# ON SERVICE BOARD

Regulation of Utilities Corporations to Be Submitted in November.

NEW YORK LAW IS MODEL

Movement Is Outgrowth of Organization of East Side for Better Streetcar Service - Forty Clubs Are Enlisted.

Portlanders who think the city's public service corporations should be controlled und regulated will have an opportunity to express their feelings in a material way at the general election November 8. A law will be submitted at that time through the initiative, creating a public utilities commission, after the plans of other American cities, being particularly patterned after that in force in New York City.

Under this commission, for example, if the people think the rates for telephone gervice to be too high, they may upon proper showing be cut down to within what is thought to be reasonable. If the service is particularly poor the company may be forced to improve it. This all depends on what the members of the proposed commission believe to be equitable and just to all interests concerned. Reduced to practical workings, it means, for instance, that if Rose City Park resifor instance, that if Rose City Park residents think the streetcar track on Sandy road should be double, instead of single, as it now is, the track will be doubled, if it can be shown to the members of the commission that it would be fair to

### Fairness Must Be Shown.

Then again, if the members of the commission can be convinced that an "owl" car service is needed in Portland and that such an innovation would not be unfair to the streetcar company, the "owl" cars

will have to be run, and so on. "We are going to guard against a law that will be unfair to the public service corporations, though," said Ben Riesland, an attorney, and chairman of the commit-tee of federated East Side civic organimations, having the subject in charge. "Wo don't want to frame a law that will be inimical to the interests of honest capital. What we want is one that will guarantee to the people honest service in recompense for the franchises they have given these cornorations.

have given these corporations.
"Without it you, I and all of us know, there is absolutely no chance to get anything that will not show ample dividends. That is wrong. We propose to rectify present conditions in this way." Riesland is enthusiastic over the pro-

posed law and has spent considerable time investigating the question. He has received bales of literature from a score or more American cities, bearing on the subject, and with the aid of Judge Martin L. Pipes, who has been employed to draft the proposed measure, is now working on it. It will be completed in a week or so and the work of securing signers to the initiative petition will be begun in order that the petition may be filed be-fore August 7, the last day for the No-

### East Side Begins Movement.

This movement grew primarily out of the efforts of East Side push clubs to secure better streetcar service in their several localities, always without success, they say. It developed into definite ac-tion at a mass meeting of 40 of the clubs at Ringler's hall, Grand avenue and East rrison street, December 28 last. Riesland presided at the meeting, which was a stormy session, the streetcar company having its representatives there to stem the tide, but with about as much success as the traditional attempt to throw a straw against the wind. The entire sub-ject was left in the hands of Riesland and he appointed a committee of seven prominent East Siders to assist him. This committee is composed of the following: Ben Riesland, chairman; M. C. Van Tyne, secretary; W. A. Martin, treasparer; R. G. Brand, Rev. Father Gregory, Dan Kellaher and J. Woods Smith.

Since then an active campaign to secure funds with which to carry on the fight has been waged. Speeches on the subject are made by some one member of the committee at each meeting of the 40 clubs and a collection is taken. In this way the matter has been carried this way the matter has been carried thus far and now the full text of the law thus far and now the full text of the law is being framed. Some minor points have not been determined. For instance, it is helieved that each company will be able to pass muster to the extent required by the Government.

To have its expenses paid while in camp, a company must muster for that purpose at least 28 privates four corp.

Generally, the provision of the law creating the commission for New York City will be followed. This has been found, it is said, to be less radical and revolutionary than the others. idea and that is what we are guarding against, 'said Mr. Riesland. 'We want a law that will be fair, but one that will insure the conservation of the in-

terests of the people."
In New York, however, the commission exercises the functions of a state organization, which will not be the case here, and may seriously interfere with its operation. The best 's to be made of the situation. It will be harder, it is argued, to enforce the provisions of the law as an amendment to the city charter than as a state law. In New York fines from \$1000 to \$1000 are invessed for non-comstate law. In New York fines from \$1990 to \$5990 are imposed for non-compliance with orders promulgated by the commission, and persons who aid and abet these violations are guilty of misdemeanors under the state law.

