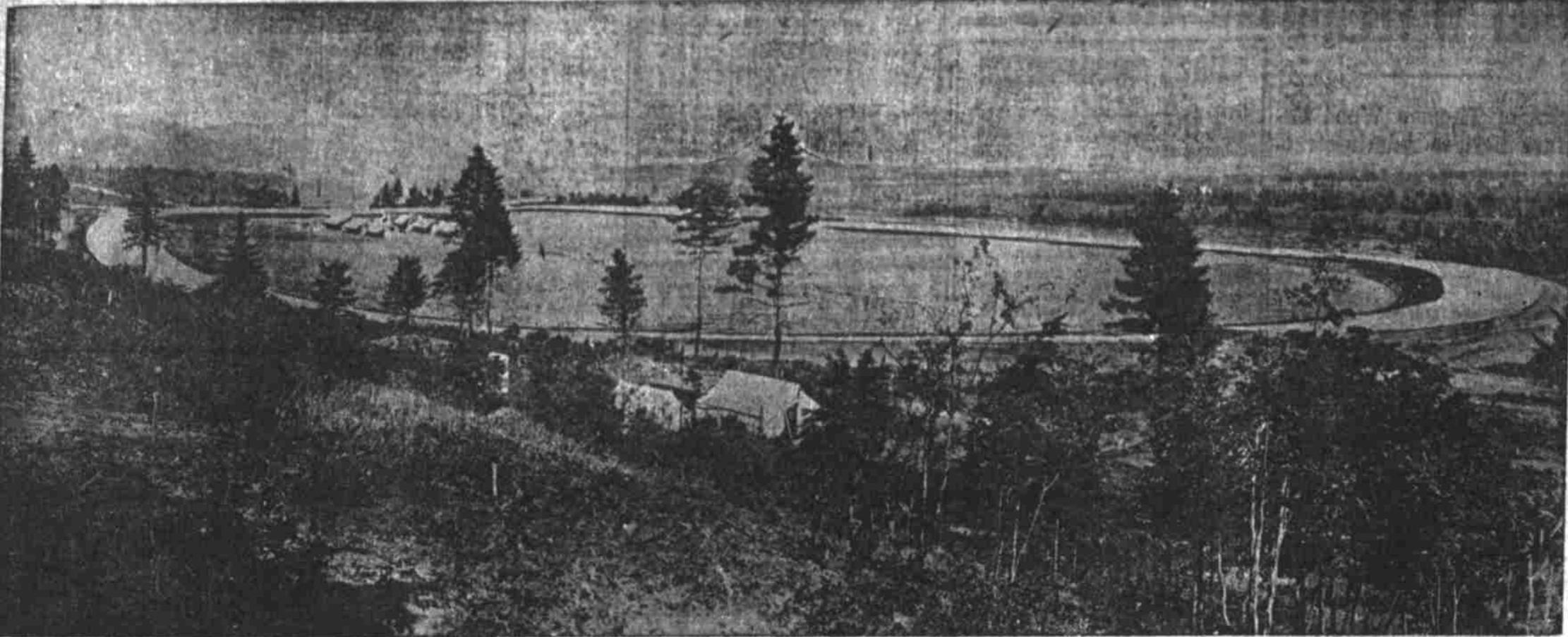
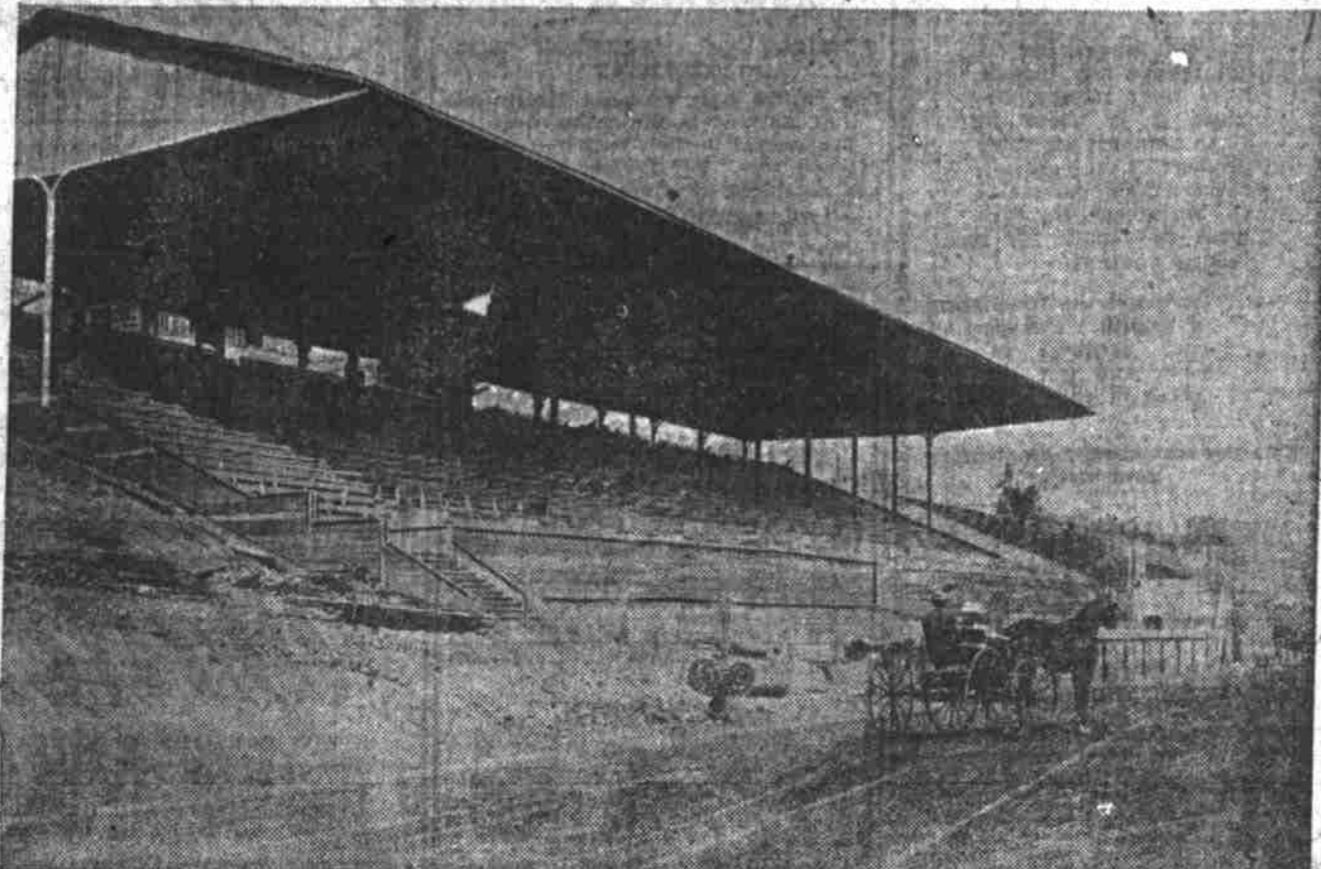


