

City and County Brief News Items

Oakes carries a full line of Lowe Brothers' Paints, 1081st.

O. M. Corkins was a business visitor in Wallowa Wednesday.

Dr. W. C. Ketchum is visiting his parents at North Yakima.

Victor Johnson went to La Grande Thursday to meet his nephew.

M. Larsen returned Thursday from several days business visit in Elgin.

Charles Carpenter, recently of Joseph, is employed as cook at the Model cafe.

Mrs. R. M. Fay returned Thursday from a visit with her daughter, at Fletcher, Ida.

Miss Mabel Wilson is camping with a party of Union friends at Catherine Creek.

Miss Audrey Combes went to Hot Lake Thursday for a sojourn of a week or more.

Miss Lottie Walcott of Albany arrived Thursday for a visit with Mrs. Charles Giovanoni.

E. Y. Haskell, recently of Corvallis, is employed in the office of County Surveyor Merryman.

Miss Frankie Hermitage who had been visiting her sister, Mrs. J. R. Halley, returned to her home in Union the first of the week.

Mrs. M. W. Goodman returned home to Lostine Thursday after several days' visit with Mrs. J. S. Wagner.

Misses Pearl and Alma Edwards of Vale who are camping at the Lake, visited Mr. and Mrs. Lester Imbler here this week.

Mrs. Ralph Pickcock went to La Grande Wednesday where her husband had some a week previous. They will make their home in that city.

Miss Grace Steel, who is typewriting in the office of Smith & Walck at Joseph, spent Wednesday evening with her parents in this city.

G. I. Ratcliff will hold a public auction at his furniture store Saturday, August 27, beginning at 10:30. If you need furniture come and buy it at your own price.

Mrs. A. G. Smith, in the list of teachers securing certificates at the examinations last week, should have been credited with a primary certificate instead of a second grade.

Tom and Ben Morgan came home Thursday from The Dalles where they went to attend the funeral of a friend, Roy Taylor, who was killed by the upsetting of a well drill.

Mrs. A. E. Ivanhoe has returned from her vacation spent in Portland and various other places, and is a guest of Mrs. J. S. Wagner until the opening of the Wallowa County high school.

Miss Anna Richards returned Tuesday from several days camping at Minam, accompanied by her friend, Mrs. L. F. Masee of La Grande, whose guest she had been. Mr. Masee will also spend Sunday here.

Miss Grace Wood has moved her millinery store to its former location four doors east of the postoffice. Owing to her mother's illness Miss Wood was unable to go away to trim as she had intended, but has engaged an expert trimmer from the wholesale house who will arrive shortly and a beautiful line of Fall millinery goods will soon be on display.

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OPENING OF SCHOOL.

It is officially announced that both the Enterprise public school and the Wallowa county high school will open Monday, September 6.

STREET TRAFFIC SQUADS DUE TO ONE MAN'S LABOR.

William Phelps Eno Credited With New York's Achievements.

To William Phelps Eno is owing the street traffic control system which has so often attracted the attention of visitors to New York. But a few years since blocks and jams in the busy hours were of daily occurrence on the principal streets of the city. It required not alone minutes, but frequently hours to disentangle the masses of wagons, carts and carriages, even street cars, by the police and permit a resumption of traffic.

One of the favorite "stunts" of humorous writers in the newspapers was a description of the picturesque oaths, habits and skirmishes of the drivers and coachmen on these occasions. As far as pedestrians were concerned, it was frequently a life and death struggle for them to pass from curb to curb, and it became a recognized duty of policemen to act as escorts for women and children on the street crossings.

Mr. Eno, a New Yorker by birth, of independent means and a lover of horses, with personal experience of the dangers of the streets, was attracted to the question of improving conditions and eleven years ago began a systematic study of the problem. He visited London, Paris and other large cities, conferring with the police and other city officials, made diagrams and drawings and gradually evolved what he believed was a practical working system of traffic control. Then he began a systematic educational campaign with the authorities of New York. Step by step he gradually won over to his views the various officials having control of the streets.

There being neither honor nor reward for either the individual or commission, it was a long and thankless task. The natural inertia of officeholders, who had nothing to gain by improved methods, and the traditional habits and customs of the city departments had to be met and overcome. Many setbacks had to be met and indifference overcome, but they were overcome by patience and persistence, and today New York city street traffic is among the models upon which other cities are looking as examples for efficient control.

The city authorities of London and Paris, the latter city especially, have asked Mr. Eno's aid in solving their traffic problems, and he is now in the latter city trying to help them bring order out of chaos, for the streets of Paris have always been of all cities the most congested and dangerous.

THEODORE DER GROSSE, EH?

Foreign Steamship Companies May Capture American Names.

