

OREGON BEATS THE WORLD

BEST RACEHORSES BREED AND TRAINED IN LAKE COUNTY. The Famous Al Farrow and His Brothers and Sisters—Remarkable Record of Superior Stock.

LAKEVIEW, Or., July 25.—Among the disappointments caused by the Lakeview fire was the abandonment of the annual races given under the auspices of the Lake County Agricultural Association, on the Fourth of July. This year, the town being in ashes, and everybody trying to rebuild and re-establish the business, it was decided to postpone the races until next year.

Many horses were in training, and the greatest races in the history of the county were expected. M. T. Walters, the famous stockman and horse-racer, of Lakeview, who raised the famous Al Farrow, the world-renowned racehorse, had trained Della Connor, a full sister to Al Farrow, which was to enter the races for the first time, at the age of 4 years.

Al Farrow's record is a most wonderful one. At 2 years of age he entered the six races, from one-half to three-eighths of a mile. He won five of these, and only lost the one by a half head. At 3 years old he ran in 24 races, and was inside the money and the place in 18 of the 4 years in the first race entered he made his mile in 1:30, lowering the Pacific Coast record, and he held this position for a long time.

Mr. Walters has leased him, and shortly afterwards it was claimed that the man who had him leased "held him" in a race, and he was ruled out from running in the United States on this ground. It is urged that this was not a fair ruling, because that it had gone out over the country that Al Farrow was a California horse, his races having been won in California, and the correction having been made in the public mind, that Al Farrow was an Oregon horse, the Californians "lobbed" him and had him ruled off. Notwithstanding, Mr. Walters sold him, while he was lingering under this disadvantage, for the sum of \$500.

Al Farrow was afterwards restated and ran at San Francisco, and, as usual, was always a winner. He was then taken East and ran in a race at Chicago, and won more races in a given length of time than any other horse in history. But his end as a racer came a few years ago in New York. While running at a race at New York, he fell and was so badly injured that he lost his usefulness as a racer. He won a few minor races afterwards, but was finally taken from the track. He is now doing service as a harness horse in Chicago.

The history of Al Farrow, of Clatsop, the famous trotter, who was brought here when a colt and raised here; of Della Walker, Oregon Eclipse and dozens of others show that Lake County is the world's stock-raising center. The high altitude, the pure air, the character of the grass, and Mr. Walters says, the very earth here, tends to their welfare. He says horses eat and drink more or less dirt. That the dirt and legs absorb strength from the ground; that the horses here have the best lungs, the best heart, the finest feet and legs and the greatest intelligence of any animal he has ever dealt with, and he is of ripe age and has done nothing but deal in stock all of his life. And he says that brains and firmness and self-possession are essential on the part of the owner, and horses here possess these properties in a most remarkable degree.

Politics in Lewis County. Several Republican Candidates for Legislative Nominations. CHEHALIS, Wash., July 25.—The Republican primaries will be held on Saturday in Lewis County, and there is considerable activity manifested among the various candidates, both for places on the county and the Legislative tickets. One State Senator and two members of the lower house will be nominated there.

NATIONAL GUARD REPORT

WHAT ADJUTANT-GENERAL SAYS OF OREGON AND WASHINGTON. Recommends Annual Encampments in Company With Regular Army Detachments.

WASHINGTON, July 25.—The Adjutant-General of the Army has just prepared an elaborate report on the National Guard of the various states, and in reviewing the Guard of Oregon shows it to consist of 164 officers and 2000 men, divided between infantry, artillery, cavalry, engineers, hospital corps, signal corps and the Naval Guard. The report is shown to be distributed over the state, with headquarters at Portland. In commenting further, the report makes the following statements:

The high-grade officers in the Oregon National Guard, and the character of the commissioned strength generally is improving. Most of the young officers are earnest soldiers devoted to the profession of arms, and they bring in any emergency, but need more thorough instruction and practical experience in handling men under the conditions of active service. There are many very intelligent officers, but they are not in the habit of studying, and are incompetent to instruct their men, and who fall entirely to insist upon any discipline. Such discipline as exists in the rank and file is due rather to the good sense of the intelligent men, than to any systematic effort to carry out the requirement of military regulations and the articles of war. The system of selecting officers is no doubt responsible for the inferior quality of affairs. Military etiquette and courtesies are fairly well observed in the First and Second Regiments. The material of which the enlisted strength is composed is very good, and with competent instructors would soon become efficient and reliable, but it seems impossible in some organizations to get officers competent to instruct, and the men become disheartened by the inferior instruction of their commissioned officers.