EVERYTHING IN READINESS FOR THE OPENING TOMORROW OF THE FIRST PACIFIC NATIONAL LIVESTOCK SHOW



Panoramic View of Grounds and Race Track. The Latter is the Finest in the West and One of the Best in the United States.

- Features of Country Club Week. Cash prizes aggregating \$50,000 for the light harness races. The same amount hung up for the prize winners in the livestock show. Total, \$40,000, to be distributed during the six days. Eleven early closing events, trots and paces. Six late closing events, trots and paces. Grand display of poultry under the auspices of the Oregon State Poultry association. Select combination livestock sale, with combinations including the best herds of animals ever offered to the breeders of the northwest. College maid will make three attempts to lower her record of 2:08. She is the world champion guinealess pacer. "Mule Derby," in which prominent Portlanders will drive the "long-eared gentry" in a mile race against time, standing start. Stanley Brothers in their famous rough riding and broncho busting feats.



Huge Steel Roofed Grandstand, With Seating Capacity of 3,000, Exclusive of Bleachers.

Three hundred men are at work today, and have been for several days past putting on the finishing touches for the show which commences tomorrow morning. Yesterday afternoon it looked as if there were so much to be done that it would be almost impossible to finish everything by tomorrow, but those in charge of arrangements stated that everything will be in readiness when the gates open tomorrow. The management is entirely in the dark as to the size of the crowds that may be expected, but is figuring on a very large attendance. Automatic turnstiles were being put in yesterday afternoon at the main entrance, but it is still a matter of doubt whether or not that will prove satisfactory in handling the large number of persons who are expected to pass through them. The automobile and carriage entrance is on the west side of the grounds, tunnel runs through under the track, by which vehicles can be driven into the huge enclosure within the race track, and stations have been provided on the side facing the grandstand for carriages and automobiles to stand, giving their occupants an excellent view of the track at the start and finish. Expect to Seat Thousands. The grandstand itself is an immense affair, seating 3,000 persons, while the superintendent of admissions and police states that the bleachers will seat 6,000, making the total seating capacity of the grounds about 9,000 exclusive of horses of the large number who can witness the races from carriages and automobiles and from other places about the course. The horsemen are enthusiastic over the track, which they say is the finest in the northwest. It is so situated, too, that its whole course can be seen from any point about it. The paddock is being completed today. It is situated just east of the grandstand. The final touches to both these structures, as well as to the judges' stands, are being added today.



