

AFTERMATH OF THE FLOOD IN COLFAX

Flotsam and Jetsam Following Wake of Raging Torrent Is Disappearing ---Patriotic Civic Spirit.

This has been a busy week in Colfax. The work of clearing away rubbish, removing obstructions, disposing of the slickens, making repairs, constructing temporary bridges, taking care of the flotsam and jetsam that seemed to lodge in any old place, hanging out clothes and damaged goods to dry, in fact, sundry and divers occupations too numerous to mention, have occupied the attention of all our people. It has been "washday" all along the line. From the vim and energy displayed the ironing process will soon begin, when Colfax will come out looking spink-spunk new, as sweet and as beautiful as a bride led to the altar. It may be possible that we shall have to christen her "New Colfax."

Sunday was a beautiful day. The sun never smiled sweeter. It looked down, however, upon a scene of wreck and desolation. Hundreds of men were at work. A large force was engaged in pulling out the big jam which had collected at the entrance of the causeway on Main street, fronting the court house, and in putting in a temporary wagon bridge at the same point, which was accomplished before Old Sol hid his face behind the western hills. It was found that the stone walls which confine the river at this point during ordinary stages of the stream, as well as the concrete portion of it built last season, were in perfect condition. It is apparent, however, that it will have to be made wider, if not transferred altogether to another channel.

Another large force, with teams, was disposing of big timbers and parts of houses that had collected near the O. R. & N. depot. The inland depot building, or the major part of it, had lodged there. It seemed to be the resting place of a great pile of stuff, but work to reduce it did not stop for a moment. A temporary path for pedestrians was made from the depot to the north end of Mill street at the flour mill by laying down boards to walk on at soft places, passing through the Potlatch lumber yard, which, by the way, was little damaged, although deep in the depths of the flood.

This passageway afforded people an opportunity to reach the north end of town, and many for the first time had the opportunity to view the ravages of the flood as seen there. Few houses in the north end but were under water. People were driven to upper stories, many being taken out by boats, this happening to be two, by the grace of God, in that part of town on the eventful afternoon of Tuesday, March 1, 1910. But for the heroic men who manned these boats we should probably be compelled to chronicle loss of life, whereas the loss is confined solely to property, which can be replaced. While the homes in the north end look sorry and forlorn people are hard at work and it will soon look different. The North Ward school building, a two-story brick structure, with deep and high basement, was filled with refugees, it being a safe resort, although surrounded by water.

People from near-by towns embraced this, the first opportunity, to come down on the O. R. & N. and look at the unusual sights. The home workers paid no attention to them, they managed to keep out of the way, but gave high praise to the spirit manifest to brush up and begin anew.

It should be mentioned that all city officials, from the mayor down, have given most of their time to the work of rehabilitation. In this they have been assisted on all occasions by business men and citizens generally—a display of civic patriotism seldom witnessed and never excelled.

Columns, eye pages, could be written of narrow escapes, acts of heroism, incidents and other features connected with the great flood, but all of it cannot be told here.

SLIGHT DAMAGE AT ELBERTON

Pipe Line, Which Supplies Colfax With Water, Damaged.

A. R. Metz walked down from Elberton Thursday morning of last week, at a time when the high water was on in the Palouse river valley, although it was gradually receding. He reported that one-third of the mill dam was gone at Elberton, and the wagon bridge near the depot was washed away. The approach to the bridge across the Palouse near the picnic grounds was badly damaged. Water was over the dyke Tuesday, at the height of the flood, but not enough to do any damage to the business portion of town.

He reports that a large portion of the Colfax pipe line between Elberton and the spring, which is the source of Colfax's

water supply, had been washed away. It is known at this writing that portions of the pipe line have been washed away farther down, which is a serious matter to us, as we are deprived of the usual privilege of having all the spring water we need for domestic and other uses. It is not altogether certain but the line will have to be laid anew from the springs to Colfax. This will not only be an added expense to our already large indebtedness, but will necessitate delay in getting all the pure water we need. The mayor and common council have already given this matter some attention, but have their hands full with other matters. Trouble is said never to come singly.

