

TENDER TAKEN BY GOVERNMENT

Captain James Fornace Will Go to Fort Stevens Today.

With all of the honors which would be accorded to a vessel of the United States service, the new auxiliary tender, Captain James Fornace, will be turned over by the Willamette Iron & Steel Works to the quartermaster's department this morning.

Promptly at 1:30 o'clock, the quartermaster's department, represented by Captain Fredholm, will take the tender off the hands of the builders and under the command of Captain J. Blain, who will start on her trip to Fort Stevens at the mouth of the Columbia River, where she will be stationed.

Two weeks ago yesterday the tender had her official trial trip, of four days duration, during which she developed a speed of 11.5 miles an hour, although the specifications only call for 10.5.

It is probable that when the machinery is limbered up somewhat she will make considerably more than she did on her trial trip.

Upon the arrival of the vessel at Fort Stevens, she will immediately be put into service as a tender for carrying supplies and munitions of war between that port and Fort Columbia, although that was not the only purpose for which she was designed.

The Captain Gregory Barrett, which is an exact replica of her, is 35 feet long and is built entirely of steel.

The Captain Gregory Barrett will have her official trial trip in about two weeks and the builders expect to be able to turn her over to the government about the middle of August, after which she will be sent down to San Francisco, where she will do similar service to what the Fornace will do at the mouth of the Columbia.

FIVE SCHOONERS HERE

All of the steam schooners which arrived yesterday from San Francisco report heavy northwest winds and westerly swell, and also a great deal of fog.

The Majestic, without any intention of entering into a race, passed other steam schooners of the water, which had sailed several hours ahead of her.

The Daisy, Captain Smith, is discharging 750 tons of cement at Columbia dock No. 1, at which she will go to Williams, where she will load 800,000 feet of lumber for San Pedro.

The steam schooners J. Marhoffer and Wellaway also arrived during the night, with cement and general merchandise.

TRADE WILL IMPROVE

S. S. Freeman, owner and manager of the Freeman Steamship company of San Francisco, who is in the city visiting his parents, said yesterday that although the shipping business is in pretty bad shape at the present time, he looked for it to pick up a little later in the season, as there is every indication that it will do so.

Freeman is the owner and operator of the three steam schooners, the Daisy, the Daisy Mitchell and the Daisy Freeman, which come here periodically with cement and general merchandise, and which take lumber back to California ports, and has been in the city several days visiting his parents, who reside here. He came overland in his automobile, and expects to return to San Francisco tomorrow night.

IS SUPERINTENDENT

Although Captain J. F. Blain has been superintendent of the Oregon Drydock company for some time, the latter heads of the company, he will not take up his duties until after the completion of the tender, which he is supervising for the government, which will be about the middle of August. It is expected that the new dock will be ready for operation about the first of September, as her pumps have arrived and will be placed and other necessary work done on the dock as fast as possible.

FINE BURSTS OF SPEED AT DRIVING CLUB MATINEE

Keenly contested races were seen by an enthusiastic crowd at the matinee of the Burnside Driving club yesterday afternoon at the Country club track. From the time Georgia Rose, driven by O. J. Brown, side-wheeled through the first heat of the 2:35 pace a winner, till Lady Lovelace came under the wire first in the third and deciding heat of the match race with Blue Jacket, the interest was intense.

Some time was lost in scoring, but this was not because of mismanagement. It was more owing to the fact that the horses were at times unruly and that there was intense rivalry between the owners. An unfortunate accident in the first heat of the match race, in which the first heat of the first race and the runner-up in the second heat, and Chico, another Andalusian, added materially to the time lost. The drivers were uninjured. O. J. Brown, who was driving Georgia Rose, and Dave Laidlaw, who was behind Chico, went down, but each of them miraculously escaped unhurt. Brown fell fair-ly on his feet and got off the track before Chico and Anderson caught up to him, while Anderson was rolled over and over and over to one side of the track.

Georgia Rose and Baron Lovelace, a big brown horse driven by W. A. Laidlaw, broke down the back stretch, fast burst down the back stretch, Laidlaw and Baron Lovelace had been crawling up ever since leaving the quarter mile mark, and when they reached the half way mark they pulled clear. In her eagerness to make up the difference between the two horses in the hobbles in which she was working and fell. The sulky in which Brown was riding was thrown overboard, and Brown was thrown out of the sulky on his feet.

