

INGLEHART.

(Special to The Citizen.) Inglehart, April 13. V. B. Case, of Welcome Lake, doesn't gain a bit. He had Dr. Skinner of Fort Jervis, Monday, April 8, and he said that there was not much hope for him.

FORMING AN AEROPLANE CIRCUIT OF 1,810 MILES.

Clubs in Seven States Interested. Prizes Expected to Total \$100,000.

The Aero Club of America, with the co-operation of the aero clubs of Illinois, Michigan, Milwaukee, Kansas City, St. Louis, Indiana, Cincinnati and Ohio, is organizing an aeroplane circuit of 1,810 miles, which will be held in the month of August and will be known as the Great American circuit.

Chicago will be the starting and finishing point of the circuit. The route proposed is Chicago-Milwaukee, 80 miles; Cedar Rapids, 200 miles; Des Moines, 120 miles; Omaha, 100 miles; St. Joseph, 120 miles; Kansas City, 40 miles; Jefferson City, 125 miles; St. Louis, 100 miles; Charleston, 125 miles; Indianapolis, 100 miles; Cincinnati, 100 miles; Columbus, 90 miles; Cleveland, 131 miles; Toledo, 100 miles; Detroit, 60 miles; Chicago, 220 miles.

UTAH'S GUNS SET A RECORD. Dreadnought Shoots Targets Away, Beating the Whole World. According to reports which reached the navy department from the Atlantic fleet, the battery of twelve ten-inch guns on the Dreadnought Utah in recent target practice completely destroyed the targets on the third day's individual firing, and, although the ship continued firing at nothing in accordance with the regulations, there is no knowing whether the gunners did not keep up this record of 100 per cent. Every shot was a hit up to the time the target was swept away, according to the umpires.

The Utah seems to have broken all world's records in long distance firing. The distance was 11,000 yards, or six and a half miles, while the ship was steaming in squadron at a speed of fifteen knots, the movements of the targets being unknown at time of firing.

PAYS \$3,500 FOR \$5 COIN.

Half Eagle Minted in 1815—Only Three Others in Existence. H. O. Granberg, a wealthy mining broker of Oshkosh, Wis., paid \$3,500 for a five dollar gold piece of the United States minted in 1815. The coin was purchased from Max Mehl of Fort Worth, Tex., a numismatist. This coin in 1906 was sold for \$1,000 and a year later was sold at a Philadelphia auction to Mehl for \$2,000. There are only three other 1815 five dollar gold pieces in existence. One is owned by V. Brand, a rich Chicago brewer; another by John C. Clapp, a millionaire of Washington, while the fourth is in the United States treasury.

TO OPEN WAR COLLEGE MAY 31

Captain Rogers, U. S. N., Announces Tentative Program. Captain William L. Rogers, U. S. N., president of the naval war college, has announced the tentative program for reopening the college Friday, May 31, the members of the class assigned reporting and arranging their quarters on that day.

UNIVERSITY FOR ATLANTA. Attempt Made to Reorganize Institution Abandoned Years Ago. A Presbyterian university, to cost probably \$500,000, will be located in Atlanta, Ga. The institution will be a reorganization of old Oglethorpe university, which was founded in 1836 at Milledgeville, moved to Atlanta in 1870, but several years later was forced to close.

U. S. MUST PAY FOR PATENT. Supreme Court Rules French Inventor Not to Get \$136,000. Washington, April 14—For the use of the patent "De Bange gas check" on its cannon in the army and navy, the United States Government was today held liable by the Supreme court of the United States to pay \$136,000 to the owner of the French invention.

What Impressed Him. "So you got the opinions of two lawyers on the case. Were their opinions the same?" "Yes; \$50 each."—Boston Transcript.

WILL BENEFIT THE STATE.

Proposed Improvements on the Delaware. Philadelphia, Pa., April 10.

In the introduction of an ordinance in Council to appropriate \$50,000 for the purpose of employing engineering experts and the outlining of a comprehensive plan for developing the port facilities at Philadelphia, the first steps have been taken toward the carrying out of extensive improvements which are being projected on the basis that the Port of Philadelphia is the port of Pennsylvania, and should, therefore, be developed to a capacity for handling all of this State's import and export trade.

The fund is to be placed at the disposal of George W. Norris, Director of the Department of Wharves and Docks, and under his direction a systematic program is to be worked out, the most important features being recommendations as to reclamation and improvement of land for additional water frontage, types of new piers, and the best methods for transferring cargoes from vessels to the trunk line railroads.

The initiative thus taken by Councils to develop the Port of Philadelphia to the almost unlimited commercial capacity that its geographical advantages make possible, is regarded by those interested in the Port as virtually pledging the municipality to the fulfillment of the recommendations that may be made.

United States Senator Penrose plainly indicated his attitude toward the port when, in a recent address promising his efforts to have the Federal appropriation of \$1,000,000 for 35-foot channel work increased to \$2,000,000, he said: "I take it that we all owe loyal support in the great work of developing our river facilities. The Governor of this Commonwealth could not do a better thing than to bear in mind that the Port of Philadelphia is, legally and practically, the port of Pennsylvania. It belongs to the citizens of the whole Commonwealth and all are directly interested in its development. If, through his help, the next Legislature could be induced to make an appropriation (and I will not be frightened at the amount) that will help to bring about a fruition of the plans which the Mayor and his Director of Wharves and Docks have in mind, I for one will gladly aid toward that end."

The first steps in this direction have been toward placing the whole subject in the hands of a body of experts empowered to outline a definite program. Vast expenditures abroad, where the development of port facilities has been carried out upon a more extensive scale than in any American port, with the exception of the Port of New York, have, almost without exception, been under the guidance of a body of experts who gave their entire time to the study of all phases of the problems involved.

In Liverpool, where \$150,000,000 has been spent in port improvements, and where projected improvements will entail the expenditure of \$50,000,000 more, the work has been carried on by the Mersey Docks and Harbor Board.

In the last decade American ports have adopted similar methods for accomplishing their unprecedented expansion. A \$9,000,000 initial appropriation by the State of Massachusetts for the further development of the Port of Boston has been placed in the hands of a recently-created Board of Harbor Commissioners. Connecticut has also established a State Board to report how the best results may be had in the expenditure of a \$1,000,000 State appropriation for improving the harbor and port of New London.

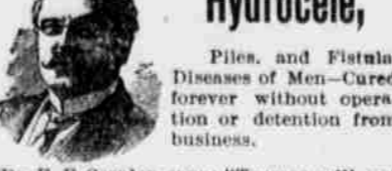
Several tentative plans for the comprehensive development of the Port of Philadelphia have already been suggested, and it is in response to the widespread interest and activity in behalf of these projects that Philadelphia Councils have taken the initiative to secure the earliest possible results along a consistent plan, each development of which is to be taken up as rapidly as money becomes available for the purpose.

Urge Universal Alphabet. Washington, D. C.—Alexander Graham Bell, appearing before the House Committee on Foreign Affairs recently, urged adoption of a resolution requesting the Secretary of the Interior to make inquiry regarding the advisability and practicability of an international agreement on a universal alphabet intended to represent the sounds of speech after a uniform system. "You have no idea of the absurdities of our speech," said Mr. Bell. "For instance, e-n-o-u-g-h spells enuff, whereas p-l-o-u-g-h spells plow. A foreigner might think that co-u-g-h spelled cow, but it does not." He said the English language was fast becoming the commercial language of the world and could become the universal language if standard pronunciation was adopted. The committee took the view that the Department of the Interior already had power to conduct the investigation.

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