

The Athena Press

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NUMBER 68.

ED. MANASSE

Fall Goods Arriving Daily

Ladies' and Children's WRAPS

In great variety at prices to suit all

BELTS and HAIR ORNAMENTS in profusion

ED. MANASSE

Agent for Butterick's Patterns.

WON THE RELAY RACE

Taylor's Fleet Horses and Doug Flynn's Riding

EASILY CAPTURED \$300 PURSE

A Race That Was Among the Prominent Features of the Walla Walla County Fair.

W. R. Taylor's string of fleet-footed cow ponies easily took first money in the twelve mile relay race at the Walla Walla county fair. Taylor won over Jesse, his nearest competitor, by one minute and four seconds, despite the jolting and jockey tactics adopted by the latter.

While Taylor's horses were the equal if not the superior to the other two strings in the race, the successful issue depended to a great extent on the riders, and in this "Doug" Flynn, of Ritter, Grant county, who rode for Taylor, easily outclassed both Jesse and McManaman, the rider of the Drumbeller string.

Flynn is known to the horsemen of this section as the most daring rider who ever rode a horse in Athena. When the Phillippe war was on he was employed here by Pinkerton and Taylor to break cavalry horses for the government, and people here are well acquainted with his work.

In the relay race at Walla Walla, he rode to win, and from the first day was in the lead by a safe margin. He anticipated and for the most part counteracted Mr. Jesse's tactics, and won the friendship and admiration of crowds by his brilliant work and his fairness.

Mr. Flynn speaks in high praise of McManaman's square riding, and unhesitatingly declares that if the Drumbeller man had entered a protest, and got a square deal, he would have won second place.

The winning of the race by Taylor was popular with all who from day to day witnessed it. The amount of the purse is \$300.

Thresher Destroyed By Fire.

A La Grande special says that William Gillette, who took his steam threshing outfit over from Umatilla county, suffered a loss by fire Monday evening while threshing on a farm near Nibley. The separator and the derrick was a total loss as well as about one half a stack of barley. Aside from the personal loss to the owners of the machine and grain, this will reduce the number of machines, which means those who had expected Mr. Gillette to do their threshing will now have to look elsewhere, and as all the machines are well supplied with orders, these will have their threshing delayed.

Blaock's Island Rabbit Shoot

The annual rabbit shoot on Blaock's island will take place on October 20. For this occasion the O. R. & N. will sell round trip tickets on October 19 at one and one-third fare, limited to October 21. It has been arranged for a launch to connect with train No. 5 on October 19 at Coyote station. The launch will operate between Coyote and Blaock island.

Walla Walla Excursion

The excursion to the Walla Walla fair Sunday was well patronized. On the return trip the cars were crowded to their full capacity. The train left Pendleton Sunday morning with seven coaches, and when Walla Walla was reached a large crowd was on board. De Caprio's band was the principle feature of the day.

INCREASED RATES FORBIDDEN

New Distance Tariff Aids Spokane in Competition with Coast.

The Washington railroad commission sitting, at Olympia, has issued a general order prohibiting all the railroads from increasing any of the existing rates or canceling any of the existing general or special tariffs without consent of the commission. This appears in the distance tariff order issued some days ago by the commission. The order promulgating the distance tariffs closes with these words:

"Provided, however, that the tariffs now in force, other than the distance tariffs above specified, shall not be changed so as to increase the rates, nor shall the said tariffs be canceled without first obtaining the consent of the railroad commission of Washington."

Incidentally the findings upon which the distance tariffs were based announce directly that they are designed to benefit Spokane and to protect jobbers of the city from Seattle and other coast dealers. Paragraphs 12 and 13 of the findings of facts under the Walla Walla hearing recite:

"That the city of Spokane has possessed and enjoyed special class and commodity rates or tariffs for many years, to-wit: fifteen years last past, which said special class and commodity rates are lower than the general distance tariff in force by and on the different defendant railroads, and the said class and commodity rates from Spokane have been and are so adjusted and enforced by the different defendant railroads that the wholesale dealer and jobber in Spokane is able to pay the freight in carload lots from eastern points and the distributing rate under said special class and commodity tariffs and successfully compete with the wholesale merchants and jobbers of Portland or Puget Sound with a territory approximately 100 miles distant from Spokane, and owing thereto, and by reason thereof, large commercial interests have been established and are maintained in Spokane, which materially added to the prosperity and welfare of Eastern Washington."

