

MARINER'S GUIDE

THE MOST VALUED POSSESSION OF THE SEA CAPTAIN.

The Making of Chronometers a Refined Art That Is Followed By But Few.

New York, as the leading seaport of the country, is the center of an important industry on which depends to a large measure the safety of thousands of ocean travelers, says the Philadelphia Ledger. This is the manufacturing, and particularly the rating, of marine chronometers. Nearly every shipmaster, upon entering New York after an ocean voyage, obtains from the customhouse a permit to land his chronometer, so that it may be rated according to standard time. This rating may be likened to the daily comparison which the man with the fine watch makes with his jeweler's timepiece.

In the case of a chronometer the adjuster keeps a careful record of its variation, and this record goes with the clock when it is returned to the ship. The importance to a captain of knowing whether his chronometer is running fast or slow cannot be over-estimated, for, although it may vary only five seconds a month, each second makes a difference of four miles in a ship's course, and a mistake of such a short distance, if not corrected, might result in a wreck and the loss of many lives. Knowing the exact variation of his chronometer, the captain is, therefore, able to make the necessary allowance for it when he ascertains the latitude and longitude of the vessel after taking his sight, or, in other words, after determining the angular position of the sun through the use of the sextant.

Many of the large ocean liners carry three chronometers, the ordinary vessel one and the deep-water ships sometimes two or three, but the life of an ocean timepiece, if well taken care of, is 100 years and more, and accordingly the maker has to meet no great demand. As a matter of fact, a chronometer really goes out of service only when it sinks with a vessel. A shipmaster, when about to abandon his command at sea, invariably thinks of four things that should be saved—his logbook, sextant, compass and chronometer. With these and a fair supply of provisions he feels a certain sense of security when he risks his life in an open boat. A derelict with a chronometer on board is indeed a rarity. And when one reads of a captain who has been unable to save his chronometer the story is indubitable proof that the summons to leave the vessel was so urgent as not to admit a moment's delay. Leave the ship's cat if you will, but save the chronometer, might well be taken as an ocean maxim.

Though carefully nursed, the chronometer meets with many adventures. It may go through fire, shipwreck and other perils of the sea, but rarely does the regular, distinct ticking ever stop forever. If a captain dies or his vessel is condemned it finds another owner or another berth and this it shifts about from ship to ship, changing hands continually and traveling at odd times all the seven seas.

The manufacturing of marine chronometers in this country is confined to four firms, three of which are located in New York, and probably the whole output for a year amounts to 250 or even fewer. As with other articles, the price of chronometers varies according to quality and workmanship. The cheapest cost about \$200 each, while the United States government, which naturally buys the best, pays sometimes as much as \$375.

The movements of chronometers are usually imported "blank" from England—that is, only the plates and wheels are brought over. The manufacturer here provides the balance, springs, pivots, jewels and other parts needed to complete the whole, together with the brass-bound box in which the clock is placed. Being set in gimbals within the box, the chronometer will remain in a horizontal position when the vessel rolls or pitches, and by this means the poise of the balance is not disturbed.

It takes about three months to manufacture a chronometer and another three months to adjust it, though makers declare that the timepiece should not be sent to sea for two years after completion, as the delicate mechanism must be tested in various ways to obtain a perfect regulation. This adjustment, as the regulation is called, is something that requires the utmost skill and really is the most important feature of the maker's art. Sudden changes of temperature, humidity and electric currents will affect the speed, balance and hairspring, and therefore all the running parts must be so compensated and regulated that whatever contingency may arise there will still be the steadiness which allows no capricious variations. Old-fashioned chronometers were built to run eight days without winding, but these have been superseded by the 66-hour timepiece. Fifty years ago the chronometer was brought to its present state of perfection, and since that time, despite modern ingenuity, makers have found no reason to make any alteration in the principal parts of its mechanism.

A Natural Misnomer. The Terror—Do people often throw things at you, Mr. Doughby? Mr. Doughby—No, Tommy, why?

Dying of Famine
Is, in its torments, like dying of consumption. The progress of consumption, from the beginning to the very end, is a long torture, both to victim and friends. "When I had consumption in its first stage," writes William Myers, of Carrfoss, Md., "after trying different medicines and a good doctor in vain, I at last took Dr. King's New Discovery, which promptly and perfectly cured me." Prompt relief and sure cure for coughs, colds, sore throat, bronchitis, etc. Positively prevents pneumonia. Guaranteed at McBride's drug store, price 50c and \$1 a bottle. Trial bottle free.

