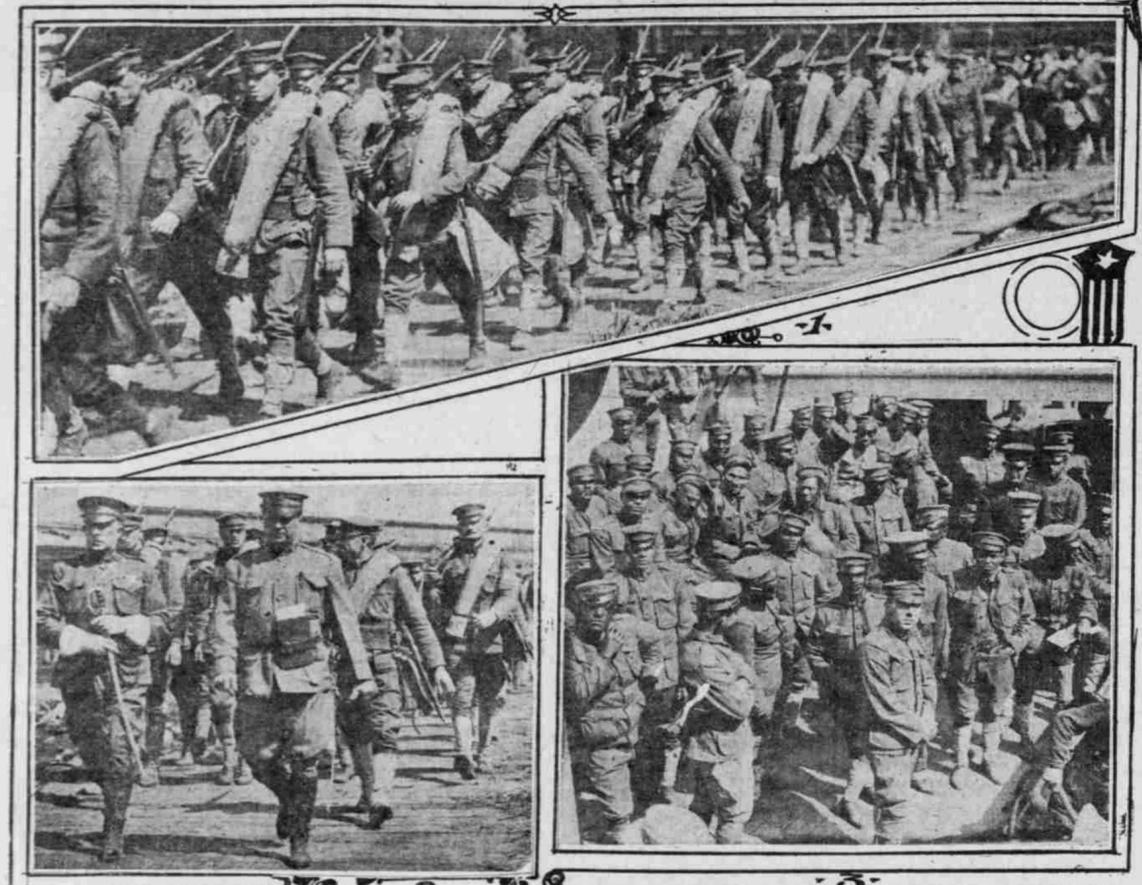


ARMY TRANSPORT READY TO SAIL FOR HAWAII THIS MORNING WITH THE FIRST INFANTRY

Daylight Ride Down Columbia River to Be Enjoyed by Departing Officers and Soldiers—Negro Stowaway Found—Lively Scenes at Dock as the Troops Embark.



Captain Hall greets many old friends when the United States Army transport Sherman steamed alongside the North Bank dock yesterday, and on the way had renewed acquaintance with Captain Harry Emken, who piloted the transport Buford here eight years ago, on the occasion of her last trip when Captain Hall was in command. The Sherman was drawing 24.6 feet aft and though advice had been offered that the ship not be steamed up the Columbia at night, Captain Emken brought her through without a hitch, as was expected.

On the arrival of the transport, Captain Hall was informed of the amount of freight to be loaded, consisting chiefly of effects of the First Infantry, and it was decided that instead of sailing yesterday afternoon the transport would leave the North Bank dock at 9 o'clock this morning.

