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## Reminiscences of Express Messenger In Early Days

By CAPT. H. C. COE

### A Record Breaking Trip

One day we reached Riekey's station on Wild Horse creek. During the night it moderated and commenced to snow. The next day in a driving storm, on our way to Swift's station (now Pendleton) we got lost and at night, by sheer good luck, came over the hill to Riekey's again, from where we had started in the morning. The next morning it was still thick and Dutch John, the driver, refused to start. I had a pocket compass with me, and a teamster named Bianco, who was working for Swift, the proprietor of Swift's station, offered me a saddle mule if I would guide him across to the station. In less than half an hour, with my light treasure in a pair of cantenas or saddle bags that are carried on theommel of the saddle, we were on the way and by noon were eating dinner at Swift's. Haley's Boise stage had just gotten in and reported a great chinook or west wind, blowing on the Blue mountains and that large quantities of snow had already gone. This meant a flood and I had to cross the Umatilla river, thirty miles away, that night or wait the subsidence of the river. We drove the distance in record time and I jumped aboard of The Dalles stage at Franklin's 12-mile house, Haley's stage going on to Umatilla landing, and barely got over the bridge in time, the water across the bottoms running into the stage bed. We put up at Courtney's place one and a half miles from the river and the next morning found ourselves marooned on an island where we stayed for two days before we got out. We made John Day river the seventh day out, but the bridge was gone and so could not get the stage over. From the Boise stage and also from Umatilla landing I had picked up two chests with over 250 pounds of treasure. No conveyance was to be had there so I made a hand sled and got help to haul it to the top of the John Day mountains, where I was fortunate enough to find a horse and hired it to pack the twenty-five miles to the Deschutes river. Both bridges were gone, but I fortunately secured a small boat and went to Celilo, the east end of the O. S. N. Co.'s railroad 14 miles from The Dalles, where I

found an engine just ready to start to town, and with a sigh of relief I climbed aboard, my troubles over for this time at least. That was a notable flood, never equalled since. With but one exception every bridge in the state east of The Dalles was washed out, and the few settlers that were in the country, on the creek and river bottoms, were totally ruined. I had been fourteen days on the trip and had traveled every day but two.

### Bandits On Blue Mountains

Bandits were getting busy on the Blue Mountains about this time and several hold ups were reported. A large amount of treasure, \$30,000 had accumulated at Baker City but the agent was afraid to send it down. A gang of toughs were keeping tab on it and the agent was at his wits end. He was afraid to send it and afraid to keep it, but a brilliant scheme struck him. Having a large quantity of furs to send to Walla Walla he, unbeknown to anyone, did the treasure up in the bales and started it out by freight teams. A few days after he loaded the chests with washers and sent them on their way. On the west slope of the Blue mountains the stage was promptly held up. One of the lead horses was shot and the team bunched. When the bandits found they had been tricked their rage knew no bounds. The driver was accused, and justly too, of having been the cause of their failure. The driver had become suspicious and had posted the agent, and came near losing his life thereby. The bandits finally let him go but ordered him off the mountain road. Two weeks later I got this identical treasure. The bandits still had their eyes on it. The two leaders, after the hold up, came to Walla Walla and waited, and when I took it out they followed me for three days. At the 12-mile house I picked up \$20,000 more, making then over \$50,000 in all. The last lot came from Boise by Haley's stages and had collected at Umatilla landing. In this case eternal vigilance was the price of life. Not an instant were we off our guard. The driver was the same man who had been ordered off the mountain and knew the men. We both had revolvers but that terrible shot gun was the saving clause in the deal. It was

never out of our hands day or night. At meals one stood guard while the other ate. My revolver lying by my plate while I ate, the bandits were seated on the opposite side of the table. This was at Willow creek. As I seated myself at the table I said, "Gentlemen, you will pardon me. I have to take precautions." They were gone when we came out of our room in the morning and I expected an ambush going out of the Willow creek canyon. We had a dead ax wagon and a number of sacks of grain. I made a fort out of them and got inside and felt quite safe. As we cleared the top of the gulch we saw the two men ride away from the very spot where I had expected trouble. We saw them no more.  
(To be continued)

Medicines that aid nature are all ways most successful. Chamberlain's Cough Remedy acts on this plan. It loosens the cough, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. Sold by all dealers.

### Crop Conditions Good

Despite the heavy weather of the past winter inquiry into crop and stock conditions show that losses have not been so general as was feared. Some stock was lost on the range but the percentage is not large. Prospects in the extensive grain districts of eastern Oregon are reported to be excellent for a bumper crop. Grain prospects in the Willamette valley are said to be somewhat less satisfactory. Because of the unusually heavy snowfall in the mountains during the past winter there will be plenty of water for irrigation purposes this year.

Fully nine out of every ten cases of rheumatism is simply rheumatism of the muscles due to cold or damp, or chronic rheumatism, neither of which require any internal treatment. All that is needed to afford relief is the free application of Chamberlain's Liniment. Give it a trial. You are certain to be pleased with the quick relief which it affords. Sold by all dealers.

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**COLORS IN FLAGS.**  
Red is the Most Frequent, and After That Comes Blue.  
It is entirely appropriate, of course, that red, the war color, should appear so frequently in the flags of the various nations. Of the flags of the countries of the eastern hemisphere there is only one—that of Greece—which does not show the martial color. In the western hemisphere, however, we find several standards not showing red. The flags of the Argentine Republic, Brazil, Nicaragua, Guatemala, Uruguay and Honduras contain no red.

In this country there is no red in the union jack or in the flags of the secretary of the navy, the admiral of the navy, the rear admiral senior in rank and the rear admiral junior in rank. Red appears in the pennant of the rear admiral second in rank and the pennant of the revenue marine. The United States mail flag also shows red, and that color is also found in the pennants for the vessels of the lighthouse service, the yacht ensign, the ensign of the revenue marine, the president's and the secretary of war's standards.

The flags that are almost entirely red, except for the devices shown thereon, are those of Austria-Hungary, Egypt, Morocco and Japan. The flag of Turkey is practically of a solid red. After red the prevailing color in flags is blue.—Harper's Weekly.

Something Wrong.  
The balloon pilot landed in the little backwoods village and told the listeners the thrilling story of his escape. "And at one time," he related, with dramatic force, "I was in a storm and sweeping over a vast desert. There was nothing to do but throw out sand and prepare for the worst. Gentlemen, at one time I felt as if I had lost my head and gone plumb crazy."  
The oldest inhabitant slowly lighted his pipe and drawled, with a sarcastic smile: "You must have been plumb crazy, bub, to throw sand on a desert. Didn't you think there was enough sand there already?"—Chicago News.

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