

DOGS WILL SHOW SPEED AT SALEM

Second Annual Field Trials to Be Held Beginning October 6.

TRAINERS ALREADY BUSY

Trials Move in Circuit Through Country and Many Prize-Winners Are Developed Each Year by Enthusiasts.

Preparations have been made by the Oregon Field Trial Club to hold its second annual trials commencing October 6, at Salem. Grounds most admirably suited have been secured. Selecting Salem will be a decided advantage as it is easy of access, and it is expected a large number will take advantage of the opportunity of seeing the high-class setters and pointers of the Pacific Coast demonstrate their superiority over the more ordinary brother, the shooting dog. Trainers from California, British Columbia, Washington and Oregon are already in the field with their dogs, preparing them for the occasion, which involves several months' hard work. Each day the dogs are worked out in short heats and conditioned until they are a bundle of muscle and nerves, keyed up to the highest pitch. To the field trial enthusiasts this animation, the endurance, speed, range and bird-sense are the desired goal.

To many sportsmen in Oregon field trials are not understood, and one must learn to distinguish between the conditions under which the dogs are prepared and run in the field trials from ordinary shooting. In order to appreciate the meaning of high-class work.

Field trials originated in England and were introduced into this country some 20 years ago. Owing to changed conditions wherein the game is driven in place of being shot, the sport has moved across the pond and England now owns silky-haired picture dogs in place of the famous setters of days gone by. However, some noted sportsmen have been in the English field trials a couple of generations ago. Garth's Drake, the greatest pointer ever bred in Great Britain, said to be able to hunt at the rate of a mile a minute, never beaten in public competition and never made a mistake, but our present Llewellyn setters and pointers are the best-bred dogs that have ever existed, and they owe their unrivaled excellence to American field trials.

Many Clubs in America.

Beginning in a small way, with one meet a year and a half dozen enthusiastic patrons and followers, we now have between 40 and 50 field trial clubs in America. There are so many field trials it is necessary, for convenience of owners and handlers, to arrange them in circuit, after the plan of the harness horse associations. They take the tour of the states in September, then move on to Manitoba, B. C., Washington, Oregon, then back to the prairies, then to the central states, then south through the principal states to Texas, ending up in California in January.

The dogs are classified and run in different stakes, such as the future, derby, all-age, subscription and championship, according to their eligibility, previous winnings, etc. Derbies are for dogs not over 2 years old January 1 of the year following their date of entry. All-age stakes are open to any dog, except in some clubs previous first place winners and winners in championship stakes are barred. Subscription stakes are open to all, the purchaser of a subscription having the privilege of starting any dog he likes in it, whether he is the owner of the dog or not. In the championship, the dog can be entered or started in the National championship. The purses in these stakes carry from \$500 to \$1000, the average being \$500. The entry and starting money is from \$15 to \$20. In the case of the derby and all-age stakes, this entry fee is divided, a portion of it being due when the dogs are nominated, called the first forfeit, and the remainder is paid when the dogs are started. The names of these dogs are then drawn from a hat and they are braced to run the next day in the order in which they are drawn. Should there be an odd number of dogs the last one drawn is called the bye dog and runs his heat alone, but in always taken into the money and starting money as drawn and braced are known as the first series of a stake, and according to field trial rules every brace in the first series must be given a stipulated length of time before the judge. Generally this time limit is 30 minutes in the derby, but it may be an hour or more in the all-age stake and two hours in the subscription. After the first series has been run off the judges call for such dogs as they care to see compete again and these when braced are said to constitute a second series. There may be a third and fourth series, but this is optional with the judges, who can run the dogs any desired number of times before arriving at a decision.

Spotting System Used.

Dogs are judged under what is technically known as the spotting system. It is so called because the judge has the privilege of spotting out all dogs that in his opinion have no chance to win. Originally a field trial was merely intended as a test of a dog's training, obedience and ability as a shooting dog. The animals were judged under the point system, in which 100 points were considered perfection. There were points of merit and demerit, the dog being credited with so many points for handling game, so many for training, a specified number for retrieving, and so on. He was then penalized for flushing, rabbit-chasing, unsatisfactory retrieving, disobedience and other things. Naturally a slow, retiring, cautious dog scored the highest, and this system was never satisfactory. It was changed to the heat system, in which every brace of dogs was recognized as participating in an individual race, in which one of them would go on into the stake and the other would go out. The second series did not differ from the first, since one dog in every brace went out of the race. This system was never perfectly satisfactory, for the reason that it led to a large amount of jockeying and rushing by the handlers. Luck was also considered to be too large a factor under this system, since inferior dogs were frequently drawn together and one of them went into the stake, possibly ultimately into the money, while a much superior animal might go out in the first round. The rules were later amended, giving the judges unlimited power to handle the dogs at their discretion, and so we have the spotting system in vogue today. Once afield, the judge has entire charge of the competition. Under his direction an officer called the field marshal takes charge of the audience, in field parlance called the crowd. He sees that the crowd keeps back where

