

# THE CITY

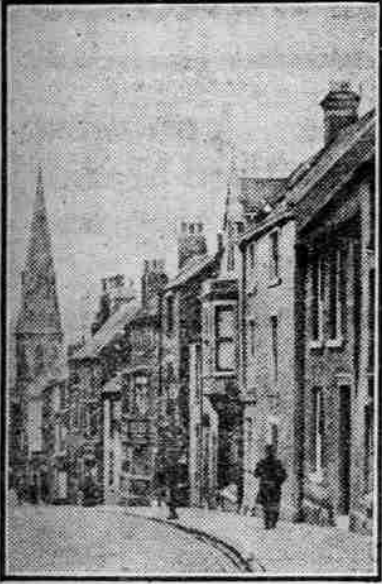
## HARMONY IN PRIVATE BUILDINGS NECESSARY.

Edward M. Bassett Would Make It Compulsory by Law.

No community can carry out any worthy plan if any individual can build any shape anywhere and for any purpose, says New York expert.

The legal sides of city planning—the police power to control housing conditions, height of buildings and similar matters that are developing in this age of progress—were discussed by Edward M. Bassett of New York before the recent national conference on city planning. In a paper which was heard with interest he said:

"Broad exercise of community control of the use of private property is requisite. The city should have the power to



HOW INDIVIDUAL IDEAS HAVE SPOTTLED A STREET IN AN ENGLISH TOWN.

Impose restrictions on the use of private land so that the community's needs shall be observed. These needs extend not only to sanitation and safe building construction, but include adaptation of buildings to their surroundings, distances of buildings from and relation to streets and public places, creation of zones for industry, business or residence and prohibition of regulation of unsightly objects.

"The courts have chosen to limit the police powers to health and safety on the ground that a more extensive application would violate the constitution both as to taking without compensation and without due course of law. Yet no one can doubt that the city of the future will need to enforce harmony of buildings, the setting back of buildings in certain areas, the limitation of heights and to some extent the segregation of residential, business and industrial structures.

"The community cannot carry out any worthy plan if a private owner can build any shape anywhere and for any purpose. The city architect in many foreign cities has the power to disapprove the plans of unsuitable and inharmonious buildings. Modern German cities like Cologne, Frankfurt and Dusseldorf have planned and restricted their suburbs as to height of buildings, their use and the proportion of private land to be covered.

"It is unthinkable that the city must compensate all of the private owners if reasonable aesthetic restrictions are placed on their use of city land. Yet if the police powers cannot be invoked there is no resort but to eminent domain which always requires compensation. No city can afford to pay money to all private owners to make them respect community rights, and community rights will at some time extend to regulating advertising signs, harmonizing buildings and segregating industries. Progressive legislation is required, and if all else fails constitutional amendments must be made. These should be general and extend police powers to reasonable aesthetic objects rather than to enumerate the various forms of community necessities.

### PURPOSELESS PILLARS.

Owners Would Do Better to Erect Lights or Flowerpots.

Many real estate firms and tract owners continue to erect pillars of stone or brick on street corners which are of no use, possess no beauty and represent a decided lack of taste and good judgment.

Simple pillars should either carry lights, ornamental plants and vines in pots, vases or, better still, hollow centers, or they should be finished by parts of walls abutting. They should never merely stand alone without use.

A fraction of a wall on one or more sides, of full height against the pillar and stepping down by sharp degrees to the base, would render them necessary to stop such winged buttresses, but pillars alone are abominations and blots on the landscape, no matter how ornate or whatever their style.

### DOES THIS FIT YOU?

We should regard one inflated of no love for his city or desire to serve it as a useless character.—Dr. John H. Finley, President of College of City of New York.

### The Letter M.

The Hebrew name of M was Mem, water, and it is curious to note that the original form of this character in the most ancient manuscript is a wavy line, which to the not too particular ancients represented water. By some philologists the letter M as used by the Phoenicians is supposed to have come from a picture representing the human face, the two down strokes representing the contour of the countenance, the V stroke signifying the nose, the two dots, long since disused, and a stroke beneath the V representing the eyes and the mouth. The old Phoenician form of the letter does indeed bear a comical sort of resemblance to the human face.

## EARLY RAILROADS

In the Days When Making a Record Was Quite an Event.

### FIRST MILE A MINUTE TRAIN.

This Honor Was Claimed by Two Roads, the Boston and Maine, With the Locomotive Antelope, and the Mohawk and Hudson, With the Davy Crockett.

