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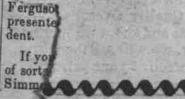
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OPIUM FROM CANADA.

Smugglers Working the Drug Across the Border Line.

In Spite of Government Precautions Very Large Amount of the Nar-cotic Is Secretly Brought Across.

A prominent Boston physician says that it would startle the people of Boston generally were it known to what great extent the use of opium had already gone in this city; not only among the Chinese, for it has been understood that this class of the population use the drug, but among the white residents. The physicians of this city have fought vehemently against the use of opiates to quiet children, and they have accomplished something in that direction; but it is still evident that a far larger quantity of opium is used in this city than is accounted for in the druggists' statement of sales. Says the Boston Advertiser: "More than one Boston physician could, if the principles of their profession allowed, give some grave facts regarding the ruin wrought by the drug in Boston hemes. Now and then the police make a raid on some opium room, but their efforts have not succeeded in checking the use of opium to any extent. A special agent of the treasury said lately, in reply to some questions in this connection, that opium smuggling was carried on across the Canadian border to-day in spite of the arrest of so many gangs of smugglers in the past. The stuff can be bought for \$6 a pound in Montreal and can be sold here at \$10 or more per pound, according to its quality. The drug is easily carried in large weight, and one man can carry from twentyfive to fifty pounds and can escape detection. The trade of smuggling opium is, of course, a very profitable one, and as the smugglers have about one thousand two hundred miles of border over which they can cross they have a good opportunity to do business without being caught. The favorite method of the smugglers is to take the train from Montreal to a way station not far from the boundary, and to cross the line in carriage to some small station on the American side. In this way they escape the search of the regular customs officers whose duty it is to examine the luggage of railroad passengers at the boundary. Some smuggling is also done by hiding the opium in bulky packages of freight. At best the government has a small force of customs officers along the border, and the smugglers do a thriving trade. They can sell opium more cheaply than regular dealers, of course, and a large part of the opium used in Boston comes over the border without paying duty. Only ten years ago 27,000 pounds were amount was about 150,000 pounds, and it is said that 100,000 pounds were smuggled across the line last year to United States consumers. In view of the increase in the use of opinm in this section it is a matter of some interest that the Canadian government is at

SCENES AT THE SEA'S BOTTOM. A Tutor at the Paris University Succeeds

refineries to carry on their work in bond under government inspection. If

this should be done a prompt check

would be put upon the smugglers and

it would no longer be easy to get

opium so cheaply in Boston. The great increase in price would serve to close up some of the opium 'joints,' and

would probably put a check upon the growth of the opium habit."

in Taking Submarine Photographs. M. Louis Bouton, a tutor at the Paris university, who has been for some time distinguished by his submarine investi-gations and zoological treatises on the Red sea, has now, says the Paris Figaro, succeeded in taking photographs of sights which he encountered in the depths of the sea. Descending by means of a diver's dress, this gentleman manages to carry with him a small camera specially constructed for the purpose. After trying for some time to operate in the natural light to be had at the bottom of the sea, he found that it was too weak to produce photographs, so he next attempted with magnesium to obtain a flash that would enable him to take by the instantaneous process. He contrived a small spirit lamp resting on a bottle of oxygen and covered by a glass shade, and into this lamp he threw some magnesia by means of an india-rubber ball which was pressed for the pur-

At each flash thus obtained a photograph was produced. These experi-ments have been made in a quiet bay near the coast, in the ichthyological laboratory at Banyulser-Mer, but the success which has attended them leads to the hope that soon we may venture further shead. Already dreams of automatic apparatus are not wanting which could be sunk and return with pictures of the deep sea such as no mortal eye has ever beheld. M. Bouton relates that while he was busy with his experiments large numbers of the depths of the sea gathered round the spot with evident curiosity about the spot that the proceeding. But they showed no fear. When he tried to touch or eatch them they merely moved aside to evade his grasp, but were not disturbed, nor did they move away to any great distance from the spot in which they were interested.

In 1794 Joshua Pine settled on a farm near Walton, N. Y., and planted a fine orchard. Although it was nearly ninety-nine years ago when the trees were first planted, they do not show much signs of their great age. and a number of the trees are yet vigorous, giving promise of many years of life and fruitage. The largest measures 117% inches in circumference, the next largest 105 inches, and another 102 crop of fruit this year.

A DIFFICULT FEAT.

