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ATHENA, ORE., FEB. 1, 1907

THE NORMAL SCHOOL.

The Press does not believe the friends of the Eastern Oregon State Normal School have any misgivings or worry coming regarding the removal of the school from Weston, as proposed by the Miller bill, recently introduced in the Senate. The Miller bill may be classed as one of off shade; a bill of no consequence in particular to any one except the father of it, and the fact of its being assigned to the Senate Committee on education along with other bills is no evidence whatever that it is of any merit. It had to be smothered somewhere, and that committee may as well have the honor as any other committee.

The scope of absurdity and shortsightedness which this bill embraces would do credit to the statesmanship and volatility of a Yambill county road supervisor.

It is preposterous in every sense of the word to even consider the possibility of the members of the legislature giving the least consideration to such a piece of woollywooly buncomb as the Miller bill inherits, from the standpoint of economy, if from no other.

Miller would move the school from Weston, a town whose citizens have fought inch by inch to build up a creditable institution, and gave the state property valued at \$10,000, to Pendleton, where Miller's generosity has struck with the force of a Nihilist bomb and even the newspapers editorially frown on the fool proposition, reviewing past loyalty to Weston, and alleging that only in case of the possibility of the school changing location to Baker City or La Grande, would Pendleton rise to the effort of securing it. From the fact that neither La Grande or Baker City never have intimated a desire to be honored with the location of the school, the meeting of a few grasping spirits at Pendleton the other night puts one in mind of the Englishman's sparrow, that "flew up the bloody, bloomin' flue."

The state of Oregon has appropriated a large sum of money in establishing and maintaining the school at Weston, and it is nothing more nor less than silly, masby foolishness to suppose that the taxpayers would submit to the removal of the school, which would entail useless loss.

The gratifying of Miller's whim, by a bare possibility, may be realized partially by the senate passing his bill. But even in this event, the house would probably defeat it.

Sixty thousand dollars is entirely too much for Linn county to contribute toward the state's annual expenses, and \$130,000 is too heavy a burden for the people to pay for county expenses, observes the Lebanon Criterion.

In slicing off Umatilla county into Idaho, by the creation of the new state of Lincoln, Spokane will invite the enmity of Milton. They never divide counties in Idaho.

RAILROADS AND THE STATES.

No fewer than 14 states already have boards of railroad commissioners with varying powers and with equally varying inclinations to exercise them. The railroad commissioners of Texas and of Ohio not only have much the same scope within their respective states, as the Interstate Commerce Commission, but have shown a lively readiness to enforce the law. California's board and that of Georgia have ample authority, but appear seldom to have exercised it. New York Massachusetts, Illinois, Wisconsin and Minnesota have commissioners with considerable scope, but without the power to inflict penalties for non-compliance with their rulings. Washington's board has only a limited jurisdiction, Connecticut's has none, except in a few minor matters, and Nebraska, in creating its board two years ago, failed to define its functions. Michigan has a single railroad commissioner and a state railroad board of three members as well. Neither is vested with any important duties, and, with responsibility thus divided, little is ever accomplished.

Of the 13 state legislatures in which control of public service corporations will be agitated during the present year, five—those of New Jersey, Colorado Oregon, Idaho and Utah—will consider bills introduced to establish boards of railroad commissioners. In Colorado the sentiment appears to be that the board will certainly be created, the only question being the extent of powers that are likely to be granted to it. In five states—New York, Illinois, Wisconsin, Washington and Nebraska—efforts will be made to give additional powers to the boards of railroad commissioners already existing. In the three states first named the law establishing the Interstate Commerce Commission will be taken as a model for the proposed legislation.

In eight Western states—California, Oregon, Washington, Idaho, Wyoming, Nevada, Minnesota and Michigan—the solution of the car shortage problem will be sought through legislative action, in most cases by putting the matter into the hands of the railroad commissioners, with power. In three of the states—Minnesota, Washington and Idaho—the proposition to correct the evil by means of a reciprocal demurrage charge on the railroads will be fought for.