The first achievements of American railroading are, in the greater number of cases, lost in the obscurity of tradition, and there has sprung up a host of interesting stories that go the rounds like Homeric tales. The honor of having created a record or a custom that is now commonplace has had many claimants in nearly every instance.

Take the first train to run a mile a minute. The Antelope, an engine on the Boston and Maine railroad, according to one of the most cherished of these legends, pulled the first train that made this record. Her run was between Boston and Lawrence, a distance of twenty-six miles, and one day in 1848 she is said to have made her last fourteen miles in thirteen minutes.

But it is just as earnestly upheld that the Davy Crockett of the Mohawk and Hudson railroad has this distinction. The Davy Crockett was the pride of the road in her day. It is said that her engineer, David Matthew, loved her better than he did his family. But she reached the pinnacle of her fame locally when in 1832, sixteen years before the Antelope was heard of, according to this other story, she covered a fourteen mile straight-away level stretch between Albany and Schenectady in thirteen minutes and made one stop for water besides. A letter written by Matthew in that year mentions having done better than a mile a minute with her on several occasions.

Running an engine at a mile a minute in those days was many times more dangerous than it is now. Three-quarters of a century ago the rails were light strips of iron spiked down to all sorts of ties. There were no tie or fish plates then, and in hot weather especially the sleepers and the rails would warp in the torrid sun and pull apart.

Not infrequently the ends of the light rails would curve upward from the track, forming the much dreaded "snake heads" which were the horror of engineers and passengers alike. Many tales are told of "snake heads" springing up under the jolting train, piercing the flimsy car floors and impaling passengers in their seats. Until a remedy was found for these "snake heads" by using better fastenings and more seasoned ties a large force of men was continually employed to walk the tracks and nail them down.

Broken car wheels were another ever present danger in those remote days. The present standard gauge is said to have been originally established by taking the distance between the wheels of the carts used on English highways. For the same reason, apparently, the first rolling stock was equipped not with solid wheels, but with cast iron models of the wooden wagon wheel, though of smaller diameter. These were not submitted to the drop test that is now universal and were of a dangerously light pattern. The result was that often interior defects in the casting would pass unnoticed until the wheel broke and the train was derailed. It took a bad accident, in which a number of people were killed, so runs the tradition, to bring about the testing of car wheels by tapping them.

Real time saving in running trains did not begin until 1851. Charles M. Rice, superintendent of the Erie railroad, was one of those given credit for inaugurating telegraph signals for the handling of trains.

He was in the cab of a passenger train one day, so the story goes. There were no double track railroads in those days, and trains had to lie out on sidings and wait for the train bound in the opposite direction to come along. However long the delay, the train on the siding waited.

On this particular occasion Minor's train took its siding. The operator at the little country station strolled over, remarking that the train in the opposite direction had got stalled on the grade some fifty miles down the line and that it would be two or three hours before she could patch up her leaky flues and get power enough to climb the hill.

Minor was in a hurry, and he decided to telegraph down the line that the train he was on would not wait at the siding, but would proceed for station agents to watch out for the other train and have it wait on the siding nearest the spot where they would meet. The engineer refused point blank to take any such risk, saying that it was against all railroad law and custom. Minor finally discharged him, put him off the engine and ran the train himself to the end of the division, keeping posted by telegraph at each station. Everything worked out just as he had planned and was so satisfactory that he at once inaugurated a system of moving all trains on telegraph signals.—Thaddeus S. Dayton in Chicago Record-Herald.

Within oneself must be the source of strength, the basis of consolation.—Marcus Aurelius.

Fate's Perversity. A commuter was in a dreadful wreck. The collision had been head on, four coaches were telescoped, flames burst forth, the shrieks and groans of the dying mingled with the hiss of escaping steam.

The commuter, black as a coal, was dragged out by the feet from under a mound of charred and badly mangled corpses.

"Are you hurt?" he was asked. The commuter opened his eyes and stretched himself, then, rising, snarled: "Hurt? Me? Of course I ain't hurt! I never am! I can't be! I carry an accident insurance policy."—Detroit Free Press.

## WHAT THE SMOKE NUISANCE COSTS

Due Entirely to Ignorance and Carelessness.

### DETRIMENTAL TO HEALTH.

Black Smoke Means a Waste of Fuel to the Manufacturer and Waste of Money to Town—General Appearance of the Community Suffers.

