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VOLUME XI.

ATHENA, UMATILLA COUNTY, OREGON, FRIDAY MORNING, AUGUST 5, 1898.

NUMBER 32

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THE COUNTY NEWS

The "East End" as Reflected By Our Exchanges.

DOINGS OF TWO TOWNS

Gleanings From Weston and Milton Neighborhoods.

WESTON LEADER.

Mrs. K. M. Powers has gone to Woodburn, in the Willamette valley, on a visit to her son, John Reynolds.

Mr. and Mrs. Ralph Lane are occupying a new house on Washington street lately purchased from Hugh McArthur.

The price of wheat so far does not correspond with the yield, and Mark Hanna must be neglecting his business. The local market is about 47 or 57 cents.

Wellington Strickland, formerly a resident of Weston, died last Saturday at his home in Waitsburg from asthma. Mr. Strickland was about 70 years old.

Prof. F. J. Van Winkle has returned from Fletcher's mill where he has been engaged for several days surveying timber land.

Miss May Carmichael, who has been for several weeks under treatment at Walla Walla, is now gradually recovering, much to the pleasure of her parents and friends.

Baker City Republican: Professor Correll returned yesterday from a trip through the country in the interest of the Weston normal school. He secured several students for that well known institution.

Mr. and Mrs. A. J. Wise arrived in the city Wednesday from Perrydale to visit relatives and friends, and go look after the interests of Mr. Wise in this locality. They are guests at the McGrew home.

O. C. Turner, who handles wheat for the elevator company at Downing station, has already received nearly 6,000 sacks of new wheat. He is assisted by George Reynolds in the work of tossing Umatilla county nuggets.

A horse belonging to T. J. Price which was used with others in driving a header, became unmanageable last Friday, and plunged through the reel, landing in front of the sickle with results very disastrous to itself and the machine. The horse was shot and the header repaired.

Walter Scott and family have returned to Weston from Baker City to again make their home. Mr. Scott has been absent two years, and at the end of that period finds that Weston's attractions as a home place will compare favorably with more pretentious cities. He is a good citizen, and many old friends here will be glad to approve the wisdom of his return.

John Arrison, for several years a mountaineer of the Tanks neighborhood, on Linkton mountain, was in Weston recently on his way to Great Falls, Mont., where he will visit relatives. Mr. Arrison expects to continue his journey to Santiago de Cuba to see what Uncle Sam's new possessions are like. He is not afraid of hardships, having seen service in both the regular cavalry and infantry of the United States. On the sea he has served aboard a French cruiser and a Russian man-of-war.

A. H. McEwen, representing Mason, Ehrman & Co., and another traveler, had an exciting experience at the Weston depot a few nights ago. They entered Gerberding's gurney to be driven to the Marshall House when one of the horses became restless and commenced backing up. The driver had not yet climbed to the seat, and George Justice, who occupied it jumped off. With the quickness of thought the rear of the gurney crashed into the moving train. At the same instant Mr. McEwen darted through the side window and landed dangerously close to the cars, unburied with the exception of one leg, which was badly "barked." His companion remained in the vehicle and was buried completely in its wreck, but managed to come out with no bad injury although a ghostly complexion. The gurney was demolished beyond repair and can no longer be used.

MILTON EAGLE

Miss Mae Howard of this city closed her Weston mountain school last Friday with a very pleasant entertainment.

Charles Demaris is the happiest man in Rebel canyon up to this writing. It's a boy and was born Wednesday morning. Charles took a holiday to celebrate the joyous occasion.

Dan McEachern, the blacksmith, gave Cleve, his big St. Bernard dog, to

a Weston man not long ago, but like the cat, and for the same reason, he came back and is now occupying the same old quarters.

Hobos are wrecking Milton gardens. They have plundered many of them until now nothing remains for the owners. A savage bull-dog and a rapid fire masked battery are excellent authority for these fellows.

The wife of Hon. J. S. Richey is in St. Mary's hospital at Walla Walla recovering from the effects of an operation lately performed by Dr. Kesler. The lady is rapidly convalescing and will soon be able to return to her home and resume her household cares.

J. E. Cherry will go out of the City Hotel about the first of the month and will be succeeded by a man from Portland who is said to be an experienced hotel man. Prof. Cherry has conducted the hotel in a successful manner and the people of Milton will be sorry to see him go out of business.

many. Spain had also received the assurances that France, Russia and the triple alliance would not tolerate the active war policy of the United States in the Mediterranean sea or along the coasts of the Spanish peninsula of Morocco should the war be prolonged.

All of this determined the Madrid government to make peace overtures with a view of coming to an understanding with the United States if McKinley should not insist upon too great concessions in the Philippines, but if the American demands in the far east should be considered excessive, Sagasta was to simply go on with the war and await the developments and complications in which he had been led to expect European support.

The underlying object of all this finess was to make the question of Philippines and the limitation of the American sphere of influence in Oceania one of the many international points that could not be settled except by a conference of the powers.

SPEED IN BATTLESHIPS.

It is a Consideration We Must Not Ignore.

Chicago Tribune.

Now that the official reports of the Santiago naval engagement are before the public, something definite may be said as to the part which the element of speed played in the battle. The facts are eloquent in their suggestiveness. If the victory over Cervera had been an object lesson made to order it could not more thoroughly illustrate the vital importance of speed in battleships. Incidentally, too, it shows the great value of knowing how to get the necessary speed out of one's engines and the desirability of having the engines surpass their contract power instead of falling far below it.

