

# Crook County Journal

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## FOUR IN FAMILY DIE OF TYPHOID

### Caswell Family Wiped Out by Disease

### THREE ORPHANS YET REMAIN

### One of These Low With Fever—Serious Condition Found Too Late to Save Lives.

Four deaths from typhoid have already occurred in the Caswell family at Prineville within the past few weeks and another member of the family, a little boy four years old is still in the clutches of the disease and may not recover. The father and mother, one little girl and one boy have succumbed to the fever, their cases having been too far developed before the pitiful condition was discovered and proper medical attention received.

The family, the father, mother and five children came to Crook County a few months ago from Idaho. They were in destitute circumstances and lived from place to place. While at

the J. C. Taylor ranch below Prineville the disease first made its appearance and it was here that the first child died. Then the family removed to a cabin on Poverty Flat and in a short time the mother and two of the children were stricken down. Here the father tried to care for his family, and when neighbors came to realize the desperate straits they were in, they found the mother and children sick in bed and the father was discovered several miles from home delirious with the fever himself. The entire family was removed to Prineville where everything that could be done was done, but the disease had got such a hold on its victims that the mother died, then the father and the last of the week a nine year old boy also succumbed.

Of the seven members of the family, three orphans remain. One of these, a bright little girl 6 years old, will be adopted by Mr. and Mrs. Frank Bell, who are in Prineville representing the Hovenden-Soule Piano Co. of Portland. The little boy who is sick is four years old. The baby boy, two years old, is now in the care of Mrs. C. A. Luelling. The county has provided for the care of the family, since they were brought to town.

It is stated that the only near relatives is a grandmother to the children, living in Idaho, the lady being 80 years old and unable to provide for the future of these children. One has found a home and loving

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## MRS. MADDUX "NOT GUILTY"

### State Fails to Connect Her With Killing

### RODMAN TRIAL SET FOR TODAY

### Latter May Never Be Brought to Trial—Prosecution Has A Weak Case.

Mrs. Hazel Maddux was found not guilty. She was jointly charged with Frank E. Rodman with the crime of manslaughter, in causing the death of Mrs. Clara May Real on the Linton road on the night of August 5.

After deliberating for 35 minutes the jury brought in a verdict of "not guilty."

Mrs. Maddux was commanded to stand while the verdict was read. When the moment of suspense was over a broad smile spread over her face, and a few moments later she pressed forward with her husband to thank the members of the jury.

On the first ballot the jury stood ten to two for acquittal, but it is

said that one man misunderstood what was being voted upon, and was in favor of the defense. Only one juror was in doubt as to the failure of the state to prove its case, and after a short discussion he joined the majority, making it unanimous.

The weakness of the state's case, rather than the strength of the defense, was responsible for the verdict, according to one member of the jury. He said he did not consider that the defense gained anything by its testimony, and the result would have been the same had no testimony been presented on that side. The jury failed to see that Mrs. Maddux had been connected with the killing of Mrs. Real in any way upon which a verdict could be based.

"The jury felt that the death of Mrs. Real probably was an unavoidable accident," said one member of the jury. "Some automobile driver ran over her and ran away from the scene. That was reprehensible, but we could not see enough testimony to connect Mrs. Maddux with the tragedy."

It was the failure of the state to produce a witness who could identify Mrs. Maddux on the Linton road that night that broke the back of the prosecution. Even with Mrs. Maddux identified near the Portland end of the road going out and Rodman identified at the Claremont tavern coming in did not suffice, in the opinion of the jury, to make a convincing inference that they were to-

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## TRACKLAYING IS NOW UNDER WAY

### Blasting Day and Night Along Deschutes

### TRACKLAYING MACHINE IN USE

### Harriman Line Expects to Have Ten Miles of Steel Laid by the First of the Year.

A special to the Oregonian from Deschutes, dated Nov. 13, says: "With track-laying commenced on the Harriman road on the east bank of the Deschutes Canyon, and the Oregon Trunk Line contractors working at night on the grade on the west bank, a race to determine which railroad shall be the first to reach Central Oregon is apparently under way.

All day long blasts touched off on one side of the canyon or the other reverberate from side to side and across the Columbia to the gaunt hills beyond and back again. Blasts from the Oregon Trunk Line work are heard at all hours of the night at this, the mouth of the Deschutes Canyon.

