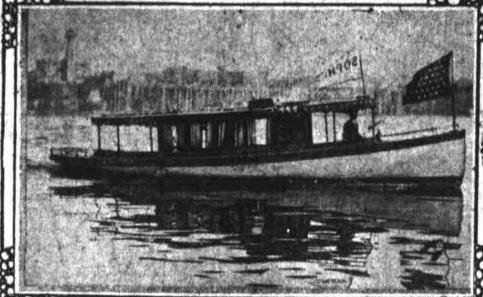
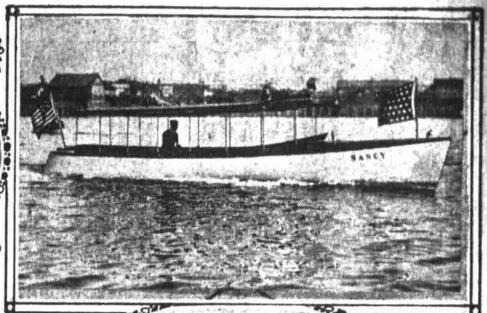
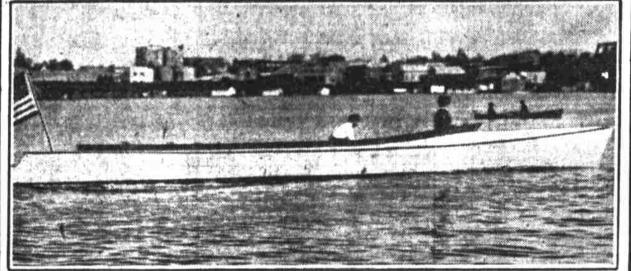
MOTOR BOAT RACING LATEST DIVERSION IN PORTLAND WATERS



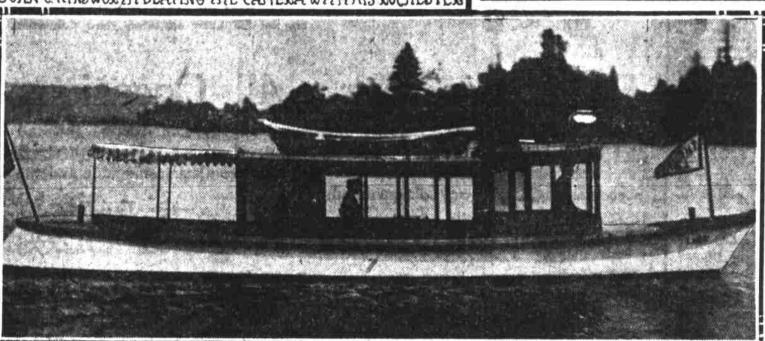












to be one of a motorcar party, and yet moving so fast that the air beats in your ears and rushes up the nostrils, furnishing all the delights that motor-mania calls it's a smaller though scarcely less perfect. to be one of a motorcar party,

thing of a luxury even in this day of multi-millionaires.

own, excepting the vibration and the smell of the gasoline.

Portland has gone motor-boat mad. It's more fun than automobiling; you can go just as fast without the accompanying unpleasantries of dust and a trail of dead chickens and threatened damage suits; and then—the automobile is degenerating into a mere necessity—it's as much used by the butcher and the baker as it is by the millionaire which is a bore. But the motor boat can never be taken for anything but what it is—the plaything of wealthy men, usually too small to be of much use as a cruising boat, just a streak in the water.

It it is a streak, however, it is a streak of lightning. Twenty-three miles an hour is in the popular pariance.

"going some" and threatened to be the fastest boat on the river—it makes a good 23 miles an hour. The "Vixen," is 40 feet long, five-foot beam and has a 35-horsepower, four-cylinder, two-cycle. Smalley engine, which makes 800 revolutions a minute when the baker as it is a streak in the "Vixen," is a streak of lightning. Twenty-three miles are several much the delight of the minute.

It it is a streak, however, it is a streak of lightning. Twenty-three miles are several much the delight of the minute.

The makes a good 2 lambes perfect boat is John C. Alnaworth's "Rochester."

This boat took all the honors in its class in the races on the Hudson last summer. It is 25 feet long, 4 feet 4 inches in the races on the Hudson last summer. It is 25 feet long, 4 feet 4 inches in the races on the Hudson last summer. It is 25 feet long, 4 feet 4 inches in the races on the Hudson last summer. It is 25 feet long, 4 feet 4 inches in the races on the Hudson last summer. It is 25 feet long, 4 feet 4 inches in the races on the Hudson last summer. It is 25 feet long, 4 feet 4 inches in the races on the Hudson last summer. It is 25 feet long, 4 feet 4 inches in the races on the Hudson last summer. It is 25 feet long, 4 feet 4 inches in the races on the Hudson last summer. It is 2

It it is a streak, however, it is a streak of lightning. Twenty-three miles an hour is in the popular parlance, "going some" and there are several boats owned in Portland that hover around that point whenever their owners take them out and open the throt-

Can't Break Speed Ordinance.

