

Bunchgrass Historian



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- **Felix Warren's 1926 Commemorative Mail Run**
 - **Spanish Flu Hits Pullman - 1918**
 - **World War I Recruit's Remembrance of the Flu**
-

Whitman County Historical Society

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COVER

*Felix Warren in downtown Lewiston,
April 3, 1926*

*Photo Courtesy of the Nez Perce County
Historical Society*



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Eugene R. Dixon is a retired manager of the Uniontown Co-Op and long-time resident of Uniontown. His father, George Clayton Dixon (1898-1982) lived in Pomeroy all his life - except for the time period in the Army. The Dixons are a pioneer family of Garfield County.

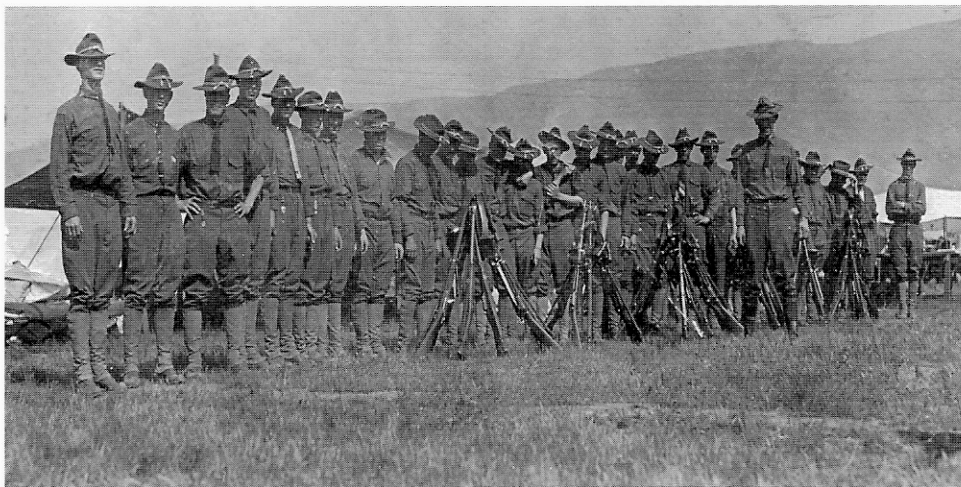
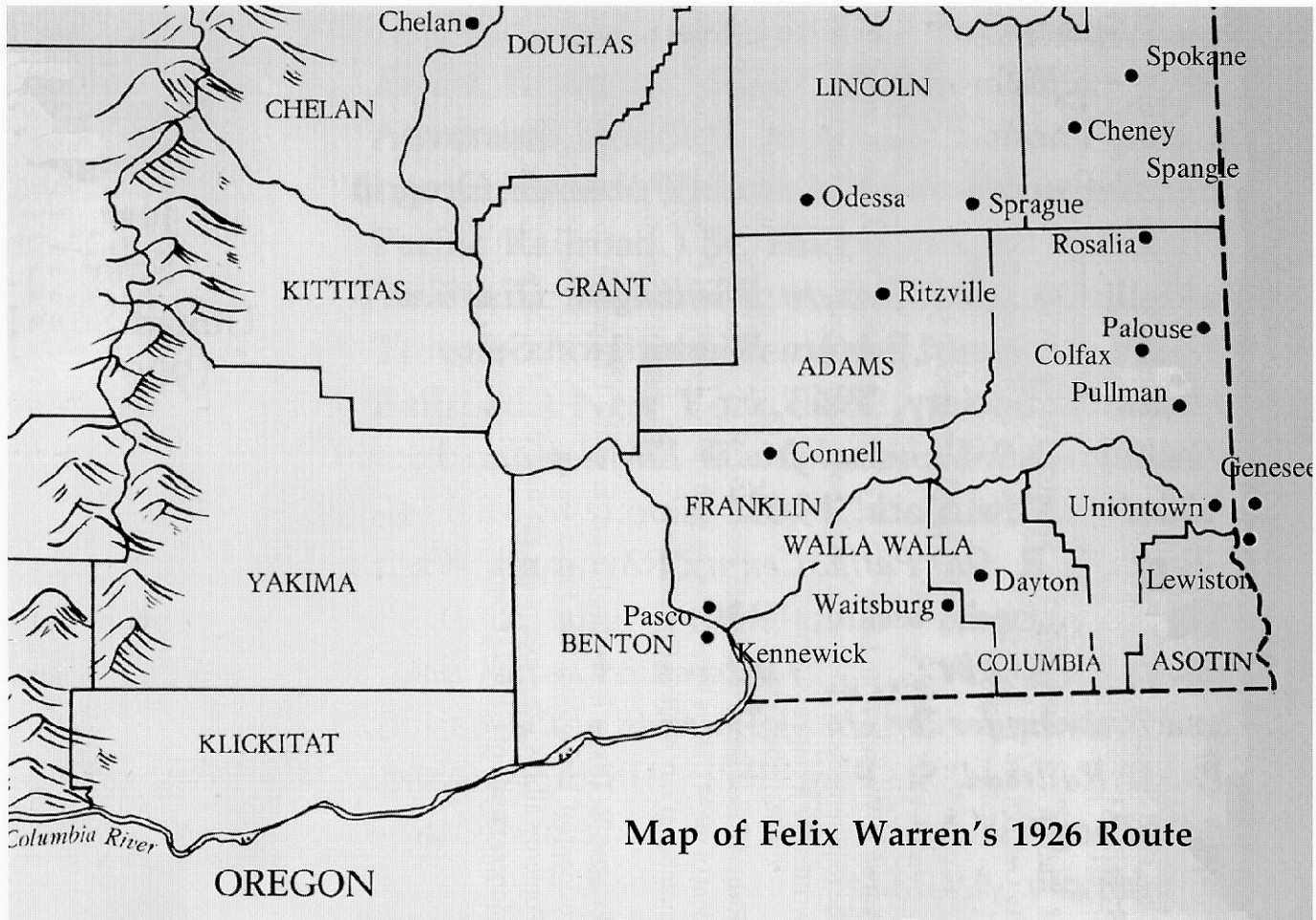


