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Four years ago Bean brought to Sprayer Construction the first motor ever built for sprayer work exclusive a motor that is

DUST PROOF
TROUBLE PROOF
FOOL PROOF

This motor is in the hands of over seventy-five Valley Orchardists who are its best boosters.

AGAIN to the front

This time with a

FORD MOTOR on our

SUPER GIANT BEAN

This motor is equipped with the necessary essentials for sprayer work, such as

BEAN PRESSURE GOVERNOR

SPECIAL CRANK CASE and OIL PUMP

BOSCH MAGNETO COUNTER BALANCED FLY WHEEL

SIX BLADE FAN

HEAVY COPPER COOLED RADIATOR

Remember these features when comparing BEAN with others.

SOLID I BEAM FRAME

PRESSURE REGULATOR

UNDERSLUNG STEEL AXLES

SUPER SPRAY HOSE

REDWOOD TANK

PORCELAIN CYLINDERS

ECCENTRIC DRIVEN

THREADLESS BALL CAGES

ROCKING FRONT BOLSTER

UNDERNEATH SUCTION

EXTRA LARGE WHEELS

EASY DRAFT

LOW HUNG TANK

DOUBLE CUT-OFFS

THREE-BLADE AGITATOR

No Stuffing Boxes on Cylinders

HOOD RIVER GARAGE

STORY OF EARLY INDIAN WARFARE

(By Lulu D. Crandall in The Dalles Chronicle)

In the spring of 1805, when the Yakima Indians fell upon the settlement at the Cascades and murdered 17 persons and wounded 10 others and burned nearly every building, there were only three settlements on the Oregon side of the river between Cascades, now Locks, and The Dalles.

The settlements were Atwell at the upper Cascades, Coes, Jenkins and Bensons at Dog River, now Hood River. The family of J. H. Mosier lived on the stream now called Mosier creek, about 14 miles west of Fort Dalles. The town of Mosier is now on the site of their home.

The Mosiers had only settled there the year before on a donation land claim and he built a sawmill to furnish lumber for the building of Fort Dalles and to build up the town that grew rapidly after the county was organized in 1854. The Mosier family fled in the middle of the night on horse back over the almost impassable roads to the military fort at The Dalles when the Indian massacre took place at Cascades.

On the north bank there was only one settlement and that was White Salmon, now called Bingen, where Mr. and Mrs. E. Joslyn had settled in 1853. The burning of the Joslyn buildings during the latter part of February was the first move on the part of the "hostiles" to remove the whites from the country.

The Coes settled on the Columbia river at Dog River, now Hood River, in 1854. Henry C. Coe, who was the youngest of four sons, now living in California, has said he remembered that while he and his mother were in Portland waiting for their going up the Columbia river, William Jenkins brought in 12 cherries that he had given 25 cents for. This would locate the time of year as early summer. Jenkins came with the Coe family from New York.

There is still an old grape vine of the Concord variety at the old Coe place on State street in Hood River which was one of the first things planted by Mrs. Coe about her home. It covered the entire wall and roof of the old house at one time and spread out to the big oak trees that shaded the place. In its day bore loads of luscious fruit. That vine is not far from 70 years old now.

William G. Laughlin and family spent the winter of 1852 and '53 on the land that the Coes owned, settled on, and had laid up a log cabin for pioneer housekeeping. Dr. Farnsworth and family, who settled there with the Laughlins, also left in the spring and left their log cabin for William Jenkins. This place is best known now as Paradise Farm, or the Dr. W. L. Adams place. It joined the Coes' donation on the west. The old log building became a part of a new and larger house built by the Coes.

This house stood until a few years ago when it became wrecked to make room for a modern home built by the Blanchards. On the lawn in front of this new house, among a tangle of shrubbery, are many flower roots that Mrs. Coe planted in the '50s, such as French pinks, bachelor button, sweet williams, clove pinks, sage, thyme and spearmint that never winter kill and that have come up year after year for 70 years.

This and Mrs. Joslyn's were the first flower gardens on the Columbia river. Mrs. Coe and Mrs. Joslyn were the first to visit on the day dearest to the New Englander, Thanksgiving. They crossed the Columbia river in a little boat called a skiff that carried a sail that tacked back and forth before the strong upstream winds the Indians called the chinook.

