

THE ATHENA
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ATHENA, ORE., JULY 7, 1916

The railroads are advertising their side of the controversy involving the proposed strike of the engine men. Two of these advertisements are appearing in the Press at regular rates. It is but fair to assume that other newspapers of the country are getting paid in proportion, in which case it will be seen that the educational campaign inaugurated by the different railway companies will cost a stupendous sum. The engine men are demanding an eight hour day and pay and a half over time. The railway managements have proposed that the Interstate Railway Commission decide the question, inasmuch as the Commission largely fixes the rates which the railroads may charge the public. The engine men have refused the proposed arbitration by the Commission and are now taking a strike vote.

Commenting on the Normal School question, the Weston Leader says: "And while La Grande may have done some wistful talking and speculating, we'll warrant that it had no real idea of making a move at this time. It could not have summoned the exalted nerve displayed by Pendleton in such abrupt abeyance of the initiative. And had La Grande been given the Eastern Oregon hospital it would never even have thought of a normal school in addition. Its tread is not breakable. Pendleton has dashed this La Grande togey before. About ten years ago it was made the cause for the introduction of a bill in the legislature to move the school from Weston to Pendleton. 'La Grande will get it if you don't let us have it,' was the cry then and now. The scheme failed; it will fail again."

Everyone has felt the need of a comprehensive term by which to designate Central and South America. A term that is now being used for this purpose is "Down America," and it seems to fill the bill. "Down America" is all America to the south of us.

A ball game was played at Pendleton July 4th, which resulted in a score, Athena winning over Freewater by the score of 22 to 11. Whether atmospheric conditions or Roundup spirit was responsible for the run getting, we will not attempt to say.

As an evangelist, some skeptics think that Ford has Billy Sunday hooked off of the stump. They say he has shaken the devil out of more souls than Sunday ever joshed out of their kist. That is their notion, and they are entitled to it.

The Fourth is over and the casualty list is being tallied up. Chicago leads with eight deaths and 100 wounded. It will be remembered that the Windy City had a very long preparedness parade some weeks ago.

It was had to be fought C. O. D. there wouldn't be any. The senile reason who provokes war get long credit, leaving the bills for future generations.

Some belligerents claim they are fighting for democracy, but in waging their war they are particular to extinguish what little democracy they had.

Did it ever occur to you that by some process of nature or other, the crops are always "saved" in Umatilla county?

It is no difficult matter to pick out a town's sidewalk philosopher.

A CRUSH OF WORLDS.

How Our Solar System May End and a New One Be Born.
The whole of the present solar system is ultimately to fall into the sun, ending an explosion that may result in a new solar system. Such is the theory put forward by Professor Philip Fauth, a well known astronomer, whose reputation has rested principally upon his researches into the conditions on the moon.
The novel feature of Dr. Fauth's theory is that it is based upon the supposition that a great part of the known solar system, including especially the planets Jupiter, Uranus and Saturn, are not composed of mineral matter at all, but are tremendous masses of ice or balls of ice surrounding a mineral kernel. Furthermore, he declares, a part of what is now known as the Milky Way is not mineral or gaseous, but "a ring of ice dust," masses of particles of ice suspended in space, the other planets receiving a constant addition to their ice mass from this source.
Professor Fauth declares that the world already at some remote periods has had a similar experience, resulting in the death of nearly all animate nature, and that all species of life as we know it have arisen since then. Eventually the planets swinging through their narrow orbits will fall into the sun, causing a new explosion and perhaps the birth of a new solar system, but for thousands of years before that time, all life, either on earth or elsewhere, will have disappeared.—Kansas City Journal.

ACROSS THE PACIFIC.

Influence of the "Great Circle" on the Journey to Manila.
If you wanted to go from the Panama canal to Yokohama which of these two would be the shorter route? First, across the ocean to Hawaii and from there to Yokohama, or, second, up along the coast to San Francisco and then directly across the Pacific to Asia? Nearly everybody would answer in favor of the Hawaiian route. But the navigators tell us the journey is 200 miles shorter by way of San Francisco. The "great circle" does it. Its influence on distance sends ships from San Francisco to Manila by way of the Aleutian Islands. Actually our vessels would go much farther north than they do but for the discouragement of the United States hydrographic bureau at Washington, which advises a central route, more than 200 miles longer than the great circle, in order to escape the fogs and lee of the far north.
The Hawaiian Islands are frequently described as "the crossroads of the Pacific." Their people are naturally looking forward to wonderful commercial development. They will doubtless enjoy substantial progress as a commercial center because many conditions in ocean currents and in prevailing winds and in fact favor Honolulu as a way station route. But it is well to remember that these islands were planted a little too near the equator to be a crossroads of the north Pacific.—Boston Herald.