Illinois an anti-pass law will be urged; in Minnesota a flat 2-cent-a-mile rate for passengers will be demanded, while both of these measures will come up for action in Pennsylvania, Nebraska, North Dakota and South Dakota. In the Missouri Legislature a move will be made to give the railroad commissioners power to fix freight rates, and in Nebraska there is a strong desire manifested to give the commissioners complete power in both these matters. Pennsylvania already has on its statutes a law against discriminations by common carriers, and a resolution has been introduced in the state Senate by Senator John J. Murphy, of Philadelphia, for the appointment of a joint committee of both houses "to investigate alleged violations of the constitution and laws of the commonwealth of Pennsylvania by railroad companies and their officers, agents or employees."

Pressure will be brought to bear in Illinois and Wisconsin to place the trolley lines of those states under the control of their respective boards of railroad commissioners. Kansas expects to enact a law to provide for the assessment of railroad property for purposes of taxation on the same basis as other property. In Idaho the fight against the railroad lobby will be carried on under the leadership of Governor Gooding. In Washington the railroad commissioners are themselves asking for permission to deal with the car shortage question.—New York Tribune.

Free Railroad Fare from Athena to Pendleton

To Attend the Big Sale now going on at Teutsch's Big Department Store

SATURDAY, FEBRUARY 2nd

Has been set aside as ATHENA DAY

And not only will special inducements in prices be offered to the people of Athena for that day, but if your purchases amount to \$15 we will pay your railroad fare to Pendleton and return. This Big Sale will close Feb. 6 and the greatest money saving opportunity you ever had will have Come to an end.

Go to the big yellow signs. That's the Spot

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Teachers' Examination:

Notice is hereby given that the school superintendent of Umatilla county, Oregon, will hold the regular examination of applicants for state and county certificates at the court house in Pendleton as follows:

For State Papers. Commencing Wednesday, February 13, at 9 o'clock a. m., and continuing until Saturday, February 16, at 4 o'clock p. m.

Wednesday—Penmanship, history, spelling, physical geography, reading, psychology.

Thursday—Written arithmetic, theory of teaching, grammar, bookkeeping, physics, civil government.

Friday—Physiology, geography, mental arithmetic, composition, algebra.

Saturday—Botany, plane geometry, general history, English literature, school law.

For County Papers. Commencing Wednesday, February 13, at 9 o'clock a. m., and continuing until Friday, February 15, at 4 o'clock p. m.

First, Second and Third Grade Certificates. Wednesday—Penmanship, history, orthography, reading.

Thursday—Written arithmetic, theory of teaching, grammar, physiology.

Friday—Geography, mental arithmetic, school law, civil government.

Primary Certificates. Wednesday—Penmanship, orthography, arithmetic, reading.

Thursday—Art of questioning, theory of teaching, physiology.

FRANK K. WELLES, Superintendent Umatilla County.

The Right Name.

Mr. August Sherpe, the popular overseer of the poor at Fort Madison, Ia., says: "Dr. King's New Life Pills are rightly named; they act more agreeably, do more good and make one feel better than any other laxative." Guaranteed to cure biliousness and constipation. 25c at McBride's drug store.

Wise Counsel From the South.

"I want to give some valuable advice to those who suffer with lame back and kidney trouble," says J. R. Blankenship, of Beck, Tenn. "I have proved to an absolute certainty that Electric Bitters will positively cure this distressing condition. The first bottle gave me great relief and after taking a few more bottles I was completely cured; so completely that it becomes a pleasure to recommend this great remedy." Sold under guarantee at McBride's drug store. Price 50c.

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MRS. CECELIA STOWE,
Orator, Entre Nous Club.

176 Warren Avenue,
Chicago, Ill., Oct. 22, 1902.
For nearly four years I suffered from ovarian troubles. The doctor insisted on an operation as the only way to get well. I, however, strongly objected to an operation. My husband felt disheartened as well as I, for home with a sick woman is a disconsolate place at best. A friendly druggist advised him to get a bottle of Wine of Cardui for me to try, and he did so. I began to improve in a few days and my recovery was very rapid. Within eighteen weeks I was another being.

Cecelia Stowe

Mrs. Stowe's letter shows every woman how a home is saddened by female weakness and how completely Wine of Cardui cures that sickness and brings health and happiness again. Do not go on suffering. Go to your druggist today and secure a \$1.00 bottle of Wine of Cardui.

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