Nathaniel Coe came to Oregon as a postal route agent in 1850. He served four years, until Pierce was elected president. He had his family come out from New York and started to make a permanent home here. With his family of four sons, who were all "live wires," as we would term them today, and with his gifted wife, he built up as fine a pioneer home as anyone could desire.

They planted orchards of all kinds of fruit trees and discovered what kinds were best adapted to the climatic conditions and soil that have since made Hood River famous. The community sustained a great loss when William Jenkins and his 10-year-old son, Walter, were drowned in the Columbia river at the mouth of Hood river. James Laughlin, son of W. C. Laughlin, lost his life at the same time. They were in a boat loaded with empty barrels and in some manner the boat was capsized and the three were lost.

This was a great grief to both communities as Jenkins was a fine man and left a family. He was much needed in the new country. James Laughlin was a most exemplary young man and his loss was deeply felt. This tragedy occurred in 1854, in May.

The two Bensons, Nathan and James, were brothers of Mrs. Phila Jenkins, wife of William Jenkins. She was remarried to a steamboat engineer by the name of Burt, and died but a few years ago in southern California.

James M. Benson lived on Indian creek. He afterwards married Maggie Williams who came out from New York state in 1858, and they settled on Five Mile creek east of The Dalles. U. S. Benson lived on the east side of Hood river, on what is now the Burton place. Mrs. Martha Benson was the first postmaster, while she lived there.

Nathaniel Coe was a native of New Jersey. He was a captain in the war of 1812. He died in 1868. Mrs. Coe was a native of New York city. Her name was Mary White.

Their son, Lawrence W. Coe, was at the Cascades at the time of the massacre and has given us the very fine story which we have heard. He was one of the leading steamboat men on the Columbia and Snake rivers. He and R. R. Thompson built the first steamer on the upper river. This was the R. R. Thompson who left his name here on Thompson's addition.

They and S. G. Reed and J. C. Ainsworth organized the old steamboat line, the Oregon Steam Navigation company, which became the O-W-R. & N. company. This enterprise did more to develop the settlement of the "Inland Empire" than any other activity.

Charles C. Coe, a brother of L. W. Coe, died in 1872. L. W. Coe died in San Francisco in 1868. Eugene F. Coe died in 1893. They were all

steamboat men as was Henry C. Coe, who still lives in southern California. He tells a fine story of the flight by midnight of the settlement at Hood River after the massacre at the Cascades. He says that they got the news of what was going on at the Cascades from the steamer "Mary" as she was coming up to Fort Dalles for soldiers. A council was at once called, Indians included. They, for their part, promised to send station guards along the river and to send couriers to the Cascades. The promise was faithfully executed. After they had gone, it was decided that the whites should at all hazards attempt to reach The Dalles.

"We had all confidence in the Klickitat," Coe said. "There had been proven. But we were confident that the others could not be trusted. Our only route was by the river and the craft, a large Chinook canoe which had been tied in the brush near where the present wagon bridge crosses Hood river. It was owned by an old Indian named Waucaha. This canoe was an exceptionally fine one, capable of carrying 30 or 40 passengers. At about midnight the entire white population of Hood River left their homes and marched in single file to the river where we met the canoe and started on our long journey.

"As we pulled our canoe through the silent water, we heard the Indian guards signaling along shore to one another until far up and down came the answering calls. We had been discovered and in less time than it takes to tell it, we had been apprised of our flight. About noon the next day, we met the steamers 'Mary' and 'Wasco' fairly blue with soldiers and loaded to the guards with cavalry ammunition of war on their way to the relief of the Cascades. They stopped as they came to us, inquiring for news. We gave them what we had heard the night before from the courier, and they hurried off.

"How the police whistles and bayonets gleamed and shimmered in that noonday sun and their clanking sabers made sweet music to our ears. How fierce and brave they looked and how they would be there in time."

"About 3 o'clock we reached The Dalles, where almost the entire population of the city turned out to meet our journeying canoe. Between the two families living at Hood River, William Jenkins and his wife and two brothers-in-law (Nate and James Benson) making, with our own family and the many Galatin men, two women and two boys, Galatin and a boy named Hawks had been in charge of the Joslyn place on the White Salmon side before the burning of the Joslyn buildings the latter part of February.

