

A ROYAL WELCOME

By People of Japan to American Fleet

SAYS SECRETARY WHEELER

Japan's Trade With China is Suffering Severely as a Result of Chinese Boycott—Mr. Wheeler is on His Way to Washington.

SAN FRANCISCO, May 30.—"The American fleet will be given a royal welcome by the people of Japan", was the statement made by Post Wheeler, secretary to the United States embassy at Tokio who has arrived here on the Pacific Mail Liner Manchuria. "All the ill feeling toward the United States, with the little there was of it has died out", said Mr. Wheeler. "The Japanese no longer talk of immigration troubles. That question has been settled and there is no longer any friction over it."

Speaking of the Chinese boycott on Japanese goods, Mr. Wheeler said that Japan's trade with China is suffering severely as a result of it.

Mr. Wheeler is on his way to Washington. He is accompanied by his wife who was formerly Miss Halio Emerie Rives, the novelist.

Among the other passengers on the Manchuria was Captain E. W. Von Heinendahl, of the German army, winner of the four hundred mile military balloon race between Berlin and Vienna. He made a tour of Australia and New Zealand and is on his way home.

INCREASED ATTENTION.

With the Conclusion of the Visit of President Fallieres.

LONDON, May 30.—With the conclusion of the visit to England of President Fallieres of France, increased attention is being paid to the

question whether the conversations between King Edward and President Fallieres and the British and French foreign ministers will lead to the development of the existing entente between Great Britain and France into an alliance to which Russia will be a party. At the conference between Sir Edward Grey, British Secretary of State for Foreign Affairs, and M. Pichon, the French foreign minister, the subject of a more formal agreement between their respective countries and the coming visit of King Edward as well as Sir Charles Hardinge, permanent under secretary for foreign affairs and former British ambassador to Russia, who will accompany His Majesty, will be able to place before the Russian emperor the views not only of their own country, but those of France with respect to a closer understanding between Great Britain, France and Russia.

King Edward and the British government, it is believed, favor a military alliance and the further isolating of Germany; but there is much opposition in this country to such an agreement on the ground that it would necessitate an increased military expenditure and possibly conscription, and also would lead Great Britain into continental quarrels in which she was not interested. A majority of the press and of the public are saying that it would be better for Great Britain to let well enough alone and devote her efforts to assuring the continuance of the entente with France.

More News From the New England States.

If any one has any doubt as to the virtue of Foley's Kidney Cure, they need only to refer to Mr. Alvin H. Stimpson, of Willamantic, Conn., who, after almost losing hope of recovery, on account of the failure of so many remedies, finally tried Foley's Kidney Cure, which he says was "just the thing" for him, as four bottles cured him completely. He is now entirely well and free from all the suffering incident to acute kidney trouble. T. F. Laurin, Owl Drug Store.

Subscribe for the Morning Astorian, 60 cents per month, delivered by carrier.

AUTOS VS ROADS

Government Makes a Great Number of Tests

MACHINES HARD ON EXPERTS

Department of War and Agriculture Are Trying to Determine Why They Injure Highways More Than the Ordinary Vehicles.

