

CLASSY ENTRIES MADE FOR KENNEL CLUB BENCH SHOW WHICH IS TO OPEN MAY 5

Expert of High Reputation Engaged to Judge Merits of Dogs.

THE annual dog show of the Portland Kennel Club will be held at the new Kamm building, First and Washington streets, this week, opening Wednesday night, May 5, and ending Saturday, May 8. Something like 25 entries have been received and classified, which is the record mark for Portland shows. It also means that the Portland show will be a full three-point show, and out of the big entry list, 150 of the dogs are Portland entries.

The Portland Kennel Club considers itself fortunate in securing the quarters at First and Washington street for holding the show, as this location is the most central the club has had in years, and is easy of access at all times. The show-room where the kennels have already been installed, is spacious to a degree, and really affords more room than has been given in past shows to the bow-wow.

Judge John Bradshaw, of San Francisco, has been secured to decide the points of the terriers and bulldogs exhibited at the Portland show, and the wide reputation of this expert assures all entries of receiving a square deal. For the sporting dog and all classes Major Taylor, a New York fancier of note and an expert on the points of hunting dogs, will preside in the show ring and hand out the blue, red, yellow and white ribbons. Judge Bradshaw and Taylor are men who are known among dog fanciers from one end of the continent to the other.

Frank E. Watkins, the Portland breeder, whose white bull terrier kennels have won prizes throughout the country, will exhibit three young dogs at the Portland show. Mr. Watkins trusts to the breed of these novices to bring him money, and one of the noted dogs, William Defender, will be shown by Dr. George B. Story, who is now the owner of this prize winner. There are over 100 entries of this type of dog, and the most formidable terrier kennel at the local show will probably be the entries of Robert A. Ross, of San Francisco. Manager Pearl Casey, of the Portland Northwestern League club, had intended to enter his bull terrier, "Rags," but evidently forgot to do so, for no handsome pet of the Casey family is not listed among the entries at the Portland show.

Among the fox terriers, W. B. Fechtelner, who has usually made a clean sweep of all the prizes with his entries, is to have keen competition this year, several fancy fox terriers from British Columbia, Seattle, Tacoma and Spokane having been entered in the Portland show. Some of these are from the prize at the Tacoma show, which came to an end last night, and will be brought to Portland at once.

B. T. Chase, of Boston, terriers, which won prizes at the Tacoma and Vancouver shows, will be pitted against a number of fine specimens of this breed of dog. The entries figured to give Chase's dogs the hardest contest for the honors are Harry Litt's fine pair, which he purchased in Boston last year. This year's show will also see a finer



AIREDALE CHAMPION, MATLOCK BOB, TO BE EXHIBITED AT THE COMING BENCH SHOW.

and more complete line of cocker spaniels than ever exhibited at a Portland show before. Cockers from all parts of the Pacific Coast will be shown here, and 75 per cent of the entries are dogs that have been awarded prizes at various shows. Among several entries of Airedale terriers is Matlock Bob, the famous prize-winning dog of several kennel show seasons. Matlock Bob was imported from England in 1908, a half-grown puppy, and came into prominence by taking all the honors in Airedale shows. He was the champion of the breed at the Victoria show last year. He then made a clean sweep of all the shows in the Northwest, winning all the prizes of his breed at Vancouver, California, and the C. K. C. championship \$50 silver trophy. He continued his winnings in taking the Saddle, Portland and Spokane shows. In the Fall of 1908 he was sent out on big game hunting and soon proved himself an adept at this sport and strangled many a hare in single-handed combat, scars from which encounters he now bears.

Matlock Bob is a remarkable Airedale in type, in that while having the splendid size and power so much desired in the modern Airedale, he has lost none of the all-terrier characteristics, so essential to the breed as distinctive from hound tendencies. He is regarded as being one of the best Airedales of the front ever seen on the Airedale, a peculiar long well-balanced head and perfect forward slide carried ear. He is owned by the Lake Dell Kennels of Seattle.