Photo Courtesy of Suzanne Myklebust



Map of Felix Warren's 1926 Route

FELIX WARREN'S 1926 COMMEMORATIVE MAIL RUN

By Aaron Wasser

He was now 73 years old. It had been 51 years since he made his first treacherous stagecoach drive through Washington and Idaho Territories in 1875. Even now, in his twilight years, there was still no man better suited to make this mail delivery than the "finest reinsman in the west," Felix Warren. The Buffalo Bill-esque figure sat at the head of his stage, poised, gripping the reins with fierce purpose. Every inch of his enormous 6-foot-3-inch, 250-pound frame was ready for this final trip. Colonel Warren had made countless mail deliveries throughout his life from the time he was twenty-three years of age up until about two years before this trip he was about to embark upon. It was now 1926, and this was a mail delivery of a different sort. This would be a ceremonial trip that would prove to honor the great reinsman for all his many years of service to the citizens of Eastern Washington and southern Idaho and secure his name in the annals of northwest history.

By 1926, mail delivered by stagecoach had become obsolete. Airmail was in its infancy but was taking the place of horse drawn stages. This ceremonial run was to commemorate the new air mail route from Spokane to Pasco. Colonel Warren's last mail delivery was the grand finale to a very eventful life. His gruff, intimidating exterior masked a sensitive, compassionate man who boasted, "I never lost a passenger."¹ Numerous stories have been told about Warren's big heart during the course of his life. He was a very friendly man who made and kept countless friends along the many routes he traveled over the years.

One tale of his humanity occurred when he came upon a white man who was about to strike an Indian baby's head against a rock. Warren put a stop to it. The baby later grew up to become a tribal leader. The two met years later in Spokane and had their picture taken together. Another story tells how Warren pulled over his stagecoach during one trip to tell a lady on board to change her crying baby's diaper. "You change that baby's diapers. He's cold," Felix told her. The lady's fingers were too numb with cold so he changed the diapers himself. Although he rarely drank and when he did, he drank very lightly, Felix was known to go into saloons along his routes, walking up to the bar, slapping a twenty-dollar gold piece on the bar and shouting, "Drinks for the house!" Felix Warren was a very colorful, yet virtually unknown, character in Northwest history. He lived a very remarkable life that began in a very conventional way.²

Felix Warren was born on July 15, 1852, in a log cabin in Sullivan County, Missouri. He was the fifth of ten children born to Hugh and Esther Warren. Growing up, he learned his compassion for his fellow man from his father. When Felix

was young, Missouri was divided on the issue of slavery, but Felix's dad was very clear about his antislavery views. He had purchased the Warren home from a slave owner. He turned the houses in back that had once been used to house slaves into barns and a chicken house. On April 1, 1865, however, the family farm was destroyed by fire. Hugh took his family and headed west. They, along with 136 other families, joined a wagon train that was headed to Walla Walla in the Washington Territory. Hugh was elected captain of this wagon train and led the group through many trying months on its way west.³

The caravan arrived in Walla Walla exactly five months and twenty days after it had left Missouri. Felix's first years in Walla Walla were spent farming, the same as he had done in Missouri. He worked on his father's ranch until he was nineteen. Then he joined a pack train in British Columbia.

It was during his time with the pack train that young Felix established his reputation as an expert reinsman. At only twenty-three, after four years experience with the pack train, he started his first stage line in 1875. The line ran between Almota and Colfax. Later that same year, he purchased the Northwest Stage Company, whose lines ran all through Eastern Washington and Idaho.⁴

He soon moved to Lewiston and set up his headquarters there. Felix bought and sold many stage lines during his years in the business. His credo to all of his fifty employees was "don't abuse your horses and don't be late." He set off from his station one day with two passengers in his stage. At one point along their route they encountered a highwayman who was brandishing a pistol and threatening Felix and his passengers. The highwayman ordered them to step down and hand over their assets. Felix knocked the gun from the highwayman's hands and then used his ample jacket to wrap the man up and tie a rope around him. Felix had the man arrested and must have given him a good lecture, because in his later years the reformed highwayman would tell the story of how Felix had changed his life.⁵

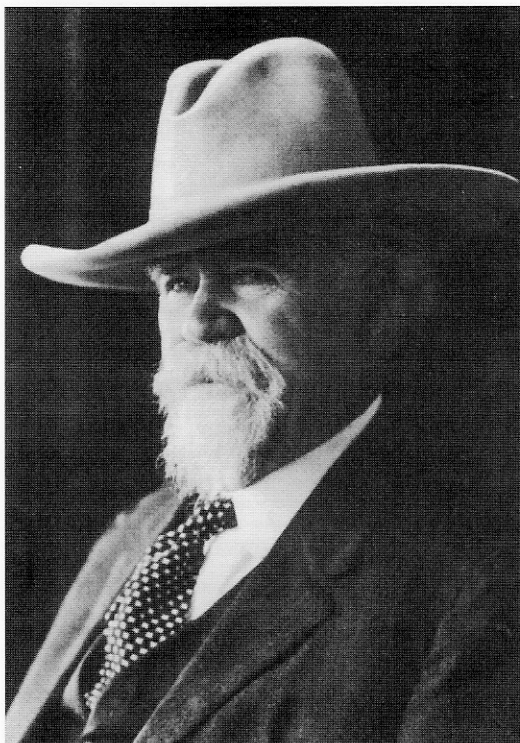
Felix became a very wealthy man through his stage business and an even wealthier man when he began to sell it in 1908. He stayed in Lewiston after he sold his lines and was appointed Deputy United States Marshall. After he had served his time as deputy, he bought 320 acres of land and a smaller stage business in Alberta, Canada, where he lived for seven years.⁶

