

# ATHENA PRESS

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ATHENA, MARCH 6, 1905

In order to make a little sensational news a writer from Baker City states in the Oregonian that there is now brewing over in Grant county what promises to be the greatest sheep and cattlemen's war ever known in the history of Grant county. The article goes on with the statement that both sides are preparing for trouble which will be caused by outside sheep being driven in for summer range. The Heppner Gazette ventures the assertion that there is little if any truth in the brewing of the range war. While there may be a little trouble between people who are unreasonable and think they own the earth, on both sides, as a rule stock owners are reasonable business men who desire to avoid trouble. Such newspaper articles do harm for the reason that they are read and believed by a few excitable people which helps to aggravate the trouble. It is time to publish range fights after they have happened. Law abiding citizens will not try to antagonize business interests.

Senator Dietrich's bill providing for the leasing of the public lands of Nebraska for a long period of years has raised such a flame of opposition, not only from the country at large, but from the people of Nebraska themselves, as to make its chances for enactment very slight. The expressed idea was to "try it on" in Nebraska and then extend it to other grazing states. Any leasing bill which ever gets through congress will have to be drawn on different lines from the Nebraska bill, and will have to not only protect both large and small stockmen, but provide if that is possible, full opportunity for every settler who wants to come into the state and develop a homestead, or for every irrigation enterprise, to proceed unrestricted and unhampered.—Blue Mountain Eagle.

Representatives of the squatters and settlers whose holdings are included within the temporary boundaries of the Blue mountain forest reserve, are receiving assuring news from the federal department at Washington, the substance of which is that settlers need have no worry. Their holdings will not be included within the permanent reserve lines, if proper abowing is made, and if claims are included, it will not work to the detriment of the squatter when he follows the correct mode of procedure.

Senator Hanna's ship-subsidy bill failed to receive the endorsement of the house committee and as a consequence the people of the country will have one less graft to support for the present. This country already has too many laws for the enrichment of the few at the expense of the many, and it is to be hoped that all such bills as Mr. Hanna's pet measure may be set down on good and hard.

Despite the possession of vast riches Mr. Rockefeller is not a contented man. He longs for a good appetite, a cure for nervousness, a panacea for insomnia and a chance to make more money.

Eleven million men in the United States are available for military service, several of whom know which end of a gun is the business end.

The German legislators have struck a blow at the Standard Oil Co. It was merely a glancing blow, however, and the company is still in the ring and smiling.

J. Pierpont Morgan has passed covering 55,000 miles of railroad. What a lot of conductors he must be acquainted with.

In view of the near approach of spring every household of Athens should resolve itself into a committee of one to see that everything that is liable to propagate disease germs is either removed or thoroughly disinfected. Such action

on the part of everyone would soon be apparent in the appearance of things as well as a great sanitary precaution.

Yale students are to collect the voices of all remaining Indian tribes in a photograph. Presumably Yale is preparing a new yell.

## THE FELLOW SERVANT LAW.

One of the most important and far reaching of the measures passed by the legislature and approved by the governor is the "fellow servant law." It is a radical departure from the old common law principle which made it impossible for an employe who had been injured through the neglect or wrongful act of a fellow employe to recover damages from the employer. Under the new law the railroad engineer or factory hand who is injured through the negligence of another employe whose acts are beyond his control, is permitted to recover such damages as the circumstances justify.

One of the strong arguments advanced in support of the bill, while it was under consideration by the legislature, was that if it should become a law it would compel corporations and other large employers to exercise much more care in the selection of their employes, in order to prevent the occurrence of accidents. Railroad companies, it was argued, would be far more discriminating than they are now and the result would be a marked diminution in the number of wrecks and collisions which are of almost daily occurrence.

If the new law accomplishes this result it will be hailed by the public as one of the most valuable enactments of recent years. The number of persons killed and injured annually in the United States is reaching appalling proportions. Statistics show that during the year ending June 30 1901, the total number of persons killed on railroads, including passengers, employes, trespassers and grade crossing victims, was 2957. The injured numbered 46,130.

The record for the year ending June 30, 1902, was Killed, 2819; injured, 39,800. In the three months ending September 30, 1902, there was 253 killed and 2613 injured. The series of horrible railroad wrecks and collisions in December and January added enormously to the list.

It is safe to say that 99 railroad disasters out of 100 might have been prevented by the exercise of proper care. Collisions, whether rear-end or head-end, are due either to bad management, gross carelessness or defective equipment. Of the many other causes of railroad wrecks—open switches, broken rails, unsafe bridges, defective apparatus—there are few which might not be detected beforehand by careful inspection.

Experience has shown that the railroads must be supplied with some greater incentive than they now have for the protection of the lives and limbs of both their passengers and their employes. The latter are in the aggregate the chief sufferers. A law which removes all unjust restrictions upon their right to recover damages will soon compel the exercise of greater care on the part of the companies. They will no longer find it profitable to employ incompetent and untrustworthy men, nor can they afford to overwork their employes to the point of exhaustion.

The fellow servant law should go far toward checking the killing and mangleing of human beings, which has come to be regarded as a mere incident of railroad management.—Oregon Journal.

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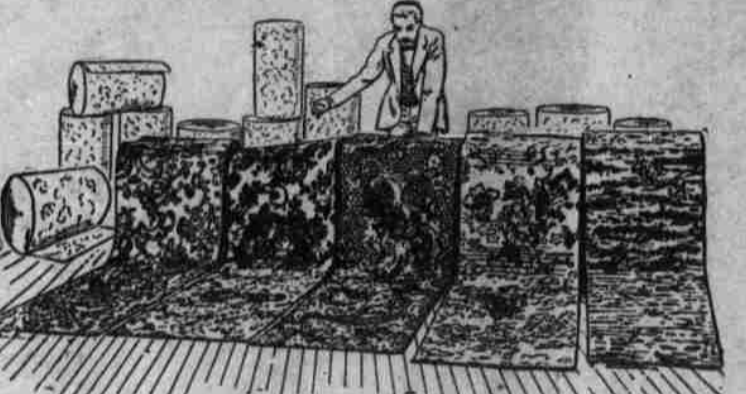
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Mrs. J. W. C. SMITH.

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