The explosions have even disturbed the wild geese, which in other years have roosted at night on Miller's Island in the Columbia opposite the mouth of the Deschutes in almost countless thousands. The geese have now transferred their roosting grounds to the far eastern end of the island and have ceased flying up the draw of the Deschutes to reach the wheat fields.

Railroad transportation of its own and the earlier establishment in the field of contractors at this point has given the Harriman line an advantage in commencing track-laying.

Last Friday a track-laying machine was put at work at the material yards, one mile east of this point, and where the Deschutes road leaves the main line of the O. R. & N.

The track is now laid for a distance of one and one-half miles and the track men say that 10 miles will be laid by the first of the year.

In the material yards are rails now on hand sufficient to lay 34 miles of track, and ties are piled up in sufficient numbers to correspond, while kegs of spikes, angle bars, galvanized iron culverts, bridge timbers and other construction materials are scattered in piles over several acres of ground. The track-laying machine, designed by L. C. McCoy, the engineer in charge of the steel construction, was built in the yards here, and the workmen are now installing a hoisting engine on a big flat car, to which will be added a derrick for heavy bridge building.

The track-laying machine, which is the first of the McCoy design ever built, it has demonstrated already, is a success. It is much cheaper of construction than the other machines now in use in railroad work and requires fewer men to operate it. With a gang of 35 to 45 men a mile of track per day can be laid. The Roberts or Harris types, while faster in operation, requires about 100 men to work to their capacity.

The principal advantage claimed for the McCoy machine is the small number of men required to operate it. In the event track-laying overtakes bridge-building or grading the number of men held on pay is not so great.

The material yard equipment also includes a machine for curving rails, which is operated by a gasoline motor.

Ten miles of track will carry the Harriman line's work to a point where some of the heavier bridge work begins and will permit the shipping in of materials by rail, and promote faster construction in that locality.

For both roads the work near the mouth of the Deschutes is light compared with that further up the canyon. The Oregon Trunk Line, in rounding the bluff into the Columbia River Canyon, has a rock tunnel to construct, on the approaches of which work is now under way. Between the mouth of the Deschutes and Celilo a great part of the construction is in rock.

The Harriman road is laying rails of the continuous joint type, which is now the standard type of rail on the O. R. & N. main line. The main line of the O. R. & N. is built of 75-pound rails, but for the heavier traffic between Portland and The Dalles it is said that the track is to be relayed this winter with 90-pound steel. On the Deschutes road 75-pound steel is being laid.

## Work Has Begun On Willow Creek.

Construction has commenced upon the Oregon Trunk Line in Willow Creek canyon. This is the glad news brought to Madras Wednesday. W. H. Porter, who has the contract for the work, is in town and states that a force of men are now employed

## GOULD LINE TO USE OREGON TRUNK

### Will Make Connection at Lakeview

### HILL OWNS INTEREST IN LINE

### Western Pacific Trains to Run Into Portland Over the North Bank Track

Portland is to have another transcontinental railroad line, the Western Pacific, in which J. J. Hill and associates are now heavily interested, says the Journal. The Western Pacific will operate its trains over the Oregon Trunk Line, and into Portland over the North Bank Track.

## Death Has Claimed German Pastor

Rev. John G. Moehring, pastor of the German Methodist church six miles southwest of Madras, died at his home in that vicinity Saturday, November 6, 1909.

The funeral was conducted Tuesday, Nov. 9, there being a short service at the residence, which was followed by a funeral sermon at the church on Methodist Hill. The services were in charge of Rev. Hepp of Portland, presiding elder of the German Methodist church, and Rev. H. F. Lange of Walla Walla, also of that church. Revs. Moorhead, Brown and Waterhouse of this place were in attendance. The service was touching and able and sympathetic words were spoken by the visiting ministers, who feel that a zealous and humble worker has been taken from the field.

Interment took place in the German Methodist cemetery near the church. The funeral was attended by a large concourse of sorrowing friends, who feel deeply the loss of Mr. Moehring, and who condole most sincerely with the bereaved family. Rev. Moehring was a man of superior character, and was greatly beloved and respected throughout this entire section.

