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1910

THE PACIFIC AEROGRAM



MOONLIGHT ON PUGET SOUND.



Society of Wireless Pioneers - California Historical Radio Society

UNITED WIRELESS COMMERCIAL STATIONS

(Pacific Coast and Western Division)

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Aberdeen Friday Harbor
Westport Olympia
Chehalis

Oregon

Portland, Perkins Hotel
Astoria
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St. Helens

British Columbia

Victoria North Vancouver

Alaska

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Juneau Katalla
*Nak-Nek (Alaska Pkrs Assn.)

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San Francisco (Chronicle)
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The Pacific Aerogram

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The Pacific Aero-gram

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NO. 6

FAST RACE UP THE COAST

New Steamship Beaver Manages to Get Past the President After an Exciting Chase of 145 Miles.

“**W**E had a ‘president’ who went hunting lions and bears, and, although he played bye-baby-bunting he never tackled beavers. However, you made a very pretty run up here this morning; a very clever crossing it was, too; but we simply want to send a little warning, be careful, Beaver, President’ll get you.”

The foregoing wireless message was flashed from Captain Cousins of the Pacific Coast Steamship company’s steamer President to Captain William Kidston, master of the San Francisco-Portland liner Beaver, last Sunday night after an exciting race of about 145 miles up the coast, lasting nine hours, in which the Beaver finally sailed away with the honors, both liners making a fine run against strong headwinds and a moderately heavy sea, says the Portland Journal.

As the President overtook the Beaver and passed her just above Cape Mendocino, passengers and crew lined the sides of the steamer and there was a something in the atmosphere which told them that there was about to be an exciting race between the two big steamers, one of which, the President, has been known as the fastest on the coast, and the captain of which used to wireless to Captain Kidston, when the latter was in command of the steamer Kansas City and the President was

passing her and ask whether that steamer was going or coming.

It is said that a look of grim determination settled itself on the face of Captain Kidston as the President passed the Beaver, and shortly came the bell for more speed. As the new Harriman steamer began to overhaul the Pacific Coast packet, a breathless suspense held the passengers on the former steamer speechless, while the cheers of those aboard the leading craft gradually diminished in force as they saw the other walking up.

The Beaver finally overhauled the President and from then on to Cape Blanco it was a neck and neck race between the two fine craft, their engines throbbing and their appearance much like that of two thoroughbred horses straining every muscle on the home stretch.

For six hours it was nip and tuck between the packets, neither one gaining any advantage over the other during that time, while a head sea and north-west wind made the spray fly over their bows as they plowed through the billows at a 16-mile-an-hour rate, and according to passengers and some of the crew, it was one of the prettiest ocean races ever run by two steamers.

At the end of six hours’ running, Captain Kidston called through the tube to the engine room and asked the

engineer if he could give her a couple more turns. He responded he could, and as the Beaver pulled about two ship lengths ahead of the President she crossed the latter's bows, which Captain Cousin designated in his message as "a very clever crossing," and won the race.

It is said that as the Beaver passed the President even the seasick passen-

gers turned out of their berths and went on deck to cheer, their excitement being so great that their sickness was for the moment forgotten. After crossing the bows of the President the Beaver continued on up the coast to the mouth of the Columbia river, while the former resumed her course to Puget Sound. It was later that Captain Cousins sent his wireless message to Captain Kidston.

THE MODERN MARINER.

A dry sheet and a lazy sea,
And a wind so far from fast
It barely floats the owner's flag
That flutters at the mast, my boys;
So, while the sky is free
Of cloud we'll take a yachtsman's
chance
And venture out to sea.

The aneroid has dropped a tenth!
Back, back across the bar
To a harbor snug, and a long cold
drink,
And a big fat black cigar, my boys;
While, on an even keel,
The Swedish chef out-chefs himself
In getting up a meal.

Give me a soft and gentle wind,
A fleckless azure sky;
I care not for your "snoring breeze"
And dinners heaving high—
And dinners heaving high, my boys,
Make no great hit with me;
So when the breeze begins to snore
We'll not put out to sea.

There's laughter in yon Beach hotel,
And summer girls a crowd;
And hark the music, mariners,
The band is piping loud!
The band is piping loud, my boys,
Bright eyes are flashing free.
Come, fly the owner's absent flag
And join the revelry.

CAPTURED BY WIRELESS.

Is the young man now being held in detinue at police headquarters, who was captured on the high seas through wireless telegraphy, an embezzler named Thomas Elda, or the victim of oft-repeated mistaken identity?

Captain H. C. Houdlette was two days out from Honolulu on his way to San Francisco when the wireless message was delivered to him on the bridge of the steamship Sierra.

The message was from William Henry, sheriff of Honolulu, and it informed the master of the Sierra that Elda fled aboard the steamer after escaping under bail on an embezzlement charge.

The aerogram contained a detailed description of the fugitive, and Captain Houdlette had the man placed in confinement after comparing all the passengers booked on the Sierra with the word picture.

The man was handed over to the police as soon as the Sierra was docked here, but he kept protesting that a mistake had been made and that he was not Elda. He maintained that he was a laborer and that until recently he was employed on the dry docks at Pearl Harbor, near Honolulu. He told such a convincing story that the police were inclined to believe him, but they decided to hold him in detinue until they received further advices from the department at Honolulu about Elda.—

ALL MUST HAVE WIRELESS

Compulsory Radio-telegraph Law is Now In Effect and Pacific Companies Plan to Equip Boats Before Next July.

BEFORE the expiration of another twelve months practically all of the big liners plying in the Oriental and West Coast trade from the North Pacific coast will be equipped with wireless apparatus, in compliance with the American law which becomes effective July 1, 1911, says the Tacoma Ledger. This will include vessels of the Blue Funnel fleet, the Osaka Shosen Kaisha, the Kosmos Hamburg-American line and the Andrew Weir Australian and Oriental fleet.

At the present time the majority of the liners are classed as freight carriers, but as most of them have American license to carry twelve or more passengers, they will have to comply with the American law regarding wireless equipment. The new law imposes a fine of \$5,000 on any vessel, foreign or American, leaving an American port, after the date fixed, carrying fifty or more passengers and crew, if not equipped with wireless apparatus. Shipping men are much interested in the measure and its provisions.

At the present time none of the steamers of these lines is equipped with wireless. The vessels of the Blue Funnel fleet have American license for 12 first class passengers, and with the crew counted this will bring them above the number allowed by law. A. F. Haines of Dodwell & Co., agents for the Blue Funnel line, stated that the vessels of the Blue Funnel line would be equipped with wireless in time to comply with the law.

The steamers Kumeric and Suveric of the Weir line have American license

for passengers and will have to equip with wireless if they continue carrying passengers. It is likely that the entire fleet will be so equipped.

Wireless for the Osaka Shoshen Kaisha vessels has been under consideration for some time, and the steamers would have been equipped with wireless even had not the law been passed. It is likely that they will all have wireless before the time required by the new law.

The vessels of the Kosmos line carry passengers between American ports and ports of the West Coast and Hamburg and will have to be equipped with wireless to comply with the new regulation.

The new regulation also covers a number of steam schooners in the coastwise trade whose passenger list when added to the crew list will exceed fifty persons. All vessels plying to Alaska and in the California trade will also come under the new law. The Alaska Pacific Steamship company and Pacific Coast company have long had wireless on all of their vessels, enabling them to keep in constant communication with them when at sea, and finds it also much appreciated by passengers traveling to and from California and to and from Alaska.

The value of wireless in the protection of life at sea has been strikingly demonstrated a number of times in the past year, and those interested in the bill claim that the new American law will cut down the list of casualties at sea by a large per cent.

