

AUTO ROAD ALL JOINS CONGO WITH THE NILE

Congo Free State, Which Is Only Government in World Having an Automobile Department, Is Pushing the Work to Success.

Congo Free State is the only government in the world that has an automobile department, and this division is proving its worth rapidly. It was organized a little more than a year ago, and has already practically constructed 130 continuous miles of a road 560 miles long, which will connect the Congo and the Nile. Over this transport automobiles are now running. While this road is the most important, others also are being planned.

The first report of the automobile department in the Congo Free State has just been issued, and from it the following facts concerning road building in the jungles are taken:

The road on which work is being most rapidly pushed, and on the completed section of which freight is now being transported, will be the longest and most important of these enterprises. It will connect the Congo with the Nile at Rajaf, only a short distance south of Gondokoro, which is now reached regularly by passenger and freight steamers from Khartoum. When the freight road is completed, in about two years, the upper Congo will have automobile, steamboat and rail connections with the Mediterranean, as well as steam transportation to the mouth of the Congo and Europe. The great point gained will be the facility for the development of the rich and largely populated northeastern part of the State, which is now accessible only by means of the slow and costly carrier service.

Course of New Highway.

"About 600 miles up the Congo above Stanley pool the river receives on its northern bank the large Itimbiri tributary, which steamers can ascend for about 200 miles, to Buta. This is the starting point of the automobile road. The section between Buta and Bambili on the Welle Makua, the upper part of the largest Congo tributary, is 120 miles long and its construction is now far advanced. Above Bambili there are some long stretches of navigation where the loaded automobiles will be carried on small steamers, but the length of freight road connecting these stretches in the territory of the Welle will be about 130 miles. From the Welle Makua northeast to Rajaf on the Nile, the road will be 310 miles long. The total length of the freight road will thus be 560 miles.

The attitude of the natives along the Welle Makua toward the advancing enterprise is highly gratifying to the authorities. Recent travelers in this region, and especially the representative of the Liverpool office of the Congo Free State, have told us of the large population of this northern part of the State, which has not been invaded by the rubber collector, and of the hearty welcome the people have extended to the whites.

Natives Are All Glad.

"The chiefs complain, however, that the carrier service between the Bel-

gian posts takes too many men from their usual pursuits, and the whole region is happy over the fact that the caravan of porters carrying loads on their backs for hundreds of miles, these natives are so pleased with the idea that they are organizing themselves in large numbers for the work of construction.

Manali, the most important chief of this section, on his own initiative has offered to provide from his tribe all the men needed to build the road in his country. He says that if the whites will survey and stake out the line, build the bridges and provide superintendents to see that the work is properly done and pay his subjects the usual price for work by the day, the whites need not bother themselves with the question of labor supply. He will provide the men and lead them from the villages near where the road is being built, so that the expense of transporting men a long way from their homes will be saved.

Chiefs Come to Aid.

"His proposal has been accepted. A considerable part of the line will extend through heavy tropical forests where road construction is difficult. The section now completed, covering a part of the way between the Itimbiri and the Makua, has the heaviest forest, and no part of the line is expected to present greater difficulties. The road will be first-class for the heavy hauling intended, and perfect drainage is being provided at every point. A cheap and common roadway would simply mean failure.

"As fast as the road is completed the wagons are hauling material and supplies to the road head, giving the Chinese and roadbed a thorough test. The loaded wagons travel at the rate of 10 to 12 miles an hour, and it is expected that this will be the average speed between the Congo and the Nile.

Freight Carriers Burn Wood.

"For some years the government has been experimenting with two or three types of automobile freight carriers. A well-known English machine was finally rejected, chiefly on account of its excessive weight, and the Goldmidt wagon, which is especially built for tropical service, has been adopted, and is said to be satisfactory in all respects.

