

### FIGHT ENTHUSIASM GROWS IN EUROPE

Snowy Baker Says Big Bouts Have Good Drawing Power in Paris and London.

### CARPENTIER FRENCH IDOL

Australian Promoter Thinks Moran Should Have Little Trouble in Defeating Jack Johnson, if He Is Any Good.

BY HARRY B. SMITH. SAN FRANCISCO, May 16.—Snowy Baker, Australia's premier boxing promoter, who is on his way back to the Antipodes, after six months' passage in studying the game of pugilism not only in America but in England and France, had some interesting observations to make the other day in San Francisco on the subject of the way the sport is being followed in foreign countries. First of all, Baker said there is a wave of enthusiasm for the game in Europe, particularly in France and England. He doesn't pretend that bouts draw as much money in Paris and London as they do in centers in the United States, but says that where the big heavyweight contests are concerned, there is little question as to their drawing power. "Georges Carpentier is an idol in France," said Baker. "The women and the men, too, are crazy about him, for he is an ideal-looking chap, both in general appearance as well as a ringster. I consider him my ideal of a boxer from what I saw of him and I would not be surprised in the least if he should whip Gunboat Smith."

**Johnson's Defeat Predicted.** Another interesting phase of Baker's interview is the statement he issued that Frank Moran, if he is any sort of a fighter, will whip Jack Johnson. "I don't know much about Moran," explained Baker, "but if he is half as good as his friends claim, he ought to beat the negro. Johnson is only a shell of the fighter who licked Tommy Burns in Australia. He looks good at first glance, but he lacks the snap and vigor. There are stories told of dissipation that do not speak well for him as a fighter." Baker left the middle of the week for home, but promised when he left that he would return next year and every year after that, although, of course, he will not make the six-month trips as in the present instance. He now has under contract 31 fighters, including several English and American boys who were signed up while he was on the continent. Some of them, naturally, are not much account and they will be weeded out as fast as possible.

**Ritchie Still Wanted.** The Sydney promoter has not altogether despaired of coaxing Willie Ritchie to make the trip to Australia. He agrees that there isn't much of a chance as long as Ritchie can drag down \$10,000 guarantees in this country for 10-round bouts, but he thinks that the light weight, although, of course, he will be glad to make the trip across the water for a series of three or four bouts. Ritchie, as has been said, likes to travel and to see the world, and the chances are that some day, sooner or later, if he continues to wear the crown, he will be glad to avail himself of the offer.

**Leach Cross is to be seen in action in San Francisco the latter part of the month.** Jimmy Coffroth has matched Leach and Red Watson for a 20-round bout in San Francisco Friday night, May 22, and the hope of the crowd will see Cross hard at work at one of the training camps, likely Joe Millet's establishment. Cross was bitterly disappointed in his failure to get on in a suggested 10-round bout in Milwaukee with Charlie White. He had been promised the engagement in the event that Ritchie did not accept terms. Cross had all but arranged to leave for the East when the word came to him that the Ritchie-White bout was on. Red Watson is far from being a top-notch fighter in the light weight ranks, but he won from the English pugilist, and though that win was on a foul and naturally he is in line for future chances. The winner of the Cross-Watson affair may be pitted against the winner of the Freddy Welsh-Harlem Tommy Murphy affair for a Fourth of July contest. In that way Coffroth hopes to drum up a suitable contender for the light weight honors and one who will be considered as having a good chance against Ritchie, say for a September date.

