



WIRELESS PHONES ON ATLANTIC FLEET

Ships Will Hold Verbal Communication With Each Other En Route.

DR. HOPKINS IS INTERESTED

Alexander Bell, of Telephone Fame, Absorbed in Development of the Latest Great Invention of the Present Age—

WASHINGTON, Sept. 13.—For the first time in the history of any navy, the fighting craft of the great fleet that is to sweep around Cape Horn and into the calm waters of the Pacific Ocean will be in verbal communication with each other. The wireless telephone is to be the medium linking each ship to its sisters. As Admiral "Fighting Bob" Evans is known to have a penchant for forceful language, it is probable that the squadron will leave in its wake a chain of verbal "d--s" reaching from Rockland, Me., to the peaceful portals of the Golden Gate.

It came as a surprise this week when announcement was made that the Navy Department had determined on "trying out" wireless telephony on the long cruise. Outsiders have been led to believe that verbal communication without the use of wires was a wonder still far off in the future. But Dr. H. Honroe Hopkins, chief electrician of the Navy and professor of chemistry in the George Washington University, has been quietly investigating the subject and watching every experiment made in the new field of electricity.

As a result of Dr. Hopkins' work, apparatus is to be installed at once on the battleships Connecticut and Virginia. It will be given the most severe tests and if it answers requirements every ship in the big fleet is to be equipped. The wireless telephone is to be used as an auxiliary to the wireless telegraph, with which every vessel in the Atlantic fleet is supplied. It will supplement the telegraph, not supplant it.

It is claimed for the wireless telephone that it can be operated perfectly in the worst weather at a distance of five miles, and, under favorable conditions, over much greater stretches. Technical descriptions of the apparatus have not yet been given out by the Navy Department, but it is said to be comparatively simple in construction and not likely to get out of order. Indeed, this is put forward as one of its principal recommendations.

Among those who have taken an absorbing interest in the development of the wireless 'phone is Alexander Graham Bell, the inventor of the telephone bearing his name. Peculiarly enough, Mr. Bell is connected with the same university with which Dr. Hopkins is associated as a member of the faculty. For some years he has been a trustee of the George Washington University, and has frequently advised such of the students as have evinced interest along electrical lines.

In this connection the government is strongly represented on the faculty of the local university. Scientists and experts from nearly every branch of the government service are devoting some of their time to directing the work of the students, and the institution of learning is turning out men fitted in every way for public service. It is for this reason the administration looks with such favor on the campaign now being undertaken by the institution to transform itself into a national school for graduate study.

So close is the association between the government and the George Washington University that many experiments and tests made in the laboratories of the latter have resulted in discoveries of undoubted value to the nation. That this co-operation is appreciated is proved by the hearty letters indorsing the nationalization movement received from President Roosevelt and other public men.

PLUCKY DECKHAND. Plunges in Water After Man, Also Dives After Trucks.

ST. HELENS, Or., Sept. 13.—James Buro, a deckhand on the steamer Beaver, is gaining fame as a retriever of life and property. It appears that Steve Maney, the fireman, was thrown from his feet, his head striking against the rail, he fell unconscious and rolled into the water. Buro dove and caught him as he struck bottom in about twenty feet of water. Maney was unconscious and a heavier man than Buro, yet the latter brought him to the surface and held him until help arrived in answer to his calls. It is told of Buro that on a recent trip of the boat, when at Stella, he was running a truck load of lumber down the gang plank when he lost control of it and it ran into the water. He immediately jumped in after it and brought it back to the boat, against the exhortations of the captain who does not believe in risking life for a few dollars worth of lumber. But Buro is a Spaniard and does not understand English so the only answer he made was to take another header after the trucks. The story does not tell whether he recovered them.

NEW CHIEF SWORN IN.

SAN FRANCISCO, Sept. 13.—W. J. Biggy was sworn in as chief of police today, but has not yet taken charge of the department.

PETTIBONE SERIOUSLY ILL.

