The Athena Press

AN INDEPENDENT NEWSPAPER
F. B. BOYD, Owner and Publisher

Subscription Rates.
One copy, one year.....$2.00
One copy, six months.....$1.00
One copy, three months..... .75

Athena, Oregon January 15.....1926

MAY BRIDGE AGAINST BUSSES

The problem of the auto bus, stage and freight truck vs. the American railway systems is one taxing the economic side of transportation in finding a solution. The inroads which automotive units, traveling over public highways, have made against profitable operation of modern railway lines, have reached the point where the reduction in number of trains, and a general curtailment of operating expenses to offset these inroads, will not suffice, so the railroads must look to increased traffic rates and expansion for relief.

"Railroads are in a period of expansion now after six years of depression," according to Dr. Peter C. Crockatt, professor of transportation at Oregon University who has published the third of a group of papers dealing with railroads. "From 1916 to 1922 more mileage in this country was abandoned than added to railway holdings," Crockatt stated. "This was probably due to the great amount of railroad properties that went into the hands of receivers because of previous reckless expansion. Statistics for the past five years show that the transportation companies are again building. Busses have made such serious inroads into passenger trade of American companies that western carriers are only covering from 12 to 17 per cent of their gross operating expenses from passengers. The most unusual characteristic of early American railroad construction was the bridge line connecting distant points along the Atlantic and over the mountains. This method of construction may again be brought into use because busses are taking trade from the carriers. Bridge line connections would be made in places impassable to trucks, busses, etc. In this manner the railroads would insure profit on their lines," Crockatt pointed out.

The transcontinetial carriers are not alone affected by the perfected and practical motor-driven vehicle of today in its introduction as a flexible means of transportation. The street railway systems of towns and cities are being supplanted with big motor busses. Last week the city street car service at Walla Walla gave way to three big motor busses. Only the interurban line, reaching to Milton-Freewater is now operated by the street car company.

Locally, two-thirds of the freight shipments come to Athena in motor trucks, and practically all of the passenger traffic is carried in and out of Athena by stages.

Not losing sight of the fact that perhaps the traveling public is better served by frequence of operation under the new regime, and local freight is dumped at your door, we must not forget that somebody is paying for it, and a little later is going to pay for it big.

When we consider that it is the railroad that must be depended on to make the long haul; that it is the railroad that is paying a big hunk of Umatilla county taxes, state tax and federal tax, in all fairness where will objection come in when these railroads are compelled to tap you and me and the neighbor for higher freight rates on the long haul or go out of business.

But the railroads are not going out of business. They are here to stay and we cannot get along without them. We'll eventually pay the toll of the long haul, plus the amount of local business they are losing to the truck fellow who pays but a small tax and leaves nary a nickel in the town.

THE LAST STRAW

Contending that the state cannot legally collect license fees for operation of motor vehicles on highways of Oregon, a number of commercial truck and transportation lines of the state have brought suit in the federal court to enjoin Oregon from collecting annual license fees. Constitutionality of the license law is attacked on the ground that it is the exaction of a toll and that tolls for use of roads, toward the construction of which the government contributes, are prohibited by the constitution. It is cited that Oregon has accepted federal aid in highway construction. One of our exchanges comments as follows:

"This is probably the limit of rapacity yet exhibited by commercial automobile lines using the public highways for private gain.

"Not content with pounding the public highways to pieces for their own private profit, at the expense of the general taxpayer and private automobile user, they now seek to be relieved of even the modest annual license fee which they, as well as private automobile users, are charged.

"The motor transportation concerns which seek to escape these license fees would not be in existence today, if such fees had not been collected to build hard-surface highways over which they could operate None of the concerns mentioned attempted to give any service to the points they now reach, until the state had built a road.

"The selfishness of the action will focus public attention, on the enormous sums taxpayers must pay annually for the maintenance of public highways, in order that private transportation companies may use such highways virtually as private right of ways for private gain."

Professional football controversy has become centered between supporters of athletic sports, and those persons who do not care for sports in any form. In the meantime college athletes are responding to the professional call for their occupational talents, in the same order that the world demands the services of the student of law, medicine commerce and the arts.

Among other attractions to the wide open spaces of our great Oregon country are the glorious sunsets. With the fringe of the blue mountains against the brilliant coloring of the clouds, even the "natives" are forced into ectasies over the beauties of our wonderful country and its climate.

Of interest to farmers is the steady advance in price of grain bags for this years use. It will behoove the foresighted to lay in his supply before the price skyrockets any higher, or go over to the bulk system.

Of local interest is an incident of the Old Oregon Trail, inspired by this inscription on an outcropping of sandstone near the present site of Fort Laramie, Wyoming: "Mary E. Homsley: Died June 10, 1852." Relatives of Mary E. Homsley reside in Pendleton and Portland.

The KITCHEN CABINET

My business is not to remake myself, but to make the absolute best of what God has made.—Browning.

THE WHOLESOME APPLE

A dish of well-seasoned apple sauce prepared from good flavored apples, a little sugar and butter added while hot, makes a sauce which is hard to equal.

Apple-Nut Mince Pie.—Take one cupful of walnut meats, two cupfuls of apple cut fine, one-half cupful each of vinegar and water or fruit juice, one-half cupful of sugar, one cupful of raisins, one-half teaspoonful of cinnamon, one teaspoonful of allspice, one-half teaspoonful each of cloves and salt. Mix spices and sugar, add to other ingredients. Divide into two pies, cover with a top crust and bake in a hot oven.