J. C. Ainsworth, Treasurer.



S. G. Reed, President.



H. C. Campbell, Vice-President.

The judging of the exhibits in the first annual Pacific national show will begin tomorrow morning as soon as the exhibits have been properly quartered in the stock barns and will continue each morning thereafter until the decisions have all been rendered. The races will begin tomorrow afternoon at 1 o'clock, and during the six

days of trotting and pacing events, there will be run off as fine a list of speed contests as has ever been witnessed on the coast, and the only thing that can possibly prevent a series of record-breaking feats will be the threatening weather. The drainage of the course is, however, as perfect as the engineers could make it, and its com-

position is such that nothing short of a deluge will make it "slow" or "heavy." It has been worked down daily for the past three weeks since it was completed and Superintendent Brooker says it is going to be lightning fast. Race Horses Arriving. Portland will have all the race horses

and all the livestock exhibits which appeared at the Oregon state fair which has just closed at Salem. Both Salem and Portland belong to the North Pacific fair circuit and the livestock men were eager to enter their animals in the show here, as the classifications in all divisions are uniform throughout and embrace all divisions and subdivisions included in the great exhibitions of the east and abroad. There will be no fewer than 150 carloads of livestock, horses, cattle, sheep and swine laid down at the Country Club grounds by tonight. Nearly 40 carloads arrived from the state fair grounds in the middle of the afternoon, yesterday, and an equal number reached here in the evening. Most of them were unloaded from the cars on the O. R. & N. spur and stabled in the show barns last night and the rest of them will be distributed in their allotted sections this morning. Estimates vary as to the total shipments of stock and race horses which will be delivered here by the opening of the meet, tomorrow, but the number will run close to 150 carloads, according to the statement of local railroad officials. The large racing stables will be packed to the limit, for the entries in the late closing events drafted all available room left after the closing of the early events. The horse, cattle and sheep barns will have barely breathing room from estimates prepared by the management, the entry blanks showing close to 2,500 apiece. The special building for swine will be comfortably filled, while the goats and feature classes of livestock will share their barns with the exhibit of the State Poultry association of 1,500 fowls.

Special Train Service. The O. R. & N. will run special trains from the Union depot at 12:30 and 1:30 each day and will operate their trains right inside the grounds, so that the passengers will be obliged only to cross the field to reach the steel grandstand seating 3,000 people and the open pavilion with an equal capacity. The street railway company has completed its extension from the Rose City Park car line direct to the main entrance of the grounds at the gates of the grandstand, the extra service to be furnished by the trolley company will mean a train of four cars every five minutes leaving from Third and Morrison or Third and Yamhill. Arrangements are now provided for the handling of about 7,000 people an hour by street railway and railroad lines, but should this service prove inadequate it will be increased as the week progresses. One of the features of the week will be the combination sale of more than 100 head of horses and cattle on Thursday and Friday. This auction will give the livestock men, the breeders and farmers of Oregon an opportunity for replenishing their herds from the finest stock in the country. Much of the stuff offered for sale comes from the classified herds of the east and in the horse division there will be a large number of imported stallions and brood mares of the best quality.

Tomorrow's Races. Tomorrow's program includes the Open River purse, 2:14 pace, \$1,000; Commercial Club, purse, 2:15 trot, \$1,000; College Male, \$100 guinealess pacer; mile dash, mule handicap, director's drive, running race, half a mile. The mule handicap or "derby," is sure to be a spectacular event, for the "Arkansas Traveler" will get away from a standing start and nobody knows in which direction they will take it into their heads to negotiate the mile. Wednesday is to be Portland day at the show and the majority of the business houses of the city will be closed that afternoon to permit of their employees attending.

While the Glove Is Up. From the Fall Mail Gazette. The quaint custom of "proclaiming the fair" at Honiton has just been observed. The town obtained the grant of a fair from the lord of the manor so long ago as 1257, and the fair still retains some of the picturesque characteristics of bygone days. The town crier, dressed in picturesque uniform and carrying a pole decorated with gay flowers and surmounted by a large gilt model of a plowed hand, publicly announces the opening of the fair as follows: "Great Oxen! Great! The fair's begun, the glove is up. No man can be arrested till the glove is taken down. Five coins are then thrown among the children. The pole and glove will remain displayed until the end of the fair."

