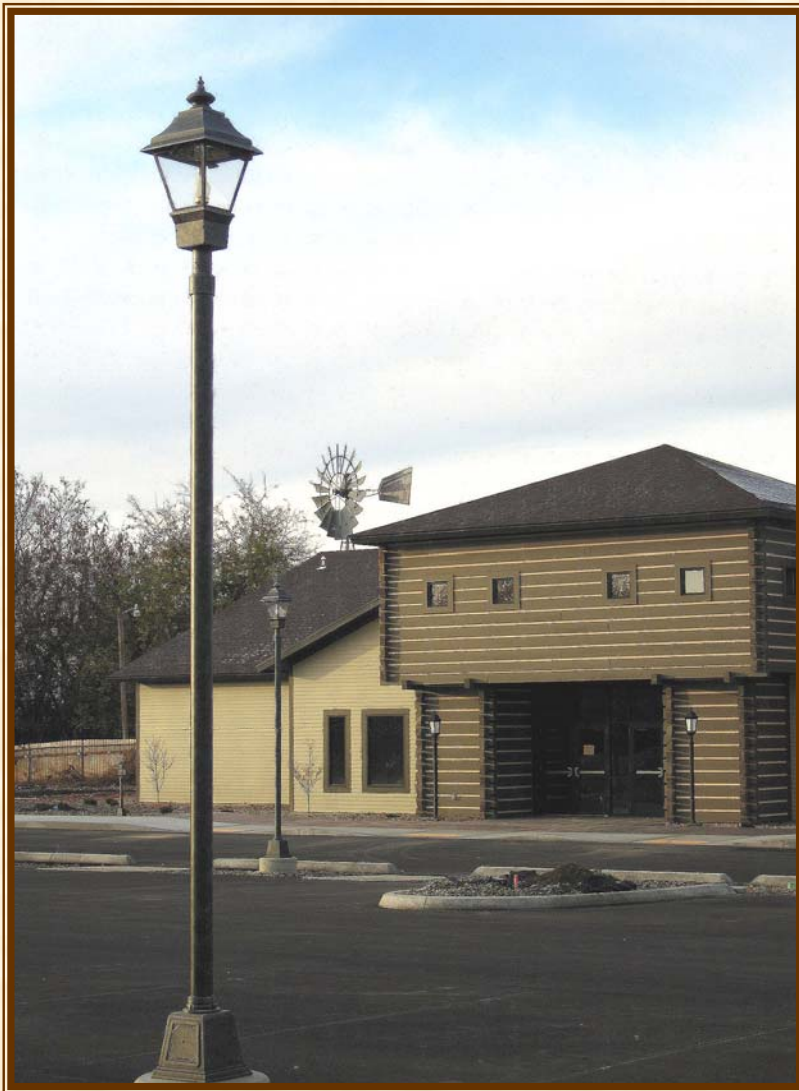


The Visitor's Guide to FORT WALLA WALLA MUSEUM



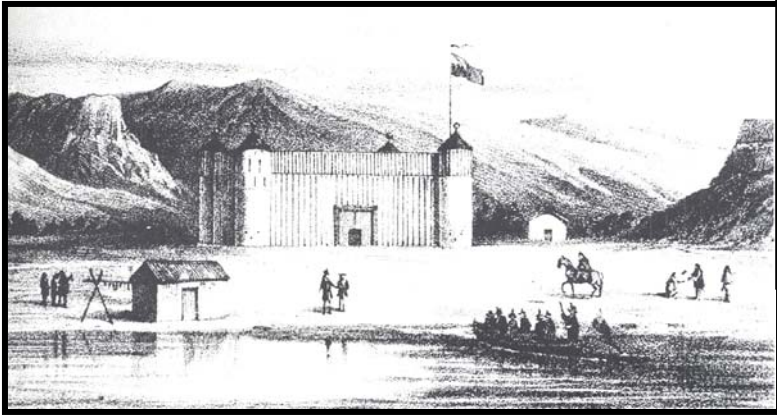
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*Discovering, Preserving & Sharing
Walla Walla Regional Heritage*

History of Fort Walla Walla as a Trading Post and Military Fort

In the early 1800s, the North West Company, a fur trading company, authorized the establishment of a fort to be built among the Nez Perce Indians. In 1818, Donald Mackenzie and Alexander Ross chose a site on the east bank of the Columbia River and about one quarter mile above the mouth of the Walla Walla River. Shortly after it was built, the North West Company merged with the Hudson's Bay Company and the fort was renamed Fort Walla Walla.



This fort (see picture above) was described by its first factor (manager), Alexander Ross as the "Gibraltar of the Columbia, the strongest fort west of the Rockies." It was built to enclose an area where some smaller structures had been established as a temporary trading post.

The first fort burned down in the late 1820s and was burned down again in the late 1830s. It was rebuilt but destroyed by fire during the Indian Wars of the 1850s. The era of Fort Walla Walla as a trading post was over.

The next structures to be known as Fort Walla Walla were military forts. When Governor Stevens was negotiating a treaty in 1855, his cabin or cantonment was sometimes referred to as Fort Walla Walla. The first military fort was built on Mill Creek east of what is currently the city of Walla Walla.

In 1856, another temporary fort was established by Colonel Edward J. Steptoe in what is now downtown Walla Walla, near the Liberty Theater (see picture below, Mill Creek is to the right where you see the row of trees). This fort was used while a new, more easily defended fort was being built to the west of the downtown area.