COMPULSORY WIRELESS LAW

THE new compulsory wireless law, enacted by the recent Congress, reads as follows:

An Act to require apparatus and operators for radio-communication on certain ocean steamers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the first day of July, nineteen hundred and eleven, it shall be unlawful for any ocean-going steamer of the United States, or of any foreign country, carrying passengers and carrying fifty or more persons, including passengers and crew, to leave or attempt to leave any port of the United States unless such steamer shall be equipped with an efficient apparatus for radio-communication, in good working order, in charge of a person skilled in the use of such apparatus, which apparatus shall be capable of transmitting and receiving messages over a distance of at least one hundred miles, night or day: Provided, That provisions of this Act shall not apply to steamers plying only between ports less than two hundred miles apart.

Sec. 2. That for the purpose of this Act apparatus for radio-communication shall not be deemed to be efficient unless the company installing it shall contract in writing to exchange, and shall, in fact, exchange as far as may be physically practicable, to be determined by the master of the vessel, messages with shore or ship stations using other systems of radio-communications.

Sec. 3. That the master or other person being in charge of any such vessel which leaves or attempts to leave any port of the United States in violation of any of the provisions of this Act shall, upon conviction, be fined in a sum not more than five thousand dollars, and any such fine shall be a lien upon such vessel, and such vessel may be libeled therefor in any district court of the United States within the jurisdiction of which such vessel shall arrive or depart, and the leaving or attempting to leave each and every port of the United States shall constitute a separate offense.

Sec. 4. That the Secretary of Commerce and Labor shall make such regulations as may be necessary to secure the proper execution of this Act by collectors of customs and other officers of the government.

Approved June 24, 1910.

WIRELESS REPORTS DERELICT.

Any doubt as to whether the schooner Annie E. Smale will be a total loss was settled when the after end of the schooner broke off and went floating away. On the severed chunk there is one mast standing. Three masts and the greater part of the schooner's hull are still on the rocks under Point

Reyes, where the schooner came to a full stop early last Saturday morning. Wireless notices of the breaking away of part of the vessel have been sent broadcast by the hydrographic office, as the derelict is considered a grave danger to navigation.—San Francisco Call.

WIRELESS IN WARFARE

Application of Hertzian Waves to Torpedo and Airship Makes Them Deadly Devices in Time of Conflict.

IN a shed on the Essex marshes, near Dagenham Dock, England, two inventors have for years been working at an invention which it is their hope will play a deadly part in the warfare of the future.

The invention is an application of wireless to the airship and the torpedo. "The one may be sent out unmanned into the air, and the other into the water, and be perfectly controlled by an operator on shore, and turned this way and that as a rider guides a bicycle."

This is the description in brief of the device upon which T. Healey and A. J. Roberts have spent 30,000 pounds sterling and four years' hard work.

"Wireless torpedoes and airships are not altogether new," said Healey. "Several have been already publicly exhibited. But they have all been blemished by fatal defects, the two most important of which are, so far as their value in warfare is concerned:

Absence of non-interferability. That is, they are unable to resist counter Hertzian waves with which they may come in contact. And (in the case of the airship) inability to drop explosives at any given moment or in any order that may be desired.

"These two vitally important difficulties it has been our aim to overcome. Our claim today is that we have succeeded.

"Nothing can interfere with our control of our apparatus. If a man appeared on the scene with an operating

coil (the stationary mechanism from which the mechanism of the moving body is controlled) exactly similar to the one we were using, he would be helpless unless he knew our operating combinations. But these he could never know, for they can be changed as freely as the combination of a safe. He would also have to be familiar with the machinery on the ship, which would be quite impossible unless he managed to get at it and take it to pieces.

"Now as to the dropping of the bomb. Hitherto it has been found impossible to drop a bomb from a wireless vessel at any desired moment. The bomb-dropping has always been one of a regular sequence of mechanical movements. For instance, in a representative model airship we have here, the apparatus responds to six movements of the stationary coil switch. The first movement sets the left propeller going, the second movement sets the right going and stops the left, the third sets both propellers in motion simultaneously, the fourth stops the propellers and puts an elevating fan in rotation, the fifth sets a small magnet at work, the sixth drops the bomb. Every time you want to drop a bomb these five preparatory movements have to be made. You can't drop it with one touch of the switch."

The war office is aware of the work which has been going on at Dagenham and has been kept constantly posted as to its progress.

Jeffries Johnson fight

July 1910

WHO WON THE FIGHT?

For J.W. Russell later on ENTERPRISE

WHEN the big freight steamship Riverside, seven days out from Cordova, pulled near to pier 2 at Seattle recently, an eager throng of engineers, stokers, sailors, cooks and officers lined the rail and called to the few loungers on the pier, "Who won the fight, Jeffries or Johnson?"

In view of the fact that the Riverside is equipped with an up-to-date United wireless system, those on shore were at a loss to account for this lack of information until the boat tied up at the wharf and Wireless Operator J. W. Russell stepped ashore and explained the cause of the eager questions.

The Riverside left Cordova on July 3. On the afternoon of July 4 Russell's office was besieged by various members of the ship's company, who wanted news of what was doing down at Reno. Jeffries was a rank favorite. Russell derived considerable pleasure from declaring that Johnson would surely win, and backed up his assertion by several bets.

Late in the afternoon Russell sent the query to the United wireless operator at Cordova, "Who won the fight?" A few moments later came the call, "A. M." for the Riverside, and then "Jeffries." The pitching of the ship jarred the detector, cutting off communication.

Russell told the group waiting outside his office that Jeffries had won. Joy was supreme. Word that the white man had won spread quicker than news of a fire. From quarterdeck to stoke hole there was general rejoicing. Meanwhile Russell busied himself adjusting the detector. Five minutes later com-

munication was reopened and the rest of the message arrived, "Jeffries lost. Johnson had everything his own way." With a war whoop of joy Russell rushed from the cabin. "Johnson won," he cried.

"Wot yer given us," said a deck hand. No one would believe him. He argued and reiterated to no avail. Most of the crew believed he was "kidding." The men with whom he had laid his bets went so far as to insinuate that it was one of Russell's tricks to postpone the paying of his just debts. Russell made his official report to Capt. I. J. Schage, and managed to win the officers' mess into giving the later message credence, but the rest of the crew were divided into opposing parties, who spent their spare time in arguing as to who really did win the fight, or in other words, whether they should believe Russell's first words or his last. No bets were paid on board ship. The majority of those on board were disappointed, but they all came over to the wireless office and made up with the vindicated operator.

ANOTHER FAKE.

"Did you see the 'lightning calculator' in the side show?" asked the old farmer in the wide straw hat.

"By heck, yes," drawled the other ruralite, "and he was the biggest fake in the show."

"How was that?"

"Why, there was a thunderstorm going on while I was in the tent and when I asked him if he could calculate where the lightning was going to strike he just gave me the laugh."

D.A. Jim Russell in 1924 had chiropractic office in SF & no contact since.

S. S. MARAMA HAS WIRELESS



MARAMA SENDS WIRELESS.

The Australian liner Marama which left at noon Friday for Sydney sent a wireless message at midnight last night saying she was 662 miles from Victoria and reporting all well. The Marama

was fitted with United Wireless during her stay in port, and is the second of the Vancouver-Sydney boats to be so equipped. The Makura had it installed last year.—Vancouver Province.

ELECTRICITY PASSES FOOD.

One of the interesting devices in the wonderfully electric house of George Knapp, in Paris, France, is the means by which dishes are made to appear on the table.

The chef prepares each dish in its proper order and has it ready and waiting on a tray. When the host and his guests are seated at the table, the former touches a button and the electrically operated tray arrives through a trap door in the top of the table. When closed, this trap looks like two ordinary silver covers on the table. By pressing another button the tray, with its dish, is carried around the central portion of the table. As the dish arrives in front of each guest the host touches a third button which stops it while the guest is helping himself. The dish passes all around the table in this way, and then, on again pressing the first button, it disappears through the table and returns to the kitchen.