Officers and men of the First Infantry reached the city in the afternoon from Vancouver Barracks and went aboard and will enjoy a daylight trip down the river, as it is intended to go to sea about 7 o'clock this evening and it is expected that the ship will reach Astoria about 4 o'clock.

Passengers Are Carried. Captain John P. Spurr, of the Quartermaster Department, is in charge of transportation matters, the commissary and such details that do not come under the head of care for the master of the vessel, and Jack Hughes, who like Captain Hall, has been in the transport service for years, is chief engineer. There were a number of first-class passengers aboard the Sherman from San Francisco to Portland, a few having disembarked here, as they merely made the voyage up the Coast and will return to San Francisco, while the others will continue to Honolulu and Manila. There are about 150 negro troops aboard also, they being casuals or "crooks" on their way to Honolulu and the Philippines, to be assigned negro organizations on duty there.

Another "unattached" squad is made up of seven Filipinos who stowed away aboard the Sherman at Honolulu and on reaching San Francisco they were taken to Angel Island and cared for until their departure for Portland. While the transport is in the bay will be held in the ship's brig and will be sent ashore at Honolulu. It is said that they are members of a band of about 25 "neo" gangsters, who are engaged to labor on plantations, but tiring of the work and wishing to reach the United States, they sneaked on the Sherman.

Extra Liferiffs Aboard. Four extra liferiffs were placed aboard the Sherman before she left San Francisco, and she carried more baggage before than was required under the regulations. Captain Hall thinks that on the return of the transport there will be a general rearrangement of her small-boat equipment, as a few out-of-date craft will be discarded and the two steam launches probably replaced by gasoline launches.

As more cargo was assembled here than space had been provided for, because considerable was loaded at San Francisco and more will be taken on at Honolulu when the property of the First Infantry is discharged there, some will be left here to be loaded by the transport Thomas, which is due Monday.

Passenger List is Large. The passenger list of the Sherman's arrival was as follows: Sherman, First Cabin—To Portland: Townshead, G. L., Captain, First Infantry; James, L. R., First Lieutenant, First Infantry; wife; McCheslin, Mrs. E. F., and two daughters, family Major McCheslin, Second F. A.; Prosser, Mrs. N. R., mother-in-law Lieutenant Popper. First Cabin—To Honolulu: Dougherty, J. C., Lieutenant Medical Reserve Corps, and wife; Hickey, D. W., Clerk, Inspector-General's Department; Quinn, Richard, Assistant Engineer, Engineers' Department, wife and two daughters; Adams, A. G., Civil Engineer and Superintendent of Construction, Q. M. Dept.; Kavanagh, R. J., Clerk, Q. M. Dept.

Second Cabin—Headlight, F. J., Sergeant First Class, Hospital Corps, wife and child of 2 years; Callison, Eugene D., First Sergeant Second Infantry, wife and child of 4 months; Soderblom, Mrs. Swante and daughter, family of Regimental Q. M. Sergeant, First Infantry. Steerage—29 casuals, U. S. A. First Cabin—To Guam, M. I. Brackett, W., Captain U. S. M. C., wife, child of 5 years and mother-in-law, Mrs. Sanford. First Cabin—To Manila, P. I. Frjer, J. H., Major, Inspector-General; Ripley,



1, First Battalion, First Infantry, Detaching at North Bank Dock; 2, Lieutenant-Colonel Robert L. Hirst and Captain Alfred A. Lee leading the First Battalion; 3, Negro Recruits En Route to Fort McKinley, Near Manila; 4, Colonel George K. McGunnagle, in Center; Colonel James Jackson, Retired, on Right, and Dr. David Walker, on Left of Picture.

H. A., Major P. S., wife and two children, 7 and 9 years; Smith, Mrs., mother-in-law Major Ripley; Fletcher, Allen S., Lieutenant P. S., Cordier, Charles F., Lieutenant P. S.; Lynch, T. A., Lieutenant, P. S., and wife; Daye, John P., Lieutenant P. S.; De Vail, Charles M., Surgeon, U. S. Navy; Cecil, Harry B., Ensign, U. S. Navy; Redington, Joseph J., Chief Carpenter, U. S. Navy; Gibbons, Charles A., ex-Paymaster's Clerk, U. S. Navy; Cardwell, M. W., Headquarters Clerk, wife and niece; Reylins, George H., Civil Engineer and Superintendent of Construction, and wife; O'Brien, Eugene, Trainmaster, Q. M. Dept.; Murphy, Mrs. T. O., and daughter, family of Major Murphy, Nineteenth Infantry; Watson, Miss Lucy, sister of Captain Watson, Eighth Cavalry; Dent, Miss Edith M., fiancée of Lieutenant Kern, Twenty-fourth Infantry; Himes, Mrs. M. Virginia, nurse, Army Nurse Corps; Dalton, Miss Elsie C., Nurse, Army Nurse Corps.