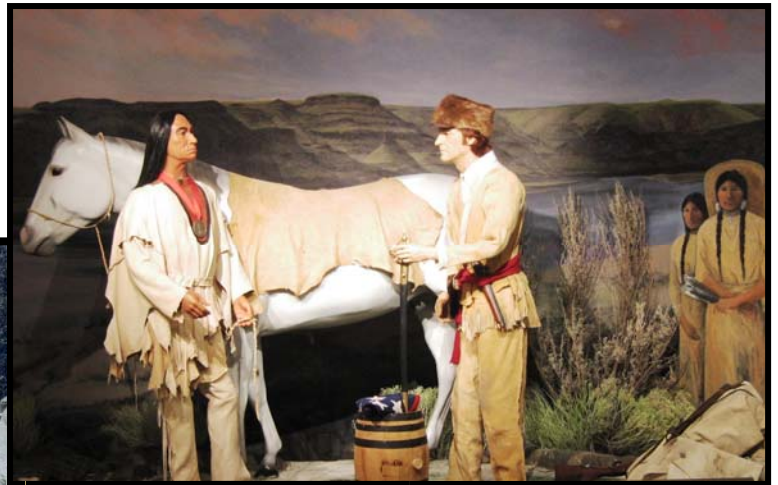
In 1858, the new fort was ready to be used. It covered 640 acres, or one square mile. The cornerstone that you see at the top of the Penner Trail was once located at the corner of Rose Street and Myra Road and marked one corner of the military reservation. The old military cemetery across from the pioneer settlement contains graves of soldiers and volunteers killed in Indian battles, mostly with the Nez Perce at Whitebird Canyon.

Fort Walla Walla was operated as a cavalry outpost until it was closed in 1910. It reopened for a period during World War I to mobilize and train the 146th Field Artillery. The only Fort buildings (from the last fort that was built in 1858) that are still on the site are to the east of the Museum area and are now part of the Veteran's Administration (VA) Hospital, which took over the military reservation in 1920.

Learn more about the Museum at fortwallawallamuseum.org.

Fort Walla Walla Museum

The roots of the museum can be traced to an early pioneer society that formed in 1886. Groups like this worked to keep alive the stories of pioneer days in the Walla Walla Valley. The picture below of the Walla Walla Valley Pioneer Society was taken in 1901 at Bussels Grove.



Concord Stagecoach (built by Abbott and Downing Co. of Concord, New Hampshire) arrived in Walla Walla in 1861. It was shipped around

During the 1960s, various historical groups joined together to promote the idea of a museum structure. After reviewing several sites and working with the federal government and the City of Walla Walla, the groups were leased an area directly west of the VA buildings as a perfect spot for a museum. Fort Walla Walla Museum was opened for visitors in 1968. The following paragraphs describe the buildings and major facilities on the grounds.

Entrance Building & Exhibit Galleries

Welcome to Territorial days Walla Walla! Construction was completed in November, 2009 and the building opened to the public the following spring as Phase 1A of a decade-long project. Inside, visitors will find the Museum Store (open year 'round), Special Exhibit Gallery, the Lewis & Clark diorama with a mural by acclaimed artist Leslie Cain, displays of local Indian people's culture, special exhibits and military displays. Modern restrooms are available. In the Grand Hall, visitors may view the



Cape Horn to Lewis McMorris, who operated a stagecoach line between Walla Walla and Lewiston for several years. The local 59'er group has a twin coach which is reconditioned and used extensively in parades.



Headquarters

This structure was completed in January, 2001 and serves as the administrative center of the Museum. It contains 6,000 square feet of climate-controlled storage for long-term care of our 42,000 artifacts. Additionally, there is a maintenance workshop and other related storage areas, as well as office space



and exhibit staging area. The exterior was designed to resemble a fort building. It houses a collection of art by nationally acclaimed artists Norman Adams and John Clymer and a Research Library. The Art Gallery & Research Library are open to visitors year 'round. Outside the Headquarters is an early John Deere tractor (1926 model D).

Exhibit Hall 2

Built in 1973, this building houses an entire stationary threshing outfit as used in the early 1900s. The push type header, driven by 6 mules, was pushed through the field to cut the wheat without trampling it. The grain rode the conveyor and was dumped into the wagon, called a header box. The grain was hauled into the thresher location and dumped on a derrick table where it was fed by two ho-down men into the thresher or separator.



The agitators in the separator separated the chaff and straw from the grain kernels; the straw was blown out into a pile and grain was put into sacks.

The separator, or thresher, was powered by the 1896 Russell Steam Engine. This 15-horsepower engine generated steam by burning wood, coal or often just



straw. The water wagon, which is from the Drumheller Ranch, brought water from the source, maybe 5 or 10 miles distant, to water the animals and provide water for the steam engine.

Since the crew of 15 or 30 men lived out in the field during the harvest, the cook house (i.e., the kitchen) was also pulled out to the threshing site. The cook house, which is from the Lester Robison ranch, contains a wood range, icebox, tables, and very importantly, fly traps. This building also contains a display in tribute to the Century Farms of the area.

The wheat harvest (stationary thresher) video was completed in 2009.

Exhibit Hall 3

Built in 1973, this building houses the next technological development in horse-era agriculture: the Harris combine and the Schandoney hitch. This exhibit may be the only one in the United States where you can see the unit in its entirety. The combine and hitch were modified in Walla Walla for use specifically in this Valley, however, they proved useful to other areas of similar geography.

The combine is a 1919 Harris with a 16-ft header. The gas engine on the front runs with the combine. It was originally mounted on the top. Earlier models were ground-powered using lugs on large bull wheels to operate the combine. The combine is so named because it "combines" the operations of cutting and threshing the grain into a single machine.



