

# WIRELESS USED IN MOVING AUTO

### Portland Men First to Send and Receive Messages With Car in Motion.

## EQUIPMENT IS SUCCESS

O. P. Guldemeister and E. P. Preble Communicate With Oregonian While Machine Travels and Establish World's Record.

Wireless telegraph communication from a moving automobile was introduced to the world through the successful experiments of O. P. Guldemeister and E. P. Preble on the streets of Portland yesterday afternoon.

Both sending and receiving instruments used with satisfactory results and distinct communication with the Oregonian office was established by means of relaying the messages over the telephone after they had been taken successfully at the wireless station of George M. Schwarz, of 127 East Sixteenth street.

### Experiments Made for Months.

Guldemeister and Preble had been experimenting with this feature of wireless telegraphy for several months and after perfecting their small portable plant decided to make a public test of their invention.

A seven-passenger stock Speedwell automobile was selected for the experiment, on account of the even vibration of the engine in the make of machine. C. A. Nelson, agent for the manufacturer, offered personally to drive the car.

Six passengers were taken on the trip, who besides the two operators and Mr. Nelson were E. W. Preble, W. A. Ragan and an Oregonian reporter.

The first message was sent to W. H. Warren, of The Oregonian, and besides the address and signature, consisted of the following words:

"Wireless working successfully."

His reply was: "Glad to hear of your success."

The messages were copied in the machine as they were respectively sent and received. On the return to the station office the duplicates matched the originals exactly.

### Six Dry Cells Used.

The instruments carried in the machine consisted of a sending and receiving apparatus and a sending machine, which was operated by six dry cells. With this small consumption of energy six dry batteries—Mr. Guldemeister's being able to communicate a distance of eight miles. Early this summer he had a similar apparatus on the summit of Mount Hood, sending messages from there to Portland, using only 15 dry batteries.

Each machine used in yesterday's experiment are the smallest in their respective classes known to be in use. The whole outfit weighs no more than 30 pounds. The receiver was made especially sensitive by using a new type of detecting instrument, which will give indications in the car phone with an antenna elevation of only 14 feet.

### Ground Connection Made.

The ground connection was made through the frame of the automobile by a wire attached to the tire grip chain, and sliding on the hub.

Communication with Schwarz was established, soon after the apparatus was tested. It is a four-kilowatt station, of his own design and manufacture, and is the most complete of its kind on the coast.

The first time Schwarz was picked up the message came somewhat faint and indistinct, but repeated adjustments of the instruments he could be heard very plainly.

Guldemeister then sent the message to The Oregonian, which was picked up while the machine was in motion and then repeated while standing.

The automobile traveled over the East Side streets for nearly an hour before the reply from Warren started to come out of the air. In the meantime Schwarz had called up The Oregonian office and communicated the first message, receiving Warren's reply in return.

### Message Is Received.

While coasting down the grade on East Alder street between Ninth and Tenth streets the words "glad to hear" were heard by both receivers quite distinctly. In crossing a very dry section of street the last few words and the signature were lost. The machine was stopped and Schwarz was asked to repeat. The entire message was caught without trouble. With the automobile again in motion and running on a section of street that recently had been sprinkled the dots and dashes were again received.

This demonstrated conclusively that a wet ground connection is a prime essential, but also proved that the experiment is more successful while the machine is in motion over a damp surface than when standing on a dry surface. In high spirits the operators quit their experiments, satisfied that wireless communication from a moving automobile had been established as a reality and that its probable future use for military and commercial purposes had been made possible.

### Second Demonstration Planned.

Mr. Guldemeister and Mr. Preble are already arranging for another demonstration. On the next trip they will utilize a copper wire to the tire, thus providing a continuous ground connection. The fear that the chain grip cannot always be depended on.

By equipping the automobile with telescoping rods the antenna can be elevated to an elevation of 30 feet. The height of 14 feet could not be exceeded in this experiment on account of the interference of the trolley wires.

