

# Bunchgrass Historian



Whitman County Historical Society  
Colfax, Washington

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- **THE SNAKE RIVER SIX: The Oldest Jazz Dance Band in the West**
  - **EXTINCT APPLE REDISCOVERED IN WHITMAN COUNTY**
  - **OVERNIGHTING IN PULLMAN AFTER WORLD WAR I: Pullman's Auto park**
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# Whitman County Historical Society Colfax, Washington

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The Archive, Pullman  
Holy Trinity Chapel, Palouse

**COVER**

*Wally Friel playing the trombone*

# CONTENTS

## THE SNAKE RIVER SIX: The Oldest Jazz Band in the West

By Pat Carather

5

## EXTINCT APPLE REDISCOVERED IN WHITMAN COUNTY

By David Bencoter

15

## OVERNIGHTING IN PULLMAN AFTER WORLD WAR I: Pullman's Auto Park

By Robert King

19

## FROM THE EDITOR

The Whitman County Historical Society Archive was asked by Wally Friel to house the documents concerning the history of the Snake River Six Jazz Band. Wally donated his collection of photographs, newspaper clippings, and other records. The historical society asked **Pat Carather** to conduct an oral history interview with Wally in order to complete the documentation. Not only did Pat do this, but he also consented to turn the information in this archive collection into an article, which we present in this issue.

**Dave Bencoter's** article is a follow-up to his earlier article on heritage Whitman County apples (Vol. 39, No. 1). This on-going project reminds us of the major role that orchards played in the agricultural production of Whitman County up to World War I era.

Our readers are again the beneficiaries of **Bob King's** meticulous research into topics that catch his imagination. Presented here is the first part of a look at the development of overnight accommodations for the auto traveler to Pullman.



*Pullman's Ricos in 1975*



*Colfax's Schmuck Park in 1967*



*The Snake River Six, dressed in their red vests, pose at the Pullman Chamber of Commerce Auction, held in the Compton Union Building, in 1991. Back row: Paul Beyer, Colin Migliore, Wally Friel, and Onsgar Dumchem. Front row: Jack McGrath and Bob Miller.*

# **THE SNAKE RIVER SIX: THE OLDEST JAZZ DANCE BAND IN THE WEST**

**By Pat Caraher**

Pullman native Neal Klemgard was a farmer, engineer, educator, businessman, entrepreneur, and visionary. Add musician. He could play most instruments. Saxophone was his favorite. In the 1940s, he founded the Snake River Six dance band that continues today. Thus began the legend, so to speak, of the “Pied Piper of the Palouse.”

Beginning in 1948 or 1949, the roving sextet gained a loyal weekend following. Dancers turned out at area grange halls and other venues to strut their stuff. As the band’s popularity spread, its circle of influence likewise expanded. It would go on to perform at Expo ‘74 in Spokane. A decade later it went “international” at the 1986 World’s Fair in Vancouver, B.C.

Before we get too far into the Snake River Six history, there’s more to learn about the founding director’s heritage. His grandfather Peter Klemgard came to America by ship from Denmark, accompanying a group of Mormon missionaries. They settled in Utah. When he died Oct. 20, 1896, Peter left five children. James, the eldest, had three sons – Gordon, Neal and Wayne as well as two daughters Flossie and Elizabeth. Initially James homesteaded in Walla Walla, before settling in Pullman.

After graduating from Pullman High School, Neal completed an engineering degree at Washington State College in 1922. His early interest in music never waned. One year he was selected drum major of the college marching band. He met his wife-to-be, Ellen Adams, on campus. She shared his love for music. Neal served with the Navy in the Pacific during World War II. When they returned to the Palouse, the Klemgards debuted with the original Snake River Six dance band. Neal on sax. Ellen on piano.

Klemgard worked as an engineer at his alma mater. When his father James died, each of the five children inherited 400 to 500 acres of the family’s vast farm. Neal and Ellen threw themselves into building their “Sky Top” ranch home on a ridge eight miles southwest of town. Neal and Gordon were partners in Pullman Tractor and Implement for a while. Then Neal sold out to his brother to pursue other interests. He delved into politics, including the Port Commission at Boyer Park. Some credit him with helping design the Port of Wilma on the Snake River. Neal joined with Roy Chatters in collecting old printing equipment, forming a collection that became the Whitman County Historical Society’s Printing Museum in Palouse.

Neal and his wife enjoyed lapidary endeavors. They ventured away from Pullman in their half-ton camper to hunt agates, gem stones, and precious minerals. They added a hobby room to “Sky Top” and made jewelry there. Ellen also

had a kiln for her pottery work. Neal maintained an extensive library, where band members gathered in the early days to jam.

Neal was an imposing figure, a six-footer with broad shoulders. He had a thin moustache and favored heavy black framed glasses. Naturally outgoing, he could be outspoken, too. Those closest to him, including fellow musicians, considered him a practical joker. He made all repairs on his own extensive collection of instruments. Although he owned a keyboard, he preferred playing reed instruments. Late in life he was still teaching himself how to play bass guitar.

Ellen lost a long battle with cancer on December 7, 1977. Neal died on March 17, 1978, some say of a broken heart.

Probably no one in the band knew Neal better than Pullman native Wally Friel. Now 82, he is the oldest living band member. He has been playing trombone (and only trombone) with the Snake River Six for more than 62 years. He also qualifies as the local band historian. From 1978 until late 2013, he directed the band.

As I sat down to interview him in his home office, Friel pulled out a large manila folder and produced a black and white photograph (circa 1960s) of the Snake River Six. On the left is the bespectacled Neal Klemgard puffing on a saxophone. Ellen is seated on the right at the piano. They flank George Fisher, drums, and Harland McCroskey, sax.



*The Snake River Six playing for a dance at the Ewartsville Grange, circa 1965. Left to right are: Neal Klemgard, unknown, George Fisher, unknown, Harlan McCroskey, unknown tuba player, and Ellen Klemgard.*



*Bill Lazelle, Bob Miller, Wally Friel, Colin Migliore, Bob McCurdy, and Jack McGrath at the Tri-Cities.*

The Snake River Six started out as a grange hall band, with members playing the melody over and over, according to Friel. Individuals seldom took solos. The versatile Klemgard was comfortable on half a dozen instruments. In the beginning the group was more into swing music. But for at least the past six decades, Friel says it's been a "mishmash of music" – Dixieland Jazz, New Orleans Jazz, and Ragtime. He goes so far as to describe it as "gut bucket."

