

# KENDRICK GAZETTE

VOLUME 76

KENDRICK LATAH COUNTY, IDAHO THURSDAY, JULY 21, 1966

NO. 29

## INESTIMABLE LOSS FROM CLOUDBURST SUNDAY EVENING

May 30, 1946 — Damage running into many thousands of dollars was done on American ridge, in Brady Gulch and Kendrick Sunday evening by a cloudburst which hit with all possible fury about 6:00 o'clock.

So terrific was the force of the water coming down Brady Gulch that logs, trees, cordwood and boulders as big as large heating stoves were deposited on the Kendrick ball diamond over as far as the railroad track!

The Harry Langdon home, possibly better known as "the Nick Brocke place" was torn from its foundations and moved down the canyon some 50 to 60 feet, water striking up on its walls about four feet. As the swelling torrent moved on toward the mouth of the Gulch it piled boulders, trees, brush and mud some eight feet deep about the E. E. McDowell work shop, flooding their home, the Bud Fey home adjoining, then missed the A. Onstott, C. A. Goan and A. W. Jones homes to hit again at the Kenneth Brocke home, water flooding its interior to a depth of three feet and depositing a thick coat of mud and debris over all. It almost, but not quite, reached the floor level at the L. A. Wallace home.

Several graphic eye-witness accounts of the cloudburst are available and we give them to you as near as we possibly can:

Mr. and Mrs. Ernest Roberts, accompanied by Frank Roberts and Mr. and Mrs. Norla Callison and children were ascending the Brady Gulch grade and had gotten just above the Grant Bateman mail box on a short, straight stretch of the road about 6:05, when the wall of water, rocks, logs and other debris came into their view, topped with the blacksmith shop of the Kendrick Highway District, which used to sit at the rock crusher. Thinking fast Mr. Roberts stopped, put his car in reverse gear and backed down the road as rapidly as possible, getting far enough ahead of the flood to turn his car around at the Clarence Johnson gate and bridge. As he descended the grade he met a truck owned and driven by Lloyd May of Troy and carrying as passengers Mr. May and three children, and as a load three head-of-horses. Ernest stopped and shouted a warning to them. The Mays abandoned the truck and made their way to higher ground. The truck was not too badly damaged and the horses were also able to get out and reach safety.

Mr. and Mrs. James Morrison, who were going to the home of her parents, Mr and Mrs Grant Bateman, were also warned by the Roberts and Callison families, and abandoning their car just below the Bateman gate, were able to reach safety, each one carrying a child. The Morrisons were not so fortunate, however, with their car, the torrent catching it, carrying it downward and wrapping it about a tree. The ensuing flood, that carried boulders and logs, pounded the car into an unrecognizable mass, and as far as we know the motor has not yet been found! Were it not for the three remaining wheels and tires, no one would know it had ever been a car!

As the flood rolled on down and struck the Harry Langdon home it also toppled over sheds, and hit Joe Langdon's car, parked in front of his parents home. It carried this car 150 yards down stream from where he had parked it, wrapped it in wire fencing and fence posts, and deposited it neatly behind a large cottonwood tree, scratching it up a bit and denting the fenders slightly, but on the whole damaged it little.

Mr. and Mrs. Herman Schupfer and Mr. and Mrs. W. A. Watts were in the Schupfer car, on the bridge, when they spied the rushing wall of water, rocks and debris, and Herman reports he never moved out as fast in his life as he did at that time.

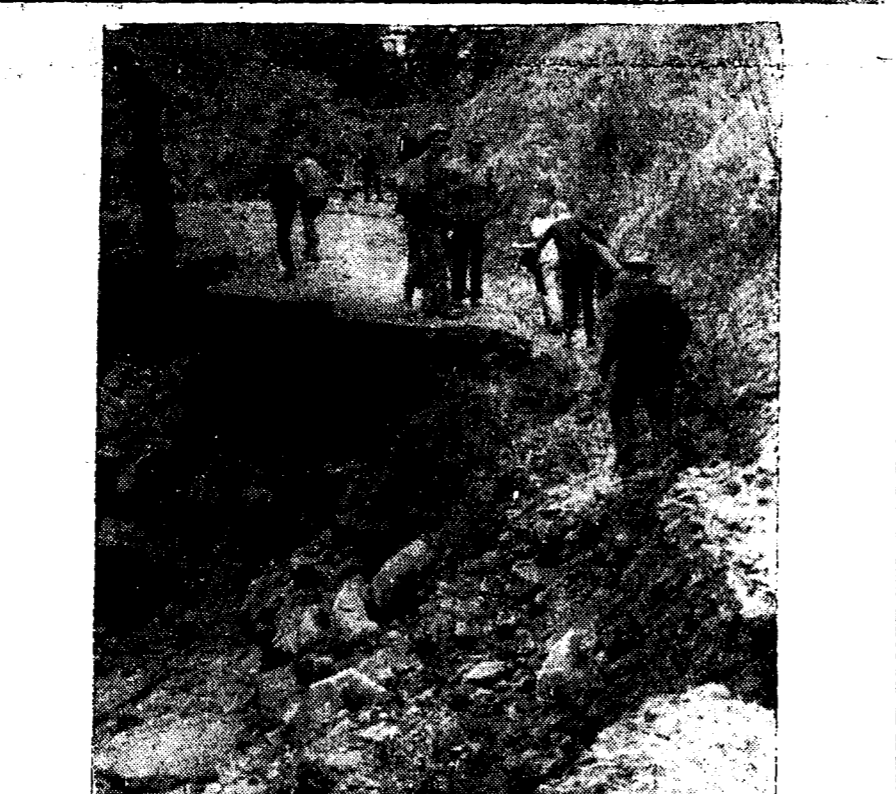
At this same instant Kenneth and Wally Brocke were coming back home from a fishing trip, and seeing the black torrent coming when they were almost at the bridge, were able to get across just in time. Kenny said he never hit a throttle so hard in his life — but they made it — just in time.

E. E. McDowell said they had been warned that the flood was coming, so were expecting it, and were on the bluff just above their home when the crest arrived. He said it was indeed an awesome sight. The water filled the gulch from bank to bank and he estimated the crest at six to eight feet in height, carrying logs, trees, cordwood, buildings, etc., as though they were feathers — and bouncing boulders as large as heating stoves along as they were rubber balls!

### Other Damage Reports

The barn at the Clarence Johnson place was partially undermined, and when the torrent subsided, about a third of the barn was hanging out into space. Gone was his approach bridge, road, and private road across to the Sparber place. Gone was the bridge to the Wm. Mattoon ranch and a large section of the road with it.

Further down the canyon the yard and gardens at the Henry Brammer place were covered a foot deep with mud, rocks and debris, and Mr. Brammer says he has an all-summer job ahead of him cleaning up about his home.



It seems as if little, if any damage was done further down the canyon until the gulch back of the Phil Johns, Otto Schupfer and Arl Burns homes were reached. Here the water carried down rocks and debris until the road was blocked and the railroad track below it as well. By 9:00 a. m., however, the road was open from Juliaetta to the Kendrick ball diamond, a one-way track having been shoveled through. By noon the railroad track was open, that slide having been removed and ballast replaced near the Brammer ranch.

