

STORY OF EARLY DAYS IN OREGON

(By Mrs. T. R. Coon) The following letter written by Mrs. Jeannette to a friend at The Dalles and published in the Times of March 30, 1881, as a reminiscence, gives a vivid picture of the happenings in those days of Indian warfare, in this our well beloved land. She says:

"I am very grateful to you for awakening so many reminiscences by your recent postal. I have never saved by writing up picture any of those early experiences, but they come back to me vividly, freshly as I ponder them over, filling my otherwise lonely hours with brighter pictures than I find in books, so that I am only afraid of being too lengthy or egotistical.

"Yes, I was there that 29th of March, 1856, waiting at Mr. Atwell's on the opposite side of the river, while my husband returned to The Dalles on business. You may recollect that only three weeks before I had seen our own home consumed by Indian fires and heard their savage yells as they attempted to cross the river, but returned to the Oregon side to await further orders. So, as we heard the firing on the opposite side of the river, and saw the strange course of the steamer, 'Mary,' as she staggered in the strong current, dropped down, down, turned and trembled and finally made trifling headway upward, we were perhaps more calm than some when the hurrying neighbors said it was the Indians. The woods on the other shore are alive with hostilities; they have killed, will kill everybody; their hideous yells even now come across the water. But see! The Mary is nearing our shore. We are safe."

Mothers hurry their crying children on board; fathers carrying wood and rails—anything to burn, for I think she burned hatchways to get across. We gather a little bedding, a few eatables, think more of escaping with our lives. At another time we might have said, 'What a bare, comfortless boat, but now it is our only hope. Her every plank meant protection; escape. My first greeting from the engineer was, 'Can you do anything for the wounded?' And as I looked around I realized how narrow the escape—only six men on board; four of them wounded while getting her off, no officer but the engineer.

The men who have families on board help as well as landmen can. We are barely under way when a small boat hauls, and a woman is lifted aboard with a babe scarce 24 hours old. On the bare floor of the little cabin one of the wounded ones is moaning sadly, while his lifeblood is trickling through his blanket and staining the boards. Little Johnny Chance is in the cook's bunk, crying piteously. 'Where are you hurt, Johnny?' 'Oh, my leg, they will cut off my leg!' and then he cries for his mother. But when we take off his boot and find the bullet in it, having gone clear through, the leg, he is so excited and tender, he wants to be when we tell him, 'They won't cut off your leg.'

We meet the third man, Jesse, by the engine, holding his shoulder, and trying to show the rate hands how to help, and to our query, 'What can we do for you?' says, 'I am pretty bad but that fellow in Brush's room is worse.' So we go on to find Mr. Lindsay, with the cold drops of perspiration from his pale forehead, and the engine is close pressed from excessive pain. The ball had passed through his lung. Can we stanch the blood? We find in the engineer's satchel some cotton and make him as we have read, for not one person has had experience. We stuff his hands and face and try to find something to nourish him; succeed in getting a little tea, of which the man in the cabin partakes. The sick woman has a few blankets on the other side of the cabin, and the children are huddled in the corner and the women nothing as best they can, for there is nowhere else to go. As the long hours pass by, (the boat runs slowly against wind and current), the engine is still hissing, calm, masterful.

Mrs. Atwell, I think it is, finds us something to eat; some flour on board, and soda that she mixes and bakes while doing her part watching the children and sick. She is a brave, true woman, and I feel ashamed when I see her energy and endurance; but I can't stay long from the sufferer in the little room. To die so! Can we prolong his life until help is reached? We have no time to think of the dear old home so recently devastated as we glide slowly past. The night shadows are gathering now, and weariness and woe despair come over me as I steal over the side and crouch down at the end of the boat. Rumor says The Dalles was to be attacked at the same moment with the Cascades. It was just as unexpected, so we may be met by hostile forces instead of our friends. If so, what can we do? No friendly port within reach! We drop back to meet the foe almost anywhere on either side. There is no outlet on either side of these impassable mountain ranges. We almost hear savage yells as we round rocky points or steer nearer the shore, to avoid the swift current. It is quite dark now. The man in the cabin has ceased to breathe. Lindsay is shaking. We forget self as we try to minister to his needs. We can give the cup of cold water if nothing more. How we welcome the cry, 'The Dalles! The Dalles!' The lights are burning as usual. All is well! What a crowd of citizens is on the shore, for word has reached them by the little 'Wasco' of our peril and probable escape. How precious is kindness now. How keenly we appreciate the upper room made ready for us by Mrs. Channing. Lindsay is carried so carefully to a room, and the army surgeon is ready to do all that can be done after a long illness he recovers. The engineer has done a grand, brave deed, for which his reward I think he was ever suitably rewarded."