Lewis and Clark Rates.
The O. R. & N. Co. announces the following rates from Athena to Portland for the Lewis and Clark fair: Individual tickets will be sold daily from May 29 to October 15, inclusive, continuous passage in each direction; final return limit 30 days from date of sale, but in no case later than October 31, 1905, for one and one-third fare, amounting to \$9.90.

Party tickets—that is ten or more persons—will be sold from May 29 to October 15 inclusive; passage in each direction; 10-day limit from date of sale, at one single fare per capita for round trip, amounting to \$7.40. Children one half fare age at half fare of the above rates. For further particulars call on M. W. Smith, O. R. & N. agent, Athena.

Notice.
Notice is hereby given that a certain number of notes payable to E. L. Barnett and Edward Taft together with certificates embracing 162,312 shares of stock collectively held by E. L. Barnett, of 409, Yamhill street, Portland, Oregon, in the Goleconda Consolidated Mining Co., Union Gold Mining Co., Grant Mining Co., Standard Consolidated Mining Co., Buffalo Monitor Mining Co., Springdale Copper Mining Co., and South Pole Gold Mining Co., are missing, having been either lost or stolen. All persons are hereby warned that the above shares of stock and notes have not been endorsed and any transfer will be illegal.

Dated at Athena, Oregon, June 23, 1905.
E. L. Barnett.

Administrator's Notice of Final Settlement.

Notice is hereby given that on the 24th day of June, 1905, William McBride, the duly appointed, qualified and acting administrator of the estate of Mary E. Rainville, deceased, filed his final account in the county court of the state of Oregon, for Umatilla county, in the matter of the said estate and all persons interested in the said estate are hereby notified that they must appear in said court and file their objections or exceptions to the said final account on or before the 5th day of August, 1905, at the hour of 2 o'clock p. m. of said day, and that there will be a hearing upon the said final account on the said hour of said day at the county court house, in Pendleton, Umatilla county, State of Oregon.
William McBride,
Administrator.

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To Cure Constipation Forever.
Take Cascarella's Candy Cathartic, 10c or 25c.
C. C. C. fail to cure, druggists refund money.

Public Notice
Notice is hereby given that I will apply to the Mayor and common council of the City of Athena, Oregon, at a meeting thereof to be held on the 17th day of August, 1905 for a license to sell spirituous, malt and vinous liquors in less quantities than one quart, said liquors to be sold only in a building situated on the east one-half of lot No. 6, in block No. 5, of said city.
Sam Booher,
Applicant.
Dated, July 14, 1905.

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Can be recommended for its clean and well ventilated rooms.

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Every night 15 cts. per Bowl

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Work Guaranteed

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for children, safe, sure. No opiates.

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Shop, corner 3rd and Jefferson, Streets, Athena, Oregon.

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TWO TRAINS EAST DAILY

Through Pullman standard and sleeping cars daily to Omaha, Chicago; tourist sleeping car daily to Kansas City; through Pullman tourist sleeping cars, personally conducted, weekly to Chicago, with free reclining chair cars, seats free, to the east daily from Pendleton.

DEPART Daily.	TIME SCHEDULES ATHENA, ORE.	ARRIVE Daily.
4:58 p. m.	Fast Mail for Pendleton, LaGrande, Baker City, and points east via Huntington, Ore., also for Umatilla, Heppner, The Dalles, Portland, Astoria, Willamette Valley, Prineas, California, Tacoma, Seattle, all Sound Points.	9:57 a. m.
9:42 a. m.	Walla Walla, Dayton, Pomeroy, Lewiston, Colfax, Pullman, Moscow, the Couer d'Alene district, Spokane and all points north.	4:53 p. m.
7:05 p. m.	Mixed train Walla Walla and intermediate points.	12:20 p. m.
12:30 p. m.	Mixed, for Pendleton and intermediate points.	7:05 p. m.

Water Routes. SAN FRANCISCO-PORTLAND ROUTE. Steamer sails from Portland 8 p. m. every 5 days.

Snake River Route. Steamers leave Ilwaco daily except Saturday returning at 4:30 a. m. leave Lewiston daily except Friday, at 7 a. m.
M. W. Smith, Agent, Athena

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