It is a steam wagon, in which heat is generated by the burning of brushwood picked up at different points along the route. The scarcity of gasoline and the expense of it counted that type out of the field; alcohol was tried but the natives, in an unguarded moment, got access to the pump for the machine was entirely depleted, and nothing remained but to select a steam machine. Steam is especially suitable, as with the axle and every kind of wood in the country and wood is easily obtained, leaving the purchase of the lubricant the only thing requiring attention. The tires are of wood, carried between opposing metal disks constituting the wheels.

COLIN CAPTURES GREAT FUTURITY

Owner, James R. Keene, Watches Unmoved While Thousands Shout.

(Hearst News by Longest Leased Wire.)
Sheepshead Bay Racetrack, New York, Aug. 31.—An under-sized gray bearded old man stood on top of the grand stand at Sheepshead Bay this afternoon shortly after 4 o'clock and watched through glasses with hands that never trembled a cloud of dust far down the straight course materialize into a flying band of thoroughbred race horses.

All about him were men and women, some shouting at the top of their voices, others shaking with excitement and still others swearing and praying, but not with a muscle moving to show the strain he himself was under, the old man watched a grand looking brown colt come out of the bunch at the elbow in the track less than a quarter of a mile from home and shoot to the front like an express train passing a humble freight.

A frantic shout of "Colin wins," "It's Colin in a gallop" fell apparently on deaf ears, but not until the brown colt had passed the judge's stand a length and a half ahead of his nearest competitors did the old man drop his glasses. Then he turned and looked at the most boyish smile on his face to grasp the hands of men and women, some his friends and others strangers, who hurried congratulations to him.

The old man was James R. Keene, veteran financier, who had risked fortunes time and again in the street and lost thousands without the slightest tremor of an eyelash.

With a home-bred colt the vice-chairman of the Jockey club had succeeded in landing the richest prize of the American turf, the \$50,000 Futurity, although the son of Comodoro-Pastor-ella was put to a hard drive to win at the end of the first time since he has been to the races his win was true and he showed that he is beyond question the best two-year-old in training at the present time. Only one of those that finished behind him has any license to be classed with him. That is Bar None. Off none too well, this colt, which is owned by Paine Whitney, was absolutely best of the field when they entered the stretch. With a miraculous burst of speed he fairly mowed down the field and forced Miller to go to the whip a half furlong from home. Colin responded nobly, however, and won at the end in 1:11 8-5, the fastest ever made for the stakes.

There were close to 50,000 people at the track for the reopening of the racing season about New York when the bugle blew for the first race. Results: First race, 3 year olds, mile—Time, 1:11. (Finn), 20 to 1, won; Dashaway, 111 (Miller), 7 to 1, second; Littleton Maid, 111 (Garner), 7 to 1, third. Time, 1:49 2-5.

Second race, steepchase, about two miles—John M. P., 153 (O'Brien), 6 to 1, won; Bayonet, 126 (Dabney), 5 to 1, second; Jimmie Lane, 148 (Dupree), 9 to 1, third. Time, 4:05.

Third race, handicap, 6 furlongs—Demund, 112 (Notter), 4 to 1, won; Ben Sam, 99 (Brussell), 4 to 1, second; Nymph 119 (Garner) 8 to 1, third. Time, 1:13 2-5.

Fourth race, The Futurity, 6 furlongs—Colin, 125 (Miller), 10 to 3, won; Bar None, 117 (Martin) 10 to 1, second; Chapultepec, 117 (Finn) 15 to 1, third. Time, 1:11 8-5.

Fifth race, mile and three sixteenths—Acrobat, 98 (Burns) 7 to 1, won; Tony Bounce, 111 (Sandy) 12 to 1, second; Phil Finch, 103 (Finn) 10 to 1, third. Time, 1:59 2-5.