WHISTLER AT WEST POINT.

He Loved Truth and Took Punishment Rather Than Lie.
At West Point was old Joe, the negro cadet hair cutter. He was never known to smile or to deviate from "regulations." Once a month cadets were obliged to have their hair cut by him. This was a great worry to Whistler, who disliked to part with his pretty locks, so he would try by cajolery and flattery to have Joe let up a little on the length of his hair. But in this he was never successful. Joe would stop his shears in the midst of a remonstrance and say, "Mr. Whistler, do you want me to cut your hair according to regulations or not?" Of course this put an end to the argument, and Whistler would come back to our rooms, look in the glass and swear about Joe.
He loved frankness, truth and honor. Cards were forbidden in cadet barracks, but we had a pack, and one night long after "taps" (10 o'clock) we had been playing, and the cards lay carelessly aside, when we were surprised by the entrance of the inspecting officer, who spied the cards. We knew that the offense was a serious one against discipline and considered whether we could properly ask that the report should read "Cards in possession," a lesser offense, instead of "Playing cards," as we were not playing when the inspector saw us. Whistler said, "No, we had been playing," so we faced the music and as punishment lost our cadet furloughs for a summer.—H. M. Lazelle in Century.

Why They Weep.
Teacher—For men must work, and women must weep? What is the meaning of that line, Johnny Flagg? Johnny—It means that men has to work to get money, and then the women has to cry before the men will divide with them.—Woman's Journal.

MIGHTY MOUNT RAINIER.

Behashed by a Volcanic Explosion, it Still Towers Up 14,408 Feet.
Mount Rainier, in Washington, covers 100 square miles of territory and rises 14,408 feet into the air. In shape it is not a simple cone tapering to a slender, pointed summit like Fujiyama the great volcano of Japan. It is rather a broadly truncated mass resembling an enormous tree stump with spreading base and irregularly broken top.
Its life history has been a varied one. Like all volcanoes, Rainier has built up its cone with the materials ejected by its own eruptions—with cinders and steam shredded particles and lumps of lava and with occasional flows of liquid lava that have solidified into layers of hard basaltic rock. At one time it attained an altitude of not less than 16,000 feet, if one may judge by the steep inclination of the lava and cinder layers visible in its flanks. Then followed a great explosion that destroyed the top part of the mountain and reduced its height by some 2,000 feet. The volcano was left behashed, with a capacious hollow crater surrounded by a jagged rim.
Later on this great cavity, which measured nearly three miles across from south to north, was filled by two small cinder cones. Successive feeble eruptions added to their height until at last they formed together a low rounded dome—the eminence that now constitutes the mountain's summit. The higher portions of the old crater rim rise to elevations within a few hundred feet of the summit and, especially when viewed from below, stand out boldly as separate peaks that mask and seem to overshadow the central dome.

LIFE ON SWAN ISLAND.

Probably the World's Most Isolated Wireless Station.
On Swan Island, in the Caribbean sea, is situated what is probably the most isolated wireless station in the world. The station crew is made up of three operators and three laborers, a cook, a machinist and three laborers.
No women are permitted to land on the island. Men who express a willingness to go to Swan Island are obliged to sign a contract whereby they agree to remain at least eighteen months or waive their right to free return transportation. Those remaining the full period of service are returned to their homes by way of one of the Central American ports and are granted six weeks' vacation with full pay.
Strangely enough, there is no difficulty in obtaining men to man the station. Applicants, indeed, exceed the number of vacancies. Board and lodging, of course, are supplied, a boat bearing all provisions necessary, including fresh meat, and the mail as well, arriving regularly every two weeks. Some men have remained on the island as long as two years and a half and, subsequently, have been glad to return to the station.—Philadelphia Record.

