

THIS IS THE FOURTH

And It Will Be Fittingly Observed.

PORTLAND'S BIG CELEBRATION

Today's Programme Will Begin at Sunrise and Last Till Nearly Midnight—List of the Events.

TODAY'S PROGRAMME IN BRIEF.

- Boat races, 9:30 A. M.—Morris-street bridge. Parade, 2:00 P. M.—Principal streets. Yacht races, 3:30—Madison-street bridge. Fireworks, 9:00—Seventh-street terrace, head of Seventh and Grant streets.

The Fourth of July is here again with all of its racket, parades, fireworks and general hilarity. The features of the day will be the boat races at 9:30, the grand military and floral parade at 2, the literary exercises at the Marquam, and the yacht races at the Madison-street bridge at 3:30, and the grand display of fireworks this evening on the Seventh-street Terrace at 9 o'clock.

It is true that the weather has been somewhat antagonistic during the last few days, but no rain will dampen the ardor of the true Oregonian. Everything on the programme will come off as scheduled, although the concert that was to have been given last night at 8 o'clock at the reviewing stand on West Park street has been postponed on account of the inclement weather until Saturday evening at 10 o'clock.

For the past 36 hours crowds of out-of-town visitors have been pouring into the city, so that the streets present a most active and bustling appearance. Those whose business compels them to walk abroad. Indications are that this will be the most successful celebration that the city has ever had, as far as visitors go, and in every other way for that matter. The only unpleasant feature is the weather, over which the committee has no control, and the lack of outdoor decorations, which the business men can easily remedy, if they only see it that way.

The parade will be similar to parades of the past, except that it will be about three times as good to look at, as anybody can see by casting their eyes over the detailed list of events. Everything in town that is worth seeing will be there, and all one has to do is to sit still and watch it go past, and then be convinced that the people who got it up did all they could for his pleasure and amusement, on this the gala day of the year. The literary exercises at the Marquam at 3 in the afternoon will be well worth listening to. There will be abundance of good music, and C. E. S. Wood will deliver the oration of the day, from the platform that the ladies of the city have so beautifully decorated with all the roses that Portland could contribute.

The principal events in detail will be: The Boat Races—9:30 A. M. Sunrise—Continental salute, 12 guns, by Battery A, O. N. G. 9:30 A. M.—Regatta; prizes, gold medals. All races start and finish at the Morrison-street bridge. Tandem canoe race—Half mile, straight away. Junior four-oar shells—Mile and a half, with turn. Junior four, first crew—Madell, bow; Hough-ton, 2; King, 3; Gless stroke. Junior four, second crew—Lambertson, bow; Peterson, 2; Mendenhall, 3; Morton, stroke. Single shells—50-yard Glass, R. A. Lambertson. Senior four-oar shells—Mile and a half, with turn. Senior four, first crew—Burkhardt, bow; Adams, 2; Montgomery, 3; George Luders, stroke. Senior four, second crew—Morton, bow; H. Stiles, 2; Hall, 3; Ormanly, stroke. Canoe mixed tandem. 12 o'clock—Continental salute, 45 guns. The Parade—2 P. M. Police escort. Grand marshal and staff.

FIRST DIVISION—MILITARY. Colonel E. Everett, commanding, with staff. Third Regiment band. Third Regiment National Guard. SECOND DIVISION—FLORAL DISPLAY. Brown's Band. Carriages containing city officials, the president of the day and the orator of the day, will also be in this division. All decorated automobiles, traps, child's carts or other decorated vehicles will be assigned to this division.

THIRD DIVISION—CIVIC DISPLAY. E. House, commander. Letter-carriers. This division will include letter-carriers, Order of Lions, with floats, and other civic organizations. Two heavy pieces of cannon on float from Fort Sumter, S. C., used in the bombardment of the City of Charleston by General Anderson, and afterwards surrendered to the Confederates. Members of the Grand Army of the Republic.

FOURTH DIVISION—MANUFACTURERS AND TRADER DISPLAY. Howard Whitling, commander. DeCaprio's band.

The fourth division will include all manufacturers' and union floats; traders display, as well as all miscellaneous floats.

Literary Exercises at the Marquam—3:30 P. M. Mayor Williams will preside. Solo—"A Private in the Rank," Bert Carl. Invocation—"The Rev. Minister D. McClelland, Solo—"Star-Spangled Banner," Miss Caroline Johnson, accompanied by orchestra.

Reading of the Declaration of Independence, Martha L. Pratt, principal of the Williams-Avenue school. Solo—"Loch Lomond," a Scotch folk-song.