In late March of 1926, a new airmail route was established from Spokane to Pasco. The Inland Empire Relations Committee decided to send a ceremonial stagecoach over the same route the new airmail system would run. It insisted that all members of the Spokane Chamber of Commerce and the Spokane Advertising Club write letters to people along the route from Spokane to Pasco to commemorate the historic mail delivery. Chairman Carl W. Art encouraged people to send letters. He informed people that letters would be affixed with special ceremonial stagecoach stickers stating that they were sent in the historic manner. The coach, owned by the Exchange National Bank, was scheduled to leave Spokane on Wednesday, March



Photo Courtesy of WCHS

School was dismissed to permit more than 800 pupils to see an old stage coach and team. Henry Kresse provided this six horse team - the first such on this trip - to take the stage coach to Pullman. As the Colfax Commoner reported: "Six wiry horses were hitched to the old vehicle for its run to Pullman, and the party pulled out of Colfax at 9:50 in grand style, Felix cracking the whip and handling the ribbons exactly as he used to do it forty years ago."



Courtesy of the Nez Perce County Historical Society

Felix Warren, 1852 - 1937

front of the post office on Riverside Avenue. The whip guided by Felix struck true at the hides of lead horses, Lady and Rock, informing them that their five-and-a-half-day trip was ready to begin. The coach set off with 2,643 pieces of mail to be delivered in historic fashion throughout towns in the Palouse region. Cheers could be heard from hundreds of onlookers who had gathered at the post office to bid farewell to the coach. A yell from about 50 of them went up, "Hey! Your brakes are on! Pull off your brake!"⁹ Over the cheers from the throngs of spectators, the fiddle playing of Doc Davis could be heard. The crew, completely decked out in pioneer garb, also brandished weapons from that same era. L. F. Chapman wore the Mexican War uniform of veteran Captain Jack Hart, who had died five years earlier. Felix and Powell were seated side by side at the front of the coach. As the creaking stagecoach left town, a buffalo skull could be seen at the rear of the coach. The grinning skull smiled farewell at the enthusiastic crowd of bystanders.¹⁰

"Highwaywomen" held up the coach later that day when they reached their first stop eighteen miles south in Spangle. The women yelled "hands up!" in unison to the coach. They were sent to "rob" the stage as part of the Spangle town council's reception that would be held at the Richmond House that night for the mail

31 at 4 p.m. It would parade down Riverside Avenue from Division to the post office, where it would take on its full compliment of mail. The trip would take five and a half days, and great fanfare was expected to greet the coach from every city along the route. These cities included Rosalia, Colfax, Pullman, Moscow, Lewiston, Dayton, Walla Walla, Kenewick, and several other towns en-route to Pasco.⁷

The crew that was slated to start the trip included backup driver C. J. "Montana Charlie" Powell, who was an old stage driver; prize-winning fiddler D. R. "Doc" Davis; L. F. Chapman, "a high-powered rifle in his hands, pearl-handled six-guns dangling from each hip;" and of course veteran reinsman Felix Warren.⁸

When 4 p.m. arrived on March 31, a loud snap was heard in

deliverers. In attendance at the banquet were 30 veteran stage drivers.¹¹

The next day, Thursday April 1, they left Spangle and headed south to Rosalia, stopping briefly in Plaza, which was a stop for stagecoaches in days past. Arriving in Rosalia at 10:00, they delivered mail, greeted old friends, were entertained by the “Bingville” band, and soon were on their way to Oakesdale. As they approached Oakesdale, “thieves” again confronted them. Five masked men, mounted on horses, rushed the stage and fired rifles at the group. Felix responded in kind, pulled his six-shooter from his holster and emptied it in the “bandits” direction. The only casualty of this encounter was one of Felix’s horses that hurt itself during the fracas. The “highwaymen” escorted the stage to town where they were greeted by throngs of cheering townspeople and school children in front of the post office. The entire crew was treated to lunch after the mail was delivered, and “Doc” Davis fiddled tunes for onlookers who braved the cold to meet the stage.¹²

Shortly after noon, the stagecoach left for Belmont and then Garfield, where a mid-afternoon reception was planned. Despite a heavy snowstorm, Garfield citizens in their autos met the stage a mile out of town and escorted the mail stage into town. The Garfield reception included Colonel William Dulling, who rode with Warren 45 years earlier; Joshua A. Howard, who was a schoolmate of Warren; and Harold Kelly, a bugler who heralded the stage’s approach. The last leg of the day took Felix and his passengers, now including Howard, to Palouse. The Spokane-to-



Photo courtesy of WCHS

Mayor Charles Chamberlain (left) gave a short speech of welcome and Miss Alma Gerber (right), Colfax Princess, dressed in Indian costume, extended the City’s greetings. In the center are Felix and his sister Mrs. Mary Spalding.



Photo Courtesy of WCHS

The publicity for the April 6 celebration had said that every effort would be made "to secure a photograph of a group of pioneers who came to the Palouse country by stage forty or more years ago." On the day, Colfax photographer Osterhout took this group portrait of more than 125 pioneers who assembled for the occasion. The location is today a parking lot along side Bruning's Funeral Home, whose distinctive entry marquee is seen to the right.



Photo Courtesy of WCHS

The festivities, planned by L. L. Bruning and the reception committee, included a camp fire breakfast of bacon, steak, chicken, eggs, coffee, et cetera served on tin plates and cups. Felix Warren sits in the center. His sister, Mrs. Mary Spalding of Almota, sits to his left; she had married Henry Hart Spalding, son of Henry Harmon Spalding of missionary fame. Sitting to her left is Mrs. J. A. Perkins, one of the earliest settlers in Colfax. In front of Mrs. Perkins sits the relief driver, E. B. Powell, his eye on the skillet of fried chicken. To Felix's lower right is Doc Davis, watching the sizzling bacon.

