

ODDS IN FAVOR OF DEFENDER

But Challenger's Friends Display Faith in Her Prowess

WILL BE CLOSE CONTEST

Big Racers Moored Side by Side Like Greyhounds in Leash -- Both in Splendid Condition for the Big Encounter -- Rules of the Races

NEW YORK, Aug. 19.—Over the ocean race course outside Sandy Hook Sir Thomas Lipton's third challenger, the Shamrock III, tomorrow will try conclusions with the new defender of the America's cup, the Reliance. It is expected that one of the very largest crowds which ever witnessed the international cup race will go out to witness the initial race for the blue ribbon of the sea.

The United States Government will police the course with revenue cutters and the most stringent rules will be laid down to prevent an interference by the excursion fleet with the big single stickers. Like greyhounds in leash, the big racers are moored tonight inside Sandy Hook, ready for the fray tomorrow. Both were given their final trial spins today.

Despite the big time allowance which the defender must concede to the challenger, friends of the Reliance are extremely confident that Sir Thomas is again doomed to defeat, and the confidence in the American boat is reflected in betting, where odds are two to one on the Reliance.

The friends of the British boat, on the other hand, profess the greatest faith in the ability of the latest creation to "lift the cup." In neither of his previous attempts to carry off the precious "mug" did Sir Thomas sail on the challenger. Tonight he was in doubt whether to sail on the challenger tomorrow. His friends on the Erin urge him not to do so for fear of accident.

According to rules, the first race will be fifteen nautical miles to windward or leeward and return, depending upon the direction of the wind. After that each alternate race will be over a triangular course, 10 miles to the leg.

The next race will be sailed Saturday and the third next Tuesday, and thereafter, every other day until the series is completed. The winner of three out of five will be the winner.

According to the rules, if the course is not covered within the time allowance, five and a half hours, it is no race. The weather prediction for tomorrow is not alluring, the forecaster promising a breeze of from three to nine knots. A seven-knot breeze will be necessary to carry the boats over the course in the allotted time.

For the first time the challenger and defender today sailed in company off Sandy Hook, when both boats were taken out for the final trial spin.

Twelve Seconds More. New York, Aug. 19.—The Shamrock III

was re-measured today, the result showing that the Reliance will have to give her one minute and 57 seconds time allowance, against the previous estimate of one minute and 45 seconds. The re-measurement was made at the request of Sir Thomas Lipton. The difference in the measurement was caused by the lowering of the throat halyard block three feet, thus adding to the length of the topmast and decreasing the sail area.

History of America Cup.

1851—America won the Royal Yacht Squadron cup in the regatta at the Isle of Wight. Cup afterward called America's cup. Cup presented July 8 to the New York Yacht Club by the owners of America.

1870—James Ashbury made the first attempt to lift the cup with his Cambria. He was required to sail against a fleet, as in the race in which the cup was won. Of the yachts participating the Cambria was beaten by all except the Idler. The winner of the first race was the Magic. America also was entered.

1871—For the first time two representative boats only were raced. Mr. Ashbury, challenging for the Royal Harwich Yacht Club, had his Livonia beaten by the Columbia.

1876—Canada attempted to lift the cup by the Countess of Dufferin, which was beaten by the Madeleine.

1881—Second attempt on the part of Canada also unsuccessful. Atlanta beaten by the Mischief.

1885—Royal Yacht Squadron challenged with Geneta, owned by Sir Richard Sutton, builder Beaver Webb, Puritan, built by Edward Burgess, beaten her.

1886—Northern Yacht Club challenged. Lieutenant Henn's Galatea sent over. Beaten by Mayflower.

1887—Royal Yacht Club of Scotland challenged with Thistle, owned by Jas. Bell. Beaten by Volunteer.

1893—Lord Dunraven's Valkyrie beaten by the Vigilant.

1895—Second attempt on the part of Lord Dunraven to lift the cup. His Valkyrie III beaten by Defender.

1899—Royal Ulster Yacht Club of Ireland challenged. Sir Thomas Lipton made the attempt with Shamrock I. Beaten by Columbia.

1901—Second attempt by Sir Thomas Lipton with Shamrock II. Again beaten by Columbia.

1903—Third attempt by Sir Thomas Lipton with Shamrock III. Cup defended by Reliance.

the statement that they were made by irresponsible parties, that they were based on hearsay, and were too absurd to seriously consider. An official of the Government Printing Office stated that Miller's status in office is not likely to be disturbed.

PROBABLY NOT BE DISTURBED

Assistant Foreman Miller Ignores Set of Charges

PREFERRED BY PRINTERS

In Government Office and the Controversy Breaks Out Afresh

SENT THEM BACK TO PUBLIC PRINTER PALMER WITH STATEMENT THAT THEY WERE MADE BY IRRESPONSIBLE PARTIES AND TOO ABSURD.

