Bunchgrass Historian

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Toby II, the Appaloosa

FOOTNOTE:

Toby was raised by Floyd Hickman and later owned by George Hatley. The beautiful photograph was taken by Henry Sheldon of Portland, Ore. **—Courtesy of Cecil Hatley**

Bunchgrass Historian

Published quarterly in March, June, September and December during the calendar year by the Whitman County Historical Society, at P.O. Box 447, Pullman, Washington 99163 to further an interest in a rich and wonderful heritage by sharing memories of those days of early settlement in the bunchgrass country. Subscription rates are three dollars the calendar year.

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History of a Breed

Drawings of horses displaying this rare Appaloosa color scheme have been found in the caves of Early Man in France, making them prehistoric. Spotted horses later appear in Chinese artistry dating from 500 B.C. and in Persian art of the 14th century, and throughout most of Europe. One theory on how Appaloosas came to the Americas is that they were imported from the Near East or Spain with shipments of goods to Mexico about 1600. The spread of horses northward was made by the plains Indians and by about 1730, the Nez Perce had them. During the exploration of the West, the Nez Perce were the only tribe to have Appaloosas in numbers.

From the 1730's to the 1830's, the Nez Perce bred their colorful horses to a distinctive type able to stand the rigors of mountain travel. They only bred their best animals and gelded or traded the poorer ones. Close contact with the people of the tribe demanded a quiet, sensible disposition. This trait is common to Appaloosas today.

The breed nearly disappeared after the Nez Perce War of 1877. After the surrender of Joseph at the Bear Paw Mountains in Montana, the Appaloosa bred to perfection by the Nez Perce, were sold and began to become assimilated into other breeds.

The Appaloosa Horse Club, Inc. in Moscow, Idaho, the official breed registry for Appaloosas, was formed in 1838 by a group of men determined to keep the famed breed from slipping out of sight forever. A few of the descendants of the Nez Perce horses made up the foundation stock. Today there are more than 150,000 Appaloosas registered. It is the third largest breed registry in the world and still growing. Horsemen claim if a horse can do it, you can be sure an Appaloosa has done it . . . and well. □

Excerpted from the Appaloosa Horse Club, Inc., brochure by permission.

Appaloosa, the Palouse Country Horse

By George B. Hatley

The Appaloosa horse is a spotted horse that was formerly bred in the Palouse country by both the Nez Perce and Palouse Indians. The name "Appaloosa" evolved from referring to this horse as "a Palouse horse," "Appalousey," and eventually "Appaloosa." The word evolved during the mid-1800's. The word "Appalousey" was in common use in 1877 and had spred as far east as Montana. In the book **Trails Plowed Under** by Charles M. Russell, he tells a short story about a man named Norman Murphy being killed by an Indian in Montana at the time of the Nez Perce War. The story states, "He's ridin' a good-lookin' but leg-weary Appalusy, an', as I know, these hosses ain't bred by no Indians east o' the Rockies . . . but the Umatilla camp's a long way off, and these peculiar spotted ponies comes from either there or Nez Perce stock." The Appaloosa Horse Club museum at Moscow, Idaho, has a bill of sale dated August 9, 1879, at Palouse City, Washington, where a Frank Shelton is selling "two spotted Apalousey five-year-old mares branded OK on the right shoulder" to a Louis Sanders of Walla Walla.

The first white men to make mention of the unusually-colored horses were Lewis and Clark when they described the Nez Perce horses in their journals. Describing the Nez Perce horses, they stated the usual horse colors and the fact that some were pied (pinto) and that some were peculiarly motteled or variegated, which would describe the Appaloosa.

Samuel Parker, a visiting missionary to the Nez Perce in 1835 was provided with a horse which he described as being a fine animal with spots on its rump. As the large area of fertile grassland drained by the Palouse River became widely known as the Palouse Country, the unusually colorful spotted horse that was bred there became known as the Appalousey and eventually Appaloosa.

One of the largest early-day breeders of Appaloosas in the western end of the Palouse Country was an Indian named Sam Fisher, who lived at the mouth of the Palouse River near Lyons Ferry. I visited Sam Fisher in the summer of 1946, but he was not feeling well so I stayed only a short time. The next summer an historian, Dr. Francis Haines, and I again visited him. He was then said to be 98 or 99; and, other than suffering some from a toothache (he still had a full set), he was in fine spirits. Despite his advanced age, he seemed very glad to talk to us about his breed of horses. He said he once had many Appaloosas, and that his family had always had Appaloosas.

In describing the relative value of the Appaloosa in comparison to other horses in language we could understand, the Indian said, "One Appalousy—one truckload of other horses."

Toward the end of the conversation he seemed to sum up his career with this statement, "once much grass, many horses, many cattle, many fish—have money then—now, no grass (due to overgrazing and farming of wheat land), no horses, no cattle, no fish, no money."

Sam Fisher died in 1948 at near the century mark.