SEA CAPTAINS WHO GUIDE GREAT MODERN STEAMERS



At Left, Capt. C. Kaempff; at Right, Captain Knuth.

New York, Sept. 15.—When we realize the thousands and thousands of men employed on board the modern steamships which come and go from this port daily, the great system and ability of the various captains in charge suggests itself. Nowhere, outside the army itself, is a system so much in evidence as on board a modern liner. The captains of these various boats have to be, and are, staunch, steady sailors of the highest type. A voice like a roaring lion is no longer required aboard the modern steamship—turbines and inter-communicating system of signals and telephones substituting all parts of the ship which the necessity of the old time skipper, who should command from the poop-deck to the man on the fore-

castles better exemplified than aboard the big ocean liners entering the port of New York. No captain in service today expresses this more fully than the Captain Kaempff, commodore of the Hamburg-American line, and captain of the flyer Deutschland. His record stands as a fine example of the modern captain going to sea today. He is every inch a sailor. His thoroughness and conscientiousness have earned the acknowledgment of his majesty the Kaiser, and have been instrumental in his promotion to captain of the liner.

He was born on February 3, 1856, and at the age of 14 he entered upon his first voyage on board the bark Hanzar. Among other vessels he commanded the Japanese ship Tatsu Maru. The "Land of the Rising Sun" was sorry to part with him when, in 1879, he returned to Germany to enter the service of the Hamburg-American line. His career began as fourth officer of the steamship Lesing, to the command of which he advanced in October, 1886. In the list of stately steamers which have been under his command during his long career are the Auguste Victoria and the Deutschland. Of the latter he is captain. Among the many honors and decorations which have been extended to him is the Red Eagle decoration, which the Kaiser bestowed upon him in recognition of his services.

The above is merely one representative of the high caliber of the modern-day captains. Many others present just as interesting histories. The names of captains like Knuth of the America, Rueser of the Kaiserin Augusta Victoria, Hageman of the Kronprinzessin Cecilie, Walle of the Lusitania, Smith of the Adriatic. All of the Provence and others are familiar household words in hundreds of the best American homes. No man is singled above the rank of fourth officer despite whatever previous experience and qualifications the candidate possesses. It requires its officer to work their way up to captain from fourth officer, to third, to second, to first and then captain. When it is stated that a modern captain like Kaempff of the Hamburg-American line, for instance, owns 252 vessels, some idea is conveyed of the number of men required to command and work their ships according to the latest figures of 12,000 seamen are employed as officers and crew. On their flag vessels alone over 150 captains are in service. The long service required of officers before attaining the rank of captain tends to familiarize them with all the

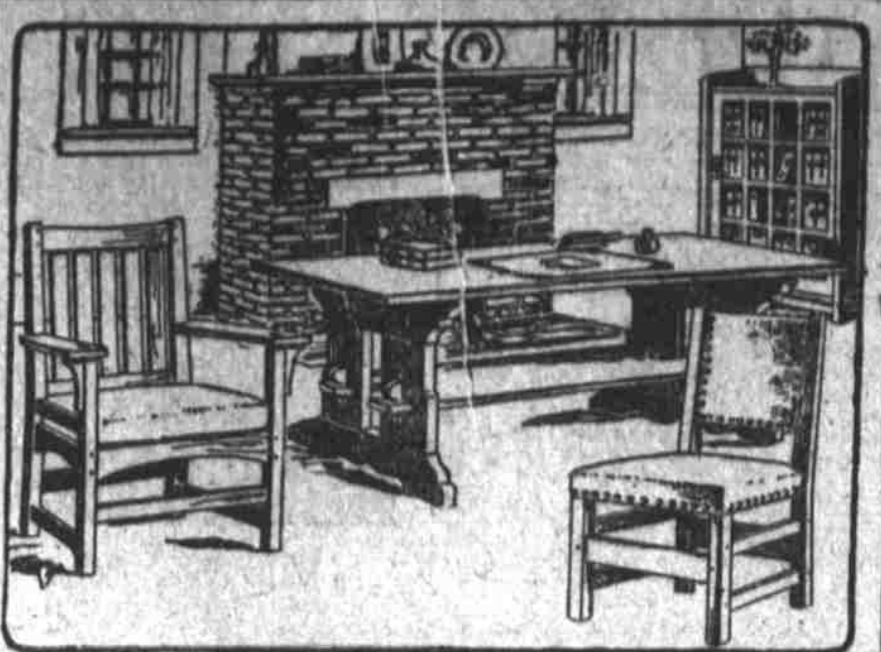
details of handling ships all over the world, under all conditions, and tends also to promote an esprit de corps second only to that of a purely naval organization. There are at the present time over 100 captains who have been in the employ of the line over 10 years, and 10 captains who have been with the line over 25 years.