"Friendly Indians notified them of the plot to burn the Joslyn buildings and they left the place and crossed the river to the Oregon side. And for this kindly act the friendly Indians were also compelled to leave their homes. They, too, crossed over the river to the friendly whites."

The entire population on that night marched down to the sand beach to the canoe was seven men, N. Coe and his sons, Charles and Eugene, William Jenkins, N. S. Benson and E. M. Benson, Galatin; two women, Mary White Coe and Phila Jenkins, and two boys, Henry Coe and Hawks.

The beautiful stream we now know as Hood river was named by Lewis and Clark "La Biche" river. La Biche is a French term meaning the female of the canine species. So it is easy to see how the name Dog was attached to that stream until an accomplished and educated man, and for all I know a French scholar, decided it was high time to give a name in keeping with the grand old mountain from which the stream had its source. The name chosen was Hood river. She would allow no one in her presence to designate the stream other than Hood river.

The old Indian appellation for that locality is "Wamona," which refers to the cottonwood groves near the mouth of the river. The present day Indians in speaking of Hood river say "Kamooks," which is the Chinook jargon for dog.

The old story of the drovers who were highwater bound there in early days when they got out of grub waiting for the water to subside and were forced to kill the faithful four footed animals that followed at their heels or headed off the herd, may not be true. Henry Coe says that he was once told of the incident by a man who claimed to be one of the stranded men. However, the name Dog first borne by the river seems to have come from the French word used by Lewis and Clark and meaning dog.

These are true stories and we are glad that "Amie Coe" persisted in the use of the name Hood river for the stream.

RADIO NEWS

This evening the San Francisco Young Women's Christian Association assisted by the Arion Trio, will contribute the entire first part of the program. Coleman Cox, San Francisco business philosopher, will be heard also in an address, "Think It Over."

Booster songs used by the Oakland Realtors' Club on their recent tour of the United States will be the basis of the KGO program for Saturday, which is being contributed by that organization, assisted by Edna Fischer Hall, contralto; Elizabeth Johnstone Westall, pianist, and Willy Meier Pansellus, guitar soloist. Earl B. Leonard will furnish the comedy, singing Yiddish songs.

Rev. James L. Gordon, pastor of the First Congregational church, San Francisco, will speak twice before KGO microphones Sunday. Services will be broadcast from his pulpit by remote control. Events connecting with the KGO control board. The KGO's morning service will be built around his sermon "Mannerisms of the Pew." In the evening he will conduct one of his celebrated "Question Box" series, which attracted other members of his congregation on various subjects not always associated with the pulpit. At 3:30 o'clock the KGO Little Symphony Orchestra, under the direction of Carl Rasmussen, playing in the KGO studios, will offer as a feature descriptive number, Saint-Saens' "Danse Macabre," which is more often spoken of as the "Dance of Death." The story of the skeleton tuning his fiddle, which enticed other dwellers of the graveyard out of their tombs to hear him play, will be entertainingly told by Arthur S. Garbett. He will also explain why the Saint-Saens music is descriptive of a weird scene. The guest artist, who will assist the orchestra that after-

noon is Carolyn Crew Hill, soprano.

Education by radio from KGO next Monday evening will consist of discussions on four subjects. Pleasant music, aimed to create relaxation in the minds of listeners, will be played by the Arion Trio between talks. "How Foods Effect Our Teeth" will be explained by Miss May Seacrest, specialist in home demonstration work, University of California. "A Lesson in English" before the microphone, supervised by Wilda Wilson, which has been contributed by listeners in letters of comment, protest, criticism, suggestion or definite requests for certain information, will be the next subject covered. Dr. Arnold Henry Reinhardt, president of Mills College, Oakland, Calif., will follow. She will tell radio listeners what "The First Years in School" should mean to parents as well as to pupils. A friendly chat about the new books he has just read by Joseph Henry Jackson, already known to radio fans, will close the evening of radio instruction.

Tuesday evening there will be a variety program broadcast from KGO. Vocal solos will be interspersed with instrumental pieces. Comic monologues by Harry A. James, English character comedian, will spice up the whole. Under the baton of Lawrence B. Bellis, the Pacific Junior Concert Orchestra will offer the orchestral music of the evening.

George Bernard Shaw's play, "Arms and the Man," will be presented in audio drama form by the KGO players, in the studios of the General Electric Pacific coast station Thursday evening, January 23. Between the hours of 8 and 9 p. m. the Arion Trio will be heard, playing music selected to create the atmosphere needed in the act to follow.