BOISE, Sept. 13.—George A. Pettibone, charged with complicity in the assassination of Governor Steunenberg, was taken to the hospital today for an operation. He is in a critical condition. There will be no further prosecution of his case at present.

CALLS 'EM PINHEADS

Stanford Professor Sizes Up America's Legislators.

LOOK AFTER OWN INTERESTS

Says All You Have to do is to Have a Look at Any Legislature to Prove Truth of His Assertion—Says Special Charters Were Bad for the People.

STANFORD UNIVERSITY, Sept. 13.—"Legislators for the most part are pinheads and boodlers. All you have to do to prove that is to have a look at any Legislature. I am not speaking now for publication, for I know there are no reporters in this class."

It was in the course of a lecture on the corporation and trust problem that Professor Whitaker, head of the economics department of Stanford University, delivered this sentiment. He was dwelling on the different methods of forming corporations. He said that corporations were formed in two ways, by special law or charter, and by general enabling act of the Legislature.

"The evil of the former system," declared Professor Whitaker, "is manifest. Many of collections of individuals, who had been assuming the power of corporations for a long time past, were given charters under the specious plea that 'vested rights must not be interfered with,' and so that legal fiction was invented that these poor corporations had lost their charters years ago.

"The special charters were bad for the people, because special privileges were given away to those who would bribe the legislators. This was shown in the case of the Standard Oil, which carried on part of its operations under the name of the Southern Improvement Company, secretly chartered by the Pennsylvania Legislature.

"If all legislators were looking after the people's interests, it might be well in certain cases to give special privileges of liability and power, but as all legislators are looking out for their own interests, it is well that most of our States have now forbidden the issuance of special charters."

NOTHING IS DONE FOR GRAIN RATE

Astoria Has Power to Enforce Its Application to This Point.

SOME ACTION IS REQUIRED

Securing of Common-Point Rate Would Result in Building of Wharves and Elevators For Grain Shipments to Foreign Points.

While the shipment of the grain crop from the northwest is engaging public attention, it is interesting to note that nothing has been done toward securing for Astoria a common-point rate for grain.

The remarkable thing about this important feature is that the law allows it to be done. Yet, this movement, which is of infinitely more importance to Astoria than a seawall, or anything of that nature, has been allowed to drop.

It has been advanced as a reason that there is no place here for grain shipments. BY SECURING THE COMMON POINT RATE TO ASTORIA THE ACCOMMODATIONS WILL BE MADE BECAUSE OF THE BENEFIT TO THE SHIPPERS.

Nothing will ever be done as long as the rate stands as it is at present. By the securing of a competitive rate with other cities, the natural advantages of Astoria as a shipping point will be brought to the front as never before, and the building of wharves and elevators, must follow.

The Astorian published on January 18 the new law of Interstate Commerce, showing that the O. R. & N. can be forced to give a common-point rate. It is up to the people of Astoria to get it by simply going after it, yet nothing has been done toward securing this rate for the city's growth. The following article and the provisions of the new law providing for the rate, were published by this paper last January:

For years this port has been coldly denied the common-point rate on grain. Has been deliberately overlooked, ignored, repudiated and turned down!

This has contributed immensely to the deflection of rightful and valuable business and profits away from this place and has thrust Astoria, with all her practical and exceptional commercial facilities in the background of the northwest.

It has been done wilfully and systematically, at the behest of the jobbers and brokers and transportation men of Portland and the Sound Cities, and

has been met with easy and compliant readiness by the Oregon Railroad & Navigation Company, in chief, and its allied lines, in sequence and allegiance that has never varied for an hour.

Astoria has fought, faithfully and intemperately this raw discrimination against her, in season and out, but always against the domination of the metropolis and its unvarying success in influencing the management of the O. R. & N. The trouble has always been that her fight was carried on upon a basis of logical equity, without specific weapons of attack or defense. Now the situation is entirely remodeled and her equality before the law gives assurance of all, once so brutally disclaimed.