During the 1920's and 1930's, one of the most prominent breeders of Appaloosa horses in the Pullman-Colfax area of Washington was Floyd Hickman.

After the Christmas eve of 1924, Floyd demanded considerably more in saddle horses than most cattlemen. On that Christmas eve, the Hickman family

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Mr. Hatley is Executive Secretary of the Appaloosa Horse Club, Inc. at Moscow, Idaho.

Sam Fisher, a Palouse Indian, an early Appaloosa horse breeder.

—Courtesy George B. Hatley

Cowboy in picture is wearing typical riding gear of the early 1900's. Note beaded buckskin shirt. —Photo by Major Moorehouse

Roy LaFollette in wooly chaps, gauntlet gloves, boots and spurs posed astride this Appaloosa in 1908. Mr. LaFollette was a well-known Whitman county attorney. —Courtesy of George B. Hatley

were expecting guests; and, in order to have a Christmas tree for the children, Floyd got on his horse and rode to an abandoned farmstead to cut the top out of an evergreen tree. At near the top of the tree the brittle, frozen limbs snapped. he fell, crushing his right knee. A strong west wind with the mercury at eight below zero gave him little hope of surviving until someone came. A fence separated him and his horse, so he pulled himself backward by his hands to the door of an old shack. The door was frozen shut, so he tried to cut around it with his pocket knife. The blade broke.

He was found by a brother, Claire, and an uncle, Elmer Hickman, who saw that he could not be moved on horseback, so one of them rode to a neighbor's, Clay Barr, for a sled. The men were not long getting back to him with the sled. It took nearly three weeks to slowly thaw the crushed leg. Toward spring, his leg was amputated near the hip. The first thing he said to Dr. Bryant after coming out of the anesthetic was, "Will I be able to ride?"

"You'll be able to ride a horse," the doctor assured him. "It's your left leg that counts." Floyd did ride—about five years later he won a keg race (a race that demands fast dismounting) at the Whitman County Fair.

One Appaloosa sire that Floyd used in his breeding program was Old Blue, which was sired by his stallion Dan and out of a mare named Lucy raised by Sam Fisher.

Old Blue had the most use as a sire of any of Floyd Hickman's stallions. Old Blue was black with white over the loin and hips, and later turned blue in front. He was foaled around 1930. He was very well put together, and was undoubtedly the most popular sire in the Palouse Country, judging from the demand for his service. During one year, Old Blue stood to 109 mares outside his own band. The following year Floyd was paid for 77 foals; some were never paid for. He did not collect the service fees until a live foal was dropped.

A later stallion in Floyd Hickman's program was Toby I. He was sired by Old Blue in about 1935 and was out of an Appaloosa mare named Trixie. Trixie had an exceptionally fast getaway and was raced considerably in relay races in the Northwest. She was considered by Floyd to be one of the best broodmares he ever owned. Her foals proved her value, because out of 14 foals, only one (which was wire cut) brought less than $100. Over $100 during the thirties was good money for a horse.

In asking Floyd about her racing, he said she was loaned out every fall for several years to some people who made a circuit to all the county fairs and races in the area. Then he grinned and said, "I suppose the best thing you could say about her speed and getaway was that during prohibition a bootlegger used her to deliver bottled whiskey."

Floyd considered Toby I the best stock horse he ever owned. He was a handy rope horse and really tops for cutting. Floyd said, "You could go into a herd and cut out what you wanted and put it where you wanted it—you didn't have to think for him."

Floyd liked Appaloosas for their performance, temperament, and disposition. Floyd said, "You could get one in, ride him five or six times, and sell him as green broke and he'd stay broke. That's not the way with a lot of horses nowadays—they require a professional trainer and a year's training. Appalouseys have feet like a mule. Their feet and legs stand up in the rocks, and they know how to handle themselves in the breaks and canyons." Floyd stayed on his Appaloosas regardless of how steep the country and how narrow the trails. A man who used to ride with him in the rough Snake River breaks said, "Whenever Floyd would free his wooden leg from the stirrup, I'd get off and lead my horse."

Floyd Hickman riding Toby at top of Almota grade.
—Courtesy of George B. Hatley

Rodeo cowboy Faye Hubbard up on Ole Rex.
—Courtesy of George B. Hatley

Having produced over 300 head of Appaloosas, no one person was more widely known in the Palouse country for his Appaloosa horses than Floyd Hickman.

A rodeo cowboy named Faye Hubbard and his Appaloosa stallion Ole Rex had some influence on Appaloosa breeding in the Palouse country. Faye Hubbard was raised at Wilcox, Washington. During ten years of his rodeoing and stock contracting, he rode the Appaloosa stallion named Ole Rex.

This stallion was bred by Sam Fisher and was foaled about 1928. People who attended rodeos in the Northwest during the thirties remembered Rex quite vividly. Rex was shipped with the bucking stock when they were being moved from one rodeo to another.

