WALLOWA COUNTY MILL WORK STARTS

McKinley-Hampson Lumber Co. Opens After a Long Shut Down

The McKinley-Hampson Lumber company has started their mill on Sheep creek after being shut down many months. Weather conditions last year compelled the mill to shut down earlier than usual and weather conditions this spring delayed resumption of operations.

However, the lumber company has not been inactive, particularly in regard to lumber shipments. last year's cutting was sufficient to keep a small crew of men occupied in shipping during the intervening months. All spring several carloads of lumber a week have been shipped to the planing mill at Elgin and there is still a considerable amount on hand, although the yard at Joseph has been about cleaned up.

The Pordin trucks are now busy hauling lumber to the site of the Black Marble and Lime Co., below Enterprise. This is mostly stuff to be used in building forms for the new kilns which the company is getting ready to erect.

Operations at the mill have been delayed largely because of road conditions. The heavy snows of the past winter have made logging operations extremely difficult and it has only been recently that trucks could get out of the mill yard with a load. E. M. Pordin waited for weeks to get started with the hauling and has made two or three starts before actually getting down to business. The road down the gulch this side of Sheep creek is anything but a boulevard and from there on up to the mill much work is needed to make hauling profitable. An effort is being made to get this part of the road finished this year and once that is done the mill can operate to some advantage.

A. M. McKinley made a trip to Ferry last week and employed a logging outfit for the summer. As the mill at Perry is being moved to Medical Springs, logging operations are about at an end in that vicinity and contractors, or some of them, are seeking new fields. Logging has been one of the drawbacks to the McKinley-Hampson company since starting operations in Wallowa county and Mr. McKinley is hopeful that he will not have so much trouble from that source this season.

The cowpea is especially valuable for feed. It will grow on All types of arable soil, requiring little attention and producing excellent forage. In addition, it is of great value as a green manure crop, to increase the humus and nitrogen content of the soil upon which it is grown.

DeAUTREMONTS BEGIN PRISON TERM TODAY

(Continued from Page One)

criminal gangs that had fought to the end, and declared they wanted to go out the same way."

Far From Jolly

They were far from a jolly trio of brothers when they entered the prison gate at 5:30 o'clock this morning. Hugh, the youngest, the debonaire, the boy who throughout his trial defied all efforts to break him, was the most nervous of the three when they were ushered in to the turnkey's office this morning. He is only 22, but he looked twice that age, with face pale and lined after three years of what he himself has described as "hell."

The boys had nothing to say while they were changing their clothing for prison attire. Once Hugh whispered to the officer to whom he was shackled.

As the boys sat stripped in the turnkey's office an officer pointed to the big toe on Ray's left foot.

"There is one of Ray's identification marks," he said.

The toenail was black from some old injury. Ray bleached his hair in Steubenville with peroxide, but he failed to change the color of the toenail—and it seems that Uncle Sam often notices details.

The lads were in time for breakfast at the prison and it was expected they would be allowed to go to the dining room with the other convicts after being assigned to their cells.

Superintendent Meyers said he would put the three at hard labor in the lime and lax plants of the prison. "I understand they have been working in steel, and they ought to be able to stand hard work," said Meyers.

Meyers, Warden James W. Lewis, Deputy Warden Gene Bailey, Turnkey Clark, and several other prison officials received the trio. Accompanying them from Southern Oregon were Sheriff H. G. Jennings and Deputy W. E. Morris from Medford; O. W. Dunford, jailer at Jacksonville; and W. D. Miles and W. H. McClaine, special agents of the Southern Pacific.

CONFESSIONS MADE PUBLIC

MEDFORD, Ore., June 24 (AP) —The signed confessions of Ray and Hugh De Autremont, with their brother Roy, sentenced yesterday to life imprisonment for their slaying of four men during the Siskiyou tunnel train dynamiting on October 11, 1923, were made public last night by Charles Hadford, of Spokane, Wash., chief postal inspector for the northwest district, with the written consent of the quadruple killers. The confessions set at rest reports that a fourth man was implicated in the crime.