## WOMAN FALLS IN STREET

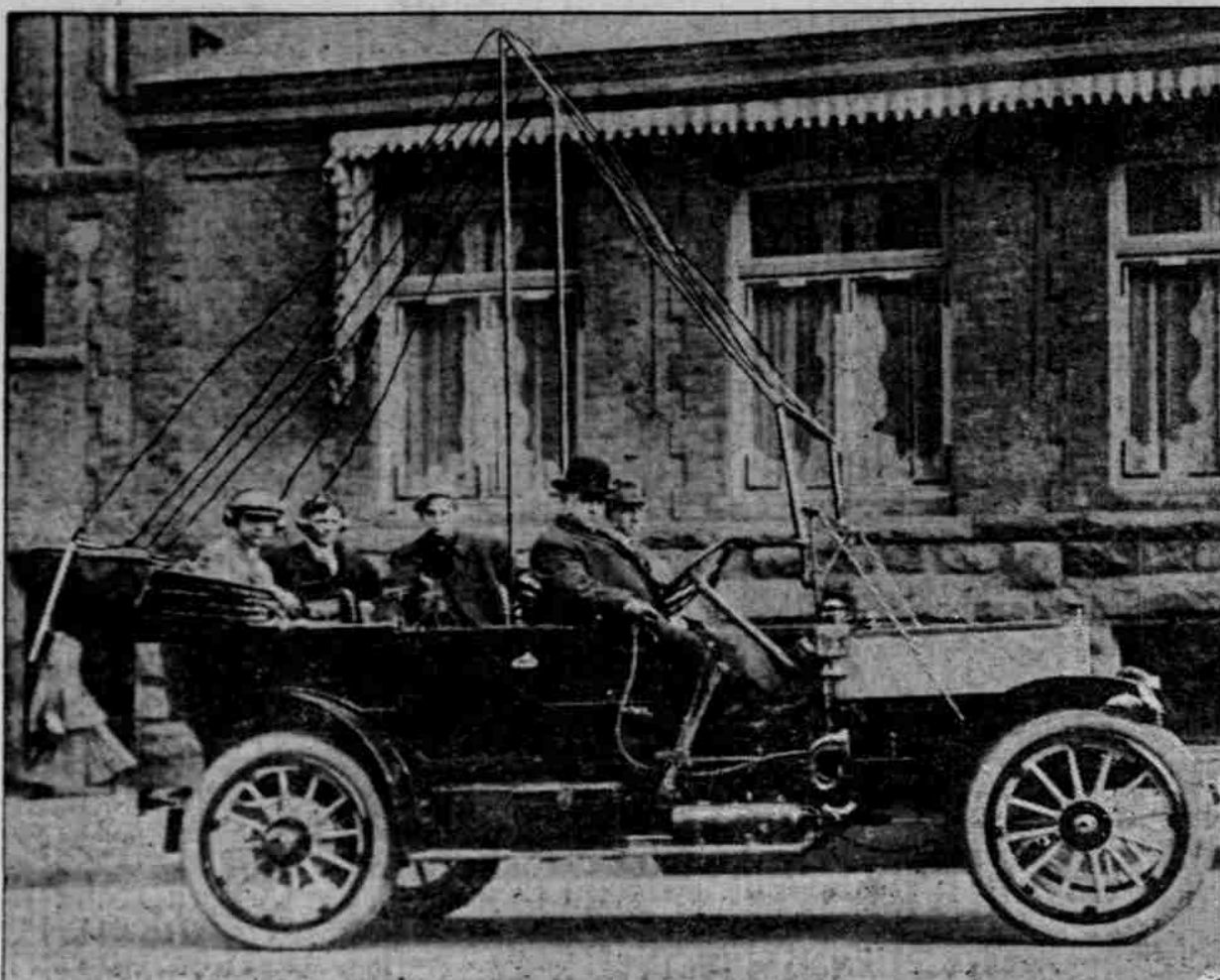
### Convulsions of Sanitarium Nurse Attributed to Overwork.

Laura Hart, a nurse at the Portland Sanitarium, who lives on the Cazadero carline, was seized with convulsions yesterday while waiting for her car, at East Water and East Morrison streets, and it required the combined efforts of Traffic Policemen Preble and several other men to prevent her from harming herself while awaiting the coming of an ambulance. The policeman ordered her removed to St. Vincent's Hospital, where last night it was said that she was resting easily.