Chico was coming straight for the front of the track, and when he could cut him off wheel caught on the sulky attached to Georgia Rose and the sulky was turned on its side, throwing Brown and Chico away from the track. Fred T. Merrill's horse, Brown, was following close behind. Except for stumbling, he was sulky hit against the other Chico never broke, and driverless, finished the race without breaking. She finished in second place, but of course as the driver was not there the record could not be allowed.

This accident happened in the second heat of the first race. Georgia Rose and Baron Lovelace won the first heat from Baron Lovelace by a narrow margin, but the Baron had outdistanced her in the second heat and it was as she relinquished the lead that she fell. Both Chico and Georgia Rose were scratched after the heat, although neither was seriously injured, and it was a walkaway for Baron Lovelace in the third heat. Fred T. Merrill's Brown was the only other competitor.

With one race already to his credit, W. A. Laidlaw, president of the club, went after the next race, the 2:35 pace, in lively fashion. Driving Sela Nun, a coal black mare, he won the first and third heats and was second in the second heat, which went to Belle H., driven by G. K. Howitt. Mr. Laidlaw was particularly lucky, too, in that he drew the pole in both races. He entered in the handicap race with Rastus, but the big bay broke at the start and lost his lead. He finished fourth in this race.

The third race of the program went to the credit of Harry Skuse, an owner. It was a half-mile dash for members of the Portland Hunt club. Call Bond with E. Oppenheimer and Oron Malt with Sidney Lowenberg up finished close up in this race.

The two match races, scheduled between Zoe, owned by G. K. Howitt, and Atlas, owned by Thomas Murphy, and the one between Lady Lovelace, owned by Charles Shee, and Blue Jacket, owned by L. W. Watts, brought out the greatest racing and the greatest enthusiasm of the day. Time and again as the horses came past the grandstand they were greeted with tremendous applause, and it would be hard to tell which horse was the favorite of the crowd.

Money exchanged hands quite freely, too, over the results of the two races. Zoe, in his race, gave one of the gamest exhibitions of trotting ever seen on the Country Club track. People in the grandstand stood silent almost in amazement at the speed which the bay gelding showed and the way in which he ate up the ground which he had previously lost through breaking badly. It was a magnificent exhibition, and not until the horse was well under the wire in the lead did the audience wake up to what the big bay had done. Then the applause came out unrestrained, and Zoe was the idol of the crowd.

In the first heat Howitt's great driving made it possible for the bay to win, for although Atlas got off in the lead, Howitt kept his horse well back until the back stretch was reached. Then he let the bay out, and with a great burst of speed, fairly ran Atlas off his feet. The sight of the bay forcing ahead while even at the fast clip which he was going he was unable to keep up the pace, Atlas broke and lost the race while near the half-mile pole. Both horses landed on the rest of the race. Zoe leading over the wire by 100 feet.

In the second heat Zoe apparently lost the race in much the same manner. He got off badly to start with, and the half-mile post was behind a length. Here he broke, and Howitt came almost to a stop before he could get the bay into his stride. He was then almost 200 feet behind, and the audience supposed he would lose the rest of the race and let Atlas take the heat, expecting to take the third heat.

No such thought ever entered Howitt's head, however, and he again started the bay out after the now far away Atlas. At the three quarter pole Atlas was still 100 feet behind, and he looked as though the race was easy. Zoe came tearing down the stretch at a mile a minute clip and beat Atlas under the wire by a head. The two horses made the last half mile in 1:12, and Zoe must have done the last quarter in close to 15 seconds. It was a wonderful burst of speed, and was royally appreciated by the crowd.

Lady Lovelace and Blue Jacket gave a great exhibition in their match race, the Lady winning the last two heats handily. She broke badly in the first heat, and the gray horse won easily. The last two, however, were fairly easy for her. The time of 2:26, 2:18½ and 2:22 was very good.

The handicap race of a mile and a quarter with a standing start went to Roselle, a new horse in Portland, owned and driven by Paul S. Dick. Roselle is a big white horse, and ran a great race.

New Yorkers Entertain. Guests of the Commercial club and the local New York club, about 200 New Yorkers and other easterners spent an enjoyable evening last night in the rooms of the Commercial club.

The party, which is traveling in two special trains, arrived in Portland yesterday morning and will leave for Seattle tonight.

