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# The Athena Press

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## FIFTY-SEVEN MILLION DOLLARS EXPENDED ON OREGON HIGHWAYS TO DATE SINCE 1917

R. C. Johnson of the Portland Journal, finds that \$57,000,000 have been spent for roads in Oregon, from the year 1917.

In round numbers this great amount of money will have been raised from the year 1917 to the end of the current year from all sources for state highway construction. These sources include the issuance of bonds, federal aid, county cooperation, motor vehicle licenses and the tax on gasoline and distillate.

By the end of the present year the \$57,000,000 will nearly have all been expended. As a result of this expenditure the concrete accomplishment will be 800 miles of paved highway, 1500 miles of rock surfaced road and 500 miles of unsurfaced grade. In addition there will be approximately 1000 bridge constructions, including overhead railroad crossings and under grade passage ways. Counting in the bridges the average cost of the whole expressed in miles is approximately \$35,000 per mile. Excluding the bridge structures the average is about \$30,000.

It is very obvious that if it had been generally understood five years ago, when the state embarked on the sea of highway improvement, that the outlay was to assume such large proportions, the voyage would have been postponed.

Now that it has been accomplished there seems to be a general sentiment that it is worth what it cost. Especially is this the conclusion of those who travel over the entire work and realize its extent and the character of the obstacles met and surmounted in the securing of safe and easy grades and firm foundations. To those whose criticisms are based on local view points the magnitude of the development is a revelation of the greatest good to the greatest number.

Criticism disappears in the greater knowledge of what has already been done and what is yet to be done to give Oregon one of the best highway systems in the union of states.

Of the millions already expended about 50 per cent has been allotted to the two main arteries in the system, the Pacific highway, extending north and south, and the Columbia river highway Old Oregon Trail, east and west. These two main trunks are practically completed and future development will be in the direction of connecting roads reaching into the more remote parts of the state and bringing them into intimate relation with the great populous sections as well as serving local need. In this future development a good start has been made.

### BAND AT ROUND-UP

Athena will furnish a band of 25 pieces at the Round-Up this year. J. E. Froome has the contract with the Round-Up association to furnish a band to represent this part of the county at the big show in September. He is assembling the players, and recently the first rehearsal was held in Athena. Players in addition to local musicians, are being secured from organizations at Pilot Rock, Walla Walla and Dayton, Wash. An ex-regimental bandmaster of the U. S. Army has been secured to direct the band.

### SATURDAY-SUNDAY SHOWS

Even better than the programs of last Saturday and Sunday are the pictures for the coming Saturday and Sunday shows at the Standard Theatre. Wallace Reid is coming tomorrow night in "The Hell Diggers" a stirring mining story, and Sunday night, Goldwyn's fine current picture, "The Dangerous Curve Ahead" will be screened. Both of these fine pictures will be exhibited with no advance in admission prices.

### TOMATO PRICE DOWN

The price of tomatoes, due to a large crop, ripening early, is gradually growing downward. The first of the week brought the price to 75 cents per crate, with prospects of still further decline.

### END OF HARVEST

A few will finish harvesting this week and next week will find many of the fields in this part of the county cleaned up. The weather this week has been ideal for threshing grain, and considerable wheat has been delivered to the warehouses.

### EX-UNIVERSITY ATHLETE VICTIM TRUCK ACCIDENT

C. Richard Nelson, better known to a host of college friends as "Dick," who was killed recently in Idaho in the wreck of a county road truck which he was driving, was a well-known University of Ore. football, basketball and baseball player in 1915-16-17. He played center on the football team and for three years was a varsity guard in basketball.

In the spring of 1920 he returned to the University of Oregon as coach of the freshmen. Last year he was athletic coach at Wallowa high school, where his teams had exceptional success. When school closed for the summer vacation he went to Caldwell, Idaho, to play baseball in the Western Idaho league. It was while working for the county road department there, driving a truck, that he was killed June 21.

In February of 1921 Mr. Nelson married Miss Elizabeth O'Connor of Caldwell, Idaho. He is survived by his widow and by his parents, Mr. and Mrs. G. D. Nelson of Lafayette, Ore. Nelson was a star baseball player. He played first base for three seasons at the university and was captain in 1917. He was a member of Alpha Tau Omega national college fraternity. He tried out with the Portland Beavers at one time. He was one of the most popular athletes who ever attended the University of Oregon.

### A PERFECT SEASON FOR VEGETABLE PRODUCTION

The present season has been a perfect one for the production of fruit and vegetables. The local stores have carried the best quality of orchard and garden products that has been in the market for some years.