SHIP THAT SAILS ON LAND.

A German engineer has just invented and patented a sailing vessel for use on highways. Realizing the importance of the wind to the aeronaut and the mariner, the German conceived the idea that it might be made to serve on land as well, and his unique craft is the result. The sail vehicle just invented is simple, and makes fair progress over good roads and across sandy stretches, such as a sea beach. The present form is a light framework, supporting a saddle and a mast for the sail, and resting upon four wheels, one wheel on either side and one before and one behind. The two latter are of a larger diameter than the former, and all are far apart, as is the practice with motor wheels. A person sitting on the saddle rests his feet on this transverse axle, and by suitable pressure can at once alter the relation of the wheels to the main axle of the frame work. This arrangement furthermore leaves his hands completely free for adjusting the position of the sail or using a brake.

LURES TO LAUGHTER

LIGHT FICTION.

Polly wasn't in the Summer house.

She must be down by the rocks, then, looking at the sea.

I walked down there.

Near the rocks I caught sight of a pink skirt.

My guess had been right.

I coughed.

Polly did not look up.

"The sea," I began. It seems so easy to say something about the sea—until you try. I find the sea is one of the most difficult conversational topics there is, but as the blooming thing was swish-swashing at our feet it looked as if I must say something or other about it.

So I began again.

"The sea," I said. "The sea—er—is wonderful, isn't it? So big and—er—salt, you know."

The figure in pink merely tucked her feet up a little and made no response.

Evidently my remarks about the sea had been wasted, so I racked my brain for another topic, but the only one I could think of was the land, and it is even harder to say anything about the land than it is about the sea.

Suddenly Polly looked up.

(In thoroughly fashionable and proper Summer fiction everything, as you probably know, must be done on a separate line. No well-bred Summer heroine, for instance, would think of looking up and saying anything in the same line. Such haste would be most unladylike).

"It's nice to be alone," said Polly.

"Great," said I. "What is nicer than to be alone with the one—"

"I don't mean that kind of aloneness," said Polly.

Then she resumed her reading, while I tried and tried to think of something I could say about the land.

Finally I began.

"Ever think about the vastness of a continent," I asked, "especially when compared with an island—a small island?"

No response, and I had exhausted all the topics available.

Just then Polly shrieked wildly.

(Even in this moment of stress, note that Polly did not jump until the next line).

She jumped to her feet.

I rushed forward.

I brushed the caterpillar from her neck.

"Ooh," said Polly, "it's nice to have a man around."

"Won't you have me around always?" I asked. (Rather neat?—and I said it as quick as that!)

With the memory of the caterpillar still fresh, she couldn't resist.

PICNIC HINTS.

Sandwiches—Get a loaf of bread and a par-boiled ham. Tear the loaf into chunks and the ham into slabs; use one slab of ham to two chunks of the bread; wrap in a wet towel to keep soggy. Serve to the picnickers when they are too tired to resist. The red ants which have gathered in the basket during the day may be used as a substitute for paprika.

Fried Chicken—This dainty ever forms an indispensable part of the modern picnic. Secure an adult hen, your

neighbor's if you can, and one which has been seven times a mother preferred. Fry four hours over a hot fire. Remove from the pan when well blackened and thoroughly case-hardened. Ask the picnickers which part they prefer and when the ever present wag replies, "The part which went over the fence last," stab him on the spot with a drumstick.

Deviled Eggs—These are also indispensable. Make them in the usual manner and when the alleged humorist, in eating them, remarks, "These are devilish good eggs," lam him in the right eye with one of the fruit which is not working at the time. If the right eye is not available the left will do.

MOWING THE LAWN.

Mowing the lawn is a simple operation and may be performed without the use of anaesthetics. It would be well, however, to administer anesthetics to the neighbors if you are one of those men who think a lawn cannot be successfully mowed after 5 a. m.

A man begins mowing his own lawn after he figures up how much it costs him to hire the work done by a youth who is studying for the ministry.

After a man has spent \$15 for the mowing outfit, and has bumped into a few snags and broken the lawn mower and made the appropriate and necessary remarks he wonders how any one can qualify for the pulpit and mow lawns also.

A man can save a great deal on his lawn mowing if he lives at a hotel.

AN ALTERNATIVE.

"Why don't you go on the picnic?"

"I'm too tired. Let's soak the sandwiches in lemonade and eat 'em on the floor. There are plenty of red ants in the kitchen."

THE TRAVELER.

Submarine seems an ideal craft to travel in. No stops, plenty of cool water around to keep things from getting too hot, not a speck of dust, and silence and fish all around one. That's one reason why I love a fish—he can't say a word, nor, except in a few instances, even make a sound.

Just as I thought, the new passenger submarine, Scallop, New York to London, is a wonder. No chance of getting seasick away down here below the waves. The Scallop is as steady as a rock and not a single passenger missing from the dinner table. A wonderful success, and the new submarine line will soon put the big surface ships out of commission as out of date. We go along as smoothly as an eel, which more than makes up for the lack of scenery. What is there to see on the surface, anyway? Nothing but water.

What's that!—we are settling rapidly to the bottom. Stuck in the ooze. The motor's still working, but can't budge us in this stuff.

Here for five days now and air supply exhausted. If I ever get out of this, never will I leave the surface again. The scout we shot out with a hand wireless outfit evidently found help, for chains are being strung around the Scallop. At the surface at last. Surface transit for me hereafter.

One railway wreck is enough for me. The railway is an antiquated contrivance anyway, and no one with pretensions to be up-to-date would travel by rail on any account. Me for the dirigible liner—no dust, no noise, no wrecks, no delay, no unpleasantness of any sort.

This is the only way to travel. Here we are up in the pure air where everything is serene and the country is spread out below as like a vast picture

book. This is true modern traveling and never again any other for me. We are gliding over the ground as easily as a hawk and making more than fifty miles an hour.

Heavy gale reported in the northwest, but what do we care for gales. We have conquered the elements and can either buck the fiercest gale that blows or ride it like a feather.

Gale hits us with a bang and the motors stop. What matter, all we need do is to float before it.

We are floating before it.

There is a large forest before us.

We are floating upon the forest.

A pine tree is sticking through the floor of the restaurant beside my table. It seems incongruous.

Another one is coming through the window. This seems more natural.

The passengers are dropping out, one by one, as the ship jumps and lurches.

The restaurant has turned upside down and I am reclining on a pile of broken dishes. Two days later I am rescued.

The only way to travel comfortably is to stay at home.

HOTEL RULES.

"Yes, sir," remarked the self-made man, proudly, as he wrote his name in the hotel register. "I'm one of those chaps who always pay as they go."

"Any baggage?" queried the clerk, as he swung the book around.

"No," answered the other.

"Then," rejoined the clerk, "you are one of those chaps who were expected to pay as they come. Two dollars, please."

THE WAY HE WANTED IT.

Student—Want my hair cut.

Barber—Any special way?

Student—Yes; off.

THERE WAS.

Diner—Is there any soup on the bill of fare?

Waiter—No, sir; there was, but I wiped it off.

DINNER DON'TS.

Never clean your finger nails with your fork, and, above all, do not use the fork of the person next you.

The dainty little hypodermic syringe now served with the soup course is merely to assist you in taking the liquid silently.

To shove the salt or pepper shaker across the table with the tips of the fingers is corroborative evidence of the fact that you spent your early years shoving poker chips across a green cloth in the same manner.

SEA SERPENT OUT OF DATE.