As soon as the wounded and dead were cared for, Bradford and company road. In April, 1856, they bought and began rebuilding and improving their road. In April, 1856, they bought and rebuilt the wrecked Gaselle, of Oregon City, renaming her Senorita. She was put on the Portland run in place of the Belle. On the middle river they built the Hassalo to take the place of the Mary. The Oregon Portage road was not abandoned by the Indians troubles and was in position to resume business with little delay. It early secured a contract for transportation of government supplies and had the advantage of a shorter portage with but two crossings of its freight, while Bradford & Co. had to handle their freight four times in getting it from the lower coast to the upper boat. Bradford & Co., however, had better boats and speed time on their river run. To off-

set a better boat than the Senorita to run to Portland. A truce was declared between the rival companies in November, 1857. The Oregon portage was closed. The Mountain Buck took the place of the Senorita, and the Wasco was laid off, the profits to be equally divided. This arrangement lasted less than a year, when the Oregon portage was again opened.

Captain J. C. Almsworth and his associates built a larger and more powerful boat than had ever been operated from Portland. On her trial trip it was found that she could easily climb the rapids as far as the middle landing, or lower end of the Bradford portage. An alliance was made with Captain J. C. Almsworth by the Bradford company and the Carrie Ladd was put on the Portland route. The Oregon portage could not compete and proposed a combination and a new line was formed, known as the United Transportation Co., beginning operation about May 12, 1859. There was no corporation but only an agreement, but before the year closed the partners obtained a special act of the Washington Territory legislature creating a corporation and organized near the close of 1860, under the title of Oregon Steam Navigation Company.

The Carrie Ladd and Hassalo connected with the Bradford Portage. The Oregon Portage was closed, and the Mountain Buck was closed, and the Mountain Buck and Wasco laid off. The owners of the two portages had become stockholders in the corporation but had no voice in the management of the portages. Twenty dollars were taken from the river, the owners being stockholders. The books of the company have been preserved and information can be secured by those interested.

The Oregon Portage was badly damaged by the high water in 1859 and repairs were in progress during the winter of 1860-1. January 8, 1861, Col. Ruckel, a director in the O. S. N. Co., informed the board at a regular meeting that "the railroad on the Oregon side of the Columbia river would be ready to receive and transport freight on Monday, the third day of February next." Then came the high water of 1861, when even the Carrie could not make the middle Cascades. The last day of operation of the Bradford portage was May 17, 1861. The daily Oregonian of May 28th says: "The railroad on the Oregon side was finished last week and cars passed over it. All transportation will now be done over this road."

Settlers on the Washington side of the Cascades portage secured a special act of the territorial legislature chartering the Cascades Railroad company to build a steam railroad over the new route, and the portage on the Washington side. This scheme passed into the control of Bradford & Co. and they had the route surveyed in October, 1861.

The owners of the Oregon Portage railroad, realizing that the increasing population would demand better service, determined to substitute a locomotive for the mules then in use. An order was given to the Vulcan Foundry, of San Francisco, for this first locomotive built upon the Pacific coast and the first to be used north of the state line of Oregon and California. On the last day of March, 1862, the pioneer engine, the 'Pony,' arrived in Portland.

Extracts from letters written by Capt. Almsworth are as follows: March 30—"I fear I will not be able to take any more freight till Ruckel's road is finished at the lower end, which will take some days. You had better have teams ready to take passengers' luggage over the portage Tuesday night." This was written to Agent Gibson at The Dalles. To Captain T. W. Lyler, of San Francisco, he writes under date of April 1, 1862: "I am running two boats every day to Cascades, one each day for stock alone. Ruckel's road will not be finished for three weeks; and the Cascades 2 1/2 and 3 feet deep with thick crust on top, making it impossible for teams at lower end. The grand rush is just beginning. I have scarcely time to eat and everybody connected with the company is hurried at night."

Frank B. Gill in Oregon Quarterly, Vol. XXV, No. 3, says: "The little engine was put on board a new wharf built for use at the lower landing, and on April 25 safely made the trip to the Cascades at the end of a tow line from the Julia, or Carrie Ladd. The Mountain Buck, the Rival or the Independence, all five of which steamboats were used in transporting the business there in spring. So great was the rush for the gold mines, that the city drays taking shipment of supplies and materials to the Oregon Steam Navigation Company's wharf practically blockaded the streets and families started in from early dawn until late in the evening, and the hotels were crowded while many prospectors were camped in the suburbs of the town."