What's the difference?

"Very little," Friel says. Dixieland includes a lot of runs. In fact, there is a huge overlapping of runs. The pros can show you the difference, he says. "Go to New Orleans and they can pick out this and that, but there are combinations."

Dixieland music traces its roots in New Orleans to the beginning of the 20th century. The style combined early brass marches, ragtime, and blues, among other genres, with collective polyphonic improvisations. Instrumentation and band size varied. The "front line" typically consisted of trumpet (or coronet), trombone, and clarinet. At least two of the following instruments — guitar or banjo, string bass or tuba, piano and drums — comprised the "rhythm section."

Friel is a second-generation Pullmanite. His mother Catherine taught English at Pullman High School. His dad, John B. "Jack" Friel, taught physical education at WSC and won nearly 500 games as varsity basketball coach during his 30-year career (1929-1958) with the Cougars.

Wally was a product of junior high and high school band systems. He continued to play in the WSC pep band while pursuing a degree in political science (1953). Although he doesn't read music well, he says, "I can play anything I hear." That proved to be a trait Klemgard came to appreciate. For extra money Wally washed bottles in a mining engineering lab at WSC, where Klemgard had a supervisory position. There Neal asked Wally to join his little grange hall dance band. Wally, a sophomore at the time, had heard enough of the old songs and stepped right in. His first Snake River Six gig was Thanksgiving evening, 1952, at the Ewartsville Grange Hall outside Pullman. At the time Wally was playing regularly with the Percy Askins and Frances Bradley dance bands.

Robert Miller and Jack Davis were two of the Snake River Six stalwarts for more than a decade. "Both were excellent musicians," says Friel. Miller, long-time WSU music professor and former department chair, played a mean clarinet. Davis, a clarinetist and vocalist, also had his own dance band, The Swing Era.

The Snake River Six rarely, if ever, held auditions. Still Klemgard and Friel usually had knowledge of the musical abilities of those wanting to join. If they could play by ear, they were valued. But they had to play in a particular style that fit. "Some can't do it. Some just can't get the rhythm," Friel says. "The important thing was being able to play the melody. They didn't have to improvise."

Friel remembers the old Ewartsville Grange Hall as "beautiful, and beautifully kept up," with meeting rooms, stage and curtain, and spacious dance floor. He enjoyed playing at Colfax's Old-Timers Picnic on a "funky little bandstand" at Schmuck Park. The band did most of the civic things, except parades, never missed the Whitman County Historical Society's Ice Cream Social in Colfax, and played



*The 1977 Ice Cream Social featured Neal Klemgard, dressed in all his finest, on sax.*





*Snake River Six in 2007: Jeanne McHale, Ed Robinson, Wally Friel, Jack Davis, Joe Evans, and Quentin Dewitt.*

at the Latah County Fair in Moscow and the Moscow Farmers' Market. As dance clubs became popular in the 1970s, the Snake River Six Band found itself in high demand. The band played Palouse Days once, Pullman's Whelan Grange, Rico's Bar and Grill on Main Street in Pullman, and the Moscow Elks Club, as well as for birthdays, graduations, wedding receptions and retirements.

On many occasions Klemgard would show up in some of the "damnest outfits" for fun, Friel relates. "Klemgard would come dressed in chartreuse or pink or wearing a cowboy hat." Klemgard purchased the band's original trademark red vests. When they began to show considerable wear, Friel had them replaced. Within a couple of years, some members found their vests a little snug. So they began trading them to find a better fit. "I'm the only one who can wear my original vest," Friel boasts today.

His lone criticism of Klemgard was that the band founder thought he had to play every song – and every instrument. One evening a talented clarinetist and WSC music major, Maryannlee Croxton, was trying to play a solo. Neal kept playing over her. "Finally she blew her horn in his ear," Wally says. "It didn't faze him."

Friel tells of a Lewiston couple who had four daughters. As each got married, she engaged the Snake River Six to play at her reception. One highlight of the band's existence was hosting the Tri-Cities Traditional Jazz Society's program



*The Snake River Six at the Spokane Expo '74. The band played on June 22, 1974, at the Alberta Theater. Left to right are: Ruthie Tenwick, Karl Johansen, Earl Jeffries, Neal Klemgard, and Wally Friel*

in Richland. Top bands from the Coast came over to participate in the day-long session.

During Spokane's Expo '74, the band performed in the Province of Alberta amphitheater. A decade later the Snake River Six reached new heights. The band was off to Vancouver, B.C. to perform at the 1986 World's Fair. The fair drew more than 200,000 people daily. Wally considers this among one of his personal thrills. "Not necessarily playing the music, but just doing the whole thing," he says. "We were a curiosity. People came to see us. A few we knew came up and waved at us."

More recently one of his musicians thought the Snake River Six might get an invitation to perform with Garrison Keillor when he brought his "Lake Wobegon" show to WSU Beasley Coliseum. It never materialized. "We got started too late," Friel says.

Hundreds have played with the Snake River Six over the years. Some played occasionally. Or the group might have five different drummers in five sessions. Others like Bob Miller, Jack Davis, Paul Beyer, and Jack McGrath were longtime band fixtures. The husband and wife team of Karl and Ruthie Tenwick Johansen also had extended service. Karl followed Klemgard as band director, and Karl was in turn followed by Friel. When Wally relinquished his leadership, energetic pianist Jeanne McHale succeeded him.



*The band members at the Tri-Cities Traditional Jazz Society in October, 1989. Left to right are: Jack McGrath, Paul Beyers, Bob Miller, unknown, Onsgar Dumchem, and Wally Friel.*

From a voluminous file Wally produces a yellowed November 1989 clipping from *The West Coast Rag*. In it, the prominent Fresno music publication trumpets the Snake River Six as “the oldest jazz dance band in the West.” Friel likes the world to know that.

