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By LYON & PATTERSON

The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia River.

Californians are justly elated over the wonderful performance of Lou Dillon in establishing a new world's trotting record, and of course, they credit her speed to California climate. It is a fact that Lou Dillon did not come down "through a long line of illustrious ancestors" that had been bred to eventually produce the two-minute trotter, nor is she the result of any theory or plan by which such an animal was to be produced. Like Topsy she "just grooved," although she has the advantage over that creature of having her parentage known. It was at famous Readville Park near Boston that she performed the wonderful feat of covering 3280 feet in 120 seconds time, and the date was Monday, August 24. She was driven by Millard Sanders who has had her in charge since December, 1901, and to his mastery skill in preparing and educating the dainty, willful little Miss, is much of the credit of the great performance due. While Lou Dillon has been more than once heralded by some of the more enthusiastic as the two-minute trotter there are very few who really believed she would so soon prove it, and anyone who had possessed the temerity to wager money on her trot a mile in two minutes could have had thousands of dollars covered at odds of ten to one. It was only a few weeks since the anti-two minute theorist, Dr. Geo. H. Bailey of Portland, Maine, offered to wager that neither Lou Dillon nor any other trotter would accomplish the feat this year or next, and while there were many who were ready to combat the Doctor's theory with pen and tongue, there were none ready to cover his money, or in other words to back their judgment with their coin. In fact, the two minute trotter had arrived a little sooner than was expected by even the most enthusiastic and optimistic of breeders and trainers, but she is here in the flesh and is California bred and born. So much has been written during the past few months of Lou Dillon, her pedigree and performances, that her mile in two minutes is not surprising to the public even though it was not expected.

A model irrigated farm, practically and ideally illustrating intensive cultivation, is being put into perfect condition by the National Irrigation Congress, so that the delegates who attend the congress at Ogden, September 15th, may have a visual demonstration of the most approved and up-to-date methods of agriculture and horticulture under irrigation. The plans of this exhibit are being made by a special committee appointed by the congress, which has given scientific attention to the work, under the able direction of State En-

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gineer Doremus of Utah. This model farm is laid out on land belonging to a state institution, where about 20 acres are used for the purpose of this illustration. Methods of taking water from the river, canal and laterals will be shown in a compact territory. This usage of the water will be practically demonstrated with various kinds of growing crops, including grains and vegetables, luscious apples and late peaches. Practical irrigators will accompany the delegates over the ground, explaining new inventions; various methods of spraying trees; of destroying orchard pests; and new methods of cultivation.

The Oregonian gives first-page prominence to a letter from J. W. Knowles on the LaGrande land office situation and in first column editorial comment that paper sees in the letter a "picturesque and cogent form of expression which has hardly been equaled in local political annals since one T. T. Geer wrote himself by several ingenious letters into the governorship." The Oregonian might have added, had not modesty forbidden, that for cogency, picturesqueness, and earnestness of appeal, the editor of that paper could show Messrs. Geer and Knowles they were slow by mere reference to the famous "now-is-the-time" telegram sent out from that office to Mr. Brownell at 11 p. m., February 27, 1893. In the annals of interesting local political history, that telegram comes first and the "curse him, damn him, blast his bleeding eyes" is to follow yet.

According to a telegraphic message received by Senator Mitchell, the transport Grant, which is being converted into a dredge for use at the mouth of the Columbia, will not be ready before October. This information is discouraging, as the dredge will, if the latest promises of the department is made good, be four months late. By the time she arrives the weather will probably be stormy and her operations will be interfered with. Just what is causing all this delay is a mystery. It was originally promised that the Grant would be here in July. Other promises for the completion of the vessel at later dates also failed to materialize. Senator Mitchell's message comes, from General Gillespie, however, and it is probable the long-looked-for dredge will really be here next month.

A telegram from Milwaukee says that a process has been discovered whereby first class whiskey can be made from sorghum for only 8 cents a gallon. The first cost of whiskey is

very small. Before the war good corn whiskey retailed at sixteen cents a gallon and there was a large profit in it at that. It is the tax and license that constitute the cost. Formerly any little Jim Crow dealer could put in a still and make his own liquor from apple parings that contained sugar. When the government stepped in to regulate the manufacture it necessitated employing larger capital, hence the enormous distilleries of the present day and the whiskey trust.

It is estimated that one-fifth the area of Oregon has been withdrawn from entry. During the past six months withdrawals of public lands have been especially heavy and in some instances settlers' ranches have been included within the reservations. If the present rate of withdrawals should be kept up it will require some ten or twelve years to cover the entire surface of Oregon with reserves and withdrawals. A reasonable amount of forest reserves may be good for a state to conserve water supply and remind the people of its relation to Uncle Sam, but the present rate is carrying Oregon with an alarming pace toward all reserve and no state. Can it be the interior department has designs to reduce Oregon to territorial form?

Cargo tonnage for European ports is lacking in New York and at this port. The big transatlantic liners are sending out their great vessels with holds one half or one quarter filled. As for the tramp steamships there are no charters for them at all. These tramps might be reckoned as the very pulse of trade.

The London Daily Mail prints a dispatch from St. Petersburg, which says that the Russian Admiralty's new program includes the building of six battle ships of 16,000 tons each, and of three armoured cruisers. Their construction is to begin forthwith, and they are to be completed in 1906.

Another carnival king is out with a proclamation. It is King Rex of Portland, and he proclaims September 14 to 26 a holiday season and commands his subjects to indulge in revels and hold high carnival on Multnomah field during his reign.

It is gratifying to know that more than five sixths of the recruits for the United States navy are native born, and that the number of enlisted men has already been increased, under recent legislation, to about 29,000, and will soon reach the statutory aggregate of 31,000.

The London Spectator ranks Secretary of State Hay among the "ablest and most successful of living diplomats."

GOULD'S PLANS

A dispatch from San Francisco says that George Gould carries out his plans, within a short space of time he will have reached the Pacific coast with a railroad in two places, one in California and the other in Oregon. While the two roads may retain separate corporate identities, the management will be something like that of the Union Pacific and the Oregon Short Line. By the same interest the Western Pacific is to connect the Gould system at Salt Lake with San Francisco, while the Coos Bay road is to form a link between Salt Lake and the Northwestern Coast. It is the intention to build up a port at Coos Bay, which will bid against Portland and Seattle for the great and growing trade of the Pacific Northwest and of Siberia, China, Corea, and Japan. The construction of the Siberian Railroad has given an immense impetus to the trade of the Northwestern ports and Gould, backed by Rockefeller, is determined to have a share of it. The Coos Bay road has not been surveyed. As projected in a general way it is to run from Coos Bay, 100 miles north of the California line, southwest through rich timber and agricultural districts in Southern Oregon and across Northern Nevada and Utah to Salt Lake. If rich timber district is what the proposed road is seeking, it will come up the coast from Coos Bay.

JEWISH NEW YEAR

The Jewish New Year (Rosh Hashanah) will begin September 12. The Jewish New Year, reckoned by the new moon of the seventh month, Tishri, ushers in the civil year. The celebration of Rosh Hashanah was established by Mosaic precept. The reformed Jews confine the celebration to one day, but among the orthodox Hebrews, the festival lasts for two days. Business is generally suspended, and the synagogues are thronged with worshippers.

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