With the growth of interest in aeroplanes the sea serpent will no longer do to boom a summer hotel. There must be some strange bird. Thus the young men who have hitherto made their summer board by acting as sea serpents in front of shore hotels will have to learn new tricks and disguise themselves as a cross between a condor and an albatross, or something of that kind. However, with increased risk there should come increased salary, and, anyway, while the airghost lasts, he will have the benefit of plenty of ozone.

HOW TO SWIM.

Everyone should be able to swim.

Here is a simple lesson in swimming, adapted from the book of Gillette Cellarman:

Get a chair.

Lie across it face downward.

Kick vigorously, taking care not to hit the table, the cat or your uncle.

Wave your arms, also with vigor, be-

ing careful not to break your knuckles against the wall.

To make the thing realistic have your young brother dash a pail of water in your face every time you open your mouth to breathe. When you begin to choke have the boy redouble his speed with the pail. After becoming unconscious you will afford him a little practice in first aid to the drowned. If he cannot revive you, of course the lesson is over.

BACK TO THE TIMBER.

Alfred—Are you going to pass your vacation at the seashore?

Gilbert—No, thank you. It's the woods for mine this year.

Alfred—Don't like the shore, eh?

Gilbert—Oh, I like it well enough, but it's too risky. I passed my vacation there last year and had several narrow escapes.

Alfred—From drowning?

Gilbert—No; summer girls. Seven of them proposed to me.

DANGEROUS FISH.

K. M. Wharry was telling some friends about a proposed fishing trip to a lake in Colorado he had in contemplation.

"Are there any trout out there?" asked one friend.

"Thousands of 'em," replied Wharry.

"Will they bite easily?" asked another friend.

"Will they?" said Wharry, "why, they're absolutely vicious. A man has to hide behind a tree to bait his hook."

SHELL GAME.

"Ah, lady," sighed the lanky hobo, as he swallowed the wedge of cherry pie, "it war an awful moment. You see, I was de engineer an' all at once something happened an' I was surrounded by bursting shells."

"My poor man!" said the sympathetic housewife. "Were you an engineer on a torpedo boat fighting for your country's honor?"

"Ah, no, mum, I was de engineer of a peanut roaster an' de blamed thing exploded, an' it rained peanuts for two minutes."

TACTFUL CAPTAIN.

The wife of one of the directors of the line was a pasenger. She was an imperious woman, accustomed to having her own way, and when the ship began to roll she sent forthwith for the captain. A steward came instead. She scorned the steward and demanded the captain's presence immediately. The purser was the next sacrifice, and after he, the third officer, and the first officer had all retired, the captain came.

"I wish you to stop this rolling at once."

"Madame," replied the captain, "a ship, as you know, is feminine, and if she wants to roll, I fear that I can no more stop her than I could help coming here when you wished to see me."

It was a naive bit of flattery directed at her weakest point, and despite the green tinge of her complexion that foretold an immediate attack of mal de mer, the woman smiled.

"Very well, sir," she faintly murmured, closing her eyes, "let—let her roll."

Some people merely use their friends as stepping stones to higher ones.

The flowing bowl may drown your sorrows, but it is apt to make your head swim.

It is very discouraging to find people making good by not following our advice.

Lots of people don't pay their debts, even when they borrow trouble.

AUTO LIVERY and TAXICABS

Phone Main 19

PORTLAND, OREGON.

C. J. ILTON, Prop.

Our Taxicabs can be secured to meet you on arrival of ships at Portland, through operator on this ship. (No charge for message.)

WIRELESS WONDERS.

The wonderful progress of wireless transmission of intelligence is facilitating modern business affairs in a most remarkable manner, and it will be but a very few years until the farthest points of the earth's surface to which man can attain will be in direct and constant communication with all other portions of the world.

Nothing that has ever been invented since the compass and the quadrant gives such safety to ships and to travelers upon the oceans as does the wireless, and it is surprising the amount of telegraphic service that is being handled from and to vessels hundreds of miles from land. Important railway systems are supplementing their regular telegraphic and telephonic services by the installation of the wireless, thus preparing for emergencies when possibly storms may prostrate lines of wire and prevent communications absolutely necessary for the proper operation of the roads.

The wireless steps right into the breach in such cases and can place the managers of the roads, or the system, in full control of the situation.

The wireless telegraph has come to stay and is doing magnificent work in every zone.

The wireless telephone has made a fair start, and later on may prove its right to exist against all other devices for conveyance of speech.—Eureka Herald.

C. F. COMSTOCK,
MANAGERC. D. LARNED,
SECY & TREAS.

YESLER TRANSFER and FUEL CO.

514 BROADWAY, SEATTLE

Send us a wireless or 'Phone Ind. 1759, Sunset 3636 and we will handle your baggage promptly and carefully. Trunks stored seven days free. Modern furniture vans at your service. All kinds of fuels.

CAVALRY WIRELESS.

Wireless telegraph outfits for United States cavalry are interestingly described by First Lieut. H. C. Tatum, of the signal corps, in a circular received by Col. R. E. Thompson, chief of the government signal service in this district and Alaska.

A station can be set up by nine cavalrymen in 2½ minutes and taken down in 3½. The instruments are packed in two suitable chests, 21x13x12 inches, the antenna wires and counterpoise in canvas bags and the mast in ten sections of hollow spruce, each 5½ feet long.

The whole outfit can be transported on three pack mules and set up anywhere. It is invaluable in case of an advance where the front of the army may reach over a distance of from twenty to seventy miles.—Seattle Post-Intelligencer.

PASSENGER LIST

On board S.S. Bear.
Capt. W. W. ...
At sea between San Francisco
to Astoria and Portland.
Oct. 13th - 15th 1910.

A Nice Fact:
Beautiful weather
and a beautiful trip.

Passenger List.

Mary T. ...	Fred J Reynolds	Mrs. J. D. Stanton
E. J. Mc Davell	Mr. Fred J Reynolds	C. W. Bartlett
Mrs. E. J. Mc Davell	C. A. Pagelman	T. Chase
Robt. Pinke	Mr. C. A. Fagelman	Miss H. C. Alexander
Thos. J. Peters	Thos. H. Felwell	J. L. Clark.

<p>Exposition guests said: "Missed none of the comforts of home."</p>	<p>The Hotel Washington ANNEX SEATTLE "Convenient to Everything"</p>	<p>"200 Outside Rooms. Comfort in every one" European Plan, \$1.50 up</p>
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OCEAN DAILY NEWSPAPER

News direct to ship by United Wireless

S.S. W. Car. Voy 12 The Bear's Trawl Oct 14

Dr. J. N. Powell	D Gray.	C.A. Hyse
Miss M. E. Pollack	Mrs D. Gray	Frank Reed.
Alma E Wrigley	Mrs. A. W. Gans	T. Cutford.
H. C. Neely	Miss C. Fisher	E. O. Cronk.
Mrs. H. C. Neely	F. J. Medland	C. R. Edwards
Miss C. B. Foster	Mrs. F. J. Medland.	J. C. Moy
H. Johnson	T. C. Cunellier	Miss E Senner
Mrs. F. M. Ferry	E. W. Horsman	Mrs. C. J. Senner
T. O. Sheppard	Miss C. Kenney	C. H. Gugin
Mrs. T. O. Sheppard.	Miss J. Sullivan	John G Reed.
Arthur Sheppard.	L. H. Hansen	R. F. Little
H. P. Borgman	Mrs. L. H. Hansen	Alex. White
Mrs. H. P. Borgman	Mrs J. M. Greene	D. D. Foster
Miss A. G. He en	Mrs R. S. Martin	C. J. Braun
Mrs. A. P. Flam	John Horsman	N. C. McBratney
A. P. Flam	F. Lewe	D. Belquet
O. A. Smith	G. R. Elliott	Mrs R Conloy
F. Resing	Mrs. L. Porterfiola.	Mrs. D. Becquet
S. Rhine	Mrs. W. A. Cunningham	F. Adams
E. J. Borreo	W. A. Cunningham	Van Ryan
J. A. Wells	Jas Wilke	J. M. Kinkala
L. R. Henderson	Mrs. Jas. Wilke.	Mrs. J. M. Kinkala
G. Britnes	Lucile Wilke	Ed. Rooney
W. P. Hayes	F. C. Ford.	M. D. Greene
W ^o McDonough.	C. M. Farrell.	Geo. Harrigan
Hong Lit	Lee Sinclair	R. Jackson
Mrs Mary Coon	A. B. Moore	L. L. Upshur
Mrs. T. N. Demarest	T. M. Demarest	R. Conley
Mrs. J. P. Ainsborough	H. R. Lutka	Ellis Hunt
E. L. Coon	A. M. Loom	S. Logg