PROMINENT CANDIDATES FOR HONORS IN KENNEL CLUB FIELD TRIALS.



CHAMPION SPOTS "RIP RAP" ONE OF THE MOST NOTED POINTERS OF THE PRESENT TIME



SPORT DAN STONE (L.A.S.D.S.B.) WINNER OF FIRST OREGON DERBY



W.B. COUTTS' LLEWELLYN SETTER, "BOY BLUE"

it will not interfere with the dogs or the running, that it crosses cultivated lands with the least possible injury to growing crops.

Dogs Are Specialized.

The old-time sportsman's dog and all-around willing, workmanlike, if humble, shooting companion, will not do for this age of specialization. Our dogs must keep pace with the times and its tendencies, consequently our trial-winners can do as much work in 20 minutes as an ordinary dog could accomplish in half a day. Through training, selection and the survival of the fittest, our field-trial dog has become the most tremendous hunting and running animal in the world. He shares with the foxhound and the horse the honors of "cross-country" riding, but in the amount of brains, determination and ambition which he puts into his work, there is nothing with which to compare him.

It has been claimed that the setter Paul Bo, a well-known field-trial winner of the past decade, could hunt and did hunt, at the rate of 30 miles an hour. Not vouching for the accuracy of this statement regarding Paul Bo, though he is declared by all who saw him to have been the fastest dog that ever started in a trial, it can nevertheless be asserted that bird dogs do move at this rate of speed, for a stop watch was held on them for a measured quarter of a mile, which a brace of setters galloped over in just short of 30 seconds. The quality of this performance will be more readily appreciated when it is recalled that it takes a good grayhound to negotiate a mile in 1:50. Conservative persons estimated that the field-trial setter Sports Count Danstone covered 40 miles of rough country in a three-hour race in the National championship. No other animal could have lived with him in such a race, with the possible exception of a foxhound. He possessed the most endurance of all the dogs that American field trials have developed.

It is often asked if this field-trial winner, with his intense desire to find game, his extreme speed, wide range, unlimited courage, boldness and independence, is a dog of practical utility. The answer is yes. Except under certain conditions, as for instance chicken-shooting on the prairies, or quail-hunting on horseback across the wide, old Southern plantations, he is not. The field-trial men have never claimed that he is, and neither have the owners of two-minute carriage trotters ever asserted that their track favorites made the best family carriage horses in the world. What the latter do maintain with justice, however, is that there are thousands of clever carriage horses now capable of doing around 2:40, where there never would have been one except for the 2:10 trotter. With like justice the field-trial follower can point to thousands of crack shooting dogs that are especially fitted to modern sport and modern sportsmen, all of which are descended from the whirling dog that showed brilliantly before the public during a meteoric field-trial career.

The officers of the club are WILL Lipman, president; Paul Hauser, of Sa-

WANT SLOUGH OPEN

Settlers Along the Olalla Ask for Clear Waterway.

OFFICERS INSPECT WORK

Major McIndoe and Assistant Engineer Return From Visit to Yaquina Bay — Dike Hinders Navigation on Slough.

Major J. F. McIndoe, United States Engineer, and Assistant Engineer J. Polhemus, returned yesterday morning from a tour of inspection of the Government works at Yaquina. The inspection was made on a recent order from the Engineers' Department and was for the purpose of looking into the merits of certain requests made by residents of the district.

Special attention was paid by the engineer officers to the conditions existing at Olalla Slough. Several years ago a dike was constructed across the mouth of this slough, leaving only a small opening for the passage of the sea and gasoline boats. Of late the trade conditions have increased to such an extent that steamboats are now operating. The dike interferes with the navigation on the slough and the settlers have petitioned for the removal of the obstruction.

