

PRACTICE MARCH WILL END TODAY

Most Successful in History of First Battery, Field Artillery, O. N. G.

ENJOYABLE AS AN OUTING

Soldiers Break Last Camp at Hillsboro This Morning—Bronzed and Travel-Stained but in Best of Spirits.

The hardest, hottest, but withal most successful, practice march ever carried out by the First Battery, Field Artillery, of the Oregon National Guard, will come to a close this afternoon...

Yesterday was a great day for the artillerymen and for the citizens of Hillsboro as well. After a rest of two days following a march of something like 200 miles...

To a man the boys in blue were in the best of spirits, and when the sun arose without a cloud in the sky, promising a day ideal, it found the men in their uniforms and ready for the inspection.

The camp grounds at Hillsboro, half a mile east of the town, are beautifully situated in an immense grove of firs, with an abundance of water and an excellent field for maneuvering.

Colonel Finzer and Colonel Jackson arrived in Hillsboro on the morning train from Portland and were transferred at once to the battery headquarters...

The best dinner—including Spring chicken, among other good things—of the trip, one which the boys claim was worth their march of 200 miles, was served yesterday.

The dinner yesterday was a true soldier's banquet, and if any men ever enjoyed a dinner better, it wasn't the fairs of the artillerymen.

The place selected for the rendezvous of the battery is a historic spot, being located within a mile of the camp grounds...

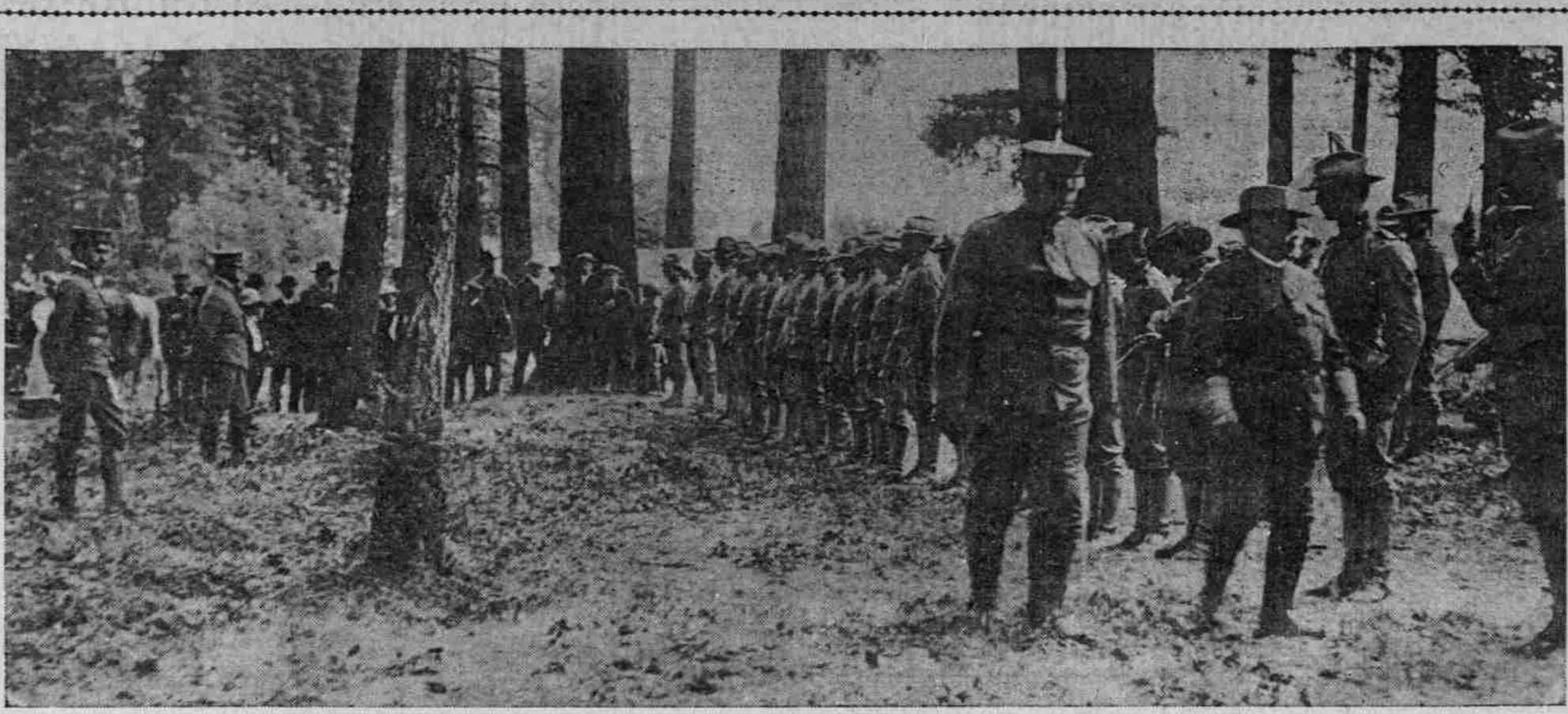
Every member of the battery, including the mascot, Jack Tucker, a three-year-old son of Dr. E. F. Tucker...