Prices, while high with the introduction of the first crops, have in each instance settled to normal quotations, and quality considered, the normal prices have as a rule been reasonable.

One exception may be noted. Cherries kept up in price from the first shipments, and while a normal crop was marketed by the growers, foreign demand was such that the local buyer had to dig deep in his purse to find the price.

Tomatoes, which started at a brisk price, have settled until the top quality has been purchased at the local stores this week at 75 cents per box. Vegetables in splendid variety and superlative quality are in demand at satisfactory prices.

### LAKE AT TOLLGATE

With the completion of the proposed Weston-Elgin highway across the Blue Mountains, a Walla Walla man has in contemplation a pleasure resort in vicinity of Woodward's Tollgate at the summit of the mountains. He proposes damming a stream flowing through a meadow which will result in an artificial lake, covering approximately 65 acres. He will have motor boats and other pleasure craft for hire, and the scheme is said to embrace the construction of numerous cabins on the lake's shore.

### ONE KILLED IN WRECK

Eastbound O. W. R. & N. passenger train No. 4 was derailed at North Fork, 35 miles east of Pendleton, early Wednesday morning. The engine, baggage car, smoker and tourist sleeper, left the track, and the smoker toppled over. In this car twelve were seriously injured and one passenger, M. Moralez, a Mexican was killed. A broken rail caused the wreck, and the fact that the train was climbing the mountain at slow speed instead of coming down, else fatalities would doubtless have been more.

### ANOTHER CROP DUE

Another cutting of alfalfa is under way in this vicinity. While the present cutting is not so heavy as the first, owing to no moisture during the entire month of July, a fair crop of hay is being put up.

### HAS MELON CROP

It's no secret, for Marion Hansell is telling it himself that he has an exceptionally big crop of melons this year on his farm north of Athena. The season has been a favorable one for melon growing.

## Government May Take Over Roads

If any railroad fails to function in the carrying of mail and necessary commodities as provided in the federal priority order the government will take over and operate that road.

This is the next move planned by President Harding it was learned on high administration authority.

The department of justice has advised the president that this can be done, under the law without any additional legislation, it was learned.

At the same time it was made plain that the government does not contemplate doing this until the break down of the particular railroad becomes evident. For a while at least, the president after placing full responsibility for failure to end the strike on the railroads, will keep hands off and let the two factions fight it out.

The department of justice, it was learned, has worked out a complete procedure for taking over the railroads. As soon as unpardonable congestion occurs for the movement of mails or for food and fuel district attorneys will go before the United States court and ask that a receiver be named on the legal ground that the officers of the railroad no longer are able to operate it.

With a receiver named, the road is literally in the hands of the United States government and such wages and working conditions may be fixed.

### MILTON BOY KILLED

Claude Miller, ten year old son of Mr. and Mrs. Levi Miller, was instantly killed when he fell from a tree across the road from his home in south Milton. It is believed the boy took hold of a live electric wire while in the tree and that the shock caused him to lose his hold on the tree and fall. He and his brother were in the tree and when the 10 year old fell his brother hastened down uninjured. He found his little brother gasping his last, having received a broken neck from his fall. The fact that the lad had a burned spot on his hand led to the theory he had taken hold of a live wire. The current was probably not sufficiently strong to electrocute him but brought about his death indirectly.

### ALLEGED LIQUOR RUNNER SHOT BY FEDERAL OFFICER

Felled by a bullet in his leg from the gun of a federal prohibition officer when he attempted to escape at Baker, a man giving his name as T. R. Wilson and his home as Walla Walla, Wash., probably will lose the member by amputation, the attending physician said.

A car driven by the wounded man containing 1108 quarts of brandy and whisky was seized by the Baker officers.

Wilson was captured after he leaped from his machine on Main street in a chase by the federal officer, in which three shots were fired, one taking effect.

## ENGINEER BEEZLEY FILES A REPORT ON WESTON-ELGIN ROAD

B. F. Beezley, government engineer with the Bureau of Public Roads, Portland, has filed his report of the preliminary investigation made by him of the proposed Weston-Elgin road, which traverses part of the Umatilla National forest and for which federal aid is asked through the Forest Service. It is understood that Engineer Beezley found no serious physical difficulties in the way of construction, and confidence is felt by those interested that in due course the location survey will be ordered.

The report deals with a road 44 miles in length, leading up Halls creek out of Weston and descending into Elgin by what is known as the north or Gordon creek route. Twenty-two miles of it would be in Umatilla county and twenty-two miles in Union county. The present toll gate route would be followed for only part of the distance. The road would be 12 feet wide, cleared to a width of 44 feet and grubbed to a width of 25 feet. It would have a ruling grade of six percent and a maximum grade for short distances of seven percent, with a minimum radius of curvature of 100 feet. It requires four bridges, one cattle pass and a large number of corrugated metal culverts. The engineer points out that suitable quarries may be opened every few miles if crushed rock is desired for surfacing.