Teachers of two San Francisco musical colleges, assisted by their pupils, will entertain KGO listeners Saturday evening, January 31. J. H. Zemansky, representing the Commonwealth club, San Francisco, will be the speaker.

KGO is now on the new wave length assigned by the department of commerce, 1600 kilocycles, or 300 meters, and officials say that it will make the station even more popular in the east with DX fans, who seem to be always on the lookout for a voice over the air from the Pacific coast.

Mail received at KGO from the east, sometimes at the rate of 1000 letters daily, indicates that the changing from 312 meters to 300 meters will make it possible for many more eastern listeners to hear the Pacific coast programs. According to Howard I. Millholland, studio manager at KGO, the change in wave length will make KGO easier to pick up along the Atlantic coast because there is now a difference of nine meters between a powerful station in Cincinnati and KGO, which is sufficient for good selective receivers.

STEVENSON

(From Skamania County Pioneer)

The Stevens' Power Club has incorporated as the Columbia Rapids Lumber Co., with J. C. Price, of Carson, as head of the company. They will begin to operate as soon in the spring as the weather permits. At present, extensive improvements are being made on the mill, the capacity of which is 40,000.

The local Rebekah lodge at the last meeting installed the following officers: Noble grand, Maggie Hamilton; vice grand, Isabelle Sullivan; secretary, Harry Bekker; treasurer, Sigurd Olson; warden, Alice Erdman; conductor, Eva Lunday; R. S. V. G. Enga Fosse; L. S. V. G. Alice Mann; inside guardian, Clara Mason; locality, L. W. Aalvik; chaplain, Blanche Mokler.

The Skamania Light & Power Co. is making improvements in the plant that will more than double the present electric energy and put another unit in the power house. A new dynamo, the capacity of which of the one now in use will soon be installed, which will be adding another unit to the system. An underground pipe 1,000 feet long is being connected at the mill with the main shaft with washouts during the flood season and ice trouble in the winter time. These two causes have been annoying the company this winter.

With the increased energy the company will have, electric power for its customers for cooking, heating, etc., which will be a convenience to homes, offices and factories.

The largest meeting of the Skamania County Farm Loan Association ever held was at the court house Tuesday, every community in the county being represented. While much of the business of the organization was discussed, the principal business was the election of officers which was as follows:

Directors: Underwood district, L. R. Ziegler; Carson district, X. Wade; Stevenson district, Frank Johns; Cape Horn district, E. A. Stevenson; M. Appraisers: L. E. Turk; Appraisers were elected as follows: Stevenson, L. Aalvik; Underwood, Geo. W. Collins; Cape Horn, Ira Harper. G. C. Chesser was re-elected secretary-treasurer. G. C. Chesser and E. A. Stevenson were elected delegates to attend the Farm Loan conference of the 12th district January 23 and 24.

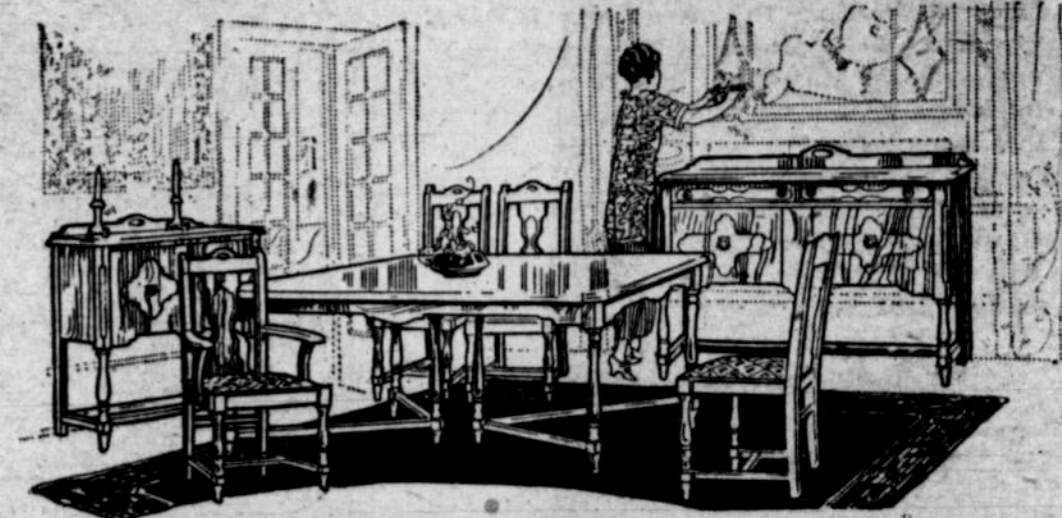
The North Bank highway has been closed this week at Government Slide, where mud and debris has covered the road in several places to a depth of six feet. The road is being cleared with the exception of one of the larger slides. This will be planked and removed when the roadbed gets level. The road is expected to be not removed by the contractors back far enough to avoid such conditions during rainy weather and unless the slide is removed by sliding or other means the same condition will continue for several years. The highway above Carson is also impassable. The road became too soft for traffic when the frost thawed and the road became a mud. Great is being put on this piece of road and it will soon be fit for light traffic.

