

FISHERMEN CRYING FOR SUNSHINE NOW

Weather Man's Action Recently Not Conducive to Optimism of "Ike Waltons."

FEW TROUT CAUGHT AS YET

All Manner of Flies Have Proved Useless Against Finny Tribe Thus Far, Owing to Unfavorable Weather of Past Weeks.

By W. J. PETRAIN.

Fishermen, with the possible exception of a few lucky individuals, are down on the luck, or to be more explicit, are decidedly "bermied" (the weather man says the unfavorable (for fishing), climate he has dispensed in this vicinity during the past few weeks.

Cold weather and rain and fishermen do not mingle. The weather has much to do with the antics of the finny appetites as well as with the comfort of the fly casters who have wangled designs upon the waters and longevity of 1-4 amphibians, especially trout and salmon. The trout fishermen have suffered most through the weather, for the salmon anglers, when they have found the water low enough, have been able to entice a few nice specimens by means of hook and line, but the rains have swollen the upper Willamette, and now even they find themselves cut off from the sport because of the deepened waters and the wariness of the denizens of the river near the falls at Oregon City.

Very few fishermen have bagged any trout, and those fortunate ones have done so by resorting to the old time "gug" of an angle worm, about the only means of enticing the game trout from his lair in the deepest portions of the cold mountain streams.

Flies Prove Useless.

All manner of flies, and other bait used by expert nimrods in the pursuit of their favorite sport have proved absolutely useless against the finny specimens. Trout are too wise, if such a term may be applied to them, to bite at "professors," "blackies" and other flybooks in this kind of weather, for the real insects are not to be seen, and the finny denizens seem to know the subtle and more of the insects better than do most fishermen.

Fishermen whipping snow streams with flies and spoons are simply wasting their time. Some, less sportsmanlike than the majority, have used salmon eggs and angleworms, and have been more or less successful, but even they have not made catches up to expectations.

During the cold and rainy days trout will hide in the recesses of the deepest pools and eddies, and feed on waterbugs or periwinkles, and other vegetables or insects likely to come their way, but with lowering clouds, cold rains and lack of sunshine, such a thing as "smothering" fly is seldom heard of these dark days of the "Ike Waltons" lament.

Many fishermen have passed their Sundays in the fruitless labor of wading the mountain streams in the vicinity of Portland, and all who have resorted to fly fishing have come home with little or no success to crown their efforts. Sunshine and plenty of it is what the fishermen are sighing for just now.

Anglers Have Hopes Today.

The wind and line salmon fishermen will be out in force today, for the new law permits them to fish 200 yards from the shore, but since the effect of yesterday, May 20, and the anglers expect to get good results today. The new law is expected to make fishing at that point much more agreeable to the anglers who use the hook and line only.

The trout and salmon fishermen are not the only disappointed ones, for the many parties enjoying crawfishing excursions on Sundays have been deprived of their sport because of it being still an off-season for this crustacean. In two or three weeks crawfish are expected to be "ripe" and plentiful, and the many "basket" excursionists will once more "come into their own."

Base and cripple fishermen have been more fortunate than their brethren who delve for the gamier specimens, for runs of these finny specimens have been plentiful. Many fishermen have been in error over the law relative to base and cripple, for some have neglected to secure licenses especially when fishing near the Willamette Falls west into the State Game Warden published several days ago, most of them have taken the precaution to secure a license.

Railroadmen at West Stayton.

WEST STAYTON, Or., May 20.—(Special.)—General Manager O'Brien, Superintendent Fields and other officials of the Southern Pacific Company came here today by special train to consider improvements needed for the West Stayton depot grounds. Work will probably commence at once to put the grounds in condition.

THOUGH ONLY BEGINNER, AUTOIST ENTHUSIASTIC

Young Woman Added to Long List of Portland's Fair Sex Motorists Enjoys Trips About City, Hoping Soon to Be Proficient in Handling Car.



MISS ZANELLO IN HER CAR.

THE name of Miss E. Zanella, of 372 Larch street, has been added to Portland's long list of women motorists. Miss Zanella has a handsome new Warren Detroit "forty," of the four-passenger, fore-door type, rich dark blue in color, and takes great pride in this natty new possession. She is very enthusiastic on the subject of outdoor exercise and sports in general and upon motoring in particular.

