

The Athena Press.

AN INDEPENDENT NEWSPAPER.

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ATHENA, MARCH 13, 1906

Athena offers a bid of \$800 and the material for constructing the mile of experimental macadamized road to be built in Eastern Oregon this year by the government. With this offer is included the best location for practical road making to be found anywhere in Umatilla county, or, for that matter, in any county in the whole of Eastern Oregon. In the one mile of road which Athena offers the government for practical test in road making, there is embraced all the known character and elements in soil formation that is encountered east of the Cascade mountains. Here, within the distance of one mile, the practicability of macadamized road making can be put to a thorough, economical test over a roadbed including formations of volcanic ash, hardpan, clay, alkali, sand, gravel and heavy, black gumbo soil of the creek bottom. IF THE HIGHEST BID SECURES THE LOCATION FOR THE EXPERIMENTAL ROAD Athena may stand the chance of losing the road. But if the BEST INTERESTS OF PRACTICAL ROAD MAKING ARE TO BE PUT TO THE MOST RIGID TEST POSSIBLE WITHIN THE DISTANCE PRESCRIBED BY THE GOVERNMENT, AND AT ECONOMIC EXPENSE, then Athena's offer, after fair and impartial investigation, will surely be accepted.

Socialism is a dream that will not stand the test of real life. But socialism is a force which asserts itself in ever widening circles of public opinion. Its increase in votes, its growth in popular sentiment are signs of the times. Our politicians will do well to look for the cause. The Evening Bulletin of Walla Walla, in discussing the growth of socialism, says: "The most apparent reason for this phenomenal development of socialistic ideals is the disregard of the law by our corporations and moneyed men. For them there seems to be no authority. H. H. Rogers refuses to answer pertinent questions. He refuses defiantly. The Chicago packers do the same thing. Our insurance robbers go to Paris. The railroads discriminate against the smaller manufacturer, thus forcing him to the wall. All of this would not make so

much difference if public opinion were not suspicious of the legislative bodies. There is a widespread impression that the senate is owned by the railroads, that a large number of its members have such close relation with the large corporations that they cannot act independently. This may be all wrong, but the fact remains that the public opinion is suspicious. The football methods of the senate relative to the Hepburn rate bill have not helped to eradicate this suspicion. This measure so strongly endorsed by Roosevelt looks like common sense. The breaks should be turned on when the big corporations endeavor to tyrannize the country. Public service utilities should not be made graft machines for the few at the expense of the many. And yet the senate discusses the problem at such length that it looks very much as if the Hepburn bill will die of too much gab. If these matters will keep up the present tempo, the country will soon be a prey to plutocrats. But before the American people will tolerate such usurpation in the land of the free, they will quietly step in and take possession of their own."

The daily press is through with Alice and Nick and is now printing double column halftone cuts of Henry Yates Satterlee, the Episcopalian bishop who married them.

WHEN WILL IT END?

Portland Oregonian.
Seattle has declared it will not permit entrance of railroads into that city to be obstructed and defeated by its entrenched and arrogant railroad monopoly. The city election Tuesday demonstrated clearly that Seattle proposes to take the municipal machinery from the hands of the railroads and to place its own independent and accredited representatives in control. Seattle has done much for the railroads, and the railroads have done much for Seattle. It has given much—everything—to the railroads, because its commercial greatness depended largely, if not wholly, on railroad competition. Therefore it delivered itself over to them—that is to say, to the Great Northern railroad—body, boots and breeches.

The Great Northern was the savior of Seattle. It became the owner. Seattle did not know that the transformation had occurred until Mr. Hill inspired his city government to interpose every sort of obstacle in the way of the Chicago, Milwaukee & St. Paul railroad. Then the town woke up. It defeated the Hill candidate for mayor in face of a normal republican majority of 5000 or more. It all but defeated the councilmen-at-large who, more than any other, had been instrumental in carrying out the Hill policy. It upset the entire Hill scheme of municipal government and brought the city council to a realizing sense of the force and power of outraged public sentiment. So the council got together and at once arranged to give the St. Paul railroad its franchise.

The Oregonian thinks the Seattle episode is of profound significance and value to the people of Portland. Here we have the reigning powers trying to keep out the North-Bank Railroad. The people welcome Mr. Hill—not as a politician or as the owner of the town, but as the builder of a great railroad system and the chief developing influence of many states. We can have no fear, under conditions here, that he will ever essay to control our political, social and commercial affairs as he does in Seattle. Our only concern is that the efforts of an inspired and unjustifiable opposition will not succeed in keeping him out of Portland. Everybody knows what the North-Bank railroad means to Portland. Everybody

knows that the war on the Swan Island bridge is not made in good faith, nor through any real desire to protect the interests of the port. Everybody knows that Mr. Hill himself, if he shall establish a terminal here, will have an interest in building up a great port at or near Portland that will require him to join in any proper plan to increase its importance by maintaining an unobstructed channel to the sea. Everybody knows that twenty citizens of Portland are for the Swan Island bridge where one is opposed, and the twenty voice the sentiment practically of Portland's entire commercial community. Everybody knows that, if the people at large, including nearly all our business men, had an opportunity to express in an election their will in this most vital matter, the obstructive majority—or is it minority?—in the Port of Portland Commission would be wiped out of existence. The annoying and inexcusable delays by the Port of Portland Commission, and the unreasonable and unfounded objections it has made to the Swan Island bridge, are in the line with the histories of the reigning powers here, which want everything themselves and nothing for anybody else.