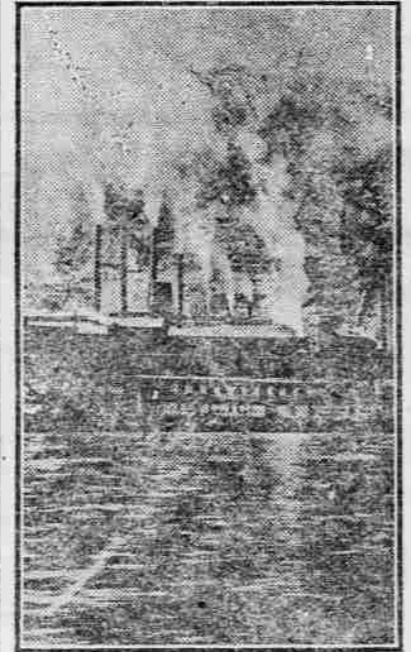
The smoke nuisance is beginning to be recognized as one of the greatest civic problems confronting the modern industrial community, says Dr. R. C. Benner in the American City.

Why this crime of our cities is not remedied, when so doing would result in profit to all concerned, is a question that can be answered by the two words, ignorance and carelessness.

There is, of course, the excuse that in this case the damage done is obscure and difficult to prove in a tangible way. But as scientific studies of the problem are made the injurious effects of smoke are gradually becoming more clearly defined and publicly recognized. There is a crying need for the education of the public along smoke lines. They need to know that soft coal can be burned without smoke with profit to the consumer, and they need likewise to know the damage smoke does in dollars and cents to the residents of a smoky city.

It has been proved by the best mechanical engineers and government bureaus that the emission of black smoke means waste of fuel. Many men who have been compelled to make installations of the proper kind for the abatement of smoke say that such improvements have been big dividend payers from the start. In fact, the loss to the producer of the smoke nuisance forms the largest single item in our budget. This in Pittsburgh amounts to nearly \$4,000,000 per year.

One cannot reckon in figures the loss in personal efficiency. Those of us who are called upon to travel about to any extent cannot fail to notice a marked difference in our feelings in different localities. In the sunny town with pure air we are so buoyed up that



THE SMOKE SPOILED APPROACH TO A MANUFACTURING TOWN.

more and better work is accomplished. Getting back to the foggy, smoke polluted atmosphere of the city, there returns the dull, depressed feeling, due in great measure to the gloom, and the character and amount of work within our capabilities are greatly diminished. Carefully conducted experiments have shown that there are often two or three times as much light in the clear country surrounding a smoky city as in the city itself. This is due to the black pall hovering over the city. The cost of artificial illumination due to lack of sunlight is no small item, and the lighting bills for a large and smoky city are increased thousands of dollars.

Smoke is detrimental to health. Following the weekly course of mortality, one cannot fail to be struck with the manner in which the mortality from many respiratory diseases increases after a fog. The large amounts of soot in one case ten grams, equivalent to about three-quarters of a pint found in the lungs of dwellers in a smoky city cannot but be detrimental, at least to some extent, to the execution of their normal function. Within the corporate limits of the city of Pittsburgh we have found that in those sections of the city where the soot cloud hangs heaviest the death rate from pneumonia is the greatest. Singers visiting Pittsburgh get the Pittsburgh sore throat.

From the standpoint of aesthetics the damage is more pronounced than in any other phase of the problem. The smoke cloud continually hanging over our city is extremely injurious to all vegetation. Many trees and shrubs will not grow in the smoky laden atmosphere, while those that do soon become so begrimed that their value from a decorative viewpoint is in great measure destroyed.

The abolition of the smoke nuisance therefore, unlike many other social evils against which an outcry has been made, will result in direct and immediate gain both to the public at large and to those chiefly responsible for the nuisance itself.

### Turning a Tight Screw.

Any one who has attempted to remove a very tight screw knows what a very difficult business it is. After straining and twisting for a considerable time the operator frequently ends by losing his temper and destroying the bite of the screw, which remains fixed as tightly as ever. With the aid of a pair of pinchers, however, the affair is quite a simple one. Place the screwdriver in position and then catch hold of the blade with the pinchers just above the head of the screw. Press the screwdriver firmly and at the same time twist round the blade with the pinchers. The tightest screw will yield immediately to this sort of

## GRIPPED BY A LION

Livingstone's Fearful Ordeal and His Narrow Escape.

