

Unique Memorial Completed



Mary Baker Eddy Memorial, Mt. Auburn Cemetery, Cambridge, Mass.

The beautiful memorial to Mary Baker Eddy, the Discoverer and Founder of Christian Science, has been turned over to The Christian Science Board of Directors by Elbert S. Barlow of New York City, who held the contract for its construction.

The memorial, which is at Mt. Auburn cemetery, Cambridge, Mass., has required over a year and a half to complete. The fund for its construction, amounting to over \$150,000, was first announced by the directors in June, 1911, and was some time ago fully subscribed. These contributions have been made as expressions of sentiment by Christian Scientists throughout the world.

The site on which the memorial is located is not only one of great natural beauty, but on account of its grade has rendered possible a more picturesque and interesting treatment architecturally than would be possible on a perfect level lot. The plot, which is approximately eighty feet square, slopes gradually from the level of the roadway to the lake with a drop of about ten feet. The memorial consists of a circular open colonnade of eight columns, resting upon a stylobate of three steps, surrounded on the front by a circular platform slightly above the natural grade, from which platform a double flight of steps leads to a lower platform at the lake's edge. The scheme has no prototype and is merely a screen of columns open to the sky, inclosing a dower-grown circle.

The material used for the memorial is Bethel white granite, the inscription in the frieze and upon the piers being of white marble set deep into the stone work. The frieze, which on account of the size of the reproduction is only indicated, is in floral form and free treatment, the wild rose and the glory being used as the main motifs. It is interesting architecturally to note that, while it is extremely free in treatment and not at all conventional, it is generally very classic in feeling. The extreme width of the memorial is about fifty feet, and the colonnade is eighteen feet in diameter. The columns themselves are fifteen feet in height and are similar in general character to those in the Clepsydra of Andronicus of Cyrenus. The large pylons were exhibited at the American Institute of Architecture in New York a short time ago and experts pronounced them the finest pieces of carved granite ever executed.

The architect is Egerton Swartwout of New York City, who designed the new George Washington memorial, the new Missouri state capitol and the new Federal building in Denver.

Picked Up By The Stroller

Some of us who have all the flowers we want do not realize what

flower hunger is. A little girl walked by a beautiful yard full of flowers holding up their pretty heads and with apple trees filling the air with their pleasant fragrance and dazzling the eye with their gay colors. She cast her eyes at them wistfully. Presently she put her hand in her pocket and walked timidly into the

yard where a matron was looking after her flowers.

"Please, ma'am," the little girl said, "will you sell me ten cents worth of apple blossoms. You see, mother and I have a little baby buried over there in the cemetery and we want to decorate her little grave today—you see, it's Decoration day, today."

Needless to say the little girl went away from that home loaded down with flowers. In her pocket still nestled her solitary dime.

\$1,500,000 BEING PLACED FOR SHIP EQUIPMENT AT TACOMA

Olympia, Wash., May 31.—(United Press)—Orders for ship machinery and equipment totaling \$1,500,000 are being placed by Phillip D. Sloan, president of the Sloan Shipbuilding company of this city. The company has contracts for the construction of 20 3200-ton ships in its yards. Four of the contracts are for motorships built under Lloyd's classification, and the 16 other vessels will be steamships classified for ocean service under the American Board of Shipping.

Thompson Not a Candidate.

Pendleton, May 31.—(Special)—W. L. Thompson will not be a candidate for election as a school director on June 18. He announced that, because of the duties of highway commissioner demanding so much of his time, he could not possibly do justice to the school work in the event of his election. Petitions had been prepared to place him in nomination and these will be withdrawn in conformance with his wishes.

Wireless waves are used by a French wireless expert to measure the speed of projectiles.