Dogs of all classes and descriptions will be seen at First and Washington streets, commencing Wednesday, and for the balance of the week. All dog fanciers are invited to visit the kennels and the C. K. C. championship over the new quarters, but Wednesday is the special time to visit the show, for the dogs will be in display then. Advance interest in the coming kennel show indicates that the Portland Kennel Club is to present its best exhibition in years, and its success is assured from the start.

COLLEGE RECORD SETS HIGH STANDARD FOR ATHLETES OF PACIFIC NORTHWEST

Although Season's Outlook Is Bright, Few, if Any, of Best Past Performances Are Expected to Be Excelled.

NORTHWEST INTERCOLLEGIATE ATHLETIC RECORDS.

100-yard dash, Kelly (Oregon) 9.4-5 seconds, 1908.
220-yard dash, Kelly (Oregon) 21.3-5 seconds, 1907.
400-yard dash, Williams (O. A. C.) 53.5 seconds, 1905.
800-yard run, Edmundson (Idaho) 2 minutes 1.5 seconds, 1905.
1-mile run, Merritt (Whitman) 4 minutes 33 seconds, 1904.
2-mile run, Gates (Pacific) 10 minutes 26.5 seconds, 1905.
3-mile run, Idaho, 3 minutes 28 seconds, 1908.
120-yard hurdle, Smithson (O. A. C.) 19.4-5 seconds, 1906.
220-yard hurdle, Moore (Oregon) 25.5 seconds, 1907.
Shot-put, McKinney (Oregon) 48 feet, 1907.
Hammer throw, Zacharias (Oregon) 155 feet, 1907.
Discus throw, Philbrook (Whitman) 126 feet 6 inches, 1908.
Steady jump, Kelly (Oregon) 24 feet 3/4 inches, 1907.
High jump, Grant (Washington) 6 feet 4 inches, 1904.
Pole vault, Gilbert (Pacific) 31 feet 7 inches, 1903.

BY THE AMATEUR.

ALTHOUGH the time is a trifle early for predictions as to the outcome of the different intercollegiate meets in the Northwest, it is safe to say that few if any of the records now on record will be broken. The high standard set by the track athletes of this section during recent years, coupled with the fact that there are few star performers in college at the present time, warrants the prediction that a large majority of the present records will stand the season's test. Although there are some clever youngsters in the college at the present time, there are no such men as Kelly, Gilbert, Smithson, Williams, Edmundson and McKinney. These men achieved success only after years of rigid training and now that they are gone, it will be necessary for the trainers to develop another bunch of record-breakers.

Kelly's Records Look Safe.

Huston, of Oregon, is the fastest sprinter in the Northwest today, and although he may equal Kelly's record of 9.4-5 this season, he is not likely to do so. In any event, it is unlikely that the record will be broken. Moon, Oregon's freshman sprinter of last year, and Martin, the Whitman track captain, are both fast men in the 220-yard dash, but Kelly's record looks safe, as do the marks set by Williams in the 400-yard dash, and Edmundson in the half-mile run. It is doubtful if the Pacific Coast has ever seen a man who could defeat Williams in his favorite event, while Edmundson has shown himself to be a wonder in the half-mile race. Merritt's mile record has stood for five seasons, notwithstanding the attacks of Edmundson, Davolt, the famous Corvallis miler who graduated last Spring, and Pullman's great trio, Johnson, Cool and Welch. The record has been on dangerous ground several times, but has remained unbroken. If present indications count for anything, it will stand for at least another season. The hurdle records are first-class, and it is unlikely that either of them will be broken or broken until some exceptionally clever hurdler is developed. College hurdlers in the Northwest have not shown much class since the days of Moores and Smithson. The record made

WINNER IN THE MARATHON RACE.