Wally practiced in Quincy for a couple of years after finishing a degree from the University of Idaho’s School of Law in 1956. “The band did without me,” he says. “The day I came back [to town], Neal contacted me. Since then I’ve played every trombone gig except two.” Friel served as Superior Court Judge at Colfax (1987-2003), commuting from his Pullman home.

The Snake River Six has some 100 songs, give or take a few, in its repertoire. Most are from the 1920s, Friel’s favorite era. “Half of those songs were written in 1925,” he says. While the band doesn’t claim a signature song, it typically opens with “Won’t You Come Home Bill Bailey?” — always a crowd-pleaser. Other standards are “Alexander’s Ragtime Band,” “Tiger Rag,” and “When the Saints Go Marching In.”

Everyone has favorites so we “play them all,” Friel says. He has seven or eight of his own: “Margie,” “Oh You Great Big Beautiful Doll,” “Way Down Yonder in New Orleans,” “Bye Bye Blackbird,” “Darktown Strutters Ball.” When preparing for Expo ’74, he found the words for “Meet Me at the River,” the Expo theme and had them printed for the band.

When one wag said the band never plays the same song the same way twice, the band director did not deny it. “That’s right,” Friel says. “It will be different musicians playing. And if they are improvising, it comes out different each



**VANCOUVER  
BRITISH COLUMBIA**



Photography by Jack Prosser  
P.O. Box 6448 Vancouver, B.C. V6H 4B2

**1986**

*Band members, left to right: Wally Friel, Dale Curtis, Jack Davis, Ruthie Tenwick Johansen, Paul Beyer, and Karl Johansen*

time.” He salutes trumpeter Tom Grigsby for taking the Snake River Six’s style of music from the grange halls of the Palouse to New Orleans, in a way of speaking.

Friel acquired his first horn in 1940; he walked into Pullman Appliance and Music and plunked \$37 on the counter. He had earned the money by shining shoes downtown at Towers Barbershop and at Bradley Shoe Repair. His best (and



*Ice Cream Social, Perkins House, 1974*

current) trombone, a Superolds, cost him \$125 in 1947. "It'd be \$2,500 today," he estimates. Continued use wore the lacquer off the horn so he had the golden instrument refinished. "It's just beautiful," he says, holding it up to the light and admiring it. "This is the one that went to Vancouver, B.C., Chicago, Philadelphia, Hawaii, all the Pac-10 schools, and two Rose Bowls (1998 and 2003)."

Reflecting on his long tenure on the slide trombone, Friel asks, "I wonder what my life would be like if I hadn't been able to play without reading music. I couldn't have done this."

Equally important is the enjoyment he's derived from playing different venues with the ever-changing troupe of talented musicians. "I'd love to see all these people. I keep in touch with some by phone," he says. "There's a guy in Uruguay. One in a Baltic Nation, our first trumpet. One in Alaska. One teaching music in Bothell. It would be nice to name them all, but I can't."

For the record Wally produces a partial list of those who played at least a couple of years and adds, "Don't forget to give Klemgard his due as our first director."

**Clarinet:**

Neal Klemgard  
Bob Miller  
Jack Davis  
Maryannlee Croxton  
Don Peters  
Jack Keller  
Greg Miller

**Drums:**

George Fisher  
Ruthie Tenwick Johansen  
Mark Tietgen  
Dave Jarvis  
Clem Schaller  
George Finney  
Colin Migliore  
Ted Powers  
Quentin DeWitt  
Dave Hoyt  
Dan Smith  
Joel Pals

**Sax:**

Harlan McCroskey  
Shorty Huntsburger  
Don Lendersten

**Bass:**

Karl Johansen  
Jule Rowden  
Jack McGrath  
Ed Robison  
Dave Bezdicek

**Trumpet/Coronet:**

Tom Grigsby  
Jeff Grim  
Onsgar Dumchem  
Gary Gemberling  
Bob McCurdy  
Dave Turmbull  
Chad McCullough  
Dale Curtis  
Joe Evans  
Joanne Evans

**Piano:**

Ellen Klemgard  
Paul Beyer  
Burt Harrison  
Bill Lazelle  
Dick Porter  
Sandy Price  
Jeanne McHale

**Banjo:**

Ike Deeter

**Trombone:**

Wally Friel

**Band Directors:**

Neal Klemgard (1948/49-1978)  
Karl Johansen (1978-1980)  
Wally Friel  
(1980-2013)  
Jeanne McHale  
(2013-present)

# HANFORD NURSERIES

• OAKESDALE, WASH. •

The best that money can buy • • • • • List of Apple Trees for 1902-3

WINTER VARIETIES		FALL VARIETIES
Gano	Baldwin	Wealthy
Johnathan	Hass	Twenty Ounce
Wagener	Iser Spitzenberg	Western Beauty
Rome Beauty	Esopus Spitzenberg	Maiden Blush
Yel. Newton Pippin	Genetin	Beitighiemer
King	Pyles Red Winter	Rainbow
Blue Pearmain	Babbitt	Waxen
Northwestern Greening	Aikens	Snow
Northern Spy	Mammoth Black Twig	Cornells Fancy
Palouse	Golden Russett	Mother
York Imperial	Lady Apple	Renoni
Ben Davis	Lady Sweet	Chenango Strawberry
White Pippin	Swarr	Stump
Arkansas Black	Yel. Belleflower	Ortley Belleflower
Rhode Is. Greening	Salome	SUMMER VARIETIES
Falawater	Mann	Yellow Transparent
Dickinson	Nero	Charlotten
Stark	Porter	Red Astrichan
Wine Sap	Wolf River	Duchess Oldenberg
Scarlet Cranberry	Hubbardstons Nonsuch	Graveinstein
	Switzer	

• • • SPECIAL VARIETIES OF WINTER APPLES, 35¢ EACH • • •

**WINTER BANANA**—The most popular apple of recent introduction and sold by many nurseries at \$1.00 each. **FRUIT**—Large size, golden yellow beautifully shaded with red, quality excellent, a good keeper. **TREE**—Very strong grower and easy bearer, very valuable for market.