OCEAN DAILY NEWSPAPER
 News direct to ship by United Wireless

15 Buss The Ocean Great Oct 12th

*Published weekly
 at Seattle
 in the form of sheet
 to the Editor
 the news received
 in wireless from
 current set.*

*The Printer, Staff
 Special Agent
 Wireless-Telephone
 J. F. Woods
 Printer and
 compositor*

*HERE
 COMES
 THE
 BEAR*



*To all
 in the
 world
 the bear
 is here
 to show
 you
 the best
 and fastest
 way to
 get the
 news*

HOTEL METROPOLE Corner Abbot & Cordova Streets
 CENTRALLY LOCATED
 AMERICAN PLAN \$2.00 PER DAY UP. EUROPEAN PLAN \$1.00 PER DAY UP.
 ROOMS WITH PRIVATE BATH, SINGLE OR EN SUITE.
 FREE AUTO BUS MEETS ALL BOATS AND TRAINS
GEORGE L. HOWE, Proprietor. **VANCOUVER, B. C.**

OCEAN DAILY NEWSPAPER
 News direct to ship by United Wireless

[Faint, illegible handwritten text, likely bleed-through from the reverse side of the page.]

DAY & NIGHT—SAFE DEPOSIT VAULTS
 The only day & night & largest vault in Northwest. Trunks & strong boxes stored, \$1 up; guarded 24 hours daily
S. C. OSBORN & CO., Financial Brokers
 Private leased wires to all stock, grain and mining exchanges and curb markets.
 STREET FLOOR, ARCTIC CLUB BUILDING, 507 THIRD AVENUE, SEATTLE

JUST A LITTLE BETTER
SAN FRANCISCO
"OVERLAND LIMITED"
 Southern Pacific -- Union Pacific
 Ticket Offices
 Flood Building, 42 Powell Street. Market Street Ferry Depot. Broadway & Thirteenth Street, Oakland

OCEAN DAILY NEWSPAPER

News direct to Ship by United Wireless

*P.S. Bell
 Voyagers The Overland Oct 14th*

Base Ball Score.

Coast League.

<i>San Francisco</i>	<i>to</i>	<i>Oakland</i>	<i>0</i>
<i>Los Angeles</i>	<i>to</i>	<i>Portland</i>	<i>1</i>
<i>Vernon</i>	<i>to</i>	<i>Sacramento</i>	<i>0</i>

New York N.Y. 13th

The Terminal League Club defeated the N. York American's team in the 7th test game of the Post season series today. 5 to 1. The contest was a pitchers battle between Christy Mathewson and Russel Ford. He struck out 14 men which equals the American League record and exceeds the National League record for the season. The Cleveland Americans defeated the Cincinnati Nationals 5 to 3

MANITOBA HOTEL :: VANCOUVER
 50 AND 52 CORDOVA STREET
 New, entirely modern, fireproof, centrally located; 200 outside rooms;
 50 with baths; first class dining room.
WIRELESS RESERVATIONS FREE
 AMERICAN PLAN, \$2.00 A DAY UP : : EUROPEAN PLAN, 75¢ A DAY UP

The Pacific Aeroqram

OCEAN DAILY NEWSPAPER

Published and circulated aboard the boats of
the following steamship lines, equipped
with United Wireless:

Great Northern S. S. Co.
Pacific Coast S. S. Co.
Canadian Pacific Railway Co.
Alaska Pacific S. S. Co.
Alaska Coast Co.
Alaska S. S. Co.
Oceanic Steamship Co.
Inland Navigation Co.
Matson Navigation Co.
Pacific Mail S. S. Co.
Mackenzie Bros. S. S. Co., Ltd.
Independent S. S. Co.
Humboldt S. S. Co.
Canadian-Australian S. S. Co.

F. C. DOIG, Editor.

A pessimist is a man who would
chew a pill.

The books that are dry are not usual-
ly the ones we pore over

The fruits of age too often consist
of a harvest of regrets.

The man who uses his head is the
one who gets there with both feet.

The trouble with a dark secret is that
it generally comes to light.

Some men never believe in kindness
as long as they can use a club.

The man who buys his friends usual-
ly pays more than they are worth.

There is quite a difference between
the man who makes his mark and the
man whose wife makes him toe it.

WIRELESS A NECESSITY.

There is no lack of evidence that
"the world do move." It is to be ob-
served every day and on every hand by
any man who has eyes to see and a
mind to appreciate the significance of
passing events and current achieve-
ments. Moreover, the movement is
with accelerating activity. It once
took years to develop the novelty,
brought into being by inventive genius,
to the practical stage, and it was, as a
rule, a far cry from the period of in-
ventive announcement to that of actual
necessity. It is different now. We
take note today of the invention of that
which we conceive to be next to mirac-
ulous; of that which we are loth to ad-
mit will ever become practicable, and
tomorrow, as it were, it is an everyday
essential which we cannot do without;
which sometimes, as the law says, we
must use whether we would or not.

The rapid transition from the mere
inventive thought to essential and un-
avoidable use is best illustrated in the
history of wireless telegraphy. It was
but yesterday, so to speak, that we first
heard of it; today it is imposed by law
as part of the regular equipment of sea-
going vessels which make a business of
carrying passengers. As to the general
adoption of such equipment there was
no need for legal enactment. Competi-
tion to secure business on the various
lines of ocean travel did the business
quite effectually. But the life-saving
value of the wireless has been proved
to be such that wisely its adoption is
not to be left as a matter of volition,
governed only by the desire of the man-
agement of any boat or line of boats to
get more passenger traffic than the
other fellow.

The argument for the compulsory
adoption of this latest device to secure
safety in sea travel is all on one side.

There is no other ship's equipment so effective for the purpose as the wireless. Lifeboats and life-preservers are merely subsidiary in value as compared with the wireless and its faithful operator, that along ordinary sea routes will bring succor to a ship in distress in a few hours. The possibility of days of storm-buffeted drifting by a disabled ship with its scores and even hundreds of passengers, fearfully resigned to what seems inevitable fate, is no longer possible—at least, not to the ship equipped with wireless. The invention developed in a breath, as we measure the lapse of time, has stripped sea travel of the greater percentage of its risk. In a large measure it has vanquished old Father Neptune, depriving him of the supreme terror he inspired when in an angry mood. It is a masterly triumph of the human mind over the forces of Nature, and most quickly achieved.—Portland Telegram.

STEAMERS EQUIPPING.

The compulsory wireless telegraph bill recently made a law by the signature of President Taft, is already having its effect on steamship owners. Twenty-four steamships on the Atlantic coast have contracted for wireless telegraph equipment in the last two days, according to a message received at the Seattle office of the United Wireless Telegraph Company last evening.

The message says the fleet of the Merchants' & Miners' Transportation company, consisting of twenty-two boats, will be equipped immediately with United apparatus. These boats are in the coastwise trade between Boston, New York, Baltimore, Savannah and New Orleans.