The confession of Hugh and Ray are brief and brutal. The confession of Roy, covering 26 typewritten pages, devotes less than two pages to the murder, the remainder being a rambling discussion of predestination, incidents of the boyhood of the trio, and his views on the causes that prompted the outlawry.

The confession of Roy, on the actual killing, says:

"The tunnel was full of smoke and we were panicky. We could not uncouple the mail car. The fireman was standing with his hands in the air, and his face towards the wall. Hugh had the engineer covered by the side of the engine.

"Ray came back from the mail car and said 'We can't get the mail car loose.' We talked over what to do, and decided to kill the fireman. I shot him twice with a .45. Ray then climbed on the engine steps and told Hugh, who had the engineer, to hurry up, we had to get out of there. He said something about 'jumping off the engineer.' I heard shots, and then we all ran to our secret hiding place, about three miles northeast of the tunnel."

Hugh's Confession

The confession of Hugh and Roy are as follows:

"I Hugh De Autremont, being desirous of telling the facts of my connection with the hold up of Southern Pacific train No 13, Oct. 11, 1923, hereby make the following statement freely and of my own accord without being coerced into doing so, knowing the same may be used against me:

"In the summer of the first of September 1923, Ray, Roy and myself purchased an automobile in Portland, and made the necessary purchases to further our plans and proceeded down the Southern Pacific right of way to select a site for the proposed holdup in tunnel No. 13. After making all necessary plans, constructing our cache, I took the car back to Eugene, returned a few days later and met the boys at what is known as camp No. 2, in the Siskiyou mountains. We burned and destroyed all superfluous property and equipment and moved to Mount Crest Cabin. On Oct. 11, 1923 about noon we moved to the west portal of the tunnel. Roy and I having Ray there, went through the tunnel and boarded Number 13, as it left Siskiyou. Roy having lost his gun while boarding the train, I climbed over the tender followed by Roy, instructed the engineer to stop the train with the cab just outside of the tunnel which he did. The fireman and the engineer were then marched out to the detonating machine, Ray having in the meantime placed powder in the door of the mail car. Upon Ray's return, the charge was exploded by Roy. I took the engineer back to the cab, while Roy took the fireman back to uncouple the mail car from the rest of the train, but due to the force of the explosion and the damage done, it was impossible to move the mail car from out of the tunnel. It was also impossible to enter the mail car on account of the gas and smoke. I made the engineer get down out of the cab, so I could talk to Ray. We saw some one coming through the tunnel with a red light. Not knowing who it was or how many it were, Ray and I shot the minute the form was discernable. This was the brakeman, Johnson. Roy wanted me to have the engineer try again to move the mail car out of the tunnel. So I took the engineer back in the cab but it was impossible to move the mail car.

I remained with the engineer in the cab until Ray told me that all was lost and it was impossible to carry on, to kill the engineer and come on. I then shot Engineer Bates, the fireman having been previously killed by either Roy or Ray. I had a story made up to tell on the stand but when Ray and Roy had been caught I could not tell it on the stand. I told it to the attorneys but I did not tell the attorneys for the defense that I committed the robbery. This is a voluntary statement and is made freely and of my accord.

(Signed) "Hugh De Autremont".

Ray's Confessions

"I, Ray De Autremont, after being fully advised of my constitutional rights and legal rights under the laws of the state of Oregon, to the effect that I do not have to make a statement, and that any statement that I make can and may be used against me, and after due and deliberate consideration without duress or coercion, knowing the consequences of my statement, I voluntarily make the following statement concerning my connection with the holdup of the first section of Southern Pacific train No. 13 on Oct. 11, 1923 at Tunnel No. 13, Jackson county, Oregon.

"That the idea of making some robbery first occurred to me while I was confined in the Washington state reformatory at Monroe, Wash., where I was given a sentence of one year for criminal syndicalism in 1919—1920. The robbery of a train on the Southern Pacific railway was first planned by me in the summer of 1923. I had a big crime in mind, however, early in 1924 when I visited New Mexico, at which time I had talked the matter over with Hugh and put him in the frame of mind for jobbing with me in the commission of such a crime. I had already talked the matter over with Roy De Autremont before going to New Mexico. When I left New Mexico, it was the understanding that Hugh would come up to Oregon later in the spring when we would work out a plan for a big robbery and get sufficient money to finance it, it being understood that Hugh, Roy and myself would carry out this robbery. Hugh came up in June 1923 and went to work with myself and Roy at Silverton, Ore., with the Silver Falls Lumber company. I might state that to the best of my recollection that when I went to New Mexico, over the Southern Pacific, I gave thought to what might be the best place to hold up a train.