Second Cabin—To Manila, P. I.: Gleason, Miss Anna, maid with family of Lieutenant Lynch; Paul, George H., First-Class Sergeant, Hospital Corps; Nedelquist, Magnus, Master Signal Electrician, Signal Corps; Wesley, F. L., Russell, Electrician, Sergeant Second Class, C. A. C.

Steerage—270 casuals, U. S. A.

TROOPS BIDDEN GOODBYE

(Continued from First Page.) mutton, and about 20,000 pounds of pork. There must be a large carload of navy beans. There are carloads of ripe fruit and ample provisions of all kinds. There are several kitchens and two bakeries. The bread is mixed by electricity in a two-barrel mixer, and 2000 loaves are made daily. At one time 99 loaves can be baked.

There are bakers, butchers, chefs, cooks, flunkies, and all manner of tradesmen. Besides the chief baker, there are four assistants. Four kitchens prepare food for the soldiers, and one kitchen is used for the crew of the ship. In addition to this, there are kitchens and elaborate dining-rooms for the first and second-class passengers, which include the officers, and other Government officials.

Soldiers Wash Own Dishes. Food for the soldiers is cooked in large kettles and each man is furnished with dishes, knives, forks and spoons. The bugle call is sounded when a meal is ready and the men line up and are served with their rations, which they can eat at once. Each

soldier then washes his own dishes and returns them to his kit.

On the upper decks, however, the service is much different. There is a large, well-lighted and luxuriously furnished dining-room with real linen and silver, and carpeted floors. There are neatly dressed and well-mannered Filipino boys as waiters so that the officers and their families can live with all the comforts of a high-priced hotel.

The Quartermaster of the troops is Captain John P. Spurr, U. S. A. Lieutenant C. T. King has charge of the ship's hospital.

No Liquor is Allowed. Passes were allowed only to the enlisted men last night in exceptional cases, it being hard to collect the men on such short time. However, the officers attended a banquet and farewell reception given by the Portland Commercial Club. To enforce order, Captain Alfred Alee was officer of the day, and the officers of the guard were Lieutenants Samuelson, Snow and James. Company D, with its 55 men, formed the guard and patrolled the ship and the dock. The strictest order was the one prohibiting taking intoxicating liquor on board. Liquor of no kind is allowed on the transport.

In the post the guardhouse is the prison, but on board ship it is called the "brig." The brig is in the bow of the boat on the third deck down and is guarded with heavy iron bars and by one enlisted man with a rifle and a noncommissioned officer. There is room for 48 prisoners in the brig.

Colonel McGunnagle, being ranking officer, is in command of the troops and his staff comprises Captain John R. Thomas, Jr., Captain Robert K. Offley, quartermaster, and Captain Edward C. Carey, commissary. Colonel James Jackson, retired, and Dr. David Walker called on Colonel McGunnagle during the afternoon yesterday. General Bacon, retired, also visited the boat.

Society Visits Ship. The officers' wives held open house and they were visited by scores of society folk of the city in their state-rooms and on the first cabin deck. The afternoon passed away quickly for them in saying goodbye to friends they hope, but do not expect, many of them,

to see again. During their four years' stay in Vancouver Barracks the women of the post have made many warm friends in this city and they have been entertained much. Also many society people of Portland have attended social functions at the Army post and enjoyed the Army hospitality.

On board the transport besides the First Infantry are 294 recruits of which number 234 are colored, bound for the Twenty-fourth Infantry at Fort McKinley, near Manila.

Major Yates, Depot Quartermaster for the United States Army, had charge of arrangement for loading the troops and their baggage and equipment. Captain J. Speier, of the Port of Portland, was on the dock and assisted the officers in loading the boat.

Great Change in 50 Years. A transport leaving for a new station now, as compared with half a century ago, would sound almost incredible. Then it was a hardship, now it is almost a pleasure trip for all on board. In the olden days the transports were few, they traveled slowly, and there were few accommodations of any kind. A transport now has accommodations as good as a first-class hotel, with baths, washrooms, fine sleeping quarters and there are even sanitary drinking fountains instead of cups. The rooms are lighted with electricity, cooled by electric fans, there is cold storage, fresh fruit, fresh meat, and fresh vegetables and experts along to prepare them in the best possible manner.