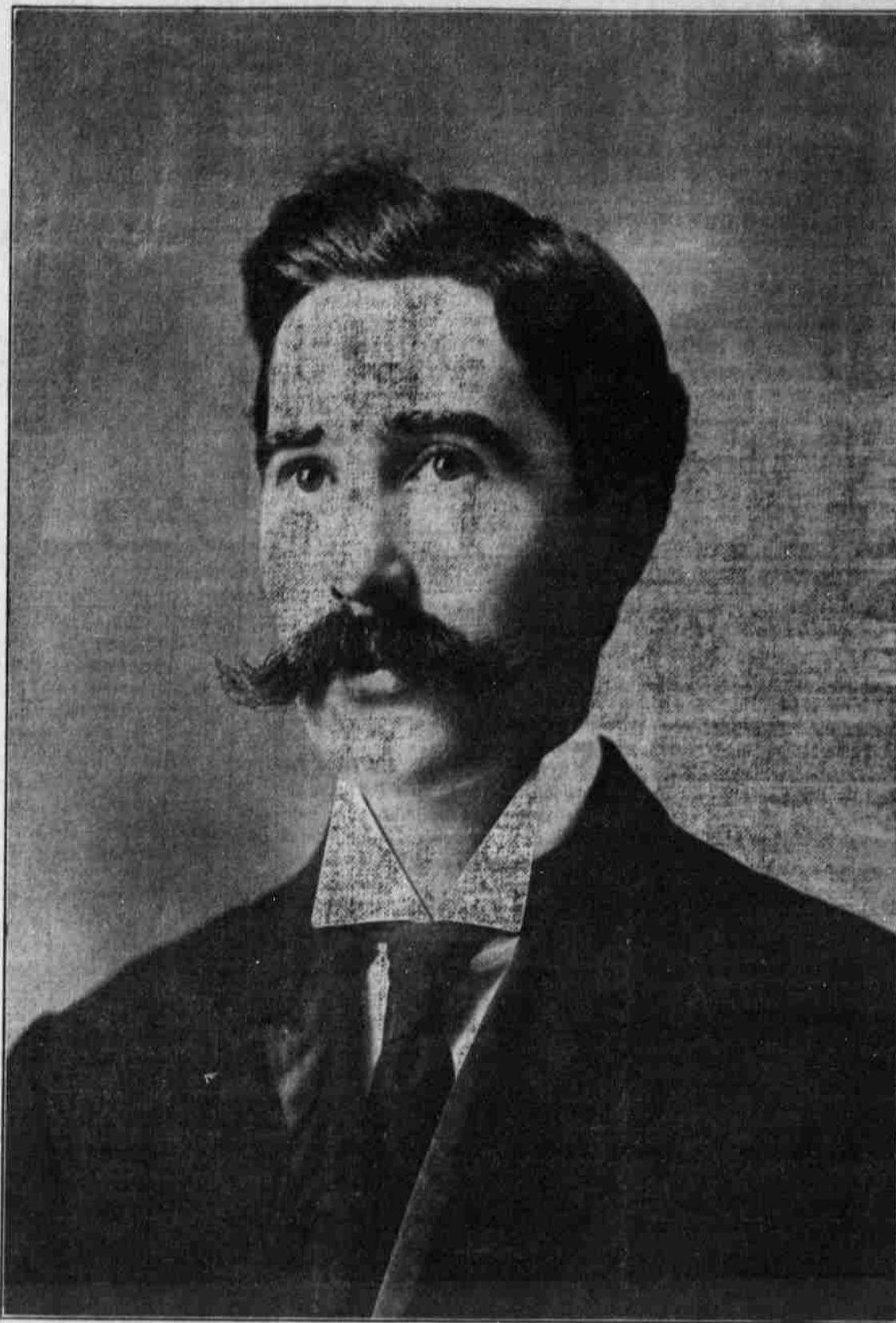
A two ton racing automobile moving at something in excess of a mile a minute, while an impenetrable cloud of fog-grey rock dust hung to the horizon and marked the speeding course of the big machine, was the sight witnessed by travelers on the famous conduit road a dozen miles from Washington on Thursday, April 23.

The seemingly pronounced violation of the speed ordinance was countenanced by two of the Nation's federal departments; Agriculture and War; however, the rushing motor-car having been pressed into requisition by L. W. Page, Director of the Office of Public Roads, and Dr. Allerton S. Cushman, Assistant Director, in the effort to determine the effects of automobile traffic upon macadam high ways, and the stretch of thoroughfare was placed at their disposal by War Department officials.

While the racing car and others of various weights and types made many trips over the selected stretch of a mile and a half at varying rates of speed, from 5 to 65 miles an hour, a corps of skilled photographers, equipped with the most modern devices for photographing vehicles at very high speeds, made accurate records of the various tests.

It has been known to highway engineers that automobiles were rapidly shortening the lives of the rock surface roads of the world, and many experiments have been made in the past six or seven years to determine

Mark Your Ballot 44 X
VOTE FOR



J. A. GILBAUGH

Regular Republican Nominee for COUNTY CORONER

the actual cause of the damage done. To understand how the soft broad tires of the modern motor car can work an injury to a surface that not only withstands, but improves under the constant passing and repassing of vehicles with iron tires, one must be apprised briefly of the theory on which, first Tresauget of Limoges, and later MacAdam of Ayr, worked when giving such highways to the world. They reasoned that a road surfaced with bits of stone would improve under wagon traffic because the iron tires of the passing vehicles would constantly crush the stones and form rock dust particles; that those rock dust particles would not merely fill in all the interstices between the stones but would also form a surface dust binder; the wettings and rollings tending to cement the dust into a shell-like surface and thus make the entire road one traffic-withstanding, water-shedding mass.

