

How Standard Time Started

THEN
Two hundred and thirty-nine years ago today the foundations were laid for the Greenwich Observatory, which gives the world its standard time. A year later it was completed and approved by King Charles II. Its erection marked a new epoch in the world's navigation. Before its establishment a navigator's voyage was a haphazard and exceedingly dangerous undertaking. The astronomical tables by which the navigator figured his position in mid-ocean were so erratic at that time that a ship headed for the Virginia Colony in the New World was just as liable to land on the coast of New England. There was no universally accepted first meridian of longitude by which the navigator could sail his course accurately until the early explorers adopted their own. The Latin navigators used the Peak of Teneriffe in the Canary Islands until Richelieu called a scientific congress in Paris in 1630, which decided upon the island of Ferro as the first meridian. This island remained the guiding mark for the Latin races for many generations. The English-speaking races established Greenwich time and meridian. One of the first acts of the first royal astronomer was to compile all the known statistics relating to astronomy and to work out a reliable table for mariners. Then it began to set the clocks of England and the United States.

NOW.
Today all the clocks of the important countries of the world are ticking in accordance to their distance from the Greenwich observatory. All the world's navigators are sailing or steaming over the seven seas or courses laid by Greenwich Observatory. The people of the United States are rising from their beds, opening the day's business and eating their meals according to regulations laid down by the British astronomers of King Charles' reign. The world is marked off into zones, each one of which occupies fifteen degrees of longitude and is numbered according to its position in relation to Greenwich. In the United States four of these zones exist, the country having a breadth of fifty-five degrees. All the clocks in a zone register the same hour according to a regulation adopted in 1883. This regulation was promulgated to overcome the seventy-one different sets of time prevailing in the country theretofore. Today another mighty evolution in navigation and the universal time system is in process. It is proposed to use the wireless telegraph to verify time. It is suggested that the United States Naval Observatory flash its signals of the hour to ships at sea so that the navigator can accurately determine his distance from land by setting his chronometer. Another scientist suggests that the government radio station at Arlington flash its signals to Eiffel Tower in Paris so that both Europe and America can set their clocks accurately.

SHOULD JACKET ALL MILK CANS

Government Issues Bulletin
Concerning Care of Milk
in Shipment.

(Special to The Times.)
WASHINGTON, D. C., Aug. 10.—The Dairy Division of the Department of Agriculture has just completed a series of tests on the change in temperature of milk in cans during the transportation from the farm to the consumer. These tests established the importance of jacketing cans of milks with some appropriate insulating material. It has been found that milk that has to be sent only short distances

or preserved for only a few hours should maintain a temperature of less than 50 degrees. Even at these temperatures, some bacteria will multiply and cause the souring of the milk, but the increase is slow and during a few hours no serious results will occur. A temperature well below 50 degrees Fahrenheit, however, materially decreases the rate of bacterial growth.

On the other hand, where milk is to be shipped long distances, the initial temperature must be lower, assuming that no provision is made for maintaining the original temperature during transportation. Where milk is in transit for several hours, it is necessary to cool it down to near the freezing point. So soon as the milk can, however, is exposed to air temperature, and especially to the sun, the temperature of the milk begins to rise very rapidly and every precaution should be taken to keep it from being raised by the outside heat.

A series of experiments was recently made in shipping milk cooled to 50 degrees. In these cases the cans were set in an open truck, with no covering to shield them from the direct rays of the sun. The milk was hauled a distance of 13 miles and the average air temperature during the trip was 82.65 degrees. The experiment showed that the cans that were half-quilt jacketed showed a raise of only 5 1/2 degrees in three hours in the temperature of the milk. The cans that were wrapped with wet burlap showed a milk temperature of 58 1/2 degrees in the same period, or a raise of 8 1/2 degrees. The milk in the unjacketed cans rose in three hours to 78 1/2, or a rise of 28 1/2.

It is obvious from these figures that it pays to jacket the cans, in order to maintain a low temperature during transportation.

PORT ORFORD TIES SHIPPED

A. M. Simpson Takes Another
Cargo of About 6000 From
There Now.

(Special to The Times.)
PORT ORFORD, Or., Aug. 10.—The festivities and all-night dance Saturday closed the Fourth Annual Agate Carnival here, by far the largest, most enjoyable and most profitable of any yet held. The creation of a park on the shores of Garrison Lake, in the midst of a green grove, greatly aided in securing to visitors a keener enjoyment of Curry County's annual picnic. The number of tents and camps on the ground was estimated at about one hundred and the daily attendance of visitors at between 500 and 600. The crowds were very orderly, no disturbances of any kind occurring during the three days of carnival.

The first day was known as "Ladies' Day," the women of Port Orford having charge of the program, and a big free dinner which was served on that day. In the evening a dance was held, music being furnished by an orchestra from Myrtle Point.

The second day's program was conducted under the auspices of the Woodmen of the World, the principal fraternal order of the city.

Dancing was indulged in every evening on the specially-built open-air pavilion, and in every respect was carried through with great satisfaction.

The highly exciting wrestling match, in which Lutsey, Curry County's greatest joy, was to completely throw ten men in one hour, was a good feature. He failed by two minutes, the last man, a professional wrestler from Oregon Agricultural College, giving Lutsey the hardest run of any of his opponents.

The agate display was housed in a specially built pavilion and attracted universal attention. The collection of H. A. Stuart, the veteran collector, was by far the biggest single exhibit.

The managers of the carnival feel highly elated over the success of this year's fair and much of the building and improvement will be made permanent.

SCHOOL BANDS.

Oakland Now Has More Than Any
Other City in the Country.

(Special to The Times.)
OAKLAND, Cal., Aug. 10.—A position that is unique in the public school systems of the West has been created in Oakland by the appointment of Hermann Treutner, formerly leader of the Thirteenth Infantry Military Band in the Philippine Islands, as director of bands and orchestras. There are now in the Oakland schools thirty bands and twelve orchestras, with a total enrollment of more than 1100 pupils.



Photo by American Press Association.

Russian Cossacks Are Formidable Foes

The Russian navy has never been considered a very important factor in the nation's defense because so little of the country faces the sea. However, Russia boasts of one of the best armies in the world. The Russian Cossacks are known everywhere and are formidable fighters.

The Parisian

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