First developed in California in the late 1800s, the Harris combine began to appear in the northwest around 1900. The Walla Walla company that produced the combine added a very important component: a self-leveling device. Before this invention appeared, only the tops of the hills in the Valley could safely be used for farming. However, by using this re-designed Harris combine, farmers could harvest hillsides, thereby more than doubling the amount of tilled land. This rig replaced the stationary separator and steam engine displayed in Building 2. It also reduced the work force to five or six men.

The life-size fiberglass mules were donated by Carl Penner, who first saw them at the Walt Disney studios. Carl ordered 33 from a Montana outfit and drove there with his grandson to pick them up.

The mules are linked together using a Schandoney Hitch developed in California and modified by a Walla Walla manufacturer to equalize the load so that no animal would pull more than its share. A 33-mule team was controlled by the three lead mules.

To operate the machine, five men were required – the driver in the front, the header tender who controlled the height of the cutting bar or header, the jigger who filled the sacks, the sack sewer, and the separator tender, or machine man, who kept the combine running and acted as the boss. Each man took care of his share of the mules.



On the south side of this building, you see a wagon and six-horse hitch of Clydesdale horses which was typical of that used to transport the grain from the field to the warehouse. The saddle horse tied to the rear was used in case of injury or breakdown so that someone could get back to the ranch house or barn in a hurry. The six Clydesdales were donated by E.H. Burgess.

In 1999 this building was refurbished to provide temperature control to help preserve this exhibit for future generations. In addition, a mural was painted on all four walls by local artist Carol Poppenga to depict a 19+20s wheat harvest. A four-minute video was also added. These additions help make this building a world-class exhibit.

Exhibit Hall 4

Built in 1976, this building houses many varieties of horse-drawn vehicles and some farm machinery.

The items you see include:

- the sack-piler and old McGahey hoist were used to stack grain sacks in warehouses
- the ox-shoeing stall was used to put iron shoes on oxen used in logging operations
- the Jausaud (Jo-So) Sheep Wagon (left) was used as home by shepherds on the summer range. This particular wagon contains many of the items that would have been used by a shepherd. The Jausauds once ran more than 12,000 sheep in Oregon, Washington, Idaho, and Montana
- the fancy doctor's buggy with a top and the sport buggy or convertible were used by local Walla Walla people.



- the restored roller mill was used to roll oats and barley for feed
- the ox yoke on the back wall was donated by Bessie Fox in Weston. Her father used it to yoke oxen while logging in the Blue Mountains. This yoke is also the type used by pioneers in pulling wagons across the plains.
- the branding iron collection you see includes many of the oldest brands in Washington.

Exhibit Hall 5

Built in 1977, this building was originally planned as the main museum until the headquarters building could be built. Today it houses two



exhibits. The horse-drawn steam pumper dates to ca. 1900 and was last used in Walla Walla before these

pumpers became motorized. The doors are from the old Fire Station on Rose Street. The brass poles are also from that station and were used to go from the second floor to the main floor in a hurry. The one-hose cart was used by volunteer firemen in contests to see who could pull the cart to the fire and put it out the fastest. The other hose cart was used in Prescott to fight fires.



In 1988, a Washington State Penitentiary display was added by former warden Bob Rhay and associate warden Bob Freeman. The exhibit depicts two "bucket cells." Prison Industries constructed these cells of steel from the original 1886 structures

and are duplicates of the cells used before 1960. The cells are 6 ft by 7 ft and furnished just as the originals were with a "bucket" in the back that served as a toilet. This bucket was emptied by the inmate once a day into a trough outside the cell.

The Gazebo

The Gazebo was donated by the Kirkman House Museum from its grounds.



The apple tree below the Gazebo is from a tree planted by Cantrel Frazier in 1865 near Dixie. Frazier's tree once produced 126½ boxes of apples – a record for Washington.

Laughlin Road

This path is built from stepping stones that have been donated as are those on the Penner Trail. It is named for J. J. Laughlin, a former president of the Walla Walla Valley Pioneer and Historical Society.



Penner Trail

This trail is named for Carl Penner, among the primary leaders who helped establish the Museum in the 1960s. The stepping stones used to make this trail were purchased by members of the community to honor family members or other significant people.



On the pad at the top of Penner Trail is a cannon made during World War I and used in France. It was last used as a saluting cannon at the Walla Walla Airbase in World War II.

Another exhibit at the top showcases the community of Gardena and features a bell and photographs.

The Pioneer Settlement

Our pioneer village has 17 original cabins, schools, a jail, and other structures common to a pioneer town. All came from within 30 miles of the Museum.

Davis Cabin

John A. Davis and his wife Caroline left Iowa for Walla Walla by ox team in 1863. They homesteaded on Mill Creek about nine miles east of Walla Walla



on Coyote Road where they built a log cabin in 1864. This cabin was home for them and 10 of their 14 children.

Logs from the old Davis Cabin were donated by Andy Lyons in the mid 1970s and moved to the Museum by Carl Penner who restored the cabin and added the anteroom. Later, it was converted from a meeting house to the Museum Store.

In 2010, the Store operation moved to the new Entrance Building on the Museum's upper level. The Davis Cabin will again become an artifact in its own right.

lived in log buildings from 1856 -1858 until the Fort, where the Veteran's Administration medical center is now located, was ready for them. This replica blockhouse was built in one day by Carl Penner, John Kruse, and others.

Kennedy Playhouse

Henry and Clara Baker of the Baker Boyer Bank family built this playhouse in 1905 for their daughter, Henrietta Baker Kennedy. It originally was located at 428 Crescent Street in Walla Walla, but was moved in the mid-1950s to Mrs. Kennedy's home on Park Street. The playhouse was donated to the museum by the Kennedy family in 1986.