"We carefully thought out in a general way the crime we had in mind, and in Sept., 1923, we visited and looked over the country from Portland to Northern California, with the idea of finding the best place to hold up a Southern Pacific train. We decided that the best place was the Siskiyou mountains and that train No. 13 was the best train to hold up, the one that would most likely have a large amount of money on it.

Go to Portland

"We three boys, Roy, Hugh and myself, went to Portland, in the early part of September, 1923, purchased an automobile to be used if found practicable in making our get-away after the robbery. We stole a detonator, wire and dynamite near Oregon City, shortly after the car was purchased, having already purchased camping supplies, and drove the car to Eugene, Ore., and at Eugene we bought most of our provisions for the cache to be made. We stayed around home for a few days and on or about September 18, 1923, the three of me left Eugene. In the automobile with provisions and camping outfit, telling our father that we were going on a camping trip up in the Puget Sound country.

"We went directly to the Siskiyou mountains about a quarter of a mile from the summit of the mountain, turned off the road about 200 feet from the road and camped, the automobile being concealed from the Pacific highway. We stayed at this location about one week and then moved to what is known as Camp No. 2, remaining there several days trying out the detonating machine and doing considerable target practice and studying the topography of the country. While at this camp it was decided that we would burn up the turpaulin used as a tent, Hugh's wooden tool chest and various other things that might lead to our identification. I do not know whether it was three or four days or a week that we stayed at Mt. Crest cabin, and therefore cannot state positively how long we were at camp No. 2. The latter part of September, 1923 it was decided that Hugh should return to the Nash car to father at Eugene, for the reason that it could not be used in making our getaway. It was intended that if successful in the robbery that I would go to Eugene and get this car, come back and get my brothers and make our escape. Hugh ran into a row on the Siskiyou mountains and had to stay in Ashland until his car was repaired this naturally made Hugh late in returning. He finally returned to us at Camp No. 2, about Sept., 30, 1923.

"During this period we had prepared a cache in which to hide and into which to take the loot we expected to obtain, remaining there until I could proceed to Eugene and obtain the Nash automobile in which to make our getaway.

Date Set

"October 11, 1923 was the date decided upon for the robbery. About 12, noon, on this date, we took our equipment to the south end of the tunnel, consisting of detonating machine, three pack sacks three foot pads (sets) a one pound can of pepper, guns, flashlights, etc. The detonating machine was wrapped in a pair of blue overalls. We laid out our dynamiting, about thirty feet from the entrance of the tunnel connected the wire and placed the detonating machine and Hugh and Roy started for the north endtrance going through the tunnel while I remained at the south entrance, smoking cigarettes. It was the understanding that Hugh and Roy would board the tank of the engine when the train slowed down at the north entrance to test brakes. The train came through and the engine was just starting out the south entrance when it came to a stop. At this time Roy was on the back end of the oil tank, Hugh was in the cab with the engineer and fireman. I was beside the dynamite inside the tunnel and handed the dynamite up to Roy. Before I did this I noticed the mail clerk stick his head out the side door of the mail car and I attempted to shoot him with a shotgun I had. Roy and I went up to the engine cab and Hugh made the fireman and engineer get down on the right hand side of the gangway of the engine. We drove them up clear of the front end of the tunnel where they would be safe from debris. Roy gave the detonator a push and the mouth of the tunnel was filled with smoke, as a result of the explosion of the charge of dynamite, which had been placed against the front door of the mail car. Roy then took the fireman and started back to uncouple the mail car. The gases were too much for the fireman and Roy sent him back. The fireman and engineer were covered by Hugh and myself and in a few seconds I saw some one coming with a red light on the right hand side of the train. (I later found that this was the brakeman Roy had sent forward to have the engine move the mail car ahead.) I shot at this man with the red light with my shot gun and at the same time Hugh shot him with his .45 Colt, the man staggered up to me and muttered, 'That other fellow said to pull the thing ahead,' so far as I could make out. I seen he was dying and either Hugh or I shot him again.