Miss Hart is 35 years old and has been in Portland several years. Her condition is attributed to overwork.

It costs about \$5000 to build one of the United States navy's newest torpedoes, which are fitted with turbine motors and have a range of three miles.

## PORTLAND MEN PERFECT MACHINE THAT SUCCESSFULLY SENDS WIRELESS MESSAGES FROM AUTOMOBILE, WHILE MACHINE MOVES OVER STREETS.



SPEEDWELL CAR READY FOR EXPERIMENT THAT RESULTED IN THE OREGONIAN RECEIVING FIRST MESSAGE.

## FENDER IS UPHELD

### Official of Manufacturers Contradicts Josselyn.

## DEVICE IS DECLARED GOOD

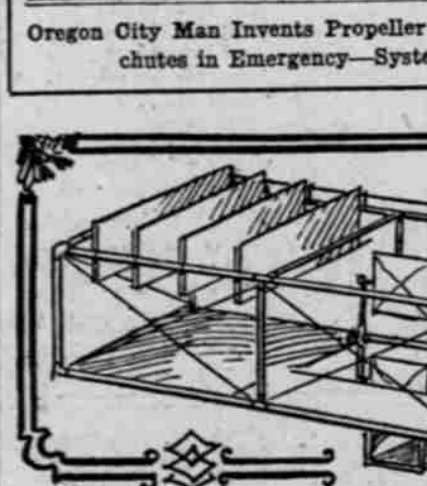
### Vice-President Nelson, of Fender Firm, Writes Letter Citing Results of Tests as Showing Worth in Saving Lives.

Contradicting in many particulars the statements of B. S. Josselyn, president of the Portland Railway, Light & Power Company, that the adoption of the Nelson fender, as required by the recently enacted city ordinance, is impracticable on the local streetcar system, F. A. Nelson, vice-president and supervising master mechanic of the American Automatic Fender Company, manufacturers of the Nelson equipment, has sent a letter to the street railway official, in which he also expresses his surprise at this attitude.

In referring to his early conferences with the officials of the traction company, Mr. Nelson says: "I was repeatedly informed and assured that they were simply passive observers of these fender tests; that the entire matter of the selection of a type of fender to be used was in the hands of the City Council; that your company was ready and willing to adopt and use whatever fender should be adopted and legalized by the City Council; that the chief interest your company had in this matter was that there be no unnecessary delay on the part of the Council, because you desired to equip your cars with a legal fender at the earliest possible time."

## NEW AIRSHIP PROVIDES FOR ALIGHTING SAFELY

### Oregon City Man Invents Propeller Whose Four Surfaces Serve as Parachutes in Emergency—System of Propulsion Is Improved.



JAMES A. HORNE, of Oregon City, believes his airship has solved several problems that long have puzzled aviators. That his invention is not impracticable would seem to have been demonstrated, since he has been advised by the United States Patent Office that letters patent are soon to be granted him. An advantage which Mr. Horne claims for his airship over any yet devised is the system of propulsion. The aeroplanes now in use are operated by a flat-surfaced propeller. If during the flight this becomes defective the machine drops instantly. In the airship designed by Mr. Horne the four surfaces of the propeller are controllable and can be manipulated in such a way that in the event of accident these surfaces can be adjusted so as to serve as four separate parachutes, thus enabling the aviator to reach the ground in safety. Another feature of the airship which is a departure from those now in use is a system of shutter-like contrivances attached to the sides of the airship, by means of which perfect equilibrium can be maintained in whatever currents the machine may encounter.

In general appearance Mr. Horne's machine is not radically different from the Wright and other aeroplanes. It consists of the usual two parallel planes, between which the motor and seat for the operator are placed. The framework is of steel or bamboo, and the covering of the two planes and the surface of the four propellers is of light canvas or silk. Mr. Horne is confident that his machine will carry

## PARKING IS PLANNED

### Fair Association and Trolley Company Co-operate.

Protection from a real estate owner, who says he is endeavoring to rob her of her only source of livelihood, was asked from Mayor Simon yesterday morning by Mrs. P. A. Benson, a destitute woman, 70 years of age, whose first husband was killed in the Custer massacre. After she was crippled in a street railway accident in 1902, Mrs. Benson became the object of much public sympathy, and few years ago, a number of well-to-do people, including "Grandma" Ladd, made a fund with which a house was built, with the consent of the city, at the foot of East Stark street. It was with the view of protecting her right to this place that the old woman made a pathetic appeal to the Mayor yesterday.

