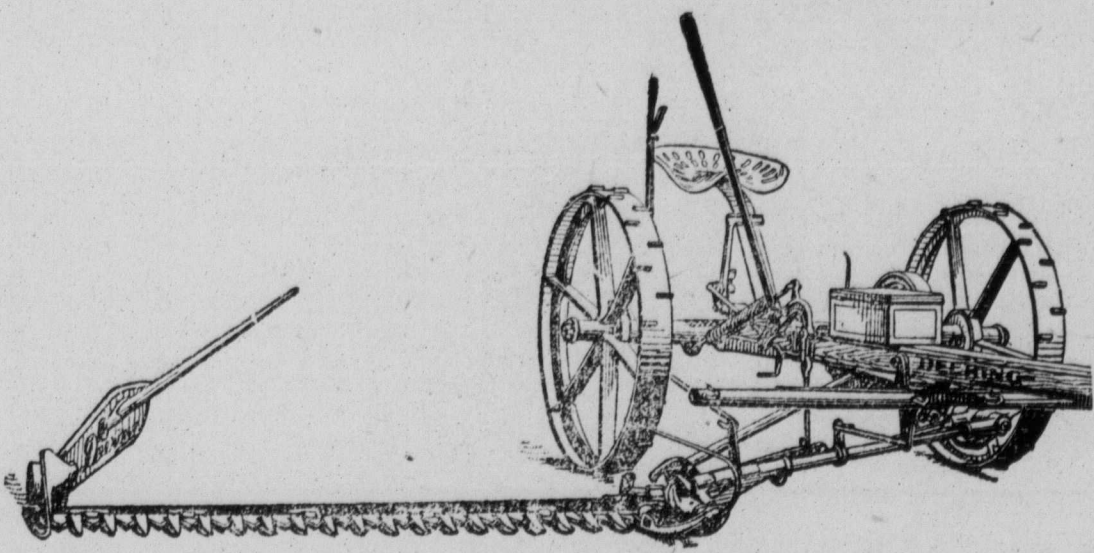


# The Alberta Star

Vol. X

CARDSTON, ALBERTA, SATURDAY, JUNE 13, 1908.

No. 2



## Haying Time

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Our Ice Cream, Ice Cream Sodas and Crushed Fruits  
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### HIGH WATER.

We had two distinct floods in 1902 but the consensus of opinion seems to be that the one flood in 1908 was just about equal to both. Of course it is quite likely that many of us have forgotten—thanks to a convenient memory—just how much water we did have in July of that year. Not wishing to enter into a discussion of "what has been" but rather of "what was" we hasten to the recital of another chapter in our Flood History. Last week's issue contained a few references to the flood and the damage that had been done, for the most part, until Thursday noon. The flood did not reach its height until Friday night. There was a continual downpour of rain accompanied by a driving wind. Many of the families moved from their houses in the Creek bottom. Among them were, Harker, Rinaldi, Hall, Luther Wolsey, Cahoon, Mrs. N. Austin, Kearn, Preston Young, Lyman, James May, Mrs. Matkin, Chris Anderson, all the occupants of the Woolf Hotel Terrace, Mr. A. Hepler, Mrs. R. W. Pilling, Mr. Walter Brown. Of course the stream did not reach some of these houses but it was felt best to move out. The house formerly owned by Robert Ramsbottom and now the property of W. O. Lee, completely collapsed and was speedily submerged by the creek. The large barn belonging to Mrs. Talitha Carlson—just north of Mr. Ibeys' was taken out bodily and the stream hugged dangerously close to the house of Mr. William Lyman. The foot-bridge over the creek near Mr. Robert Ibeys was the first to go out. The foot bridge alongside the wagon bridge on Main street withstood the brunt of the main current like a hero but was finally forced away—a small part still butting the center of the stream. The barns and corrals of Mr. A. E. Austin were taken down the creek and the hill where the Grand Stand for the Athletic Sports was being erected was completely swept away, taking with it a great portion of the lumber that was being used for that purpose. It was when the course of the stream was changed that the house formerly owned by W. T. Rose and one of the best houses in Cardston was undermined and tumbled over into the creek. This was the property of Mr. Henry Cook. Something like two score pigs, the property of Mr. Luther Wolsey, either found a watery grave or floated out below Cardston. Mr. J. C. Cahoon was a heavy loser in lumber as evidenced by the fact that it is strewn all along the banks of the Creek to the St. Mary's River and along that river from the Mill to the Railroad Bridge. The city property was well protected and carefully guarded so that the little losses sustained can be replaced. The approach to the Main Street wagon bridge was washed out but has since been replaced by Mr. Wolsey and his bridge builders—the usual gang being augmented by a number of local carpenters and laborers. The civic officials put a large force to work on Sunday putting in rock in the south pier of the wagon bridge as the current was beating against it with a great force and taking away the balast. Our friend and hero James Hansen was the first to cross the creek after the approaches had been taken out. He soon rustled a boat at Mr. Wolsey's and set sail by his lonesome so as to make sure. Jim had already performed heroic service in rescuing a young Englishman from the Fred Shaw house where the stream was reported to have reached the eaves

of the roof. After making a couple of trips in the boat and securing a rope on the bridge passage was opened up in the old time way and this service was continued until the approach was re-built and the smaller stream was re-bridged for pedestrians. The sheds built by the Agricultural Society were partly washed away, the stream making a great big gap in them. When the stream began to break through near the Cook house and flood the Athletic Grounds the danger to the business property was removed but until that time the outlook was indeed serious. The creek has formed a new channel both above and below the bridge. Above the bridge it skirts around by the Austin house and through the north end of the Athletic Park and has left the power house high and dry. Below the bridge the stream runs to the Ibeys hill and thence north-easterly instead of due north as heretofore. The creek bottom is a desolate looking sight being nothing but boulders, sandbars and trees.