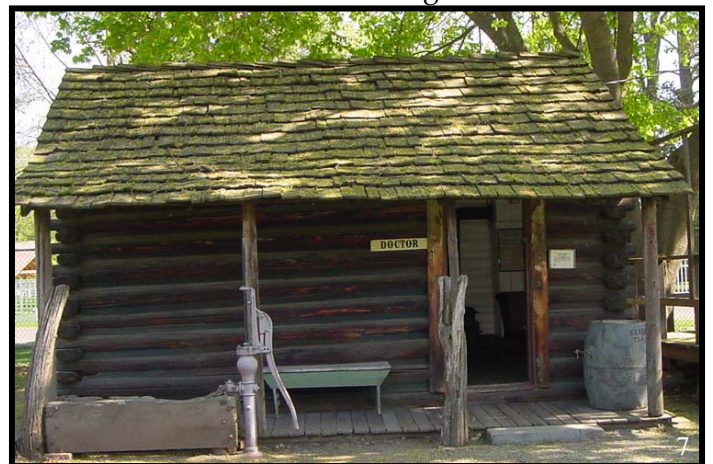


Local PEO chapters provided for the restoration of the playhouse when it was moved to the Museum in 1991. The doll

collections and other items in the playhouse are all original artifacts collected by the Museum. They are carefully removed each winter as cold temperatures and humidity changes are harmful to them. In the plans for the Museum's future, the Playhouse may be brought inside an exhibit hall where it can be better preserved.

Doctor's Office

Mr. A.J. Isitt originally built this cabin on the northeast corner of Fort Walla Walla's military reservation. James H. Appling donated the cabin to the Museum, and the Altrusa Club donated funds to move it into the Pioneer Village.



Blockhouse

This replica blockhouse is typical of the ones used for protection against the Indians. Colonel Steptoe had one built at the downtown site of Fort Walla Walla near what is now Colville and Main Streets, where Macy's is now located. Soldiers



J.J. Laughlin was responsible for the restoration efforts on the cabin and turning it into a doctor's office.

Inside the office is a composite of things used in many pioneer doctors' offices from 1890 through 1930. The doctor's desk was originally used at Fort Walla Walla. The doctor's bag belonged to Dr. Dorsey S. Baker, who practiced in the late 1800s. The examination table was used by Dr. Campbell, who began his practice in Walla Walla in 1907.

Babcock Railroad Depot

This depot was one of the first to be built by the Northern Pacific in Walla Walla county and was located about 3 miles northeast of Eureka, which is



30 miles north of Walla Walla. In the 1880s passengers were picked up at all the small stations along the line. The trains usually made one trip a day.

This building, donated by Houston Marshall, contains items from the Union Pacific, Walla Walla Valley Railroad, Northern Pacific, and Dorsey Baker's Railroad, one of the first operating railroads in the northwest between Wallula and Walla Walla about 1875. For more information on Baker's line, see the model in Building 2. The Museum's plans include a display of the *Blue Mountain*, Baker's sole surviving locomotive, in a Pioneer Gallery to be located north of the Entrance Building.



Railroad Bridge Key

The large key in front of the Depot was used to open and close the Riparia Railroad Bridge over the Snake River, north of Dayton. The Union Pacific section hands would go to the bridge and open it for the boats going up and down the river from Lewiston. This operation required 6 or 8 men to turn the key. We are told by one of the section crew foremen that if they did not have the bridge open in time for the boats which had whistled for the "drawbridge" to be opened, they would be fined.

Gas Pump

The old gas pump in front of the Depot was used by the Union Pacific Railroad on the Snake River at Ayer Junction.



Barbershop & Bathhouse

This building, built about 1890, was donated by the Klicker family. The old barber chair, one of the oldest in the Northwest, was made about 1870 and donated by Lee's Barbershop. The mirror came from the Fort Walla Walla Barbershop. Other items are from other barbershops in the area. The small stove has coils for heating water. At the rear of the barbershop building there is a bathhouse. Charge for a bath was 25¢, though the price dropped as the day wore on.



Elliott Carriage House

When this carriage house was built around the turn of the century on the Elliott Estate on East Poplar Street near Palouse, people had only a horse and buggy and sleigh as their means of travel. To make the scene more realistic, fiberglass horses were purchased by donations from



people also donating family heirlooms such as sleighs, harnesses, and buggies. Dorothy Elliott, who donated the building, said " 'Goldie' has a stall in one end of the barn and is always ready to go when members of the family want to go someplace." There are two women's side-saddles used by long-skirted ladies at the turn of the century.

Blacksmith Shop

This replica building was built as a reminder of one



of the important activities on a pioneer farm. The blacksmith shop had all the tools necessary for shoeing horses or repairing wagons and farm machinery. On the left side, you see tools and equipment from the 1880s donated by Dr. Miles Lodmell from the La Budde Shop located at Eureka, about 30 miles northwest of here. Tools seen around the forge were mostly hand-made by the blacksmith as the need arose. The bellows was used to force air into the fire and was operated with one hand while the blacksmith stirred the fire or turned the iron being heated with his other hand.

Most of the tools and equipment on the right side of the building came from Ben Hunt Sr.'s wagon and repair shop. The machine in front was used to shrink hot metal tires to make them fit the wheels. As wood always shrinks when dried out, the wheels would have to be soaked with water frequently, either in a stream or in a large pan such as the large, round one you see by the shop.