They dined at the Oregon grill last night, and immediately afterward proceeded to the Commercial club, where they were entertained and served with refreshments. The view of the city from the club's balcony was especially delightful to the easterners. "One gets an idea of the real size and strength of Portland," one member of the party said. "We had not realized until now that we were in a great city. It had seemed more like a large garden in taking the trips around the city."

The special trains of the New Yorkers left Chicago on July 7. They have been through Denver, Colorado Springs, Los Angeles, San Francisco and other coast cities.

Contestants Lose in Suroto Contest. San Francisco, July 24.—The supreme court denied a petition of the trustees of the estate of Adolph Suroto today for a rehearing of the decision of June, which declared the trust clause of the long contested will to be invalid on the ground that it did not specify what charities were to benefit.

This decision released more than 12,000 acres of land for distribution among the six heirs. The Cliff house site, Suroto heights, Baker's beach and the Suroto ranch being among the properties.

LAUNCH SINKS; SIX RESCUED

Marshfield, Or., July 24.—Six persons, who were struggling in the deep waters of Coos Bay when a launch on which they were riding sank, were rescued from death by the prompt action of C. J. Van Zile and his son of North Bend. The accident occurred in the lower bay. Van Zile and his son were towing a raft of logs and hastened to the victims' rescue immediately after the launch sank. Aboard the boat were Joe Yonk, who was running the launch to South Inlet. Fred Johnson, manager of the North Bend baseball team, Mrs. McKay of Marshfield, and J. Grout and a man known as Santa Anna.

The boat sprang a leak and sank instantly. Van Zile cut his launch loose from the log raft and saved Johnson and Mrs. McKay as they were going down. The others were picked up after these two had been rescued.

NORTONIA BUS BUMPS BURNSIDE STREETCAR

In a collision between an East Burnside streetcar and the bus of the Nortonia hotel last night one of the guests of the hotel was painfully cut about the head and badly shaken up. The accident happened on Burnside between Tenth and Eleventh streets.

The hotel refused to give the name of the guest who was injured, saying he had left the house and his name was not known. His injuries were not serious enough to necessitate his going to the hospital. The car was in charge of Motorman Hayden and Conductor Martin.

About the same time a car ran into the buggy of R. McBride on Larabee street, badly damaging it. No one was hurt, however.

MRS. DE BONNETT SCORNS JOHNSON

San Francisco, July 24.—From his prison cell at San Quentin, Christian Johnson, alias John Madson, whose matrimonial adventures earned him the title of "promiscuous polygamist," has written to one of his wives, Mrs. Lavinia Pollard De Bonnett, beseeching her to visit him for the last time. Mrs. De Bonnett was one of the first women Johnson married when he started on his career of duping susceptible women, and she is the woman he has always insisted he loved and the only one among all those he made his wives for whom he had any affection.

Mrs. De Bonnett is about 40 years old, but looks five years younger. Her hair is tinged with silver and her face speaks refinement and culture. She received the letter from Johnson last Monday and recognized the handwriting on the envelope immediately. In a fashion the letter, which Mrs. De Bonnett destroyed at once, was pathetic.

To Mrs. De Bonnett, who was never before dragged into publicity and who feels her position keenly, the pathos in the missive was lacking. She said the man duped her into marriage only to desert her when impelled by the fascination of his business to seek other wives.

Johnson said in his final word that he would "never live to breathe the air of freedom." He wanted to "make it right" with Mrs. De Bonnett. Perhaps he meant by this that he wanted to will her the money he coaxed from coqueting women. At any rate Mrs. De Bonnett will never go to San Quentin to see Johnson if she remains in her present state of mind. Her father, Isaac Pollard, would have her respond to the letter or her bigamist husband by visiting him at the prison. But Mrs. De Bonnett scorns Johnson's appeal. "I could go there only to chide him," she says, "and I do not want to do that."

AEROPLANE RISES IN STRONG WIND

(Hearst News by Longest Leased Wire.) Washington, July 24.—With the avowed intention of carrying a passenger today, the Wright aeroplane was made ready for flight at a few minutes before 1 o'clock. The strong wind that blew across the parade ground at Fort Myer all day prevented any attempt before that late hour.

Lieutenant Frank F. Lahm, of the signal service, was to be the passenger today and was at the starting point to take his seat. At the last moment, however, Orville Wright determined to make a preliminary flight by himself and started off alone.