## PROPERTY OWNERS BENEFIT

### B. S. Josselyn Presents Proposal to Directors of Fair and It Is Approved—Car Company to Erect Steel Poles.

Parking of Sandy road from the O. R. & N. tracks to a point more than a mile beyond Rose City Park is the plan proposed by President B. S. Josselyn, of the Portland Railway, Light & Power Company, to both beautify that section and to aid in making the grounds of the Portland Fair and Livestock Association more accessible.

At the meeting of the directors of the association yesterday Mr. Josselyn presented this scheme and suggested that Portland business men co-operate in carrying it out. The idea was taken up with enthusiasm, and plans are now being made to assist the traction company in realizing this ambition.

## VEHICLES NOT INCONVENIENCED.

Automobiles and conveyances drawn by horses will not be inconvenienced, as the road is wide enough to accommodate the traffic in both directions. The small curb line will prevent vehicles from passing from their respective sides of the street onto this parkway. Provision will be made for crossing from one side of the street to the other at regular intervals, and will be placed at every street intersection.

By this system cars traveling to and from the fair grounds will not meet with the interference of vehicles crowding the tracks. More speed will be possible, more cars can be operated and a greater number of people can be hauled between Portland and the fair grounds. But the real benefit will accrue to the property owners along the route, whose streets will be beautified by the green stretch of parkway in the center of the street.

## OFFICERS ARE ELECTED.

The association organized by the election of the following officers: President, John P. Porter; vice-president, Julius L. Meier; secretary, George A. Westgate; treasurer, E. L. Thompson; executive committee, C. W. Taylor, George Lawrence, Paul Westinger, C. C. Colt, Tom Richardson, Dr. Hutchinson, Arthur Bryman and Emma Drake. That it will survive the tests of previous years in every way. Many new features will be added and many additional prizes will be offered for both livestock and speed events.

## PLANT NOT TO BE BUILT.

COTTAGE GROVE, Or., Oct. 22.—The Calapooia Springs Company has abandoned the plan of building a bottling plant here, and will return the bottling subscriptions to the local donors. It was planned to bottle the mineral water of London Springs here after piping it the intervening 15 miles.

## WOMAN ASKS FOR CITY PROTECTION

### Destitute Widow Says Realty Man Tries to Steal Her Little Home.

## HOUSE BUILT BY CHARITY

### Mrs. P. A. Benson, 70 Years Old and Crippled, Tells Story of Heartless Attempt to Take Away Her Sole Support.

Protection from a real estate owner, who says he is endeavoring to rob her of her only source of livelihood, was asked from Mayor Simon yesterday morning by Mrs. P. A. Benson, a destitute woman, 70 years of age, whose first husband was killed in the Custer massacre. After she was crippled in a street railway accident in 1902, Mrs. Benson became the object of much public sympathy, and few years ago, a number of well-to-do people, including "Grandma" Ladd, made a fund with which a house was built, with the consent of the city, at the foot of East Stark street. It was with the view of protecting her right to this place that the old woman made a pathetic appeal to the Mayor yesterday.

The real estate broker, according to the story told the Mayor by Mrs. Benson, went to her and representing that he had bought the waterfront at that place where her house stands, not only attempted to collect rent from her, but went so far as to threaten to force her to remove her house. Mrs. Benson told Mrs. Simon that she had no legal right to issue her a permit to keep her house there, but assured her that no one, without the city's consent, could force her to move or pay rent.

When the Mayor assured her that the city was not prepared to molest her, Mrs. Benson ceased her weeping, and with a grateful smile departed. "The railroad company permitted me to put up a little shed on its land near the Alhena yards," said Mrs. Benson, "in order that I might rent my house on East Stark street and get money enough on which to live. I rented the house that was built for me for \$5 a month to a vegetable man, and I have had to live on that \$5 a month for a long time. It has been a hard thing to live on that much money, and many a night I have gone to bed hungry. But I can live on it, if they will only let me alone."