On the east side of American ridge the torrent tore down the canyon side near Bovard, undermining and also slide-blocking the railroad tracks. The 12:55 train was on time Monday, however.

On American ridge proper, many thousands of dollars worth of fine farm lands and crops went down the canyon. We understand that Harry Benscoter had a 40-acre clover field that was doing nicely — Monday morning the clover and tons of fine top-soil were gone. Andy Cox lost about 50 acres of peas; Harley Eich near about the same amount of spring grain — and so it goes.

The Kendrick Highway District Commissioners do not yet know the answer to their road problem, for the Brady Gulch road, as a road, no longer exists. It is expected that they will open up the old American Ridge road via the Dave Gentry farm to serve those on the Kendrick side of the gulch; and also reopen the old road which cuts into the Langdon and Walter Benscoter places, coming out near the Andy Cox farm, to serve that side of the ridge. A new road was scheduled to be constructed to serve the ridge this summer — and it certainly will have to be built now.

### FLOOD SCENES —

Above, top, the Harry Langdon home which was moved down the canyon between 50 and 60 feet by the cloudburst of Sunday, May 26. Center — The car of Mr. and Mrs.

## EXACT DATE OF BIG FLOOD IN KENDRICK SETTLED BY PAPER

January 18, 1940 — Many arguments have been heard in years past over the exact date of the big train wreck and flood in Kendrick — and as the files of the Gazette were destroyed by fire — or perhaps by the flood itself — so the papers, at any rate, could not be used to settle the argument.

This argument has been settled for us by the Lewiston Morning Tribune, who printed in its Sunday edition, under the heading "Forty Years Ago Today," the following articles:

### December 16, 1889

"Kendrick — A frightful train wreck resulting in the almost instant death of four men and the maiming of another occurred at 7:00 o'clock last night one mile above Kendrick. Freight engines 364 and 700 are in the creek at that point and a train of cars loaded with railroad iron is a confused mass covering the track for yards. Engineers Dickie, Bain and Ogden, brakeman J. Budge and fireman Earl Bradshaw are the dead. J. E. Petterman, fireman, was pulled from the wreckage dangerously hurt. The double-headed freight went out of control just as the heavy grade was reached just as what is known as the Vollmer Siding. The grade is claimed the steepest of any northwest railroad. The runaway engines made a six-mile plunge before toppling over. The caboose was cut from the train at the top of the grade."

Editor's Note: Old timers say the wreck was not one mile above Kendrick, but on the curve just above what is now the Lewiston Grain Growers' Warehouse.

### Flood Takes Lives

From the Lewiston Tribune, January 14, 1900: Kendrick — Death and destruction is the story of the awful flood that tore down Potlatch canyon last night. The wild waters have worked a sad ruin. Desolation is everywhere and the canyon is now only the home of the roaring, seething, plunging flood. Three children are dead, scores are homeless. The property loss reaches many thousands of dollars.

The children drowned were those of Mr. and Mrs. Charles Hamley. Mr. Hamley, street commissioner, was driving down the street in a buggy accompanied by his wife, three children and a man named Hommond. There was then a foot of water in the street. A moment later the railroad embankment above the city, the breaking of which caused the sudden flood, gave way. A vast pile of cordwood near the embankment was swept along on the crest of the tremendous wave that struck the unfortunate family. The horses plunged wildly in the mass of debris and the rig overturned. The children floated away to their death. The father was rescued with much difficulty and Mrs. Hamley saved herself by catching hold of the roof of a house as she floated along. She remained on the roof all night."

### Funds To Be Raised

From the Lewiston Morning Tribune of January 16, 1900 — "The Commercial Club will raise funds to assist the residents of Kendrick in rehabilitating themselves after last week's disastrous flood. During the noon-day meeting \$300 was subscribed."

## HILLSIDE FIRE DOES HEAVY DAMAGE

July 5, 1935 — On the hillside to the southeast of Kendrick on Thursday of last week, fire was discovered gaining headway on the Herman Lohman land. It was at first thought to be a small affair, but towards noon it reached such proportions that it was thought best to secure help in putting a stop to it, consequently Ed Deobald and Wade Keene got in touch with the officers at the SCS camp at Moscow, and as soon as possible some 55 boys and officers, were in Kendrick and ready for work. At that time there had been no rain and everything in the pasture and timber were dry as tinder and the fire was spreading rapidly, taking everything in its path, killing many of the fine trees, that will soon show brown against the hillside.

The SCS boys, under the superintendent W. C. Pettibone, who worked with them, went into action and worked practically all night, felling trees, digging ditches and fighting fire until the blaze was under control, the boys and officers returning to Moscow Friday morning.

## KILLED BY FALL

March 21, 1946 — Tom Sturdevant, planing mill operator for the Kendrick Bean Growers Association, was instantly killed in the mill Wednesday morning of this week, about 10 o'clock.

No one saw him fall, but indications are that he had ascended the stairway to the line shaft in the upper part of the building, and fell through an opening, landing on his head. Death was instantaneous. The first indication that anything was wrong occurred when his heels were seen by Chas. Fey, another employee of the company.

## POTLATCH SECTION HARD HIT BY BIG, DISASTEROUS FIRE

September 14, 1939 — An area, estimated by CCC officers at some 12,000 acres, and more than a dozen farm homes and buildings were swept away Sunday and Monday by a fire apparently originating simultaneously in three different places on the railroad track between Kendrick and Troy — the places being just below the second bridge above town; then near the first bridge above town, and the third being about three-quarters of a mile up the railroad track between Kendrick and Troy, and was reported following the passage of the afternoon passenger train.

The first alarm of the fire was sounded on the Kendrick siren at approximately 1:15 p. m. and from that time on Kendrick was a mighty busy place, with telephone lines humming, and men dashing about in the formation of fire fighting units.

The flames first climbed the American ridge side from the canyon bottom, and fanned by a high wind,

## SOME 1939 PRICES

Sept. 14, 1939 — N. B. Long & Sons were offering: Shredded wheat, 2 pkgs. 25c; Lard, 4 lbs. 45c; tomatoes for canning, lb., 1 1/4c; watermelons, lb., 1c; good 4-tie brooms 39c.

Rider's Food Store offered: Sugar, 10 lbs. 69c; Pennick's syrup, 5-lb. pail, 35c; cornflakes, 3 pkgs. 21c; Golden West Coffee, lb. 29c; 9-lb. sack hotcake flour 49c.

The Kendrick Table Supply said: Ritz crackers, box 23c; toilet tissue, 6 rolls 25c; crackers, 2-lb. box 25c; Oxydol, large box 23c.

Markets: Wheat, sacked 66c (bulk 2c bushel less); oats, 100, 95c; barley, 100, 85c; small white beans \$4.25; eggs, dozen, 23c; butter, lb. 30c; butterfat 26c.

## THE REBUILDING OF KENDRICK, SUMMER OF 1905 AFTER FIRE

January 2, 1931 — A few weeks ago we asked that some of the old-timers of this community write us a history of Kendrick, but no first-hand information seemed forthcoming. However, Roy Humphrey brought to the Gazette office last week a copy of the Lewiston Morning Tribune bearing the date of Feb. 8, 1905, which contains a write-up of how the town was rebuilt after the disastrous fire of August, 1904.