"I am just a beginner," said Miss Zanella to an Oregonian reporter, "but I am getting a little more confident every day, and by the time our really fine weather comes I mean to be able to handle my car in first-class fashion, so that I can get away into the green country, and have the pleasure of taking out little picnic parties of my friends. I am studying the mechanism of my machine, and want to get intimately acquainted with every detail of it. I find it keenly interesting and am sure, I shall never tire of it, no regret my choice in selecting this perfect beauty of a car."

Miss Zanella is shown at the wheel of her new Warren-Detroit in the accompanying picture.

WASHINGTON CREW FAST

SEATTLE BOYS HOPE TO DEFEAT CALIFORNIA ON WATER.

Connibar Believes He Has Easily This Year Which Can Easily Win From Southerners.

UNIVERSITY OF WASHINGTON, Seattle, May 21.—Although the University of Washington crew is lighter than in previous years, Coach Connibar has the satisfaction in knowing that it is the fastest eight he has ever coached.

"They are a faster crew and row a far better stroke than any other crew that I have put out at this university," said "Connie" today relative to Washington's eight, which is to compete with the California "U" crew.

Evaluating all gloomy remarks, as to the prospects which were apparent at the first of the season, "Connie" comes forth with a crew that he believes would compare very favorably to any Eastern eight. If they are a faster crew than the men he turned out to go to Wisconsin, it is likely that the Evergreen men will look further for speedy water men provided that they win from the Southern oarsmen.

Coach Connibar believes that he will have no trouble in winning the race which will be pulled off Thursday, May 25, on Lake Washington. The past week has given him a chance to see just what they are capable of doing. Even on unfavorable days they are doing the three-mile straightaway in a trifle better than 17 minutes.

WASHINGTON PLAYS THIS WEEK

California "U" Games at Seattle Promise Some Excitement.

UNIVERSITY OF WASHINGTON, Seattle, May 20.—It looks as though the series of three games with the University of California will not be devoid

of the keenest interest, owing to the successes which the Washington crowd is meeting across the mountains. Washington must take two more games of the conference to cap the college pennant of the Northwest. It looks as if this will be done without the slightest difficulty.

As the California nine are the champions of the Southwest, the games here will be the most interesting. Washington baseball really is and what material is available among them. Washington will have every advantage to her credit in this contest, and the Washington twirlers are superior to any she has had before and the fielding is superb. The games are not credited to anyone now, as little is known of the Southern champs.

WASHINGTON ATHLETES READY

Meet on Water and Land With California Promises Excitement.

UNIVERSITY OF WASHINGTON, Seattle, May 19.—Thirty-one of the University of California's student athletes, comprising two crews, varsity and freshmen, and their championship baseball team, will arrive in Seattle Monday in preparation for the big gala week in athletics which commences Tuesday when the Californians meet Washington on the diamond for the first time in college baseball history on the Pacific Coast.

The Washington team comprises the following men: E. C. Stoner, W. M. Parker, Lloyd Haskell, E. P. Chapman, C. V. Goodwin, W. A. Kelly, C. A. Allen, R. W. Conn, M. Gay, Frank Ribke, B. Ford, John Salisbury and Ben Corbett.

The varsity crew is getting in its last hard licks before the big race Thursday. Washington's eight is not as experienced as that of the 1910 crew, but all are better matched per man.

Washington's eight comprises the following men: Captain Fred J. Catlin, Wand, Sommersett, Smith, Ruggles, Polina, Carroll and Dunbar. The California crew comprises the following men: Maistorta, J. Davidson, E. Hall, Maynard, H. Cope, A. L. Deal, B. Halse, S. Cohl, C. Robertson, M. Kelly and W. C. Young.

MOTOR LAW SHOWN

Secretary of State Explains New Provisions.

6400 LICENSES ARE ISSUED

After July 31, 1911, Autoists Must Take Out Permits Under Revised Statute—Number Tags Not to Be Renewed at Present.

SALEM, Or., May 18.—(Special.)—Flooded with constant inquiries as to the new motor vehicle law, Secretary of State Olcott has prepared a brief statement covering the salient features of that law as they relate directly to the duties of those driving such vehicles. His statement follows:

"Anyone not having a state license and desiring to operate their car before June 1, 1911, must secure a license under the old law, the fee being \$3. This certificate holds good until July 31, 1911, when it will be necessary to secure a number under the new law.

