

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, JULY 27, 1905.

NO. 49

TWO JURORS PREVENT

Conviction in the Williamson-Gesner-Biggs Case--10 for Conviction Two for Acquittal.

The trial of Congressman J. N. Williamson, Dr. Van Gesner and Marion R. Biggs in the Federal Court at Portland, on the indictment charging subornation of perjury, resulted in a mistrial, 10 of the jurors having voted to convict, but two of them holding out for 48 hours for acquittal. At this time, it being apparent that no verdict could be reached, the jury was dismissed, and the case was immediately set for trial again on Friday morning last. Counsel for defense argued for more time, but Judge DeHaven ordered the drawing of a new jury to begin next morning.

Forty-two ballots were taken in all, the jury standing 10 for conviction on each ballot, and the two jurors who favored acquittal refusing to yield to the opinion of the 10 other members of the jury. It is claimed, however, that they did offer to "trade" Dr. Van Gesner and Biggs for Williamson, their proposition being that they would vote for the conviction of Gesner and Biggs if the other 10 members of the jury would vote for the acquittal of Williamson, but the proposition was refused. The jurors who voted for acquittal are O. H. Flook, of Olalla, Douglas county, and G. O. Walker, of Walker, Lane county. Both are residents of Binger Hermann's district, and are said to be warm personal friends of Hermann. Walker, one of the two who "hung" the jury, is a timber cruiser, and is said to have made the argument to the other members of the jury that he knew the methods employed by government special agents in working up evidence, and that

"they scare the witnesses and get them to testify to anything." Walker had taken up a timber claim which was still pending before the department. A deputy U. S. Marshall went through on Friday evening to subpoena witnesses in the case for the new trial.

SOON BE READY FOR WORK

New Almaden Company Expects to Commence Reducing Cinnabar in August.

President Tillotson of the new Almaden Gold & Quicksilver Mining Co., operating near Prineville, Crook county, who has been in the city for a short time, states that he expects to have his furnace completed by August 15. Work on the plant has been progressing rapidly under Superintendent Fitzgerald, and the materials required have been delivered at the mine.

This is the 10-ton furnace mentioned in these columns before, for which the New Almaden Furnace Company was organized, largely composed of the mining company, with a capital stock of \$10,000. The furnace is not of the Scott type, but is a plant which C. Fitzgerald, superintendent of the work, has designed, and for which he holds a patent.

Mr. Tillotson is quite confident of the future of the New Almaden when the reduction plant is operating. The fact that comparatively little development has been done and the dumps carry a tonnage which the management believes sufficient to keep the little furnace busy for several months, is regarded as ample guaranty that when thorough development is prosecuted there will be a heavy tonnage for the smelter.

Mr. Tillotson believes that the time is not distant when material enlargement in the size of this plant will be made, after which the New Almaden should become known for continuous production. In prosecuting development the management says several cuts and tunnels penetrated the cinnabar deposit, which satisfied the members of the company that the ore body was both strong and continuous.

TO OPEN RICH TRADE FIELDS

Oregonian.

The contract has been let for construction of the Snake River branch of the O. R. & N. from Riparia to Lewiston. O. R. & N. officials are now in the Walla Walla country, making final arrangements for extension of the Elgin branch into the neglected country beyond the present terminus. The road from Lewiston to the Grangeville district in Idaho will be rushed to completion, and it is practically a certainty that Central Oregon will be opened up, either by an extension of the Columbia Southern or by an east and west line. Whatever the shortcomings of the Harriman system may have been, in withholding this development by its inactivity and in permitting the encroachment of rival lines, there will be a suspension of criticism if, even at this belated date, it pushes these various projects through to completion.

What this release from bondage of such a large portion of the state means to Portland can only be faintly understood by people who have never actually visited the new regions to

IS IT GREAT NORTHERN?

Will Have Transcontinental Connections--After Central Oregon Pine Lumber.

President Heinrich, of the Great Southern Railroad, now nearly completed between The Dalles and Dufur, told a Bulletin man last week that his plans contemplated building to Bend at least, with probability of a continuance southward. He said the lumber traffic was the chief object of his road. He was satisfied the local traffic would pay operating expenses from the start and he had serene faith that the development of the country would bring plenty of traffic and profit to his road eventually.

Mr. Heinrich lays great stress on his connection with the Columbia river which would give his road independent entrance to Portland.

"But the lumber traffic you are after will go East, not to Portland. How will you get the lumber East?" was asked him.

"Well, we'll have a means of getting East when we are able to get lumber to the Columbia," he responded.

"That means a bridge across the river to another transcontinental line for otherwise you could not compete with the Columbia Southern in that traffic," was suggested.

"We are not worrying at all about that. We shall have an eastern outlet when we are ready for it."

The rolling stock of the new road, which recently arrived at The Dalles in new and modern. The O. R. & N. tried to sell some equipment to the Great Southern but the new line would not look at second hand engines. A locomotive engineer who examined that rolling stock last week tells The Bulletin:

"If that equipment didn't come from the Great Northern shops I don't know anything about such matters. It is certainly Great Northern and I think the Great Southern is a Jim Hill enterprise. Those dry-goods men who are nominally building the new road are not in the enterprise on their own account. Mark my words, it's Jim Hill.

"Somebody is right now buying right of way down the north bank of the Columbia. I have a ranch there myself and have been approached for right of way across it. One of my neighbors this week sold right of way across his farm for \$1000 and got the money for it, too. A number of others have made similar arrangements lately. I tell you Jim Hill means to come down the Columbia river with the Northern Pacific, and he means to get into Central Oregon."

Great Southern railway engineers will soon reconnoiter the route of the line from Dufur to the Deschutes river and up to Bend.

Strayed or Stolen.

Brown horse; blaze face; branded with cross on left shoulder; white left hind leg; weight 1200 or 1300. Reward for information or return of the horse.—C. R. Duncan, Madras, Oregon.

Large black horse, weight about 1300, thin of flesh; shod all around with old shoes; branded F on left hip. Reward for information.—W. M. Green; Madras, Oregon.

STRAYED.—A dark brown horse; brand FC; halter on when turned out. Last seen going toward Haystack. Please notify M. Braun, Madras, Or.

Dry Goods

Big line and fine assortment just received.

NEW LINE OF SHOES

Arrived this week.

Big lot, good quality Children's school shoes

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10 lbs. beans	2 lbs. coffee
1 lb. tea	8 lbs. bacon

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