Following is the story as told by the Tribune:

"The town of Kendrick affords a striking example of the enterprise that is found in western communities and an example which illustrates the building up of strong towns and commercial centers in the west. Few communities have suffered more embarrassment in the way of floods and fires than the well-known Potlatch town, yet it is safe to state that no town in the west is being built up on a more permanent and substantial basis.

"Only five months have passed since that time and today Kendrick is built up on a basis as assured beyond all doubt its permanency as a commercial center of greater prominence than has ever been in the past, with additional assurance evidenced that could be found in cities double the town's size. To date about \$75,000 has been spent in new, modern structures and the new contracts for structures to be completed by spring will bring the total to over \$100,000.

"The Tribune presents today several photos showing a view of a section of Main Street after the fire. (One of the pictures is of the Wild-White-Hall Block, now occupied by the Red Cross Pharmacy, N. E. Long & Sons, J. F. Brown's Garage, and the Kendrick State Bank.)

## MEMORIAL POOL CONSTRUCTION

April 4, 1946 — Excavation of the pit for the Area Living War Memorial Swimming Pool was begun two weeks ago, and is now complete, but the deep mud encountered in the final stages of this job did not permit a very smooth job, and a team and old fashioned slip-scraper will probably be required for at least a half day before final shovel work and the building and pouring of the "footage" can begin.

M. C. Halliday is just awaiting a few dry days before beginning his work. (Above is a "good news" item that is very much with us today.)

## SOME 1946 PRICES

April 4, 1946 — N. B. Long & Sons were offering Val Vita Mackerel, 1-lb. can for 18c; Spokane Valley Pork & Beans, can 21c; 46-oz. can blended grapefruit and orange juice for 38c; tomato juice, 46-oz. tin for 29c.

E. A. Deobald was advertising tires "no certificate required." Red Cross Pharmacy, Alka-Seltzer, large size, 49c; aspirin, 100, 49c.

swirled upon the tinder-dry timber and grasses, climbing up on the ridge to destroy the two barns and hay stacks on the Everett Fraser place; then on to wipe out the home and barns on the C. G. Arnett place, then on up the ridge, where by a miraculous shift of the wind, and the combined efforts of American ridge residents, they were controlled at that point.

As the wind shifted, it blew burning embers back across the Bear Creek canyon, at about the point of its origin, to set fire to point of Potlatch ridge on the Herman Lohman property, and at the same time set blazes on the point of Big Bear ridge in three different places, making all thought of stopping its spread at that point impossible.

Fanned by the high wind which carried burning embers hundreds of feet into the air to deposit them as spot fires in every direction, the fire rapidly gathered more and more headway until it was advancing on three fronts, the north side of Potlatch ridge, both sides of Big Bear ridge, and up the Bear Creek canyon — as well as both sides of Little Bear ridge.

Realizing that local effort could not hope to control the situation another call was sent out for volunteers — and they responded from as far away as Cedar ridge. Then about 4:30 two truckloads of CCC boys and their supervisors, who were hastily taken from a fire near Joel rolled into town to add their weight to the fight.

All Sunday night the fight continued, with the flames still spreading in all directions, and the heavens were a red blot with the pink of the smoke streaking the sky and adding to the terror — and beauty of it all.

As the flames advanced eastward along the north slope of Potlatch ridge, they jumped the Waucher Gulch canyon and licked their way into heavy timber in that area, blocking off the road, burning telephone poles to put lines out of commission, and it was necessary to close the road to traffic.

By heroic efforts the home and barns of Amos Spekker, set well back among the trees were saved, and as the flames rolled on the buildings on the Wm. Freytag ranch were saved, due to heroic labor and a wind shift at just the right instant.

This same shift in the wind enabled fighters to control the flames on the Herman Lohman holdings on the timbered hillside just east of Kendrick, as well as the buildings and fine new home of Dr. and Mrs. D. A. Christensen on what is familiarly known as the Frank Byrne place.

At the same time the flames were traveling rapidly along the side of Potlatch ridge, they were traveling even faster on the south side of Big Bear ridge, where they destroyed the home and buildings of Mrs. Kate Galloway, with the W. W. McAllister and A. Onstott homes and buildings being saved only by the heroic efforts of their residents, aided by a few volunteers able to leave their own homes to aid in the fight.

Almost at the same time the big hay sheds and stacks of Galloway Bros. were being licked up by the flames, which were being along the north-west side of Big Bear ridge, to destroy the home and buildings on the Stedman place, the home and buildings on the A. C. Deeter farm, occupied by Wm. McQueen, and threatened the Bert McQueen farm, but again a shift of the wind enabled the fighters to save the home and buildings.

All the while this was going on the raging blaze was eating its way up the canyon onto Little Bear ridge, where it destroyed the house and buildings of the Barclay farm, perhaps better known as the "Wole place", the Albert and Ben Westendahl homes and barns, and the barn on the Carl Cox place.

Again a shift of the wind whipped the blaze into renewed action on the south slope of Big Bear ridge. It traveled at high speed through the long grasses and dry underbrush to burn out the Frisbie and Wells homes and barns, the McCullough home and barns (Lien Bros.) and threatened the Eugene Elliott place, which was saved, crossed the other point and destroyed two barns, a machine shed and granary on the Wallace Emmett place.

The blaze crossed the Pine creek canyon and raced up the side of Texas ridge, where it destroyed timber, burning several hay stacks for E. V. Weeks and Wm. Riley, and threatened the Fred Bailey property, which was saved after a bitter fight.

As near as could be learned at the time of going to press the loss of buildings and homes consisted of the following: Everett Fraser, two barns; C. G. Arnett, home, barn and all outbuildings; Wm. Barclay house and two barns; Fred Stedman, barn and other outbuildings; Albert Westendahl, house and barn and outbuildings; Ben Westendahl, house; Carl Cox, barn; Wallace Emmett, two barns, machine shed and granary; Mrs. Kate Galloway, house, barn and all outbuildings; W. W. McAllister, barn; Long's store, barn and huge haystack; Aug. F. Wegner, house, two barns and numerous outbuildings; Herb Jenkins, house, barn and outbuildings; Frisbee, two houses and barns and outbuildings; McCullough (Lien Bros.) house, barn and outbuildings; Ratliffe, house, barn and outbuildings; Lloyd Waltz, house, barn and outbuildings; Wm. McQueen, house, barn and outbuildings; Galloway Bros., barn.

### FIRES PLAY LARGE PART IN HISTORY OF KENDRICK

Sept. 19, 1930 — Kendrick experienced the third of a series of fires Saturday evening that have occurred in the village within the past few months, and one that might have proved disastrous had it not been stopped where it was.

The fire, which began in a vacant room at the rear of the postoffice, in the Raby Building, proved to be a very stubborn one, from the fact that it was at the rear of the building. The entire block, with the exception of the rooms at the rear, is occupied, and the tenants were given a very bad scare. The postoffice fixtures (all that were movable) were taken out and taken to the Farmers Bank for safekeeping, as was mail and all other valuable material.