"That a very large percentage, to-wit: 90 per cent, more or less, of the transportation business with the state of Washington handled under the different special class and commodity tariffs in force by the different defendant railroads within the state, and but a small portion, to-wit: 10 per cent, more or less is handled under the general distance tariffs."

"That should the general distance tariffs of said defendant railroads be reduced to conform to the special class and commodity rate tariffs the merchants and jobbers of Spokane would not be able to compete within the territory of 100 miles distant from Spokane with Portland and Puget Sound merchants and jobbers receiving their freight in carload lots from eastern points at the reduced rates above maintained, and the commercial interests in Spokane and the surrounding territory would be thereby disturbed and injured without a corresponding benefit accruing."

FOR RAILROAD COMMISSION

Portland Chamber of Commerce Now Wants a State Body.

The following recommendations have been made by the transportation committee of the Portland Chamber of Commerce:

First—Establishment of state railroad commission that shall have power to hear complaints and regulate the railways.

Second—Enactment of a law providing for reciprocal demurrage, penalizing the railways for delay in delivery of cars.

Third—Common terminal in Portland which all roads may use, resulting in better dispatch for cars.

Fourth—Purchase of adequate equipment by the railroads which shall keep pace with the business to be handled.

Fifth—Abolition of switching charges which are declared to be exorbitant.

The committee also made the following findings: The committee reports that a serious shortage exists, causing great loss to shippers.

During the past 90 days the three trans-continental systems entering Portland have been able to supply only 40 per cent of the equipment that has been needed to handle the freight traffic of the state.

The railroads are taxed with trying to make a good showing for the business handled by imposing the greatest possible burdens on the least possible equipment.

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

STILL SELLING TRADING STAMPS

Pendleton Council Decides it Cannot Prohibit the Business.

A report from Pendleton states that although an ordinance intended to prohibit the sale of trading stamps within the city was passed by the council recently, it now seems that the measure will fail of its purpose. Under the ordinance it is provided that any concern using trading stamps in Pendleton shall pay an annual license of \$200, payable quarterly, and penalties are provided for those violating the ordinance.

However, in spite of the ordinance the trading stamp concern having a branch house on Court street is still doing business at the same old stand and the trading stamp nuisance seems as far from being abated as ever.

The reason why the stamp traders have not been prosecuted is because under the present city charter the council has no authority to pass an ordinance prohibiting such a business. There are many forms of business, such as saloons, that may be subjected to a prohibitory license, but evidently the framers of the charter did not foresee the growth of the trading stamp pest. At least it was not provided for in the charter.

Since the charter does not give the council power to prohibit the business of selling trading stamps it is considered a legitimate business and by a decision given by the Oregon supreme court in a Portland case, it was held that a prohibitive tax cannot be placed on such concerns.

Should proceedings be taken against the concern doing business in Pendleton, the case would have to be taken to the supreme court. Consequently City Attorney McCourt has declined to take the matter up unless the merchants raise a fund with which to carry the case up. This they have not done so far and evidently the only way in which the merchants may free themselves from the stamp evil at present is by all refusing to patronize such concerns.

Umatilla Users of Water

At a meeting of the directors of the Umatilla Water Users' association at Echo it was decided to join the National Federation of Water Users' associations composed of officers of water users' associations in other government irrigation projects. Steps were taken to locate 160 miles of roads through the project. It is intended to make the roads on section lines, 666 feet wide. Shade trees will occupy eight feet on both sides of a 50 foot roadway, and it is estimated 169,000 trees will be required. It was decided to ask the secretary of the interior to permit a graduated scale of payments for water, beginning with \$1 an acre for the first year, \$2 the second and increasing to \$9 for the tenth and final year.

Hazed by Sophomores

Three university students, freshmen, were hazed at Moscow, Idaho, Saturday night by the sophomores. They were seized at the corner of Main and Third streets, securely bound hand and foot, placed in a cab and driven to a point beyond the cemetery, fully two miles from town, where they were removed from the vehicle. Two of them were securely tied to posts and left to remain there through the chill night air until a passerby liberated them in the morning. The third one was dropped along the road. The tying of the young men was witnessed by a prominent citizen.

Steals Yakima Beauty.