Brownsville Publicity.

In speaking of the results of advertising, J. L. Bowman of the Brownsville Woolen Mill Store remarked a few days ago: "The catalogue I issued for this store about seven years ago, regarding the Brownsville Woolen Mill goods, is still bringing results. The lasting effect of it shows that goods advertising—reasonable, sane advertising—will leave an almost lasting impression in the minds of the community. I have just issued the mail order catalogue for 1908-09, a regular feature every year with us."

The Brownsville catalogue for 1908-09 is a neat publication embracing every detail in the line of men's ready-to-wear suits, overcoats, trousers, raincoats and furnishings. A special section is devoted to boys' clothing, as well as to other lines of men's ready-to-wear suits. A cloth put upon the market by J. L. Bowman with astonishingly good results. At least, the results were surprising to even fellow merchants. The catalogue says in regard to this line of suits: "Never was a fabric more aptly named than the Oregon Buckskin. It is strictly a product of old Oregon, the wool sheared from the backs of sheep that graze on the hillsides of this great state; the wool carded, spun and woven into a cloth that has no equal for looks or wear. Mind you, there's no getting a shoddy being added while the cloth was in the making. The statement in the preamble of the publication that the Brownsville Woolen Mill Store needs no introduction to thousands of people is true, but there are other thousands of men's readers of the Journal to whom this modest little notice has been the only message for years regarding this old and most trustworthy establishment."

Former Governor George P. McLean of Connecticut, who was generally supposed to have retired permanently from active politics, has announced his intention to enter the race for the United States senate.



Quaint Furniture

Is remarkable for its pure lines, its unusual beauty of finish and its perfect construction. Less massive than the mission, more comfortable than the Arts and Crafts, this style yields the maximum of comfort, simplicity and durability with the minimum of cost.

A SOLID CARLOAD OF THIS BEAUTIFUL FURNITURE ARRIVED YESTERDAY

This completes our already large stock, and enables us to make an unrivalled showing of quaint furniture for every room. Booklet showing decorative schemes in colors sent on request.

J. G. Mack & Co. Fifth and Stark

A Distressing Land Slide

The Pacific Mail Order Co. at 210 First Street

Took a slide into the Receiver's hands—The Receiver slid the Stock into the hands of

J. T. WILSON, Auctioneer

Mr. Wilson placed a Manager in charge of the Stock—The Manager has hired Salesmen and will commence selling the stock Monday morning—The sale will continue until the entire stock, comprising something you eat, drink and wear, is gone.

- Groceries, Vehicles, Sewing Machines, Tin Ware, Dishes, Utensils, Etc., Plows and Extras, Carpets, Rugs. Dry Goods, Farm Machinery, Builder's H'dwr, Granite Ware, Rubber Tire, Buggies, Harness, Linoleum. Shoes, Implements, Tools, Toilet Ware, Steel Tire, Buggies, Furniture, Mattings.

If there is anything you want not mentioned, come to the sale; we've got it. E. E. PAGE, Manager.

ONE AND ONE-THIRD FARE

FROM ALL POINTS ON THE OREGON ELECTRIC RAILWAY TO PORTLAND AND RETURN

ACCOUNT OF Pacific National Fair and Livestock Show

September 21-26, 1908

Tickets on sale Sunday, September 20th, good for return until Sunday, September 27th. Special train leaving Portland at 8:00 p. m. every evening (after Monday) until Saturday, September 26th.

GEO. F. KEVINS, Traffic Manager, PORTLAND, OR.



TEETH WITH OR WITHOUT PLATES

OUT OF YOUR MOUTH. We use the best teeth, covers, bridges and plates. Work is a day if necessary. Perfectly Painless. Extractions Free when plates or bridges are ordered. Teeth and roots removed with the least pain. Ten chairs. Only the most scientific and careful work.

W. A. WISE AND ASSOCIATES. Felling Bldg., Third and Washington. 10 a. m. to 10 p. m. Sundays 9 to 12. Painless Extractions, \$10; Plates, \$15.00. Both Prices, of and up to \$25.

FREE LIFE INSURANCE

If you decide on a New Deal \$4000 Bonus at first you can feel safe in knowing the Piano will last—and the cost to Club members is only \$293—YOU SAVE \$133. Our Club Booklet will be sent on request and will explain all about our club plan—covers the whole buying. Free life insurance without cost to club members.

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