The best thing about it, from the standpoint of the outsider, is that the Willamette and Columbia offer such be broken, everyone can go as fast as his six cylinders will push him along, he can make 800 revolutions a minute with his engine if he wants to and there is no manufact noticement to be a substitute of the racers on the coast.

Mercury Is Speedy. there is no mounted policeman to be gin firing at his tires. He hasn't any tires to fire at.

These switt little boats are most of them made in Portland—the hulls of Oregon fir or of Port Orford cedar, ribs of oak and finish of whatever wood is desired. The engines come from various places. Some are made in Portland, although most are sent either from San Francisco or the east. When a boat-builder gets an order for a fast motorboat he first gets to for a fast motorboat he first gets to work and makes a complete model of the hull, making every line of the boat perfect and just as it is to appear in the racer itself. Then the design is scaled off on paper from the design is scaled off on paper from the drawing moles which are set up every three feet of the desired length of the bost

Perhaps the most perfect motor-boat in Portland, one that combines high speed with unusual comfort is Walter Honeyman's racer, the "Nancy."

"Isn't she a dandy?" breaks out involuntarily from the lips of the spectator as the graceful boat slips out of the boathouse moured near the east its boathouse moored near end of the Morrison street bridge and darts off up river, leaving a wake of foam but no noise and not a whiff of

All the best boats have an under-water exhaust so that the horrible gas-oline fumes are never noticeable and the noise of the explosions is almost entirely done away with.

Fine Little Racers.

The Honeyman boat is 40 feet long with a beam of five feet six inches, six cylinder Sterling engines furnishing a horse-power of 45-65, and Mr. Honeyman says that he has made 22½ miles with her and thinks she can do better with her new wheel. She is a very handsome boat, and one can be as comfortable on her as they could on any yacht. Aft of the engine there is room

inder, two-cycle Smalley engine, which makes 800 revolutions a minute. Mrs. Wolff always steeps the boat in races, and is one of the most expert and enthusiastic motor-boat enthusiasts in the country. The boat was built by Mr. Wolff in Portland, after his own design. Another racer is the little "First." Fred Lind's making boat, which will make 20 miles an hour. It is \$2 feet long, has a four-foot six-inch beam on the water line and has a 20-horsepower, three-cylinder Smalley ongine, which next season a safe courseing ground for the in-duigence of the speed mania. There are no unpleasant speed ordinances to

One of the best boats on the river is W. B. Lacey's "Mercury," which pounds along at 21 miles an hour. It is 33 feet long, four feet six much beam and has a signed to combine speed and comfort. 25-32 horsepower engine. The boat is It is 31 feet by 5 feet 10 inches, has a fine in firing salutes. especially remarkable because it leaves no wake at all—the lines are said to be about as near perfection as a boatbuilder ever hopes to reach. The "Mer-cury" slips along through the water without creating scarcely more than a

ripple.

There are a few electric motor-boats remarkably attractive because apparently they slip along through the water with no means of propulsion. The machinery is all located beneath the deck, and the boat is then built around the moles.

The bows are long and slender, the beam is seldom more than one seventh of the length and the sterns are rather broad so as to carry the weight of the engines, and are cut off sharply, thus leaving all water behind and doing away with the dead weight of wave carried by boats with rounded sterns.

chinery is all located beneath the deck, and there is no sacrifice of room for engines. R. L. Glisan has an especially handsome boat of this type—the "Salt-air." a 30-foot boat with a 10-horsepower engine which will make about nine miles an hour. Electric motor-boats like electric motor cars are not of the speedlest, but they are eminently comfortable.

The most costly and elaborately fitted boat owned in Portland is Charles E. Ladd's Lark. This boat is very large-

but they are eminently comfortable.

The most costly and elaborately fitted boat owned in Portland is Charles E. Ladd's Lark. This boat is very large—45 feet long and 7 feet beam—and has a 45-horsenower engine, which pushes the boat along at 12 miles an hour. The boat has a very comfortable and perfectly appointed cabin, and together with its boathouse cost about \$8,000.

W. H. and E. von der Werth, who are building motor-boats for Portland and Pacific coast people all the time, use the Teaser, one of their first boats, as their private pleasure boat. She handles beautifully, is 28 feet 6 inches long, 4 feet 8 inches beam, has a 13-horse-power engine, and will make 12 miles an hour.

