

JOE WOODS GETS PROMINENCE IN APRIL 'SUNSET'

Magazine Devotes Space to Telling of La Grande Man's Experience

In the April issue of the Sunset Magazine, which is now being sold on newsstands over all the country, an article is printed telling of Joe Woods, of La Grande, one of the country's remaining veteran stage drivers.

The article was written by W. S. Charles, a Washington state author, who became acquainted with Mr. Woods some time ago, it is said. At the heading of the article is a picture of Mr. Woods.

The article which appears in Sunset Magazine is reprinted below in full:

Overland stage days produced three drivers whose fame is secure: Nord Eddings, Bill Wellman and Joe Woods. Nord Eddings passed over the Eternal Divide in 1825. He became famous during Jacksonville gold mining days. At top of the tumbled Siskiyou, amid clusters of manzanita and the cloying sweetness of chamarel he lost his first strong-box to Black Bart, the best loved bandit and the worst bard who ever rifled a C. & O. Concord. Bill Wellman, during Auburn's rip-roaring placer days, gazed into Black Hank Johnson's six-gun muzzles. In 1881 Joe Woods drove lullion stage for Kearns and McConkey between Trosperades and Santa Fe, N. M., McConkey riding on top as shotgun messenger. Pulled down by two desperadoes, the strong-box went through. The luckless outlaws lay dead beside the sandy trail, sightless eyes staring at blazing desert sun.

"At the ripe age of 72, Woods now resides at La Grande, Oregon, after a strenuous life of varied adventure. When 17 years of age he, in company with Sheriff Mike Manning, Harlan county, Nebraska, chased a suspected abductor of Charlie Ross for three hundred and fifty miles on horseback. They captured the man at Lincoln City, together with the child, but the supposed Charlie Ross was the suspect's own grandson.

During the Black Hills gold excitement in 1877, Woods with his partner, Joe Hills, drove the famous "Fast Flight" wagon train, in company with Sheriff Mike Manning, Harlan county, Nebraska, from Fort Pierce to Deadwood City. On the first trip they had seventy-five passengers. The fare was \$25—and the passengers walked every foot of the way. The wagons were so filled with bedding, camp outfits and supplies of the "boomers" that they could find no place to ride, but willingly paid full fares to have their equipment hauled.

"Woods drove Concord for the Denver and South Park Stage company over Mosquito Pass, between Neosia Summit and Leadville, during the mining excitement in 1880. This is the highest stage route in the world, 13,000 feet above sea level.

"Knowing that Woods desired to leave the high altitude, Jerbe Sanderson, of Barlow and Sanderson Stage Lines gave him a letter of introduction to Mr. McFoss agent at Del Norte, Colorado. McFoss sent him to Johnnie Bossche, division agent at Allamona. Bossche placed him on his run, saying: "You're the man I've wanted for five years."

"Leaving this run he entered the employ of Kearns and McConkey, San Marshall, N. M. While driving on this run the two stage robbers were killed.

"While in the employ of this firm Woods was selected to drive Col. Bob Ingersoll and Col. Gillette from San Marshall to Cloride, Colo. During the same year he carried a telegraphic message over the hills to Cloride for Col. Ingersoll. That message gave first information that President Garfield was assassinated.

"Later Woods drove M. and M. stages between Elgin and Joseph, Oregon, over the dangerous Minam trail. When he gave up this run he entered the livery business for himself at La Grande. The lure of the ribbons again drew him back into his old profession, driving for the Yellowstone and Minada company through Yellowstone park.

"In 1923 the Oregon Trail Association, La Grande commercial club and the Pendleton Round-up association selected Woods to drive the thoroughbrace which carried President and Mrs. Harding from Meacham Station to the top of the Blue Mountains, during dedication of Harding park. This was the greatest road celebration ever held in the west.

"When the Presidential train arrived at Meacham secret service men inspected the stage. One turned to Walter Meacham, sec'y of Old Oregon Trail association, inquiring if the dangerous looking old rattletap had been provided for the president to ride in. Assured that it was, the secret service man proposed that he furnish men to lead the six wild looking broncs.

"We don't lead bunch-grass broncs in this country," Meacham informed him. "Don't get to near those horses, either, or Joe Woods will clip off your eyebrows with his lash."