**BELLE OF PARIS**—**TREE** the strongest grower we know of among apples. **FRUIT** regular and large, heavily streaked with red. High quality and a long keeper.

**JOHN APPLE**—Resembles Duchess Oldenberg in size, shape and color, but is months later, keeping all winter.

**VIRGINIA BEAUTY**—Grown from scions from Virginia. **FRUIT**—Is the handsomest we have ever seen. **QUALITY**—Best—Said to keep all winter.

The above list of trees is the choice of one hundred and forty-five different kinds fruited in our two hundred and twenty acre orchards. All being selected for thrift, fruitfulness, hardiness and profit, and propagated from the very best stock of their kind. Our trees are all grown on high ground without irrigation and while not as large as irrigated stock, are sure to give better satisfaction in all respects; for they are hardier, have better roots and are better adapted to all soils.

People buying from us run no risk of receiving infected stock, as the wolly aphid, codlin moth, San Jose scale, or other like injurious pests are unknown in this locality. The only pest we have is the common green aphid.

**GUARANTEE**—While we exercise the greatest care and diligence to have our trees, etc., true to label, and hold ourselves in readiness, on proper proof, to replace all trees, etc., that may prove untrue to label, free of charge, or refund the amount paid, yet it is mutually understood and agreed to between purchasers and ourselves that our guarantee of genuineness shall in no case make us liable for any sum greater than that originally paid us for said trees, etc., that prove untrue.

All orders from unknown correspondents must be accompanied by remittance or satisfactory reference, or if parties prefer, they may make their remittance to the "Commercial State Bank," to be held by it until the goods are delivered.

Flyer, 1902

# EXTINCT APPLE REDISCOVERED IN WHITMAN COUNTY

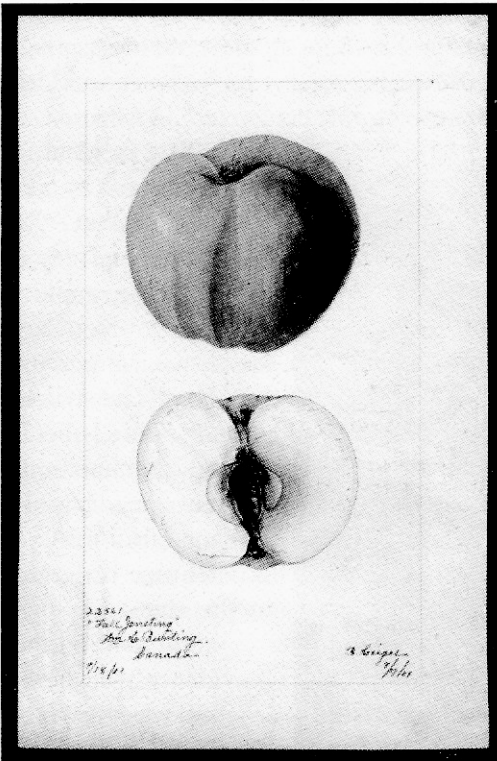
By David Bencoter

An unusually shaped apple, considered one of the best in the 1800s for both canning and cooking but lost since the early 1900s, has been rediscovered in Whitman County in the state of Washington. The apple, known as the “Fall Jeneting,” is one of the few apples with “ridges.” The apple also has knobs on both the top and bottom. Below is a watercolor painting of the “Fall Jeneting” from 1901; it is the same as the apples picked in Whitman County on October 12, 2013.

A search for extinct apple varieties in Whitman County began in fall, 2012, when it was discovered that the major newspaper for the county in the early 1900s, the *Colfax Gazette*, printed the names of all apple varieties submitted to the county fair. A review of *Gazettes* from 1900 to 1910 revealed that at least

four apples, now considered extinct, were growing in the county at that time. Those varieties included the Walbridge, Lankford, Whitman, and Babbitt apples. The investigation then turned to matching the names of the people submitting the extinct apples to names on old county plat maps. Cemetery records, as well as census information from the early 1900s, led to several living relatives of the people who had submitted apples to the fair. These relatives were interviewed and the exact location of homesteads and orchards was obtained.

In spring and summer of 2013, articles on the search for extinct apples in Whitman County appeared in the *Whitman County Gazette* and the journal of the Whitman County Historical Society. This generated a flurry of letters and calls with more information on the location of old apple trees.



Watercolor of Fall Jeneting apple

In October 2013, fifteen locations were visited and sample apples were taken from twenty trees. After photographing and recording the locations of all the apples picked, apples from three trees were sent to an expert on apple identification, Shaun Shepherd of the Home Orchard Society in Oregon. Two of the sample varieties closely resembled the extinct Walbridge apple. The third variety was submitted for identification because of its unusual shape. Shepherd soon replied with two findings. First, the apples resembling the Walbridge were not Walbridge. Their identity is not known. However, Shepherd said he met with Joanie Cooper, president of Home Orchard Society, to study the unusually shaped apple. On Oct 23, 2013, Shepherd advised “it’s definitely that [the Fall Jeneting], we don’t often get a match as good. The flesh is the right color and the flavor is as described.”

A search of apple varieties available at National Germplasm Repository, Geneva, NY; the Home Orchard Society, Clackamas, OR; and six private nurseries and orchards in the US, Australia, and Canada growing ancient (also known as heritage) apples, revealed that none of them grew the Fall Jeneting. Dan Bussey, Orchard Manager and Apple Historian for the Seed Savers Exchange of Decorah, Iowa, and author of a forthcoming book (tentatively titled *The Apple in North America*), which describes 14,000 named apple varieties, said the Fall Jeneting “was once popular in western New York state, by 1905 it was rarely planted ... it likely was still available until the early 1920s elsewhere. So it would be assumable that it’s been ‘commercially extinct’ for close to a hundred years.” Apple expert John Bunker of FEDCO trees and one of the premier “apple detectives” in America said



that in 2012 he identified a tree in Maine as a Fall Jeneting. However, he said, “it may or may not be the same apple as the one that you have. Apple names got used and altered and switched around rather liberally over the generations.” Bunker agreed to exchange fruit next year to determine if the trees are the same.