The Von der Werths, have several. an nour.

The Von der Werths have several boats under construction now, includ-

NAPOLEON DONAPARTE



FLECTRIC LAUNCH OF R.L.GLISAN



son's races.

RODERICK MICLAYS MERCURY

will make a good showing in next sea-

Chester Murphy and Edward Grelle's big boat, the Sophia. This boat is as complete as a steam yacht, and boasts a brass cannon on its for ard deck. Not that they really expect to meet pirates on the Columbia or the Willamette or even in those troubled waters down Astoria way, but it's very against some nev fine in firing salutes. The Sophia is in their engines.

36 feet long, with a beam of 7 feet 6 inches and a 15-horsepower engine. She only makes nine miles an hour, but a party could go out on her and live comparty could go out on her and li ing the "23." being built for C. H. Rudd, a 28-foot boat with a 15-horsepower engine, and makes 12 miles an hour.

gine and a speed of 15 miles, and another for J. M. Park, a 33-foot boat with a beam of 5 feet 6 inches and an 18-racer of the Anita type, and L. Beno has Harry Byers' Silver Heels is shother racer of the Anita type, and L. Beno has under construction a 35-footer bullt of Port Orford cedar, which he expects one could wish for.

party could go out on her and live comfortably all summer. There are arrangements for berths, a very complete buffet, and every other convenience that one could wish for.

Trouble Comes at Times.

Motor-boatists have troubles all of their own just as automobilists do, and the river and blow your siren for help.
Commodore Harry Bell, who is specialist in attendance on half the motor-boats in town, is really the salvation of the millionaires when they get up against some new and marvelous twist in the trouble is when we get stalled. He will step in and in just about a second and a half everything is running smoothly. It must be great to be a mechanical genius," and the bank president who in their engines.

"It's funny how we depend on him," laughed the owner of one of the boats sometimes the high-speed little engines as he went to look up the expert, but get tangled up in such a fashion that there's nothing to do but float on down the trouble is when we get stalled. the trouble is when we get stalled. He knows all about the placing of millions members.

But although they can't mend their broken boats, most of the motor-boat owners operate them—they declare that is the chief fun in having one just as it once was in having an automobile.

once was in having an automobile.

Waiter Honeyman, Roderick McClay and other enthusiasts are at present trying to organize a motor-boat club, and they expect the first meeting will come off in a fortnight or so. There are over 200 launches owned in Portland and the intention is to get many of these into the club and to adopt rules for the guidence and protection of the genius," and the bank president who for the guidance and protection of the

Raising first his right ear and then his left, the faithful creature sat still as a rock while the mixture was poured

British Isles.

From the London Daily News. One of the encouraging features of the Trade Union congress was Miss kept in McArthur's reassuring statement about

the progress of women's trade unions. time there is great rivalry as to who Miss McArthur was able to state that can cover the maximum of paper with the last year had seen considerable round to the surgery practically every day and demanded treatment. "It's quite unique, in all my experience," said Mr. Stevenson. "I could understand a dog coming of his own accord for a very large class who can't write and publication of a very large class who can't write and publication of a will be developed, by the prospective publication of a monthly review devoted to the subject, and entrusted to Miss McArthur's very capable hands. The difficulties in the way of developing trade unions among women have been very great, and sometimes they have seemed almost overwhelming. There is the capital difficulty to begin with of marriage. The prospect of marriage is inevitably a disturbing element. If a woman thinks of her occupation as a mere temporary phase, which is to close with marriage, it is difficult to get her to make sacrifices in order to found a permanent organization. Women's trade unions seemed at one time to have a fatality for Roy dashed out alone. In a few minutes the bounded, all alone, into Mr. Stevenson's surgery, half a mile away.

"No one was more surprised than I was," said Mr. Stevenson to a Morning Leader representative recently, "to see Leader representative recently, "to see I the door was, jump attently till his left hand touched the might have known I couldn't resist,"