The train on Friday started out from Lethbridge and ran as far as the hill just on the other side of the Sugar Factory. Messrs. Thompson and Crismon of Spring Coulee and Hepler and Pilling of Cardston, who were on board, decided to "hoof it in." They walked into Raymond and secured a team from Mr. Card and drove to the Pot Hole. Here they bade farewell to the driver and took to the track in genuine "hobo" style. They "waltzed" into Magrath and located another Cardstonian who was anxious to lessen the distance between that place and home. They had very little trouble in inducing him to join them in the "two step," and together they lit out for Spring Coulee. Mr. Panky of Galesburg, Illinois was also in the bunch. The walking wasn't "crowded" at all and the boys had plenty of room. Someone said, speaking of the railroad track, "this is the tie that separates and not the tie that binds." Hepler referred to it as "our college chum" and this became proverbial. At Spring Coulee we partook (you will please notice that "we" refers to the gang and that other Cardstonian) of the hospitality of Mr. and Mrs. W. L. Thompson—especially of the latter for the former was in no mood to entertain—and spent Friday evening. Some one of the crowd had the nerve to steal a pair of Thompson's black socks which was rather adding insult to injury seeing that there were no charges for the meal. On Saturday morning the Cardston trio headed for the land of the anxious homes and "our college chum" once more felt the steady tread of weary feet. We failed to state that at Spring Coulee we tried to beg, borrow or steal a handcar but failed much to the good judgment of the section foreman. Reaching the railroad river bridge, lo and behold, the track was partly taken out and the water was fast washing away the grade. To make a long story short, we crossed the coulee and invaded the home of Mr. Joe Marsden. Nothing would do but we must have Joe take us to the wagon bridge at Allen's Mill and see if we could not get across. He did so and we met enough Cardstonians down there to hold conference. They were all looking in the same direction too. There was no hopes of getting across that day so we helped Joe reduce his rations and keep his beds warm. Sunday morning we went down again and had a look at it. Mr. Marsden (on horseback) tested the stream just above the old pig pens at the Allen Mill and got over into the old road. With this Mr. Pilling

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took heart and throwing aside his coat and vest put the spurs to his horse and followed. After a little splashing they reached the approach to the Wagon Bridge and that's the last we saw of Will expecting for the fact that he "swiped" an Indian pony and was being swiftly followed by a Red Man. It did not take us long to follow, and right glad we were to get a look at Cardston with our naked eye for we had heard such "awful reports" about the "whole town" being swept away.

Mr. Eugene Robinson of Leavitt came near losing his life at the river on Saturday evening. He made an attempt to cross and got in the old mill race. His horse was drowned and he was fortunately pulled out by Mr. Ben Marsden and others. The engine house at the Mill was taken away and also the boiler. The mill race was badly dilapidated. It is said that the water in the St. Mary's River was five or six feet higher than ever before in the history of man. The wagon bridge at Allen's Mill is in excellent condition and with the exception of the small bridge that crossed the Mill Race ought to have been reached a few hours after the storm ceased. The railroad track is in very bad shape, especially in the cuts between Spring Coulee and Cardston. A train came to Bradshaw—this is the new elevator on the other side of Spring Coulee—on Monday, bearing Mr. Brownrigg, Mr. R. W. Reeder, Mr. A. Cazier and a couple of land seekers from Wisconsin. W. O. Lee and three Commercial Travellers left on Monday morning for Lethbridge. Mr. Hugh Brown was also in the company but piloted the way on horseback—he has business of urgent need in Salt Lake City which cannot be postponed. It will be a few days before the train is able to reach Cardston but there is no doubt but what arrangements will be made to bring passengers in from the river.

On Tuesday the first regular passenger train was run from Lethbridge to the hill on the other side of the river. Mr. Naismith

the manager and Mr. Kevin the Supt. with Mr. Carrol the Bridge Builder, were on board. They visited the river and found that the water had scoured down to the rock and that the main current was hugging the east bank. This will make the construction of a new span very difficult until the water recedes. The train is now being operated to what is called St. Mary's Hill which is officially classed as the yard limits of Reley to which point railroad fare is charged. Stages are meeting the trains at this point. The stage leaves Cardston about 10 a.m. and the train leaves the river at 12:45, only remaining 30 minutes according to schedule. The road necessarily travelled to get to the train is about 7 miles. Mr. Burbridge of the telephone line, made the trip from Lethbridge to Cardston and put the lines in shape so that communications were established on Tuesday. Miss Mary Harker was the first regular passenger to be taken from St. Mary's Hill.

At Lethbridge the damage done by the storm was very great. The water-raising system was put out of business for a couple of days, the pumps being clogged with sand and mud. All the engines, hoists, machinery, material and laborers' houses at the new bridge were swept away. It is said that the loss of the contractors will be over \$3,000,000. All their excavations done in the river bottom will have to be gone over again. At Lethbridge the water was some 18 inches higher than ever before and the A. R. and I. had the time of their lives stopping the same from breaking into their names which thing had never threatened them before. There is no traffic west or south from Lethbridge. The water at Naismith, the first station on the other side of Shelby, was 7 feet deep in the station house. At Milk River the water was 9 feet higher than in 1902 and 3 feet of water was washing over the bridge before the same was swept away. The Great Northern Track is in

(Continued on back page)