

MILITARY PRIZE-WINNERS

PRESENTATION LAST NIGHT BY GOVERNOR GEER.

Hampton Camp Won First Award in Spanish-American Veterans' Competition.

AWARD OF MILITARY PRIZES.

Company competitive drill in manual of arms, loading and firing and setting-up exercises, which took place Thursday, September 26.

First prize, \$100—Company F, Third Regiment, Oregon National Guard, Portland; Captain P. S. Baker, commanding.

Second prize, \$50—Company C, Third Regiment, Oregon National Guard, Portland; Captain A. W. C. Baker, commanding.

Company competitive drill in close-order movements, Friday, September 27.

First prize, \$100—Company B, First Regiment, Washington National Guard, Seattle; Captain John Stringer, commanding.

Second prize, \$50—Company F, Third Regiment, Oregon National Guard, Portland; Captain P. S. Baker, commanding.

Company team shoot at 200 yards, each company being composed of five men, Saturday, September 28.

First prize, \$75—Company D, First Regiment, Washington National Guard, Seattle; First Lieutenant W. M. Ingis, commanding.

Second prize, \$50—Company D, Fourth Regiment, Oregon National Guard, Woodburn; Captain W. E. Pinner, commanding.

Third prize, \$25—Company F, First Regiment, Washington National Guard, Seattle; First Lieutenant W. M. Ingis, commanding.

The judges in the foregoing contests were Colonel James Jackson, U. S. A., Major Frank Eastman, Twenty-eighth United States Infantry, and First Lieutenant Harry E. Mitchell, Artillery Corps, U. S. A.

Company competitive drill in extended-order movements between companies of Spanish-American War Veterans, last night.

First prize, \$75—Hampton Camp, 40 officers and men, Portland; Captain C. E. McDonald, commanding.

Second prize, \$25—Harrington and Gilbert Camp, 40 officers and men, Portland; Captain T. S. Dunbar, commanding.

The following were judges at the competitive drill last night: Colonel James Jackson, U. S. A., retired; Lieutenant Colonel R. G. Jubitz, Third Regiment, U. S. A.; Captain C. von Eppstein, Third Regiment, U. S. A.

There was the crack of musketry and rattling battlefields maneuvers on Multnomah Field last night when the Spanish-American War veteran camps drilled in competition for substantial prizes offered by the carnival management.

Thousands of spectators gathered to witness the maneuvers, the grandstands were filled and the sides of the field lined with visitors to the Exposition.

Governor and Mrs. Geer arrived from Salem yesterday afternoon and were at the Exposition building early in the evening, attended by the Governor's staff.

In the party were Colonel James Jackson and Mrs. Jackson, Major Frank Eastman, Mrs. Dunne and Miss Dunne, General C. U. Gantenben, Colonel I. N. Day, Mrs. C. U. Gantenben, Mrs. Robinson and Miss Robinson.

The Governor and Mrs. Geer occupied the front tier of seats in the grandstand on the west side of the field, from which they viewed the maneuvers of the troops, until the review previous to the awarding of prizes.

It was shortly after 5:30 o'clock when the band marched into the field from the Exposition building, the troops following in the order named: Camp Harrington and Gilbert, Spanish War Veterans, Company D, Third Regiment; Company A, Fourth Regiment; Eugene; Company C, Fourth Regiment; Camp Hampton, Spanish War Veterans; Company F, Third Regiment; Company E, Company F, Third Regiment; Battery A, Divisions 1 and 2, Naval Battalion. The men were drawn up on the field facing the grandstand, and with the exception of the competing veterans, the men stood at parade rest during the drill of the evening.

The competing companies presented a soldierly appearance in khaki and blue uniforms. As they marched on the field, the spectators in the grandstands and on the field greeted them with prolonged cheers. The manual of tactics employed differed in many points from the drill of the National Guard and was intended to show the movements employed in actual battle. In marching by fours and drilling in squads the men were remarkably good, but the feature that appealed the most strongly to the spectators was the precision and accuracy of the regulars. The company was divided into two squads and in turn each advanced and delivered a volley at an imaginary enemy. At the order sounded by the bugles the entire company charged, yelling and cheering, and receding the cabled descriptions of the vigorous ardor with which the Second Oregon stepped into the arena.

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Camp of Spanish War Veterans.

The vast audience were thrilled by the dangerous feat and generously applauded the daring cyclist when he rode on to the field safely. The other attractions, the vaudeville and musical programmes, pleased the crowds and are fast proving their worth by the popularity that they are attaining. The detailed programme for this afternoon and tonight is published in another column.

GOING AFTER GAME BIRDS.

Big Exodus of Sportsmen to Willamette Valley Fields.

The general topic of conversation yesterday was the opening of the shooting season for upland birds which begins this morning. Gun stores were crowded and extra clerks were put on to attend to the rush of customers. Enough ammunition was sold to shoot all the birds in the country, and there was a brisk trade in guns. Crowds left for points up the Valley by the morning trains on both the East and West Sides. All day long

men were seen getting their traps together and making ready for the great event of the season, and about 4:30 P. M. a crowd began to collect at Fourth and Stark streets, to take the West Side train. Such a display of dogs and guns as was collected there is seldom seen in these parts.

There were dogs of all kinds, from the big, handsome Gordon setter down through all the varieties of hunting dogs to a woolly dog, which looked like Mary's little lamb, and a fellow had a tiny shepherd puppy in a box, but it is doubtful if he was intending to participate in the battle today. When the train came along the dogs and their fellows were all trying to get out. The baggage-master was soon lost in a sea of dogs, and as they did not like the looks of things in the crowded car, they were all trying to get out. The baggage-master was soon lost in a sea of dogs, and as they did not like the looks of things in the crowded car, they were all trying to get out.