"The President and Mrs. Harding entered the Concord, pleased to ride behind the famous old

NEW AMBASSADOR AND DAUGHTER



Ambassador Paul Claudel, new envoy from France to the United States, declares the American Legion convention in Paris this year will do much to prove that French-American unity is unbroken. The ambassador is pictured here with his daughter, Reine.

whin. With his old time skill and flourish Woods rolled the Concord and six up stiff, winding grades to the place of dedication, making his name and driving ability a matter of newspaper comment the world over.

"But Woods was not thinking of fame. His thoroughbrace was rolling over a familiar trail. To his care was entrusted precious cargo, to be pulled through without accident on scheduled time—and he did it.

"Joe Woods' most prized possessions are three pictures: a photo of President Harding; and autographed photo of Mrs. Harding and Laddie Boy, the President's dog; and one of Mrs. Harding, seated on the old thoroughbrace beside Woods. The three were sent to

the old driver by Mrs. Harding after the President's death. On the latter picture she inscribed: "To Mr. Joe Woods: In memory of a happy day at Meacham.

"Florence Kling Harding. "During the annual Pendleton Round-Up Woods always heads the parade procession, driving his thoroughbrace and six. The multitudinous roar from thousands of Eastern and Western throats as they watch him pass the grandstand is music to his ears, bringing a dry smile to his lips.

"He knows his admirers are paying tribute, not to himself, alone as last of the Overland stage drivers, but to all his old companions of the profession who have passed into the Great Beyond."

Good Fruit Year Due Says Expert Of Coast Firm

WALLA WALLA, Apr. 8.—Fruit left on the trees this spring, after the danger of frost is passed, is going to be worth good money, in the opinion of C. J. Hadley, traveling representative and fruit expert of the Pacific Coast company.

What's more, there is going to be considerable fruit in the Walla Walla district, provided the growers take care of it and avoid low temperatures, he said following a several-day tour of inspection through the valley.

"I find that the peach crop in this and most other districts of the Northwest, was damaged by the winter freeze," said Mr. Hadley. "The cherry crops will also be short owing to the frosts. In this valley the cherry buds are swelling strong now and the peach buds are taking color. The prunes are still in the dormant stage but are coming fast.

"The growers around Kennewick started heating a week ago, some of them lighting up three times. The cherry growers around Emmet, Idaho are putting in heaters this year.

"I find no big increase in heaters in this valley this year, and even discovered one grower with a lot of heaters stored in his warehouse. He is taking a big chance.

"This looks like a good fruit year. I am expecting that the first men will make some profit. Conditions are fair in the Northwest and poor in many other parts of the fruit states. A good year usually follows a poor year, but if our growers do not insure against frost by heating they may lose money instead of making it."

Increase Acreage In Strawberries

WALLA WALLA, Apr. 8.—A pronounced increase in the acreage in strawberries near Freewater is being made this spring and will come into full bearing next year. The acreage in strawberries was formerly a factor in the output of the Walla Walla valley, but of late years it has been allowed to become less each season.

A 10-acre field owned by Clyde Harris and a tract of like size owned by Jess Hurst are being planted to commercial varieties of strawberries at this time. Both are close to Freewater. Howard Evans is another who is making a marked addition to his strawberry acreage.

Inroads of strawberry weevil and ravages of the killing freeze

in the winter of 1924 were factors which tended to drive many farmers out of berry growing. A cheap and effective method of combatting the weevil is now available, according to the agricultural colleges, and varieties that are harder in the matter of withstanding cold are also being introduced.

During the last two years strawberries have been retailing at satisfactory prices in local markets and growers who stayed with them netted good returns. The best berries have been coming from the higher elevations where however, the acreage is limited. The demand from home markets has been more than home pro-

ducers have been able to supply and this is said to have been a factor in influencing the return to strawberry raising by the men named.

FRENCH ACTRESS IS DRESSMAKER AS WELL PARIS—Marthe Regnier French actress now playing in "Her Husband" in Paris, is just as well known as a dressmaker and milliner as a stage star. Madame Regnier not only designed her own costumes for the present play in which she is appearing but created the wardrobe of her women associates as well.

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