The apartment of Mr. and Mrs. W. C. Jones was the worst damaged, the fire ruining everything in it. The rooms occupied by Tom Sturdevant, the office of the Continental Oil Co. were also badly damaged, as was the office of Frank Boyd.

### CLOUDBURST DOES HUGE AMOUNT OF DAMAGE IN AREA

May 28, 1942 — Monday, at about the noon hour, the Potlatch section was visited by a combination cloudburst and hailstorm, with resulting damage that will run into many thousands of dollars, not to mention the huge loss caused by "washing soil."

As near as we have been able to learn the storm originated on the Clearwater river, and followed an east by north direction. On Big Potlatch ridge it hit the John Glenn and Eril Woody ranches, but did not do a great deal of damage.

As it traveled further eastward it did some damage at the A. G. Peters home near Leland, and then swung on to center its fury on the Aug. F. Wegner and Walter Koepf ranches, just edging the Fred Silflow property. Those hardest hit on Potlatch ridge were Aug. F. Wegner, Walter Koepf, Schwarz Brothers, Charles Schultz, Otto Silflow, Glen Wegner, George Wilken, Herman Meyer and Gus Kruger. It must not be assumed, however, that others in the big storms path escaped damage, they didn't, but it was not nearly as severe as the first mentioned.

At the Wegner and Koepf homes all the windows on the west side of the houses were broken and rain and hail stones did considerable damage to the interiors. The Ed. Hinrich home received the full force and the wind and rain, but no hail.

The storm swung from this point across the edge of the Cedar Creek section, literally de-leaving all the brush and trees near the "lake" on the Cedar Creek grade and just edging the McAntire place.

The storm then swung further to the north and east, centering its full fury on the L. A. Bartlett, Fred Bailey, Frank Wilken and Roy Glenn homes. At the latter point all the windows in the south side of the house were broken, shingles split, chickens killed and crops literally beaten into the ground.

On Big Bear ridge the storm seemed to center its fury on the Tom Long, Clarence Morsy, Henry Kortemeier and A. C. Wilson ranches, although considerable damage was done to almost every farm on the ridge.

The hailstones varied in size from peas up to as big as hen's eggs, and thousands of dollars damage was done to all crops in its path.

While the storm was on, a roar like that of one of the big N. P. engines "blowing off" was heard, and local residents did not therefore investigate immediately. When they did, however, it was discovered that the roar which filled the canyon with sound was coming from what had been a little gully near the old tramway — but it was a little gully no more. Tons upon tons of rock and mud were being poured into the Potlatch river on a crest of rising water. Boulders and big rocks moved along as if they were corks, and a new peninsula was built in the river.

The waters also brought down many tons of rock and mud on the Wauncher Gulch grade, the main spot being just above the old watering trough, and below the rock crusher site. The bridges going to the Lohman ranch were also washed out completely, and tons of rock and soil dumped into the Potlatch just below the new Wauncher Gulch bridge.

### DAIRY, BUILDINGS GO UP IN SMOKE SATURDAY EVE.

August 21, 1936 — Fire, thought to be of incendiary origin, completely destroyed the dairy ranch buildings of Harold Thomas in the east part of town, just across the Bear Creek bridge, Saturday evening, the siren sounding at 8:40 p. m. At the time the fire was reported and residents arrived to help, the entire home was a mass of flames. There being no fire plug on that side of the bridge, and the nearest one at the school house, nothing could be done but salvage feed piled in the barn, and watch the flames leap from the house to the barn and destroy it, thence to a storage shed.

The home occupied by Mrs. Gentry nearby was saved by a bucket crew

carrying water from the R. L. Blewett home across the road and the Stevenson home nearby.

The buildings on the place will not be replaced, as arrangements have been completed for L. A. Bartlett to take the cows. Mr. Thomas will purchase the milk from Mr. Bartlett, bring it to the creamery plant where a new pasteurizer will pasteurize, cool, bottle and cap the milk, all without opening the machine. Milk and cream delivery will be just as formerly.

No insurance was carried and the loss is rather a severe jolt.

### LOCAL BANKS ARE CONSOLIDATED

September 28, 1939 — "The assets and liabilities of the Kendrick State Bank have been taken over by the Farmers Bank of Kendrick and effective Monday morning business of the consolidated institutions will be handled from the location of the Farmers Bank," H. M. Emerson, vice president of the Farmers Bank, announced Sunday evening. The name "Farmers Bank" will be retained.

In the consolidation the capital structure of the Farmers Bank has been increased from \$20,000 to \$38,000. The deposits of the consolidated banks will aggregate \$390,000.

The Kendrick State Bank, organized locally many years ago, absorbed the Juliaetta Bank in 1931. Note: Again not a tragedy, but of historical interest.

### BRIDGE CRUSHED

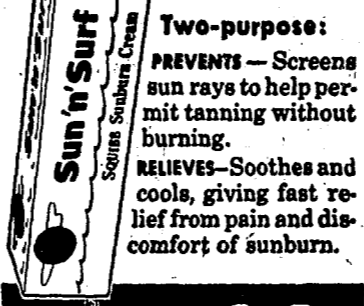
September 21, 1939 — Tuesday morning, while approaching Kendrick from Kellogg, loaded with a huge road roller, the big GMC truck of Everett Crocker broke through the culvert (or bridge) on the flat just above the Raby place on Brady Gulch, leaving truck and load resting on the frame, and the wheels idly turning. It was almost noon

before the truck and its load were extricated, and late that day before the bridge was repaired and the road opened to traffic.

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  - 1964 CHEVY II 4-door sedan. A-1. Green ..... \$1395
  - 1964 FORD Country Sedan, 6 passenger, V-8, automatic trans., power steering. A-1. Red and white ..... \$2095
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  - 1966 BRONCO WAGON. Bucket seats, 4-wheel drive. Hubs. Chrome bumper, Beige and white ..... \$2795
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WHERE GOOD WILL IS IMPORTANT

**THE KENDRICK GAZETTE**

Published every Wednesday afternoon (dated Thursday) at Kendrick, Idaho, by W. L. McCreeary.  
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**CHURCH NOTICES**

**Juliaetta Methodist Church**  
 David A. Zaske, Pastor  
 Church School 8:30 a. m.  
 Worship Service 9:45 a. m.

**Kendrick Community Church**  
 David A. Zaske, Pastor  
 Church School Monday 9:30 a. m.  
 Worship Service 11:00 a. m.

**Leland Methodist Church**  
 David A. Zaske, Pastor  
 Worship Service 8:45 a. m.

**Cameron Emmanuel Lutheran Church**  
 Rev. Theo Meske, Pastor  
 Sunday School 9:45 a. m.  
 Worship Service 10:45 a. m.

**Lutheran Church of Juliaetta**  
 Rev. Theo Meske, Pastor  
 Sunday School 8:30 a. m.  
 Worship Service 9:30 a. m.

**Seventh Day Adventist Church**  
 Juliaetta, Idaho  
 Elder A. R. Hall, Pastor  
 2:00 p. m. Sabbath School  
 3:00 p. m. Church Service  
 Tuesday evening Bible Study, 7:30  
 Youth Bible Study 10:00 to 11:00 on Saturday morning.