\$100 Reward, \$100

The reader of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is catarrh. Catarrh being greatly influenced by constitutional conditions requires constitutional treatment. Hall's Catarrh Cure is taken internally and acts thru the Blood on the Mucous Surfaces of the System thereby destroying the foundation of the disease, giving the patient strength by building up the constitution and assisting nature in doing his work. The proprietors have so much faith in the curative powers of Hall's Catarrh Cure that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.
Address: F. J. CHENEY & CO., Toledo, Ohio. Sold by all Druggists, Etc.

Notice of Final Account.

In the County Court for Umatilla County, Oregon.
In the Matter of the Estate of S. M. White, Deceased.
Notice is hereby given that the undersigned administratrix of the estate of S. M. White, deceased, has filed her final account and report in said estate and the County Court of Umatilla County, Oregon, has fixed Saturday, July 22, 1916, at the hour of 10 o'clock a. m., of said day as the time and the County Court room in the Court House at Pendleton, Oregon, as the place of hearing of said final account and report and objections there-to, if any there be.
Matilda R. White, Administratrix.

Administrators' Notice to Creditors.

In the County Court of Umatilla County, Oregon.
In the Matter of the Estate of James S. Myrick, deceased.
Notice is hereby given that Dora Myrick and G. W. Myrick have been appointed by the above entitled court as administrators and administrator of the estate of James S. Myrick, deceased. All persons having claims against said estate are required to present them to Homer I. Watts, attorney, at his office in Athena, Oregon, within 6 months from the date of the first publication of this notice.
Dated June 9, 1916.
Dora Myrick, Administratrix, G. W. Myrick, Administrator, Homer I. Watts, Atty.

Notice.

Notice is hereby given that I will sell at public auction to the highest bidder at the old Henry Stauffer livery barn at Weston, in Umatilla county, Oregon, on Saturday, June 26, 1916, at 3 o'clock in the afternoon, the following described stray animal, to-wit: One iron gray mare, three years old, weight about 800 lbs; brand on left hip indistinct.
Martha G. Ferguson, Weston, Oregon

CROUP & LASH

Dentists
In Athena Thursday, Friday and Saturday, other days of week in Walla Walla, 2nd and Main, over Third National Bank
Dr. E. W. Croup - Dr. C. H. Lash

S. F. Sharp

PHYSICIAN AND SURGEON
Special attention given to all calls, both night and day.
Calls promptly answered. Office on Third street, Athena, Oregon

DR. A. B. STONE,

Physician and Surgeon.
Office in Post Building. Phone, 501

NEW HOME SEWING MACHINES
MODELS OF PERFECTION.
PERFECTLY SIMPLE SIMPLY PERFECT.
Needle, Oil, Belts and all kinds of Sewing Machine supplies, Repairing a specialty.
New Home Users are Quality Choosers For Sale By
N. A. MILLER, Athena, Ore.
New Home Sewing Machine Comp'y San Francisco, California.

Homer I. Watts
Attorney-at-Law
Athena, Oregon.

Wood
in Carload Lots
Cascade 4 foot Fir Wood,..... \$5.35
Cascade 4 foot Maple Wood,..... 5.60
Cascade 4 foot Alder Wood,..... 5.10
F. O. B.
Athena - Pendleton Branches Northern Pacific Railway.
C. O. WILLIAMS,
Postoffice, Edgewater, Washington.

THE
ST. NICHOLS HOTEL
J. E. FROOME, PROP.
Only First-class Hotel in the City.
THE ST. NICHOLS
is the only one that can accommodate commercial travelers.
Can be recommended for its clean and well ventilated rooms
COR. MAIN AND THIRD, ATHENA, OR.

