TWO DAYS' RACING AT INDEPENDENCE

Splendid Sport for Horse-Lovers Despite Wet and Heavy Track.

LARGE CROWDS ARE OUT

Surprises Are Sprung, Especially When Hop Queen, an Oregon Mare, Is First in Bunch of Veterans in 5-Furlong Dash.

INDEPENDENCE, Or., June 29.—(Special.)—Independence opened the Willamette Valley racing season with a two-days' race meet and horse show Friday and Saturday.

Friday opened dark and cloudy, and a heavy rain came down in the forenoon. But Managing Director Thomas J. Gilpin had declared there would be racing, rain or shine. Crowds came streaming into town early in the day by train, motor and carriage.

Independence has gained the name of a good horse town, and everyone expected rare sport, in which they were not disappointed.

About 1 o'clock the rain god relented and hung up his heaviest clouds in graceful festoons along the Coast Range—and pale sunlight filtered down upon the expectant town. By 2 o'clock the grandstand was filled, and long rows of vehicles lined the outside of the track and filled the infield round the judges' stand.

Plucky, nervy horsewomen, who had come long distances by train and carriage, made the grandstand look like a mighty bouquet—with their gay attire.

Over on the infield was a bunch of buckaroo in from the Eastern Oregon deserts. They had come all the way from Burns and Prineville to be in at the first race meet of the Valley.

The first race called was a pacing event for the best there is five half-mile heats. There were three entries: George Woods, owned by Cleve Woods, of McMinnville, Hanna, a big brown mare owned by Riley Cooper, of Independence, and Zombro Maud, from Amity.

They got away even in the first heat, it was a hot contest from start to finish. Rufus Dickenson held big Hanna with a steady hand and brought her under the wire a winner by two lengths, time, 1:21, on a very heavy track.

In the second heat Zombro Maid's owner saw his mare had no show and jogged her back to the stables, leaving the race to be fought out by George Woods and Hanna. Again Hanna got away a little in the bad. The McMinnville horse pressed hard behind, and made tremendous efforts to get to the front, but Hanna kept steadily at her long-gaited, nerve-racking pace, and came home ahead, in 1:16 3-4.

The third heat was a repetition of the two others, and Hanna won the race in straight heats, and the last heat was paced in 1:19.

The fast running race was a half-mile for a $100 purse, and had for entries the gray gelding Paddy Ryan, owned by Dr. Nehrbas, of Independence; George Brown's Monarch, of Corvallis; Eva N., owned by W. W. Percival, president of the Independence Driving Club, and Induno, a California horse, owned by Eugene Rheims, of Oakland. Monarch was scratched at the last moment.

Mr. Rheims' mare was fresh from victories in the South and on the way to participate in big events at Seattle. Many thought the California horse would carry the day until the wise ones began to lay their money on Percival's Independence mare, Eva N., and the betting soon ran 2 to 1 in her favor.

The horses lined up at the tape in front of the judges' stand and it was the prettiest kind of a start. Jockey Harvey Copeland broke away in the lead on Eva N. like a rocket. Induno had jumped and stumbled, as the word was given, almost in front of the gray, throwing both of them behind two and three lengths. But they were after the Independence mare in a flash. Induno pressed her hard and at the 3-8 post was almost up to her. But Jockey Copeland raised his whip and touched the mare once, bringing the Percival colors—blue and yellow—to a flying victory. It was a whirlwind finish, with the California mare only a length behind, just the kind of a race to set the grandstand wild. The time was 54, and it would have been considerably better but for a heavy track.

The third event was a five-eighths running race for a $125 purse. Mr. Rheims, the Californian, had entered his horse Bill Short. The other entries were Sampson Plunkett, owned by Rufus Dickinson, of Independence; W. W. Percival's Chita, and Hop King; McLaughlin's bay mare, Hop Queen. The last two mares were both trained by Mr. Percival and were entered as a stable, but it was understood that they were to run independently for the money on their own merits.

The famous jockey, Fordham McDonald, rider of many winners on California and Eastern tracks, had been summoned from Portland to ride Hop Queen.

An interesting thing about this 5-year-old mare is that she was bought by C. A. McLaughlin for a saddle horse. Up to two years ago she was used merely for riding about his hop farm. Last year she was entered in a few local races and won. Still many were skeptical as to whether she could stand up against Percival's superb Chita, or the California racehorse Bill Short.