### A BATTLE WITH A MANEATER.

The Wounded and Maddened Monster, In a Paroxysm of Dying Rage, Caught the Explorer in His Jaws and Shook Him as a Terrier Would a Rat.

David Livingstone, the famous African explorer and missionary, once had a singular encounter with a wounded lion that almost put an end to the explorer's remarkable career before it had fairly begun. But the story must be unfamiliar to many persons who have never read Dr. Livingstone's books. The adventure occurred while he was living among the Bakatlas, not far from the present town of Mafeking. This account is from his own narrative:

The people of Mabotsa were troubled by lions, which leaped into the cattle pens by night and destroyed their milk and draft animals. They even attacked the herds boldly by daylight, and although several expeditions against the wild beasts were planned the people had not the courage to carry them through successfully.

It is well known that if one in a troop of lions is killed the others leave that part of the country. I therefore went out with the people to help them destroy one of the marauders. We found the animals on a small hill covered with trees. The men formed round it in a circle and gradually closed up. Being below on the plain with a native schoolmaster named Mabalwa, I saw one of the lions sitting on a piece of rock. Mabalwa fired at him, and the ball hit the rock. The lion bit at the spot as a dog does at a stick or stone thrown at him, and then, leaping away, broke through the circle and escaped. The Bakatlas ought to have speared him in his attempt to get out, but they were afraid.

When the circle was reformed we saw two other lions in, but dared not fire lest we should shoot some of the people. The beasts burst through the line, and as it was evident the men could not face their foes we turned back toward the village.

In going round the end of the hill I saw a lion sitting on a piece of rock, about thirty yards off, with a little bush in front of him. I took good aim at him through the bush and fired both barrels.

The men called out, "He is shot, he is shot!" Others cried, "Let us go to him!"

I saw the lion's tail erect in anger and said, "Stop a little till I load again!" I was in the act of ramming down the bullets when I heard a shout, and, looking half round, I saw the lion in the act of springing at me.

He caught me by the shoulder, and we both came to the ground together. Growling horribly, he shook me as a terrier dog does a rat. The shock produced a stupor like that felt by a mouse in the grip of the cat. It caused a sort of dreaminess, in which there was no sense of pain or feeling of terror, although I was quite conscious of what was happening. This placidity is probably produced in all animals killed by the carnivora, and, if so, it is a merciful provision of the Creator for lessening the pain of death.

As he had one paw on the back of my head, I turned round to relieve myself of the weight and saw his eyes directed to Mabalwa, who was aiming at him from a distance of ten or fifteen yards. The gun missed fire in both barrels. The animal immediately left me to attack him and bit his thigh. Another man, whose life I had saved after he had been tossed by a buffalo, tried to spear the lion, upon which he turned from Mabalwa, and seized this fresh foe by the shoulder.

At that moment the bullets the beast had received took effect, and he fell down dead. The whole was the work of a few moments and must have been his paroxysm of dying rage. In order to take out the charm from him the Bakatlas on the following day made a huge bonfire over the carcass, which was declared to be the largest ever seen.

Besides crunching the bone into splinters, eleven of his teeth had penetrated the upper part of my arm. The bite of a lion resembles a gunshot wound. It is generally followed by a great deal of sloughing and discharge, and ever afterward pains are felt periodically in the part. I had on a tartan jacket, which I believe wiped off the virus from the teeth that pierced the flesh, for my two companions in the affray have both suffered from the usual pains, while I have escaped with only the inconvenience of a false joint in my limb.

Old China. The beauty of old china is often destroyed by brown spots which appear on the surface. An effective way to remove these is to bury the dish in the earth, covering it completely. The darker spots require more time to remove than the lighter ones. This method will not harm the most delicate china.—New York Telegram.

Universal. "There is one thought which comes daily to every man."

"What's that?" "That nothing is too good for him."—Chicago Record-Herald.

Either I will find a way or I will make one.—Sir Philip Sidney.

### Lewis Carroll's Humor.

An English magazine gives some amusing pieces of Lewis Carroll's humor from the forgotten pages of Oxford pamphlets. During the election at Oxford in 1865 he gave vent to the following Euclidean definition: "Plain superficiality is the character of a speech in which, any two points being taken, the speaker is found to lie wholly with regard to those two points." A note is also given on the right appreciation of examiners: "A takes in ten books and gets a third class; B takes in the examiners and gets a second. Find the value of the examiners in terms of books, also their value in terms when no examination is held."

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