Theodore A. Goffe built the 'Pony' in San Francisco, came with it on its voyage on the steamer Pacific to Portland and stayed with it as its engineer while it was in use in Oregon. It made its trial trip May 10, 1862, and Mr. Goffe says: "I was just firing up on that morning before making the trial spin, when who should come along but a lot of the prominent officers and stockholders of the company. There were Col. Ruckel, W. S. Ladd, R. R. Thompson, S. G. Rest, Capt. Gilman, Put, Bradford and an old John Scaron and they all began to clamor vigorously for a ride. 'You'll get dirty,' I said, and promised to take them out next day, but oh no, they would not mind that; they wanted to ride on the first trip and nothing but the engine would suit them. Well, finally I had to consent, so I put the whole crowd in the tender and started out. For the first half-mile all went well. But then we struck a little up grade and the Pony began to spit water and smoke out of her stack in a regular stream. There was no cover on the cab then, and all the dirty water and cinders went right back in the tender where they were sitting. I could hear them coughing and blowing their noses and I knew perfectly well what was taking place but I did not dare look back and kept her going until we reached the other end of the line. Then I got down and looked at them. They were absolutely the dirtiest looking crowd I ever saw in my life. They all wore pig hats and good clothes and their faces and starched shirts were so black and streaked you could not have told that they were once been white. They started

down to the steamer Idaho to have a spread in honor of the occasion, when Col. Ruckel turned and asked me to come along. I replied that I didn't look like an Indian. He said, 'So I went along and we had a big blowout.' After the visitors had gone Engineer Goffe started back with his engine, but before he had gone a mile he came upon a crowd of 300 Indians lined up on one side of the track. He says: 'Just to frighten them I pulled the whistle but they did not stir a muscle and I blew it a second time. Then a big chief rushed down the track and called out: 'Hi you skookum, Siwah, meaning 'big chief.' I invited him aboard and he liked riding so much that I could hardly get him off again. Every morning for at least a year that Indian came down there waiting for the Pony to come along so he could get a ride."

The Pony was on the portage for about a year, every day pulling an average of 200 tons up. Its freight going down was from 500 to 2,000 pounds of gold dust, twice a week from the Salmon river mines. The O. S. & N. Co. was on the portage for the Washington side with better rails and heavier locomotives and the Pony was sent to Collio. This was the beginning of prosperous days for the O. S. & N. Co. Fine steamers plowed the Columbia. Population poured into eastern Oregon, Washington and Idaho, and waste lands became fruitful.

The annual meeting of the Hood River County Health association held Monday of last week at the Columbia George hotel, was most successful. Reports from the various committees and the committee groups showed that much interest had been shown in the work the past year, and much good work accomplished. Dea, Pine Grove, Oak Grove and other districts reported successful results from their hot school lunches, and the reports of the clinics from each district were encouraging. County Health Nurse Weaver gave a splendid report, and the manner in which her work is being received in every community group was gratifying. A vote of appreciation was given Miss Weaver for her work.

HEALTH BODY HOLDS ANNUAL ELECTION

Amendments to the constitution provide that the time of the fiscal year of the association shall be from June 1 to June 1. Thus the new officers chosen will not take up their duties until that date this year. Another amendment carries the appointment of a member of the county court, a member of the city council, the county school superintendent, the superintendent of the city schools, one member of the city school board to be chosen by the board, and the county health officer, as ex-officio members of the executive committee.

Mrs. Seldie Orr Dunbar, executive secretary of the Oregon Tuberculosis association, was present and gave an encouraging address to the workers. Mrs. Glendora Blakey, state supervisor of nurses, was also a guest.

The following are the members of the new executive board: President, Mrs. Nelson Emery; vice president, Mrs. G. H. Custer; secretary, Mrs. Roger Moore; treasurer, Harold Hershner; chairman advisory committee, Dr. V. R. Abraham; finance committee, S. J. Moore; education committee, Mrs. E. B. Miller; nurse committee, Mrs. B. B. Perigo; publicity committee, Mrs. J. M. Culbertson; supply committee, Mrs. E. O. Blanchard.

May Day is Health Day. May day is to be observed as health day by health workers all over the United States, and Hood River county will do her part to observe the day in a fitting manner. An exhibit of health posters is to be held at the Keir drug store Saturday. Special health slides will be shown at the picture shows and the following good health hints are offered for the home observance.

Duff Sisters at Odell. The Irish evangelists were successful in Hood River, especially among the young. The tabernacle meetings kept up well and the second week was especially good. The Duff Sisters always run two weeks in a place as the regular course for the most part during the second week.