ENGRAVING for Weddings

Announcements
Social and Business Cards
At Home Cards
Steel Die Embossed Stationery

See Samples At The

The Observer Office

Facsimile of Ballot for Union County to be Voted on June 4th

Mark (X) between the number and answer voted for

REFERRED TO THE PEOPLE BY THE LEGISLATIVE ASSEMBLY

Submitted by the Legislature.—**AUTHORIZING PORTS TO CREATE LIMITED INDEBTEDNESS TO ENCOURAGE WATER TRANSPORTATION**—Purpose—Amending Section 9 of Article XI of the Constitution by providing that municipal corporations designated ports may be empowered by statute to raise money for bonuses to aid water transportation lines between such ports and other ports and to assist in establishing water transportation on interior rivers of Oregon or on rivers between Washington and Oregon, or of Washington and Idaho reached by navigation from Oregon's rivers. Such indebtedness shall not exceed one per cent of the assessed valuation of the property in the municipality and may be incurred only by majority vote thereon.

Vote YES or NO

300 Yes.

301 No.

Submitted by the Legislature.—**LIMITING NUMBER OF BILLS INTRODUCED, AND INCREASING PAY OF LEGISLATORS**—Purpose—Amending Sections 18 and 29 of Article IV of the Constitution by limiting the number of bills introduced at any session by any member of the Legislature, individually or with other members, to four, and by any committee to three, also limiting the number of bills introduced by all Senate committees to thirty, and by all House committees to sixty, excepting appropriation bills introduced by the Ways and Means Committees. Also increasing the pay of members of the Legislature from \$3.00 to \$6.00 per day and the total daily pay from \$120.00 to \$300.00 for any regular session.

Vote YES or NO

304 Yes.

305 No.

Submitted by the Legislature.—**DECLARATION AGAINST IMPLIED REPEAL OF CONSTITUTIONAL PROVISIONS BY AMENDMENTS THERETO**—Purpose—Amending Section 1 of Article 1 of the Constitution of Oregon by declaring that it is the function of the Constitution to clearly define a consistent and harmonious plan of government; that to perpetuate such consistency and harmony, all constitutional amendments shall be so worded that their adoption will leave the amended Constitution without any conflicting provisions; that, as the effect of any amendment upon the entire Constitution is a vital consideration in construing the amendment, no amendment shall have the effect of rendering any other part or parts of the Constitution ineffective without expressly and specifically repealing the same.

Vote YES or NO

306 Yes.

307 No.

Submitted by the Legislature.—**UNIFORM TAX CLASSIFICATION AMENDMENT**—Purpose—Amending Section 32 of Article I and Section 1 of Article IX of the Constitution by providing for uniform taxation of all property of the same class within the State, county, or district levying the tax, and classification of property for such purpose; for the adoption by law of uniform rules for assessment and taxation, and that all taxes shall be levied and collected under general laws operating uniformly throughout the State, and omitting the present requirement of equality without classification.

Vote YES or NO

308 Yes.

309 No.

Submitted by the Legislature.—**REQUIRING ELECTION CITY, TOWN AND STATE OFFICERS AT SAME TIME**—Purpose—Amending Article II of the Constitution by inserting Section 14-a to require incorporated cities and towns to hold their primary and general elections for the nomination and election of their elective officers at such times as the primary and general elections for the nomination and election of State officers are held; to provide for one election board to serve for both State and city or town elections; adjusting the terms of present incumbents of elective city or town offices to conform thereto, and requiring the enactment of such legislation as may be necessary to carry this amendment into effect.

Vote YES or NO

310 Yes.

311 No.

Submitted by the Legislature.—**FOUR HUNDRED THOUSAND DOLLAR TAX LEVY FOR A NEW PENITENTIARY**—Purpose—To authorize the Board of Control to construct a new State Penitentiary by contract or otherwise, and to acquire a new site or grounds therefor in the county in which the penitentiary is now located, at a total cost not exceeding four hundred thousand dollars. To enable the Board of Control to carry out the provisions of this Act, a State tax levy of one hundred thousand dollars each year for four years is authorized to be made in addition to the taxes otherwise authorized by law.