At luncheon in New York a day or two ago some men of the shipping world were discussing the subject of steamship nomenclature, and it was generally conceded that something must be done abroad to prevent new steamships from acquiring the names of prominent American characters, cities and politicians.

With the Martha Washington, the George Washington, the President Grant, the President Lincoln, the United States, the Pennsylvania and the Chicago, all owned by foreign companies, it was said that there was no limit to the American names that might be thrust upon the proposed steamships of the various foreign lines running to this port.

It was suggested that the Hamburg-American line might call its new 45,000 ton liner the Theodore der-Grosse; the next creation of the Red Star line might be the Hughesland; the White Star the Loebic; the Cunard the Taftland, the Holland-America the Cannon-dam, the French line the La Follette, the Scandinavian-American line the Hellig Harmon, the Italian line the Re di Gaynor, the Anchor line the Griscornalia, and last, but not least, the American line—if it ever builds a new steamship—the Oyster Bay.

Not For Himself.

"It does me good to see a pompous man get his," said a stockbroker. "I have a friend who just about believes the Lord created the earth in seven days for his especial benefit. He has a fine home on Long Island, with a retinue of servants, but his wife is a semi-invalid, and it falls to the lot of Mr. Pompous to execute various commissions for her in the city. The other day she asked him to stop at a clothing store and get a couple of white duck jackets for the butler. I happened to be with him when he entered the store. Striding majestically up to a sallow little salesman, he said, with much impressive dignity:

"I wish to purchase a couple of white waiter's coats."

"Yes, sir," said the little salesman. "What size do you wear?"

"Mr. Pompous got red in the face spluttered and gurgled, and then as if fearing to trust himself to speech turned on his heel and strode from the place. He left me at the next corner, and has avoided me ever since."—New York Sun.

A Celebrated Goat.

On April 23, 1772, there died at Mile End a celebrated goat. She had been twice round the world, somewhat of a feat in those days, once on the discovery ship Dolphin, under Captain Wallis, and once on the Endeavor, under Captain Cook. She was admitted to the privileges of an in pensioner of Greenwich hospital by warrant of the lords of the admiralty, but before she could avail herself of the honor she died. Dr. Johnson wrote a couplet which the distinguished animal for some time wore round her neck.—London Opinion.

TOWER GLORIFIES

AFTER eighteen years of toil and effort, battling with disappointment, lethargy and indifference, of surmounting the insurmountable and now and again snatching back the project from the very jaws of defeat, the greatest achievement in the already rich history of Provincetown, Mass., the pilgrim monument, is now crowned with glorious success.

Towering 347 feet above sea level, it serves in clear weather as a guide for vessels forty miles at sea, and from its higher observation platform, just beneath the battlement crowned arch of the tower head, all Cape Cod bay, all Cape Cod's inner shore line of sixty miles, with a wide expanse of mainland, Bay State coast line and Atlantic waters, lie in view.

Unusual distinction has attended the building of the monument. Three years ago its cornerstone was laid by a president, Theodore Roosevelt, and another president, William Howard Taft, was the dedicatory.

Over the south door of the monument is a tablet of bronze intended to replace the one which was above the portal of the old town hall, destroyed by fire in 1877, and which bore this inscription:

"In commemoration of the arrival of the Mayflower in Cape Cod harbor and of the first landing of the pilgrims in America at this place, Nov. 11, 1620, this tablet is presented by the Cape Cod association, Nov. 8, 1833."

Original Civil Compact.

The monument and this tablet serve not only to commemorate the landing of the pilgrims, but also the first declaration of civil rights made in the new world by English speaking people. The text of this compact, the John the

PILGRIM FATHERS

ly awakened to the significance of the work, responded generously, and the remaining thousands were quickly contributed.

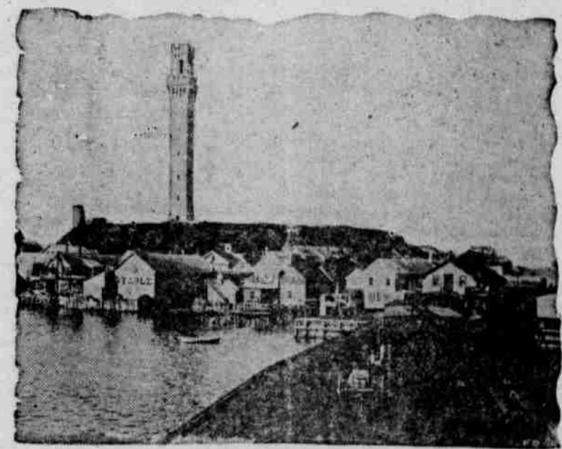
This success was followed by a donation of \$40,000 from the national government and additional benefactions, amounting to about \$3,000, from individual contributors with which to beautify the grounds about the monument.

