

WORLD RECORD IN GUN DRILL MADE

Second Section of First Infantry Platoon Wins Honors at Vancouver.

36 SECONDS IS TIME MADE

Within This Brief Space Section Runs One Hundred Yards, Fires One Shot, Reassembles Gun and Makes Its Return.

VANCOUVER BARRACKS, Wash., April 14.—(Special.)—A world record for a machine gun platoon drill was made on the post athletic field today, when the second section of the Machine Gun Platoon of the First Infantry ran 100 yards, fired one shot, reassembled the gun, and ran 100 yards back to the point of starting in 36 seconds.

The record performance was witnessed today by practically every officer and soldier in the post, and by several hundred spectators. The first and second sections of the Machine Gun Platoon were in competition. When all were in readiness a shot by the starter was sounded and the two sections jumped into action. The gun was on the back of the gun mule of each section. One mule ridden by a Corporal, ran ahead of the gun mule, and the other men of the platoon were hanging to the gun mule, set it up, hanging on for dear life to the animal's tail. When the 100-yard line was crossed, the mules stopped, the men pulled off the gun, set it up on the ground, fired one shot, picked it up, packed it on the mule's back, turned and ran back to the point of starting.

World's Record Broken. The five stop watches on the event showed that the second section had established a world's record, beating even its own time of 38 2-5 made a year ago.

When the men learned that a record had been made their enthusiasm was unbounded and they threw their hats into the air and cried and cheered for joy.

The men making this remarkable record are Corporal J. Walters, on mule "May" and Privates Walter L. Riley, William Lance, James Baker, James M. Ciment, Sergeant Lawrence has charge of the section and is seen at the right holding his stop watch.

The Machine Gun Platoon is in command of Lieutenant L. Samuelson, who has had charge of their training. He is well pleased with the manner in which the men handled themselves and the wonderful record they have established. He did not expect that the time of last year would be lowered. There is a feeling of elation throughout the post over the event.

Field Day Is Held. This was the annual Spring field day and each of the 14 organizations had one or more events in the 14 events. In the military events, Company D, First Infantry, won two firsts and a second; C Company, won a first and a third.

In the athletic events F Company, First Infantry, won two firsts, G Company, a first and a second, and E Company, a first.

The scores made by the contestants follow: Squad drill—A corporal and seven men forming a squad. Thirteen squads drilled. C Company first, D Company second, and L Company third.

Packing contest—A mule was packed with two sacks of oats. Company D won first; time, 1 minute 43 2-5 seconds; Company E second, and Company F third.

Packing contest by the machine gun platoon—First won by the second section. Time, 1 minute 44 seconds; second, Company E; and third, Company F.

Shooter—Ten pitching—First, Corporal E. Henders, Private Bowyer and Hoback; time, 1 minute 39 seconds, won on form; second, Private F. G. third, Private R. E. Smith, M Company; third, Private Egan, G Company.

100-yard dash—First, Private Murphy, Company F, time, 20 2-5 seconds; second, Private Darcy, Company G; third, Private McKinney, Company K.

One-mile bicycle race—First, Corporal K. H. Smith, M Company; time, 3 minutes 19 seconds; second, Private F. G. third, Private R. E. Smith, M Company; time, 3 minutes 20 seconds; third, Private W. H. G. Company.

Running high jump—First, Private Gibson, E Company; 5 feet 3 inches; second, M. J. Ostrum, G Company; third, Corporal R. E. Smith, M Company; time, 3 minutes 20 seconds; fourth, Private R. E. Smith, M Company; time, 3 minutes 21 seconds; fifth, Private W. H. G. Company; time, 3 minutes 22 seconds.

Standing broad jump—First, Stanley, E Company; 9 feet 10 inches; second, Private R. E. Smith, M Company; third, Private W. H. G. Company; time, 3 minutes 23 seconds.

Captain Mathew A. Reasoner, of the medical department, was in charge of the meet, and the judges included Lieutenant-Colonel James S. Rogers, Lieutenant-Colonel Van Dusen, Captain Ogley, Lieutenants Starkey, Mitchell, Rucker, Whitley and Phillipson.

Lieutenant Burnett was clerk of the course and he was assisted by Lieutenants Budd, Scofield and Spencer. Lieutenant Jewett was starter and Lieutenant Hatte was announcer. The timekeepers were Lieutenants Wells, Daley and Cazaire.

The weather was ideal, the air being cool and crisp and invigorating, but withal pleasant and the sun was shining brightly. The First Infantry band furnished music throughout the morning. The meet began at 8:15 o'clock and was carried through without a hitch until 12:30, when all of the events had been decided.

PUBLICITY AGENT RESIGNS. A. S. Ashley, of Baker, to Advertise Oregon in East.

Eastern and Central Oregon, he asked for release at this time. The club accepted his resignation and voted to contribute funds for the lecture tour. During the year that the club has been managed by Mr. Ashley it has been a "live wire" organization and the members have been highly pleased with his work. The number of inquiries has been increased from three or four letters per day to an average of about 40 letters per day and thousands of booklets have been mailed to prospective home-seekers.