Pitching the tents every night and taking them down again in the morning, with other camp work, kept the boys busy from morning until long after dark.

Up and down hills, through valleys and forests and across streams the battery traveled. The heavy guns attracted the heat and made the hot days all but insupportable.

Appetites Something Enormous. Their appetites were something enormous, and Lieutenant F. I. Randall, chief of the commissary department...

Any of the members of the battery, including the mascot, Jack Tucker, a three-year-old son of Dr. E. F. Tucker, will remain here a month or six weeks, examining the fruit conditions of this state.



ROLL-CALL OF FIRST BATTERY, FIELD ARTILLERY, O. N. G., AT HILLSBORO.

was preferable to the hard seats on the horses, or the hot saddles on the backs of sweltering horses. The equipment was drawn by 40 horses, while each of the five officers rode his own saddle animal.

Jack Tucker, the mascot, was the only member of the bunch who was not compelled to work. Every one else had his regular daily duties to perform.

The itinerary of the practice march included the following places, where tents were pitched for a day or longer: Oregon City, Liberal, Silverton, Salem, Dallas, McMinnville, Gaston and Hillsboro.

The following officers accompanied the battery, which was composed of 65 men: Captain H. U. Welch, Lieutenants Lee M. Clark, Fred H. Burns, F. I. Randall and Surgeon-General W. E. Carril.

PRaises OREGON'S APPLES

Wholesale Fruitdealer From Vladivostok Visits Portland. D. L. Yagdjoglou, a wholesale fruitdealer of Vladivostok, is a guest at the Hotel Portland.

During the war between Japan and Russia, 35 days ago, he has learned to speak the English language enough to make himself understood.

While here he will travel about the state, investigating the fruit crops, and also study the ways of the American in doing business.

Mr. Yagdjoglou is of the opinion that the greatest apples in the world come from Oregon.

Pistol Dropped From Holster. BOISE, Idaho, July 22.—(Special.)—George Wheeler was brought to a hospital here today from Mountainhome, suffering from an accidental pistol wound.

He was taking a saddle from a horse when the pistol dropped from the holster and was discharged. The surgeons find his intestines perforated badly, and his condition is critical.

GUARDSMEN READY

Oregon Militiamen in Fine Shape for Encampment.

DRILL HAS BEEN THOROUGH

Citizen Soldiers, 800 Strong, Will Participate in Maneuvers at American Lake With Some 7500 Other Troops.

Hard at work drilling several times a week to get themselves in condition for the encampment at American Lake, the officers and men of the Oregon National Guard are confident that they will make a showing that will reflect no little credit upon their state.

The encampment at American Lake will be participated in by 8000 to 8500 Regulars and National Guardsmen.

In the United States, the general councils of the Congregationalists, Methodists, Presbyterians and United Brethren Church, have voted for federation, and the general council of the three has outlined a plan for organic union.

The Methodist Episcopal Church and Methodist Episcopal Church, South, have united in publishing a hymnbook, and in Japan all Methodist bodies are laboring for union.

Many of the members of the Oregon National Guard will not be able to participate, because of business connections. Had the encampment been held this month, the attendance from Oregon would have been much larger.

Interested services were held in the Taylor-Street Methodist Church yesterday. Dr. Short preached morning and evening.

The boys have been practicing and drilling very faithfully and with marked willingness for the last few weeks, and of course, will give an excellent account of themselves.

The last encampment was a little hard on some of the boys, and they felt the effects of the long marches and hard work in general, much of which was unnecessary. But this year conditions will be different, because all concerned profited by the experience.

PREPARE A PROTEST

East Side Citizens Will Call on Mayor Lane Today.

OBJECT TO CITY STABLE

Hope to Convince Officials That Mistake Has Been Made in Selecting Location for the New Barn.

A delegation of citizens from Irvington and Holladay Addition will call on Mayor Lane and the Executive Board this afternoon at 2 o'clock and lay before them the objections to the location of the city barn now under construction on East-wood and East Seventh streets.

This committee hopes to convince the Mayor that a mistake has been made in selecting a site for the barn, and that by persisting in the erection of the barn a great injustice will be done by the city to a large residence section.

Today also Attorney Murphy will begin proceedings to inquire if there is any authority to restrain the city from proceeding with the work that has been started, and arrangements have been made so that the issue will be heard before Judge Gantebelin Wednesday.

However, even if it be found that the city has not a good title to the ground in question, Attorney Murphy informs the people that the flaw can be cured by transferring the lots to the city through other parties, and even if the people of Irvington win in their suit next Wednesday they fear that they will lose the fruits of their victory and the barn will be built anyway.

Only the foundation for the basement of the barn has been started, and the loss would be small if the work should be stopped at this point. The residents

crowd hears Dr. Short lecture on Yellowstone Park. Joyed by Large Audience.