R. R. Tracks Quickly Repaired.

The people of Colfax had an object lesson this week of how repair work is carried on by railroads when tracks and roadbed are apparently almost in hopeless condition. Thursday morning of last week, after the waters had receded, it showed the O. R. & N. tracks in the north end of town and on up to the extreme south end twisted out of place and undermined, looking to the novice as though it would take weeks to make it safe to travel over. Two construction trains pulled in Saturday forenoon, the first train to reach Colfax in six days. The men were immediately set to work. There seemed to be no hurry, no noise or confusion, no fuss and feathers, the men were quietly told what to do and did it, the road seeming to be repaired as if by magic. So far as Colfax is concerned and the road mentioned trackage in and out will soon be in apple pie order. It simply shows how easy it is to do things when one knows how to do it.

THE STRANGERS WORKED.

Demanded \$1 an Hour, but Concluded to Take 25c an Hour.

Mayor Lippitt ran against some transients Wednesday of last week, when the water had receded so that people could begin work in taking out rubbish and disposing of the slickens accumulated in the business part of the city. The city officials, however, were bending their energies in removing the great pile of timbers that had wedged under the bridge at the court house, which served as a dam, preventing the mad waves from passing on, besides acting as a menace in the way of further damage. In this patriotic duty all classes of citizens were taking a hand, the greater part being volunteer work, although the city was employing all who asked for work, paying 25 cents per hour.

Several transients standing around finally applied to the mayor for a job. "Certainly," replied the mayor, "we want all the men we can get."

"How much do you pay?" was the next question.

"Twenty-five cents an hour," replied the mayor.

"We will not work for less than \$1 an hour," said the spokesman for the bunch.

"You will work for 25 cents an hour," came back from the mayor, "or you will leave town inside of one hour. This is no time, in face of loss and calamity, to engage in extortion. You can go to work as I say or the police will be given something to do."

The strangers went to work.

Pipe Coming to Repair Line.

Accustomed as the people of Colfax are to the use of the very best spring water, piped to the city from springs 14 miles distant, the lack of it now, owing to breaks in the pipe line, is felt as a hardship, but this is to be remedied as soon as possible. On Tuesday an order was wired to Tacoma for 1200 feet of pipe to replace the parts of the line washed out. Fortunately the manufacturing company had on hand the particular pipe needed and immediate shipment was made, resulting in the saving of considerable time.

The Court House Grounds.

Work is in progress carting away the rubbish accumulated on the court house grounds from the high water. The ground is covered inches deep with slickens. Immense timbers and other heavy material was carried onto the grounds by the high water. Two of the beautiful Norway maples toppled over from their weight. They can probably be righted.

High Water in Four Mile Valley.

August Seiler was in town Wednesday from Four Mile. He said that Four Mile creek, opposite his place, was a quarter of a mile wide at the height of the flood last week. The principal damage done was to the roads, which are in bad condition, in many places being washed away.

FIRST TRAIN TO REACH HERE

Greeted by Citizens and Brought a Large Number Sight-Seeers.

The first train to reach Colfax after the flood was Saturday forenoon, bringing a double construction crew and a box car containing a large quantity of comforts and provisions for those temporarily stranded. The train had to stop short at the depot, as the track west was in all kinds of shapes. The construction crew was put immediately to work, and it was surprising with what rapidity and ease they straightened out things. It was another demonstration how easy a thing can be done when one knows how to do it.

The provisions, etc., were unloaded into the baggage room and subsequently distributed to those who called to get them. The car was loaded and sent down by the good people of Spokane—not in the name of charity—but to supply a want or condition that demanded immediate attention and one that our people could not supply themselves. Colfax has plenty of money. Bank statements show that. But we saw the spectacle Tuesday and Wednesday of last week when all business houses, hotels and restaurants were under water, all bridges gone so that hundreds could not reach their homes, of men of means having substantial bank accounts asking for a meal of victuals and willing to sleep in any old place. It was to supply this temporary need that induced the good people of Spokane to send the car of provisions. We all know that if it had been necessary a train load would have been sent.

The car contained 12 crates bread, 3 sacks sugar, 2 drums coffee, 7 cases canned goods, 5 boxes crackers, 1 case tea, 1 box matches, 10 sacks spuds, 2 crates smoked meat, 2 sacks rice, 2 bales hominy, 8 cases canned goods, 1 sack dried fruit, 3 drums cheese, 4 sacks smoked meat, 99 bales comforts.

This was distributed Sunday and Monday mornings, the people of Russiantown, which occupies low-lying ground and particularly hard hit by the flood, being the principal callers for the goods. It was an interesting sight to see the smiles of many as they left with one or two comforts and an armful of something good to eat.

Pontoon Bridge in South End.