The following is a condensed statement of the power of the commission as in New York, which it is proposed to follow here:

Duties imposed on companies—The following affirmative duties are imposed upon common carriers:

L. They must furnish such service and

facilities as shall be safe and adequate and in all respects just and reasonable. 2. All charges made or demanded for service rendered shall be just and reason-They must file with the commission

keep open for public inspection, les showing the rates of fares and a for the transportation of passen-They must provide switch and side-

There must be no special rate, re-s or unjust discrimination. There must be no free ticket, free pass

or free transportation of passengers or preperty, except to railway officers and cer-tain other specified individuals. 7. They must have sufficient and suitable cars for the transportation of freight in

s. Rallroads and street rallroads must have sufficient cars and motive power to meet all requirements for the transportation of passengers and property that may reasonably be anticipated.

Commission's Power Defined.

Powers granted to the commission—in or-der that the commission may see that the public is adequately treated, they are given To examine into the general condi-

agement of all common carriers.

2. To examine all books, contracts, records, documents and papers and compel

heir production.

2. To establish a uniform system of accounts and prescribe the manner in which hey shall be kept.

4. To prescribe the form of annual re-

5. To require reports as to accidents and to investigate the same.
6. To order repairs, improvements and changes in tracks, switches, terminals, motive power or any other property or device, in order to secure adequate service.
7. To order increases in the number of trains, cars or motive power, or changes in the time of states. the time of starting trains or cars.

8. To investigate as to any act dene or omitted to be done in violation of law or of any order of the commission. To fix maximum rates that may be

e. To fix maximum rates that may be charged.

10. To entertain complaints by aggrieved persons and, after hearings thereon, to order the carriers to make such changes as will remove the cause of complaint.

Similar, powers are given to the commission with respect to gas and electric companies, with the additional power to test gas and electric meters.

Subjects upon which commission's approval is essential—In order that the franchises and capitalization of public service corporations may be properly controlled, the act provides for the approval of the proper commission, for example:

1. A certificate from the commission is required before a railroad or street railroad or gas or electric company may begin new construction or the exercise of a franchise not theretofore exercised.

2. A franchise to own or operate a railroad or street railroad, or a gas or electric company, cannot be transferred or as-

tric company, cannot be transferred or as-signed without the approval of the com-mission, nor is contract relating thereto valid without the approval of the com-mission.

3. Stocks, bonds, notes or other evidences of indebtadness of common carriers.
or of gas and electric companies for a
longer period than 12 months may not be
issued without the approval of the proper

### Mergers Are Regulated.

commission, nor may any stock corporation hold more than 10 per cent of any public service corporation without the consent of

5. A merger or consolidation of existing companies can be made only with the approval of the commission, and even then there must be no capitalization of the merger itself.

Penalties for the violation of orders—The

Penalties for the violation of orders—The conclusions of the commission as to matters affecting companies are expressed in orders to the companies. Fallure to comply with an order or with the provisions of the law subjects the companies to drastic penalties. Each day's violation constitutes a separate offense, and if the violater be a common carrier, the penalty is \$5000; if other than a common carrier, \$1000. Every individual who aids or abets any violation of an order of the commission, or who fails of an order of the commission, or who fails to obey or aids or abets any corporation in its failure to obey, is guilty of a misdemeanor. In addition, the commission may commence in the courts an action to secure a mandamus or an injunction and as to any actions to which a commission is a party presedence is given over all cases. a party, precedence is given over all cases on the calendars, except election cases.

### CAMP ORDER IS ISSUED

20 COMPANIES HOPE TO MUS-TER STRENGTH REQUIRED.

Infantry to Go to American Lake. Field Artillery to Cascades and Coast Artillery to Ft. Stevens.