Dr. Short preached morning and evening. Dr. Charles Emory Locke, of Brooklyn, was a member of the congregation in the morning.

The lecture delivered on Yellowstone Park was highly appreciated, and was said to have been one of the best ever delivered at the church. Dr. Short says he will be compelled to deliver the lecture again for the benefit of those who were unable to hear it last night.

NO ASIATICS IN THE CREW

No Trouble Suspected Over Handling of Barracouta's Cargo.

According to agents of the San Francisco and Portland Steamship Company no trouble will be experienced in handling the cargo on the steamer Barracouta.

The Barracouta reached port early yesterday morning and was reported to have experienced trouble at Astoria on account of having a non-union crew aboard that was composed largely of Chinese, but agents of the vessel deny this, and say they are unable to account for the source of the report.

Officers of the Longshoremen's Union could not be reached last night, hence their statements as to what action the body will take in the matter could not be obtained.

SAVANNAH, Ga., July 22.—After a voyage of 280 days the French bark Anne de Bretagne arrived here today from Swansea, with a cargo of coal. While off Montevideo the vessel broke her steering gear, was picked up by the British steamer Plymouth and towed to Montevideo, where she remained from November 25 to March 19 undergoing repairs.

She was forced to sell a part of her cargo to pay for repairs and towage.

STEAMER FINLAND RESUMES VOYAGE. DOVER, July 22.—The Red Star line steamer Finland, which went ashore Saturday in the Scheldt, got off without assistance and arrived here today. The Finland left Dover at 3:25 P. M. for New York.

Hibernian Was in Collision. LONDON, July 22.—The Allan line steamship Hibernian, which left London July 11 for Montreal, has returned to London in a damaged condition, having been in collision off Beachy Head with the German steamer Warnow.

ARRIVALS AND DEPARTURES. ASTORIA, July 22.—Arrived in at 7:15 A. M. and left at 9 A. M.—Steamer Cascade, from San Francisco. Arrived in last night—Steamer J. B. Stetson, from San Francisco. Sailed at 7:30 A. M.—Steamer Elsie, for Puget Sound. Sailed at 9 A. M.—Steamer George Loomis, for San Francisco. Arrived down at midnight and sailed at 4 P. M.—Schooner San Buenaventura, for San Francisco. Left up at 7 A. M.—Schooner Carrier Dove and W. F. Jewett. Arrived at 11 A. M.—German steamer Niomedea, from Hongkong and way ports. Condition of the bar at 2 P. M., smooth; wind northwest; weather clear.

San Francisco, July 22.—Sailed—Steamer Sutherland (Br.), Captain Wallace, for Shanghai, via Portland. Arrived—French bark Anne de Bretagne, from Swansea.

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PORTLAND PEOPLE PAY THE INTEREST

Sum of \$200,000 "Velvet" Taken Annually on Free Franchises.

STORY OF "HIGH FINANCE"

Public Gets Back \$13,380 in Form of "Compensation" and Taxes, Balance Goes to Eastern Purchasers of Franchises

Table titled 'PORTLAND PUBLIC PAYS THIS FRANCHISE "VELVET"' showing financial details of the car franchise system, including money paid for franchises, annual revenue, and compensation amounts.

Sale of the "blanket" car franchise last year to Eastern investors for \$4,000,000, through a special act of the Legislature, obtained for that purpose in February, 1906, puts a burden on the people of Portland of \$200,000 a year, interest on the investment—collected from men, women and children who ride on cars at the irreducible 6-cent fare.

This, in tangible figures, is the outcome of the six-year series of franchise acts practiced by rich residents of Portland, beginning in 1900, when the political foundations were laid for framing and enacting a favorable charter, which should limit the privileges of future competitors; then extending through 1902, when liberal blanket franchises were granted just before that charter went into effect; through 1904, when the car lines were consolidated by means of those franchises and A. L. Mills, who had headed the franchisees for \$4,000,000, three months later; and now during 1906, when the car company, whose capital stock originally was \$2,000,000, then \$4,000,000, next \$8,000,000, and finally \$7,000,000, with an authorized bond issue of \$5,000,000 more, is merged in a \$30,000,000 combine.

Were this \$38,550 interest revenue returned to water pipes, bridge and fireboat improvements, instead of going to the Eastern investors, who under the circumstances feel themselves justified in paying themselves legitimate interest on their investment, the city could build a new \$2,000,000 pipe system for Full Run water, place a new \$500,000 bridge at Madison street, equip its fire department with a new \$100,000 fireboat, and have money left over. The combined cost of these three improvements would be \$2,600,000, entailing an annual interest charge, at 5 per cent, of \$130,000—\$55,550 less than the sum exacted in car fares for the "velvet" on the \$4,000,000 franchises.

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FIRST BATTERY FIELD ARTILLERY, O. N. G., DRAWN UP FOR INSPECTION AT HILLSBORO.