WASHINGTON, Aug. 19.—The controversy between the bookbinders' union and Wm. A. Miller, assistant foreman in the Government Printing Office, has broken out afresh. Monday Public Printer Palmer handed to Miller a set of charges, which had been prepared by the union. Miller sent them back to the public printer with

FOUND DEAD IN CABIN

J. H. ARMPIREST, A SOUTHERN OREGON PIONEER, EXPIRES ALONE FROM OLD AGE.

GRANTS PASS, Or., Aug. 18.—J. H. Armpriest, a Southern Oregon pioneer was found dead in his cabin down the Rogue river, and a few miles out from Gold Beach a few days ago. It was evident the old man had been dead several days when found. He was a widower and had lived alone in his cabin for a number of years. The remains were interred at Gold Beach.

J. H. Armpriest was one of the earlier residents of this part of Oregon, having come to this state in 1848. He has been a resident of Rogue River valley and Curry county since the country was first settled by white men half a century ago. His wife and two children are dead. Heart failure and old age were the causes of death.

CASTORIA
The Kind You Have Always Bought
Beware of cheap imitations.
Signature of *Chas. H. Fletcher*

There can be no refinement of manners where there is corruption of morals.

PACING DAN PATCH IS A WORLD BEATER

Lowered the Mile Record Made by Star Pointer in 1897 by One-Quarter Second Despite Fact That Wind and Other Conditions Were Against Him

NEW YORK, Dan Patch broke the world's record today for pacers by pacing a mile in 1:53 at Brighton Beach. It was a most magnificent performance and seemed an impossibility, the wind and track considered. There was a stiff breeze blowing which struck the horses fairly in the face;

the track was a little slow, but the effect of the wind was discounted by sending a runner in front, while a second runner galloped alongside. The announcement was made that he would go against the track record of 2:00, but would also try to beat the champion record of 1:59, held since 1897 by Star Pointer.

HE CREATED A STAMPEDE

Trans-Mississippi Commercial Congress Ends Abruptly

BUSINESS NOT COMPLETED

Because President Announced Probability of a Street Railway Strike

WARNED WOMEN TO RETIRE FROM MEETING TO AVOID HAVING TO WALK TO TOWN AND ALL MEN FOLLOWED—NEXT MEETING IN ST. LOUIS.

SEATTLE, Wash., Aug. 19.—The proceedings of the second day's session of the Trans-Mississippi Congress were broken off with a jar this afternoon, when John Henry Smith, of Utah, who was presiding temporarily, raised his hand for order and announced that the women in the hall had better hurry to the city, for there was a rumor that the street car men were going out on a strike at 4 o'clock this afternoon.

Five minutes later the hall was cleared not only of women, but of men as well. Truman G. Palmer was in the middle of an able paper telling about the Philippines, when the announcement of a possible strike was made. Before the hall was entirely deserted, one man had the presence of mind left to make a motion to adjourn but no one stayed long enough to vote on the question.

Though official action has not yet been taken, it is generally understood that the next session of the Congress will be held in St. Louis, during the World's Fair. Richard C. Kerens, the Republican leader of Missouri, was unanimously elected president for the next year. Washington had a candidate in A. L. Black, of Whatcom, but as the next meeting is to be held in St. Louis, the name of Kerens met with instant favor. Black was named as first vice-president. Arthur F. Francis, of Cripple Creek, Colo., was re-elected secretary.

Strike Didn't Materialize.

Seattle, Wash., Aug. 19.—The street car union today determined to await the return to the city of President Jacob Furth, of the Seattle Electric Company, who promised to arbitrate the difference between the employees. Furth will return in about ten days.

HOPS ADVANCING

EUGENE GROWERS IN HOPES OF SELLING OLD CROP AT FALL PRICES.

EUGENE, Or., Aug. 18.—The fact that Campbell & Walker, large growers of this county, yesterday disposed of their 212 bales of choice hops to Frank E. Dunn at a fraction over 20 cents per pound, shows that the statement that the hop market was on the raise, published in the Telegram of recent date, was correct. The firm members who just disposed of their crop have held on since the breaking of the market last fall, when the highest mark reached was 26 cents. They have seen the hops offered about them for 15 cents, and were the only holder of hops outside the warehouse in the county.

The upward reach of the market encouraged them to hold, and as the 20-cent mark was passed they cleared their hands of the 1902 crop. This places Frank E. Dunn the only holder of hops in the county. He has on hand 800 bales of the old crop, some of which he took at 26 cents, but the bulk of it at 25. He will lose considerable on his deals, but not so heavily as those who sold at the market, which was feared a few weeks ago. Many if not quite, reach the old mark, and Mr. Dunn will be able to clear his warehouse with but a small loss.

ENDED LIFE UNDER CARS

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In the vest pocket of the dead man a notebook was found, on one of the front leaves of which was a note stating his intention to end his life. The note was written Sunday, and said that was to be his last day on earth. He had no friends, the letter said, and no object in living. Pierce also told a companion Sunday afternoon that he would kill himself that night.

At first foul play was suspected, and two suspicious characters were arrested Monday forenoon, but were released when it became clear that the man had committed suicide.

Pierce has been traveling over Lewis, Thurston, Pacific, Mason and Pierce counties during the last two months plying his trade. He has no relatives and no means that the authorities know of.

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PRODUCT SHORT, ACCORDING TO BOSTON CHAMBER OF COMMERCE.

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