The building of the monument was entrusted to a commission, in which the general government, the Commonwealth of Massachusetts and the Memorial association had representation. The cost in round numbers has been \$90,000. The design, selected from many submitted, is by Willard T. Sears and resembles the Siena (Italy) town hall tower, built in 1300.

Built For the Ages.

Founded on mother rock, the shaft has been built to endure through ages. It has a foundation of re-enforced concrete five and a half feet deep and rising four and a half feet above the earth surface of a pit excavated for its reception. That foundation is sixty feet square at the bottom, rising in pyramidal fashion to a width of twenty-eight feet at the top. Six thousand six hundred cubic yards of sand were excavated to provide anchor base for the great foundation, the weight of which is 3,200,000 pounds.

From the foundation to a point 104 feet above the base the four sides carry a width of twenty-seven feet. Above that level a buttressed head, with outswelled apex, extends fifty feet farther into the air, furnishing an open air battlemented observation platform, from which in turn springs a slightly narrower battlement, crowned, four sided, four gined arch, with added height of about thirty-eight feet. The monument is of rough faced granite, quarried at Deer Isle, Stoning-



PROVINCETOWN, MASS., AND MONUMENT COMMEMORATING LANDING OF PILGRIMS.

Baptist of the great constitution of today, with the names of forty-one signers, is found in bronze in a tablet set in the concrete walk before the main doorway of the town hall. It reads:

"In ye name of God, Amen. We, whose names are underwritten, the loyal subjects of our dread sovereign lord, King James, by ye grace of God, of great Britaine, France & Ireland, king, defender of ye faith, etc.

"Having undertaken, for ye glorie of God, and advancement of ye Christian faith and honour king and countrie, a voyage to plant ye first colonie in ye northerne parts of Virginia. Do by these presents solemnly and mutually in ye presence of our God, and one of another, covenant and combine ourselves together into a civil body politick, for our better ordering and preservation, and furtherance of ye ends aforesaid; and by vertue hereof to enact, constitute, and frame such juste and equall lawes, ordinances, acts, constitutions and offices, from time to time, as shall be thought most meete and convenient for ye generall good of ye colonie; unto which we promise all due submission and obedience."

Monument Worthy One.

The monument itself is well worthy of the efforts of the men whose patience, perseverance and devotion to the cause made it possible. These men, the members of the Cape Cod Memorial association, began their labors when the association was incorporated by the Massachusetts legislature in 1892. The incorporators named in the act were James Hughes Hopkins, James Gifford, Artemas P. Hannum, Howard F. Hopkins and Joseph H. Dyer, all of Provincetown, their associates and successors.

For many years Cape Cod folk had hoped that Provincetown's claim to be the first landing place of the pilgrims might be made manifest by the erection of a monument attesting the fact, but no successful organized movement was launched prior to the incorporation of the body named. During the first ten years of the corporation the movement dragged, the fund for the purpose reaching only \$2,500, but in 1902 the Massachusetts legislature agreed to give \$25,000 for the purpose, provided the association should have raised a similar sum within three years.

Subscriptions came in slowly during the specified time, and the association feared failure as the three year term neared its end. Then, when hope was almost abandoned, the public, sudden-

ly awakened to the significance of the work, responded generously, and the remaining thousands were quickly contributed.

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ton, Me., laid in concrete, anchored with steel rods that extend perpendicularly from the foundation to the monument's crest, and weighs about 11,000,000 pounds.

What, then, is the claim of Provincetown that it should set it forth in granite and bronze on its highest hill for all the world to read through all the cycles of time? It was at Provincetown on Nov. 11, 1620, old style, that the pilgrims on the "Mayflower of a forlorn hope" first landed on the soil of America. This is the fact that the monument commemorates. After thirty days at Provincetown the pilgrims moved on and established their settlement at Plymouth, whose fame encircles the globe, while there be many who ask what and where is Provincetown.

Provincetown was not only the place of the first landing of the pilgrim fathers. It was there that the British frigate Somerset, the scourge of Cape Cod bay, was wrecked during the Revolution. It was the home port of one who led the Guerriere a merry chase of three days and nights and finally into touch with "Old Ironsides," resulting in the capture of the British ship. It was, too, the home port of sundry men who repeatedly ran the gauntlet of blockading British ships, carrying fish and salt, home products, to their compatriots of Long Island sound; of others who helped man the guns of the Constitution in the war of 1812 and of one who went down in the Cumberland under the iron beak of the Merrimack, but fighting his gun to the last.

Scene of Great Events.

Provincetown was the scene of the delivery of the Confederate envoys Mason and Slidell to a British ship of war and the town which furnished nearly 400 men—10 per cent of its population—as its quota for the defense of the Union. It was the birthplace of Rear Admiral Dyer, who as captain of the Baltimore participated with Dewey in destroying the Spanish fleet in Manila bay May 1, 1898.