Much interest is shown in his proposed stereopticon lecture tour of the East in the interest of Oregon, owing to the popularity of the plan, which will be made entirely by automobile. The plan is endorsed by the O.-W. R. & N. and also by the Portland Commercial Club.

MANY RANGE CATTLE DIE Because of Hard Winter. Klamath Falls, April 14.—(Special.)—Confirmation of the story that a large number of cattle have died on the Klamath Indian reservation, was made here today by Reuben White, one of the cattle owners who lives on the Klamath Marsh, some 40 miles south of here.

Mr. White says that more cattle have died this winter than before for years in the same length of time and that at least ten per cent of these have perished in his section. He says the farmers in his section have been feeding since early in November.

EXCESSIVE WEIGHT ON BRIDGE TABOO

Railway Commission's Engineers Inspect O.-W. R. & N. Structure Here.

4000 POUNDS WAGON LIMIT Vehicles and Streetcars Expected Not to Exceed Speed of Six Miles an Hour—County Court to Be Asked to Act.

SALEM, Or., April 14.—(Special.)—That the Multnomah County Court will be requested to forbid the use of the O.-W. R. & N. bridge across the Willamette at Portland by vehicles carrying

coinciding with the maximum on the other. Maximum Load 37,000 Pounds. "The combined maximum loading of trains and streetcars amounts to 37,000 pounds per foot, leaving 300 pounds per foot, or 96,000 pounds for the span, as the permissible load of vehicles and foot passengers. This amount is not exceeded at any times except during the rush hours morning and evening. Examination of the switching records shows that but few movements of trains are made at these hours, but we find that these few cannot be eliminated without serious inconvenience to shippers. We therefore recommend: "That the railroad companies be requested to continue their present rule in regard to the weight of engines allowed on the bridge and to supplement this by a rule requiring trains crossing the bridge between the hours of 7 and 8 A. M. and between the hours of 4:30 and 6:30 P. M. to have not more than three consecutive cars loaded with more than 60,000 pounds each, and that any such three cars shall be preceded and followed by three cars with loads not exceeding 30,000 pounds each.

"That the Portland Railway, Light & Power Company be requested to enforce its rule requiring cars to maintain intervals of 100 feet on the bridge and to limit their speed to six miles an hour.

"That the County Court be requested to forbid the use of the bridge by vehicles carrying loads of over 4000 pounds and to limit the speed of all vehicles on the bridge to six miles an hour. Also to permit no loitering or congregation of foot passengers on the bridge

during boatraces, festivals and similar occasions."

DEPARTMENT TO DECIDE Governor Will Not Recommend Instructor for Oregon Guard.

SALEM, Or., April 14.—(Special.)—That Governor West will make no recommendation to the War Department as to who shall act as instructor for the Oregon National Guard, but will leave that entirely in the hands of the department, was the statement made by him today. Probably some First Lieutenant will be chosen. The department has signified that it would prefer to make its own selection, rather than to be guided by the recommendation of the executive, as the Governor will merely make a formal application that such an Instructor be named.

Indians to Attend Centennial. PENDLETON, Or., April 14.—(Special.)—Twenty Indians from the Umetilla reservation near this city will be one of the features of the Astoria Centennial celebration this Fall. They will be taken to the city by the sea under the management of the "Round-up." Pendleton's frontier show, and in addition to furnishing an attraction for the thousands of visitors to the anniversary celebration they will serve as an advertisement for the frontier show.

Kicked By A Mad Horse. Samuel Birch, of Beetsown, Wis., had a most narrow escape from losing his leg, as no doctor could heal the frightful sore that developed, but at last Bucklen's Arnica Salve cured it completely. It's the greatest healer of ulcers, burns, boils, eczema, scalds, cuts, corns, cold-sores, bruises and piles on earth. Try it. 25c at all druggists.

Draw Span Safe. In their report on the bridge the engineers say: "The approaches and draw-span are in good condition and no question has been raised about them. They are amply safe for any loads which may properly pass over the fixed span. We shall, therefore, confine ourselves to the consideration of this span.

"The bridge was erected in 1887 and was an unusually heavy bridge for that time and well proportioned." "Here the engineers enter into a technical statement of the condition of the bridge on account of the limited head room," they continue, "the track is carried on a corrugated floor of steel channel beams on long bars riveted to the lower chords. The upper deck of wooden floor beams and planking is carried on stringers resting on the intermediate pins of the trusses. This floor carries a roadway for teams in which two streetcar tracks are laid and a six-foot wide walk on each side.

Vibration Is Great. "This span now shows an unusual amount of wear. This is indicated by the heavy vibration under moderate loads. This vibration is much greater under upper deck loads than under trains, the difference being due partly to the application of the load, but chiefly to the roughness of the upper deck roadway and the difference between rolling loads and those moving animals. A laundry wagon driven at a trot, or an auto bouncing over the rough planking, shakes the bridge worse than the Streetcar Limited. To one inexperienced in bridge construction, this condition would seem to be alarming, but in reality the bridge, under heavy loads shows no signs of weakness, the deflection being not sufficient to take out the camber.