**Juliaetta Church of the Nazarene**  
 W. Perry Winkle, Pastor  
 9:45 a. m. Sunday School  
 11:00 a. m. Morning Worship  
 6:00 p. m. Junior Society  
 6:15 p. m. N. Y. P. S.  
 7:00 p. m. Evening Service.  
 7:30 p. m. Wed., Mid-week Service.

The contract let yesterday calls for completion of the highway between Juliaetta and Arrow Junction. The contract will start at the end of the Crick project and extend through Juliaetta. Specifications call for a 30-foot sub-grade with a 24-foot finished roadway. New alignment revisions have been made and the proposed route follows the railroad track.

**FOREST FIRE TAKES 60 ACRES TIMBER**

August 21, 1936 — Fire, suspected to be of incendiary origin, since it apparently started in two places simultaneously, destroyed about 60 acres of fine timber and pasture Sunday before it was brought under control Sunday evening by a large crew of CCC men from Pullman, Moscow and Genese. The fire was reported to Harold Thomas about 2:30 Sunday afternoon, and he immediately called the Moscow CCC headquarters for men. About 5:30 two truckloads arrived and went to the fire. The officer in charge took one look at the blaze, placed his men and then called for more. At one time 14 truckloads of CCC men from the three camps were on the job. Late Sunday night the fire was brought under control.

**CANYON FIRE GETS ABOUT 150 ACRES**

Aug. 24, 1944 — Approximately 100 men battled a rangeland fire for three and a half hours, about seven miles northwest of here late Monday afternoon and early Monday evening before the flames were brought under control about 7:30 p. m., Manning Onstott, deputy state warden reports. About 150 acres were blackened. The fire started near the tracks of the Northern Pacific Railroad near Bovard, about 3:00 p. m., Manning

reported, spreading rapidly through the grass and brush and burning to the northeast up Burnt Ridge on the property of Paul Carlson.

Under the leadership of Mr. Onstott, volunteer crews trenched the flames with shovels and pulaskis before the blaze reached any of the Carlson farm buildings near the top of the ridge. The fire was also held away from the grain fields.

When the trenching "had been completed it was estimated that the fire had destroyed about 150 acres of timber and pasture land. Damage has not yet been estimated.

The Troy Volunteer Fire department and another volunteer crew responded to the alarm, and another crew went from Kendrick to assist. Three N. P. section crews were also at the blaze, Kendrick, Lapwai and Lewiston, and harvesters in the area also joined in the fight, which was extremely difficult owing to the steep and rocky terrain. Twenty-five railroad employees patrolled the banked fire all night.

**BANK DECLARES 90-DAY HOLIDAY**

January 6, 1933 — After a period of withdrawals, and being unable to realize on their outstanding paper without working a hardship on borrowers, the Kendrick State Bank, on January 2, 1933, declared a 90-day holiday or "moratorium," on withdrawals and acceptance of deposits, which proclamation was duly signed by E. A. Deobald, mayor of the village, and which took effect immediately, and will be binding up to and including March 31, 1933.

**BURNS PROVE FATAL TO POSTMISTRESS**

January 20, 1944 — First degree burns received Thursday at the Juliaetta postoffice proved fatal to Mrs. Edna Nye, postmistress, Friday at the St. Joseph's Hospital in Lewiston.

The accident occurred when Mrs. Nye was warming herself at the front of the postoffice stove, with her back turned. Her clothing ignited and she was soon wrapped in flames. Mrs. Emma Vincent, patron of the office, calling to post a letter, attempted vainly to smother the flames, using mail sacks, of which two were burned.

**CALL FOR BIDS**

Kendrick Joint School District No. 283, Kendrick, Idaho, will receive sealed bids for gasoline for the coming year.

Approximately 12,000 gallons of regular gas (80 road octane or better).

Said gas to be delivered at the School Bus Garage in Kendrick, Idaho. Bids to be in the hands of the Clerk not later than 8:00 P. M. DST, August 9, 1966, at which time the bids will be opened at the regular meeting of the Board of Trustees. The bids will be marked "Gas Bid" on the outside of the envelope.

The Board of Trustees reserve the right to reject any or all bids. By order of the Board of Trustees of Kendrick Joint School District No. 283, Kendrick, Idaho.

Dated this 9th day of June, 1966, at Kendrick, Idaho.  
 A. O. KANIKKEBERG, Clerk  
 Kendrick Joint School District No. 283.  
 First pub. July 21, 1966  
 Last pub. Aug. 4, 1966

**CALL FOR BIDS**

Kendrick Joint School District No. 283 will receive sealed bids for Stove Oil for the coming school term (1966-67).

Approximately 6,500 gallons of Stove Oil No. 2 or better.

Said Stove Oil to be delivered to the storage tank at the school house at Juliaetta, Idaho. Bids to be in the hands of the Clerk not later than 8:00 P. M. DST, August 9, 1966, at which time they will be opened at regular meeting of the Board of Trustees. The bids must be marked "BIDS FOR STOVE OIL" on the outside of the envelope.

The Board of Trustees reserve the right to reject any or all bids. By order of the Board of Trustees of Kendrick Joint School District No. 283, Kendrick, Idaho.  
 Dated at Kendrick, Idaho, this 9th day of June, 1966.  
 A. O. KANIKKEBERG, Clerk  
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**BURNS PROVE FATAL TO POSTMISTRESS**

The step was taken by the directors of the bank in order to protect all depositors, alike, they considering it better to adopt this method of handling the situation rather than by forcing their creditors to pay obligations which would have broken many of them and caused them to lose all their holdings.

The state banking department will make a survey of the condition of the State Bank and recommend a method of procedure that will best safeguard the interests of everyone concerned.

The bank will be open every day, as usual, and Mrs. Thompson and Mr. Emery will be there to answer any and all questions concerning the situation to the best of their ability.

**Bank Re-opens For Business**  
 April 7, 1933 — Word was received from the State Bank Department on Thursday of last week authorizing the Kendrick State Bank to re-open for business on a limited basis — that is, to handle new accounts and to clear all checks on solvent banks. No old accounts can be handled until reorganization has been effected, said H. B. Thompson, cashier.

**JULIAETTA SCHOOL AND HOME BURN**

June 5, 1931 — Fire of unknown origin that started in an outbuilding at the Charles Noble residence Sunday, swept through the chicken house, woodshed, cellar and house, leaving nothing but a heap of ashes. All furniture was saved, but owing to his nearness to the city reservoir he did not have water force enough to fight the fire, which, according to Mr. Noble, could have been put out easily with a garden hose if the pressure had been as great as it was down town.

A heavy wind carried the burning shingles to all parts of town, some settling on the roof of the frame school structure. Before firemen could shift to meet the new emergency the school building was burning furiously.

Nobles carried \$1500 insurance on the house and barn, which latter was saved, but none on their furniture. Insurance on the \$18,500 school amounts to \$12,500. The piano, two heaters, laboratory equipment and some of the library were rescued from the burning building.

School directors of this district and the Pilot Rock district are considering consolidation before rebuilding. Lack of pupils will cause the Pilot Rock district to lose its school if they do not consolidate. Rebuilding will be done this summer regardless of the Pilot Rock action.