But, whatever the reason for her failure, there is no room for another moment's delay in righting the long-borne deprivation. It is wholly and conclusively within the power of the city to demand and obtain the advantage and recognition so purposely refused her, and it lies directly within the compass of her Chamber of Commerce, primarily, to go after the things that are hers and never relinquish, for a moment, the right that cannot be longer withheld.

The O. R. & N. is the principal factor in this outrage and it is against that Portland-nursing combination that the fight must be directed. There must be no half-way measures about the preliminary work; it must be carefully planned and scrupulously directed, and if there is an ounce of justice in the new law of Interstate Commerce set out at length below, then the day of contradiction and despoilment is past for Astoria; for this corporation can, and must be forced to, give the common-point rate on the grain of Montana, Idaho and Washington to this point, BOTH BY ITS RAIL AND WATER LINES. There is no ambiguity in the text of the law. It is as plain as simple, applicable English can make it, and all that is needed is a positive, uncompromising use of the edict by the people of this city through one or more of its representative civic bodies, including the common council, with an unflinching pressure for its speedy application.

LEAVES \$12,000,000.

STANFORD UNIVERSITY, Cal., Sept. 13.—Dr. Jordan has announced that Thomas Welton Stanford, Senator Stanford's brother, whom he visited in Australia, has decided to leave his entire fortune of \$12,000,000 to the university.

PARDON IS REFUSED.

JOLIET, Sept. 13.—A pardon was denied Paul Stensland, who is serving a long sentence for looting the Milwaukee-Avenue Savings Bank of Chicago, of which he was president, today.

YESTERDAY'S BASEBALL SCORES.

At Seattle—Seattle 5, Tacoma 1.
At Spokane—Butte 1, Spokane 3.
At Portland—Oakland 10, Portland 5.

WHEAT EXPORTS TO BEAT RECORD

More Wheat for Export by Way of Columbia River Than Ever Before.

IS SHIPPED VIA PORTLAND

Great Quantities of Grain Will be Brought by Europeans From Pacific Coast—Discrimination is Removed Against Rose City, But Not at Astoria.

PORTLAND, Sept. 13.—More wheat will be set afloat at Portland for the European markets this season than ever before, not excepting the banner year of 1897-1898, is the opinion of Peter Kerr, head of the export grain firm of Kerr, Gifford & Co., who has just returned from a three months' trip passed in England, Scotland and France. He has just been advised that the marine insurance rates on grain carriers has been so revised that Portland, San Francisco and Puget Sound are placed on an equality in this respect. Heretofore higher rates had to be paid on cereal shipments sent from the Willamette River than from the Bay City, which was a contributing factor toward curtailing the business originating in Oregon territory.

With the differential in the charter, which had existed against Portland for the last four years, removed and the discrimination on the part of the underwriters wiped out, he sees no reason why Portland as a grain shipping center should not forge more rapidly ahead than it was in a position to do in former years.

"Including flour, it is certain that the wheat shipments from Portland will reach the record mark before June 30," said Mr. Kerr this morning. "Everything goes to show it. Conditions in the old country were never more prosperous. Great quantities of grain from the Pacific Coast will be bought by the Europeans. Since every discrimination against Portland has been removed her position among the grain-exporting centers of the coast is assured."

Mr. Kerr's firm has the same extensive business interests on the Sound as at Portland. Hence he is averse to any proposition of venturing a prediction as to which section will take the lead in the matter of grain shipments. But he is a loyal friend of Portland, his home city, as has been shown on a number of occasions, and knows that it has numerous advantages in its favor.

"Accompanied by my family, I went abroad to enjoy a short holiday," continued Mr. Kerr. "But while over there I made it a point to study market conditions and found the prospects most flattering. Just now the indications are that the flour shipments to the Far East will not be so heavy this year as formerly, which will also add to a material degree to the volume of the grain traffic between the Pacific Coast and Europe."