The first settlement was made, it is believed, about 1680. The first recorded birth ashore was that of Ephraim Doane, April 1, 1696. The settlement became a precinct of Truro June 17, 1714. The boundary line was established by the king's commissioners Sept. 24, 1714. The precinct was made a town and named Provincetown June 14, 1727. At the opening of the Revolutionary war the population numbered about 200.

FINDS LIVING IN GREENWICH TIME

Woman Earns \$2,500 Annually In Queer Occupation.

WATCHMAKERS ARE CLIENTS.

Historic Hill Observatory Near London Sets Hours and Minutes For All England—Caught Halley's Comet in Wonderful Photographs in Recent Appearances.

When Halley's comet set all Europe gazing skyward recently no society beauty was more eagerly courted by enterprising photographers than was the comet by the patient astronomers of Greenwich, whose photographic telescopes were kept searching the heavens to note the arrival of the periodic visitor on the sensitive plate of the camera. Nor was the vigilance unrewarded. More than one distinct impression of the brilliant object is now on view at the Royal observatory, Greenwich.

This success has revived interest in this historic institution by the Thames, but few outside scientific circles know much of the history and details of the almost conventional group of buildings on—

That fair hill where hoary sages boast To name the stars and count the heavenly host.

Sets Time For Britain.

Yet probably no hill in the world has had so strangely varied a history or played so important a part in the affairs of men. The granite line across the foothold on its summit is the meridian from which the longitude on every British map and chart is calculated. All England sets its time by the mean solar clock, and in addition to the daily and nightly observations of the heavens elaborate records are kept of diurnal changes in the temperature and humidity, the direction and force of the wind, the amount of sunshine and rainfall, the earth's magnetism and a host of meteorological matters forming a science of daily increasing importance and interest.

There is a large galvano magnetic clock fixed on the outside wall of the observatory and divided into twenty-four hours. There are still many who believe this clock is kept going by the sun. They do not know that the fixed stars are the real timekeepers from which Britishers check their daily progress.

The sidereal clock, kept within one of the buildings of the observatory, is corrected by observation of the stars every clear night, and every morning before 10 o'clock the mean solar clock is checked from it. The latter is housed below the time hall on the tower which dominates the hill and is in magnetic connection with the clock in the boundary wall, which has furnished the correct time to countless visitors to the hill since it was placed there in 1852.

Woman Sells the Time.

To this galvano magnetic clock in the wall comes every Monday a woman who makes \$2,500 a year out of the queerest occupation in England. She sells the time to London watchmakers.

Her name is Miss Belleville of Maldenhead. Eighty years ago the then astronomer royal suggested to her father that if he took the corrected time on a certified chronometer every week he could no doubt find numerous clients. So he bought a famous watch made for the Duke of Essex, one of the sons of George III., and soon worked up a business with it. When he died his widow sold the time till she reached the age of eighty-one, and then she handed the business over to her daughter.

When Miss Belleville visits Greenwich at the beginning of every week her chronometer is corrected and she is given an official certificate. From that her fifty customers correct their watches and clocks.

CLOVER BLOSSOM IS RENTAL.

Michigan Man Arranges Cheap Lease For School.

A clover blossom a year is the rental charged the Flint (Mich.) school board for a ninety-nine year lease of the site of the Flint union school. The owner of the land, Neil J. Berston, made the offer at the last regular meeting of the board, the only proviso being that use of the land for other than school purposes shall terminate the lease.

The board accepted, and it was decided to make a ceremonious feature of the payment of the rental each year. The board is to elect one of its members every spring to pluck a clover blossom from one of the lots owned by the school board and carry it to Mr. Berston or one of his heirs.

Radium in Turkestan.

A new source of radium supply has been discovered in Turkestan. Radium bearing uranium ore has already been obtained in considerable quantities. The native miners have found that cuts and other wounds which would take a long time to heal in other mines are very quickly cured by applying a small quantity of powdered uranium ore to the spot.

Australia to Own Telegraph.

The Australian government proposes a state owned telegraphic service to Great Britain.



PROVE IT FOR YOURSELF!

Hundreds of people in this town are about ready to purchase a talking machine.

By the daylight! Make comparisons! Remember that there are "talking machines" and "phonographs," but only one Graphophone—the

COLUMBIA GRAPHOPHONE

Be sure to get in touch with us before you buy. Complete Graphophone outfits from \$20 up. Come in and listen.

Most people prefer to buy "on time"—and that suits us. Terms are Easy!

BURNAUGH & MAYFIELD,
Agents,
ENTERPRISE, OREGON.