The sign on the corner of the shop was the original signs used by one of Walla Walla's early blacksmiths, Fred Stine. Note the date: July 1875. The small windmill in this corner of the Village was used to

pump water for trains traveling between Portland and Spokane. Damaged in a 2009 windstorm, it is currently being repaired



Umapine Cabin

This original cabin, built around 1878, was located about four miles west of the Mojonier Greenhouses, southwest of College Place on



Frog Hollow Road. The land homesteaded by Victor Prezon in 1886. The area where it was built was used by Chief Umapine as a wintering home for his tribe. There was a good spring nearby. The cabin was donated by Dwight L. McCaw. Umapine means "friends."

Apple-Box Jig

Between Umapine Cabin and the Prescott Jail is a mechanism called a jig used in the orchards when making boxes to store apples. This jig was donated by H. Clayton Fox whose father, C.W. Fox, owned an apple-packing business.

Prescott Jail



U.S. Marshall, Joe Meek, at Prescott Jail — Portrayed by Mike Bates, Museum Living History Co.

The Prescott Jail was donated by Gregory Reid. Prescott, WA, a small, but growing town of about 1,000 people at the turn of the 20th century. It was about 20 miles from the County Court House and jail in Walla Walla, in the center of a wheat and cattle district.

Cowboys were frequent visitors to the six or seven saloons and three small hotels. A drunken cowboy with a pistol on his hip was a problem for law enforcement officers. Many times they were seen riding into town and shooting out

the street lights. If they were arrested, the town marshal had no place to put them.

In 1903, the City Council passed an ordinance to build a jail house to use as a place of punishment "for those arrested for being drunk, disorderly, or for misconduct." This building, 10 ft by 14 ft was made of 2 x 6 timbers spiked together for the walls and 2-in. planks for the floor and ceiling. The only window or opening was a small barred hole in the vault-like door. This door was sawed out after the building was constructed.

No heat, light, water or other accommodations were furnished. In retaliation for their confinement, one night a group of five cowboys attacked the jail and attempted to turn it over with their horses and lassos, but they failed as it was too heavy.

A disastrous fire in 1915 destroyed the business district of the town but spared the jail, which was just out of reach. Unable to rebuild, the town no longer needed a jail. The people of Prescott, which had a population of 266 in 1975, can now view their old town jail as a reminder of the "wild west" when their town had upwards of 1,000 people.

Saturno Italian Farmstead

Frank Orselli came to the Walla Walla Valley as a



soldier assigned to Fort Walla Walla in 1857. After his enlistment was over he acquired some local land and began to grow vegetables and wine grapes as a commercial venture. As far as is known, Orselli was the first of many Italian

farmers who would come to settle in the Walla Walla Valley.

Around 1876, Pasquale Saturno arrived and began farming land to the west of the museum. His original farmhouse was recently moved onto the museum grounds and will become the center piece of the Saturno Farmstead. When complete, the complex may include, besides the Saturno Farmhouse, a barn, corral, out buildings, a small packing shed and a replica of a wine making structure.

In the vineyard behind the Farmstead you will see a variety known as Black Prince grapes. The vineyard was planted by Francesco Leonetti's grandson, Berle "Rusty" Figgins, a noted Washington State winemaker.

Rusty also portrays his grandfather as part of our Living History programs (see picture at right).

These grapes (also called 'Cinseault') are well known for drought and disease resistance as well as being cold hardy, all of which are important factors in this valley.



The Italian Herb Garden

is a horticultural exhibit in support of the Saturno

Homestead. It features a variety of food and medicinal crops that were grown and used in the past. Italian immigrants to the region were instrumental in developing the early commercial vegetable gardens that today are a major aspect of the area's agricultural economic base, including the official Washington State vegetable, the Walla Walla Sweet Onion. The planting and harvesting of the farm crops may one day become public events.

The purpose of establishing this Farmstead is to provide an accurate setting where Living History demonstrations can take place to honor the contributions of the Italian people to the history and economy of the Valley. They have played a major role in developing our local 'sense of place.'

Toner Schoolhouse

This schoolhouse was built in 1911 and donated by Ralph Tinker from property he owned near



Stateline. It was sponsored by the Walla Walla Chapter of the Telephone Pioneers and restored by the Spokane chapter.

Today this schoolhouse is often the setting for art shows or special exhibits. The Museum will host a 'Blooming Artists' series of high school students western-themed work beginning in spring 2009.

Union School – District 26



This building, one of the oldest and best preserved one-room schools in the area, was built in 1867 about 200 yards north of the railroad underpass west of Dixie. When a man with 10 children living some three miles west of the school complained of the distance his children had to walk, the building was moved about three miles to the west of Dry Creek District and near the W.R. White farm on land donated by Milton Aldrich.

After the school was abandoned in 1930, the building was purchased by Mr. and Mrs. W. R. White, who donated it to the Museum. Note the 1-inch by 12-inch boards used on the ceiling and the original blackboards and lamp brackets on the walls.

This school housed grades first through eighth with an average attendance of 15 to 18 pupils. An organ was moved into the school in later years and used by one of the Maxson girls, who conducted a singing school during the winter months for all in the district. The organ was made in 1871 and is one of three in the museum's possession that came around Cape Horn (tip of South America) by ship.

The school had no large bell. The only bell was a hand bell used by the teacher. The bell you see on the post outside came from the old County Poor Farm near College Place.