The Southern Pacific's Atlantic coast

boats, the Proteus and Excelsior, were ordered to be equipped with United instruments yesterday. These boats ply between New Orleans and New York. Several steamship companies on the Pacific coast are negotiating for instruments.—Seattle Post-Intelligencer.

COMPANIES OBEY LAW.

The provisions of the wireless telegraph law recently signed by President Taft are already being fulfilled by many steamship companies. With but few exceptions, all passenger carriers on the Pacific are fitted with outfits. Within the last few days twenty-four steamers on the Atlantic coast have contracted for the installation of apparatus. The United Wireless company has just closed a contract with the Merchants and Miners' Transportation company for the installation of the system on their steamers Juniata and Marimack, and twenty other vessels of this fleet are to be similarly equipped without delay. The United company is advised by its London office that the steamer Highland Corrie of the Nelson line is being equipped with wireless, making the fourth vessel of this fleet to be so equipped. The Atlantic boats of the Southern Pacific company, the Proteus and the Excelsior, which ply between New Orleans and New York, have also had the necessary instruments ordered for them.—San Francisco Chronicle.

WIRELESS BILL HAS FIRST READING.

Sir Edward Sassoens's bill making compulsory the equipment of all passenger vessels with a wireless system passed the first reading in the House of Commons.

WIRELESS VALUABLE.

Though certain passengers on the steamer Eureka were unaware of the fact, congress had already enacted a measure compelling ocean-going passenger vessels to be provided with wireless apparatus when they petitioned Washington to bring about the same statute.

Few craft plying out of this port on long coast runs are without wireless, even the oiltank steamers having the equipment, and its use during the past two years has demonstrated its value at sea.

On the last trip of the big steamer Beaver an occasion arose on the first afternoon out of San Francisco for obtaining certain information from the Bay City office. A query was sent in the afternoon and a reply received before sunset.

In addition, passengers are permitted to communicate with relatives and friends ashore on a basis of \$1 for a ten-word aerogram and the service has become so generally used at sea that commercial business is improving each month.—Portland Oregonian.

REGULATING WIRELESS.

One of the important measures enacted by the recent session of Congress was an act regulating the use of wireless telegraphy. Among other things it makes it compulsory for vessels sailing from and entering American ports to be equipped with wireless apparatus within one year after the signing of the bill. This measure is an added precaution in the safety of ocean travel, besides contributing materially to the comfort of the same. Every vessel carrying fifty or more passengers will be required to be equipped with wireless.—Walla Walla Bulletin.

COMPULSORY WIRELESS.

The government is right in insisting that all sea-going passenger vessels shall carry the wireless.

It is as important that they should as to carry lifeboats and life-preservers.

Indeed, of the three devices it is the most important. A life-preserver put on at sea simply prolongs the death of the wearer, if he goes overboard in rough water, far from land.

A lifeboat has only a limited value in rough water or on a long course. But one out of four actually reaches port.

The wireless sounds a distress signal for more than a thousand miles around and brings help wherever, within that radius, help, itself in wireless touch, exists.

A liner in distress on the Atlantic routes can generally get another steamer alongside within four hours.

It takes longer on the Pacific, but not too long with a vessel that has water-tight compartments.

Such a seventeen-day drift as the City of Peking once had on the Pacific would be impossible now.

With the wireless there is hardly a chance for a La Bourgoyne disaster, or the sinking of a ship after having been kept afloat for two or three days by work at the pumps. Somewhere in call, if all steamers carry the wireless, will be another steamer.

The action of the United States in compelling the use of the wireless ought to be international.—San Francisco Chronicle.

THE WRONG GIRL.

"I hear Jones, the sea captain, is in hard luck. He married a girl and she ran away from him."

"Yes he took her for a mate, but she was a skipper."

GREAT PROBLEM SOLVED

Airships Are to Be Supplied With Motive Power From Plants Stationary on Land and Sea.

THAT the successful airship of the future is to be supplied with motor power from generators on the sea and land is the prophecy of Prof. John Trowbridge, of Harvard. As professor of applied science Prog. Trowbridge has been a leader in the application of electricity during the last 40 years, and he has had an opportunity to observe the possibilities of the utilization of electricity in connection with everyday affairs.

As Rumford professor of applied science since 1888, Prof. Trowbridge will retire this month to professor emeritus of science. In speaking to a reporter he said:

"There is no doubt in my mind that the great impediment in aerial navigation lies in the matter of power. We have heard from all the aeronauts that the number of gallons of gasoline they may carry indicates the limit of their dirigibility.

"But, leaving out the question of the matter of gasoline, of the explosive type of engine, we may turn to electricity as a motive power.

"Without going too far into the future it is safe to assume that an air craft will always remain within a few thousand feet of the surface of the earth. Therefore the problem that is presented to us latter-day physicists is the transmission of power from generators on earth to air craft that are sailing above us.

"All of us know that when we finally resort to practical aerial transportation the matter of power must be something more trustworthy than the gasoline engine on which the heavier-than-air type depends today.

"I cannot see why the ultra-modern airship should carry fuel, generators, all the attendant paraphernalia and the motors as well. To save weight as well as to insure economic efficiency the airship should pick up its power from the earth over which it sails.

"You may ask how I propose that an airship sailing over the Atlantic or the Pacific should gather power from the earth? Is it impossible or is it unbelievable that we should have power ships scattered along what are today the ocean lines of travel? Cannot you conceive of such power ships owned and operated by the great European or American Governments? Power ships that will cost no more in operation than will the average dreadnought.

"After forty years of the study of electricity I feel that it is almost absurd for me to attempt to prophesy, but the time is coming when our air craft will depend on mundane power houses quite as much as do our trolley cars.

"To transmit power is, of course, an unusual thing, and we must consider the necessity of generating our power on the earth and sending it through the atmosphere to the airships floating above us. Considering the matter from an entirely material standpoint, it seems logical, does it not, to produce the power here on earth?

"When we speak of a transatlantic line of airships we must necessarily consider the conveyance of power from the earth to the air vessel. As we progress we will come to feel that we must get our main power from the earth.

"The solution of aerial navigation rests in the gathering of power, and only in the details of its transmission

are the scientists of today for the moment at a loss. In the matter of transatlantic air lines—and we may now use the word literally—great power ships, much after the manner of a line of cable-laying steamers will give out the waves of power. These ships will each have a definite productive ability as regards the giving out of the power waves into the air, and they will, of course, be arranged at such distances apart that at no time will the airy track of the great limiteds that pass above be devoid of these power waves. In the event of the temporary crippling of one of these big anchored generators there is at all times at its disposal the wireless by which the head electricians of the ship will be able instantly to communicate with its mates on either side.

“Another advantage which would lie at the disposal of these power ships would be made possible, also, by means of the wireless.

“The master of each ship would know hours in advance of the approach of one of these ships. By this means, also, the wireless would constantly transmit, during the voyage, bulletins of the progress of the air liner, and in the event of an accident or delay those on land would know it almost instantly.

“All this, we will admit, is supposition at the present time. Nevertheless, in the face of this principle of transmission of power from earth to sky, does it not follow, even by the simplest reasoning, that the application of even those electrical appliances which lie now at our hand must surely bring about features which I have outlined?”

COURTSHIP BY WIRELESS

AFTER a courtship carried on by wireless telegraph and communications transmitted over steam pipes connecting two apartments, and which resulted in an elopement and wedding when Annabelle Rooney, 19, became Mrs. James Connelly, the young couple returned to the home of the bride's parents in New York and were forgiven.

Connelly, who is 22, was graduated from the Clason Point Military Academy a year ago. There he learned wireless telegraphy, and when he returned to the place where he boarded on the floor above the apartment occupied by the Rooney family, he rigged up a wireless station on the roof. Here he taught Annabelle how to send and take messages, and this knowledge was turned to Cupid's account when Connelly asked Annabelle's parents for her hand, only to be laughed at as a boy by her father.