But all doubts were soon set at rest. When Starter Kirkland cried go, up at the 3-8 post, Fordy McDonald shot ahead of the others like a cannon ball. The grandstand saw a mad scramble of Chita and the others to catch up. Round the course they went, now bunching up—and again trailing out, but always Hop Queen in the lead, and McLaughlin's saddle mare carried his shamrock emblem under the wire, the most surprising winner of the day, in 1:05½.

The enthusiasm of the crowd knew no bounds at the victory of the home-grown, hopyard horse, and all acclaimed her as well deserving her name. Chita finished second, and the California horse third.

An amusing thing about this race was the fact that Mr. Percival's Chita was defeated by a mare that he had taken and trained as a matter of friendship for Mr. McLaughlin.

"I hated to take that mare to train, awfully Mac," said open-hearted Bill Percival, after the race, "but I gave her all the show in the world, and I'm not sorry now either," and the two friends shook hands warmly.

The features of Saturday were a street parade of show horses, saddlers and driving horses in light and heavy harness.

The horse show feature of the Independence meet was considered a great success. The open air horse show has become a popular and fashionable diversion in Atlantic Coast cities, and this up-to-date little valley city showed that she is thoroughly abreast of the times. Her business men showed much public spirit in liberal contributions to purses, and in making handsome prizes for the show classes.

The racing events of Saturday afternoon were:

A 2-year-old harness race, best two in three heats for a purse of $50; a running half-mile dash for a purse of $100; a running three-quarter mile dash, purse $125, and a boys' pony race, purse $10.

Results:

First race—One-half mile dash, won by Eva N., ridden by McDonald; time, 0:53; Sampson Shinkel second, Induna third.

Match trotting race between Falmont, Jr., owned by Fen Woodcock, and J. W. Brown's Lambert Boy, won by Falmont, Jr.

Third race—Three-quarter mile dash, won by W. W. Percival's Chita in 1:20, Bill Short second, Hop Queen third.

In the horse show parade Miss Erma Hillard took first saddle horse prize, Lena Brown second; Mrs. Asa Taylor, blue ribbon for single team; P. M. Kirkland, second; for double team; C. A. McLaughlin, first, J. W. Brown, second; boys' pony race won by George Chrisman, Jeff Krebs second.

One of the most admired participants was Miss Nina Bateman, riding the famous New York thoroughbred racing stallion and show horse, Sovereign. Sovereign has been a great stake winner in the East. He was shipped from New York City to Oregon only a month ago. He is considered a great acquisition to the state. His sire was His Highness, a futurity winner. Sovereign, besides being a great racehorse, is a superb saddle horse, and carried his fair rider with matchless grace and style.

The other show stallions exhibited in the street parade were:

Lambert Boy, a Morgan horse, owned by J. W. Brown, of Airlie; Golden Flyer, trotter, owned by Asa B. Taylor, Independence; Talmont, Jr., trotter, owned by Fred Woodcock, Albany; Yaffle, trotter, owned by Rufus Dickinson, Independence; Delgo, pacer, trial 2:09, owned by E. E. Staatz, Independence; King Oscar, Clyde, owned by J. W. Wood, Independence; West Fen, imported English Shire, owned by Nachtigall & Ben, Dallas; King Alfonso, pacer, owned by George Jones, Independence; Pream, German coach horse, owned by J. W. Brown, Airlie; Tabia, imported Percheron, owned by Amos Holman, Independence.

FOREST FUND FOR EACH STATE

Gifford Pinchot Says Department Proposes an Improved Service.

PENDLETON, Or., June 29.—(Special.)—While in the city yesterday for a few hours, Gifford Pinchot, Chief Forester of the United States, announced that if his present plans were materialized that the next appropriation for forest reserves, by Congress, would be divided into specific appropriations for the states. His object in this change of policy is to secure better appropriations for the individual states, making it possible to pay better salaries for those who are placed in charge of the Forest Reserves and thereby secure more competent men.

The question of having the Forest Reserve district headquarters moved from Portland to this city was taken up with Mr. Pinchot, and he promised to give the matter his attention. He listened carefully to the arguments made for the proposed change and admitted that there seemed to be some good reasons why the change should be made.

The Forester says his particular purpose in coming to the West at this time is to study local needs, hear complaints, explain the purposes of the Forest Reserve, adjust differences, and in short to adapt the administration of the Reserve affairs to the local conditions. He says he is finding that complaints concerning the Reserves is not due to the theory or policy of the Administration, but to mistakes that have been made in the conduct of the Reserve affairs, and these he is endeavoring to adjust as rapidly as possible.