"The fee under this new law is based on the horsepower of the vehicle, according to the formula adopted by the Association of Licensed Automobile Manufacturers, which is found by squaring the bore or diameter of the cylinders times the number of cylinders and dividing the result by 24. For example, a motor vehicle having six cylinders, the bore of which is five inches, would be 5 by 6, divided by 24, or 60 horsepower.

Registration Fees Shown.

Motorcycles and motor bicycles.....	3.00
Electric vehicles for pleasure.....	3.00
Electric service vehicles.....	5.00
Steam, gasoline and other hydrocarbon operated vehicles for whatever use.....	5.00
In excess of 20 horsepower and inclusive of 30 horsepower.....	2.00
In excess of 30 and inclusive of 40 horsepower.....	3.00
In excess of 40 horsepower.....	10.00

"The registration fee must accompany application. Under the new law all registrations of motor vehicles expire on December 31 of each year and must be renewed annually. The steam vehicles are based on the horsepower according to Haskell's formula.

"Those applying after June 1, 1911, will be issued new numbers under the new law. This law is effective August 1, 1911, but application can be made 60 days prior to that time. The new number tags are 4 inches by 13 inches and two tags are required, one for the front and one for the rear of the vehicle.

Reservations Not Made.

"Owing to the complications it would cause, no numbers will be reserved, but same will be filed numerically from one on and according to the date received.

"Chauffeurs or owners operating a car for hire are required to secure a state badge before being allowed to operate.

"The Secretary of State has on hand about 9000 pamphlet copies of the motor vehicle law, containing the laws of the various states, and is pleased to furnish a copy on request.

"The automobile department of the Secretary of State's office has grown rapidly within the last two years and up to date 6400 licenses have been issued."

NEW BALL AIDS SCORE

NATIONAL AND AMERICAN LEAGUES WONDERING.

178 Safe Hits by Players in One Day Is Laid to Liveller Gutta Percha Sphere.

CHICAGO, Ill., May 20.—(Special.)—Ninety-two safe hits in one day by the teams of the National League and 86 on the same day by sluggers of the American League, to say nothing of a grand total of 83 by wallpapers of the American Association have set the baseball experts to thinking, especially as two-baggers and three-baggers in this "great feat" were ordinary achievements and only home runs were limned in distinction.

Baseball never experienced such a broadside of hits, the fans in the aggregate never before were quite so delirious with joy and outfielders could not recall a day when balls went so far, so fast or so often. In point of manual and pedal labor players came nearer earning their fancy salaries than they ever did before.

The change has "opened up" the game just as football was made more spectacular by changes in the rules. The spectator who loves a game well punctuated with long drives and a score board in which gooseeggs are infrequent is getting more for his money. The new ball makes the pitcher's task harder and bids fair to shorten his baseball career. The extra work imposed on him may possibly result in a

SEATTLEITES ARE NOW HAPPY

Athletes Glad Multnomah Will Aid Big Meet.

SEATTLE, Wash., May 20.—(Special.)—Northwest athletes will appear in the Amateur Athletic Union games at Pittsburg, the Seattle Athletic Club having decided to enter a team as strong as it is possible to assemble for these games. Tom MacDonald, who returned this week from Portland, Northwest Association games, has heard from the Eastern officials passing favorably upon the entry list for the July meet.

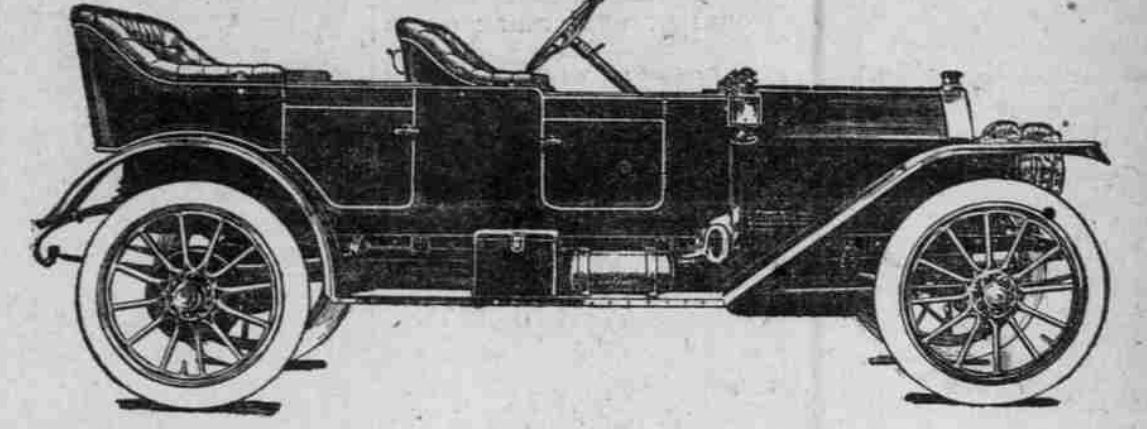
Mr. MacDonald is pleased with the action of the Multnomah directors in giving Seattle a chance to set the date of the Pacific Northwest Association games earlier than it may act as a tryout for the Eastern contests. He has been instructed that Multnomah will submit the matter by changing the place from Astoria to Seattle to a mail vote of all the members of the association. MacDonald is now writing letters to the various members stating the reasons for the proposed change.