"In door of his nome was opened, open the door was hing have but a few patry numered to call my own. I would not ask you to accept my own. I would not ask you to accept which is to close with marriage, it is difficult to get her to make sacrifices in order to found a permanent organization. When is to close with marriage, it is difficult to get her to make sacrifices in order to found a permanent organization. When is to close with marriage, it is difficult to get her to make sacrifices in order to found a permanent organization. When is to close with marriage, it is difficult to get her to make sacrifices in order to found a permanent organization. When is to close with marriage, it is difficult to get her to make sacrifices in order to found a permanent organization. When is to close with marriage it is difficult to get her to make sacrifices in order to found a permanent organization. Women's trade union segment the operating table and, looking up into the operating table and looking up into the operating tab

built upon a sense of common interests and a basis of common sacrifices, and these necessary conditions are not at all easy to provide in a community of women, few, or perhaps, none, of whom regard their career as the career of a lifetime. This is the reason why women's trade unions have flourished chiefly in those industries where married women work, but that system brings its own terrible penalty, as the infant mortality statistics show. There is, however, reason to hope that the difficulties which have hindered the growth of women's trade unions are by way of being subdued. There is one aspect in which men can help women to organize, and that is by encouraging their own women relations to become trade unionists. For often a man is an excellent trade unionist himself, but a very indifferent trade unionist himself, but a december. built upon a sense of common interests very indifferent trade unionist when it is a case of the employment of his daughter. Women's trade unions have had to fight their way to recognition by med, but this, we think, has now been accomplished. The raising of the conditions of women's employment is certainly one of the most pressing and immediate of all social problems, May the new venture prove a powerful stimulus

From the Youth's Companion. It was difficult to hire competent of

haven't seen anything of that man who was to mow our lawn. Where do you suppose he is? There I believe that's he now, over there in Howe's orenard." "Is he standing?" inquired Mr. Crawford.
"Yes," said his wife, "he's looking toward our house.

a beam of 5 feet 6 inches and an 18horsepower engine. It will make about
15 miles an hour, and in many particulars will be a counterpart of the Honeyman boat. They are also working on
an entirely new model for next spring,
which they believe will capture all
prizes in the regatta being planned for
the rose festival week.

The Anita, George Henderson's boat,

is one of the type that is especially de-

Speed and Comfort Combined.

Dog Goes Daily to Surgery— Remarkable Case of Reasson in a Domestic Pet.

From the London Leader, The old problem, "Can dogs reason?" is revived by a remarkable story which comes from Holloway.

A fine Japanese collie, owned by a gentleman living near Camden road, has earned distinction for itself by its habit of trotting round daily to a veterinary surgeon to be doctored. Suffering from painful ulceration in the ears, it was taken to the surgery of Marcus Stevenson, the veterinary surgeon, of Camden road, Holloway, for treatment about five weeks ago. Each evening for three or four days "Roy" was taken there by his master.

Master of His Portunes.

Then Roy decided that in future he would not wait for his master to take him to the surgery. One evening, di-rectly the door of his home was opened,

calmiy on the operating table and wait familiar bottle of ear lotion. And then for me to attend to him. I expected to a succession of short, sharp barks plainsee his master follow him into the surg-ly indicated that that was the object of but no-Master Roy had come

No one, least of all a sympathetic veterinary surgeon, could resist this mute appeal, and without waiting for further developments Mr. Stevenson picked up a bottle of curative lotion.
"Once, without having to be prompted, he turned his head so that I should commence with the right ear." continued Mr. Stevenson, "and after the mixture had eased his right ear he at once bent forward and turned the left for the same treatment." Then, with a gratified bark, the dog raced off home.

No one, least of all a sympathetic vet-

bark, the dog raced off home.
"I expected his ears had pained him, and his instinct had told him where he could find relief," commented Mr. Stev-

enson; "but you can judge my surprise when he came in just the same fashion, quite unaccompanied, the next evening. promptly jumped on the operating table as before, waited till he'd received treat-ment and then dashed off home again." A Daily Visit.

And so ever since the dog has run pleasant syrup or some palatable or pleasant doctoring; but the treatment of canker is necessarily painful, and prac-tically every dog that is treated for it has to be carried or dragged into the

into each, and then, barking with de-light, he made a bolt for the door. Authors. From The Circle.

the visit.

occupation in life is the defacement of good white paper. The appellation is wide-reaching, and may apply to the writer of a soap advertisement or to the creator of a best-seller. Of late years authors have become so of life years authors have become so numerous that they seem to have literally fallen out of the clouds upon a long-suffering people, like rain-drops upon an already water-soaked earth. In Indiana these drops fall with such persistence that the state is kept in a condition of literary overflow.

Among certain officers of the present very large class who can't write and are continually picking to pieces the literary elect.

A Bargain.

has to be carried or dragged into the place after his first experience of it."

While Mr. Stevenson was speaking, a shrill bark and a great canine commotion at the door announced the unexpected arrival of Roy—for one more operation. Directly the door was flung open, the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own. I would not ask you to accept the sagacious animal sprang upon my own.

An author is a person whose chief Considerable Progress in All Directions Reported in

His Attitude.

even incompetent help in Eden Center, and the commuters in that idville spot had learned resignation.
"James," said Mrs. Crawford, "T