In addition, there is evidence that the Fall Jeneting was growing in Whitman County in the

*The Hanford home, Oakesdale*





Stereoscope image of Edwin Hanford examining nursery stock.

early 1900s. A review of Colfax newspapers from 1900 through 1910 for county fair prize winners did not reveal any prize winning “Fall Jeneting” apples. However, there are numerous submissions to the fair with similar spellings. Alternative spellings for the apple include: Fall Geneting, Fall Gennetting, Fall Jenetting, Fall Jennetin, and Fall Jenetting. Submissions to the Whitman County Fair included Genison, Geniton, Jeniton, Jeniston, and Janiton. (Note: an apple named Ralls Genet has similar name, but no Ralls Genet apples were submitted to the fair.)

The apple is described in a variety of books and pamphlets from the 1800s into the early 1900s. *The Fruit and Fruit-Trees of America*, by A.J. Downing (1872), describes the Fall Jenetting as: “Fruit large, oblate, slightly conic, almost ribbed, pale greenish yellow, with a blush. Flesh whitish, tender, juicy, brisk subacid. Good. September and October.”

*The Apples of New York*”, by S.A. Beach, volume 2, (1903), describes the Fall Jenetting as “very good for culinary uses and acceptable for dessert; is not a good keeper. Form roundish oblate inclined to conic, slightly ribbed at the base; sides unequal.”

The twenty-fifth annual report of the Fruit Growers Association of Ontario (Canada) sessional papers (37) 1894, states that the Fall Jeneting “is a variety that cannot possibly be beaten in the way of canning apples.”

However, it is easy to see why the Fall Jeneting fell out of favor with growers. Although it is a delicious apple, it only lasts a few weeks after harvest before it begins to lose its crispness and turns mealy. In addition, while known as an excellent canning apple, it is very difficult to peel. The apple’s ribbed and knobby shape prevents effective use of a peeler. Additionally, as the 1900s progressed, fewer and fewer people canned apples at home.

Next spring, cuttings (known as “scions”) will be taken from the Fall Jeneting and grafted onto rootstock to create more trees. Scions will also be shipped to nurseries around the country so the tree can be made available to everyone.

The hunt for extinct apples in Whitman County received a boost in late October, 2013, when Mimi Matson provided a copy of a flyer for apple tree

nursery stock available from a nursery located in the Whitman County town of Oakesdale, WA, in 1902.

Matson explained that The Hanford Nursery was started by her great grandfather, Edwin Hanford. Hanford is best known for building the Hanford House (also known as the Hanford Castle) on a hill just outside Oakesdale. The house is on the National Register of Historic Places.

Hanford had an orchard of 180 acres, as well as 40 acres of small fruits and nursery stock (*Spokesman Review*, July 31, 1895).

A comparison of the nursery flyer to a list of extinct apples in *Old Southern Apples*, by Lee Calhoun, (2013), revealed at least three of the apple trees sold by Hanford are now extinct. The extinct apples include Scarlett Cranberry, Nero, and Cornel's Fancy (Black's Annette). In early November, 2013, Terri Gravelle and Paul Mathews, current owners of the Hanford Castle, provided a tour of the home and surrounding greenbelt below the home. The greenbelt still has many living plum trees and approximately 20 apple trees. Most of the trees had dropped their apples by this late date, and the few apples that clung were about 30 feet high, as the orchard has not been pruned for decades.

Next fall the search for extinct apples will continue at Hanford House and all over Whitman County. If anyone knows the location of the Pleasant Dale Fruit Farm or other old orchards or old apple trees, please email ([dbens23@gmail.com](mailto:dbens23@gmail.com)) or write me at: David Benscoter, 6414 East Chattaroy Road, Chattaroy WA, 99003.

## PALOUSE NURSERY

— { AND } —

### PLEASANT DALE FRUIT FARM

Situated two miles northeast of Colfax.

#### HARDY FRUIT AND ORNAMENTAL TREES AND SHRUBS A SPECIALTY.

Many years of observation and experience in this Palouse Country have enabled me to judge what is best adapted to this climate, as near as possible.

#### PRICE OF TREES:

Apple trees, one to two years, as to number taken,	10 to 15c
Pears, Plums and Cherries,	25 to 75c
Strawberries,	\$1.90 to \$2.00
Flowering Shrubs,	25 to 50c
Roses and Peonies,	25 to 50c

<i>Summer Apples.</i>	St. Lawrence,	Yellow Bellflower,
Yellow Trans-parent,	Hass,	White Bellwtr.
Red Astrichan,	Alexander,	McIntosh Red,
Red June,	Twenty Ounce,	Wolf River,
Golden Sweet,	Bayley's Sweet	Blue Pearnain
Trenton Early,	Oldenburg,	Wealthy,
Jersey Sweet,	Bellflower,	Islam Sweet,
Sops of Wine,	and others.	McMahan's
Thayles.		White.

<i>Fall Apples.</i>	<i>Winter Apples.</i>	
Hawley,	Jeffries,	Ben Davis,
Aut. Strawberry	Wagenor,	Seeknofurther,
Rose,	Roxberry Russet,	Northern Spy,
Heswie Codlin,	Paradise Sweet	New Pippin,
Waxen,	Dutch Mignon,	Baldwin,
Porter,	Man Apple,	Gleriamonda,
Mo'her,	Walbridge,	Spitzenburg,
	Jonathan,	Nonesuch,
		Russian, etc.

We warrant no trees except to be good when they leave the Nursery. It is not right to ask a nurseryman to warrant your labor and care and the vicissitudes of the weather.

We do not send out agents, but sell to those who come or send for them, believing it is best for all concerned. We do not wish to induce people to buy trees when they are not prepared for them.