Bridge Is Watched. "The railroad company's engineers have kept a close watch on the bridge, and when it became evident that the heavy traffic was injurious they caused it to be restricted. At the present time the heaviest engine permitted to cross the bridge weighs only 237,000 pounds and no double-heading is allowed. We have calculated the strains caused by such engines, with the heaviest possible trainloads following, and find they cannot exceed 50 per cent of those for which the bridge was designed. As a matter of fact this heaviest possible loading is not reached in practice. The bridge was intended for loads of 4000 pounds per foot. Passenger trains do not exceed 2000 pounds and an examination of the records of 175 consecutive crossings of freight trains across the bridge shows the heaviest load to have been 2900 pounds per foot.

"The Portland Railway, Light & Power Company has taken the St. Johns, Broadway and Vancouver lines, which run the heaviest class of cars, off of this bridge cars to maintain a spacing 100 feet apart, while on the bridge. Electric locomotives and work trains are forbidden to go upon the bridge at any time. It is, therefore, evident that the bridge is safe for all requirements if provision be made to prevent the maximum load on one deck

More Profit is the object of substitution. If urged to buy any preparation said to be "just as good" as Hood's you may be sure it is inferior, costs less to make, and yields the dealer a larger profit.

Insist on Having Hood's, which effects its wonderful cures, not simply because it contains sarsaparilla, but because it combines the utmost remedial values of twenty different ingredients.

Hood's Sarsaparilla. Makes people well and keeps them well. Get it today.

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MACHINE GUN PLATOON WHICH ESTABLISHED WORLD'S RECORD YESTERDAY.

MARK SET BY THIS PLATOON AT VANCOUVER BARRACKS IS 36 SECONDS, AS AGAINST 38 2-5 SECONDS, THE OLD RECORD.

loads of over 4000 pounds, that all vehicles will be limited to a speed of six miles an hour and that street cars shall run 100 feet apart on the bridge and be limited to a speed of six miles an hour as well, are recommendations included in a report of the engineers of the State Railroad Commission. They also recommend that crowds be forbidden to congregate on the bridge on gala occasions and several recommendations are made relative to the transit of O.-W. R. & N. trains.

The examination was made by W. C. Earle, engineer, and J. P. Newell, consulting engineer for the State Railroad Commission, and a copy of the O'Brien, general manager of the O.-W. R. & N. Company; B. S. Josselyn, president of the Portland Railway, Light & Power Company, and T. J. Cleaton, County Judge of Multnomah County.

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The Tull & Gibbs Store. Opens this morning at 9:30. Remains open this evening until 9:30. Our Closing Out Sale. Continues to offer irresistible bargains in Furniture, Carpets, Rugs, Linoleums, Draperies, Bedding, Stoves and Ranges, Crockery, Housefurnishings. Women's, Misses' and Children's Smart Spring Apparel. Tailored Suits, Coats, Dresses, Waists, Corsets, Gloves, Belts, Neckwear, Handbags, Etc. Tull & Gibbs, Inc. Morrison at Seventh.

STATE INSURANCE WINS 11 YEARS. WASHINGTON GAINS \$1,403,620 IN 11 YEARS. Commissioner Shively's Report of Department Praises New Code—Many Companies Leave. OLYMPIA, Wash., April 14.—(Special.)—While the Legislatures since 1900 have appropriated \$54,882 for the support of the state insurance department, that branch of the state government has turned into the state treasury \$1,458,502, leaving a net profit of \$1,403,620, according to figures shown in the 17th annual report of the department which J. H. Shively, Commissioner, will soon file with Governor Hay.

WEEK END EASTER TRIPS VIA THE NORTH BANK ROAD. CLATSOP BEACH \$3 ROUND ASTORIA TRIP to GEARHART SEASIDE. Tickets Sold Saturday and Sunday, Good Returning Monday. \$4.00 Round Trip Daily, Good Six Months. FIRST-CLASS ALL-YEAR HOTELS. Trains Leave 8:00 A. M. Daily, 6:30 P. M. Saturday.

COLUMBIA RIVER AND CASCADE MOUNTAIN RESORTS. HEALTH SPRINGS, TROUT STREAMS. ROUND TRIP TICKETS. SATURDAY AND SUNDAY Returning Monday. SUNDAY ONLY Returning Same Day.

NORTH BANK STATION, 11th and Hoyt. CITY TICKET OFFICES. Third and Morrison Streets. 122 Third Street.

NEARLY GONE. Acreage and Town Lots at North Plains Are on the Run. Our Property is 3/4 GONE. A few choice tracts of one to ten acres and close-in-town lots for wise buyers. Special trains to North Plains over the United Railways Sunday from Second and Stark streets. Round-trip rates. Scenic ride to and through the Cornelius Gap tunnel and the famous Tualatin Valley. For all information address RUTH TRUST CO. 235 Stark Street, Corner Second. Main 5076 and A 3774. "North Plains is a town with a guaranteed future."