Whether this change of plan was due to the presence of a moving picture outfit on the scene or because at the last flight two days ago the motor had been speeded up several miles an hour over its former performance and he wanted to make sure of its proper working, could not be learned tonight.

The fact is that Orville started off alone at 3:55 and made a beautiful ascension. The moving picture man was busy at work giving the start and after the first round he was given an unusual opportunity to record with his camera some fancy flying.

Keeping close to the ground, Orville brought his machine around in two short circles, smaller than any ever attempted by a flying machine of the size. One complete circle was made in 14 seconds and another in 12 seconds. To the observer it looked almost as though the machine was turning within its own radius. All the time it was tilted at what seemed to be an impossible angle without overturning.

The moving picture camera was hard at work during these performances, and it is supposed to get a good impression as the photographers say.

When the 14th round was completed, Wilbur waved his hat and Orville began to descend. It was then just 7:16, making 20 minutes and 30 seconds for the flight.

It is said that one of the official tests will take place Monday.

KILLED HIS WIFE WHILE SHE SLEPT

(Special Dispatch to The Journal.) Seattle, Wash., July 24.—Unsuccessful in his endeavors to have his wife forget what he termed "the black past," and go with him to some distant place where they were not known to start life anew, Burt Rumsey of Butte, where the local police believe, he is well known as "Bully the Kid from Butte," made his way into his wife's room in the Illinois house on First avenue, late this afternoon, and shot her twice as she lay asleep. One bullet tore through her head, the other through her breast. Her death must have been instantaneous. Rumsey is lying at the City hospital.

It is believed that the woman was Rumsey's wife, who was known as Hannah or "Babe" McCoy. Neither registered under the right name. The police established the identity of Rumsey tonight. The woman had been here two days ago and took a room near the one she occupied. No one in the house knew they were husband and wife, though yesterday they were heard quarreling and dire threats were made by the man while asleep. The doctors say there is not a chance for Rumsey to recover.

It was in spite of his unorthodox appearance, the police came upon several original poems of merit, which Rumsey had written for his wife, bidding her to return to him. He followed her here from Butte, according to dates on letters and postal money orders.

Both husband and wife were between 35 and 40 years of age. They have three children, who are believed to be living in Ryan, Wash., with the woman's mother.

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Piano Sale Extraordinary!

We Had to Quit

BUT DELAYED CARS ARE HERE NOW AND SELLING WILL BE RESUMED

Bring \$5 or \$6 and Get a Nice New Piano Now. Prices \$138, \$162, \$146, etc. Never heretofore was it possible to secure so much genuine piano value for the money. Probably never again. Come first thing tomorrow.

This sale came to an abrupt stop Wednesday noon. The remaining two carloads in this sale were to arrive early in the week but they met with unusual delay.

Within three days after the first announcement of the sale so many instruments were sold that we had to stop our advertising.

Since Wednesday noon we made no deliveries and simply sold these fine pianos by sample.

We are glad to announce that at last the two cars have arrived.

The additional forty-two pianos are now on sale. The prices are \$138, \$162, \$146. Pay \$5 cash and \$5 a month.

There are eighteen \$300 and \$350 styles reduced \$127, \$164 and \$154. On these, terms are \$6 cash and \$6 a month.

If you wish to pay cash, a premium of 4 per cent goes to anyone wishing to pay in full within thirty days.

See these pianos, note the reductions; no such occasion for securing a piano so tremendously under price will be presented again in several years. There is an awakening to prosperity throughout the east.

We found two well-known piano manufacturers with a large stock of finished pianos. They were terribly anxious to realize. We secured these latest high-grade pianos at a most extraordinary reduction. We pass this advantage along to wide-awake midsummer buyers.

Bear in mind, we guarantee every instrument as to quality, and also as to price. Your money back if at any time within six months you can buy the same grade of pianos elsewhere, east or west, at anywhere near such low price.

Should you later on want the best in the world, the Chickering or the Kimball, or that beautiful art piano, the Weber, or the Pianola Piano, we will any time within two years allow total price paid for these pianos in exchange toward the former.



Quaker Maid Rye



When a gentleman says, "What will you have?" it is good form to reply:

"Quaker Maid Rye"

For sale at all First-class Bars, Cafes and Drug Stores

SA. HIRSCH & CO. KANSAS CITY, MO.