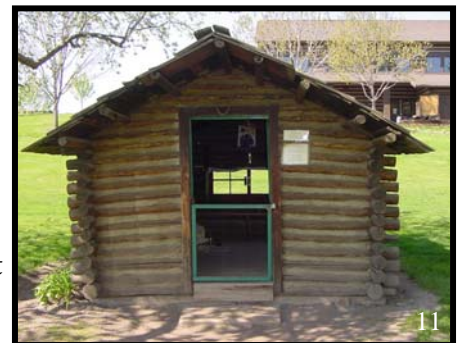
Pictures on the walls were donated by District 140 from abandoned schools in the area. The teacher's desk came from the old Sudbury School. Student desks came from Waitsburg, Prescott, Walla Walla, and the Dayton areas. The schoolhouse has been renovated on the outside, repainted in the original color, and restored inside with a barrier wall, using funds raised and donated by local school children.

Apple Tree

The Waggoner apple tree at the corner of the Jacky Play Cabin was donated by Dr. Robert Skotheim, president of Whitman College, in July 1975. The tree was obtained by him from the area in New York State where Dr. Marcus Whitman (Whitman Mission) was born and raised.

Jacky Play Cabin

This small cabin was built by Henry Jacky about 1925 near the cemetery on south Second Street, when Henry was employed at the Jacky and Fiedler greenhouse. When his daughter was married, she had it moved to her home at 8 Yakima Street, where her children enjoyed the cabin as a children's meeting house and a Boy Scout meeting place. The last owner, Mrs. Mamie Carder, donated the cabin to the Museum. It was moved to its present location in 1974.





Ransom Clark Cabin

Ransom Clark came to the valley with Lt. John C. Fremont on a surveying expedition for the government in 1843. Clark went on to the Willamette Valley where he met his future wife, Lettice Millican, of Lafayette, Oregon.

Clark returned to the Walla Walla Valley with the intention of settling here but was soon ordered out because of the Indian troubles. In 1855, Ransom Clark filed on his Donation Land Claim at Walla Walla. When white settlers were permitted to return, Clark began construction of this large cabin on their land about a mile south of the city of Walla Walla in the fall of 1859, the year the city was founded.

Clark returned to Vancouver to visit his family and died there before the log house was completed. His wife and family came from Portland to live in the cabin to “prove up” the claim as was required by the government. She and her sons completed the cabin and moved in. Mrs. Clark worked sewing sacks for the nearby Reynolds Flour Mill . She later married the owner and neighbor, Almos Reynolds, and they lived in the cabin with their family. Members of the Reynolds family donated the cabin to the Museum.

Many of the household items in the cabin were used by members of the family. The room on the east was the living room, separated from the kitchen by a breezeway. The children slept in the attic, the girls on one side and the boys on the other. They had to climb up the ladders to get to their bedrooms, which were all open, as you see it today. They likely had warm feather beds and straw ticks to sleep on.

The small jar was brought across the plains and contained apple butter for the journey by the Millican family, who settled near Lafayette. Cooking in this house was done in the fireplace. The spinning wheel was made about 1878. The loom was handmade by Zachius Johnson before 1893.

C.K. Martin Harness Shop

Donated by Wayne Hinchliffe of Waitsburg, this building was moved from First Street in Waitsburg to the Pioneer Village on August 8, 1975. In 2006, it became the

C.K. Martin Harness Shop. Charles K. Martin

operated saddle and harness shops in a number of communities in this area in the early 1900s. Harness makers were vital to the use of horse-powered agriculture through the 1930s.



Pioneer Cabin

In 1877, W.W. Davies built a two-story cabin of hand-hewn larch logs 8 miles east of Walla Walla up Mill Creek on what later became the Klicker Farm. The original log house was torn down and the logs were donated to the Daughters of the Pioneers who had this smaller cabin built at the Southeastern Washington Fairgrounds.



In 1968, ‘the Daughters’ donated the fence around the village and moved the cabin here to be the first building in the museum complex.

Noteworthy items in the cabin include:

- homemade soap (made using salvaged grease and lye water made by soaking wood ashes)
- the candle mold (the best candles were made from the sheep grease , called tallow)
- the butter churn (the dasher, barrel churn and other similar items are in the Museum buildings)
- the flour bin holds one barrel of flour, i.e., four sacks or about 100 lb each
- the cast iron waffle iron was used on the stove top
- the bed, made in Walla Walla in 1870, has a straw tick mattress on boards without any springs.



The Tepee

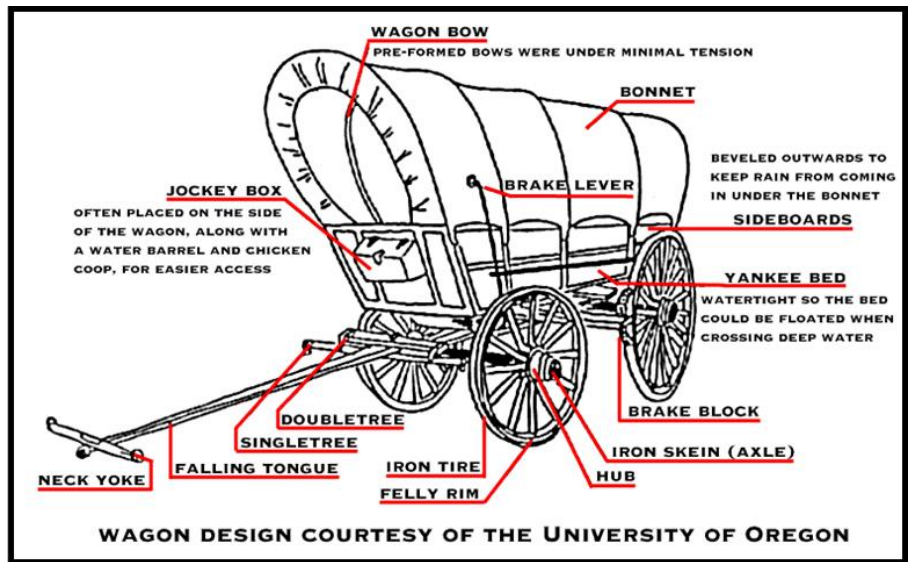
Regional Indian people made use of local building materials before the arrival of the horse in the 1730s. At that time, annual trips across the mountains to the buffalo country of what is now Montana began to take place; the original tule mat lodges were replaced with buffalo skin tepees. After the destruction of the great buffalo herds, canvas replaced animal hides. The Columbia Plateau-style tepee consists of 19 22-to-25-foot poles and a heavy mass of canvas. Traditionally, tepees were erected by a band's women, who worked with each other to get a community's portable housing put up in short order. Tepees were generally considered the property of the homemakers. Getting the poles nested in the right sequence is no easy task; it takes quite a bit of experience to get things just right. Doing it alone is extremely difficult.