Admiral Sampson speaks again and again of "the fine speed," "the amazing speed," developed by the Oregon. Captain Clark says: "Our speed was increased to 16 knots." Yet the contract speed of the Oregon and the speed on which it went into commission after its trial trip was only 15 knots. To this unexpected reserve power of speed the Oregon owed its opportunity to take part in sinking all four of the Spanish cruisers. The Indiana is credited with the same nominal 15-knot speed as the Oregon, and the Iowa is put down in the books for a speed of 16 1/2 knots, yet both of these soon fell behind the Oregon—and they had not just finished a 15,000-mile cruise either. Admiral Sampson says, speaking of the final race in pursuit of the Colon: "The Oregon, steaming with amazing speed from the commencement of the action, took first place. The Iowa and Indiana, having done good work and not having the speed of the other ships, were directed by me to drop out of the chase."

That is the part which speed plays in the matter of rivalry for honors and in the ability to snatch victory from an enemy that does not want to stand and fight. As for the difference it makes from the other point of view, inquire of Cervera.

The failure of the Spanish fleet in the matter of speed caps the climax of a long list of similar failures at every point in the Spanish naval fiasco. Even the vaunted destroyers, which were supposed to have a speed surpassing everything in American waters, gave us no indication that they could have got away from the Gloucester, even if they had been given the time. The swift torpedo-boat, in Spanish hands at least, has shown itself thus far to be a much over-estimated affair. But all the cruisers of Cervera's fleet were supposed to have a record speed of 20 knots. Certainly they had every incentive in the world to develop their utmost speed in the Santiago race for life, yet Admiral Sampson reports that the fastest of all of them—the Cristobal Colon—maintained an average speed of only 13 7/8 knots an hour. From the moment it came at full speed out of the harbor until it was run ashore over 40 miles away, at Rio Torquino, it averaged only a little more than the speed kept up day and night by the Oregon, including stops, on the later notable cruise around the Horn. The bottoms of the Spanish cruisers were undoubtedly fouled, but theoretically they should have been five knots faster than the Oregon anyhow, instead of over two knots slower. Perhaps their vessels were never capable of the speed they were scheduled for. Perhaps their firemen and engineers did not know how to get the speed of which they were capable. In any case the result is the same—the ships lie at the bottom of the Caribbean sea. And in any case the lesson is the same—it is speed, combined with good gunnery, that wins naval battles.

If the board of naval construction at Washington does not profit by this exhibit of hard facts, it will be derelict in its duty. The intention to construct a lot of new 16-knot battle-ships to cope with the 19-knot vessels now being added to all other first-class navies should be abandoned. We shall not always have as poor sailors as the Spaniards to fight, and nothing but the best is good enough for the American navy of the future.

SPAIN WILL ACCEPT

Willing to Cease War on Our Terms.

CONDITIONS ANNOUNCED

Official Reply Has Not Reached Washington.

London, Aug. 3.—The Madrid correspondent of the Daily Mail says:

The government has accepted the principal of the American conditions, but the acceptance will not be made public until inquiries to Washington on matters of detail have been answered, thus rounding off the preliminary basis.

The Madrid correspondent of the Daily News says:

The government's reply to the American peace terms left here Monday evening. The government believes that the nature of the negotiations requires the greatest secrecy, and that their success will depend upon the observance of the most absolute reserve here. Official silence, therefore, is complete.

The Rome correspondent of the Daily Chronicle says:

Spain, it is asserted here, has accepted the American terms, with unimportant reservations, and the peace preliminaries will be signed before Saturday.

The Madrid correspondent of the Standard says:

The government's reply to the American terms was forwarded yesterday evening, through M. Cambon, and there is a strong prospect that peace will be concluded.

Peace Delegation to Be Chosen.

New York, Aug. 2.—A special cable to the Evening Journal from Madrid, published in a late edition of that paper, says:

Spain accepts the principal conditions of peace as set forth by the American government, and only the peace details are needed to cause hostilities to cease at once. A peace delegation will be chosen at once to confer with the representatives of the United States.

The peace conditions set forth by President McKinley were discussed at length today by the cabinet, and at the conclusion it was given out officially that the terms of the United States would be accepted. There are one or two amendments to the proposition of the United States which Spain will ask to be made, and if this is done peace will be declared at once.

The Terms of Peace.

Washington, Aug. 2.—Following is an official statement given out by authority of the president today as to the terms of peace offered by the United States:

"In order to remove any misapprehension in regard to the negotiations as to peace between the United States and Spain, it is deemed proper to say that the terms offered by the United States in the note handed to the French ambassador on Saturday last are in substance as follows:

"The president does not now put forward any claim for pecuniary indemnity, but requires relinquishment of all claim of sovereignty over or title to the island of Cuba, as well as the evacuation by Spain of the island; cessation to the United States and immediate evacuation of Porto Rico and other islands under Spanish sovereignty in the West Indies, and like cessation of an island in the Ladrones.

"The United States will occupy and hold the city, bay and harbor of Manila, pending the conclusion of a treaty of peace, which shall determine the control, disposition and government of the Philippines. If these terms are accepted by Spain in their entirety, commissioners will be named by the United States to meet commissioners on the part of Spain for the purpose of concluding a treaty of peace on the basis above indicated."

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