A number of citizens put in Sunday building a pontoon bridge just below where the steel bridge stood on South Main street. This made a perfect and safe footbridge, making it convenient for the southenders to go back and forth at will. Necessity is said to be the mother of invention, the pontoon, while not taking the place of the old steel bridge, answering the purpose very well. A cable was stretched across the river where the bridge stood on Wednesday of last week, the day after high water was reached, which was used in carrying passengers and provisions across, it being worked by pulleys. People have read of the rope bridges stretched across deep canyons in the Andes of South America, so citizens here had a sight of the principle on which it works.

The First Passenger Train.

The first passenger train to reach Colfax after the flood was Saturday afternoon at 2:10 o'clock, coming over the O. R. & N. from Spokane. The train consisted of two coaches and a baggage car, and left in a few minutes on the return trip. It brought the first mail received in six days, which consisted of a wagon load, or all two horses could haul. Quite a number of people were at the depot to welcome the first train, it looking good to their eyes. Trains have come from Spokane on time each day since, bringing large quantities of delayed mail, keeping the postoffice officials out of mischief. Sunday morning, it being a beautiful sunny day, many came from Elberton, Garfield and Farmington to see the wreck and ruin everywhere manifest.

High Water Sightings.

Our macadam streets look as though they were dammed with only the mac left. Martha Washington rock looks down on the wreck caused by the flood in the north end without a smile or even shedding tears. Martha is immobile and has a heart of stone.

County Engineer McCaw started Wednesday to make a tour of the county to find out officially the condition of bridges standing and the number swept away. There is much work for the engineer ahead.

The Meesers Hargrave moved books and papers out of the abstract office Tuesday forenoon of last week before the high water surrounded their building, putting them in the court house. Per consequence their loss is principally from slickens filling the rooms and the disarrangement of office furniture.

Baseball ground in the north end was flooded several feet in depth. Part of the high fence surrounding it is gone, and the ground is covered several inches deep with slickens.

Poverty flat was under water, but aside from the presence of slickens seems

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SCORES OF BRIDGES ARE WASHED AWAY

Whitman County Hard Hit by the Sudden Loss.

Commissioners Have Taken Steps to Replace Bridges as Soon as Possible--Temporary Structures Ordered in a Few Places.

The county commissioners convened Monday, adjourning Wednesday afternoon. They will convene again next Monday, and as frequently thereafter as may be necessary until the stress of business which confronts them is disposed of. Commissioner McCoy was unable to attend this week, being in quarantine on account of sickness in his family. It is understood, however, that he will be here Monday. County Engineer McCaw was directed to start at once to make a tour of the county and find out positively what bridges were washed away by the high water of last week and what damaged so that intelligent action may be taken. It may be stated, in brief, that the following is a true statement of affairs so far as bridges are concerned in the county:

The Hooper bridge is supposed to be standing, although this must be verified.

The Winona bridge is out. This was a steel structure.

The Fisher bridge also went the way of most bridges in the country and passed down stream. It was a combination structure.

Allen bridge, a combination affair, is out.

Matlock bridge is gone. It was an old affair, the contract already being let for a new one to take its place.

DeLong bridge is out, a combination structure.

Torrence bridge is reported to be in good condition.

Stipe bridge is likewise said to be all right.

The new steel bridge at the county fair grounds, built last summer, lies scattered and torn.

Codd bridge in the north end of Colfax over the South Palouse, a combination affair, passed away early in the stage.

The Cooper bridge in the south end of Colfax, a steel structure that has stood for many years and was good for many more to come, passed down stream in dramatic fashion, with hundreds of people from the heights above seeing it go.

Risbeck bridge is gone. It was an old combination affair.

The bridge at Shawnee is all right, likewise the one at Albion.

Riverside bridge is out. It was a combination.

Armstrong bridge is still doing duty.

Russell bridge is gone—a wooden affair.

The two bridges at Pullman are gone. One was steel, the other combination. A bridge was put in to take the place of one of these in two days by the citizens of Pullman.

Busbee bridge is non est, a wooden affair.

Two small bridges at Staley are gone.

At Elberton one bridge is gone, two standing. These are over the North Palouse river.

The bridge at the Hamilton place on Union flat is gone.

Kegley bridge is gone—a combination.

Rogers bridge, wooden, is gone.

Likewise the John Peterson bridge, wooden.

Coolidge bridge, wooden, followed suit.

Lewis bridge is no more. This was a new steel structure, only three years in use.

Sutton bridge is out, combination.