Sixth race, six furlongs—Live Wire, 122 (Knapp) 6 to 5, won; Home Again, 109 (Miller) 7 to 1, second; Jack Knip 117 (Notter) 8 to 5, third. Time, 1:10 2-5.

double victory over Boston today before a large crowd. The first game was a pitchers battle between Matthewson and Dorner and went 12 innings. Scores:

First game:	R. H. E.
New York	0 0 1 0 0 0 0 0 0 0 1 7 3
Boston	0 0 0 2 0 0 0 0 0 0 0 2 9 1
Batteries—Matthewson and Bresnahan; Dorner and Needham.	
Second game:	R. H. E.
New York	5 0 0 4 0 0 0 10 1
Boston	2 0 2 1 0 0 0 5 9 1
Batteries—Lynch, McGinnity and Bresnahan; Flaherty and Brown.	

Even Break at Philadelphia.

(United Press by Special Leased Wire.) Philadelphia, Aug. 31.—Philadelphia and Brooklyn split even in a double header today. Scores:

First game:	R. H. E.
Brooklyn	0 0 0 0 0 0 0 1 0 1 6 3
Philadelphia	0 1 1 0 0 0 2 0 0 5 9 0
Batteries—McIntyre and Bergen; Corridon and Jacklisch.	
Second game:	R. H. E.
Brooklyn	0 0 0 0 1 3 0 0 2 7 8 0
Philadelphia	0 0 0 0 0 0 0 0 0 2 6 0
(Sevens innings by agreement.)	
Batteries—Ritter and Rucker; Brown and Doon.	

AMERICAN LEAGUE.

Knight's Muff Losses.

(United Press by Special Leased Wire.) Washington, Aug. 31.—Knight's muff of a thrown ball in the first enabled Jones to score from third base, giving Washington the only run of the game. Score:

Washington	1 0 0 0 0 0 0 0 1 3 2
Boston	0 0 0 0 0 0 0 0 0 0 2 1
Batteries—Gehring, Kahlo and St. Kroh; Pruitt, Shay and Criger.	

Eight Innings to a Draw.

(United Press by Special Leased Wire.) Cleveland, Ohio, Aug. 31.—Cleveland and Chicago played eight innings to a draw this afternoon, the game being called to allow Cleveland to catch a train. Score:

Cleveland	0 0 1 3 0 0 0 1 2 9 0
Chicago	2 0 0 0 0 0 0 0 0 2 7 1
Batteries—Rhodes and Bemis; Walsh, Smith and Sullivan.	

Philadelphia Beats New York.

(United Press by Special Leased Wire.) New York, Aug. 31.—Bender held the New York Americans down to two hits, which accounts for Philadelphia's victory. Score:

Philadelphia	0 0 0 0 0 2 0 0 1 3 2
New York	0 0 0 0 0 0 0 0 0 2 2 3
Batteries—Bender and Schreck; Chesbro and Thomas.	

Detroit Wins at Home.

(United Press by Special Leased Wire.) Detroit, Mich., Aug. 31.—Loose hitting by the Browns and timely play by the Tigers gave Detroit the game today. Score:

Detroit	2 0 3 0 0 0 0 0 0 5 9 1
St. Louis	0 0 0 0 0 0 0 0 0 3 7 5
Batteries—Rahar and Schmidt; Howell and Spencer.	

ACME TO MAKE TEST OF VANADIUM STEEL

So much has been said about the valuable properties of vanadium steel that the Acme Motor Car company has decided to make a test of it, although President Sternbergh of the company is somewhat skeptical as to its value. A considerable number of blanks of this steel have been shipped to the factory at Reading, Pa., and from them will be made axles, shafts, steering knuckles, levers, cross arms, connecting rods, etc. It is claimed for this metal that it is of higher tensile strength and elasticity, and that it is not subject to crystallization, under strain, as is other steels.

This test proves that vanadium steel is any better, or will make the parts more durable or stronger, the Acme Motor Car company will use it in future for all parts of their cars which are subject to severe strain.

TOURIST INVASION OF EUROPE VERY HEAVY

United States Consular reports state that the American tourist invasion of Europe this year, is simply unprecedented. A very large number of tourists have taken along their cars and are enjoying the beautiful scenery and roads. However, this is not an unalloyed pleasure, as a letter, which has been received by H. M. Sternbergh, president of the Acme Motor Car company will show.