Cut off from any other communication with each other, the young lovers exchanged messages by wireless when Connelly went back to the military academy to pursue his special studies. When he returned to his boarding place on the floor above the Rooney home, he and Annabelle rapped out the language of love with shears on the steam pipes.

Annabelle's father and mother were mystified by the strange rappings and when they continued in the summer after the steam had been turned off they began to wonder whether the house was haunted. Plumbers were called in to solve the mystery, but they could find no explanation of the rappings. It might be ghosts, they allowed, and they were sure it was not steam.

The rappings ceased when Annabelle eloped with Connelly.

X "HJ" S S Sierra

FIGHT BY WIRELESS.

United Wireless telegraphy gave the Jeffries-Johnson fight by rounds to the passengers of the steamship Sierra, Captain Houdlette, of the Oceanic Steamship Company, which arrived recently from Honolulu. Almost as soon as the fight returns were received here, the officers of the Sierra say they had the bulletins on board. The Sierra's passengers had a great time on the Fourth, participating in sports of all kinds on the steamer's spacious decks. In the evening a banquet and concert was given in the social hall, the entertainment being supplied by the Royal Hawaiian Glee Club and some of the passengers.—San Francisco Chronicle.

BIG WIRELESS BUSINESS.

The population of Avalon was swelled yesterday to about the 10,000 mark, and the little resort village was a swarm of pleasure-seekers, according to United Wireless telegrams from there.

Tuna were running high and large yellowtail also were being caught, so that the fishermen had a delightful day. Many watched the boat races.

The United Wireless station here sent what is believed to have been a record-breaking business for continuous wireless dispatching. It handled more than 5,000 words besides its regular commercial business, which was heavy.—Los Angeles Express.

WIRELESS ON AIRSHIP.

Walter Wellman and Melvin Van Inman will attempt this fall to cross the Atlantic ocean in the dirigible balloon America, which was built for the Wellman polar expedition and has been twice tested in voyages over the Arctic ocean north of Spitzbergen.

The attempt will be made solely on

the responsibility of the aeronauts, but the New York Times, the Chicago Record-Herald and the London Daily Telegraph have arranged to buy the news of the expedition, which will be transmitted by wireless from the airship.

The America will be housed at Atlantic City during its preliminary trial.

The America will carry a crew of six men including the wireless operator, 1,600 gallons of gasoline in a steel tank. Equipped for a day's run it could carry 75 passengers in addition to its full crew. In size it ranks second only to the latest Zeppelin airship.

Two engines will drive it, one of 70-80 horsepower for ordinary duty and one of 300 horsepower for emergency service when high speed is needed.

The quantity of fuel carried gives the airship a greater radius of action than the distance from New York to Europe, and a study of prevailing winds in the season at which it is proposed to make the passage shows that they lie parallel to the eastbound course laid down by Atlantic liners. Even if the net effect of the winds should prove unfavorable it is estimated by the aeronauts that the fuel would hold out for the full distance.

A girl gets so excited about being engaged she forgets what a good time she had before she was.

Some men are such natural-born liars they will pretend they would rather go to a church fair than a prize fight.

OUT OF THE MOUTHS OF BABES

Teacher—"What is ignorance, Bobby?"

Bobby—"Ignorance is when you don't know anything and somebody finds it out."

HOW THE WORLD TRAVELS

IN these days of aeroplanes and eighteen hour trains it is interesting to note that this quick transportation has been developed practically all in the last hundred years. In 1840 there were only 2,816 miles of railroad in the United States and in 1909 there were 230,084 miles, not including second tracks and sidings.

In 1827, when a steam engine went to Quincy, Mass., from tidewater, a distance of nine miles, it was considered more of a feat than to see an aeroplane now flying in midair.

It is difficult to understand that an ocean steamer can now cross the Atlantic in five days and five hours when in 1831 the steamer Royal Williams won distinction making the same crossing in twenty-two days.

Still there are many places in the world where travel and transportation are slow and tedious. There are trails in the mountain regions of South America so narrow and precipitous they cannot even be crossed with horses. They have men called silletos, who make their living carrying passengers across these dangerous paths. Each man takes a passenger on his back, carrying him in a rude chair tied to the carrier's back. The climb is often so difficult that two miles a day is considered quick travel. The cargadores of Mexico also earn a living taking travelers and merchandise over steep places. In Switzerland it is unusual to find a high mountain and mountain pass without a railroad, so climbing is now done for pleasure. Twenty-five years ago, when the peasants who lived in the mountain vil-

lages wanted to go into the valleys they had to make a long and dangerous climb.

Nowhere is climbing so difficult as in some parts of Central America. Even to cut a path is impossible. Pedestrians go up and down by means of a rude ladder made of the notched trunks of trees placed against the rock.

In China coolies usually take the place of pack animals in narrow and difficult places. In southern China a common sight is a long string of coolies bringing tea down from the mountains in baskets fastened to long poles.

The climax of primitive transportation is reached in Monbutto Land in Africa. The men and women both carry tremendous loads on their heads.

In Japan there is the kago, which is a chair made of basket work. It is slung on a long pole and supported on men's shoulders. A different type of the same conveyance is used in Mozambique. It is a kind of hammock, called a machilla, swung from a pole borne on a pole. Traveling around the world one runs across the litter, the sedan, and the palanquin. The palanquin is also called the palki and is used in India and China. It is a small wooden box about eight feet long and four high, with shutters like Venetian blinds, which can be opened and shut. There are two rings at each end and poles are passed through these. Four carriers are needed to support the carriage.

A most prosaic and uncomfortable conveyance is used in many parts of China. It is an odd looking wheelbarrow used to carry packages and trav-

elers from place to place. They are light and move quickly, but are decidedly uncomfortable on steep and uneven roads.

In Egypt the natives ride for miles on bulls. They ride without a saddle and the harness is a strong rope fastened through the animal's nostrils. If a Persian makes a long trip his several wives and babies are seen jogging along on one horse. It is managed by

a queer looking saddle fastened to the horse's back. When it comes to the making of long trips through the desert there is no beast of burden so useful as the camel.

Navigation by water in many countries is still done in a primitive way. In Venezuela the rivers are navigated by shallow boats propelled by poles. In Africa they carry loads up the river in small boats. These are sometimes pulled by oxen, but more often by men.

EVERYWHERE THE SKY AND SEA.

Yes, everywhere let there be sky and
sea,
So that the sky be cloudless, tempest-
free,
By night begemmed with stars and all
the day
Ruled by the greater Star, whose king-
ly sway
Gives life and joyousness.

Yes, everywhere let there be sea and
sky,
So that the sea be fair, thrilled only
by
The Mistress Moon or wandering Min-
strel breeze.
Our ship with store of cargoed mem-
ories
Of life and joyousness.

And everywhere around the sea and
sky
We two might sail, we two, just you
and I,
And find the halcyon calm to stay
within,
Nor heed the shore; for us no pain, no
sin,
But life and joyousness.

EASY-MARK TOURIST.

Just as in Europe, our American tourist is a mark for everybody over here, no matter where he goes. He is expected to realize that he is treated most considerately if he is allowed to pay for a thing only three times what any native could get it for. West of the Mississippi most of the train schedules are so arranged that when a stranger lands in a place he can be kept there long enough for the town to get a big whack at his pocketbook. Same way in Canada. You can land in Toronto from New York early in the morning. You want to go north, but before there is a train to take you in the afternoon you can spend some of your money on hotel or restaurant luxuries, drinks, cigars, reading matter, cabs to see the sights, and anything else that will help to kill the dragging time till your train goes. The neatest trick the Toronto tourist crop gatherers have is to send out the train upon which you must continue your journey ten minutes before your train arrives. Caught on Saturday night, the tourist is a prisoner usually till Monday morning. It would be wicked for him to get out of the clutches of the natives by traveling on the day of rest.