Battery A. Field Arthlery, Oregon National Guard, has been ordered into camp for target practice, near Cascades, Wash., from July 17 to 18. The First Coast Artillery Company will encamp at Fort Stevens, Or., September 1-15, in-clusive, and the infantry companies of the Oregon National Guard, will en-camp with the Regular Army detachcamp with the Regular Army detachments at American Lake, August 8-11,

eral Finzer, directing Battery A into encampment contains a paragraph ex-plaining that no team will be sent from Oregon this year to the National tar-get practice matches to be held at Perry, Ohio. The reason given for this is that the National matches will be held at the same time the encampment is to take place at American Lake, and thus men cannot be spared to be sent East at that time.

East at that time.

It is explained also that the fund available for sending a rifle team to the encampment is not at present sufficient to meet such a demand, and this represented at the target contests this

infantry in Oregon entitled to go to American Lake for encampment at the

purpose at least 28 privates, four cor porals, six sergeants, two cooks and one musician. Companies that do not have that number of men ready for camp duty will not be permitted to leave their home cities.

In addition to the six companies and headquarters of the Third regiment in Portland, the following companies have received orders to prepare for the American Lake encampment: Company American Lake encampment: Company A, Third Infantry, Baker City; Company L. Third Infantry, Pendieton; Company E, Fourth Infantry, Ashland; Company D, Fourth Infantry, Roseburg; Company E, Fourth Infantry, Cottage Grove; Companies A and C and headquarters, Fourth Infantry, Eugene; Company M, Third Infantry, Salem; Company I, Third Infantry, Woodburn; Company F, Fourth Infantry, McMinnville, and Company H, Fourth Infantry, Dailas.

### DEATH AUTO CAUSES SUIT

Woman Who Owned It Would Re cover Full Value From Garage.

Suit for \$2000 will be filed today by Mrs. H. M. Geren against Sam Hollenbeck the amount of damages she claims to have suffered because Hollenbeck allowed to go out of his garage the car which carried Frisco Day and Mable Monto to their deaths in Oregon Slough It is alleged in the complaint that Hol enbeck allowed the car to leave the garage over the protest of the owner and that, therefore, he is liable for its full

There will probably be filed today, also a suit of Fred de Rock, the diver who recovered the car, in which both Hollen-beck and Mrs. Geren will be made defendants. De Rock wants \$200 for his services in raising the car and will ruo both litigants in the other watter in order that he may be sure of catching the real owner of the car, which will be

Mrs. Geren contends that she does not own the car, but that Hollenbeck assumed ownership when he allowed it to be used against her orders, and therefore claims that De Rock should look to Hollenbeck for his pay. She says that if the car is adjudged to be hers she will pay the

# ARMS OF SHERIFF

Clatsop Fugitive Near Collapse After 55-Mile Cross-Country Tramp.

ESCAPE AIDED BY WIFE

Operations in Portland Are Said to Have Netted Close to \$10,000. Merchants Hold Accounts Amounting to \$1500.

The man hunt begun in Clatsop County Thursday moining with the escape of Fred B. Gray, after arrest by Deputy United States Marshal Hammersly, ended was arrested by Sheriff Crenshaw of Tillamook. Gray was arrested by Sheriff Crenshaw of Tillamook County as he imped into town. Gray was reported to be in a state of collapse following his 55-mile filight. At the County Jail he admitted his identity. In addition to demonstrating his ability In addition to demonstrating his ability In addition to demonstrating his ability as a long-distance cross-country traveler, Gray was able to procure a change of clothing while making his dash for liberty. That fact somewhat confused Sheriff Crenshaw in identifying the man. When he sprang from the cottage window at Seaside Thurday morning, Gray wore gray trousers and a light vest. When arrested he was clad in blue.