Commissioner McCoy sent word that three small bridges are out at Oakesdale.

The bridge across Rock creek, near the town of Rock Lake, was swept away.

The condition of bridges at and near Pine City is not known at this writing.

The north end of county is not hard hit in regard to high water as is this part, the region drained by the South Palouse being the heaviest loser. Tekoa seems to have lost no bridges.

The commissioners directed Road Supervisor John H. Bloom to build a temporary structure at once over the South Palouse river in the south end of Colfax. This place is crossed and recrossed more frequently by teams and pedestrians than any place in the county, and the loss of a bridge there is keenly felt. A pontoon, for pedestrians, is now doing service at this point.

It will thus be seen that Whitman county has lost several valuable bridges and several that are not so valuable, but their loss is an inconvenience just the same. There are probably other losses not reported here. All bridges will be replaced by substantial structures as soon as possible.

Joe has returned to Colfax for the winter and will serve Hot Chicken Tamales at Ben Binnard's every night from 6 to 1 a. m.

WEDDING AT PULLMAN.

The Groom, Beset With Difficulties, Showed Up a Day Late.

The marriage of Miss Sarah Adelle Wallace of Pullman and Julian Howard of Spokane, which was to have occurred on Wednesday, March 2, took place the day following, at the home of Mr. and Mrs. J. W. Mathews in Pullman. The flood detained the groom in Colfax, where he arrived Monday evening, and he could not get out of town until Wednesday, when he left over the hills on foot, spent the night at Albion and continued his tramp Thursday morning, arriving in Pullman late in the forenoon. The wedding was delayed until 4 o'clock in the afternoon, awaiting the arrival of Mr. and Mrs. George P. Howard, parents of the groom, who drove from Colfax Thursday, overcoming many difficulties.

The wedding was a very pretty one, the bride being very becomingly gowned in white satin and Valenciennes lace, and the groom in conventional black. Miss Vera Pearson, as bridesmaid, wore pink messaline. Cotton Howard, brother of the groom, was best man. Little Charlotte Mathews was ring bearer and carried the ring in a calla lily. Misses Emma Howard and Catherine Mathews were flower girls and wore white embroidered dresses. The bridal party entered the parlors as Mrs. W. H. Harvey played Mendelssohn's wedding march, and the marriage ceremony was performed by Rev. W. G. M. Hays of the United Presbyterian church.

The guests numbered about fifty and included relatives and intimate friends of the contracting parties, a large number of those invited being prevented from attending by the weather conditions. The young couple were the recipients of many beautiful gifts, attesting their popularity among a large circle of friends. They will make their home in Spokane.

MASS MEETING AT ENDICOTT

Pass Resolutions Favoring Construction of Concrete Bridges.

A mass meeting of representative citizens of Endicott and vicinity was held Saturday evening, March 5, to secure an expression of the people as to the best means of repairing the roads and bridges damaged by the floods, so that they will be made passable and meet the demands of travel as soon as possible. M. A. Sherman was elected chairman of the meeting and C. L. Wakefield secretary. B. D. Henry was appointed to see the county commissioners and district road supervisors and get authority to purchase needed materials for emergency cases, also to secure the grader belonging to the district, and he was in Colfax Monday for the purpose. The following resolutions were unanimously adopted:

Whereas, A large number of bridges in this county have been washed away, and many others made dangerous and unfit for use by the recent high water; and

Whereas, Many miles of the public road have been rendered unfit or impassable for travel; and

Whereas, Steel or wooden bridges are so easily damaged by flood and so expensive to maintain; therefore, be it

Resolved, That we favor the speedy construction of temporary means of passage where bridges are out or damaged, the same to be replaced at the earliest date possible by permanent concrete bridges; and be it further

Resolved, That we favor the employment of local labor and teams in repairing damage to the public roads, and the issuance of warrants in payment for same, regardless of the condition of the road district funds; and be it further

Resolved, That, if necessary, we favor the bonding of the county to procure funds to carry out the first of these resolutions.

Well Known in Colfax.

C. S. Eltinge of Spokane, one of the victims of last week's disaster at Wellington on the Great Northern, was well known in Colfax. Miss Cherry Eltinge, now Mrs. Robert Grinnell of Spokane, his daughter, was a teacher in the North Ward school last winter, and has many friends here who sympathize with her in this time of bereavement. Miss Katherine O'Reilly of Spokane, a nurse who had many friends in Colfax, was also among those who lost their lives on the ill-fated train. She had spent much time in Colfax in the practice of her profession, and her tragic death occasions sorrow in many homes where her cheery presence was a blessing during days of sickness and anxiety.