Edward George Moskoski, a handsome Nisqually Indian, has stolen Alice Hoptowit, youngest daughter of old chief Hoptowit, and the Yakimas are ready for the warpath. The girl who is 16 years of age, and the brave left for Seattle on Wednesday night's train, unknown to friends and relatives. Before going Moskoski told friends that he was going to Seattle to marry Alice. Alice is considered the beauty of the Yakima tribe, and the Indians of that tribe are enraged because of the elopement with the gallant Nisqually.

Babe's Eyes Burned

The infant child of Mr. and Mrs. John Krogstad of Baker City yesterday fell on a hot stove during the absence of its mother from the house and was frightfully burned about the head and face. The injuries received may result in the loss of one of the baby's eyes. The mother left the house for a few minutes leaving an older child to look after the baby, but in some manner the little one fell on the stove receiving very serious burns.

Cockburn-White

Milton Eagle: The marriage of George Cockburn and Miss Artie White was solemnized in Walla Walla on last Thursday, September 27. The happy young couple at once left for Spokane to attend the fair.

LINES ARE MERGING

Pacific States Company Offers Cheap Rates

MAY TAKE OVER ATHENA LINES

Private Lines in Eastern and Central Washington are Coming Into the Big System.

The Pacific States Telephone and Telegraph company is steadily following its policy in central Washington of getting control of all independent telephone lines, says a dispatch from Spokane. As was predicted a few weeks ago, when the Entiat Telephone and Telegraph company was incorporated, connection has now been made with the Pacific States line at Entiat.

With the promised connection of the Chelan company, as soon as its wires are strung to Chelan Falls and up the Columbia, this will give the big company control of the north central part of the state.

In the southern part of Douglas county the agents of the Bell company are especially active, states a report, and a representative was in Wilson Creek a few days ago seeking to contract that line. This representative said that he was confident that the Wilson Creek-Krupp-Odesco lines would soon discard their old receivers and transmitters and use those supplied by the Bell company.

This business in the southern part of the county is of great importance, and the Pacific States company is making tempting offers to supply transmitters and receivers to patrons of the farmer lines for \$1 per year, the same price it is now making in the Wenatchee valley in the war of extermination carried on against the Farmers' Telephone company there, the latter company now controlling all but about 40 telephones in the city of Wenatchee and valley.

The farmer lines across the state have been considering ways and means of getting together in forming a line to carry their business across the state, independent of the Bell company and these apparently cheap rates offered now by the Pacific States people are thought to be an effort to forestall any further advancement of the idea.

War Over Hermiston Saloon

A merry war is on between two factions in the new irrigation town of Hermiston over the establishment of a saloon. Under a state law it is illegal for a saloon to be conducted within four miles of any government work, and as the East Umatilla reclamation project adjoins Hermiston it is claimed by many that a saloon cannot be permitted there. A petition asking the county court to grant a license was circulated, and it is asserted a majority of the voters signed. Saturday was designated for presenting the petition, and a delegation prepared to come to Pendleton to appear before the court. To their dismay they found at the last moment that the petition was missing. The paper had been left in the Echo Register for publication and the manager of the paper declares the petition was stolen by enemies of the proposed saloon.

Charles Sams in Jail

Charles Sams of Weston, was placed in the county jail yesterday morning to serve out an old sentence of 60 days for having assaulted B. F. Walden who lives near that place. Sams has twice been charged with brutally assaulting the old man, the last case being now pending in circuit court, and the 60 days' sentence imposed by Judge Ellis was suspended. When arrested the last time it was ordered by Judge Bean that the suspended sentence be served out. At the time the order was made by Judge Bean, Sams was out on bail and until today could not be found. This morning he appeared to prevent a forfeiture of his bond, and he was at once locked up to serve out his 60 days' term.—East Oregonian.

Heavy Shipment of Stock

Saturday a shipment of 2350 aged ewes was made from Pendleton to Ohio. Of these 1250 head were from the Cunningham Sheep & Land company's ranch while 1000 head were secured from Vey Bros. They are of good stock and are intended for breeding purposes in Ohio.

8 Per Cent After October 1.

All accounts owing to the firm of Cox & McEwen are due October 1. If not paid during the month of October, the account will draw 8 per cent interest from October 1.

No Other travel-book tells as much about the Great Northwest as does

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