Hammersly Close Behind. Doputy United States Marshal Hammersly was only a short distance behind Gray. Hammersly arrived at Nehalem. 22 miles north of Tillamook, at about the hour Gray was captured. Hammersly remained at Nehalem over night, after arranging with Sheriff Crenshaw to bring the prisoner to that point this morning. arranging with Sheriff Cremshaw to bring the prisoner to that point this morning. Hammersly will take Gray back to Astoria. Gray will be arraigned before Commissioner J. F. Hamilton and the examination will be held either tonight or Monday morning.

There never has been a reasonable doubt of the final capture of Gray. He is

portly and in poor training for an active climb over the bills. Deputy Marshal Hammersly will be required by the regulations of the Treasury Department to pay all the expenses incident to the chase of Gray. When Hammersly allowed Gray to clude his custody the expense account of the officer auto-matically ceased. Hammersly immediate

ly used the telephone in notifying all peace officers in the surrounding country to look out for Gray and at the same time accured the aid of farmers and launch owners, so that the entire country was well guarded. Hammersly secured a clew Thirsday night and procuring the best team to be had at Seaside started on the trail.

### Wife Is Being Watched.

Mrs. Gray, wife of the prisoner at Tillamock, is under surveilance at Seaside, and is considered to have important

and is considered to have important knowledge of the transactions charged against Gray.

Gray is charged with having operated swindling commission stores at 75 Union avenue, North, Portland, and in other cities in various parts of the country. His plan was to obtain shipments of produce by offering a price in excess of market quotations, and when a large amount of goods had accumulated to sell them and pocket the proceeds. The scheme worked so well in Portland that Gray is said to have netted close to \$10,000. have netted close to \$10,000.

After being arrested on the street at Seaside, Gray asked Hammersly to take

him to a cottage where he was living with Mrs. Gray and her child. It was ascertained that the couple have been married since leaving Portland in March last. Mrs. Gray is said to have aided her husband materially in his escape from the

### Man Escapes Through Window.

At the cottage Gray said he would like to procure breakfast and Hammersly seated himself within three feet of the open door leading to the kitchen. He could see Mrs. Gray preparing the meal and heard the couple stalking freely. After a while Hammersly noticed that the woman was doing all the talking and he failed to hear the tone of Gray's voice.

Tell Gray to hurry up with that breakfast," said Hammersly.
"All right," responded Mrs. Gray, as she continued her talk and work of carrying food between the stoye and the

the table, Hammersiy walked into the kitchen to find the window up and Gray gone.

"Where is Gray?" inquired the officer.
"I don't know," responded the woman.
While Gray is the first prisoner Hammersly has allowed to escape in 16 years of service as an officer of the law, it is said to be the third time that Gray has eluded officers by practicing the same trick. He is now believed to be the man who escaped twice from the United States officers of Pennsylvania, and it is asserted that he made use of the identical plan on both occasions. Gray was ar-rested on each occasion for conducting swindling commission-houses in Pennsyl-vania and never was recaptured.

Operations Are Widespread. At St. Paul, Gray established the Johnson & Co. commission-house and is be-lleved to have been the manager under the name of Fred G. Braden. At Indianapolls he operated under the firm name of Adams & Co. At Portland he established Gray's Market, and employed O. I. Marshall and his wife as clerks. The Marshalls secured the greater part of the assets of the business after it failed.

Marshall established the business at Marshall established the business at Seaside and asserts that he employed Gray to run it. Marshall says that he is a newcomer from Oklahoma, and has furnished references to the officers, who see now checking his story. Marshall says that he was honestly working for Gray on Union avenue, North, and that he had never been connected with any of Gray's previous operations.