**FLU CLOSURE SCHOOL**

January 18, 1940 — Due to the large number of absences caused by the flu epidemic sweeping the territory, it was decided to close the Kendrick schools, and on Monday evening the busses made their last trip of the week. They will open again on Monday morning, and it is hoped sincerely that all will have recovered and the enrollment will show all present.

**NOTICE OF NOMINATING ELECTION**

NOTICE IS HEREBY GIVEN that on Tuesday, August 2, 1966, at the regular polling places in the various election precincts of the County of Latah, State of Idaho, a primary election will be held for the nomination of Justices of the Supreme Court, Judge of the District Court, United States Senator, State Senator, State Representatives, Legislative District Chairman, County Officers and for the election of Precinct Committeemen. Polls in all election precincts of said primary election shall be open from 12 o'clock noon until 8 o'clock P. M. Daylight Saving Time.

Names and addresses of all persons for whom nomination papers have been filed and who are to appear on the ballot, with the party designated and title of each office are as follows, to-wit:

- NON-PARTISAN JUDICIAL FOR JUSTICES OF THE SUPREME COURT**  
 To succeed Henry F. McQuade — 1002 Ranch Road — Boise  
 To succeed Joseph J. McFadden — 2110 N. Curtis — Boise
- DISTRICT JUDGE — SECOND JUDICIAL DISTRICT**  
 To succeed Tom Felton — Box 424 — Moscow
- REPUBLICAN POLITICAL PARTY UNITED STATES SENATOR**  
 Len B. Jordan — No. 2 Hulbe Dr. — Boise  
 Ralph R. Harding — Ashton
- UNITED STATES REPRESENTATIVE**  
 James A. McClure — 534 Hughes Dr. — Payette  
 Robert B. Purcell — Lewiston  
 Cecil D. Andrus — Box 467 — Orofino  
 William J. Dee — Box 128 — Grangeville  
 Charles Herndon — Box 789 — Salmon

- LIEUTENANT GOVERNOR**  
 W. E. Drevlow — Craigmont
- SECRETARY OF STATE**  
 Louis E. (Lou) Clapp — 200 N. 3rd — Boise  
 Conley E. Ward — Rt. 4 — Caldwell
- ATTORNEY GENERAL**  
 F. M. Bistline — 616 E. Clark — Pocatello
- STATE AUDITOR**  
 Joe R. Williams — 801 N. 20th — Boise
- STATE TREASURER**  
 Marjorie Ruth Moon — 2227 Heights Dr. — Boise
- STATE SUPERINTENDENT OF PUBLIC INSTRUCTION**  
 D. F. Engleking — 3807 Sycamore — Boise

- STATE INSPECTOR OF MINES**  
 W. Carl Griner — Rt. 1 — Cataldo — Boise
- STATE SENATOR**  
 Harold Lough — 607 So. Adams — Moscow
- STATE REPRESENTATIVE**  
 George F. Brocke, Sr. — Kendrick  
 Ernest W. Erickson — Troy  
 Moscow
- COUNTY COMMISSIONER**  
 First District — Four Year Term  
 Victor M. Anderson — Potlatch  
 Herb. J. Zimmerman — Rt. 1 — Potlatch
- COUNTY COMMISSIONER**  
 Second District — Two Year Term  
 Harry A. Sampson — Rt. 1 — Moscow  
 Leon Danielson — Rt. 1 — Genese

- CLERK OF THE DISTRICT COURT EX-OFFICIO AUDITOR - RECORDER**  
 M. K. "Kelly" Cline — 320 So. Van Buren — Moscow
- COUNTY TREASURER AND EX-OFFICIO TAX COLLECTOR - PUBLIC ADMINISTRATOR**  
 Evelyn Smith — 117 So. Howard — Moscow  
 Amelia Sanaja — Box 543 — Potlatch
- PROBATE JUDGE**  
 R. J. Tunncliff — 623 So. Adams — Moscow
- PROSECUTING ATTORNEY**  
 Robert T. Felton — 707 East E. — Moscow  
 Jon G. Warren — Rt. 2 — Moscow
- COUNTY ASSESSOR**  
 Eugene Taylor — Juliaetta
- CORONER**  
 R. D. Brooks — 418 East B — Moscow

- CONSTABLE**  
 Willard (Moon) Dyer — Box 124 — Troy  
 James A. Hayter — Box 134 — Potlatch
- LEGISLATIVE DISTRICT CHAIRMAN**  
 E. Russell Short — 868 East 7th — Moscow  
 J. E. Broyles — 259 Circle Dr. — Moscow
- PRECINCT COMMITTEEMEN**  
 Moscow No. 3  
 Gordon Law — 289 Highland — Moscow No. 4  
 Peter G. Leriget — Box 278 — Moscow No. 5  
 Melvin J. Alsager — 405 So. Hayes — Moscow No. 8  
 James W. Crosby III — 1467 Alpowa — Moscow No. 9  
 Lee R. Brannan — 1107 East B — Moscow No. 10  
 William G. Priest, Jr. — 845 East 7 — Lee E. Lefler — 513 So. Lincoln — Bear Creek No. 16  
 Mrs. Myrtle Arrasmith — Kendrick  
 Cora No. 18  
 F. H. Brincken — Rt. 1 — Potlatch  
 Deary No. 19  
 Eugene Osterberg — Deary  
 Genesee No. 21  
 Robert Borgen — Box 142 — Juliaetta No. 23  
 Harlan Fey — Juliaetta — Kendrick No. 24  
 George Brocke, Jr. — Kendrick No. 25  
 Robert Chilk — Southwick  
 Palouse No. 26  
 Lyle Gottschalk — Palouse, Wash.  
 Potlatch No. 27  
 Phillip C. Larson — Potlatch  
 Princeton No. 28  
 Dewey McKinney — Box 27 — Troy No. 29  
 Herman Krier — Troy  
 Viola No. 30  
 Cecil Packard — Viola

Dated at Moscow, Idaho, this 6th day of July, 1966  
 M. K. CLINE  
 County Auditor  
 Latah County, Idaho

First publication July 14, 1966  
 Last publication July 21, 1966.

**SOME 1936 PRICES**

Aug. 21, 1936 — N. B. Long & Sons were offering Ladies' Princess Slips, finest quality, 98c; ladies two-way stretch girdles, new styles, 98c to \$1.75; M. J. B. or Aladdin Coffee, lb. 29c; comb honey, new crop, quart 60c; potato chips, 4 pkgs. 29c.

Morgans Grocery Market was selling 10 lbs. of cane sugar for 39c; 3 lbs. of fancy rice 25c; 2 No. 2 cans of sweet corn for 25c.

Perryman Confectionery was offering ice cream or sherbet for 35c a quart.

Admission at the Kendrick Theater was 10c and 25c.

DeWinter & Goudzward, Leland, were offering girls' biege patent strap slippers at \$1.29; boys' underwear 19c; boys' shirts, 19c pink salmon, tall cans 2 for 23c; good 4-tie broom 42c.

Warehouse quotes: Wheat, sacked, 84½c (bulk 2c less); oats or barley \$1.40 per 100; white beans \$4.10; eggs, dozen 20c; butter, lb. 35c.