Colonel Paul H. Weyrauch of Walla Walla, president of the Blue Mountain Highway association, has announced that arrangements are in progress for taking Congressman N. J. Sinnott of Oregon and Congressman J. W. Summers of Washington over the road, in company with others interested. It is expected that I. M. Schanep, Umatilla county judge, L. J. Shannon, Umatilla county roadmaster, and President Weyrauch will be members of the party. The county courts of Walla Walla and Union counties may also be represented. Plans for the trip are in the hands of the executive board of the association, and invitations will go forward at once to the congressmen named. It is said that an effort will also be made to interest Senator Poindexter in the junket.

A personal acquaintance with the locality of the proposed construction on the part of the congressmen, who will view the fine farming country in the mountain districts and talk with the settlers en route, as well as acquire more intimate knowledge of the Umatilla National forest, is expected to impress them with the advisability of the road's construction.

## County Growers Will Show Grain

Umatilla county wheat growers are evincing their keen interest in the Northwest Grain and Hay show which will be held in Pendleton during the week of Round-Up by making entries of their choice wheat reports the East Oregonian. More than two dozen of these entries from grain men in the county have already come into the office of Fred Bennion, and more are expected from now on.

J. E. Harvey and Herman Rosenberg will enter Turkey Red, James Hill, who last year won eighth place in the white club class with Hybrid 128 will be back for some money again this year. Tulloch and Smythe will show Triplet and Hybrid 128. Last year they took first on certified Hybrid, third on white club and third in the Hybrid special. They also won a first at the Land Products Show at Portland last winter.

W. A. Slusher has entered some Turkey Red and Hybrid. L. L. Rogers will compete for the prizes with Federation and Jenkins club. The Peringer Ranches Co. will also try for honors in the Jenkins class. Frank Ramey will show Hybrid, and R. M. Warren will have some Blue-stem and Hard Federation before the judges. Otto Reiman and Ralph Reese of Echo will enter Hard Federation and Mr. Reese will also have some Early Bart.

White winter barley will be entered by Storie and Ritner and Hosenrye by Frank Frazier.

### TWELVE CROSSINGS ORDERED CLOSED ON HEPPIER LINE

An order was issued by the public service commission Wednesday requiring the closing and abandonment of 12 open public grade crossings on the Heppner branch of the Oregon-Washington Railroad & Navigation company in Morrow county.

The order, it was explained, was the result of an investigation and hearing held at Heppner July 12 relative to the application of the O. W. R. & N. company for a change and rearrangement of the crossings on its Heppner branch. Most of the crossing eliminated are on what is known as the Oregon-Washington highway, serving the district between Arlington and Heppner. For a number of years this road supported a comparatively heavy traffic. Of the 12 open public crossings which are to be closed, eight are entirely eliminated. Three others are to be gated and allowed to remain in use as private farm crossings only, and one is discontinued as a public crossing but permitted to remain for private use of property owners in that vicinity.

## NOTED ART COLLECTION AT UNIVERSITY OF OREGON TOTALLY DESTROYED BY FIRE

### DECISION MAY MODIFY STATE HIGHWAY PLANS

A modification of the state highway program will probably result from the decision of the state supreme court that it is illegal to apply market road funds on state highways. This judgment was rendered Saturday on an appeal from Lane county, where a section of the Pacific highway had been designated by the county court as a market road and improved with market road funds.

The case grew out of the Polk county controversy where the county was enjoined by the circuit court from appropriating market road funds on the grade of the west side Pacific highway between Monmouth and the Benton county line. Owing to the fact that a number of other counties had resorted to the same expedient to raise money to cooperate with the state appeal was made to the supreme court for final determination.

The supreme court held that it was the intent of the legislature to keep market roads entirely distinct from state highways.

As a result of the decision the financial adjustments between the state highway commission and several counties will have to be rearranged and new agreements entered into for work now under way and in prospect.

The state highway commission and county courts had proceeded on the theory that in practical effect the state highways in some counties were the main market roads of the county, especially in thinly populated counties such as Curry.

### SYNDICATE TO BUY IRRIGATION BONDS

Fifty-six of the nation's largest financial institutions have formed a syndicate and will take over the \$28,000,000 Horse Heaven irrigation bond issue as soon as the supreme court of Washington rules on the validity of the issue, according to an announcement made.