"Not long ago a real estate man came to me and said he had bought the land along the waterfront where my house stood, and he made me pay him \$5 for a month's rent for the house, and on which he said he would give me \$3 for the house, but I would not sell it."

"He came back this morning and brought another man with him. I told him he had no right to take rent from me, as my house was in the street, and when I threatened to get the City Attorney against him and have him arrested, he paid me the money back, but he said that after this he would make me pay the rent every month."

"I have not a relative living in the world, and the \$5 a month I got for the rent of my house is all I have to live on. I have lived in Portland since 1878. My first husband was John Wesley Clayton Manuel Armstrong, and he was killed in the Custer massacre. I tried to get a pension, but I failed, for I asked Armstrong for the death of John W. Manuel Armstrong, so it was refused me. My second husband became addicted to drink, and at last it caused us to part. I have owned the house on East Stark street for eight years."

Mrs. Benson exhibited to the Mayor a permit signed by ex-City Engineer Elliott to have her house repaired and raised from the ground.

Japanese ships that get a subsidy are obliged to carry more than half of their minimum load.

## Do You Breathe Like This? It's Catarrh



I Send You Absolutely Free a Trial Package of a Remedy That Cures This Distressing Condition. It Comes Prepared to Your Door.

Consider my offer. I willingly send you free of charge a trial treatment of the wonderful Gauss Combined Catarrh Cure. You have everything to gain and nothing to lose. It's up to you. If you wish to be cured of that foul spitting and hawking—that wretched depressed sensation—that "don't-dare-look-anybody-in-the-face" feeling that fills out the coupon without further delay. I possess the remedy that will cure you, but as I have not your address you must supply it. That's all I ask. Simply fill out the following coupon and mail it to me today. It will be the means of restoring you to a perfectly normal condition, giving you a sweet, pure breath.

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This coupon is good for one trial package of Gauss' Combined Catarrh Cure, mailed free in plain package. Simply fill in your name and address on dotted lines below and mail to: C. E. GAUSS, 8045 Main St., Marshall, Michigan.

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_

# Multnomah-Clackamas ANNEXATION

The undersigned taxpayers and voters residing in Multnomah County are unreservedly in favor of the initiative measure with the above object in view.

The present line which is the common boundary on the southeast to the City of Portland and Multnomah County is a serious bar to Portland's development in that direction and is correspondingly a detriment to the material interests of our Clackamas County neighbors who are knocking at our door and asking admittance.

This is undoubtedly a movement in behalf of Portland's growth, and the interests of a greater Portland and a greater Oregon are identical.

We are assured by expert testimony that the claims made regarding the cost to be entailed in the matter of transcribing records are extravagant and altogether unwarranted, and we believe that no valid argument of any character has been or can be presented in opposition to this movement.

The residents of the territory involved in the proposed change are practically a unit in this matter, and in our opinion they have the right to expect the voters of the state to support this measure with the same enthusiasm they would devote to any cause in which they might themselves be locally interested.

The merits of this movement are set forth in an argument commencing on page 60 of the voters' pamphlet containing the initiative measures.

We feel justified in appealing to every patriotic citizen of Oregon to support it and to vote 322 Yes!