Would Not Move

"The engineer was standing on the ground during this time and Hugh put him back into the cab and told him to pull the mail car ahead, and he attempted to do so a number of times, but the engine wheels merely spun around and he failed to move. Hugh then put the engineer back on the ground beside the fireman while Roy and I looked the thing over to see what could be done with a view of uncoupling the mail car and engine, but we found conditions such that we knew we could not move either. Roy and I went back to the mail car and entered same through the front end but our flashlights would not cut the steam and smoke and we shortly thereafter left the mail car, knowing that we were helpless in the matter, as the steam and smoke would not clear up for half an hour or more. When we got back on the ground, Hugh in the meantime having ordered the engineer back into the cab, we walked a few paces toward the front of the tunnel and met the fireman standing alongside the engine tank, with his arms in the air, at which time Roy and I held a brief consultation as to what ought to be done. We decided to kill the fireman and Roy shot him twice, with his .45 Colt. I climbed up on the engine step and looked in the cab, where Hugh had the engineer covered on the left side of the gangway and I shouted at him to bump him off and let's clear out of here immediately after which Hugh shot the engineer in the head with his .45 Colt. We then fled to our cache, which was located between two and three miles northwest of the south entrance of the tunnel.

(Signed)

"Ray Charles De Autremont."

PORTLAND, Ore., June 24 (AP) —There never was any theory held by the postal inspectors at work on the Siskiyou tunnel holdup case that a fourth man was involved. This was stated positively today by Charles R. Welter, inspector in charge at the Portland office.

"While there may have been some speculation among the public that a fourth man was concerned," said Welter, "the officers at work never sought any one except the De Autremont brothers."

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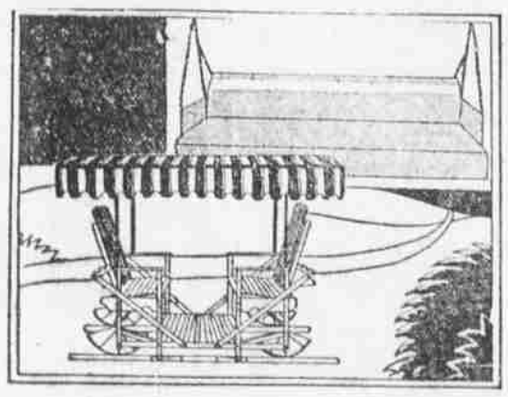


Exceptional Porch Swings

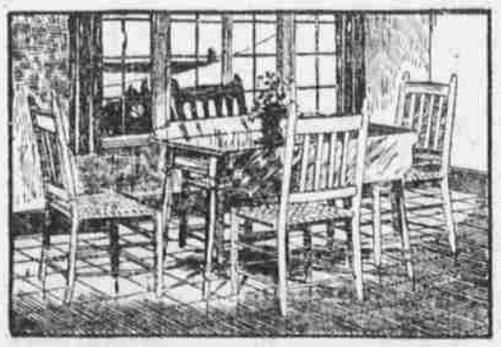
These soft-cushioned porch swings are exceptionally fine and will provide porch or summer cottage comfort that will be a real source of pride. With an all-steel frame the seats have coil springs and the covering is of attractive, colorful striped canvas.

You will also be interested in hammocks—and we have the juvenile lawn swings to provide happy outdoor pleasure for the youngsters. The prices are moderate.

Unfinished Breakfast Sets

For cozy convenience in a nook or in a corner of the kitchen the breakfast set is more and more popular. The pieces are unfinished so that you can enamel or lacquer to suit any color combination. Tables are spraddle-leg, drop-leaf design—big enough for four or more when open, yet easily put out of the way when leaves are down.

Tables are priced at $6.75 to $11 and the chairs vary from $1.15 to $4.50. There are some excellent values here. We also have the painted breakfast sets.



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