**THEO. SMITH, COLFAX, W. T.**

# OVERNIGHTING IN PULLMAN AFTER WORLD WAR I: PULLMAN'S AUTO PARK

By Robert E. King

Within a year of Pullman's founding in 1881, its first hotel, The Palace, was under construction. For the next four decades, more hotels, as well as boarding houses, were built in the town for travelers, culminating with the five-story Washington Hotel, completed in 1928. These commercial facilities were largely for the convenience of travelers coming to Pullman for business matters or, starting in the 1890s, for purposes related to the Washington Agricultural College and School of Science, now Washington State University. Their mode of travel was by train, horse-drawn stages, or private buggies. Tourism, as we know it today with vacationers taking pleasure trips and staying overnight at different locations along their journey, was virtually unknown in the Pullman area even into the early 1900s. But by the late 1910s and 1920s, with the rapid growth in automobile ownership and improved roads, travel for pleasure began. With it, a new type of overnight accommodation developed for travelers that involved camping in designated automobile parks. Soon after the end of World War I, Pullman established its own such facility called the Auto Park.

At the start of the 1910s, most roads leading into Pullman were still quite primitive by today's standards. They began as trails and wagon roads with few initial improvements. The population of the region grew, and new towns and communities appeared; improvements were needed and initiated. Grading with horse-drawn graders helped, as did the addition of gravel and oil, but hard-surfaced roads using macadam, concrete, or sometimes brick that better resisted rain and snow were initially only found in the towns. Although Pullman's first street paving in parts of the downtown area was done prior to 1910, it was limited and not as substantial as today. During the disastrous 1910 flood that inundated Pullman, the hard surface placed on Main and Grand streets was washed away. In the 1910s, the town began new street improvement efforts that continued over the next few decades and resulted in the paving of most of the Pullman's streets by the late 1950s. It may surprise people today that some streets in Pullman, including Harvey Road off Stadium Way, were not paved until the mid-20<sup>th</sup> century.

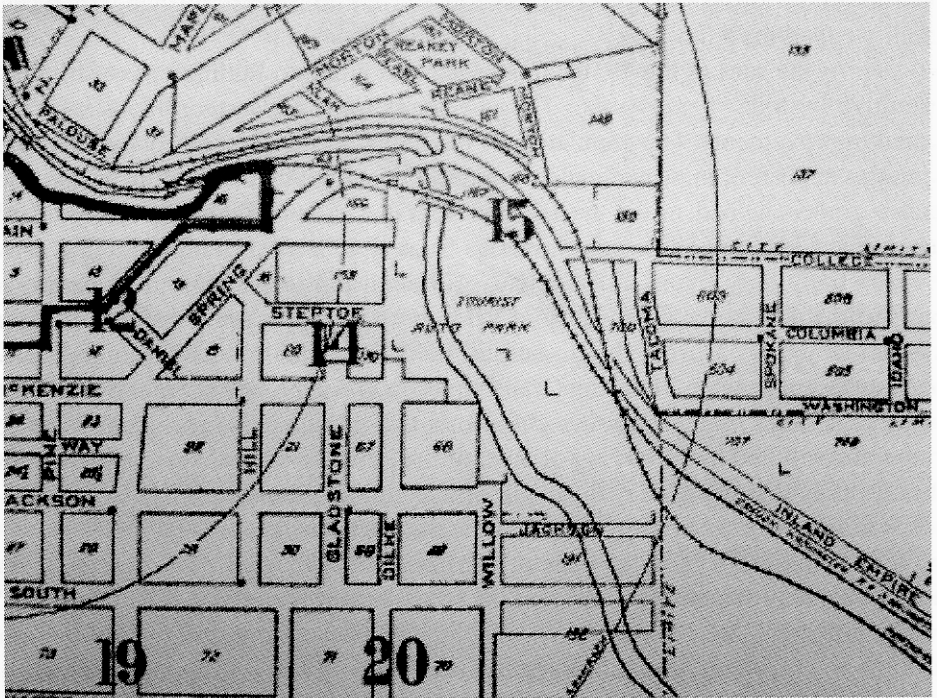
In the mid-1910s, the State of Washington began increased efforts to create a state highway system that included the southeastern part of the state. Pullman's two newspapers, the *Pullman Herald* and the *Pullman Tribune*, carried numerous articles about proposed road improvements. Also reported was Pullman's active participation in planning groups or in lobbying the state legislature to ensure that Pullman was included in routing for major road projects. For Pullman, the purpose

most often cited was to aid the general commerce of the town and region, making travel for business purposes and the transport of goods easier.

While improved roads no doubt did achieve such results, they also helped create a new type of visitors to the town: persons needing overnight accommodations but not wishing to stay in downtown hotels. They were car travelers, including early tourists and people willing to forego the relative luxury of the hotels for cheaper alternatives. They were willing to camp out and cook their own meals in what were being called auto parks or auto camps. Aware that certain other towns, including Lewiston, had already created new in-town camping facilities for travelers, the Pullman Chamber of Commerce established such a facility on city-owned land by mid-1920.

“Pullman’s Automobile Park,” (later just “Auto Park”) was located on the eastern side of town along the banks of the South Palouse River south of the city park. The Auto Park’s location, as depicted on the 1929 Sanborn Map of Pullman, included land north, south, and under the town’s viaduct that was built in the mid-1930s to connect Main Street to the road leading to Moscow. The undeveloped tract of land with large trees was owned by the city of Pullman. In later years, the city playfields would be built father to the south of the Auto Park area.

The origin of the Auto Park may have been a response to travelers to Pull-



Map showing the location of Pullman's Auto (Tourist) Park

man camping in what was likely the best place available at the time: the city park. This is suggested by an article that appeared in the *Pullman Herald* (p. 4) on August 1, 1919: "Automobile tourists who camp in the city park will appreciate the convenience provided for them and give Pullman some valuable advertising."

Thus, by 1919, tourists were already camping in the city park although it had little to offer travelers. The following year the city designated the area for Pullman's automobile park, and by mid- 1920, substantial improvements were being planned for the area. On July 2, 1920, the front page of the *Pullman Herald* provided details of a "shower bath" to be installed at the new Auto Park:

Pullman's automobile park will soon have a shower bath, a convenience which, it is believed, is not provided in any other tourists' park in the Northwest. By piping the water only a short distance from the present hydrant and constructing a small frame building, with clothes racks, seats and drain, the shower may be installed as a very slight cost. Mayor N. E. J. Gentry is favorable to the plan and will propose to the city council that action be taken at once toward providing the new accommodation to the traveling public. Substantial brick ovens were installed in the park last week and with the volunteer work by the citizens Tuesday the park is in better condition than ever before in its history.