Pasco stage crew remained in Palouse for the night and was entertained at the Cozy Nook hotel, where more speeches, a banquet, Doc's music and a dance completed the day.¹³

Felix and his crew pulled into Colfax on April 2 to the scene of many American flags and the sounds of the American Legion fife and drum corps serenading them. Rainy weather conditions along with some 800 school children and many other citizens greeted them there. More than 125 gray-haired pioneers and Felix's own sister, Mary Spalding, were among their numbers. Felix, cold and flushed, stepped down from his perch atop the coach and delivered 240 pieces of mail to

Postmaster A. H. Eldridge. Eldridge signed for the mail and handed Felix an old time waybill to show that the mail had been received. Felix then stepped to a stage that was filled with Colfax dignitaries and the Colfax princess, who was decked out in Indian garb. He addressed the crowd, telling them, "This is the largest and most enthusiastic welcome we have had on our trip." While the stagecoach was sitting idle in Colfax, an attempt was made to "rob" it. Chapman and others thwarted the "robbers." Later, another "attempt" was successful, but "the old-time vigilante committee" quickly rounded up the culprit, and he was handed over to the Sheriff. Felix, his crew, and many other pioneers who were in attendance were treated to a breakfast that included bacon, eggs and other foods that were cooked over a campfire and served on tin plates, cups and saucers.¹⁴

After a change of horses, Felix and his crew headed to Pullman and arrived there two hours and one minute after leaving Colfax. The members of the stagecoach paraded down Main Street and were cheered on by hundreds of citizens. Pullman gave its mail to Felix in the same fashion that Colfax had. After he and his crew had been wined and dined by the Pullman Chamber of Commerce, they headed east toward Moscow with four fresh horses. Four representatives from the Washington State College military department also mounted horses and escorted the stagecoach on its trip.¹⁵

In Moscow, 3000 people had assembled at 2:40 p.m. to greet the stagecoach. The coach stayed in Moscow for 30 minutes, and the crew was served lunch during that time. Fresh horses were again obtained, and the coach headed 17 miles south for the town of Genesee for the night. When the stage reached Genesee, it was again met by hundreds of citizens. School had been dismissed and hundreds of school children joined the crowd in greeting the stagecoach. Among the citizens were Mr. and Mrs. George Weber, whom Felix had driven in his stagecoach on their honeymoon from Lewiston 40 years earlier.¹⁶

On Saturday, April 3, Felix and his crew drove to Uniontown for breakfast at the Midway Hotel. Again the mail was exchanged, the Uniontown Military Band "struck up a lively air," and "two frontier cowboys, P.W. Busch and Prof J. F. Schenk, mounted on spirited 'cayuses' escorted the stage out of town."¹⁷

From Uniontown the crew headed south to Felix's old hometown, Lewiston, where they arrived at 11 a.m. There they were greeted by more than 4000 people and sounds of military songs being played by Walter Allen's band. The massive crowd extended from the Eighteenth Street Bridge to the old Raymond Hotel. Three police officers were needed to hold back the crowds of Felix's admirers who wished to shake hands with the veteran reinsman upon his arrival in their town. Felix delivered the mail to pioneer stage agent Robert Schleicher, who then handed him the old style waybill upon receipt of the parcels. Professor of History, H. L. Talkington, gave a speech to the crowd to give them some perspective on Felix's contributions to Northwest history. The professor spoke about Felix's exploits and then turned



Photo courtesy of the Nez Perce County Historical Society

Downtown Lewiston, Idaho, April 3, 1926, at 5th and Main Streets, Felix was greeted by a throng of more than 4000 people; the police were called out to control the crowd.

and spoke directly to him saying, “We will not give you the keys of the city, for the doors have never been locked to you. We can not offer you the freedom of the city, because it now and always has been yours.” During their hour stay in Lewiston, Felix and his crew dined at the Lewis-Clark Hotel and were accompanied there by Lewiston dignitaries. Before they left Lewiston, the coach picked up three more passengers: Ed Fountain who was an old friend of Felix’s, and Carl and Richard Art. Carl was chairman of the Spokane Chamber of Commerce and Richard was his seven-year-old son. Three hundred people were present as the coach pulled away from the Lewiston post office and headed thirty miles west to the town of Pomeroy to stay that night.¹⁸

The crew left Pomeroy at 6:30 a.m. on the morning of April 4. They stopped in the towns of Dayton and Waitsburg on their way to Walla Walla, some seventy miles south of Pomeroy. A crowd of around 1000 greeted the stagecoach when it reached Dayton. Dressed in the attire of Indians and pioneers accompanied by a pack of burros, citizens gathered in front of the Dayton Hotel and greeted Felix and his crew. Franz Romaine, a girl Felix had once wanted to adopt when she was orphaned as a child, joined him as he entered town and accompanied him to the hotel. Once at the hotel, Postmaster W. L. Carman gave a speech welcoming the stage and its passengers. “Doc” Davis once again regaled those in attendance with his fiddle playing, an old time dinner bell was rung, and lunch was served while the

horses were being changed. The stay in Dayton was brief, and Felix and his crew proceeded south through Waitsburg, which gave them a cordial greeting, and then onto Walla Walla. Crowds of people had been waiting for over an hour to greet Felix when he reached Walla Walla at 6:20 in the evening. Postmaster C.W. Morrow received the mail from him and locked it in a safe. Reservations were made for Felix and his crew at a local hotel where they stayed the night.¹⁹