The Museum acquired the tepee from Old West Tipis of Lapwai, Idaho several years ago. According to company owners Dr. Steve Evans and his wife Connie, a full-blood Nez Perce Tribal member, Plateau-style teepees differ from their Plains cousins in several ways. The doorways are not oval, but a kind of upside down 'U' with no closure pins at the bottom. The vent flaps are typically shorter and the backs tend to be steeper. The tepee's poles are assembled in an open nest-like pattern, then the canvas is draped over the frame. Tie-downs and final touches to ensure a realistic portrayal complete the job. You can learn more from Old West Tipi's website, www.oldwesttipis.com.

Conestogas

The most common wagons used for hauling freight back East were Conestogas, developed in Pennsylvania by descendants of German colonists. Conestoga wagons were large, heavy, and had beds shaped somewhat like boats, with angled ends and a floor that sloped to the middle so barrels wouldn't roll out when the wagon was climbing or descending a hill. Like the covered wagons of the western pioneers, it had a watertight canvas bonnet to shelter the cargo. Conestogas were pulled by teams of 6 or 8 horses and could haul up to five tons.



Traders on the Santa Fe Trail adopted the Conestoga design for its durability and size, but they found that bullwhackers or muleskinners were preferable to teamsters; the immense distances and scarcity of good water along the Santa Fe Trail precluded the use of horses as draft animals. Teams of up to 24 oxen or mules were used to haul the heaviest loads. Sometimes a second wagon, or "backaction," was hitched behind the lead wagon.

Prairie Schooners

Overlanders on the Oregon Trail, in contrast, quickly learned that Conestoga wagons were too big for their needs. The huge, heavy wagons killed even the sturdiest oxen before the journey was two-thirds complete. Their answer to the problem was called the "Prairie Schooner," a half-sized version of the Conestoga that typically measured 4' wide and 10' to 12' in length. With its tongue and neck yoke attached, its length doubled to about 23 feet. With the bonnet, a Prairie Schooner stood about 10' tall, and its wheelbase was over 5' wide. It weighed around 1,300 pounds empty and could be easily dismantled for repairs en route. Teams of 4 to 6 oxen or 6 to 10 mules were sufficient to get the sturdy little wagons to Oregon. Manufactured by the Studebaker brothers or any of a dozen other wainwrights specializing in building wagons for the overland emigrants, a Prairie Schooner in good repair offered shelter almost as good as a house.

The wagon box, or bed, was made of hardwoods to resist shrinking in the dry air of the plains and deserts the emigrants had to cross. It was 2' to 3' deep, and with a bit of tar it could easily be rendered watertight and floated across slow-moving rivers. The side boards were beveled outwards to keep rain from coming in under the edges of the bonnet and to help keep out river water. The box sat upon two sets of wheels of different sizes: the rear wheels were typically about 50" in diameter, while the front wheels were about 44" in diameter. The smaller front wheels allowed for a little extra play, letting the wagon take slightly sharper turns than it would otherwise have been able to negotiate without requiring a great deal of extra carpentry work to keep the bed level. All four

wheels had iron "tires" to protect the wooden rims, and they were likewise constructed of hardwoods to resist shrinkage. Nonetheless, many emigrants took to soaking their wagon wheels in rivers and springs overnight, as it was not unheard of for the dry air to shrink the wood so much that the iron tires would separate from the wheels during the day.



Hardwood bows held up the heavy, brown bonnets. The bows were soaked until the wood became pliable, bent into U-shapes, and allowed to dry. They would hold their shape if this was done properly, which was important to the emigrants: if the bows were under too much tension, they might spring loose and tear the bonnet while the wagon was jostled and jounced over rough terrain. The bonnets themselves were usually homespun cotton doubled over to make them watertight. They were rarely painted as this stiffened the fabric and caused it to split. The bonnet was always well-secured against

the wind, with its edges overlapped in back to keep out rain and dust. On some wagons, it also angled outward at the front and back, as shown in the illustration above, to lend some additional protection to the wagon's interior.

While wagons were minor marvels of 19th century engineering, they inevitably broke down or wore out from the difficulty and length of the journey. Equipment for making repairs en route was carried in a jockey box attached to one end or side of the wagon. It carried extra iron bolts, lynch pins, skeins, nails, hoop iron, a variety of tools, and a jack. Also commonly found slung on the sides of emigrant wagons were water barrels, a butter churn, a shovel and axe, a tar bucket, a feed trough for the livestock, and a chicken coop. A fully outfitted wagon on the Oregon Trail was quite a sight, particularly with a coop of clucking chickens raising a ruckus every time the wagon hit a rock.