Vote YES or NO

312 Yes.

313 No.

Submitted by the Legislature.—**SIX MILLION DOLLAR STATE ROAD BOND ISSUE AND HIGHWAY BILL**—Purpose—Authorizing the State Highway Commission to raise money for building roads in next five years in an amount not exceeding six million dollars, by selling four per cent bonds of the State of Oregon; limiting the sale of such bonds to one million dollars the first year and two million dollars second year; providing method of payment of interest and principal and for retirement of such bonds; to make the surplus arising from license fees collected on motor vehicles a fund to apply thereon; and providing for the construction and maintenance of hard-surface highways, post roads and forest roads.

Vote YES or NO

314 Yes.

315 No.

GOVERNOR GIVES HIS FULL INDORSEMENT

Says Road Bond Bill Most Important Ever Submitted to Voters of Oregon.

Discussing the \$6,000,000 good roads bond bill at the state-wide rally in Portland, Governor Withycombe emphatically indorsed the measure in the following language:

"This is the greatest measure ever contemplated by the State of Oregon. It means more to this State than any measure in its history, not barring the Constitution, because the one thing we need is highways in Oregon.

"I have just returned from a trip through the interior country. When you realize that great expanse of country in the interior—the need of settlers, the need of men and women on farms—you appreciate the need of roads in that locality. Then go along down through our beautiful Valley with its need of roads. It is time for us to get out of the mud. This measure will give us good roads—it will be a highway of prosperity. We should stand as a unit for the whole State of Oregon—there should be no sectional interest.

"These roads are not only for home consumption. Military necessity and patriotic duty should make every voter get out and vote for these bonds. Good roads later may save Portland, and all the State. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our State. This measure does not add one farthing to our taxes; it simply capitalizes waste. It is a most splendid measure. No sane man or woman should offer a single word of opposition to this movement.

"It is placed in the hands of three as good business men as Oregon can ever boast of and is properly safeguarded in every way possible. It is a step in the right direction. Every good citizen should take off his coat and work for this bond measure, with his friends and his neighbors. Every citizen should keep his coat off until election day, for the passage of this measure means so much to civilization and the welfare of this great State."

SUPPORT ROAD BONDS AND GET CONSTRUCTION

If the bond issue fails to carry (\$6,000,000 road bond bill), let us ask ourselves what is going to become of the quarter-mill tax that we are going to pay anyway? What is going to become of the auto license tax that the autoists are going to pay anyway? We talk about fearing the funds derived from the bonds will be inequitably distributed, what better off will we be regarding equitable distribution of the road money if we vote down the bonds? Where will it go? Under the bonding bill we are assured that if the county prepares its grade that that designated road will be hard-surfaced. If the bonds lose, we aren't assured of anything but continued bad roads, continued mud and continued financial loss in consequence.—Corvallis Gazette.

Milwaukie Grange at its last meeting revoked its action of a month ago, when resolutions were adopted opposing the \$6,000,000 road bond bill, and adopted another set of resolutions approving the bonds as "a step in the line of progress." Opposition to the proposed bond issue is being rapidly dispelled as the voters study the measure and acquaint themselves with its provisions.

THE FARMER.

Whoever could make two ears of corn or two blades of grass to grow upon a spot of ground where only one grew before would deserve better of mankind and do more essential service to the country than the whole race of politicians put together.—Jonathan Swift.

Within the last few days it has developed that some of the largest interests of Oregon are opposing the road bonding act.

Their fear is that construction of highways will withdraw from the labor market men who will be needed for other occupations incident to wartime operations.

Without questioning either the patriotism or the wisdom of their attitude, there is no doubt but that it will have a big influence in reducing the vote of the road bonds.

It is therefore squarely up to the progressive citizens of Oregon who want roads improved to use every atom of their energy to bring out the vote at the special election June 4.—La Grande Observer.