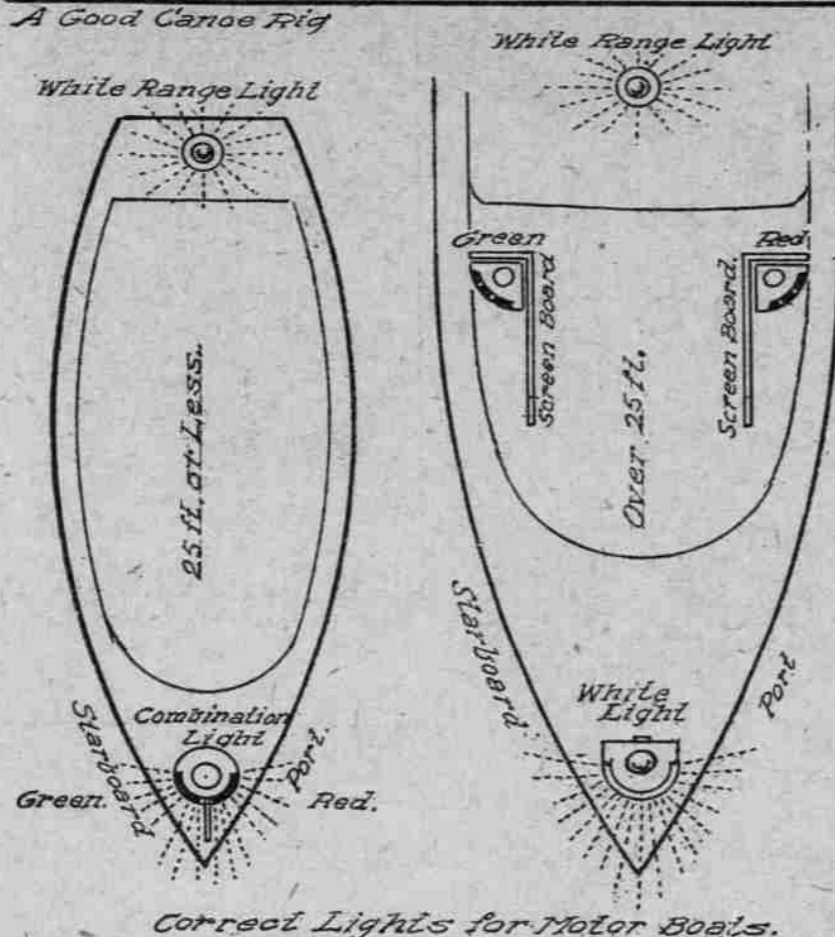
### ANGLERS PURSUE BASS

SOME GOOD FISHING GROUNDS ARE NEAR CITY.

Tualatin River Is Popular for This Kind of Sport—Willamette River Oswego Lake Offer Catches.

Fishing is getting better every Sunday of every week which makes the streams of Oregon justly famous. At this particular season many anglers are trying for bass. One of the popular bass fishing grounds is the Tualatin River, to the south and west of Portland. This stream runs around Portland in a semi-circle, starting on the northwest and ending its junction with the Willamette above Oregon City. It is a sluggish river, for the most part, hence ideal for bass. There are no favorite spots necessary. Two car lines, the Portland, Eugene & Eastern and the Oregon Electric, carry the angler to the stream. The river is accessible and trespass signs, something of recent origin, are few. The Oregon Electric has several early morning trains. They leave at 6:15, 7:25, 10:40 and 12:50 o'clock. Numerous evening trains over both lines afford an easy one-day trip. The Willamette River yields many fine bass, but it takes a bit more of the expert to bring them out of the big river. Favored spots are to the south of the city, along the shores near Oswego. Still another bass fishing place is north of the city, along the log booms, near the old fair grounds. To some this kind of fishing does not appeal. To the man who wants to get a mess of fish, however, it does. Oswego Lake, at Oswego, is another favorite spot for bass. Still others are down the Columbia River. Many of the sloughs that are not salt abound in bass. The sunfish can be found anywhere in the Willamette. In 1903, following the fair, the Government let go about 6000 of the species. By 1910 the fish could be found anywhere between the falls and the Columbia.

### DIAGRAMATIC INTERPRETATION OF THE FEDERAL NAVIGATION LAWS CONCERNING LIGHTS ON PLEASURE BOATS.



### PROMOTERS AT SEA

Fight Managers at Loss to Find Men for July 4.

### PAPER ATTACKS BOUTS

Clubs Fear Game Will Face Death Fight in Near Future if Board Cannot Withstand Stories as They Now Appear.

SAN FRANCISCO, May 16.—(Special)—Strange to say, the California promoters—and that goes for McCarey as well as Coffroth—do not seem to be figuring on using Ritchie for a Fourth of July bout. The truth is they have no suitable opponent, or at least an opponent who is strong enough to make it possible to guarantee the San Francisco anything like the \$15,000 that he would demand.

Willie will possibly be able to secure work in the East that will keep him busy, in the event that the English offer for a Welsh match should fall by the wayside.

### VANCOUVER MIDDLEWEIGHT MEETS LEO COHN AT CENTRALIA MAY 25.



Ed Bronson, creditable performer in battles all over the Northwest in the past 18 months, meets Leo Cohn at Centralia a week from tomorrow. Bronson is under the management of Bill Mathews, a cousin of Joe Rivers. In Cohn he meets another popular Northwest boy and some well-mixed boxing is expected.

### LIGHTS MUST BURN ON CRAFT AT NIGHT

Boat Owners Discover Law Officers Insist on Enforcement of Measure.

### ACCIDENTS ARE PREVENTED

Even Canoes Are Included Under Provisions of Statute and Fines Are Imposed by Customs Men for Law Violations.

Of 12 complaints lodged in one batch recently against boat-owners of the Willamette River for infractions of the Federal navigation laws, five were leveled against operators of pleasure craft for failure to show proper lights.

It is seldom that the Government smiles at violators, even the lonesome canoeist or other operator of a pleasure boat.

W. D. Williams and A. M. Hanson, 1261 Wilbur street, operated a rowboat without a light and are liable to a fine of \$250. Ellis Smith, 230 Market street, also forgot his lantern.

For the benefit of motor-craft, sailboat and canoe owners, the navigation laws respecting lights are stated in this article.