Sunday at 3 o'clock an opening service was held in the high school auditorium at Odell and this week extra chairs are required every night. Rev. Walter Duff took part in the service of the Community church at Parkdale, Rev. Hutchins comes from the same place in northern Ireland and was delighted to meet Evangelist Duff. Rev. Hutchins came down and took part in the Odell service. Rev. Duff preached in the Odell M. E. church a week ago, and Sunday night spoke a short word at the special united Odd Fellows service in the M. E. church. The program put on by the Duff sisters, nightly is greatly enjoyed, their negro spirituals taking the house by storm. Miss Helen Duff is preaching several nights this week and delighted her audience with her Irish wit. Front and Yonah streets in Portland are unusually full of the young people's societies is expected at Tuckers bridge at 3 o'clock when all the Christian Endeavors and Epworth Leagues in the valley will be invited to unite with a big sing program. It held at Odell. It will be held in the high school at Odell. Meetings are expected right through next week. Saturday night the Pilgrims Progress slides will be shown at 8 o'clock. Friday will be grammar school night.—Contributed.

BOY SCOUT NEWS

Next Tuesday, May 4, the annual meeting of the Boy Scouts of America, Mid-Columbia council, will be held at The Dalles, Elks club. Reports of the past year's activities of the council will be given, including the president's report, executive's report, and finance committee's statement. The year has been remarkably successful, viewed from practically every angle, and plans will be presented for the forthcoming year. According to Scout Executive Schouloe, enlargement and growth of the council as well as a greatly increased local activity will be the principal features of these new plans. Election of officers for the next year will take place as well as the election of an executive board. The summer activities of the council will be outlined briefly, including the summer camp, hiking programs and week end camps. All members of the council and camp parents of scouts are urged to attend this meeting, which will be held at 8 p. m. at the Elks temple. The Dalles. Ecocene Coal Oil stops smoking and melting oil stoves. In bulk at Frank Co.

LEGION POST WILL PRESENT SIG NILSSEN

Sigurd Nilssen, now an internationally known bass singer, who recently won the hearts of his audiences and the praise of critics when he was presented in grand opera in Washington, D. C., will give a concert for hood river folks Thursday, May 6. Mr. Nilssen, a native of the valley, did his first singing in a choir of the Belmont Methodist church. He will be presented next week under auspices of the American Legion post.

The young Oregon singer, who has already toured Europe under direction of Jean De Reszke, will leave soon on another concert tour. He will sing in Portland next Wednesday night and at Walla Walla, Wash., May 7. A brother of the singer, Nels E. Nilssen, is manager of the Oregon Lumber company's mill at Baker.

The interest already displayed in the coming of the Hood River singer indicates that young Nilssen will be given an ovation next Thursday evening.

In a comment on Mr. Nilssen's operatic debut in Washington the Washington Post said: "The matchless poetry of Shakespeare and the melodies of Gounod in the French composer's 'Romeo and Juliet' were the mediums last night at the new auditorium in a presentation of that masterpiece by the Washington Opera company, which served to bring into the musical limelight a new operatic star in Sigurd Nilssen, singing 'Briar Lawrence.' He was decidedly the first artist of the production."

This "find" is said to be a distant relative of Christine Nilssen, of prima donna fame, and is a young Norwegian-American who won the first laurels as one of the De Reszke singers and last night made his debut in grand opera.

Mr. Nilssen has a medium bass-baritone allied with expression and handled with consummate artistry. It was predicted on all sides last night that he will go far in grand opera, for he combines dramatic fervor and vocal ability, irresistible in an opera singer."

MUCH IMPROVEMENT AT SANCTUARY LAKES

Visitors who have made the journey recently to Sanctuary lakes, set in the forested foothills that encroach on the Columbia gorge just north of the North Bank highway east of Carson, have been struck with the great amount of improvement completed in the past year. John R. Phillips, who is now busy clearing undergrowth, building trails around the lake shores and making more effective the native shrubbery.

One of the most attractive of recent Sanctuary acquisitions is the rustic cabin, erected near the home of Honsa Steadler Bergman, who resided in the district and furnished early day Columbia steamer, with wood. The new log house, with an immense screened in porch, has a large living room, and the most attractive is decorated by those who have seen it to be one of the most appealing in the mid-Columbia. E. L. McClain, Jr., here on a visit from his home in Los Angeles, and Judge Derby spent the week end, enjoying the quiet of Sanctuary lakes.