It is the greedy game of grab, forever played by our local plutocracy, through another of its vehicles, the Port of Portland Commission. When, oh Lord, will it end?

THE KAISER AT A GLANCE.

New York World.
Born January 27, 1859.
Attended common public schools with his brother, Prince Henry, 1874.
Student at the University of Bonn, 1877-1879.

Married the German Princess Augusta Victoria of Schleswig-Holstein, February 27, 1881.
His family consists of six sons and one daughter.

Succeeded to the throne upon the death of his father, Frederick III, June 15, 1888.

Is 47 years old; has been married 25 years, and will celebrate the eighteenth year of his reign next June.

Is the ninth monarch of the house of Hohenzollern to rule over the kingdom of Prussia and the third over the empire of united Germany.

His empire comprises four kingdoms—Prussia, Bavaria, Saxony and Wurttemberg—six grand duchies, five duchies, seven principalities, the "free towns" of Hamburg, Bremen and Lubeck, and the province of Alsace-Lorraine.

A high admiral of a war fleet of 138 vessels, with 95 others building, and commands an army with a peace footing of 605,975.

His salary comes wholly from the hereditary kingdom of Prussia, and amounts to \$3,852,770 a year.

Also has an immense private fortune of money and landed estates from which he derives a large income for the support of the royal family and the expenses of the court.

THE SILVER LINING.

Thank you, little girl, you have given me a knock
That will last me for many a day;
It's just the sort of blow, in fact,
Very kind of shock,
That a man can remember always.

Long ago I learned that a woman
Can't play fair;
She doesn't know the ethics of the game;
But you—you seemed so different, you
Seemed to have an air
Above the usual halt and lame.

You brought to mind a woman—
Strange vision of my past—
Who never had an untruth on her name,
The only thing in petticoats, of all the
Slow or fast
I ever saw, who deemed a lie a
Shame.

I took your word; I clean forgot the
Experience of years,
That women do not know the Golden
Rule;
I actually believed your vow! And
Now these few last tears!

Did anyone ever see a bigger fool?
'Tis not so much the loss—I could
Bare that stolidly.
Love, it wholly lost, is still divine;
What hurts is that it's you who
Calmly lied to me,
And placed no value on your word
Or mine.

Turn back, old man, to safer paths.
Bank up heart fires tight;
A girl can never keep her promise
Whole.

The world is full of women, and other
Toys, and light;
Take it as it is. Lock up your soul.
Still it is true that if, perchance,
She'd come to me and say
She did not know the wound her
Acts incur,
I'd bless her, and forgive her, and
Ever after pray
That promise ne'er be broken unto
Her.

—A. H. Ballard.

Public Notice

Notice is hereby given that we will apply to the mayor and common council of the City of Athena, Oregon, at a meeting thereof to be held on the 25th day of March, 1906, 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 lot 7, in block No. 5, of said city.

Dated, Feb. 16, 1906.
Mrs. J. H. Stahl & Co.
Applicants.

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"Five years ago this last fall I was taken down with a fever and was very bad for several months," writes Mrs. Henrietta Bell, of Diamond, Ohio. She continues: "Finally recovered from the fever, then my lungs became very bad. The doctor said I had consumption, and that he had done all he could for me, and he did not think that I could get well. My case was a very dangerous one. Became very weak, had night-sweats, also a very bad cough, night and day. At times would spit blood. I felt as though my time on earth would be short. Requested my husband to get me a bottle of Dr. Pierce's Golden Medical Discovery, and perhaps it would help me. Before I had taken one bottle my cough was almost gone. The next to disappear were the night-sweats. I am almost sure that if it had not been for your medicine I would not have been here to-day."

If mothers will only write to Dr. Pierce concerning the ailments of their family he will send them sound and valuable advice in a plain sealed envelope, and without any charge whatever. His remarkably wide experience has qualified him to deal with diseases which baffle the local practitioner. Address Dr. R. V. Pierce, Buffalo, N. Y.

Dr. Pierce's Pleasant Pellets cure constipation. One little "Pellet" is a gentle laxative, and two a mild cathartic.

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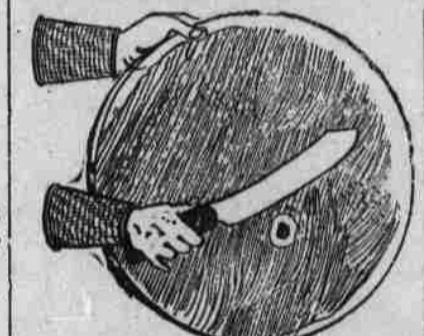
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