NEW YORK, May 1.—(Special.)—The surprising result of the last great Marathon race has brought into sudden fame St. Yves, the Frenchman who gave up a position as waiter in a London restaurant to go into training as a professional runner. No one "discovered" St. Yves. He discovered himself. Since the winning of the race there has been much discussion of the style of the new wonder. It was a style which at first amused the spectators greatly, because of its short but very quick steps. He took him around the course just behind Devereaux for the first few laps. The race was well along before it began to occur to the spectators that there was a short but very quick step. He won, and even then the crowd was hard to convince. St. Yves' gait was wholly different from that of other runners. He ran with his hips. The upper part of his body never twisted or turned. He ran wholly with his legs, taking short but very quick steps. He evidently knew his own strength and, though in the judgment of the crowd he was going too fast to keep up the pace, he had plenty of energy in reserve when he finished five minutes ahead of the next contestant. From the twentieth mile to the end he took frequent swallows of black coffee from a nipped bottle, but this was the only stimulant he used.

would come mighty slowly on top of a 45-foot put. Hall, of O. A. C., may make Zacharias look to his hammer-throwing laurels, for the Corvallis lad is an expert with the hammer and defeated the Oregon champion last season. Bantz, of Washington, is the most likely man in the discus throw, which is always an uncertain event. Kelly's record in the running broad jump is the best performance in recent years, not only in the Northwest, but in the entire country. It ought to stand for a long time, for the country has seen few better men than the Baker City star. Grant's record in the high jump is the best in the Northwest, and Gilbert's mark in the pole vault have stood four and five years respectively, with reasonable prospects of remaining unbroken for another season or longer.

Taken as a whole, the Northwest intercollegiate records are altogether creditable. They represent the work of hard, consistent training and a lot of them would receive recognition in any part of the country. Kelly's broad jump, 24 feet 3/4 inches, is a good enough to win in most any meet, while the records of McKinney, Smithson, Williams and Edmundson are worthy of more than passing mention.

Season's Outlook Is Good.

Notwithstanding the fact that the season promises little in the way of record-breaking, the outlook for a good season of sport was never better. Idaho, Whitman, Pullman, Washington, Corvallis and Oregon are all in the field with good teams. For the past three seasons Oregon has won the Northwest championship with apparent ease, but Hayward's men have some hard sledding ahead of them this year. The Eugene institution has lost Moores, Kykendall, Moulten, Zacharias and several other point-winners of last season, but from the showing made at the recent Columbia meet, still has a good bunch of point-winners. Corvallis has lost Davolt and Greenhaw, two veteran runners, but it is by no means out of the championship race because of the loss. Idaho is now an athlete from Pendleton, is now at Pullman and will be heard from later on. The Northwest conference rules have thrived havoc with Whitman's track record, but the team, which the owners will drive their own machines, will be a feature of the day.

Between the two automobile races, while the cars are preparing for the second

event during the day, a motorcycle race will be held. There are many speedy machines of this type in Portland, and it is expected there will be 25 or 30 cycles entered. Two laps over the course will be covered in this event.

After the matter of the how, when and where of the races had been settled, the two factions of the automobile proposition settled down to business and began to work on the details, the dealers taking charge of the entries and the club of the entries and the Automobile Club assuming the responsibility of the numerous details. The National Guard will be asked to take charge of the parade, and the city will be asked to provide for the transportation and seating of spectators. The club will use every means in its power to make the affair a success, and the appointed committees to start to work at once on the arrangements.

The dealers are also busy in determining the machines they are to enter. A number of new cars will be ordered, and expert chauffeurs engaged to drive them. At least a large crowd is expected to see the one of the famous automobile racers appear on the course and give an exhibition run.

The machine proposed is one owned by R. L. Wilson, local agent for the locomobiles. It competed in the Vanderbilt cup races at Savannah, being No. 9 in 1906 and No. 3 in 1908. In the 1908 race it took second place behind the famous No. 6 Locomobile, which won first place. Mr. Wilson offered to put the machine on the course to stand to stand for one of the men who drove the machine during the big race. It was not intended to enter this car in any of the races, to compete with the other machines.

