

TO THE GENERAL PUBLIC!

WE WISH to announce that we have purchased at forced creditor's sale the new and well known Stock and Merchandise of the W. F. Hammer Co., consisting of Groceries, Hardware, Wagons, Hacks, Buggies, Queensware, Farming Implements, Fencing, Sewing Machines, Edison Phonographs and Records, at a figure, by which we can offer same to the General Public at prices never before known in Crook County.

HERE ARE A FEW SAMPLES OF PRICES—EVERYTHING ELSE WILL BE SOLD IN PROPORTION.

	REG. PR.	SALE PR.		REG. PR.	SALE PR.
5 feet Dain Mowing Machines	\$ 65.00	\$45.00	Top Buggies	\$110.00	\$74.00
3 1-2 Peter Schuttler Wagons	118.00	70.00	K. C. Baking Powder	.25	.15
3 1-4 Peter Schuttler Wagons	108.00	62.00	5 lb. Can Baking Powder	1.75	1.00
14 feet California Stake Rack Beds	45.00	30.00	Castile Soap per bar	.25	.15
12 Disc Kentucky Drills	100.00	65.00	2 1-2 lbs. Canned Fruits	.25	.15
24 inch 2 disc John Deer plows	72.50	42.00	Canned Corn per Can	.12½	3 for .25
16 inches John Deer Stag Sulky plows	40.00	26.00	Canned Pears per Can	.15	.09
Syracuse 2 bottom chilled gang plows	72.50	43.50	Canned Tomatoes	.12½	3 for .25
Syracuse chilled walking plows	12.50	8.00	2 lbs. Golden Gate Coffee	.80	.50
John Deer Steel Walking Plows	18.75	13.50	Japan Package Tea 1-2 lb.	.25	.15
Power feed choppers	40.00	21.00	Fells' Naptha Soap for 3 bars	.25	.15
3 Section steel frame 25 tooth spring tooth harrows	36.00	22.50	Royal White Soap per Bar	.05	7 for .25
60 Tooth U bar Steel harrows	18.00	10.50	7 Drawer Drop Head Singer Sewing Machine	54.00	38.00
2 Seated Hacks	135.00	83.00	Universal Malleable Ranges, 6 Hole	70.00	40.00
			Chicago Steel Ranges, 6 Hole	50.00	27.00

Doors will be open for business Wednesday morning, April 24th. Cash buyers will do well to visit this sale early and nearby merchants will find many offerings that will be highly interesting.

Central Oregon Mercantile Company

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Thursday, April 11, 1912.

Murder and the Courts

Since Theodore Roosevelt attacked the courts we have been compelled to listen to a great deal of patriotic mush, much of which dodges the issue and seeks to detach the courts from all criticism. We have no sympathy with the judicial recall, but we have less sympathy with the defenders of the courts, who, waxing patriotic in their wholesale defense of court practice, blindly refuse to recognize that there is anything at all the matter with our judicial system and methods.

One need not search long in any direction to find ample material for just criticism of the methods of some courts. The Saturday Evening Post, in reviewing the annual report of the New York police department, finds that during 1911, 148 murders were committed in that city, but only 13 murderers were convicted and not one was executed. For the three preceding years the annual average was 117 murders and 25 convictions. For the same three years the annual average in the metropolitan police district of London, containing a population of about 7,000,000, was 20 murders, while 15 murderers were convicted or committed suicide.

Continuing, the Post says: "Why does New York, in proportion to population, have nearly

eight times as many murders as London? Principally, we believe because murder involves less risk in New York than in London, where, three times out of four, the murderer suffers death or long imprisonment, and the punishment very swiftly follows the crime.

"Responsibility for this scandalous American condition rests, first of all, upon the courts. They, quite as much as the legislatures, have made the administration of justice a protracted game in which any criminal with a capable lawyer stands a fine sporting chance to win. When we can hand even one murderer out of three over to punishment within a year after the commission of the crime our murder rate will begin to fall."—Cananbaigua Journal.

Psychology of Aviation

The recent death at Los Angeles, of C. D. Rodgers, the coast to coast aviator, was possibly due to carelessness in estimating his height. In a flight the day before he met is death, he showed extreme carelessness, when at the dizzy height of 5,000 feet, Rodgers released all levers and steering gear, and stretched back in his machine and said he was tired. His mechanic, who was flying with him at the time, cautioned him that such foolishness was suicidal, that a bad current of air might catch them unguarded. Rodgers laughed at his companion's nervousness. The following day Rodgers lost control of his machine at a height of only 200 feet, and was hurled to his death, only a few hundred feet from the spot where he had officially completed the first and only ocean to ocean flight.

Under the caption, "Are Aviators as Indifferent of Death as the Saracens?" the Spokesman

Review recently published the following analysis of the psychology of aviation, the carelessness of the operators, which they all recognize will sooner or later result in their death:

"Edward Lyell Fox finds that the aeroplanist is a fatalist. The aviators, according to him, feel that a death-dealing thing lurks in the skies and there awaits their day of doom.

"If its after me," the birdman believes, 'it'll get me.'

"This weird fatalism has made the sailors of the skies as indifferent to death as the Saracens of the seventh century were reputed to be. But Mr. Fox claims that the accidents of aviators are due, not to fate, but to the strange psychology of aviators, to carelessness in flying or to mishaps that may befall any man at any time or place.

"In the first place, aviators reason that 'lightning does not strike twice in the same way. If it's to strike us in another place it will. That's all.' Moreover, an accident to one aviator has no lasting effect on his fellows. When Johnstone was killed at Denver Hoxsey said: 'It was his turn,' and this is the mental attitude of an aviator.

"In the next place, carelessness comprises such failings as relaxation of nervous alertness, momentary loss of equipoise, overconfidence and the mistaking either of recklessness or ignorance of danger or fatalistic indifference for genuine courage.

"Lastly, among the probable mishaps, for which, however, aviators are not responsible, come airsickness, heart failure, mental collapse, temporary paralysis from the cold or the breaking of the machine or its buffeting by the billows of the atmosphere.

"The wisest word yet spoke about aviating is this by Latham: 'Only in the utmost vigilance lies safety.' With the em-

ployment of vigilance an aviator, as the statistics of flights and deaths in 1912 showed, may travel 62,500 miles ere "it" gets him."

Prineville is much elated over the prospects of a railroad connecting with either the Oregon Trunk or the Harriman road. We possibly are old fashioned, but we haven't gotten away from the idea that local prosperity means general prosperity. We can't help but admire the spirit that prompts that community to subscribe \$80,000 toward the initial expense of the cost of construction. We hope that the same spirit will manifest itself until the road is completed, and the last of the pioneer stages have disappeared from at least the northwestern part of Crook County.

Subscribe for the Madras Pioneer

As Inconsistent as He.
 (From the Detroit Free Press)
 It looks now as though the colonel is apt to learn that many people do not vote as they cheer.

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