Additional victims of the operations of Gray in Portland were discovered yeaterday in Allen Bros. of Benton County, who shipped produce to the amount of \$110, and E. J. Howe, of Dixonville, who asserts that he supplied goods to the ex-

asserts that he supplied goods to the ex-Members of the Portland Merchants'

Protective Association, whose names are withheld by Secretary Sabin, have accounts against Gray amounting to \$1500. Attorneys for the association are unanimous in the expression that Gray is one of the smoothest swindler; they have encountered in years. His address is an encountered in years. His address is ex-cellent and he has no trouble in obtain-ing large bills of goods and securing their delivery from some of the most conservative, houses in the city.

### YORKTOWN COMING IN JULY

Chamber of Commerce Favors Piloting Naval Vessels Free.

type in the Navy and which is now at Astoria, will be ordered to Portland to remain in the harbor a week. This intelligence was yesterday received by President F. C. Knapp, of the Chamber of Commerce, from the Navy Department, in response to a request wired Wednesday that the vessel be permitted to visit Portland.

In the telegram it was also stated that conditions on the bar and in the river were such that any craft documented under the Department could ascend the channel with ease and absolute safety. Plans for the entertainment of the executives of the gunboat are under way.

Another matter to be taken up will be a suggestion to the Port of Portland Commission that naval vessels enter-ing or leaving the Columbia River be

ing or leaving the Columbia River be piloted without cost, as on the Sound there is no charge. The Yorktown paid for a pilot on her arrival, and inasmuch as the Port of Portland has bar pilots under salary, it is thought the tariff should be eliminated with reference to these craft. If the suggestion is accepted notification will be sent to the Navy Department, Commander of the Pacific fleet and the Navy-Yards at Mare Island and Bremerton. The Chamber is working out a system through which it will keep in touch with all naval vessels in this territory, and they will be invited to enter the river and proceed here, if convenient.

COMPANY CALLED TO SAVE ITS OWN QUARTERS.

Sulphur Candle Sputters and Firemen Do War Dance on Burning Mattress on Sidewalk.

"Sh, something's burning." The ominous warning was whispered about the quarters of engine company No. 1. Thursday afternoon, until the "sh, sh," fairly echoed through the smoky building.

"Smells like rags," deduced an oldtimer, after taking several long snifts of
an unsavory odor that seemed to be
sliding down the slick, brass pole.
Without pulling the nearest box or
sending in a still alarm the firemen
dashed upstairs to their dormitory.
Blinded by smoke and choking from the
fumes of sulphur, which had been ignited
a short time before to fumigate the
quarters, the firemen fumbled their way
along the row of beds until they were
enveloped in a heavy cloud that was
generating in a mattress.
"Out to the street with it," sounded a
command between coughs, and a dozen
hands grasped the burning, mattress and
dragged it into the street. It was laid
on the pavement, where the entire company joined in a war dance on the old
ticking, to the amusement of a throng
of spectators who were attracted by the
smoke and unusual commotion in front of
the marters. "Smells like rags," deduced an old-

smoke and unusual commotion in front of

firemen slowly walked back to the building, amid applause and shouts of "bravo."

The mattress caught fire from a sput-The mattress caught fire from a sput-tering sulphur candle that contained a poor mixture and showered sparks around the dormitory. The room had been tightly closed for the fumigation and had not the keen scent of the fireman detected the familiar odor of burning rags it is a question what the result might have

### GENERAL EDWARDS HERE

Chief of Insular Bureau on Way to San Francisco.

General Clarence R. Edwards, chief of the Bureau of Insular Affairs and a di-rector of the Panama Raliroad, was in the city yesterday on his way to San Francisco to meet Secretary of War J. M. Dickinson, who will sail next Tuesday for the Philippines. General Edwards was accompanied by Mrs. Edwards, child and nurse; Colonel and Mrs. Lars Anderson and Mrs. Cutting, with valet and maid; and Mr. and Mrs. C. R. Simpkins, child, nurse and valet. The Washington party came in Colonel Anderson's pri-vate car, Convoy. After spending the day in the city the party left for San

General Edwards said that the trip to the Philippines had no political signifi-cance; that Secretary Dickinson never had visited the Islands and wished to gain personal knowledge of conditions