The principal needs of the Oregon National Guard are systematic administration, kindly but firm enforcement of discipline, and the improvement of the present practice and provision for yearly encampments; the present appropriations are too meager to admit of more than biennial encampments. It would be an ardent wish of the Adjutant-General that the present appropriations were more rigid, and none passed to commission if not fully qualified as instructors. It is hoped that the next Legislature will provide an appropriation sufficient to meet the needs of the organization. Isolated commands make but slow headway in instruction unless they can be brought together for general instruction and association at least once in each year.

The position of the extremists among the "fishers" is voiced by Vice-President Rogers, of the Fishermen's Union: "We have had great difficulty in restraining the Indians from an open outbreak. They are very restless, and want by force to drive the Japanese off the river. We will work for 25 cents a flat or nothing."

Woman Mailcarrier Killed. Her Team Ran Away and Her Neck Was Broken. ROSBURG, July 25.—Mrs. D. N. Finn, mailcarrier from Glendale to Starvation, was killed near Glendale this morning. The team became frightened and ran away, and she was thrown from the buggy. She struck on her head and neck, and died instantly.

Lewis County News. CHEHALIS, Wash., July 25.—Lewis County Populists will hold a county convention at Chehalis August 21, for the purpose of electing delegates to the state convention. The primaries will be held August 12. The Democrats will also have the same dates. Candidates for county officers will be placed in nomination later in the season.

SUMMARY STATEMENT

Showing the Financial Condition of Multnomah County on the 30th Day of June, 1900.

Summary Statement table with columns for LIABILITIES, RESOURCES, RECEIPTS AND DISBURSEMENTS, and various sub-sections like COUNTY COURT, JUSTICE COURT, COUNTY JAIL, SHERIFF'S OFFICE, etc.

LAKEVIEW'S BOND SOLD

LAKEVIEW, Or., July 25.—At a meeting of the Town Council, held for the purpose of opening bids received for the purchase of \$50,000 of water and electric light bonds, B. Daly, of the Bank of Lakeview, was the successful bidder.

Through the Rockies. Every European tourist who visits this country and travels over the Rio Grande Western Railway wonders why Americans will go to Europe for scenery, because there is nothing in the United States to compare with the mountain scenery of Colorado. The Rio Grande Western, with direct routes to the only line which gives the transcontinental passenger trip through the heart of the Rockies, Golden Gate, East, the passenger has the choice of four routes beyond Colorado—via either Omaha or Kansas City. Stop-over at Omaha or Kansas City. Stop-over at Denver, and return to Denver, and then to Golden Gate, Colorado Springs or Denver.

Reached an Agreement. The differences between the Pacific Coast Steamship Company and the merchants of Whatcom and Fairhaven were satisfactorily adjusted today. Under today's agreement, this city secures the same rates on cargo lots at Seattle and Tacoma, and perishable freight is to be shipped at Port Townsend immediately upon arrival there of the steamer from San Francisco, instead of waiting several days for the steamer itself to come on here.

Drowned at Loon Lake. LOON LAKE, Wash., July 25.—Richard Allen Wagner, colored, was drowned here this afternoon while attempting to swim out to a boat, 40 yards from shore.

ADDELIGHTFUL OCEAN VOYAGE. A pleasant and enjoyable trip at this season of the year is the steamer from Portland to San Francisco by sea. The handsome steamers of the O. R. & N. Co., the Columbia and State of California, make the trip in 36 hours, affording a grand panoramic view of the Lower Columbia River, the picturesque Columbia River Bar, the beautiful ocean beach at Clatsop, the towering heights of Cape Horn, the towering Golden Gate, the Golden Gate Bridge, the historic Rogue River Reef, Cape Mendocino, Humboldt Bay, Point Arena, and, last but not least, the world-renowned Golden Gate, at San Francisco. The trip is made in the luxury of the State of California, every five days. Fare, including meals and berth, \$12. Ticket office 30 Third street, corner Oak.

Notes of Amity. AMITY, Or., July 25.—A new industry has been started here, cutting and shipping of ship's knees. A cutter will be shipped to San Francisco this week.

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