HURRAH FOR THE FOURTH OF JULY!

WOOD FOR WASTE PILE

HUNDREDS OF CORDS ARE THROWN AWAY DAILY.

Teamsters' Strike Makes It Impossible to Deliver, but It Must Be Disposed Of.

From 200 to 400 cords of wood are being thrown away daily as a consequence of the strike of the Banfield-Vesey teamsters, and the present outlook is that that daily waste must continue for some time to come. Owing to the disposition of the company not to place more shavings on the market under present conditions, it must all be dumped into the sloughs or the most convenient places to get it out of the way, and many thousands of cords have already been thrown away and can never be placed on the market.

A settlement of the troubles between the company and the teamsters seems to be far removed, and it is not probable that until the Banfield Company can get enough nonunion men to handle the wood, or other arrangements have been made for its disposal, the waste will still continue. The sawmills and the company, and there seems to be no probability that they will allow any one else to handle the wood. Nearly all of the teamsters in the city belonged to the union before the strike was declared, and these men will not be received back into the employ of the Banfield-Vesey Company unless they disavow their union and apply for positions as nonunion men.

The same nature, yet not so far-reaching, occurred last year. After citizens had endured the hardship of being without wood for a time, while hundreds of cords were being laid aside daily, a committee of citizens took the matter in charge and brought about a settlement before the unions agreed to work that the Banfield-Vesey Company should receive their men back at the same rate of pay as previously, provided that the Federated Trades Council should remove the names of those men from the list of the teamsters. Mr. Banfield states that he will not even make this concession now, and that he will have no union man in his employ hereafter.

"I have had my last strike," said he yesterday, "for I am done with the unions, I will never again have a union man in my employ. The unions have been allowed to run this city for the past two years, and the result does not need to be commented upon." "Are you able to get nonunion men to run your teams?" he was asked.

"All of my teams are run out," said he, "but they are inconvincible a great deal by the union picketers. There is a ring on the end of the wagon, which, if loosened, will dump the whole load. The men are driven up to the point, and slip this ring, and they must stop and load up again. In some places I feel the effect of the boycott, but the people who are enforcing this boycott must remember that it is themselves who are paying for it in the long run. All of this pay that is being wasted only means that the supply is lessened, and that the price will have to rise. The mills are suffering a great loss by this, but they will make it up out of some other part of their business, and the price of lumber has already been raised 1/20 per thousand. The public will have to meet it."

NAME IS "CAMP WILLIAMS"

Oregon National Guard Encampment Named in Honor of Our Mayor.

Brigadier-General Charles F. Beebe, of the Oregon National Guard, has issued general orders directing the mobilization of the state troops for the annual encampment, July 17 to 24, inclusive, at Coltra Park, near Albany. In honor of Mayor George H. Williams, the camp will be called Camp Williams. The orders follow:

Headquarters Brigade, O. N. G., Portland, July 2—General order, No. 1. 1. In compliance with general order No. 10, headquarters of the brigade, the Fourth brigade will encamp at Coltra Park, near Albany, during a period of eight days, July 17 to 24, inclusive.

2. As an expression of appreciation of the honor accorded to the State of Oregon by the useful and distinguished public services in her interest of one of her foremost citizens, and an evidence of the profound regard and esteem cherished by his fellow-citizens throughout the state, for his upright, blameless, lovable personal character, the camp is named for the Hon. George H. Williams, Mayor of Portland, and will be known as Camp Williams.

3. Subdivisions of the brigade will leave their home stations and proceed to camp, on Thursday, July 17, as follows: The Third Regiment Infantry and Battery A, by a special train, via Southern Pacific Railroad, leaving the Union Depot, Portland, at 8 o'clock A. M.; Company A of the Third Regiment joining it on arrival of the train at Overton City. The Fourth Regiment Infantry as follows: Headquarters, Band, Companies A and C, Eugene; B, Ashland; E, Roseburg; and H, Grant's Pass, by train No. 12, Southern Pacific Company, leaving Ashland at 8:05 o'clock A. M.; Companies D, Woodburn, and F, Salem, by the special train carrying the Third Regiment, at such hours as this train may reach their respective stations, their commanding officers reporting to Colonel Everett at once upon boarding the train, and proceeding to camp under his command. Company G and detachment Hospital Corps, Albany, will march to camp, arriving there not later than 9 o'clock A. M. The First Separate Battalion Infantry by Train No. 1, O. R. & N. Co., leaving Baker City at 8:00 o'clock A. M. Upon arrival at the East Portland station the battalion will transfer to train No. 12, Southern Pacific Company, which, if the O. R. & N. Co. train is on time, will be waiting there for the purpose. Should the O. R. & N. Co. train be late, the battalion will depart at the Union Depot and proceed there to Albany by Southern Pacific Company train No. 15, leaving Portland at 8:30 o'clock P. M. The Signal Corps, Major F. E. Edwards commanding, by train via Corvallis & Eastern

COMPARISONS ASTOUNDING

Uncle Sam's Irrigation Scheme Makes Nile Region Look Small.