This action was also opposed by the dealers, who feared it would make the race a secondary contest, and in that the exhibition would stand out in such prominence that the qualities of other cars entered would be overlooked. The matter was put to a vote on Thursday night, and it was decided that only cars represented in Portland should be entered. The race will be held on Sunday, in which the original intention of the club would be carried out—namely, an open event, in which cars of all kinds and makes could be entered. This will be a track event at the Country Club course, provided the track can be secured. Owners of races, which the owners will drive their own machines, will be a feature of the day.

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Failing in the endeavor, I gave a short synopsis of what I said in that direction, and with my remarks embodied the gist of that relating to Portland, which was sent to you and published April 14.

Now, in seeming considerable perturbation of soul, comes my friend Judge C. George to take issue with what I said favorable to Los Angeles. Some folks can only see bias and unclarity in their own possessions and prospects, and if other sections were devoid of commendation, too, which is a mistake. So far as Los Angeles is concerned, it registers 25,000 votes in a closely contested election lately.

Portland has not yet attained to over half that number. Of course, our real estate bars may have 250,000 inhabitants, of which at least 75,000 can be laid as born out of time, to the influence of Anselmus and Scapinot over them. The Panama Canal is completed five years hence, it will be swelled to 250,000. That will be doing abundantly well with expectations wholly within the bounds of reason. It cannot be assumed that Los Angeles will forge ahead in less relative ratio.

The Judge ought to know that Los Angeles is spending \$40,000,000 to get as good a water supply, 119 miles distant, as we have here, and that we have from Bull Run. Not in fear of municipal ownership, as I understand Mr. George is, the citizens of Los Angeles propose to use the water power in this great flume will create to generate electricity to light the city and other requirements. The water power thing the City of Portland has in its own pipes within the city limits and so chained to the corporations that they are not cheap when they look about wonderingly to be freed from the toils of the octopus, to know from whence relief might come.

At the present time the electric lighting monopoly of Los Angeles exists 250 miles south of the city, and is horsepower, but our benevolent corporation is not so rasping in toll, it is only \$400 yearly here.

Los Angeles has a good harbor at San Pedro, created by the munificence of Uncle Sam. A breakwater of great length and power has been built, and where vessels can lie in safety. Like ourselves, however, present capacity is only for vessels of 25 feet draft, and paymaster ariovastus would make it 27 feet, the two cities supple-

ants for equal benefits. So much for a part of the Judge's criticism.

Now I wish once more to record that I am confident Portland has special advantages over every competitor on this Coast for commercial supremacy, and that so far, we are on a safe basis of values. Not only Los Angeles, San Francisco and Seattle, but that little bantam, Tacoma, with its 50,000 people, have land values from three to five times higher from equal distant center points than Portland.

It is possible that the coming of the Panama Canal, with all the commercial advantages to accrue to every inlet or harbor on the Coast from San Diego to Victoria, will prevent a slump in what seems to be exaggerated values elsewhere, but I believe nothing can arise to give ours a backset.

Occasionally the croak of pessimists are heard that there is no many lots for sale that it will stagnate the market from the overload. I presume no one, no matter how deeply wallowing in this gall of bitterness, but will admit that each inhabitant of our city should have, or is entitled to have, for his present prospective use, one lot at least; let it then placate his uneasy soul to know that there is not enough acreage in the boundaries of the city of Portland to give each inhabitant a lot to get them each a lot; that is, if at least 175,000 here, there is not lot each for them. (Of course, I mean a full lot, and not the 25x100 abortion, which some fakers are selling as if it were a full lot.)

It may be that in raking me over the coals a little, my friend the Judge, wants to make me know he has traveled some, and it may be in writing this reply, I want to get in the lime-light too. We may be both like the bumper car in the motor car race, who went south as far as Virginia; in the providence of God and escape from the discerning, he returned to his native neighbors, and related his impressions, said: "I tell you what, boys, if the world reaches as far north as I do, I will be a whopper!"