Raising a Locomotive That Had Beer Plunged Into a Muddy River. On August 10 last, says the San Francisco Call, a locomotive went through a big ferryboat and plunged pilot first into the water of Carquinez straits, the tender and cars remaining on the ferryboat. The water was deep enough to cover the cab, but not enough to let the boat out of the slip. The locomotive stood practically vertical, and its nose was deep in the mud. On the night of the 15th a large pair of shears made of twelve by twelve inch tim-bers crossed at the top, was built up on the end of the boat and some large pulleys hung where the timbers crossed. Then a diver spent several hours in fastening a number of cables on either side of the frame under the boiler. Four engines were attached to the ropes, but could not start the locomotive, although the strain was so great that a cable nearly three inches in diameter was broken. Finding the appliances of insufficient strength,

the shears were doubled in size, and a fifth engine taken on board. On the 17th another trial was made. It was hard to get the engines to pull exactly together, and as their wheels would slip and revolve the cables would snap and the tackle generally would be badly strained. Finally a simultaneous pull started the mass and the cab slowly appeared above the water, and the engine was gradually lifted until somewhat higher than the floor of the ferry boat. Tackle from a steam dredger stationed in front of the slip was then attached to the forward end of the locomotive, which was pulled out in this way. The shears were then swung slowly backward over the deck of the ferry and the engine gradually lowered to the tracks it had left. When it was hauled to the neighboring roundhouse and the mud washed off it was found that but little damage had been done beyond the splintering of the cab by

LOST ATLANTIS NOT A MYTH. A Toronto Professor Believes It Was the

American Continent, Ignatius Donnelly finds a supporter of his Atlantis theory in Sir Daniel Wilson, president of the University of Toronto, who declares, after a great deal of search, that the lost Atlantis was not a myth, but that it was really the continent of America. He accounts for its disappearance from view in a different way, but that is merely inci-

Donnelly's theory, as summarized by the Milwaukee Journal, was that the land was submerged by some great volcanic upheaval, and that from those who escaped in the continents of Europe and Asia came the tradition of the deluge. Sir Daniel rejects this explanation as being disproved by the fact canic action either on the continent or in the ocean bed. He believes that the ancient Egyptians, the most progressive and adventurous people of ancient times, discovered the continent, but that in the decline both of their learn ing and power it became lost to view and existed at the time our knowledge last considering the plan of putting a watch on the opium refineries in the dominion, practically compelling the of Egypt begins merely as a shadowy

It is his opinion that traces of the Egyptians of those days are to be sought in the ruined cities of Central America, whose origin has never been determined or even been made the basis of any reasonable theory. Such a discovery would furnish a substantial basis for the legend of the lost Atlantis and the theory invests those wonderful ruins with a new interest for the antiquarians.

A Lover of Fresh Air.

Queen Victoria seems almost imper-vious to draughts and cold, and no doubt this makes her somewhat inconsiderate to those around her. Her sons and daughters frequently complain of the coldness of their mother's nome. She is quite unlike most old ladies of her age in many of her tastes; and while they enjoy the cozy arm-chairs before the fire the queen is taking her daily drive. It has to be very bad weather to stop this regular out-ing; for, though rain and snow may close the carriage, her majesty is ai-ways very loath to give up her drives. And they are drives! The pace at which she likes to go is another instance in which the queen differs from most of her sex and age. They are, as a rule, content with, and even anxious for, a very slow and dignified manner of progression. But not so her majesty. Twelve miles an hour is the pace at which she insists on being driven when she is in the country, and, as she knows the distances of all the drives in the neighborhood of her different homes, she at once detects if her commands are not being carried out. Directly a horse is unable to go this pace he is no longer eligible for her majesty's use.

Insect Pests. An English scientist is quoted as authority for the statement that there are five times as many species of insects as there are species of all other living things put together. The oak tree alone supports 450 species of in-sects, and 200 kinds make their home fish and other creatures that inhabit in the pine. Forty years ago Humboldt estimated that the number of species preserved in collections was between 150,000 and 170,000, but scientific men now say that there must be more than 750,000, without taking into consideration the parasite creatures. Of the 35,000 species in Europe, however, not more than 3,500 are obnoxious or destructive. There are more than 100,-000 kinds of beetles.

Banking in Scotland. Probably in no other country in the world are banking facilities so extensive as they are in Scotland. In every town, large or small, there is a branch of one of the great city banks, and even every village with the least pretension to size can boast of one. While in England there is a bank or a branch bank to about every ten thousand of the population, in Scotland inches, all of which are bearing a good | there is one to about every four thou-

OUR PROGRESS AT SEA.

American Ship Builders Make the Best of Ships.

General Ignorance of the People Con-corning Achievements in Building Fast Ocean Steamers—For-olgmers Astonished.

There is a serious side to our continued yachting triumpha, in importance transcending far the sporting world, says the Boston Transcript. Some time ago Emperor William was quoted as saying that in building up the German navy he would look to the United States hereafter. Whether the emperor said this or not, the fact that it is attributed to him in Europe demonstrates that the revival of American skill in shipbuilding is attracting attention abroad. We should not be surprised at learning that it is attracting more attention abroad than it is at home. American enterprise has looked inward from the seaboard so long that it has but recently accustomed itself to the idea of looking seaward. That it is waking up to the possibility of reaping the harvest of the deep seas many signs betoken. Thoughtful Americans have for years seen the folly of abandoning the foreign deep sea carrying trade to for-eign steamers. They have grown weary of figuring up the millions that go to foreigners for freight money on American goods. But the masses of our people have been too busy, have made money too easily on shore, to think of turning their thoughts seaward, to appreciate the extent of the demands of freight money, or even to realize the progress of the country in hipbuilding, much less the possibilities of development of our moneymaking power on the seas.