From time to time, in leading publications of Europe and America, the public has been favored with statements of the tremendous work which the English are accomplishing in Egypt in the way of the reclamation of the country by irrigation. The River Nile, as everybody knows, is the life of Egypt, and it is upon the Nile that the great engineering works planned and executed by our British cousins are located. By means of a dam at Assouan and a barrage at Assiout they propose to store up the Nile waters in time of flood for use in time of drouth.

The engineering works to be carried out are described as tremendous, and there is no doubt that they have been prosecuted in the face of great difficulties. The achievement, now approaching practical completion, and the spirit in which it was conceived and executed, are altogether admirable. It will confer the blessing of fertility upon a large region of country, heretofore desert, and prosperity upon thousands of people now sunk in poverty.

But when we come to compare the irrigation work in Egypt, great as it is, with what it is proposed to undertake in the same line in the United States, under the bill just passed by Congress, the former seems small when measured by possible results. The total cost of the works at Assouan and Assiout is \$15,000,000. The area of land reclaimed in Upper Egypt is estimated at 52,000 acres, with 650,000 acres converted from the basin to perennial irrigation. In Lower Egypt there will be 120,000 acres reclaimed and 120,000 converted. The resulting annual benefit, it is estimated, at \$40,000,000. No estimate has yet been made of the cost of the irrigation works contemplated in the United States under the new act, and no estimate of resulting benefits. The only comparison, therefore, that can be made at present is in reference to the relative areas of land to be reclaimed. Arid and semi-arid America comprises 90,000,000 acres of which 30,000,000 acres are capable of being reclaimed and made into arable land. It is well known that some of the arid land in our Western states already reclaimed by irrigation is equal in fertility to the best land of Egypt. Perhaps all of the 90,000,000 acres is not of as good quality, but there is no one to believe that most of it is.

How, then, does the comparison stand? Sixty million acres in the United States against one million acres of land in Egypt. We have no design to belittle the British Egyptian enterprise, but it will at once

SEA-LEVEL CANAL

This Will Doubtless Be Made Some Day at Panama.

Minnesota Tribune. Senator Spooner, of Wisconsin, in his speech upon his amendment favoring the Panama Canal route, brought out one important point which received scant mention in the press reports. This is the Panama waterway, however it is built now, can be made in the future a sea-level canal, while the Nicaragua Canal cannot. Senator Morgan had stated that the canal commission reported the sea-level idea impracticable, but Senator Spooner turned to the commission's report and showed that while they rejected the sea-level canal for present purposes, they said, on page 88: "If a sea-level canal be constructed the canal itself must be made of such dimensions that maximum floods, modified to some extent to a reservoir in the upper Chagres, could pass down its channel without injury."

Such a canal, the commission goes on to state, would have to be very large. It would have a bottom width of about 900 feet. The amount of excavation required has been computed at something over 28,000,000 cubic yards and the cost, including a dam at Alajuela, and a tidalock at Miraflores, near the Pacific end, at about \$200,000,000. This careful figuring as to details shows that the commission is not averse to the sea-level canal as physically feasible. It is simply a question of the expenditure of sufficient money. And as Senator Spooner remarks: "Given the practicability of it, in the long years to come, when our population has grown to 300,000,000 and our wealth in proportion, and the commerce of the world immeasurably increased, the people of the United States would not care whether it cost \$200,000,000 or \$300,000,000 to turn this canal into a sea-level canal."

The Ohio Officeholder.

Dallas News. There is a complaint made by the Foraker element of the Republican party in Ohio that the Federal officeholders in that state have been perniciously active. Cleveland who had it in an easier task to reorganize a new party than to reorganize a party that sees no necessity of reorganization.

Indiana News. Of course, Cuban reciprocity will benefit the Havemeyer sugar trust, but it will also benefit Cuba and the American consumer, which are the true considerations. That the sugar trust will benefit incidentally is no argument against the measure.

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