Tonnage is in moderate demand, he says, and demands higher rates than a few months ago. But as each of the grain-shipping ports has been placed on the same footing by the sailing ship owners' association, the increased tariff, it is explained, will work no undue hardship. Big carriers are being engaged to place in the wheat trade between here and Europe almost every day. For so early in the season a greater amount of tonnage has been chartered than during the banner seasons of a few years ago. A large number of tramp steamers are now available, which could not be had formerly at any price. To date only one of these has been chartered to transport grain from Portland to Europe. Another is reported chartered, but nothing of a definite nature about it can be learned.

LIPTON TO CHALLENGE.

LONDON, Sept. 13.—Sir Thomas Lipton will make another attempt in 1908 to regain America's cup for Great Britain. He made the announcement personally today.

BIG RACE MEET.

Salem Will Have \$5000 Purse For Pacers on Thursday.

SALEM, Or., Sept. 13.—The greatest racing meet ever held in Oregon will open at the State Fair at Salem Monday, September 16th. During the five days of speeding \$17,000 will be distributed in purses, enough to attract some of the best horses in the country. The star event of the meet is set for Portland day, Thursday, when the 2:09 pace for a \$5000 purse will be held. Many of the horses entered have performed close to 2:06, and among the 15 or 16 starters there is sure to be a great race. Another \$5000 race, the 2:14 trot, known as the Lewis and Clark stake, will be run Wednesday.

GLENN'S FERRY BURNING.

BOISE, Idaho, Sept. 13.—Glenns, a freight division town of 1500 inhabitants, on the Oregon Short Line, east of here, is on fire. There is no hope of saving the business section, and the railroad shops are in danger. The fire is still raging.

STUDY LIQUOR PROBLEM.

BERKELEY, Sept. 13.—Co-eds and men students of the University, who organized last year for the purpose of investigating the liquor problem of the United States along scientific lines, are to hold their first meeting of the term at the home of Professor John Fryer of the Oriental department at 2620 Durant avenue on Monday evening. A special student program has been prepared for the occasion.

EXCELS CANAL WORK

Northern Pacific Moves More Dirt Than Panama.

THREE MILLION YARDS DUG

President Elliott Claims Tremendous Development Along Line of Northern Pacific in Grading and Building Many Miles of Double Tracks.

MISSOULA, Mont., Sept. 13.—More work has been completed by the Northern Pacific Railway in the last few months than was undertaken by the engineers in charge of the Panama canal. Startling as this statement may seem, it comes from no less an eminent authority than President Howard Elliott himself. According to Mr. Elliott, the railway company during the month of July moved over 3,000,000 yards of rock and earth, while in the same period there were only 1,000,000 yards moved in the Panama canal, according to authentic figures produced by the government. In other words, the Northern Pacific has completed nearly three times as much work as has been done on the canal.

President Elliott passed through this city yesterday. He came in on the morning train from Livingston and departed at once on a special train over the Coeur d'Alene branch. He was accompanied by Frank Beckwith of this city, resident engineer of the Northern Pacific, by F. S. Winston of Winston Bros., contractors, Minneapolis, who is superintending the building of the new track work, and by his stenographer. The president departed alone last evening on No. 6 for the East. He left St. Paul a week ago yesterday and will arrive there in about another week, after he has stopped at two or three stations on his way back.

"People in this part of the country do not fully realize," said Mr. Elliott, when seen at the station last evening, "what the extent of our stupendous task is. This work, when completed, will have double-tracked all of the important parts of our system, thus quadrupling our capacity in these districts. It will have eliminated many of the greatest grades

(Continued on Page 8.)



Mr. Wall Street—I wonder if that doctor will come every time I have a case of financial heart failure!

30 days' treatment for \$1.00. Satisfaction guaranteed or money refunded. **BACK-ACHE**

sign of trouble as it corrects irregularities and prevents Bright's Disease and diabetes. T. F. Laurin, Owl Drug Store.

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