"Yesterday in our Acme car we ran to Bern, on to Morat, near Neuchâtel, and returned making 71 miles in less than four hours, over fine roads and through charming country without a hitch or drawback of any kind. This is pretty good, considering that we had to slow down frequently for sharp curves in the road, and in passing all sorts of vehicles, such as two and four horse wagons, two cow wagons, one horse and one cow wagon, dog and man carts, baby carriages, and men, women, children and dogs afoot.



Columbia Tailoring
Made to Satisfy
Made for You
Quality, with Economy

The Awakening of Fall Finds Us Ready

Summer days have spent their force, and now 'tis time to don attire for autumn.

We Invite Inspection of the New Season's Choicest Woolens

It's a splendid gathering of all that is best—these new fabrics for fall wear which we offer now for a first complete showing. We can say with all truthfulness that never before have the men of Portland been privileged to view so choice a stock of suitings. From the foremost mills of America, we have chosen with most careful judgment an unusually large and exceptionally fine assortment of different fabrics upon which the mark of fashion has been placed, and from abroad the best of the foreign manufacturers have sent us a representative line of materials and patterns favored for greatest popularity.

Supreme in Quality and Character

We are ready, as never before, to meet the demands of men who desire the very best in the matter of attire. Woolens of absolute dependability, tailoring that is evidence of the highest degree of skill from the measuring and cutting to the final finishing touch, and last—and of intense importance to most men—an economy in cost not within the power of another establishment in Portland to duplicate. All these are factors that make Columbia productions supreme.

For Business or Dress Wear

English Homespun, Chevots, Cassimeres, Tweeds and Worsted Suitings. All the new fashionable shades; the handsomest of the all-prevailing browns and grays.
Sack Suits, Three and Four-Button, Single and Double Breasted, for Business Wear.
Tuxedo and Dress Suits, for Evening Wear.
English Walking Coats, Top Coats, Cravenette Overcoats.
Also Mannish Coats for Women.

Those Who Come at Once Have the Benefit of an Unbroken Line

Elks' Building
Columbia
TALON
GRANT PHEGLEY, Manager
7th and Stark Sts.

TWO DAYS PROGRAM IN TRI-CITY LEAGUE

Frakes vs. Kelso Banner Event For Today—Three Games Tomorrow.

TODAY'S TRI-CITY GAMES.

At Vaughn street grounds—Kelso vs. Frakes.
At Woodburn—St. Johns vs. Woodburn.
At Astoria—Trunks vs. Astoria, double-header.
At Eugene—Cubs vs. Eugene.

Tri-City Games—Labor Day.

At Vaughn street grounds—Brewers vs. Trunks.
At St. Johns—St. Johns vs. Frakes.
At Willamette Park—Cubs vs. Woodburn.

Today's interest among Tri-City fans centers on the game at Athletic park this afternoon between the Frakes and the Kelso Tigers, two of the league's top-notch teams. The winning of the pennant depends largely upon the outcome of the game and both teams will go onto the fields with the strongest line-up they have been able to get together. The game begins at 2:30. The line-up is as follows:

Frakes	Position	Kelso.
White .....	.....	Miller
Callif .....	.....	Erickson
Newell .....	.....	.....
Parrott .....	.....	Palmer
Martin .....	.....	Coleman
Houston .....	.....	Graham
Parrott .....	.....	Baker
Johnson .....	.....	Hibbert
Antoine .....	.....	Conrad

The Labor Day attraction at Athletic will be a contest between the Trunks and Brewers. These two nine have displayed the keenest rivalry all season and the game will be a hard battle. The Brewers will have a delegation of rooters to encourage their favorites. Manager Parrott of the Trunks will present Rummel, and Jack Helsler has given his premier slabbers a night's instructions to decorate the mound. Jamison and McBride, hard hitting catchers, will be opposing receivers.

WILL BLACK OR WHITE WIN ON SEPTEMBER 9?