**DEATLEY BID IS LOW ON HIGHWAY**

July 27, 1939 — F. H. Deatley & Co., Lewiston, was successful bidder for the construction of 5.929 miles of highway on the Kendrick-Arrow farm-market road south from Juliaetta with a low bid of \$97,499, according to an Associated Press dispatch from Boise. The engineer's estimate was \$139,500. The project includes construction of the road-bed, drainage and crushed gravel surfacing.

**FRANK V. BARTON**  
 LAWYER  
 Office in Postoffice Building  
 Phone 4981  
 KENDRICK, IDAHO  
 Wednesdays: 9 a. m. to 5 p. m.

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**DICK'S BARBER SHOP**  
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 Office in Christensen Building Kendrick

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 Door-to-Door Delivery  
 Fast, Safe, Dependable  
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 OFFICE PHONE 289-5983  
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**BENDEL'S MEAT PACKING PLANT**  
 Custom Slaughtering  
 Meat Cut, Wrapped and Quick Frozen  
 Locker Beef by Half and Quarter  
 (Animals Should Be In Not Later Than Monday)  
 Live Pick up Can Be Arranged 4 Miles East of Troy on Troy-Deary Highway  
 Ph. TE 5-2341 Eve. TU 2-6082

**SAVE TIME Shop the CLASSIFIED**

**WANTED** — To Lease or buy (Kendrick or Juliaetta) plot of ground suitable for Kitchen Garden. Must have water. Write D. McElroy, 2008 Latta Rd., Pullman, Wash. 28-3x

**FOR SALE**  
 Conventional Washer, 6 ft. Fridaire, Apartment size Electric Range, Kenmore Automatic Washer, Oak Kitchen Table. Bargain Paul Lind

**FOR SALE** — 5-6-yd. dump bed, hoist, pump & controls, \$250; Massey-Harris 90 Special Hillside Combine, ready to go. See evenings or week-ends. Bob Pratt, Southwick. 26-tf

**FOR SALE** — 1950 Willys Jeep Station wagon 4-wheel drive. Excellent mechanical condition, good rubber; Bundy Clarinet, excellent condition. Charles Klatt, Southwick. Tel. 289-4674. 26-tf

**CONSOLE SPINET PIANO** to be picked up & sold in this area. Will sacrifice to responsible party. Write Adjustor, Ivers & Pond Pianos, 1331 Lincoln, San Jose, California. 28-2

**FOR SALE** — 40-gal. cabinet style hot water tank; Youngstown cabinet style double sink; Piano, Marvin Vincent, Kendrick. 26-3x

**FOR RENT** — 4 bedroom home in Juliaetta. (Laura Irwin place). See Chas. Schultz, Juliaetta. 26-tf

**SEE THE NEW LINES OF RCA** Black & White and Color TV Sets. Now on display at the Variety & Gift Store, Kendrick. 5-tf

**PAINT** — Low Prices — High Quality. Interior Latex, 8 colors, \$3.45 per gal.; Exterior Latex, 6 colors, \$3.75 per gal. In stock at TV Store and Seed Store. Geo. F. Brocke & Sons, Inc., Kendrick. 4tf

**FOR LOWEST PRICES** read the ad. of Blewett's Cash Grocery on the back page. 7-2

**WANTED — CHURNING CREAM.** Lewiston price at Kendrick. Leave at Kendrick Table Supply, Kendrick. Golden Grain Dairy, Lewiston. tf

**WANTED**  
 Baby sitting job. Debbie Dammal phone 289-4161 29-J

**PAPER TABLE CLOTH** — In 100-yard rolls, 40-in. wide. Does not dissolve when wet. In new tear-off type boxes. Why wash table cloths when you don't have to? Gazette, Kendrick. 36-tf

**USED CAR SALE**

**\$500 DISCOUNT ON 1966 BEL AIR**  
 4-door Chev. 283 cu. in. V-8. Straight stick, radio, heater, tinted glass, W. W. 44 actual miles!

**'58 CHEV IMPALA 2-DOOR HARDTOP**  
 283 cu. in. V-8, with Turbo Glide, \$500 Close ratio syncro with overdrive and HURST conversion complete for \$150

**'62 GALAXIE V-8**  
 Automatic. Loaded \$1000

**'58 CHEV 4-DOOR**  
 6 cylinder. Overdrive \$300

**'60 CHEV. WAGON. Blue and white, V-8, automatic \$1000**

**'60 CHEV. IMPALA, 2-door hardtop. Real sharp. V-8, automatic \$1200**

**'61 FALCON WAGON, 4-door. Good shape. A steal at \$950**

**'60 T-BIRD \$1000**

**'60 CHEV. WAGON. Stick and overdrive \$900**

And a Whole Kennel Full of "Barking Dogs" at \$50 and Up!

**CARLSON'S USED CARS**  
 TROY, IDAHO  
 OFFICE TE 5-2141 Phone HOME TE 5-3358

76 UNION 76

FREE!

GET YOUR 76-SATELLITE  
AT THE UNION STATION  
YOU COULD BE A WINNER  
IN  
THE SATELLITE SWEEPSTAKES

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WE WILL BE OPEN SUNDAY-MONDAY

LIKE GOOD FOOD AND SMILING SERVICE?

Sure you do! Everyone does! So head right straight for our door. You'll find sizzling steaks, fries, crisp salads and everything else to your liking. Try us!

GOOD FOOD — SMILING SERVICE

BURT'S CONFECTIONERY  
BURT AND VERA SOUDERS

SEE THESE NOW

LADIES WESTERN PANTS AND MATCHING SHIRTS — BY GRAFF

FORTREL PERMANENT PRESS CAPRIS AND MATCHING STAY PRESS BLOUSES — BY GRAFF

BLUE DENIM STRETCH CAPRIS IN REGULARS AND TALLS

NEW SHIPMENT OF POOR BOY TOPS —

PLAINS AND STRIPES, *New Colors*

SEE OUR BARGAIN TABLES

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THURBER & OLDERNESS

Phone 289-5791

Kendrick

BEST BUYS

HILLS BRO'S COFFEE



1 lb. .... 85¢  
2 lb. .... \$1.69  
3 lb. .... \$2.49  
6oz. Instant .... 89¢

HUNTS CATSUP 20oz. — 2 for .... 59¢

SUNSHINE — HI HO — CHEEZ IT Crackers — 4 for .... \$1.00

SOMETHING NEW

DOLE Jel and Fruit Mix .... 39¢

MEAT SPECIALS

FRITO and FRANK SPECIAL

ARMOUR STAR FRANKS — 2lbs. .... \$1.09

LAYS FRITO'S reg. 49¢ now .... 45¢

BOLOGNA — lb. .... 49¢

ARMOUR CANNED HAM Special 3, 4 or 5lb. tin.

Cooked Ready To Eat — lb. .... 89¢

WE HAVE FRESH LOCAL CABBAGE AND NEW SPUDS

BLEWETT'S

CASH GROCERY

PHONE 4921 KENDRICK PHONE 4921

KENDRICK VISITED BY ONE OF WORST FLOODS IN HISTORY

April 3, 1931 — Kendrick and the Potlatch Valley have just emerged from one of the worst floods that ever visited this section — even worse, old-timers say, than the flood that visited Kendrick 31 years ago.