BELIEVED CAPTAIN'S YARN

Story is Corroborated by a Lone Missionary Who Knows the Facts From Personal Experience on Iceberg.

"CAPTAIN BUSHICK was one of the most popular of the old time commanders of the Big M Line of steamships, sailing between New York and the far Southern ports," said the Southern merchant. "The Captain's yarns were very interesting, too, though to tell the truth, he sometimes strained the credulity of his listeners to the breaking point, but the old man had been telling these remarkable tales for so many years that he believed them implicitly themselves.

"On the last night out of New York we were gathered in the smoking room as usual, and the old captain outdid himself in story telling. Finally he told us a most wonderful story of an experience he had had when he was a cabin boy on an Arctic whaler.

"It was to the effect that the ship he was on had passed close to an iceberg, and upon the lookout reporting a strange-looking animal upon it the captain, thinking he might be a seal, had sent the mate in a small boat to investigate and capture it. When the mate landed on the iceberg he found the object which the lookout had seen was not a seal but a man dressed in sealskins, almost frozen and in a famished condition.

"This man, when taken aboard ship and thawed out, had told a harrowing story, and had proved it, of how he was the only survivor of a sealing vessel which had been wrecked among the icebergs the previous year and how he had been floating about on the iceberg ever since, with nothing to eat but frozen gull eggs and nothing to drink

but melted ice. The old captain told the story in his best manner, elaborating all the little impossible details of the man's terrible sufferings and privations, and expiating upon the miraculousness of his preservation.

"Think of it, gentlemen,' the old man said, in conclusion. 'This man was nearly two years adrift on the iceberg, with nothing to eat but frozen eggs, nothing to drink but melted ice, nothing to wear but the sealskins he had saved when his ship went down. Think of it, gentlemen, and ponder on the mysterious ways of Providence.'

"This story was the last straw that broke the camel's back; it was too much even for this friendly audience, and when the captain finished there was a dead silence. This rather nettled the old man, and he said, rather angrily:

"Perhaps some you gentlemen don't believe that story.'

"I believe it, Captain,' spoke up an old missionary, who according to his habit, had been sitting alone in a corner reading. 'I believe the story, Captain, and I not only believe it, but I know it to be true.'

"How on earth, do you know it to be true?' demanded the Captain, dropping his cigar in his surprise.

"Because, Captain,' returned the solemn-looking old clergyman, 'I was the man on the iceberg.'

"The Captain gasped, rose to his feet, made the missionary a low bow, and went out on deck. We didn't see him again that night."

WIRELESS FOR AIR CRAFT.

Wireless telegrams shot from swiftly flying aeroplanes are sure to come soon, in the opinion of Capt. A. C. Knowles, U. S. A., who passed through Seattle recently en route from Fort Leavenworth, Kan., to Fort Gibbon, Alaska. Capt. Knowles will have charge of the station at that point, which is soon to establish direct communication with Nome, St. Michael and Fairbanks.

"We have already experimented successfully with wireless messages from our one balloon," said Capt. Knowles, "and we would carry on more experiments if we had more materials. The army at present has but one aeroplane, owing to the cautious action of congress in making appropriations. We are behind other nations in this respect."

Capt. Knowles has been in instructor for four years in the United States army service schools at Fort Leavenworth. He is an expert on wireless telegraph and has given much time to perfecting outfits for field service and cavalry.

BEST STORY OF THE DAY.

A gaunt and kilted Scotsman made his appearance in a country village and was endeavoring to charm the locals to charity with selections on his bagpipe, says the Boston Transcript. A shaggy-haired man opened the front door of a house and beckoned to the minstrel.

"Gie us a wee lilt just oot here," he said, in an accent which told that he

also was from the land of the haggis. "My auld mither's in a creetical condection upstairs. The doctor's wi' her the noo, and says the pipes may save her life."

Up and down in front of the house marched the braw Highlander, discouraging music that might well have been incidental to a cat and dog fight. Presently the shaggy-haired man came out again.

"Gie us the 'Dead March,' noo," he said.

"Is the puir auld lady gone?" questioned the piper.

"Na, na, mon; ye've saved mither," came the reply; "but ye've killed the puir doctor."

EASILY DONE.

Millionaire (at a "cure" resort)—See here, doctor, I want to get thinner, my wife wants to get fatter, and my daughter wants to remain as she is. Just arrange this, will you? I've plenty of money, don't care what it costs.



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We plough our endless furrows
The Hoboes of the Seas.
Grimy and foul and rusty,
Quite unattractive in look,
We're messenger boys of the Nations
And know all the ports like a book.

Ten knots an hour is the limit
Of our happy-go-lucky craft
With an all-nation crowd in the fo-c-sle
And some hard-swearing officers aft.
General cargo to Sydney,
Back to the west coast with coal.
North to Vancouver for lumber,
Then westward to China we roll.

Taking our freights where we find 'em,
And mighty small profit we earn,
Sometimes the charters we work for
Don't pay for the coal that we burn.

Having no regular trade route,
Hoping to get something soft,
Reported at wide-scattered stations
With a smoke-darkened house flag
aloft.

In ports of all nations you find us
Anchored in tiers in the stream,
Or else getting rid of our cargoes
While our time-rotted winches leak
steam.

Weaving the fabric of Empire
Hard-driven ocean-stained boats,
Without us you can not do business
And—above us the Red Ensign floats.

DISDAINED HER ORIGIN.

"I wish you didn't have such a flat
and plebeian nose, papa," said the aris-
tocratic young daughter of the plain old
merchant. "That's the mark of the
grindstone, my dear," replied the plod-
ding old man.

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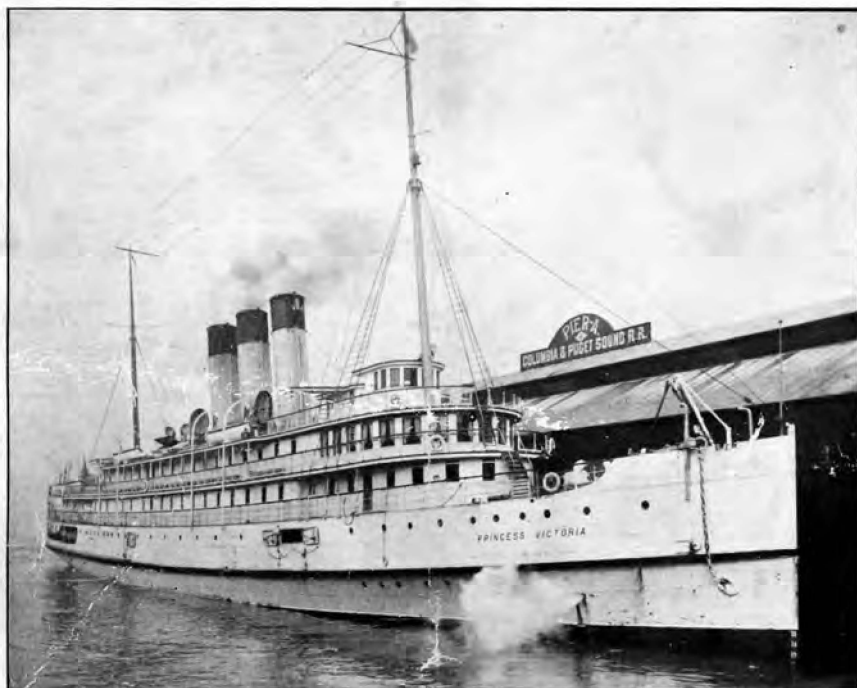
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