One week from tomorrow night Joe Gans and Jimmy Britt will fight in San Francisco for the lightweight championship of the world. This fight is attracting more attention than any other pugilistic encounter the world has ever seen, excepting only bouts for the heavyweight championship. Sports will travel from every corner of the globe to witness the battle, and hundreds of thousands will change hands on the result.

Who will win? If you think you have the right dope on the result, The Journal will give you a chance to tell the public about it. Name your choice and give your reasons in 75 words or less. Do it today, mailing your answer to the sporting editor of The Journal.

Who Will Win?

Who will win the Gans-Britt fight at San Francisco on September 9? Mail your choice to the Sporting Editor of The Journal, limiting your reasons to 75 words. They will be published in The Journal before the fight.

A Real Gold Mine for Investors.

There are millions in it for you—Read all about it then begin your investigations at once. See page 10.

MAKING READY FOR OLYMPIAN CONTESTS

Two Thousand Athletes Are Expected to Compete in Great Meet.

By Richard Dahlgren.
(Journal Special Service.)
London, Aug. 31.—There are few busier men in the British peerage, these days than Lord Desborough, chairman of the Olympian games committee. The work on the great stadium, where the games will be held next year, is well under way, and his lordship is watching the work as closely as though it were being done for himself personally.

Then there is the great amount of detail to be looked after in connection with the arrangements for the games themselves, and this work is looked after by Lord Desborough. With it all he is in fine spirits, and is confident that the Olympian games to be held in 1908 will eclipse any field and track sports held since history began. Recently Lord Desborough said:

"I am an expert on things of your men, and, from what I hear from the American committee, I believe there are to be contestants in every event from your country. I am looking forward to a most interesting and historic athletic meeting next year, and though I wish your compatriots all success, I cannot say that I hope they will win quite everything."

SUCCESSFUL DELIVERY CAR STILL TO COME

It seems surprising that the commercial vehicle has not come into more general use, and that American manufacturers have not realized the great field for a successful delivery wagon. A prominent manufacturer of New York City, who runs a large stable and employs a number of men to take care of his delivery business said:

"Every one is looking for the successful delivery car. One that will not be too expensive to buy and one which will be cheap to maintain. We have all realized that a horse-drawn vehicle cannot compare in efficiency to the motor car, and yet manufacturers of automobiles are spending money to develop pleasure vehicles and leaving the commercial field untouched.

Angels Won From Oakland.

(Hearst News by Longest Leased Wire.) Los Angeles, Aug. 31.—Score by innings:

R. H. E.	Oakland	1 2 3 0 0 1 0 0 6 9 4
	Los Angeles	1 2 0 1 0 0 1 0 1 7 13 1
Batteries—Oakland, Goodwin, Carner and Biltz; Los Angeles, Handolph, Hosp and Eagan. Umpires—Kelley and Derick.		

"Gambrinus, of course"

Ask anyone who has tried all the different brands of beer sold or brewed in Portland which beer they like best and nine out of ten will say

GAMBRINUS

Not a pint of this splendid beer ever leaves the brewery until it is thoroughly aged, and when pure beer is well aged it never causes biliousness. Drinkers of Gambrinus get all the good that comes from a regular use of the most healthful beverage possible to drink, and avoid the unpleasant consequences that come from drinking a less carefully brewed article. See that you never let your supply run out. See to it that your dealer doesn't substitute some other brand for Gambrinus. You can make sure of this by phoning direct to the brewery. We'll fill your order or give it to your nearest dealer.

Two Dozen Pints for \$2.00
And 25c the dozen for the bottles when returned.

One Dozen Quarts for \$1.75
And 40c the dozen for the bottles when returned.

Drink a pint of Gambrinus with your dinner today, 'twill help digestion and improve your appetite. Use one case and you'll understand why it has been "THE FAVORITE FAMILY BEER OF PORTLAND FOR OVER THIRTY YEARS."

GAMBRINUS BREWING CO.

PHONE MAIN 49 or HOME A1149