They reasoned well and wisely. The macadam roads lived up to the theories of their inventors and improved with the passing years until the advent of the automobile. It was but a short time after it came into use that highway engineers in all civilized lands learned that a new condition was confronting them and that established customs were being menaced. The trouble was quickly traced to the automobile and it was studied. It was soon noted that the menace. It crushed no rock itself and therefore contributed no quota of the needful surface dust binder, while the tremendous tractive force of the rear wheels drew up the dust made by the iron tired wagons and sent it whirling away over adjacent lands.

Those who witnessed the experiments of Thursday near the National Capital could not doubt for a moment that the various road experts all over the world are correct in the opinion that very rapidly automobiles are rapidly tearing up the surface of the macadam road, for not only were huge clouds of dust lifted into the air and blown off the road, but careful examination showed that the material under the wheel tracks of the machine was distinctly loosened and ravelled even during the short period of these tests.

No such effects were noticeable after the passing of iron tired vehicles; the series of tests beginning

with the passing of a horse drawn vehicle. This was photographed as it moved along and also as the wagon tires passed a given mark. Then the automobiles were sent over the course. The first was a heavy weight touring car moving at five miles an hour. A series of pictures was made of that car on its many journeys at varying rates of speed until its maximum of 45 miles an hour was attained. Then the work was taken up by the huge racer, which tore down the road first at a speed of 50 miles an hour, then at 55, 60, and finally at 65. It fairly lifted the road surfacing material as it sped along, regular ridges of rock dust rising in front of the rear wheels and floating away in blinding clouds. Other tests were made and other pictures taken of various types of heavy Limousine cars and runabouts. It was plainly noticeable and was commented on that the automobiles when moving at the slow rates of speed equal to the speed made by horse-drawn vehicles made very little dust, the theory that fast speeding automobiles are responsible for road surface destruction being pretty thoroughly substantiated by these means.

The result of this interesting bit of road work will be carefully studied and put together in a paper or papers to be presented to the International Road Congress which will meet at Paris on October 11; for so far-reaching are the ravages of the automobile on the wonderful roads of France that the country has urged highway engineers of all lands to assemble at her gay metropolis in the fall to take up the problem and strive for a solution of it.

ELEVATE THE STANDARD.

Brewers Said to be in Earnest to Reform the Saloons.

MILWAUKEE, Wis., May 30.—In line with the new policy of the United States Brewers' association to elevate the standard of the saloon business of plan recently adopted in Cincinnati is to receive some attention at the national convention to be held here June 8 to 10. In the Ohio metropolis several of the leading brewers have been sworn in as probation officers of the juvenile court of Cincinnati, and they are taking active part in the prosecuting of

every case of liquor selling to minors that comes to the attention of the criminal court. If it be a worthy case they lend the court all the assistance in their power to prosecute the offending saloon-keepers and to revoke the leases of those who have violated the law.


As the brewers own a large percentage of the property in which saloons are held in that city their power in this direction is considerable.

To show that they are in earnest in this new movement the brewers recently drew up a circular setting forth both the regular state statutes regarding the sale of liquor to minors and the provisions in the juvenile court relating to the same subject. A copy of this circular was sent to every saloon-keeper in the city and county and notice served that the brewers proposed to see the law enforced to the very letter. They also employ secret agents to make investigations of their own account, and if they find any saloons that are not running in accordance with the law they put them out of business.

Similar work is also being done by the state organization known as the Brewers' Board of Trade. In New Jersey a similar plan has been adopted and there is now some talk in Milwaukee of having some of the larger brewers serve as probation officers. The plan is also under consideration in New Orleans where it is to be put into effect in the near future.

PERFECT PRINTING PLATES

IN ONE OR MANY COLORS
LARGEST FACILITIES IN THE WEST FOR THE PRODUCTION OF HIGH GRADE WORK
RATES AS LOW AS EASTERN HOUSES
HICKS-CHATTEN ENGRAVING CO.
2d & Alder, PORTLAND, ORE.



WOMEN'S OXFORDS

We never sold women's Oxfords as fast as we are now selling them. Perhaps our Oxfords are the best. We think they are.

The styles or the workmanship could not be better. Every woman likes them--so much daintiness--so much beauty about them.

Oxfords in patent kid, Corona kid and colt skin. The new Golden Brown Tans also.

Lace, Blucher or Button.

Handsome creations in ribbon Ties with buckles French or Cuban Heels.

Oxfords should be fitted correctly. We are experts at fitting. No gaping or slipping when we do the Oxford fitting.

Wherity Ralston & Co.

Astoria's Best Shoe store.

479 Commercial Astoria Oregon