Every canoe and rowboat must have a light. That lantern must be lighted the minute the sun slides down behind the hills on the West side of the river. Five minutes delay may mean a fine of any amount up to \$250. The seeming severity of the customs officers is explained in the many accidents which occur when boats are operated without lights. The sheen of the water on even a moonlit evening makes it hard for pilots of other vessels to see the small boat without the light.

**Law Requires Light.** The law says that the light must be kept in the boat and displayed when another boat approaches.

Most canoeists have gone the law one better by arranging a rig on the back of the canoe which keeps the light always in view. Many rowboats are also equipped.

The launch must be equipped as specified under the steam navigation laws. Any self-propelled boat is called steam-vehicle.

Any launch under 25 feet may have a combination light forward. A white light must be displayed aft. The combination light has red for port, the left-hand side, and green for starboard, the right-hand side.

The boat over 25 feet and under 40 must have a white headlight, two side-lights, the green and red, placed as for the smaller boat, and also the white light aft.

**Size Is Increased.** The rig for the boats over 40 feet is the same as that for those over 25 but the size of the light is increased.

These colored lights and others mentioned are called the "running lights," and are displayed only when the vessel is actually under way. Bow and stern lights indicate the position of the boat when aground, tied or anchored.

The sailboat has only the green and the red light when under way. One point to be remembered on both launches and sailboats is that the red and green lights must be so boxed as to be invisible across the bow and from the stern.

This is accomplished by placing them in a right-angled two-sided box. The box should not be too high on the stays, if placed there. One custom is to put them on the decks if the waves do not put the lights out.

### STUNTS FIGURE ON BILL

VARIED PROGRAMME FOR DECORATION DAY BEING ARRANGED.

Yacht Club Members Will Keep Open House and Dance Will Follow Dinner Parties at Night.

Though two weeks remain for the Oregon Yacht Club to arrange the programme for the Decoration day meet, a live day is assured already. The events are many and the programme so long that sail boats will be a small portion of the whole.

Swimming will have a part in a special programme to be run off while the sailboats are rounding the bends. A few races will be staged, but the meet is for fun more than for sport.

The "stunt" which produces mirth will have the right of way over anything serious, except of course the big yacht races.

Canoe events, singles, doubles and mixed doubles, are on the bill, which will start shortly after noon, so that the programme will be well cleared up before the dinner hour.

The yacht members will keep open house, and the guests will be served dinner in the private flats. Later in the evening a dance will take place at the clubhouse.

Portland's river swimming pavilions are now being given the final touches preliminary to receiving the Summer rush. The Oaks pavilion is ready to swing into the stream.

### American "Big Four" Wins.

NEW YORK, May 16.—After being penalized 1 1/2 points for fouls due to rough riding, the American four defeated the second team yesterday by 2 1/2 to 4 1/2 goals in a fast polo match at Westbury, Long Island. The "big four" rode over their opponents and their violations of the rules made the penalizing imperative. George Miller, the English polo expert, refereed the match.

### Hunters! Keep In Form

DON'T miss easy game because you are rusty. Keep in trim at the trap-shooting club. Write for free booklet "The Sport Alluring" and address of nearest club. Du Pont Powder Co. Washington Delaware

# The Most Wonderful Record-Breaking Achievement by Any Motor-Driven Vehicle in the World.

Erwin G. Baker arrived in New York City at midnight, May 14, breaking all previous Coast-to-Coast records.

He left San Diego, Cal., May 3d, at noon Eastern time, and reached New York 11 Days, 12 hours and 10 minutes afterwards.

Baker rode a 1914 7 h. p. twin two speed, electrically equipped

## Indian

motorcycle with cradle spring frame.

He had no mechanical difficulties whatever and from the Pacific to the Atlantic his motor never skipped.

Baker's route included a 1027-mile desert stretch of sand and cactus, the negotiation of stupendous mountain trails and dashes through roads in their worst possible condition.

At the finish Baker stated:

"I could not have possibly cut the Coast-to-Coast record practically in half if I had not had under me the superb mechanical equipment of the Indian.

"By reason of the cradle spring frame absorbing all road shocks and vibrations my endurance was trebled. I was also enabled to make speed over rough surfaces that no rigid frame machine could have stood.

"And when I came to Black Canon Pass, Arizona, the two speed gave an exhibition that surprised even an old motorcyclist like myself. That two speed took me up a rise of 7000 feet in nine miles without a minute's hesitation or trouble. This was the supreme test of the two speed—and how it did come across!

"I especially wish to emphasize that the Indian I used was a stock machine, which I never rode until three hours before I started on my run."

Baker's ride was made under the official auspices of the F. A. M., which checked and verified his time.

The previous transcontinental motorcycle record was 20 days, 9 hours and 1 minute.

2700 Indian dealers will supply you with the exact counterpart of the machine that Baker rode in his record-breaking trip.

**Hendee Manufacturing Company**  
Springfield, Mass.  
**BALLOU & WRIGHT**  
Distributors for Oregon  
Broadway at Oak  
Portland, Oregon  
S17 East Pike  
Seattle, Wash.