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SEPTEMBER GRAIN FLEET

SIX SHIPS CLEARED IN SPITE OF THE CAR SHORTAGE.

October Movement Will Be Heavy—Three Steamships Put to Sea Yesterday—Ship Dismissed.

The September grain fleet from Portland

includes half a dozen vessels, the last to depart being the French bark Nantes, which was cleared yesterday by the Portland Flouring Mills Company for Queenstown or Falmouth for orders, with 115,872 bushels of wheat, valued at \$83,800.

The total amount carried by the fleet was 692,882 bushels of wheat, and 20,088 bushels of barley, the steamship Glamorgan-shire alone carrying 131,616 bushels of barley and 96,736 bushels of wheat. The car shortage which has been so prominent

into the largest shipping company in the world.

"I have so far never looked upon these statements as sufficiently important to demand public rectification. Observing, however, that of late in your country intense interest seems to be taken in this question, so that hardly a day passes without prominent English papers dealing with this subject, I now think I ought to correct this erroneous idea about German shipping subsidies; and I therefore beg to state that up to the year 1900 the Hamburg-American line never received any government subsidy. Since last year we are sharing in a subvention granted for the maintenance of a regular fortnightly mail service between Germany and the far East, and up to the present two of our steamers are running under this contract. Last year the share which we received out of this subsidy amounted to about \$65,000. For this the mails have to be forwarded without further payment; and there are so many conditions relating to the high class of vessels, speed, etc., that the subsidy so far has proved to be insufficient for the realization of a profit.

"For none of our other lines is a con-

tribution paid by the state; and for the conveyance of mails on all these lines we receive nothing but the customary rates, which are certainly not larger than those paid to any other line in your country. We do not even receive the subsidy which the British Government pays to the British steamship companies for fitting and keeping certain specially suitable steamships at the disposal of the Admiralty in case of mobilization. The large German steamship companies have hitherto agreed to render like services without demanding any payment in return."

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JUDGES OF COMPETITIVE DRILL.

First Lieutenant Harry Mitchell.

Major James Jackson.

OUTLOOK NOT BRILLIANT.

Dawson City Barely Holding Its Own Nowadays.

J. J. Morgan, of this city, who has been shipping livestock to the Klondike every year since the first rush to that region, has returned from Dawson for the winter. He purchased a lot of cattle and sheep in Oregon last Spring for shipment North, but finding that conditions were not favorable to livestock shipments, he sold his holdings in Oregon at a slight advance on the purchase price, and bought an invoice of provisions for the winter. The goods, he says, were no more successful as profit-earners than the stock would have been, and he barely saved himself from loss, getting nothing for the time spent in the venture.

Mr. Morgan thinks Dawson has seen its best days, as the richest of its mines are beginning to show signs of exhaustion, and no new strikes have been made recently. The country has been prospected for hundreds of miles round about. The hope of the region now lies in the discovery of permanent quartz lodes, though none have been located yet. Dawson has a population of 800 to 1000, and all business is overdone, he thinks. Idle men are very numerous, and many are returning southward for good. Last year the fare from Puget Sound to Dawson was down to \$15, and a great many laboring men went to Dawson. Now the cost of getting back reaches \$20, and so returning home is not so simple a matter. Whether Mr. Morgan will venture North again will depend on the state of the markets and the amount of supplies being shipped in.

The only person who has broken through the barricade was a woman wheeling a baby buggy. She was on the Plaza, and lifted the chain which answers for a fence, and pushed her buggy into the soft surface of the snow. She was paying no attention to the warning yells of the workmen, and proceeded to wheel the vehicle across the walk, leaving deep cuts and the measure of her footwork on the snow. Having reached the street and solid footing, she "drove" off, with her chin in the air, while the workmen proceeded to repair the damage, saying things which fairly blighted the grass alongside.

Several of the trees at the corners of the blocks on the outside of the walks have been cut down, but there is a large silver-leaved poplar at the corner of Third and Main left standing, which might better have been removed.

The tax sale of delinquent property covering the years 1888 to 1895, inclusive, was set by the Sheriff after several continuances for today, but will most probably not take place because there are still on hand a large number of lists of property from persons who desire to pay. The clerks have worked on such lists as fast as possible during the past few days, but they still continue to come in as fast as ever. Over \$80,000 has been collected. There is still a great deal of money due, and collections will continue to be heavy for some time yet. The officials do not desire to close down as long as the coin rolls in, as the principal object is to get the money in. Because of numerous continuances Sheriff Frazer was doubting whether he would be able to postpone the sale, and asked for an opinion from District Attorney Chamberlain, which will be forthcoming today.

There is some expression of opinion that because the new record prepared bringing the taxes up to date contains the additions or charges made at the time of the Noble contract, the record, or at least that part of it, is not legal, and will not stand the test of the courts.

A big crowd of unruly boys started to make life miserable for the special police at the Exposition last night by tearing down fences, trying to get into the Carnival without paying, and abusing the police.

The falling spars carried away the main toptomhead, and the spars and rigging came tumbling down on the side and rail of the after-house, and doing considerable damage about the decks. None of the crew was injured. The vessel, however, when she proceeded on her course. All went well until September 28, when the ship ran into a violent hurricane, blowing with great fury for two days. Captain Thompson was again obliged to heave to for 38 hours, and lost his main lower topsail and staysail. On the 27th the ship resumed her voyage, carrying a strong breeze up to Barnegat.

Domestic and Foreign Ports.

ASTORIA, Sept. 30.—Sailed at 10:50 A.