General Edwards and party came direct from Washington to Spokane, thence over the North Bank road to Portland. arriving here at \$30 A. M. From the North Bank station at Eleventh and Hoyt streets the private car Convoy was switched to the Union station, to apply the factor which will be to San and the Carty which will be to san and t

### PERSONAL MENTION.

Otis R. Atwood, of Salem, is at the R. A. Booth, of Eugene, is at the Imperial. J. Otten, of Hood River, is at the

Thomas Duncan, of Pendleton, is at

Lee S. Tower, of Sheridan, Mont., is at the Seward. George P. Mason, of Salem, is registered at the Seward.

Grant Mays, of The Dalles, is registered at the Imperial. Mr. and Mrs. W. W. Wilson, of Spo-kane, are at the Oregon.

Mr. and Mrs. Harry B. Rust, of Pitts-burg, are at the Seward. C. W. Dalamater and family, of Omaha, are at the Lenox. Edward Tucker and wife, of Boise, Idaho, are at the Portland.

F. H. Mytinzer, a merchant of Pen-dleton, is at the Cornelius. F. A. Hull, a business man of Che-halis, Wash, is at the Oregon. Mr. and Mrs. Thomas B. Merry, of

The Dalles, are at the Ramapo W. C. Beford, a tumberman of Aberdeen, Wash., is at the Perkins. T. W. Robinson, a merchant of Houlton, is registered at the Perkins.

Chester W. Washburne, of the United States Geological Survey, of Washington, D. C., and his mother, Mrs. Washburne, are at the Portland. Washburne has charge of the Government's work of investigating oil deposits along the Coast Mountain Range.

SAN FRANCISCO, June 24.— (Special.)—Portland arrivals at the Palace Hotel today are S. B. Linthicum, Mrs. Campling and party, C. E. Groesbeck and wife, W. D. Reddell, J. A. Boyer and wife, B. C. Crowley.

NEW YORK, June 24.—(Special.)—The following persons from the Pacific Northwest registered at New York hotels to-

From Portland—A. Chairmers, at the St. Denis; E. Guerney, at the Arlington; J. A. Dougherty, at the Holland.
From Seattle—D. M. Reid, at the From Seattle-D. M. Reid, at the Martha Washington. From Walla Walla, Wash,-Mrs. F. M. DeForest, at the Park Avenue. From Silverton, Or.-G. C. Wolf, at the

Immediately after July 4 the gunboat Yorktown, one of the largest of her Jo feet talk.

# Summer Service to North Beach

INAUGURATED BY THE

Oregon Railroad & Navigation Company's Palatial Steamer

## "T. J. Potter"

Which leaves Ash-street Dock at 8:30 A. M. daily, except Sunday (on Saturday at 1 P. M.), going direct to Megler, making immediate connection with the Ilwaco Railroad trains for all North Beach points.

VIEW THE SCENIC COLUMBIA IN DAYLIGHT BY A

### Magnificent River Ride of Nearly One Hundred Miles of Delightful Scenery

Send for our beautifully illustrated booklets, "Outings in Oregon" and "North Beach."

SEASON RATES FROM PORTLAND, good six months .... \$4.00 THREE-DAY-SATURDAY TO MONDAY RATES......\$3.00

Business men can leave Portland on the "Hassalo" at 10:00 o'clock Saturday night, spend Sunday at the Beach, and return on the "Potter" in time for the office Monday morning.

CORRESPONDING LOW RATES FROM ALL O. R. & N. AND S. P. POINTS.

Baggage intended for this steamer must be delivered at Ash-A Street Dock at least thirty minutes before leaving time.

For further particulars, reservations, etc., call on our City Ticket Agent, 3d and Washington Streets, Portland, Oregon, or write to

WM. McMURRAY, General Passenger Agent

OMAHA TELEPHONE SITUATION IS CLEARING UP.