AT THE HOTELS

Foley.

Daniel Boyd, Enterprise; Geo. F. Coyne, Portland; J. Collins, City; E. L. Aspaugh, Portland; A. M. Gibson, Portland; Tom Loftus, Camp Carson; B. T. Montgomery, Boise; Dr. J. McDonald and wife, Payette; B. S. Wilson Portland; M. Ruckman, Portland; O. E. Sholders, San Francisco; B. F. Webb, Alice; Miss Minnie Monner, Enterprise; Fred Ashley and wife; H. D. Atkins and wife, Joseph; Carl Roe, Enterprise; C. E. Curtis, Spokane; W. C. Hughes, Columbus, Ohio; R. W. French, Portland; L. E. Francisco, St. Maries, Mrs. Francisco, St. Maries; C. F. W. Hollister, Gardame; Bert Paulson and wife, Homestead; J. B. McCarger, San Francisco; F. G. Willis, San Francisco.

Sommer.

E. L. Dahlgren, Chicago; C. A. Grimes, Seattle; T. J. Huston, Portland; W. C. Johnson, Colfax, Wn.; S. Miles, Portland; F. A. Coffin, Portland; R. M. Carse, Portland; Lely Geyer, North Bend; J. F. Groce, Portland; H. R. Wight, Portland; James Johns, Pendleton; C. B. Baugher, Union; Otto Basyost, Cedar Rapids; R. H. Frank, San Diego; Mrs. N. H. Lines, Boise; Jennie Clark, American; R. Smith, Robnett; Raymond Hall; Miss Bertha Dethazer, Baker City; O. O. Wholrey, St. Louis; A. G. Paddock, Union; M. Ferteg, Spokane.

Savoy.

Miss Viva Ingerson Meehan; Dan C. Brownell, Imbler; Jack Wright, Enterprise; W. B. Hindman, Elgin; Oliver Young, Bend, Ore.; R. L. Thompson, Enterprise; A. Rosen, Pendleton; A. Bible, Elgin; C. E. Lovell, Enterprise; Fred Muscell, Enterprise; G. B. McPeak; P. S. Sandborg, O.-W. R. R. Co.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only Constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHENEY & CO., Toledo, O. Sold by Druggists, Etc.

Take Hall's Family Pills for constipation.

The Big Winners Use



Won Gold Medal and Cup at 1916 also 1917 Convention of Vermont Dairymen's Association

C. M. Lilley of Marshfield, Vt., wins on creamery butter in 1917, with score 97. Mr. Lilley says: "I use the U. S. Cream Separator. It produces the finest cream, from which I have been able to make superior butter. It is right in every way."

John Bond, E. Montpelier, Vt., also a U. S. user, won the above Gold Medal and Cup in 1916, with score of 97%. The contestants included some of the biggest dairymen of Vermont. Mr. Bond says: "I use the U. S. Cream Separator. It always does fine work and produces cream of finest texture."

Won Against 331 Contestants at the 1916 Convention of the Massachusetts Dairy Association.

"I made the highest score on cream and was awarded first prize against 331 contestants. The score was 97 1/2 out of a possible 100. I use the United States Cream Separator and have always found it extremely satisfactory. The U. S. always does first-class work and produces a cream that is unexcelled."

March 16, 1916. O. E. BRADWAY, Monson, Mass.

First Premiums on Butter Nine Successive Years at Maine State Fair.

"Besides First Premium nine successive years at Bangor State Fair on best display of butter and First on prints and fancy moulds, we have won many other premiums, among them one at the State Dairy Show, also a Diploma from the National Dairy Show. We think this speaks well for the U. S. Cream Separator."

December 17, 1916. Mr. and Mrs. L. H. SAWYER, E. Corinth, Me.

You are in good company if you use the United States Cream Separator. Ask for a demonstration.

W. H. Bonnenkamp Co. Dealer