They left Walla Walla in the morning and arrived in Pasco at 4 p.m. on April 5. They made stops at Wallula and Kennewick along the way. When they left Walla Walla, the eldest Art, Carl, missed his ride because he was trying to get sworn in as a deputy. Once he was sworn in, Sheriff Springer of Walla Walla drove him west to meet Felix and the coach. In Wallula, they received fresh horses.²⁰ As they came up on Pasco, they found themselves involved in another “gunfight.” After watching the coach approach for ten miles, three “robbers,” bearing old-fashioned .45 caliber Colt revolvers, approached and successfully robbed the stage. Sheriffs from Franklin County, Walla Walla County and Pasco were notified, and they drove a car to catch the horse-riding bandits. About fifty shots were fired before the three “bandits” surrendered. The three “bandits,” all of whom represented Wenatchee, would stand trial the next day when Queen Pauline of the Apple Blossom Festival would “sentence” them. At the conclusion of the “gunfight,” the stage made its way to Pasco where 500 people gathered at the post office greeted them. Felix wore a broad smile as he pulled up to the Pasco post office and delivered the mail destined for the town. The stage left that night and crossed the Snake River south



Photo Courtesy of WSU MASC

Scene at Pasco Airport, 6:00 a.m., April 6, 1926



Starting April 6, Air Mail Service Cuts Two Days Off Present U. S. Mail Time from Northwest to New York

Zerolene-lubricated airplanes, powered with Red Crown aviation gasoline, clip two full days each way from the mail time between New York and Northwestern communities of Washington, Oregon and Idaho.

Beginning Tuesday, April 6, the new Elko-Boise, Pasco route, Contract Air Mail No. 5, connects the Northwest with the transcontinental air post at Elko, Nevada. Thirty-four hours elapsed time from Pasco, Washington, where the northwestern air mail is assembled and put on the mail plane, to New York City—the fastest air mail transport service in the world!

What is the significance?—Immediate benefits in time saved to the people of the Great Northwest; aviation's "arrival" on an economically, commercially sound footing; the keystone of a great national defense; the stimulating of an industry of incalculable public value through private operation and enterprise.

The selection of Zerolene and "Red Crown" by Contract Air Mail No. 5 Headquarters, too, has significance for hundreds of thousands of motorists! Zerolene puts Standard Oil efficiency in your crankcase!—and "Red Crown" gives the always dependable results of the Standard Oil Company's 48 years of refining experience.



on a short trip about five miles to Kennewick to stay the night. It would return early the next day to kick off the official festivities.²¹

Many planes and cars and thousands of people were waiting at Holstein Field early on April 6. Among the numerous delegations, the five bands, the dignitaries, and the daylong arrival and departure of planes, the most striking part of the celebration took place around 6 a.m. "Spokane's ancient picturesque stage coach driven by the equally picturesque Felix Warren . . . hauled the 207 pounds of mail from the post office and transferred it to the waiting plane, thus making use of the oldest and the newest methods of mail transportation." After this, the daylong festivities and ceremonies at the Pasco airport were more oriented towards the new airmail route and the civic pride of eastern Washington.²²

The tired group now started back north towards Spokane. The stage coach left Pasco and headed north to Connell, with a stop in Eltopia. Felix arrived in Connell at 5 p.m. on April 7. They were met just outside of town by a delegation of cowboys, cowgirls, and Boy Scouts that escorted them into town. Felix's old friend C. F. Grimm, who once served as Felix's blacksmith, also met them. Felix and his crew were led to the post office, where they were greeted by about 400 people. A reception for the group was held that evening at the Klinger Theater. They left for Lind the next morning and would stop in Cunningham and Hatton along the way.²³

The party reached Lind by mid-day on April 8. A reception was held, and 40 citizens joined them for dinner. Among the townspeople was 92-year-old fiddler, W. H. "Daddy" Hayden. He and "Doc" Davis had a fiddle duel much to the delight of all in attendance. Both received a round of applause at the conclusion of the contest. The stage coach crew now went on to Ritzville. At 4:30 p.m. they reached a decorated Ritzville, where people had been anticipating their arrival all day. Led by the Odd Fellows band, the stage made its way toward the post office. Felix and his men were treated to a banquet that night at the Adams House. Mayor J. L. Cross made speeches that stirred up memories of yesteryear. "Montana Charley" Powell also spoke, reading a poem he wrote called "Word Ships." "Doc" Davis again played his fiddle, and those in attendance danced the night away to dances like the Virginia Reel.²⁴

The party would leave for Rothrock Ranch in the morning, followed by a stop in Sprague. The stagecoach pulled into Sprague surrounded by people, flags, and cowboys at 1:15 p.m. on April 9. Campfire Girls serenaded Felix and the rest of his party. Felix was given a key to the city, and a reception was held at the Hercules Ranch. Felix's friend Major H. L. Rees hosted the affair and the group ate, and talked about the old days. The stage coach mail party soon headed on to Cheney. They were greeted by former Pony Express rider, Frank Spangle, and others at the Greer Schoolhouse four miles out of town. They pulled up in Cheney at 5:20 and were welcomed by Reverend H. M. Painter who delivered his speech partially in "Chinook." When Felix parked the coach on the wrong side of the street, he was

“arrested” by a policeman and “sentenced” by the May queen. Ladies dressed in cowgirl outfits at Ted’s Sweet Shop served the crew and a group of pioneers and Commercial Club members. They were all treated to piano and saxophone numbers, and Professor C. S. Kingston paid tribute to the pioneers.²⁵

The coach would start on the last leg of its journey to Spokane in the morning at 8:00. It reached Spokane at 1:30 p.m. The coach was pulled over on its way across the bridge covering Hangman Creek for “going faster than a walk.” Many cars, prominent citizens, city officials, motorcycle policemen and Kirshner’s Cowboy Band waited for the coach at the bridge and led it into the city. The stage-coach went east on Sprague to Bernard and then west on Riverside to the post office. There were hundreds of people lining the streets and looking out of windows cheering the coach along the route. Felix stepped down from the coach and was handed a bunch of carnations. Speaking to onlookers from the post office steps, he commented, “I’m glad to get home. Had a pretty good trip though.” The crew later registered at the Coeur d’Alene Hotel, which had this page of its register framed. A reception was held that night at the Italian Gardens and all members of the entourage were honored. Felix told friends after his trip, “I never felt better in my life.”²⁶