The Seattle club will be represented by five or six athletes. These are Joe MacLennan, sprinter and hurdler; 1909 National champion in the low hurdles; Braley Giam, 1909 National champion quarter-mile and broad jumper; Ed. Nelson, 1909 National champion half-mile; Jack Nelson, 1909 National champion 100 and 200-yard man, and Billy Martin, sprinter. Pending, waiter, may also be included. He is the 1909 National champion in his event.

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return to the ball of other days. The public will not expend its sympathy on the greater exercise the men in the outer gardens get.

Cadillac car upholds reputation for low cost of upkeep

Users drive cars at cost of less than one and a quarter cents per hundred miles of travel for mechanical repairs

Some very interesting figures on the subject of motor car maintenance have recently been made public by the Cadillac dealers of Dayton, Ohio.

For the purpose of enabling them to present some definite information to motor car buyers, Cadillac users of Dayton, Ohio, territory were introduced to fifty-two cars which had been driven for a period of one year, stating the sums that had been expended for mechanical repairs.

The users' statements disclosed the fact that the aggregate number of miles traveled by the fifty-two cars was 246,245, or an average of 4734 miles per car.

The total sum expended for mechanical repairs on the entire number of cars was only \$30.05, or an average of the insignificant sum of about 58 cents per car.

The highest expenditure by any one user, a gentleman whose car had been driven 3000 miles, was \$4.00. Ten users expended less than \$1.00 each, while there were thirty users who had not expended a single penny. Among those who had expended absolutely nothing was the user who reported the greatest mileage, viz., 13,600.

Figured on the basis of cost per mile, it shows that the 246,245 miles at a total repair cost of \$30.05 averaged about one and a quarter cents for each hundred miles of travel.

This Dayton record is by no means exceptional or unusual. The same dealer made a similar investigation about a year previous. At that time reports were received from fifty Cadillac users which showed that they had driven their cars a total of 1,000,000 miles at a total expense for mechanical repairs of only \$5.71, or an average of less than 12 cents per car for the season on the basis of mileage, this expense figured less than three and one-half cents for each thousand miles of travel.

About the same time New York and Indianapolis Cadillac users also furnished some very significant data. In New York the seventy-five users who responded to the request for information reported having driven their cars an aggregate of 398,884 miles at a total repair cost for the entire seventy-five cars of \$53.21, an average of less than 17 cents per car or less than one and a half cents for each hundred miles of travel.