A week later, the *Pullman Herald* (p. 2) included an article entitled "Automobile Park Attracts Tourists." It said that "scores of tourists" were now using the improved facility and that a ledger had been placed in the Auto Park for people to sign as a way to track their numbers and their states. The article also noted that two members of the Chamber of Commerce would be "designated each week" to visit the Park nightly "to look after the comfort of the tourists," with the first so designated being W. L. Greenawalt and B. H. Douglas.

Yet the article also set out some initial problems. One was access issues related to the Auto Park being near the railroad right-of-way. It reported that on July 4<sup>th</sup>, the Oregon-Washington Railroad & Navigation Company caused:

...a barrier to be placed across the road under the bridge, closing the only present entrance to the park, but this was removed and it is probable that the city and the railway company will be able to reach an agreement as to the entrance until such time as a permanent grade crossing is established, giving a much more satisfactory entrance. Application for a crossing is now pending before the state public service commission, the request having been filed by the city council....

The same article concluded with a number of glowing testimonials by tourists who had used the camp, commenting on why Pullman's new facility was already superior to those provided by other towns. On October 1, as the tourist

season was winding down, the *Pullman Herald* (p. 1) reported that more “favorable comments” had been received about the Auto Park, which was becoming a point of pride for the town.

Starting in the spring of 1921, the city made further improvements to the Auto Park, including solving the entrance problem. The Oregon-Washington Railroad & Navigation Company installed a new railroad crossing for the approach to the facility. Unfortunately, the crossing was not to everyone’s liking, judging by comments in the Pullman paper,<sup>1</sup> and some changes probably occurred. In early June of 1921, the Chamber of Commerce held a luncheon in the Auto Park preceding an annual cleanup effort in the nearby city park, called Reaney Park.<sup>2</sup>

On June 17, 1921, the *Pullman Herald* (pp. 1, 6) included a lengthy article on more improvements for the Auto Park. This included some additional work to the shower baths added the prior year, new lights, and even plans to do some reforestation landscaping: replacement of older poplars that had been killed by “heavy frosts in recent years.” The article also reported that the Pullman Chamber of Commerce had discussed seeing the auto parks at Kalispell, Montana, and Wilbur, Washington, as “models to emulate” for the amenities provided to travelers and also “as an advertisement medium” for the town. Additionally, the article reported that a grader had “leveled the park roads” and that a garbage can would be placed in the Auto Park, as well as dry wood for tourist use. Further, the toilets were to be kept in “a more sanitary condition,” and signs to them and the garbage can would be posted.

In late June of 1921, two new ovens were installed at the Auto Park, which were soon used by members of the Pullman Moose Lodge for a picnic at the Auto Park days later, followed by sporting events in the nearby ball park.<sup>3</sup> In late July, the Federated Church picnic was held in the Pullman Auto Park.<sup>4</sup>

Also in late July of 1921, the Pullman newspaper reported on some of the travelers who had recently used the Auto Park overnight, including a family from Canada that had driven there in a wagon loaded with their possessions. They reported they had been “wiped out” from drought on their farm and that they were glad to be returning to “God’s Country.”<sup>5</sup>

By August of 1921, more improvements to the Auto Park were being installed: electric lights and a big sign at the entrance. Additionally, rules for usage of the Auto Park were posted, and signs were installed along the roads leading into the city to provide directions to the facility.<sup>6</sup> Also at this time, the newspaper carried more reports of people who had used the Auto Park and where they were from. It noted that L. J. Bolton and Mr. and Mrs. J. H. Wilson of Bellingham, Washington, were the first to have registered in the Auto Park that season, and that “all expressed satisfaction at the conveniences afforded by the city for tourists.”<sup>7</sup>

A week later, the *Pullman Herald* (August 26, 1921, p. 3) reported two prominent Pullman businessmen had made further improvements to the park:

Lee Allen and F. [Fred] C. Forest, who acted as the visiting committee to the tourist auto park last week, reported to the Chamber of Commerce that they had rigged up some needed swings. They recommended that the grass should be raked and arrangements made so that the park can be sprinkled, also that tubs and a couple of stands should be provided for the convenience of tourists who want to wash their clothes.

On September 2, 1921, the *Pullman Herald* (pp. 2, 12) again reported on visitor use of the Auto Park. Between two and ten automobiles had been counted in the park each of the ten prior nights, with most visitors “staying only a single night.” While the majority liked the facility very much, the “single objection” was the “presence, on several nights, of tramps.” The suggested solution was to have police visit the Auto Park nightly.

By early 1922, Pullman’s interest in the success of the Auto Park was such that Washington State College Professor O. L. Waller was Pullman’s delegate to a meeting of the Pacific-Rocky Mountain-Northwest Tourist Camp Conference.<sup>8</sup> His observations were then shared with the Pullman Chamber of Commerce. Yet, not everyone in Pullman was happy with the new facility, or at least the expenditure of Pullman’s tax-derived money on it. One writer to the *Pullman Herald* complained that spending such public money for the benefit of non-Pullman people was wrong, especially when no Pullman money was used for “needed” hitching posts in the downtown area for certain farmers who still drove their horse-drawn wagons into town.<sup>9</sup>

Apparently, such comments did little to slow Pullman’s support of the Auto Park, and on March 3, 1922, the *Pullman Herald* (p. 1) reported more improvements and changes that would be occurring to the facility in the months ahead, especially the Chamber of Commerce’s decision – for the first time – to charge a fee for use of the Auto Park. The article explained the reason and then reported plans for new landscaping:

To comply with the specifications of the state department of health it will be necessary to provide a supervisor to look after the garbage disposal and other features, to post all water which is unfit for use, to provide fly-tight toilets and to post the park regulations in a conspicuous place. The charge for the use of the park will be only great enough to cover a part of this added expense, probably not more than 25 cents for each automobile.