There was only one set of springs on a Prairie Schooner, and they were underneath the rarely-used driver's seat. Without sprung axles, riding inside a wagon was uncomfortable at the best of times. Some stretches of the Trail were so rough that an overlander could fill his butter churn with fresh milk in the morning, and the wagon would bounce around enough to churn a small lump of butter for the evening meal. The simple leaf springs under the driver's seat made that perch tenable, but not particularly comfortable. The illustration above does not show the driver's seat, and its placement of the brake lever is questionable. The brake lever was usually located so it could be pressed by the driver's foot or thrown by someone walking alongside the wagon, and it was ratcheted so the brake block would remain set against the wheel even after pressure was taken off the lever.

While Prairie Schooners were specifically built for overland travel, many emigrants instead braved the Oregon Trail in simple farm wagons retrofitted with bonnets. Farm wagons were typically slightly smaller than Prairie Schooners and not as well sheltered, as their bonnets usually were not cantilevered out at the front and back, but they were quite similar in most other respects. (Information courtesy of University of Oregon)

Fort Walla Walla Cemetery

Fort Walla Walla Cemetery was in use for 47 years. The first person to be interred there was Jacob Linnhard of Company B, 9th U.S. Infantry, who died February 3, 1859. The last to be buried was William Coleman of Company C, 14th U.S. Cavalry, who died June 25, 1906. Fort Walla Walla was closed in 1910, opened for a short time during World War I, and then closed permanently after the war and the grounds transferred to the U.S. Department of Health in 1921. Today the Veterans Administration buildings are located in the area near where some of the Fort's buildings still stand.

On the west end of the cemetery stands a monument to the completion of the Mullan Road. Lt. John Mullan received a commission to create a military wagon road.

He chose a route that ran from the steamboat docks at Wallula on the Columbia River, across the Rocky Mountains east of today's Spokane, to the headwaters of navigation on the Missouri River at Fort Benton in what is now Montana. Lt. Mullan left Walla Walla on July 1, 1858 with a crew to begin construction of the road. It was finally completed in 1861. This marker was originally placed near the Washington State Penitentiary but was later relocated to this site.



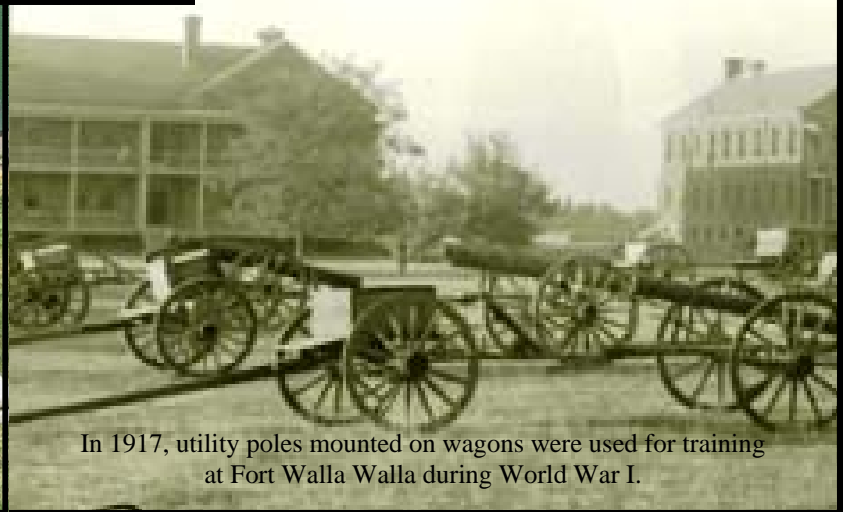
The community's Vietnam War memorial stands on the cemetery's east side.



Cannon limbers in World War I



Monument installation, November 10, 2009



In 1917, utility poles mounted on wagons were used for training at Fort Walla Walla during World War I.

World War I Cannons in Fort Walla Walla Park (Information courtesy of Larry Dodd)

The monument was dedicated on Veterans Day (Armistice Day, November 11) , 2009

In 1917, men from Walla Walla were volunteering for the war in France. Mobilized in early September at Fort Walla Walla for preliminary training, D Battery would become part of the 2nd battalion that was made up of Eastern Washington men. One month later D Battery was transported by rail to North Carolina for advanced military training and on Christmas Eve, 1917, they shipped out on the boat Lapland. Arriving in France in January of 1918 they were part of the 146th Field Artillery which was the first motorized heavy artillery regiment of the American Army in France to be equipped with the new French 155 GPF guns. By mid-July the training was over and the troops were ready for active duty.

Sgt. Frank R. Bigler, D Battery, reported that the French 155 GPF "- guns were used - in training, were used on the front continuously from July 11 to November 11, and were the only heavy artillery guns of this type to be taken overland into Germany with the army of occupation. We fired them at the rate of a round a minute at times, fired them until they were cherry red 3 feet back from the end and the breech was so hot we could not put our hands on the guns. We'd cool them for five minutes, then go at it again.

"They had been fired more than they should have been. The extreme limit is 4,000 rounds and every one of the four has been fired more than 4,000 times. One of them exploded twice killing four and wounding several. The tube of the one - had to be replaced twice. We expected them to blow up toward the last."

Each shell weighed 97 pounds with a separate powder charge of 16 to 25 pounds and with a firing range of 19,650 yards or 11.16 miles. If we were to fire this weapon westward from the Country Club parking lot , the shell would land near Lowden. The cannon itself weighs approximately 14 tons.

Soldiers were often known to name their weapons and the men of D Battery were inclined to do so. They called four of their cannons Lily, Blanche, Jennie and Pansy. The cannons are "Pansy" and "Blanche."