Although little known in our day, Felix Warren lived an extraordinary life. Colonel Felix Warren, the finest reinsman in the west, died on January 29, 1937. At his eulogy, LeRoy Lafollette said that Felix had, “saddled his last pony, driven his last stage coach, subdued his last bronco, and ridden for the last time across those mountain trails.”²⁷ Yet in April of 1926, the then 73-year-old Felix had driven the entire 10-day, 459-mile commemorative mail delivery trip in celebration of the Pasco-Elko United States air mail service. He changed horses fifteen times and used a total of 64 horses and mules. This portly and vigorous man, sporting a white goatee and mustaches, thick white hair, and dressed in a fringed buckskin jacket and plainsman’s hat, “drove the coach the whole distance, not relinquishing the reins once except when the coach was standing still.”²⁸

¹ Bob Loeffelbein, “Felix Warren, Top Reinsman of the West.” Western Horseman (1997): 110.

² Loeffelbein, 110.

³ Jerome Peltier, Felix Warren, Pioneer Stage Driver (Fairfield, Washington, Ye Galleon Press, 1988).

⁴ Peltier, 29-36.

⁵ Peltier, 36.

⁶ Peltier, 47.

⁷ “Boost Stage Coach Mail,” The Spokesman-Review, 29 March 1926.

⁸ “Stagecoach Mail Schedule Fixed,” The Spokesman-Review, 30 March 1926.

⁹ “Mail Stage Off to Pasco Fete,” The Spokesman-Review, 1 April 1926.

¹⁰ *Ibid*, 1 April 1926.

¹¹ Ibid, 1 April 1926.

¹² "Felix Warren, Mule Skinner, Drives 'Em On," Spokane Daily Chronicle, 1 April 1926.

¹³ "Mail Stage Gets Warm Welcomes," The Spokesman-Review, 2 April 1926; "Stage Coach Given Welcome," The Palouse Republic, 9 April 1926.

¹⁴ "Pioneers Greet Spokane Coach," The Spokesman-Review, 3 April 1926.

¹⁵ Ibid, 3 April 1926.

¹⁶ Ibid, 3 April 1926.

¹⁷ "Large Crowd Greeted Stage Saturday," The Uniontown Journal, 8 April 1926.

¹⁸ "Lewiston Gives Warren Ovation," The Spokesman-Review, 4 April 1926.

¹⁹ "Cheering Crowds Greet Mail Coach," The Spokesman-Review, 5 April 1926.

²⁰ Ibid, 5 April 1926.

²¹ "Spokane-Pasco Stage 'Held-Up'," The Spokesman-Review, 6 April 1926; and "Pioneer Stage Driver Happiest Man at Pasco," Spokane Daily Chronicle, 6 April 1926.

²² "Air Mail Jubilee Attracted Thousands" The Pasco Herald, 8 April 1926.

²³ "Cowgirls Greet Spokane Stage," The Spokesman-Review, 8 April 1926.

²⁴ "Ritzville Honors Stagecoach Men," The Spokesman-Review, 9 April 1926.

²⁵ "Warren Ordered to Boost Fete," The Spokesman-Review, 10 April 1926.

²⁶ "459-Mile Stage Trip is Success," The Spokesman-Review, 11 April 1926.

²⁷ LeRoy Lafollette, "Tribute to Felix Warren Delivered at his Funeral," Colfax Gazette-Commoner, 5 February 1937, p. 2.

²⁸ "459-Mile Stage Trip is Success," The Spokesman-Review, 11 April 1926.

NEW AND OLD MEET ON ROAD TO LEWISTON



"We'll be down there in a couple of days," Felix Warren, driver of the Spokane-Pasco air mail stage coach, called to the driver of the Spokane-Lewiston stage when it drew alongside of the veteran coach near Rosalia yesterday morning. Mr. Warren with his coach will arrive at Lewiston Saturday night, while the stage, which has a five-hour schedule, was there a few hours later.

Spokane Daily Chronicle, April 2, 1926

THE 1918 SPANISH "FLU" PANDEMIC HITS PULLMAN

by **ROBERT LUEDEKING**

The influenza pandemic that swept the world in 1918 and early 1919 was the most devastating in modern recorded history. In less than one year it killed an estimated 30 million people. **THIRTY MILLION!!** That greatly exceeds the total number killed in combat during the four years of the first World War. It also exceeds the number killed by HIV/AIDS in a pandemic that has raged for more than two decades.

Why Spanish? It was thought at the time that the disease had originated in Spain. This has been disproved, but even now there is no agreement as to where it did originate. It began early in 1918 and swiftly spread through Europe, Asia, the Americas, and elsewhere.

One peculiarity of this "flu" was that, although it affected all age groups, the young and apparently healthy were particularly susceptible to it. It swept rapidly through crowded army camps and barracks. It reached the United States in the spring of 1918 and spread quickly, particularly in large cities and along both the East and West coasts. Much of the rural hinterland remained relatively untouched until autumn.

The first group of army trainees, 300 strong, arrived in Pullman in May 1918 for training at Washington State College. They were replaced by a second group of 300 soldiers in August. Additional trainees of several branches of the service continued to pour into Pullman until about 1000 service people were housed on campus. These were in addition to the regularly enrolled students.

The first case of Spanish flu appeared in Pullman in early October. It was

OFFICIAL NOTICE

Notice is hereby given to all persons concerned that by reason of the appearance in epidemic form of Spanish Influenza in the City of Pullman, for civic reasons of public health protection, all public places where people assemble are

CLOSED

This includes schools, all places of amusement, dance halls, pool rooms, churches, Sunday Schools, lodges, conventions, etc.