YOUR IDEAL HOME
For the purpose of assisting our customers to choose their new home, our architects have collected over 200 suggestions, any one of which can be remodeled to suit your ideals and your pocketbook.
You see the exterior design—the interior floor plans—you can select from 200 models—you have your home as you want it to be—and you see the very material that will go into that HOME before you pay out a cent. You know exactly what you will get. There are no "extras"—no troubles over breakage or errors in filling. We—your own fellow townsmen—stake our reputation on the goods we sell and the services we render. If we can do exactly as we claim, then it is the sort of service that you want. And it doesn't cost you a cent to prove to yourself the truth of our statements. We want you to come in and see us—personally—and what we have for you. If this is not convenient, let us know and we will come to you. Remember that our idea of SERVICE is Satisfying You—ABSOLUTELY!
We Have Everything
A Modern Retail Building Material Yard Should Have
It is our aim to carry at all times a stock of goods commensurate with the needs of this community. Above all we keep constantly in touch with the leading markets so that we are able to get the Best Grades at the Lowest Prices. Our stock is naturally very complex, consisting as it does of Lumber, Lath, Shingles, Roofing, Sash and Doors and in short, of most everything that enters into the construction of a building. It is our ambition to make our business a credit to the town, and to help our town become a credit to the State. Yet these words will tell you less than we do. Come in and visit us. That's the best proof of all.
"See Johnson About It."
TUM-A-LUM LUMBER COMPANY

Motor oil made from asphalt-base crude gives best lubrication with least carbon. Such is the testimony of motorists and experts alike. As Lieut. Bryan, U.S.N., puts it: "Oils made from the asphalt-base crudes have shown themselves to be much better adapted to motor cylinders, as far as their carbon-forming proclivities are concerned, than are paraffine-base Pennsylvania oils." Zerolene is scientifically refined from selected California crude—**asphalt-base—not only made from the right crude but made right.** Dealers everywhere and at service stations and agencies of the Standard Oil Company.

ZEROLENE
the Standard Oil for Motor Cars

Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:
"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the Interstate Commerce Commission, the only tribunal which, by reason of its 1. Preferably by submission to the Interstate Commerce Commission, and to provide additional revenue to consider and protect the rights and equities of all the interests affected, and to act in the premises, reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law' (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:
No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.
The rates the railroads may charge the public for transportation are now largely fixed by this Government board.
Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.
The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employes, the owners of the railroads, and the public.

A Question for the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

- National Conference Committee of the Railways**
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| ELISHA LEE, Chairman
P. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager, Central of Georgia Railroad.
C. L. BARDO, Gen'l Manager, New York, New Haven & Hartford Railroad.
B. H. COOPMAN, Vice-President, Southern Railway.
S. E. COTTER, Gen'l Manager, Wabash Railway.
P. E. CROWLEY, Asst. Vice-President, New York Central Railway. | G. H. EMERSON, Gen'l Manager, Great Northern Railway.
C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway.
B. W. GRIGG, Gen'l Supt. Trans., Chesapeake & Ohio Railway.
A. S. GREIG, Asst. to Receiver, St. Louis & San Francisco Railroad.
C. W. KIDDS, Gen'l Manager, Atchafalaya, Tonka & Santa Fe Railway.
H. W. McMASTER, Gen'l Manager, Wheeling & Lake Erie Railroad. | N. D. MAHER, Vice-President, Norfolk & Western Railway.
JAMES HUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
A. M. SCHUYER, Resident Vice-Prm., Pennsylvania Lines West.
W. L. SEDDON, Vice-Prm., Seaboard Air Line Railway.
A. J. STONE, Vice-President, Erie Railroad.
G. E. WAID, Vice-Prm. & Gen'l Mgr., Basset Central Lines. |
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THE FIRST NATIONAL BANK OF ATHENA
Capital and Surplus \$100,000.00

THE ATHENA MEAT MARKET
We carry the best **MEATS** That Money Buys
Our Market is Clean and Cool
Insuring Wholesome Meats.
READ & MEYER
Main Street, Athena, Oregon

Watts & Rogers
Weston, Oregon
A few odd Tires, but new, left at **WHOLESALE**
Binder Twine is now in season. We are selling and guaranteeing price. We have both the Standard and the pure Manila.
The bargain offered last week in a beautiful Cabinet Graphophone is untaken, so we make the Hundred Dollar value at \$58.00 this week, for cash or good as cash.
McCormick Binders, Racine Threshers, McCormick Combine and all sizes of Engines on exhibition now.
Think of a high grade combine handled by 8 or 10 horses and two men. Come, see and believe.
"Just Over the Hill"

TOBACCO like fren'ship is better for bein' mellowed by age.
Velvet Joe
THE flavor, the mildness, the coolness natural to Kentucky's choicest Burley Tobacco is improved by being aged for two years into VELVET.
Leppitt & Myers Tobacco Co.