at the tenth annual convention of the state trade and labor council, which opened in Missoula yesterday. Owing to the number of important matters to come up for consideration it is probable that the convention will be in session until Friday. The annual reports of President Wm. E. Otter, Secretary O. M. Partelow and the other officers show that the past year has been one of great activity for the council and that its affairs are in excellent shape.

THE MAYOR HOME AGAIN

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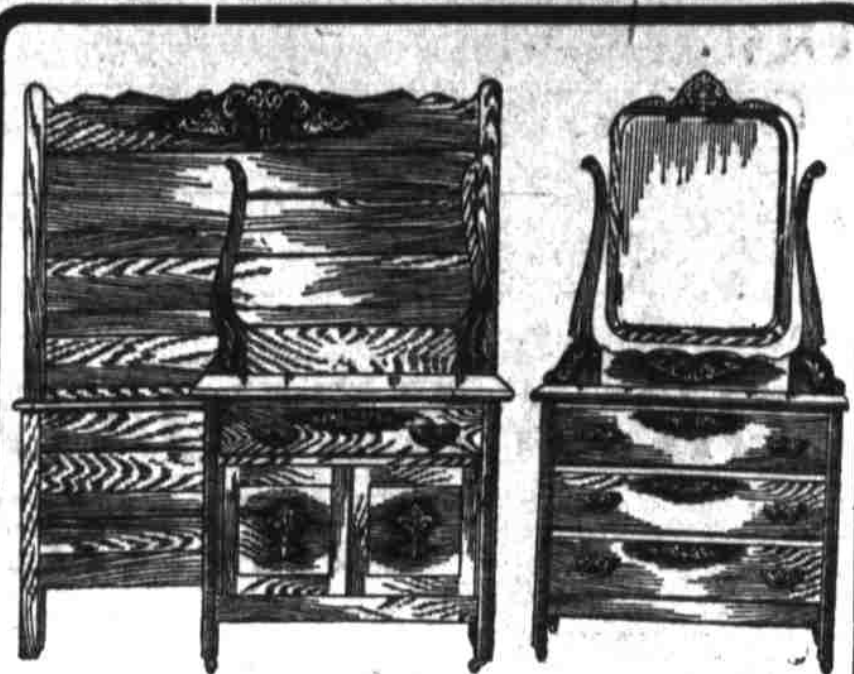
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The costume consists of the skirt and the Eton. The skirt is cut in five gores and is laid in plaits at each front seam and again at the center back. The Eton consists of the fronts and back, both of which are plaited fronts, which hang loose from a fitted yoke. At the neck is a big square collar and the sleeves are among the newest of the season.

The quantity of material required for the medium size (10 years) is 7 1/2 yards 27 inches wide, 4 1/2 yards 44 inches wide, or 4 yards 52 inches wide, with 4 yards of wide, 2 yards of narrow applique to trim, as illustrated.

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