This order to become effective at noon, Thursday, October 10, 1918. When all danger of epidemic has passed this order will be raised.

Dr. J. L. GILLELAND,
City Health Officer.

Pullman Herald, October 11, 1918

soon followed by many more cases. Health care facilities in town and on campus were overwhelmed. Ferry Hall, the ATO and SPE fraternity houses, two churches, and several other makeshift quarters were taken over to care for the sick. The most serious cases were taken to the Northwest Sanitarium on South Grand Avenue.

This “flu” was quite frightening; it spread rapidly; its mortality rate was about four to six percent; and it acted swiftly with some victims dying less than 24 hours after coming down with the sickness. Quarantines were quickly imposed in town and on campus.

As it did world wide, the pandemic peaked in October in Pullman. On October 25, the Pullman Herald reported the first deaths from the disease locally. They totaled eleven. There were 26 additional deaths the last week of October, and nine more the first week of November. The final death toll was 48. Of these 42 were soldier/students and six were civilians. The total number of cases of the “flu” in Pullman probably exceeded a thousand

The news reached Pullman early November 11 that Germany had surrendered, thus ending the world’s most horrific war (to that time). Town, college, and military quickly cooperated to put together a great celebration. Kaiser Wilhelm was burned in effigy on Main Street. An impressive parade was organized with many floats and marching units. It was a day of jubilation.



Photo Courtesy of Suzanne Myklebust

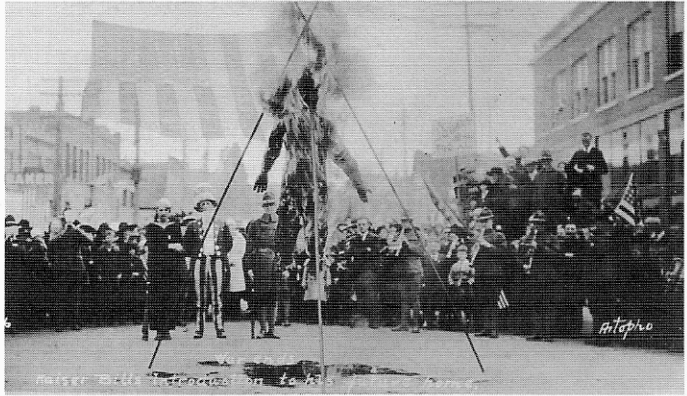


Photo Courtesy of WCHS

Jubilant crowds burned the Kaiser in effigy

burned in effigy on Main Street. An impressive parade was organized with many floats and marching units. It was a day of jubilation.

With the end of the war, instruction of the soldier/students also ended, and by Christmas all of them had left Pullman. The “flu,” however, lingered on through December and January. Quarantines were imposed, lifted, and re-imposed several times. Finally, at the end of January, the ban on public gatherings was lifted for the last time, and on Sunday, February 2, services were again held in the town’s churches. Normal life had at last returned to Pullman.

A RECRUIT'S RECOLLECTION: THE SPANISH FLU AT WSC

by **Gene Dixon**

In 1918 my father, George Clayton Dixon, signed up to join the U. S. Army in his hometown, Pomeroy, Washington. Today, I very much regret not having encouraged him to write down what turned out to be an epic story of the influenza epidemic of 1918. Not having done so, I now must relate his experiences as best I can from my own faulty memory of his telling of it.

From Pomeroy, he evidently was sent to Washington State College at Pullman. While there, he was stationed with a unit called Training Battalion, as noted on post cards of his unit on parade in downtown Pullman. Training Battalion consisted of at least three companies designated A, B, and C. In his unit, he was taught Morse Code and semaphore signaling. On one of the post cards he mailed home, he mentioned that he had done well in code and would be going east in a day or two to learn advanced radio, and that he would "soon be over there giving old Bill hell!" Fortunately, World War I ended so that he never had to go to Europe.

The troops were billeted in the not-yet-finished Carpenter Hall on campus. At that time, he related that the building had plank floors that were not sealed. When the weather turned cold, the fresh air circulated through the planking freely.

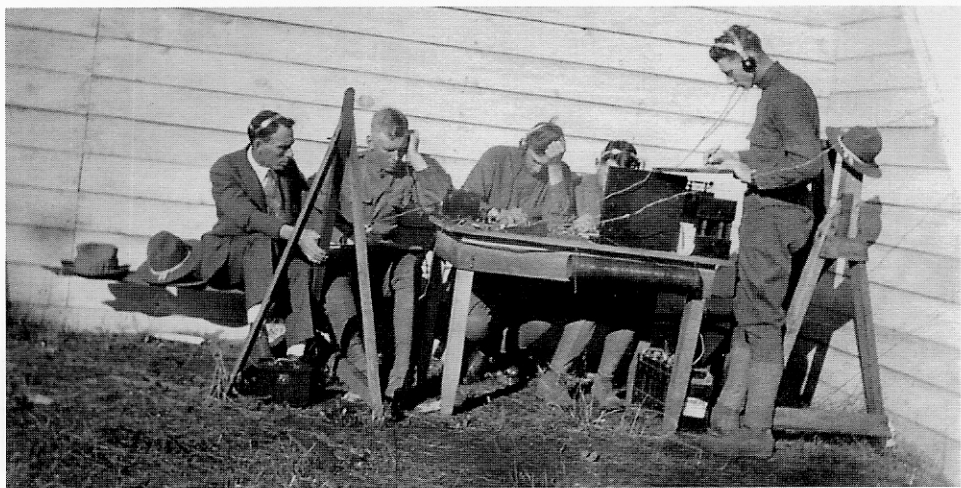


Photo Courtesy of Gene Dixon

Radio training: Left to Right - Instructor, Privates J. Ferguson, Murray, McLaine and G. C. Dixon