How few are the people who realize all that is meant by the statement that a newly-launched cruiser has made twenty knots on her trial trip! There are not many who know that a twenty-knot ship was ten years ago a mechanical impossibility in this country. Of the materials entering into the construction of such a vessel there were in this country in 1883 only the ingenuity and the ore. Since that time the steel-plate industry and numerous allied businesses have been built up to build the ship. England looked with amusement on the undertaking of the United States to build flyers. It said thatthe Americans were clever people, but they had built no fast steamers, and they had so much to learn that they would never catch up with Europe; the Americans might turn out some vessels only a little less fast than those launched from the European yards, but they would not equal the latter. Now the tone of English comment has changed. The London Engineer, a high authority, tells Englishmen that even if the present congress should pass a free-ship bill, its benefit to English shippers would be exceedingly limited. A few Clydebuilt flyers might be bought by Americans and put on American registers to form the nucleus of a fast ocean service, but that would be all. Its reasons for this belief are not only the American preference to wait until improvement of processes has offset the difference in cost between the two countries, but the extension of our ship-building plants. Some of these establishments, it declares, "are almost as well able to build ships as ourselves, and the 'almost' may be omitted in regard to two of them. The great plant at Newport News especially moves its admiration for its completeness, area and appliances, and it says of the Cramps that the cruisers built by them would do no discredit to Elswick, Fairfield or

Clydebank. Skill in handling vessels comes natural to Americans. We have seen it illastrated in many ways. The yacht race itself has more than a merely sporting significance. It signifies that we retain our skill in building fast vessels and can adapt that skill to special and peculiar types with the best re-

sults. We have a great coastwise fleet both steam and sail, we have fast cruisers, and if we do not have a fast foreign carrying trade under our own flag we shall have only ourselves to

blame.

A Rival of the Bleycle. A rather formidable competitor of the cycle has made its appearance in the Midlands in the shape of a pneumatic road skate. It has lately been seen in the streets of Rirminahaand, judging from the admir or we excites is not neally by find it we soon into all parts of the ounter The invention which was pate diore time ago by a Scotch firm, is lently derived from the old skate of skating rink celebra, but, whereas the ordinary roller shows has four wheels, the pneumatic slote has only two placed in line at orther ex tremity of the skate. The wheels are rather larger than those of the roller skate, and instead of solid rubber are covered with pneumatic tires. The patentees claim for them that one can skate over ordinary turnpike roads with them the same as on ice and at even greater speed, while at the same time they will easily ascend and de-scend hills. Six or seven miles an hour, however, is the maximum speed attempted in the streets of Birmingham, and that only on smooth roads. One obvious advantage of the pneumatic skate over the pneumatic cycle is that punctured tires may be readily

Postage Stamps in Paris.

fitted, in his overcoat pocket.

replaced, as the skater may carry sur-plus tires, or even reserve wheels ready

It may not be generally known that Paris is the great postage stamp mar-ket of the world. There is a regular bourse held every Thursday and Sunday in a corner of the Champs Elysees, where hundreds of men, women and boys congregate with their postage stamp albums and packages of stamps for sale and exchange. It is said that thousands of francs change hands there every market day.

An English Tradition. There is a large bowlder lying in a field near Foremark, England, which is known throughout Derbyshire as "Hangman's Stone." The exposed por-

tion of the bowlder rises about six feet above the surface of the surrounding field and has a narrow ditch or indentation running across the top. The mark, so tradition says, was made in this way: A sheep thief in the dead of night, while leaning against the bowlder to rest, placed his booty above on the flat surface of the stone. The man had the sheep tied with a rope and in its effort to escape the creature slipped on the opposite side, and the rope catching under the thief's chin choked him to death. The indentation in the rock was made by the friction of the rope while the dying man was en-

gaged in an effort to extricate himself.

Animal Food in Japan.

There are still many people, especially in the interior parts of Japan, who have never tasted any animal food in their lives and look upon it with hor-ror, while a great many conservative women do not touch it even at the present day. Moreover, animal food is expensive in Japan and is therefore considered a luxury which is quite out of the reach of the poor. During the whole year of 1889 only 87,711 bulls and cows were killed in Japan to supply meat for 40,000,000 people, and it is worthy of note that there were 1,021,-503 bulls and cows in the country during that year, while the number of the slaughtered probably included many animals which were not slain for supplying human food.

UNCLE SAM furnishes forty-one per cent, of the world's silver. In Europe there are 518,400 insane; in the United States, 168,000. THREE hundred and sixty mountains

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ritory of Alaska.

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10 PER CENT. DISCOUNT, FOR CASE

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Comforts, \$1.35 sach and upward. Blankets, \$1,50 perpair and upward. Make & socks, 30c per pair, Ladies wool hose, 25c per pair, men's wool under he will be

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