He went from here to Coeur d'Alene, Idaho, and from thence goes to Helena to meet Secretary of the Interior Garfield. He expects to be in Portland July 13 and 14.

NO SHUTDOWN AT RAYMOND

Operation of New Mill Creates Demands for Entire Log Output.

RAYMOND, Wash., June 29.—(Special.)—Logging camps in this vicinity will continue to operate during the Summer months, as mill companies and independent loggers declare that the demand for logs was never greater than at the present time. It is stated that because several new mills are soon to commence operations here, in addition to those already running, the temporary congestion felt in many parts of the state will not be experienced here, and that a shut-down will not be necessary. The Owen Logging Company, operating at Smith Creek, is completing the third dam, which will make it possible to float logs to tidewater during the Summer months. Several million feet of timber is in readiness to float as soon as the dam is completed. The Pacific & Eastern Railway Company, composed of local millmen, is rushing work on a new spur, which will tap a large body of timber on Mill Creek, and as soon as the road is completed two large logging camps will commence operations there.

DEAD OF THE NORTHWEST

William W. Kentnor, Pioneer and Veteran of Oregon Indian Wars.

ASHLAND, Or., June 29.—William W. Kentnor, a prominent pioneer and veteran of the early Indian wars of Southern Oregon, died here yesterday, aged 79. Mr. Kentnor, who was a wagon-maker by trade, was a native of Illinois, and came to the Pacific Coast in 1850, first settling in Yreka, and engaging in mining for a number of years in the then rich placer fields of Northern California. He located at Ashland in 1860, and has ever since resided here, highly respected. A wife, who was Miss Sarah Million, also a member of a well-known pioneer family of this section, survives him, besides a daughter, Mrs. Ida Ward, who resides near San Francisco.

THE JUDGE FORGOT NEW LAW

Has to Recall Prisoners and Give Them Another Sentence.

NORTH YAKIMA, Wash., June 29.—(Special.—By an error on the part of Judge Rigg in sentencing five members of the McGinnis gang of boxcar robbers under the new indeterminate sentence law which did not come into effect until after the commission of the crime for which they were prosecuted, the judgment was quashed by the Judge today and the men arraigned the second time and sentenced to four years each in the penitentiary. The error may result in an application for a writ of habeas corpus, the men having been imprisoned ten days under illegal sentence.

Woman Falls From Stepladder.

ALBANY, Or., June 29.—(Special.)—Mrs. Dr. G. W. Gray, wife of a pioneer Albany dentist, was seriously injured last evening while descending from a stepladder. She made a misstep and fell, a thigh bone being severely fractured. She is now in St. Mary's Hospital.

Funeral of Arthur Sloan.

CHEHALIS, Wash., June 29.—(Special.)—The funeral of Arthur Sloan, the conductor who was killed on the Vancouver-Yacolt branch line Wednesday, was held here yesterday from the home of his mother

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WILL GIVE PUBLIC NEWS OF WRECKS

Harriman System Ceases Old Practice of Concealing Disasters.

REPORT TO NEWSPAPERS

Readers Will Receive Accounts of Accidents as They Are Obtained by Railroad Officials—Inquiry Board Investigates Wrecks.

Instead of shrouding railway accidents in as much mystery as possible, as has been the policy of all American railroads, the Harriman lines will hereafter acquaint the public fully with details of all accidents occurring on the allied lines. Orders to this effect have been issued by General Manager O'Brien of the Pacific Northwestern Division.

The Harriman lines have had this subject under consideration for some time. It has been decided to give out the results of investigations into wrecks as they occur. Any telegraphic information received by General Manager O'Brien of wrecks in this territory will be given to the newspapers as promptly as the news is received at headquarters. It is believed that this policy will remove criticism that has formerly been made that the railroads seek to hide all mishaps on the lines. As the result of the new policy, the public will be given the same information concerning wrecks and their causes as General Manager O'Brien himself receives.

It is not generally known that as soon as a wreck occurs on the Harriman lines in the territory covered from the Portland headquarters, a thorough investigation is begun to determine the cause of the accident. If the origin of the trouble is not at once apparent, a board of inquiry, consisting of the division superintendent, the master mechanic and resident engineer or division maintenance-of-way officer is convened on the call of the division superintendent and evidence is taken on the accident, preferably on the ground where it occurred. A report is then made.