FINS, FURS AND FEATHERS

Milton H. Moore, of Marshfield, and Harry Pappas, of the Hazlewood Co., in Portland, were here last week and told Moore's brother, Frank Moore, of a trip they took on the White Salmon river. They had excellent luck.

Fishermen who spent Sunday on the White Salmon report poor catches, due perhaps to the east wind and the full moon shining throughout the night, which permits trout to feed. C. Ellsworth and John McLean spent the day on the White Salmon, but returned with only a few trout.

Mr. and Mrs. A. I. Anderson have an Alredale dog, Hobo III, whose chief worry in life is over the bones he buries in the lot on Sixth street near the creamery. Hobo is kept fastened in a shed at night. Every morning, as soon as Mr. Anderson releases him he visits his honeyard to ascertain if any other dog has disturbed his treasure overnight.

One morning last week the Uncle Tom show, with its two Great Danes, moved onto the lot where Hobo slept and dreamed. The next morning when Mr. Anderson opened his shed door, Hobo, barking a warning to other dogs, leaped away to his honeyard. Just as he turned the corner at the big Turn-A-Lens shed a man came up Sixth street, with the two Danes, tugging at leashes. Hobo met them face to face, and Hobo was the most startled dog ever seen in Hood River. It took him several seconds to decide just what to do, and then in a flash he darted home and went under the floor. The Great Danes had undisputed possession of the honeyard the rest of the week.

BOND ISSUE ENDORSED

(Continued from first page)

of the bonds. This new high school will bring an annual revenue from the county tuition of \$12,000 or more. The interest on the proposed bond issue at 5% will be \$4,450 per year. This will increase the tax 1.3 mills, or \$1.30 on each \$1,000 of assessed valuation. This increased taxation is 2% of your present taxes; in other words, if you are paying a total tax of \$250 in this district, county, city, state, school district and everything, it will increase your tax by just 35, making a total tax to pay of \$285. If your total tax is now \$100 it will then be \$108. If your total tax is \$25 now it will be \$26.50. Isn't it worth \$2 more per \$100 of taxes to have this new building for its educational value to our city and community? Isn't it worth \$2 per \$100 of taxes to you to be able to point with pride to "our high school building"? We must eventually have a new high school. Why not vote it now when there is money enough on hand to pay nearly one-half of it, and when the indebtedness for the other half can be had for such a low rate of interest? If you are in favor of a new high school, then vote for the bonds."

Alleged Check Artist Wanted. A warrant was issued here Saturday for W. C. Waldner, alleged to have given a check on a Yakima bank in which he had no funds. Waldner. It was stated, had the check cashed through fraternal organization affiliation from Portland.

J.C. Penney Co. A NATION-WIDE INSTITUTION - DEPARTMENT STORES HOOD RIVER, OREGON. OUR AIM: TO SERVE YOU WELL AND FAITHFULLY - ALWAYS. WHERE SAVINGS ARE GREATEST THROUGHOUT THE YEAR.

Light Weight Underwear. Ribbed Union Suits for Men. REAL VALUES. Men's Ribbed Union Suits—Lighter weights for present wear. In ecru and white; long or short sleeves; ankle length. Splendid values at— 98c. Ribbed Union Suits—Lighter weights. In ecru and white; long or short sleeves; ankle lengths. One of our Nation-Wide Values at— \$1.49. Men's Knitted Athletic Union Suits. Ask to see our knitted athletic union suits, either button shoulder or button front. Extra good values at— 79c and 98c. Women's Summer Underwear. A high quality and low priced knitted ladies' union suit. Many styles, sleeveless and bodice top; cuff or shell knees. 49c - 69c - 89c. Union Suits For Children. Healthy, happy children are well clad, both with outer and under garments. The latter is simple when you buy our priced union suits. Our prices are low. 69c. Boys' Athletic Unions. Fine quality Nainsook, made big and roomy, in sizes 26 to 34. 49c. For the smaller child. Our Nainsook athletic style with elastic knee, in sizes 2, 3 yrs. to 8 yrs., are good values. 49c.

SLAB WOOD FOR WINTER USE. BUY NOW AT SUMMER PRICES! \$4.80 BUY NOW AT SUMMER PRICES! Dry Box Wood, per load \$3.00. Dry Slab Wood, 4 ft., per cord \$6.00. Dry Slab Wood, 16 in., per cord \$7.00. Green Slab Wood, 4 ft., per cord \$4.80. Above prices for wood delivered within City Limits. Ask for prices on wood to be delivered outside of City. TAFT TRANSFER COMPANY. Phone 4251 HOOD RIVER, OREGON Phone 4251.

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