And so, congratulating Mr. C. that we are home again, as I have sufficiently abused him, and said some things I wish I could take back, I am able forth to list by all the gods of the Pantheon that Portland is not to be taken for granted, and that it is, because she doesn't have to; and that the glorious motto of the state, "she wings with her own flies," is also pre-eminent in our city.

CHARLES P. CHURCH.

June Auto Races to Be Strictly for Dealers and for Stock Cars

Later Race to Be Run July 5 for Owners Only—All Factions Working in Harmony—Motorcycles to Have Chance to Compete.

Auto dealers and members of the Portland Automobile Club got together during the week and laid plans for the annual races to be held during the coming Rose Festival. At meetings held in the club building, the Portland Automobile Club it was decided to have the races in June, the same as last year, and to make the events strictly dealers' races. It had been the intention of the club to hold the races in September and have a contest similar to the Savannah races, but this action was opposed by the majority of the club on the ground that it would hurt their business and make the dealers' races, in which the entries would consist of machines represented in Portland, a secondary consideration.

The dealers felt this kind of races would detract from the benefit that ought to accrue as an offset to the expense of entering cars, and held a meeting opposing the movement. Being it would be necessary to have a number of cars entered, the Portland Automobile Club yielded to the demands of the dealers and began to make preparations for the event in June. In order to attract a large crowd, it was decided to have the races on the course and give an exhibition run.

The machine proposed is one owned by R. L. Wilson, local agent for the locomobiles. It competed in the Vanderbilt cup races at Savannah, being No. 9 in 1906 and No. 3 in 1908. In the 1908 race it took second place behind the famous No. 6 Locomobile, which won first place. Mr. Wilson offered to put the machine on the course to stand to stand for one of the men who drove the machine during the big race. It was not intended to enter this car in any of the races, to compete with the other machines.

This action was also opposed by the dealers, who feared it would make the race a secondary contest, and in that the exhibition would stand out in such prominence that the qualities of other cars entered would be overlooked. The matter was put to a vote on Thursday night, and it was decided that only cars represented in Portland should be entered. The race will be held on Sunday, in which the original intention of the club would be carried out—namely, an open event, in which cars of all kinds and makes could be entered. This will be a track event at the Country Club course, provided the track can be secured. Owners of races, which the owners will drive their own machines, will be a feature of the day.

Between the two automobile races, while the cars are preparing for the second

event during the day, a motorcycle race will be held. There are many speedy machines of this type in Portland, and it is expected there will be 25 or 30 cycles entered. Two laps over the course will be covered in this event.

After the matter of the how, when and where of the races had been settled, the two factions of the automobile proposition settled down to business and began to work on the details, the dealers taking charge of the entries and the club of the entries and the Automobile Club assuming the responsibility of the numerous details. The National Guard will be asked to take charge of the parade, and the city will be asked to provide for the transportation and seating of spectators. The club will use every means in its power to make the affair a success, and the appointed committees to start to work at once on the arrangements.

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S.S.S. CURES CONTAGIOUS BLOOD POISON

Removing the symptoms is not all that is necessary to cure Contagious Blood Poison. The virulent germs which produce these outward manifestations must be completely driven from the blood before a real cure can be effected. The least taint left in the circulation will, sooner or later, cause a fresh outbreak of the trouble, with all the hideous symptoms of ulcerated mouth and throat, copper colored spots, falling hair, sores and ulcers, etc.

Contagious Blood Poison is the most treacherous of all diseases. It has its victims in its power almost before they realize its presence, because its first symptom is usually a little sore or pimple so insignificant that it does not excite suspicion. But the insidious poison is at work on the blood and in a short while the patient finds he is more or less affected from head to foot.