Thousands of dollars damage was done to the Northern Pacific railroad grade and bridges all the way from Bovard to Arrow Junction — in some places the track being left suspended in the air for several feet.

The storm began in earnest last Friday morning when a wet snow began falling about 8:30 o'clock and continued until about the noon hour. While little remained on the ground in Kendrick there were many inches left on the higher ground and in the wooded sections. Rain fell intermittently from then until Sunday night when it started in earnest and the downpour continued until Tuesday night about 9:00 o'clock, making an incessant downpour of more than 50 hours.

The Potlatch river had been fairly high for several days, but the heavy continued rain caused it to rise rapidly, starting Tuesday morning. The water continued to rise during the entire day. By 9:00 o'clock in the morning it had begun to lap over the railroad tracks above the Vollmer-Clearwater warehouse and within a short time it had broken over to such an extent that the water soon covered the flat and was racing down the vacant lots between the business firms and the railroad tracks, making for Main Street down the street just east of the post-office corner, turning the corner there and continuing down the street for several blocks, flooding basements of stores and homes on the way.

Several of the buildings had water on their floors several inches deep, among them being the postoffice, Turdevant's oil office and rooms, the Farmer's Bank, the rear of the Brown Garage, and perhaps one or two others. Practically all families occupying homes on the lower end of Main Street moved their families to the homes of friends on higher ground.

The railroad company, aided by the town, had a small crew at work during the forenoon piling sandbags along the track where the water was breaking over. This helped very materially and held the water at about an even level in the business section during the forenoon, but the gradual wear against the railroad grade made it imperative that something more be done to save the business section and lower end of town and a large crew of citizens went to work after dinner in the evening and piled hundreds of bags of cinders, sand, mud, boulders, and everything else they could get their hands on to stay the water from further encroachments on the town. This they succeeded in doing and a sigh of relief was given when they felt they had accomplished their purpose. The river began falling about this time, dropping about a foot in 30 minutes — and further damage was averted from this source.

High Lights of The Flood  
The Kendrick stockyards were taken from their usual place and piled against the home of A. E. Wilcox, just at the west edge of town, together with many logs, trees, planks, and debris of all kinds. The house being in about three feet of water.

The A. Onstott place, just below the Wilcox home, fared a little better, for it contained only about six or eight inches of water.

Wade T. Keene, manager of the Vollmer-Clearwater warehouse had gone to work early Tuesday morning and was so busily engaged with his duties that he did not notice that the water had gradually risen around the warehouse until it was several feet deep and had cut off his escape. He finally attached a rope to a small cable and threw the end to a crew of men at the old cold storage warehouse. The cable was drawn across and Wade did the sliding act from the warehouse to safety using a pulley as a means of locomotion.

Dr. O. J. Morehead made a call out on Bear Ridge and on returning to town in the evening encountered a dirt slide. He said he had bucked many snowdrifts, but this was his first attempt to buck a pile of rocks

and mud. He finally made it, safely, however.

During the height of the flood several fish were caught. And we don't understand how Marvin Long failed to get in on this sport.

Harold Thomas said he had just put \$104.00 worth of dirt in his yard, but now he didn't believe he had more than \$4.00 worth left.

High water and bad roads had no terror for Wickliffe R. Smith, pilot of Smith's East Mail that plies between Kendrick, Leland, Cameron and Southwick, he having made his daily trips without a hitch of any kind or loss of time.

The Lewiston Tribune and first class mail from the south was received in Kendrick Wednesday morning by airplane, the venture being sponsored by the Lewiston Tribune, the plane belonging to the St. John Airline of Lewiston. The sack of mail was dropped from the plane in Main Street and it just missed hitting a car that was parked at the curb. The people of Kendrick and Juliaetta fully appreciate this service on the part of the Tribune.

The Kendrick schools were dismissed Tuesday afternoon to allow those residing in the country to get to their homes during the afternoon if possible. The town pupils spent their time watching the flood.

While the river did much damage to the road east of town, it was still passable as far as Wauncher Gulch. The Brady Gulch road is in bad condition, the creek using the roadbed to travel instead of its own "bed." It will take considerable work to put it in condition again. Where the road crosses the creek west of town, the usual amount of boulders and debris having been deposited there.

Geo. P. Barnum was injured perhaps more than any other business house by the flood, his loss being estimated at from \$300 to \$500.

The Vollmer-Clearwater Co. was another loser, their driveways being badly damaged, with debris of all kind also deposited there.

The Kendrick Rochdale Co. was also damaged by water entering their grain pits. There was no grain in the pits, but they will have to be pumped out and repaired.

The Cedar Creek road is badly washed out near the old Van Wert place, and it is estimated it will take at least \$2,000 to fix it up.

There are many washouts on the railroad both north and south of Kendrick, and it is expected it will take at least a week to make the necessary repairs so that trains may again operate on schedule.

DOWNPOUR HITS AREA, DAMAGE HIGH

March 4, 1948 — A deluge of rain which began falling Wednesday afternoon and continued unabated until about 4:30 a. m. Thursday caused creek in this area to go on a rampage that did thousands of dollars worth of damage to homes, roads, bridges, fields, etc., not to mention the fine soil that went down the Potlatch river!

Bear creek, highest of the two streams which have their junction in the northeast part of town, was really on a tear, flooding the home of Mrs. Nettie Gentry, S. B. Mill and Walter Luman, and threatening the homes of C. H. Fry, Manning Onstott and Herman Travis.

The stream had not only overflowed its banks, but washed out the city dump grounds, cut across the new city "ball park" and deposited mud, driftwood, tin cans and garbage all about the homes mentioned above. In addition it ripped out some 300 feet of railroad track fill near Bovard, leaving rails and ties high in the air.

A large slide occurred on the hillside below the Harry Morgan ranch (probably better known as the Stedman place) which gouged a hole in the hillside about a hundred yards wide and a quarter mile long, damming Bear creek for a time, and then causing a terrible surge of water as the creek ate its way through. This surge taking out the Bear creek bridge.

The slide occurred about 8:00 a. m. Thursday, according to Al Westendahl, who lives below the Morgan farm.

The slide carried away the road to the Wm. Bamberg ranch.

Get those picnic and camping foods of all kinds at Blewett's Market, Kendrick.

SHOP HERE FOR FLAVOR AND SAVINGS



GOLDEN GRAIN HI LO, Frozen Dessert

1/2 gallon .... 69¢

Hi C Orange and Grape Drinks, 46oz.

tins — 3 for .... 89¢

VAN CAMP Pork and Beans, 2 1/2 tins

— 4 for .... \$1.00

STANDBY CATSUP, 20-oz. bottles

3 for .... 98¢

NEW POTATOES, red or white —

20 lbs. .... 98¢

Kendrick Table Supply

"Your Friendly Store"

JIM TRAVIS

PHONE 5741

HOT WEATHER SUGGESTIONS

WYLERS LEMONADE MIX COMPLETE WITH SUGAR 2 Pkgs. 25¢

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