Paul Robertson, 16, and Bud Masterson, 15, both inmates of the Washington Children's Home at Home Valley, slipped out of a window one night in the darkness. They left a note saying they had a gun and were going east. They crossed the bridge at White Salmon. At Cascade Locks they traded the gun for something to eat and near Portland they broke into a house and got food. When

ONE WEEK MORE OF January Furniture and Rug Sale

Heavy inroads have been made in stocks, but there is plenty left for you if you've not had a chance to come in for your share of the good things.

The Sale Ends Saturday, January 31st



8 piece Walnut Dining Suite, \$99.00 (Price does not include server.)

One of the most attractive suites at moderate price that has appeared on our floors. Beautiful figured Walnut Veneers in two-tone finish. All surfaces finished with Nitrolac, which resists hot and cold water, fruit and other stains.

This is just one example of the "good things" we say you'll find now - savings too obvious for argument.

Clear-Away of Slightly "Hurt" Pieces

Several pieces that may show little imperfections you'd not see until we point them out. Wholesale factory cost and less are the prices on the red tags on these pieces. For instance a \$195.00 Mohair Davenport, with three small spots that can hardly be found, but not so sold as perfect, priced now at \$145.00. A \$35.00 Mahogany Wing Chair, Mohair Auto Seat, with small weather check in one leg, now \$22.50. A \$25.50 Walnut Davenport Table with slight mar on top for \$17.75. An Ivory Bed Room Suite, a floor sample that shows a few small scars, at less than half. Remnants and short lengths of Draperies lumped off at a fraction of regular price. And there are many others.

E. A. FRANZ COMPANY

hunger overtook them again they applied to the Portland police and asked to be sent back to the home. Sheriff Gordon notified Dr. Flesher, who brought the boys back, but Robertson has been doing these stunts before and he will not be returned to the home, and is now at the jail awaiting the next term of court when his case will be looked after by Judge Kirby.

Whoooping Cough (By Frederick D. Stricker, M. D., collaborating epidemiologist, Oregon State Board of Health, in cooperation with the United States Public Health Service.)

Whoooping cough ranks third in fatalities among the communicable diseases of early childhood. This statement is made as a refutation of the prevalent belief that whooping cough is a disease of mild character and of little importance. Scarlet fever has resulted in less than half as many fatalities as whooping cough in the state of Oregon during the last 10 years. Not only is whooping cough serious in itself, but not infrequently pulmonary tuberculosis follows in its wake.

Whoooping cough is prevented with the greatest difficulty. Typhoid fever, smallpox, diphtheria and scarlet fever have been conquered and meas-

The Essex-Six Coach Here \$1070.00

Its Greatest Values Cannot Be Copied

The Chassis Is Patented As its Coach Body has changed the whole trend to closed cars, so Essex Chassis likewise forecasts the mechanical design of the future

Essex provides stability without unnecessary weight. It has economy without sacrifice of performance. It is low priced without disappointment in looks or reliability.

It is more than up-to-date in design. It is in advance of any car with which its price can be compared. It is built on the Super-Six principle, by Hudson workmen in the Hudson shops.

In quality Hudson and Essex are alike. The patents which make the Super-Six the most enduring, smoothest motor and give it all advantages sought in eight cylinders, prevent any from copying its chassis as has been so generally done in copying the Coach.

Essex Holds Its Own in any Company-in any Service SHAY'S SERVICE SHOP

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