Apple Pudding.—This is a bird's nest pudding of our grandmother's day: Fill a deep dish with sliced apple, sweeten to taste. Dust with nutmeg and spread over them a batter prepared with one-half cupful of sugar, one tablespoonful of butter, one egg, three-fourths of a cupful of milk, one and one-half cupfuls of flour, one teaspoonful of baking powder and one-half teaspoonful of salt. Bake thirty or forty minutes and serve, turned over with the apples on top. Season well with butter or serve with a hard sauce.

Apple Punch.—Cut six tart apples into quarters; core but do not peel. Put into a preserving kettle, add one cupful of raisins, two bay leaves, a small stick of cinnamon, the grated rind of three lemons and two quarts of cold water; let come to a boil, add two more quarts of water (cold), cover and let boil for thirty minutes. Drain through a muslin bag. When cold add the juice of three lemons and two pounds of sugar; stir until the sugar is dissolved. When ready to serve, add a little shaved ice.

Apple Roley Poley.—Peel, core and slice tart apples; make a rich biscuit dough, roll about three-fourths of an inch thick; lay the sliced apples on the paste, roll up, tuck in the ends, prick with a fork, lay in a steamer and steam hard for one and three-fourths hours.

Nellie Maxwell

Doheny Leaseholds Hit by Court Rule.

San Francisco, Cal. — A decision, which if upheld by the United States supreme court, will strip the Edward L. Doheny interests of all of their protested leaseholds in naval oil reserve No. 1 in California and deny them any relief for work performed in such reserves and at the Pearl harbor oil station in Honolulu, was handed down here by the United States circuit court of appeals.

Example of Chivalry Among Lower Animals?

An unusual "big brother" act among animals is described by a park naturalist who saw a large marmot or woodchuck attack and drive off a mink after the latter had captured and fatally wounded a ground squirrel.

The scene of the little drama was near the bridge over Lava creek, a small stream in the northern part of Yellowstone park. After describing the capture of the luckless squirrel, the naturalist goes on to say:

"While the squirrel was struggling in the clutches of the mink a large woodchuck, apparently attracted by the squealing of the squirrel, came and stood on his hind legs a moment to review the scene, then ran straight for the point of battle. The mink raised his head just in time to see the marmot and escape him by rushing to the bank of the nearby creek; the marmot followed, but too slowly.

"The railing of the creek bridge is supported by low uprights with leaning braces of timber. On one of these braces the marmot climbed, facing the squirrel left dying in the road some yards away; then he calmly proceeded to wash his face with his front paws. Apparently the 'big brother' act is an old story in the wild animal world, like so many other things which we have thought human, only to discover, upon investigation, that we have merely adopted them with human procrastination.

"In a former year I once saw a mink deliberately attack a marmot of medium size. In this case the contestants, after a fierce battle, finally called it a draw."

NOTICE OF FINAL SETTLEMENT

In the Matter of the Estate of David Taylor, Deceased.

Notice is hereby given that the undersigned has filed his final account as administrator of the estate of David Taylor, deceased, in the County Court of the State of Oregon for Umatilla County, and that Saturday, February 6th, 1926, at the hour of 10:00 o'clock A. M. of said day, and the County Court Room in the County Court House at Pendleton, Umatilla County, State of Oregon, has been fixed by said Court as the time and place for the settlement of said account.

All persons interested are hereby notified to appear at such time and place in said Court and file any objections they may have to such account or to any part thereof.

SHELDON D. TAYLOR, Administrator of the estate of David Taylor, Deceased. J1J29.

NOTICE OF FINAL ACCOUNT AND REPORT

In the County Court of the State of Oregon for Umatilla County.

In the Matter of the Estate of August Guderian, Deceased.

Notice is hereby given to all persons to whom it may concern that Julius A. Guderian, executor of the last will and testament of August Guderian, deceased, has filed his final account and report in the administration of the estate; that the County Court by order duly made and entered herein has appointed Saturday the 30th day of January, 1926, at the hour of ten o'clock in the forenoon as the time and the County Court House at Pendleton, Oregon, as the place where all objections and exceptions to said final account and report will be heard and a settlement of the estate made.
ate made.

Dated this Friday the 1st day of January, 1926.

JULIUS A. GUDERIAN, Executor
Will M. Peterson, Attorney for Executor. J1J29.

NOTICE OF FINAL ACCOUNT

In the Matter of the Estate of James Nelson, Deceased.

Notice is hereby given that the undersigned has filed his Final Account as Administrator of the estate of Jackson Nelson, deceased, in the County Court of the State of Oregon for Umatilla County, and that Monday, the 15th day of February, 1926, at the hour of 10:00 o'clock A. M. of said day, and the County Court Room in the County Court House at Pendleton, Umatilla County, State of Oregon, has been fixed by said Court as the time and place for the settlement of said account.

All persons interested are hereby notified to appear at such time and place in said Court and file any objections they may have to such account or to any part thereof.

SHELDON D. TAYLOR, Administrator of the Estate of Jackson Nelson, Deceased. J15F12.

NOTICE OF FINAL ACCOUNT

In the County Court of the State of Oregon for Umatilla County.

In the Matter of the Estate of William B. Hale, Deceased.

Notice is hereby given to all persons whom it may concern: That Sarah F. Hale, executrix of the last will and testament of William B. Hale, deceased, has filed with the clerk of this court her final account and report; that the court by order duly made and entered has appointed Monday the 15th day of February, 1926, at the hour of ten o'clock in the forenoon, as the time and the County Court House at Pendleton as the place, where all objections and exceptions will be heard to the said final account and report and a settlement of the estate made. This notice will be published for four consecutive weeks in the Athena Press newspaper, published at Athena, Umatilla County, Oregon, beginning with the issue of Friday the 15th day of January, 1926, and the last publication on Friday the 12th day of February, 1926.

SARAH F. HALE, Executrix
Will M. Peterson, Attorney for Executrix. J15F12.