Under the plan, as announced each institution is to take over about \$500,000 worth of the bonds. No move will be made, however, until after August 14, when the court ruling is anticipated. Work will not begin until 30 days later, even though the court ruling is favorable.

The Horse Heaven country, which includes 340,000 acres along the Columbia river in Benton county, Wash., is now a barren section. Water for irrigation is to be brought through a 12 foot circular pipe for almost 100 miles from the Klickitat river on the east slope of Mount Adams. It will require at least two and one half years to finish the work, the general contract for which has already been let to Howard Amon, contractor. Sub-contracts will be let soon after August 14. Engineering difficulties confronting the project are small, it was stated.

### "RED" RUPERT IS MARRIED

Clyde J. (Red) Rupert, former Portland policeman and athlete who coached the Weston Normal football team during one of its best seasons some eighteen years ago, was married last Friday at Marshfield, Oregon, to Hazel Erwin, who served time in the Oregon penitentiary as the accomplice of Willard R. Tanner in the slaying of Roy W. Wallace in Portland in 1912. Having been divorced by his first wife, Rupert met and fell in love with the woman while "doing time" for the theft of \$18,000 in Liberty bonds from the Northwestern National bank of Portland when he was special guard at the bank. Rupert was pardoned from McNeil island four months ago by the president. He and his new wife declare they are "going straight." When at Weston Rupert was a manly, upstanding young fellow, and a fine type of the football athlete.

Building operations aggregating a quarter of a million dollars are under way at Moscow, Idaho, with a prospect for enhanced activity in the autumn.

Fanned by a brisk wind, fire on the University of Oregon campus Saturday afternoon destroyed the women's gymnasium building, now housing part of the art department, and the annex adjoining, in which the School of Journalism and the infirmary are located.

The blaze also damaged the residence of Dean Sheldon. The total damage to college structures is estimated by President Campbell at more than \$51,000.

This loss does not include the valuable Fairbanks art collection, which was housed in the gymnasium. This collection, consisting mainly of sculptured work, was destroyed.

The gymnasium building was erected some 30 years ago for the men of the college. For many years it was also the scene of university social activities. Later it was converted into a gymnasium for the women. Early-day football scores and what were then state and coast track records were inscribed on honor rolls on the walls of the building.

During the height of the blaze embers were blown onto all roofs in the path of the wind and it was with great difficulty that the hundreds of volunteer fire fighters, aided by the fire department of Eugene, saved these buildings. Scores of students who were in Eugene at the time, hastened to assist in saving the school property.

One residence located nearly six blocks from the scene of the main blaze caught fire from sparks dropped on the roof, but prompt action prevented the destruction of this building. Sparks even lighted in Hayward field, one and a half miles from the campus.

The fire started about 4 o'clock and it was not brought under control until after 5 p. m. The cause of the blaze is yet to be determined.

### STILL CAUSES \$10,000 FIRE AT WALLA WALLA

Fire caused by a still in operation in the racing barns at the Walla Walla fair grounds, caused a loss of \$10,000 to property, and the death of two race horses, Friday night.

Donatus, with a mark of 2:16 and Dorothy M. with a record of 2:23 were cremated by the flames, but other valuable racers were liberated from the burning stables.

The still was plainly to be seen after the building was destroyed and had been a copper still of about ten gallons capacity, and had evidently been setting on a kerosene stove. The supposition is that there had been hay piled around the outfit to hide it.

There were rumors that the fire had been set to conceal the still and that the sheriff's force knew who was running the still and were out after him. At any rate neither Sheriff Springer nor any of his field deputies were to be found last night all being engaged on the case.

### AUTOMOBILE FIRMS MAKE HEAVY PRICE REDUCTIONS

Heavy price reductions on Studebaker, Chandler and Nash motor cars have been announced.

Cuts on Studebaker, Chandler and Nash motor cars range from \$70 to \$300 on various models. Nash cuts were from \$50 to \$250. Chandler cuts were from \$20 to \$300.

The Studebaker corporation, it was said, has produced 60,000 cars in the first six months of the year and expects to enter 1923 with production at the rate of 150,000 annually.

### WANTED EAGLE FEATHERS

Jim Kannini, Indian, was persistent in his request for the feathers in the mounted eagle at Prestby's Service Station, Wednesday, when only little Jennames Read was attending the station. The little girl became alarmed and phoned for her mother, who soon convinced the Indian that he could not have the feathers.

### HE RAISES POTATOES

Out on the Harvey Caton place, just south of Athena, Harry Keller has 25 acres of fine looking growing potatoes. Harry planted Netted Gems and a portion of the seed was of the mountain certified variety. His prospects for a big yield are good.