It is an assured fact that there will be a large crowd at the dock to see the Sherman leave for Honolulu this morning. Several hundred are expected to come from Vancouver. The Twenty-first will arrive the first of the week, but her numbers are depleted as so many soldiers desired to remain in the islands, where they get double time and 20 per cent increase in pay. A soldier serving 15 years in foreign possessions would be entitled to retire on three-fourths pay.

Only 2 More Days of the Big Sale Remain

Lots Going Like Hot Cakes

\$1 Down No Interest

\$1 A Week No Taxes

Sunday, May 12, is the last day on these terms, and if you get in on this wonderful offer, you will have to act quick. This is the greatest opportunity to buy high-class realty ever presented to the people of Portland.

VENTURA PARK

with its many advantages; on the finest automobile road out of Portland; new carline; water piped; and the great clause of No Interest. Thus every dollar paid applies on the principal.

ONLY \$200.00 FOR THE LOT

If you wait until Sunday, you will have to come early. The crowd will be large and the cars crowded. Take Montavilla car to end of line. Ventura automobile will meet you there. **REMEMBER: SUNDAY is the LAST DAY** on these terms. Automobiles from 8 A. M. to 7 P. M. Coffee served free. Bring your lunch. You'll be made welcome at VENTURA.

F. E. TAYLOR CO.

404-5 Lewis Building
Fourth and Oak Streets
Marshall 892, A 4414

in road building and other accessories, will start operations next Monday, employing about 25 or 40 men. About 25 men came in yesterday and left via steamer Etna today for the North Fork logging camp and mill at Yale, 25 miles above here.

Many Ballplayers Released. CHICAGO, May 9.—The passing of

William Burns from the minors into the majors and the optional release of Charlie O'Leary and Joseph Casoy to the minors were the features of the American League list of contracts, leases and suspensions issued today by President B. B. Johnson. The list in part follows: Released: By Chicago to Lincoln, Thomas Carney; to Sacramento, Catcher Kriet; by St. Louis to San Francisco, Thomas Tennant; to Detroit, F. C. Spencer; by Minneapolis to Detroit, William Burns; by Cleveland to Seattle, Bert Whaling; to New York (American League), Gus Fisher; by Boston to Spokane, John Wuffil. Contracts: With New York, J. C. Marshall; with Boston, L. G. Unemaker. Suspended: By New York (failure to report), E. Elliott.

Ladies' Spring Suits Sacrificed

We have divided our entire stock of ladies' 1912 Spring Suits into four lots, and every suit is priced at a figure that will insure its immediate selling because the original cost is no longer considered. We must convert this stock into cash before our lease expires. A few days yet remain to us in this old stand.

Ladies' \$25.00 Tailored Suits... \$15.00

LOT NO. 1—These are 1912 Spring styles—\$25 values in light gray, tan and mixtures; also blue serges, in all shades; all sizes \$15.00 in this lot. Now closing out at.....

\$30 to \$35 Ladies' Suits.... \$21.45

LOT NO. 2—Two and three-button 1912 Spring Tailored Suits. This lot includes a few tan and gray and numerous blues in the new shades. All sizes; values ranging from \$30 to \$35. To close them \$21.45 out we price them at.....

\$40 to \$50 Values..... \$24.50

LOT NO. 3—These are the very choicest Suits to be found in the entire stock and include the very finest man-tailored Spring 1912 Suits, all leading colors, in all sizes; no trouble to fit. Values from \$40 to \$50 going at.....

Blue Serge Dresses \$6.85 | \$10.00 Summer Dresses \$3.95 to Close Out at....

These are positively the best bargains offered in the city today. Fine blue serge and panamas, all sizes. Some have fancy collars and cuffs, others are trimmed in lace. Great snaps at our \$6.85 close-out sale price.....

Elegant Summer Dresses will be closed out regardless of cost. Lingerie Summer Dresses, with allover embroideries, some trimmed with lace, while others are plain. A regular \$10.00 White Dress now priced at..... \$3.95
Fancy Lingerie Dresses in blue, pink and white; regular \$12 values for only..... \$6.95

GEVURTZ

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