If two members of the board do not agree in signing the findings, a second board made up of the general superintendent, superintendent of motive power and chief engineer or ranking engineering officer in charge of maintenance of way and structures, is convened by the general manager immediately after receipt of the non-conclusive report of the divisional board. If, after receipt of the report of the second board of inquiry, the general manager is not able to reach a conclusion, he employs any other means that are necessary to determine the cause of the accident in question.

The new policy in regard to wrecks and their causes promises to remove much of the suspense that is sometimes occasioned to the public when incomplete reports only are obtainable of the cause or effects of railroad accidents.

Wireless Stations on Pacific.

VICTORIA, B. C., June 29.—Cecil Doutrie, commissioner of wireless telegraphy for the Dominion government, has arrived from Ottawa to establish five wireless telegraph stations for the government. The central station at Victoria and one at Pachena Point will be in operation within six weeks.

The C. P. R. has decided to establish wireless apparatus at once on its steamers, not only on the Coast liners but the Empress liners. The Japanese station near Cape Muboye is already in operation and when the Pachena Point station is complete the Empress liners will be able to enter communication with the land at either side of the Pacific two or three days before arrival.

Young Woman Wanders Away.

Miss Minnie Burgett, who attained some notoriety by disappearing from her home several weeks ago, is again missing, and her relatives are considerably anxious as to her whereabout. She disappeared for the second time at 10 o'clock Friday morning, after having returned only a few days ago. The family lives at 721 Savier street. She is described as being 32 years of age, 5 feet 6 inches tall, dark hair, mole on cheek and over eye. She wore a black turban hat, blue and white checked dress with white yoke and sleeves. The police have been requested to locate her. Any information leading to her location will be appreciated by the young woman's relatives.

Water for Irrigation Next Year.

ONTARIO, Or., June 29.—Messrs. Allbright and Eggleston, of Portland, Christian Co-operative representatives, have returned from Upper Willow Creek. They state work is progressing rapidly on the irrigation project, and that work of survey for the laterals is still going on. The huge reservoir in Cow Valley will be in readiness to deliver water next year, and while the project of the Federation is a vast undertaking and will take a long time to construct, they say it will surely be completed to irrigate thousands of acres of high land in Malheur County.

Old Man Overcome by Heat.

ALBANY, Or., June 29.—(Special.)—William Jellison, of Jefferson, lies in St. Mary's Hospital, in this city, a victim of the unusually hot weather of last Tuesday. Jellison was picking blackberries in the woods near Jefferson and the heat, coupled with his age and illness, overcame him. He was found in an unconscious condition Tuesday evening and kept at his home near Jefferson until yesterday, when it was deemed advisable to bring him to the hospital in this city for treatment.

Frequent Drownings Near Ontario.

ONTARIO, Or., June 29.—Alvin Arnold, of Ontario, aged 20 years, was drowned in the Owyhee River yesterday. The young man was out looking for work horses, and was crossing the river on horseback, when in some unaccountable manner he was thrown from the horse and lost his life. The body has been recovered. Four lives have been lost in the Snake and Owyhee Rivers in this vicinity within the past ten days.

Czar's Family Go on Cruise.

ST. PETERSBURG, June 29.—The Emperor and members of the imperial family are about to leave Peterhof for a cruise in the Finnish fjords. Premier Stolypin will join the Emperor during the latter part of the tour.

WHEAT PRICE SAME

State's Witnesses Are Flatly Contradicted.

RAILROAD GIVES PASSES

Eastern Washington Farmers Go to Olympia at No Cost to Themselves — Commission Given Conflicting Evidence.

OLYMPIA, Wash., June 29.—(Special.)—Witnesses on behalf of the O. R. & N. were put on the stand at today's joint rate hearing being conducted by the State Railroad Commission. Hearings were had morning, afternoon and evening, but the examination dragged and but little new matter from that previously in evidence was brought out. The first witness called for the defense was H. A. Moser, of Portland, accountant for the Portland Flouring Mills. He submitted a schedule of prices paid at Portland and Tacoma by that company between June 24, 1904, and July 31, 1906. This list showed 276 comparisons of prices on the same date. In 57 per cent of the instances, prices were the same at Portland and Tacoma; in 14 per cent of the cases, prices were higher at Portland, and in 29 per cent prices were higher at Tacoma.

Harry Arnold, of Farmington, was next called by the O. R. & N. He is employed as second man by the Interior Warehouse Company, controlled by Balfour, Guthrie & Co., and has been in the wheat business 15 years. He swore positively that wheat prices were always the same on the O. R. & N. and Northern Pacific, and that his company inveriably paid the same price on both lines.