- W. C. BRISTOL, Attorney.
- F. L. WILLIS, Attorney and Capitalist.
- MAX FLEISCHNER, Fieschner, Mayer & Co.
- R. L. SABIN, Secretary Merchants' Protective Association.
- V. M. LADD, President Ladd & Tilton Bank.
- GEORGE W. HOYT, Cashier Merchants National Bank.
- H. M. CAKE, Attorney.
- A. S. NICHOLS, Physician and Vice-President Portland Trust Co.
- N. D. SIMON, Attorney.
- JOHN A. KEATING, Vice-President Lumbermens National Bank.
- O. W. TAYLOR, President Ruth Trust Co.
- MAURICE WALTON, Vandyun & Walton.
- S. A. BROWN, Physician.
- J. A. STROWBRIDGE, Attorney.
- IVAN HUMASON, Keasy, Humason & Jeffery.
- M. G. MUNLY, Attorney.
- J. E. WETTERBERG, President Kings Heights Realty Syndicate.
- EARL C. BRONAUGH, Attorney and Vice-Pres. Title and Trust Co.
- BYRON E. MILLER, Physician.
- A. M. SMITH, President Western Clay Manufacturing Co.
- W. E. GRACE, Capitalist.
- A. S. PATULLO, Secretary Oregon Iron & Steel Co.
- W. H. DUNCKLEY, Cashier Ladd & Tilton Bank.
- W. Y. MASTERS, Secretary Pacific Title & Trust Co.
- R. C. GILL, President J. K. Gill Co.
- T. S. McDANIEL, Investments.
- G. W. ALLEN, Attorney.
- J. F. DALY, President Title & Trust Co.
- JERRY E. BRONAUGH, Attorney.
- C. A. MANN, Mann & Montgomery.
- A. T. HUGHES, Manager Fieschner, Mayer & Co.
- F. VANDUYN, Vandyun & Walton.
- BEN RIEBLAND, Attorney.
- D. R. YOUNG, Secretary Portland Cordage Co.
- RUSSELL E. SEWALL, Attorney.
- E. T. JOHNSON, Contractor.
- L. VEYSEY, Surveyor Lloyds Register.
- ABRAHAM TICHNER, A. H. Maegly Co.
- JOHN GILL, J. K. Gill Co.
- ISAAC E. STEIN, Jeweler.
- W. M. D. PENN, Attorney.
- C. D. BRUUN, President Blake-McFall Co.
- D. M. STUART, Timber Lands.
- FRED LOCKLEY, Manager Pacific Monthly Co.
- CECIL H. BAUER, Attorney.
- N. W. ROUNTREE, Rountree & Diamond.
- C. F. CLARKE, Manager A. S. Jacobs Co.
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- J. L. HEWITT, Dentist.
- OSMON ROYAL, Physician.
- C. W. DEGRAFF, Assistant Secretary Portland Trust Co.
- F. M'KERCHER, Secretary Equitable Savings & Loan Co.
- A. F. FLEGEL, Attorney.
- W. J. GILL, Vice-President A. H. Birrell Co.
- E. B. HOLMES, Holmes & Menefee.
- FRED W. GRAVES, President Graves Music Co.
- M. E. THOMPSON, Real Estate.
- H. B. NICHOLAS, Attorney.
- F. N. GILBERT, President the Gilbert Company.
- L. E. CARTER, Vice-President Western Oregon Trust Co.
- E. C. HERLOW, Chapin & Herlow.
- I. VANDUYN, Real Estate.
- J. FREDERICAL, Department Manager Fieschner, Mayer & Co.
- H. B. COLTON, Manager Massachusetts Mutual Life Insurance Co.
- E. BRONG, President Brong-Steels Co.
- R. H. GILTNER, Attorney.
- M. E. LEE, Real Estate.
- MARK W. GILL, J. K. Gill Co.
- J. H. MIDDLETON, Attorney.
- J. P. MENEFEE, Real Estate.
- WM. S. TURNER, Manager W. S. Barstow & Co.
- GEORGE E. WALKER, Office Manager Roberts Brothers.
- I. G. DAVIDSON, Real Estate.
- SAMSON HIRSCH, Fieschner, Mayer & Co.
- E. CHARLESON, Real Estate.
- E. E. FARRINGTON, Attorney.
- R. F. BRYAN, Real Estate.
- AND MANY OTHER TAXPAYERS.

## In Sudden Emergencies

like illness, it is often necessary quickly to raise the temperature of a room. For instance, in those hours between midnight and dawn, when the day temperature has been allowed to drop, if you are called upon to get up, the room is chilly and cold. It takes a long time to start up a furnace or fire and raise the temperature by ordinary means. You can instantly heat a room to any desired temperature with a



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Absolutely smokeless and odorless

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An indicator always shows the amount of oil in the font. It has a filler-cap which does not need to be screwed down; it is put in like a cork in a bottle, and is attached to the font by a chain. The burner body or gallery cannot become wedged, because of a new device in construction, and consequently it can always be easily unscrewed in an instant for reworking. The Perfection Oil Heater is finished in japan or nickel. It is strong, durable and well made, built for service, yet light and ornamental.

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