In addition to the examination of the Olalla Slough, the other tributaries to Yaquina Bay were examined. Major McIndoe will make numerous recommendations as to the manner in which the several appropriations will be expended. There is some money to be expended on works at Yaquina but no additional appropriations are asked for in the annual report of the resident engineer.

Steamer Telephone on Drydock.

Preparatory to making the voyage from Portland to San Francisco, the steamer Telephone, recently purchased by the Western Pacific Railway Company, went on drydock yesterday afternoon. The boat will be calked and sponsored before starting on the journey. Colonel Howard C. Holmes, representing the railroad company, announces that the Telephone will be towed to San Francisco. This is done to permit the insuring of the craft. She will keep station and in case of accident will be able to handle herself.

Steamship Traffic South.

Passenger traffic between Portland and San Francisco has increased to such an extent that passenger craft now in service are unable to handle the crowds. Fully 200 people were turned away from the steamship Rose City which sailed yesterday morning. Every berth in the cabin was occupied and City Ticket Agent M. J. Roche was compelled to divert 75 tickets, purchased in the East, to railroad fares. Holders of first-class tickets begged to be allowed to go south in the steamer.

Two Frenchmen Taken for Grain.

Portland exporters have chartered the French bark Sully and Jean Bart to carry outward cargoes of grain from Portland to the United Kingdom. Both vessels were taken at unlicensed rates and will be due at Portland for January loading. The Sully is a vessel of 2203 net tons register and arrived on June 9 with wheat, barley and oats. The Jean Bart sailed from San Francisco in March with a cargo of barley for Ipswich. She is now due at the English port.

Dr. H. S. Pritchett Visits Portland.

Dr. Henry S. Pritchett, of the United States Lighthouse Board, is visiting in Portland. Dr. Pritchett has just returned from a tour of inspection of the District of Alaska. He was accompanied by United States Engineer Manzanita to look over the aids to navigation in the far Northwestern portion of the United States.

Wireless Message From Governor.

District Forester Official Beale, United States Forester, received the following wireless message from the steamship Governor yesterday while that vessel was proceeding on her regular voyage south:

To S. Governor, 17, at sea—Saturday, 4:40 P. M. 10:11:00 Head; clear and calm; barometer, 30.12; temperature, 57; sea smooth.

Marine Notes.

With passengers and freight for Coos Bay ports, the steamship Alliance sailed last evening.

The steamship Geo. W. Elder is due to arrive this morning from San Pedro and San Francisco.

The steamship Breakwater is due to arrive from Coos Bay this afternoon with passengers and freight.

Captain O. F. Bolles, Inspector of Hulls at San Francisco, was a passenger on the Rose City sailing yesterday morning.

The steam schooner Casco, which arrived up at an early hour yesterday morning, is discharging at Columbia No. 1.

Arrivals and Departures.

PORTLAND, July 17.—Arrived—Steamship Casco, from San Francisco. Sailed—Steamship Alliance, for Coos Bay. Sailed—Steamship Geo. W. Elder, for San Francisco. Arrived at 7 A. M. and left up at 1 P. M. Sailed at 11 A. M. and left up at 1 P. M. Sailed at 12 noon and left up at 1:40 P. M. Sailed at 3 A. M. Sailed at 3:30 P. M. Sailed at 4:30 P. M. Sailed at 5:30 P. M. Sailed at 6:30 P. M. Sailed at 7:30 P. M. Sailed at 8:30 P. M. Sailed at 9:30 P. M. Sailed at 10:30 P. M. Sailed at 11:30 P. M. Sailed at 12:30 A. M. Sailed at 1:30 A. M. Sailed at 2:30 A. M. Sailed at 3:30 A. M. Sailed at 4:30 A. M. Sailed at 5:30 A. M. Sailed at 6:30 A. M. Sailed at 7:30 A. M. Sailed at 8:30 A. M. Sailed at 9:30 A. M. Sailed at 10:30 A. M. Sailed at 11:30 A. M. Sailed at 12:30 P. M. Sailed at 1:30 P. M. Sailed at 2:30 P. M. Sailed at 3:30 P. M. Sailed at 4:30 P. M. Sailed at 5:30 P. M. Sailed at 6:30 P. M. Sailed at 7:30 P. M. Sailed at 8:30 P. M. Sailed at 9:30 P. M. Sailed at 10:30 P. M. Sailed at 11:30 P. 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