George B. Young Laid to Rest.

George B. Young, who died last week at St. Ignatius hospital of senile decay, was buried Tuesday by the Odd Fellows, the ritualistic service of the order being observed. Mr. Young was an old timer, well known throughout Whitman county. He was deputy sheriff under Sheriff Truax some 25 or 30 years ago, when Whitman county extended to the Columbia river and embraced territory now covered by several counties. He was also on the police force of Colfax at one time. He was prominent in Odd Fellowship, being a past grand master of this jurisdiction. Interment took place in Odd Fellows' cemetery.

1879 SAW COLFAX IN RAVAGES OF FLOOD

Property Loss Small Compared to Recent Occasion.

Extracts From Gazette of That Date Prove That the High Water Mark Reached March 1, 1910, Greatest Ever Seen by White Man.

Thirty-one years ago, or to be exact, February 23 and 24, 1879, occurred the former flood in Colfax which, quoting from the issue of The Gazette following the event, dated March 7, "will hereafter be remembered as the greatest flood known since the settlement of the country. The ground was full of water and frozen solid; streams were frozen over when unusually high, and the hills and valleys were covered with more snow than had been known for many years. Often had the prediction been heard from old settlers, 'If this snow goes off with a warm rain, look out for a big flood.'"

It went off that way, assisted by a warm chinook wind, and "at evening the Palouse at Colfax was nearly overflowing its banks, the ice rising to the top of the water, with no appearance of immediately breaking away and going out. It was expected every moment that the water would come down from above, raise the river over its banks, take away the ice and sweep everything before it. If any went to bed that night they were awakened about 11 o'clock by the sudden crashing of ice and footsteps hurrying along the streets. The worst that could be expected was realized—a torrent of water from above came sweeping down, the ice went out with a crash, taking before it three footbridges in the city limits, the house at the foot of the lake belonging to Widow Burgess, in which D. H. Carrico, his wife and family of six children were living, and S. D. Woodward's barn on the island."

The loss of property was very small. In addition to that above mentioned the account states that "John Erford, proprietor of the Palouse Brewery, sustained about \$300 damage by the ice breaking some brick work, and the flouring mill was damaged about \$50. Altogether our citizens are thankful the damage here was so insignificant. The water washed the backs of buildings along the west side of Main street, adjoining the lake."

So it appears 1910 puts 1879 in the shade, for in this year of grace not only backs, but the fronts, sides and insides of the buildings were washed, if the operation can be so designated.

Death of Mrs. Myron Carley.

After encountering the many vicissitudes of travel incident to the late floods, the last of which consisted of walking from Rye to Colfax, Mr. and Mrs. Will Carley arrived home last Friday evening from Carley, on the Columbia river, where they were called by the illness of Mrs. Myron Carley, who died February 25 of internal tumor, for which she had been operated upon three times in the last several years. Mrs. Carley was 51 years of age and resided in Colfax for many years, removing to the place which now bears the family name with her husband and daughter (by) years ago, and where interment took place. The Colfax relatives reached the scene the day before Mrs. Carley's death, but her two sisters from Minneapolis, who were delayed en route, arrived a few hours after.

Death of N. E. McCaw.

N. E. McCaw, a prominent farmer of Whitman county, died at his home four miles northwest of Colfax, February 28, after an illness lasting several weeks. On account of the floods the funeral services were held at the home of S. W. Crumbaker, after which the body was placed in Steptoe cemetery. Deceased was a member of the M. E. church. Mr. McCaw was a native of Richmond county, Illinois, born there in 1871. He came to Whitman county about eight years ago and for four years was numbered as one of its most successful teachers. He leaves a wife, a mother, two brothers, W. O. McCaw, formerly county clerk of Whitman county, now of Aberdeen, and John M. McCaw, present county engineer of this county; three sisters, Mrs. C. M. Johnson of Soldier, Idaho, Mrs. C. R. Miller of Spokane and Miss Ada McCaw of Colfax.

School Apportionment.

The quarterly apportionment of the state school fund, aggregating \$437,558, has been made, of which Whitman county gets \$18,083.61 as its share. The December apportionment was \$723.44. The increased state apportionment comes at an opportune time. County apportionment is \$11,922.24.

You are invited to call at the studio of DuVal & Bilger and inspect the largest and best line of flood pictures in the city.