As the railroad attorneys had questioned state witnesses earlier in the session as to why witnesses came, etc., the state took occasion to ask why Arnold came. Zera Snow for the O. R. & N. admitted Arnold had been paid by the road to come and testify and Arnold then testified that he had been furnished with a pass from Farmington to Portland and return by that road. Attorney Grosscup for the Northern Pacific asked if the Commission had ruled against this, saying he had furnished witnesses in judicial proceedings with passes. Commissioner Lawrence announced that this question had not been acted upon by the Commission.

S. C. Armstrong was the last witness called today by the O. R. & N. He is traveling agent of the Pacific Coast Elevator Company at Colfax, and testified that there is no difference in price betwen Northern Pacific and O. R. & N. points. This was in direct contrast to the testimony at the morning session of witnesses for the state. These included Perry W. Lawrence, a grain buyer, of Pullman; N. A. Rolfe, a banker and warehouseman, of Oaksdale, and G. W. Ford, a graindealer at Spokane. They all testified that better prices were paid at Northern Pacific and competitive points than in the O. R. & N. territory.

Veterans Honor Captain Philipps.

ALBANY, Or., June 29.—(Special.)—The camp of Spanish-American War Veterans, recently formed in this city, has been completely organized under a charter of the National Association, and has begun regular meetings. It has been named Camp Philipps, No. 4, in honor of Captain Merrill D. Philipps, now of Oregon City, who commanded Company I, of the Second Oregon Volunteers, in the Philippine campaign. Officers have been chosen as follows: Commander, M. H. Ellis; senior vice-commander, Frank C. Stellmacher; junior vice-commander, G. M. Turner; chaplain, J. C. Booth; officer of the day, Frank B. Stuart; officer of the guard, Leslie L. Viereck; quartermaster, W. S. Risley; trustees, Frank Jewell, Joseph E. Torbet and S. Warell.

WOULD PUT UP A FORFEIT

Trolley Line Promoter Tells Chehalis He Means Business.

CHEHALIS, Wash., June 29.—(Special.)—Last night members of the City Council held a session with B. J. Weeks, whose application for a franchise for the Centralia, Chehalis Electric Railway & Power Company for an interurban between Chehalis and Centralia is before the Councils of the two cities. Mr. Weeks is willing to put up a $1000 cash forfeit to insure the beginning of active construction within 60 days and completion of the line and its operation inside a year. The streets to be traversed in this city include entrance by North First street, thence to Market via West street, thence to Boistfort street, thence to Chehalis avenue, thence to the courthouse on North street, thence on North street to Cascade avenue, thence via Cascade avenue to connect with Market and complete the loop of the line. This morning a right of way agreement was filed in the Auditor's office, showing the evident intention of the company to parallel the old Union Pacific right of way from North First street to the Donahue grove. From that point the line would follow the county road into Centralia.

DROWNED IN UMPQUA RIVER

Claude Hoover Goes Down While Attempting to Swim the Stream.

ROSEBURG, Or., June 29.—Claude Hoover, a medical student, was drowned Thursday afternoon, while bathing in the South Umpqua River, at Myrtle Creek. Hoover, who was 22 years of age, in company with Alex Hull, started to swim the river, a distance of about 75 yards, and fully 50 feet deep. When midway in the stream he shouted to Hull for help. Hull immediately swam to his assistance and used all means to save Hoover, but becoming exhausted he had to use his remaining strength to save himself.

Hoover was a sufferer from heart trouble, and it is supposed he was attacked by this complaint when he called for help. Hoover was a son of Mr. and Mrs. L. E. Hoover, of Medford, and a nephew of Mayor E. V. Hoover, of this city. He had finished his third year at the College of Physicians and Surgeons at St. Louis, Mo., and was to finish his fourth year in 1908. Recently he has associated himself with Dr. C. E. Bogue, of Myrtle Creek.

Makes Sure They Can Hold Job.

OLYMPIA, Wash., June 29.—(Special.)—Governor Mead today reappointed H. T. Jones, of Spokane, for two years; J. H. Davis, of Tacoma, for four years, and Matt L. Piles, of Olympia, for six years, members of the State Board of Control for the terms beginning June 12, 1907. This was done because the question has arisen whether the new law amending the powers of the board and increasing their duties did not repeal that section of the law under which these members were serving. Mr. Davis promptly qualified by filing a new oath and a $10,000 bond. The other members are out of the city, but will qualify in a few days.

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