A complete reforestation of the park will be attempted this spring under the direction of A. M. Doerner, assistant professor of landscape gardening, who has prepared a complete map of the park on which is outlined the reforestation plan. Evergreens from the Moscow Mountains will be planted on the outside edges of the

park with alternating groves of temporary quick-growth soft wood trees and permanent hard wood trees within the tract. The tourist park problem is in the hands of the civic affairs committee, which will co-operate with the city council.

With the new plans in place and fees being charged, in June 1922, the first cars of the season were again rolling in. Reportedly, passengers in a Ford were first to arrive.<sup>10</sup>

On August 18, 1922, the *Pullman Herald* (p. 2) again mentioned the Auto Park, in an article about Richard Hanna reporting to the Chamber of Commerce about meeting with friends who had driven by auto from Wisconsin. They said "Pullman's auto park was the third best they had visited on their whole trip."

Use of the Auto Park continued next few years, with Pullman civic groups sometimes involved with its upkeep. For instance, notes of the local Kiwanis Club for its meeting on May 4, 1925, reported that a prior Director's meeting on April 28 had decided that repainting the "tables and benches in the Tourist Park" would be one of their spring projects.<sup>11</sup>

By the end of the 1926 season, the local paper gave a detailed summary of the park's use under a story entitled "Local Tourist Park Shows Small Profit": Four hundred and fifty-four automobiles, bearing 1345 tourists, visited the Pullman tourist park during the season just closed, according to the report of Park Superintendent W. O. Starr. The total income of the park was \$405.75 and the expenses \$402.68, leaving a balance of \$3.07. June was the biggest month at the park, when 170 cars, carrying 328 passengers, made use of the park facilities. Larger parties were the rule in August, however, when 109 cars were registered, with 537 passengers. In July there were 109 cars also, but the number of passengers only 282. The May report showed 26 cars with 65 passengers and in September there were 40 cars with 131 passengers.

The tourist park is maintained by the chamber of commerce, the charge of 50 cents per night for each car being made to take care of the maintenance and operation of the park and equipment. Most of the tourists expressed satisfaction at the facilities afforded by the park and the courtesies extended them by the superintendent.

In following years, the local paper sporadically mentioned the Auto Park, including reporting that at times it was used by local residents for special events. For example, on Aug. 9 1929, the front page of the *Pullman Herald* included the following report under the title "Local Camp Fire Girls to Camp in Auto Park":

The girls will meet at 6 o'clock today in Reaney Park and will hike over to the auto park in a body. The girls gathered around the





*Tourist camp grounds, Pullman, Wash.*



fire in the evening will enjoy songs, stunts and pantomimes. They will sleep in the open air on the ground. On Saturday morning, August 10, they will cook eggs and bacon on a hot rock for their breakfast, and during the morning the girls will earn honor beads by learning to build a bean hole, three different kinds of fire and four different kinds of devices over which to cook.

At the end of the 1929 season Pullman's Auto Park closed but was a topic of discussion the next spring. The *Pullman Herald* (March 28, 1930, p. 2) included summaries of various committee reports given at a luncheon of the Pullman Chamber of Commerce held in the Washington Hotel on March 25. The following was reported:

J. D. Lewis, chairman of the publicity committee, announced that one of Pullman's present needs is a good tourist camp. He said that Colfax and other neighboring towns have shown an increase since the Pullman camp was discontinued. Mr. Lewis suggested it be taken up by someone of means as a private enterprise and assured the support of the committee.

The cause of the closure of Pullman's Auto Camp is unclear but may have been related to the downturn in the local economy that started about this time. During the Depression years of the 1930s, money for vacations became scarcer, and Pullman's own city budget was strained to cover necessities.

Despite the official end of the Pullman Auto Camp, there is some evidence that the site remained a camping place for several more years. Reportedly, when

the George F. Shirrod family of Uniontown moved into Pullman, they camped there for a time before securing local housing.<sup>12</sup>

Today, over 80 years later, the tradition of Pullman's 1920s Auto Camp lives on with the operation of the nearby Pullman RV Park located at 785 SE South Street. Next to the city playfields, in 2014 this facility also included space for tent camping as well as hook-ups for recreational vehicles with 21<sup>st</sup> century amenities of cable TV and Wi-Fi never dreamed of nearly a century earlier when Pullman's grand Auto Park opened for the traveling public.

<sup>1</sup> *Pullman Herald*, May 27, 1921, p. 2.

<sup>2</sup> *Pullman Herald*, June 3, 1921, p. 2.

<sup>3</sup> *Pullman Herald*: June 24, 1921, p. 2; July 1, 1921, p. 2.

<sup>4</sup> *Pullman Herald*, July 29, 1921, p. 5.

<sup>5</sup> *Pullman Herald*, July 29, 1921, p. 2.

<sup>6</sup> *Pullman Herald*, Aug. 12, 1921, p. 1.

<sup>7</sup> *Pullman Herald*, Aug. 19, 1921, p. 2.

<sup>8</sup> *Pullman Herald*, Jan. 13, 1922, p. 1.

<sup>9</sup> *Pullman Herald*, Jan. 20, 1922, p. 6.

<sup>10</sup> *Pullman Herald*, June 20, 1922, p. 7.

<sup>11</sup> Kiwanis Club of Pullman papers, WSU Archives Collection, courtesy Mark O'English, Oct. 9, 2012.

<sup>12</sup> Russ Wheelhouse, Personal Communication, Dec. 30, 2013, from a statement shared with him by the late Ivan Shirrod, son of George F. Shirrod.



*This detail from a 1921 aerial photograph by Pullman photographer Graves is looking east along Pullman's Main Street. The photograph shows before the bluff, by today's Armory and WSU Visitor Center, was cut down, and the original 1930s viaduct was built through the bluff and over river and tracks. Main Street stopped at Spring Street, where only a path continued straight up the bluff. The roadway swung left around the bluff, crossed the river and tracks, and turned southeast, around the new Auto Camp, which is just visible between the top of the bluff and the roadway. The Auto Camp stood under both the old and new viaducts.*

# Bunchgrass Historian



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*The Snake River Six played at the Whitman County Historical Society's Ice Cream Social on June 26, 1983. Standing are Bob Miller, Jeff Grim, and Wally Friel. The band has never missed an Ice Cream Social.*