Contagious Blood Poison is too dangerous to trifle with. No time should be lost in ridding the blood of this destructive poison, and in no disease is it more important to have the proper remedy. Medicines which merely check the symptoms for a time and leave the real cause smouldering in the system have brought misery and disappointment to thousands. Faithfully the sufferers took such treatment, usually of mineral nature, and when all symptoms had disappeared and the treatment was left off, found the virus had only been shut up in the system awaiting a favorable opportunity to return, with every symptom intensified.

S. S. S. cures Contagious Blood Poison and cures it permanently. It goes down into the blood and removes every particle of the poison, makes the circulation pure and healthy, and does not leave the slightest trace of the disease for future outbreaks. S. S. S. is made entirely of roots, herbs and barks, all of which are healing and cleansing in their nature. It does not contain a particle of mineral in any form to injure the delicate parts of the system. S. S. S. will also drive out any lingering remains of mineral poison that may be in the blood from the former treatment. If you are suffering with Contagious Blood Poison S. S. S. will cure you, because it will purify your blood. Home treatment book and any medical advice free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

station men, electric automobile manufacturers and dealers.

Last Wednesday evening, R. B. Daggett, of San Francisco, president of the Pacific Coast Electric Vehicle Association, called a meeting of those interested in that particular branch of the business in Portland, and a subsidiary association was formed, the object being to promote the use of electric vehicles. Attending the meeting were G. R. Salter, of the Westinghouse Electric Manufacturing Company; Samuel E. Gates, of the General Electric Company; Edgar A. Baird, of the Oregon Auto Dispatch Company; J. S. P. Copeland, of the Portland Railway, Light & Power Company; H. L. Keats, of the H. L. Keats Auto Company; E. E. Brett, of the Covey Motor Car Company; F. C. Gibson, of the Oregon Electric Vehicle Company; R. B. Daggett, of the Electric Storage Battery Company; and A. C. Downing, of Studebaker Brothers Company Northwest.

The indications are that there will be a meeting of the full association in Seattle during the Alaska-Yukon Exposition. There will be quite a number of electric vehicles on exhibition at the fair. There are a number of transportation companies employing electric for trucking and delivery purposes and as sight-seeing busses. Use of the electric pleasure vehicle has taken on large proportions in Seattle, so that the Northwest is rapidly becoming as prominent in the electric vehicle world as Southern California has been for the past four or five years.

The Keats Auto Co. reports the following sales: Miss Minnie Inman, Pope-Hartford touring car; W. J. Clement, type 17, Buick touring car; W. B. Ray, No. 10 Buick; S. B. Hughes, No. 10 Buick; Otto Wilson, type 17, Buick touring car; E. J. Hall, Lewisohn, Idaho, Pope-Hartford touring car; J. E. Baughman, model F Buick; Percy Knight Chalmers, Detroit tourabout; A. Sanders, Harrisburg, Or., Chalmers, Detroit "20."

Although the Covey Motor Car Co. has been having a busy season in securing machines for immediate delivery of cars, sales have been made to the following: E. F. Riley, F. Vanduy and Dr. Allan Welch Smith.

station men, electric automobile manufacturers and dealers.

Last Wednesday evening, R. B. Daggett, of San Francisco, president of the Pacific Coast Electric Vehicle Association, called a meeting of those interested in that particular branch of the business in Portland, and a subsidiary association was formed, the object being to promote the use of electric vehicles. Attending the meeting were G. R. Salter, of the Westinghouse Electric Manufacturing Company; Samuel E. Gates, of the General Electric Company; Edgar A. Baird, of the Oregon Auto Dispatch Company; J. S. P. Copeland, of the Portland Railway, Light & Power Company; H. L. Keats, of the H. L. Keats Auto Company; E. E. Brett, of the Covey Motor Car Company; F. C. Gibson, of the Oregon Electric Vehicle Company; R. B. Daggett, of the Electric Storage Battery Company; and A. C. Downing, of Studebaker Brothers Company Northwest.

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