It was also at this time that the influenza epidemic of 1918 struck Pullman. The hospital at that time was a gray bungalow, which until the 1950s stood about where the present campus police station is situated. Of course antibiotics were many years in the future and the reality was that there was nothing to be done for influenza patients. The fittest survived. Any soldiers who somehow survived treatment at the hospital were sent back to Carpenter Hall to convalesce. Many soldiers and civilians alike died. I no longer recall of what it consisted, but medical people had decided that some sort of weird diet was the proper treatment for the soldiers. Whatever it consisted of, it was not enough to make for robust survival. The soldiers were quarantined from going into downtown Pullman, since I'm sure the civilian population had problems of their own to deal with. Nonetheless, Dad and another soldier decided they had to find something more to eat to sustain them. Since much time has passed, it is safe to say that they slipped past the guards to downtown. Going into an alley, they knocked on the back door of a restaurant and informed the person there of their plight and were rewarded with dinner. The gamble paid off because Dad said he and the other man immediately began to feel much better.

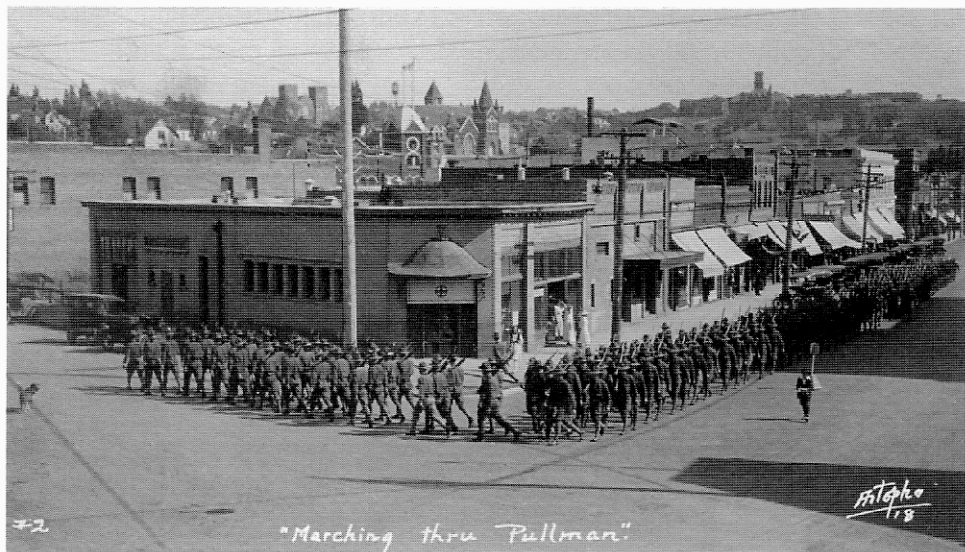


Photo Courtesy of Gene Dixon
Companies A, B and C marching through Pullman. G.C. Dixon noted that Company B is in the lead and that he was in Company A.

SPANISH INFLUENZA SITUATION SHOWS IMPROVEMENT—37 DEAD

Headline, *Pullman Herald*, November 1, 1918



Photo Courtesy of Gene Dixon

Semaphore signal practice on roof of Carpenter Hall; in 1918 the unfinished "Mechanical Arts Building" lacked even windows. The cupola on left is the top of Ferry Hall



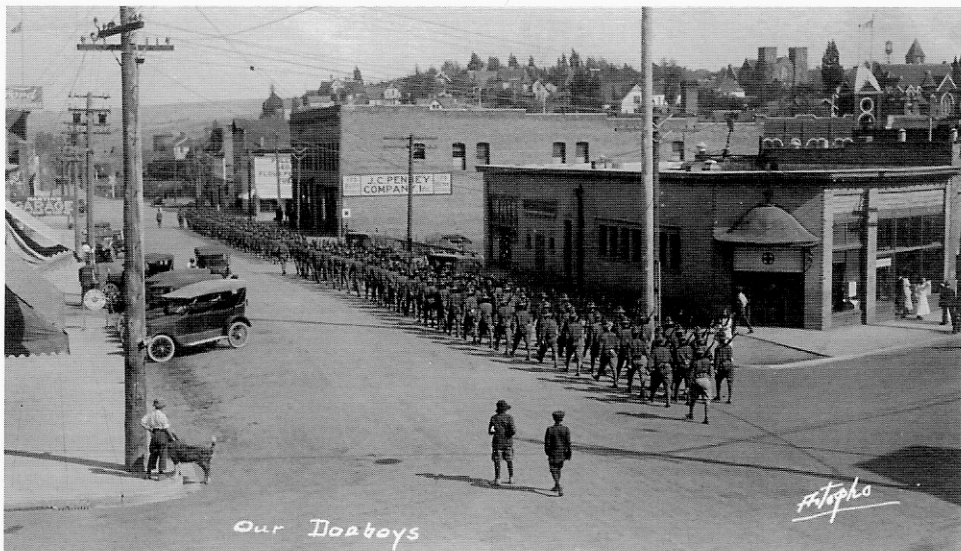
FERRY HALL NOW HOSPITAL

Ferry Hall is now a hospital. With little warning the boys rooming there were told to move, and move they did. One of them was heard to remark, "Gee whiz, it's just as though I hadn't paid my rent."

The hospital established in Ferry Hall is to be used as a concentration hospital, and the cases that are now rather scattered will be brought there as soon as possible.

Ferry Hall should make an extremely pleasant and comfortable place for those who are sick. It is well heated and lighted, and the view from the windows is really delightful. However, we hope the boys won't go there just to see the view.

From *The Pull-Men*,
October 29, 1918



our Dorboys

G.C. Dixon

Photo Courtesy of Gene Dixon

G. C. Dixon wrote on this postcard "note straight lines."

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