The Rev. John G. Moehring was born in Germany, January 15, 1850, where he resided until 18 years of age when he came to the United States. In 1880 he became a minister of the gospel and was a faithful preacher of the Word until the time of his death. He came to Oregon in 1901 and has been a resident of Crook County for about four years. John G. Moehring died November 6, 1909, aged 59 years, 10 months and 24 days, and leaves an aged wife, three daughters and one son to mourn the loss of a faithful and loving husband and father.—Madras Pioneer.

## Change of Location.

J. S. Fox, the public stenographer and bookkeeper, is moving his office headquarters from the office of M. R. Biggs to Room 10, Adams block, over the post-office, where he is including a branch for real estate. He is now ready to list property as he expects to be able to give this work considerable attention and bring a number of new settlers to these parts in the near future. The stenographic and bookkeeping ends will not be neglected, and attention will be given to orders for work the same as before. Room 10, Adams block. Postoffice address, P. O. Box 19, Prineville, Or.

For Exchange—First class hotel with 1/2 block of lots in town of 8000, fully equipped and furnished, 47 rooms. Valued at \$30,000.00, for a good wheat ranch. Owners only. Address, Box 253, Albany, Ore.

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Our prices on Groceries, Hardware, Implements, as well as on the elegant line of Foot Wear, Clothing and Dry Goods bring us the business. We shall continue to make interesting prices and you can be sure that none will undersell us.



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All through our entire line of Dress Woolens we have applied the knife, cutting off for this and all of next week a Big Slice of the Price. Space will not permit us to make prices here but our store fairly bristles with price cards showing timely bargains. Ask to see our Dress Goods.

**Ladies Corsets.**  
We make a special price on the entire stock for this and next week.  
Our 75c line now .60  
Our \$1.00 line now .80  
Our \$1.50 line now 1.20  
Our \$2.00 line now 1.65  
Our \$2.50 line now 1.95  
Our \$3.50 line now 2.90  
This is bargain extraordinary. Ladies, do not neglect it.

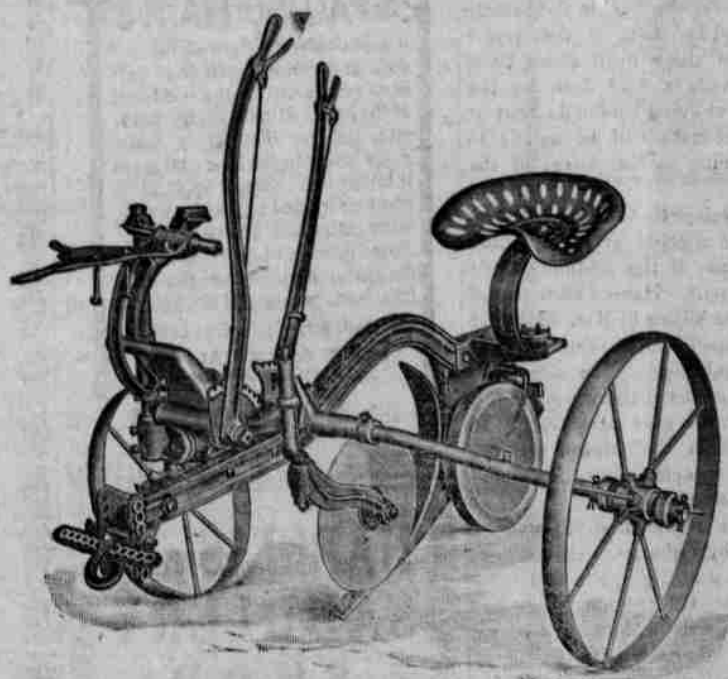
**Ladies Skirts.**  
Thoroughly up-to-date, made by the most reliable eastern houses.  
Heavy all-wool Serge—all-wool Panama Cloth and Alpaca—regular prices \$6.25 to \$6.50, priced for this occasion at \$4.70.  
Newest Prunella cloth in all shades, regular \$6.00 values at only \$4.45. Misses heavy Worsteds skirts in all shades—regular \$5.00 garments now reduced to \$3.75.

**Ladies Shoe Sale.**  
Regular \$4.50 to \$5.50 footwear at \$2.15 to \$2.35. Look these over. A few days and they will be gone.

**Millinery.**  
We are now closing out our ready-to-wear millinery and you will find this department full of surprising bargains. Includes children and also Misses hats.

**Closing Out of Baby Buggies.**  
Prices \$5.45 to \$8.50, includes wicker and also patent collapsible buggies, which retail regularly at \$8.50 to \$11.00.

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