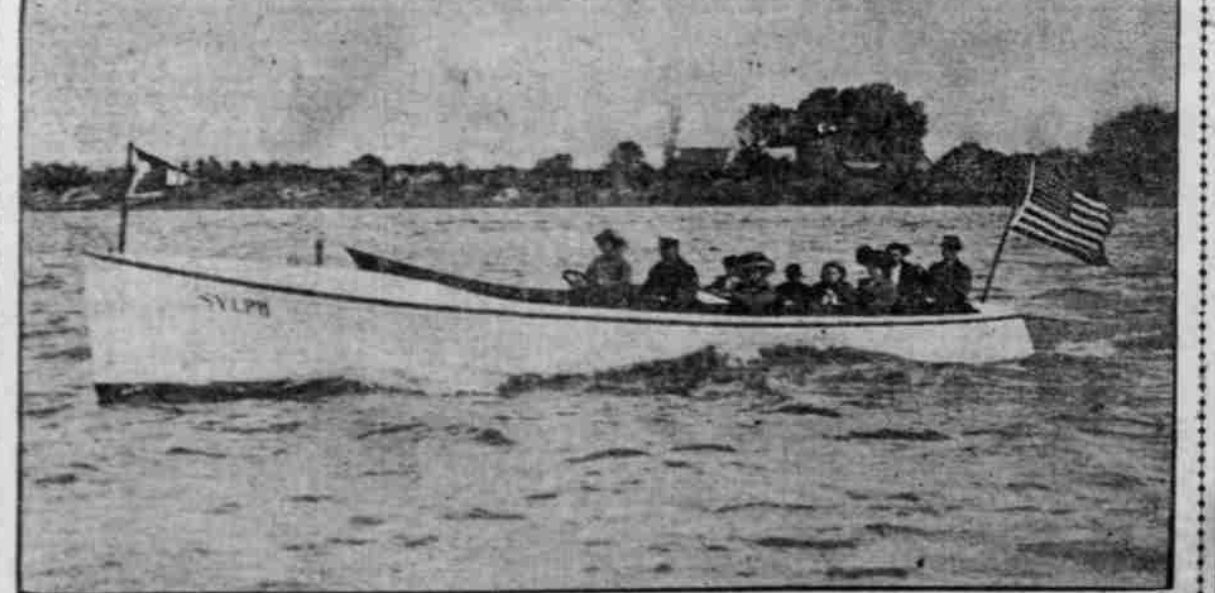
Still another record which, while not showing quite so low an expense tends in a measure to corroborate the others, if such corroboration were needed, came from Indianapolis where the sixty-eight Cadillac users who replied to the inquiry reported an aggregate mileage of 252,598 miles at a total repair expense of \$11.30, an average of \$1.68 per car. The Indianapolis records not being quite so low as the others is accounted for to some extent by the fact that it includes the highest individual expense of the lot which, in the case of one user who had driven his car 3000 miles, had a repair expense of \$20.00.

In addition to the repair outlays the matter of gasoline and oil consumption was in the case of the New York owners made the subject of investigation. This showed as high as 22 miles to the gallon of gasoline in ordinary every day driving, but averaged between 15 and 17 miles. In oil consumption some owners run as high as 100 to 1200 miles per gallon, but the average was approximately 732 miles per gallon.

The Cadillac dealers in the cities mentioned, advise that these records include the reports of every user who responded to the request for information and that they are not simply a compilation of figures obtained from a selected list.

With this array of evidence, coming as it does from different portions of the country and particularly in view of the fact that prior to being made public the users had no intimation that their experiences were going to be made matters of record, it is in the opinion of Cadillac users generally would show very little variation in the matter of upkeep cost.

SPEEDY CRAFT WILL ENTER RACE MEET ON OPENING DAY OF ROSE FESTIVAL



MOTOR-BOAT SYLPH.

Speed tests between some of the fast motor-boats on the Willamette River will form a feature of the opening day of Rose Festival week. After welcoming the Astoria Motor-boat Club and the ceremonies attending the arrival of Rex Oregonus in Portland June 3, the Portland Motor-boat Club will hold a series of races on the river. The speed tests will be for all varieties of boats. Among the races will be a free-for-all, 20-foot boat race; a handicap race for cruisers; pleasure-boat race; a handicap event for 15-mile boats and over, and a similar test for boats under 15 miles speed.

Which Tire?

One Rim-Cut—One Cannot One is Skippy—One 10% Oversize

The most popular tire on the market today is the Goodyear No-Rim-Cut tire. About 650,000 have been sold to date. Every day we make 2,200 more. The sale this year will reach \$15,000,000.

The demand has doubled in the past six months. It has tripled since two years ago. This pententiated, with amazing quickness, has changed the whole tire situation.

All because motorists have proved, ten thousand times over, that No-Rim-Cut tires cut tire bills in two.

No Worry

One worry removed is the danger of rim-cutting. The ordinary tire wrecks itself if run flat. A punctured tire, in a single block, may be ruined beyond repair.

This is impossible with Goodyear No-Rim-Cut tires. They have been run flat in a hundred tests—has run as 20 miles. Of all the \$50,000 sold, not one has ever rim-cut.

Under average conditions, the avoidance of rim-cutting saves 25 per cent on



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