Bondholders' Committee Sends Out Circular Showing Work Done. Franchises Effective. Indicating that the Independent Tel-

ephone situation at Omaha presents an improved aspect, local holders of the Omaha telephone bonds have received circular letters from the bondholders' committee, signed by members of the committee and the receiver, Lyle I. Abbott, summing up the situation to have kept a perfect account of all the June 15 and reaching the conclusion that the committee is well pleased with

the progress made. To save the South Omaha and Florence franchises, according to the circular, laying of the telephone mains had to be completed by May 23. After a foreclosure suit a receiver was ap-pointed April 6. It was then fourd \$120,000 would be required to pay up back salaries and complete the plant

Even should this sum be raised, engineers declared the construction im-possible, but by midnight of the same day the receiver was appointed full plans were drawn up for a campaign to sell receiver's certificates to the amount named. After authority from the court this was done and the whole issue dis-

At its last meeting the City Council of South Omaha unanimously passed a resolution to the effect that the terms of the franchise given the in-pendent company had been fulfilled to the letter, a certificate was filed by the engineer to the same effect and the franchise became formally effective. The exchange is now in full working

At present the income from the plant is \$5000 per month, a little more than sufficient to pay expenses. The receiver has reduced salaries \$265 a

month.

The original estimates would not cover the total cost of the extension work, and an additional issue of \$77,-000 was authorized. The certificates run for two years at \$ per cent per annum. While, except by court order, it is understood they cannot be \$0id for less than par, offers of \$5 per cent, with recorded interests. secrued interest, will probably be ap-

The main purpose of the circular lctter is to induce bondholders to take up the certificates, which are issued in denominations of \$100, \$500 and

John Klernan has been acting for the Portland bondholders, and is now a member of the bondholders' commita member of the bondholders commit-tee. Bonds have already been deposited to the extent of \$2,000,000, and it is said more are coming in all the time. Klernan controls about \$330,000, which, it is understood, gives him a promi-nent place in the discussions regarding the property.

The committee expresses itself as

confident the property will become a paying concern.

### TEAMSTER IS ASSAULTED

Strikers Deny Beating Was Done by Their Men-Employers Satisfied.

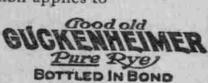
One of the strike-breaking teamsters, who gives his name simply as "Frisco," says that three strikers attacked him Thursday noon on Davis street, between Sixth and Seventh streets, and beat him brutally, causing him

Supreme Court of Montana, died here today, Judge Milburn was born Novem-ber 15, 1850, in Washington, D. C. ment is looked upon with much doubt. It is asserted there that all the strikers have agreed to use no violence in any case. If the strike-breaker was beaten, as he charges, strikers says they believe it was done by some one holding a personal grudge, and that the attack had nothing to do with the strike.

When seen at his room in the Manhattan hotel, on Stark street, between Fifth and Sixth streets, yesterday afternon, "Frisco" said that the attack on him Thursday was the second one of which he has been the victim since he took to driving a striker's team for the Baggage & Omnibus Transfer Company. The first attack, he said. case. If the strike-breaker was beaten.



How perfectly that defination applies to



### **Buy This** Oldsmobile Today

That there is much freight that i

delayed in transportation as a result of the strike was acknowledged yester.

day by draymen, who explained that such a condition was only natural under the circumstances.

G. R. Milburn Is Dead.

HELENA, Mont., June 24 .- George R.

Milburn, ex-associate Justice of the off temporarily from his work. At the strikers' headquarters, "Frisco's" state-

It's a 1909 car, in good condition, all ready for business. Fully equipped, including a good top, glass front, slip covers, prestolite tank, tire iron, speedometer, gasoline gauge, robe rail, foot rest, chains, two extra inner tubes, tools, jack pump, etc.

### Price Only \$1600

Here's your chance to get a good car at an unusually low price. Better buy it today than to wish you had tomorrow.

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