Since the rodeo string was shipped over quite a large area of the Northwest and Canada, the blood of Rex was likewise well distributed over a wide area. Like most Appaloosas, Rex was a versatile horse and was used for about everything a saddle horse can be used for. "We ran wild horses with him in Oregon, 'dogged off him in Canada, roped off him all over the country—he was just all-around useful," Faye Said. "He was as tough as he was good-looking," Faye remembered. "We used to drive horses from Wilcox to Hay, Washington, in less than a day, and he'd still be going strong."

A photograph taken around 1908 showing Roy LaFollette riding an Appaloosa would indicate that the LaFollette ranch located south of Pullman, Washngton, raised Appaloosas at that time. Warren LaFollette, a nephew of Roy, and I rode through the LaFollette pasture north of Wawawai in the spring of 1938 and admired the bank of Appaloosa horses running in the pasture at that time. These horses were owned by Roy LaFollette's son, Bill. The LaFollette Appaloosas were dispersed around 1940.

During the 30's and early 40's, two Appaloosa stallions were stood by Bud Adair at Potlatch, Idaho. There were undoubtedly many Appaloosas and Appaloosa breeders throughout the Palouse country that were of significant importance that never came to my attention. The Appaloosa was not promoted widely until the first National Appaloosa Horse Show was held in 1948 at Lewiston, Idaho, and until the breed publication **Appaloosa News** gained wide circulation during the 1950's.

The first settlers of the Palouse country used the Appaloosa for every use a horse could be put to. In addition to being used as cow horses, they carried children to the country schoolhouses, were used some as driving horses, and some were mated with draft stallions in order to produce work horses. During the early 1930's, it was not uncommon to see two or three Appaloosas in a combine hitch.

To bring the story up to date, interest in Appaloosas grew rapidly during the 1950's and 1960's. People far away from the Palouse country became interested in the breed and came to the Northwest to buy foundation stock. History was made in 1954 when Gus Oettermann of San Antonio, Texas, purchased the young Appaloosa stallion named Chief of Fourmile from Roy and Zaidee Parvin in Pullman, Washington, for a then fabulous figure of $1,000. Now, Appaloosas are bred in all parts of the United States and have become the third largest breed, exceeded in numbers only by Quarter Horses and Thoroughbreds.□

Ad in Rosalia Citizen—May 25, 1900

We have for sale 100 head of horses, will exchange for real estate. Correspondence solicited.□ **—Meuli and Brockway**

The Horse Age

There was a time not so long ago, when horse power meant the number of horses it took to get there from here. Or the number of horses it took to pull or push something a certain distance. Horses were needed and used in every aspect of life. They were **the** mode of transportation, the power that turned the agricultural wheels. They were used to pioneer the first country roads and later the track beds for the railroads. They were in every way a necessity.

And horse power even then came in different models and colors. The heavy draft horses of the Percheron, Clydesdale or Shire breeds. The trim saddle horses of the Arabian or Appaloosa breeds. There were others. The following pictures multiplied many times over will give the reader some insight into that time in history when the horse was man's best friend.

According to the 1891 assessor's books: Horses and mules listed for personal property tax purposes in the county were valued at $1,191,674. Wagons and carriages were listed at $136,758 valuation. □

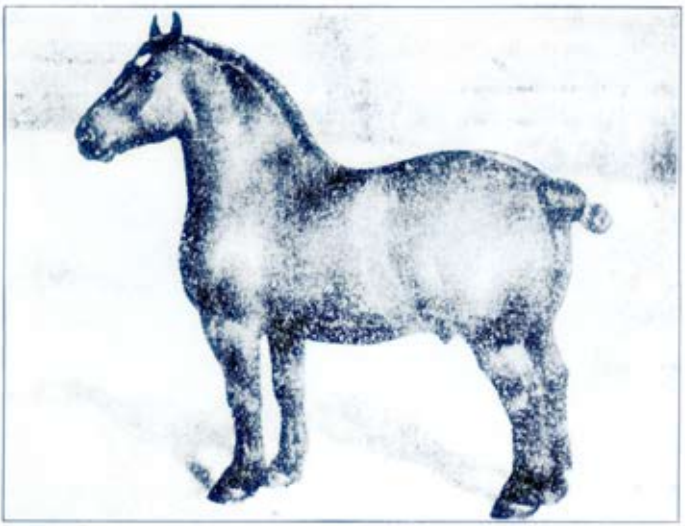
Photo of Nika—waks—nanitch taken at Wawawai in early 1900 by E. T. Sherman. —Courtesy of Dr. Warren LaFollette

IMPORTED PERCHERON STALLION

JOUTEUX

No. 81,358--86,440

The Stallion Jouteux is licensed to stand in Idaho and Washington. He was examined by Dr. O. E. Shaul and Dr. Tom Elliott. Breed, Percheron. Color, black. Marks, star.



WE HEREBY CERTIFY, That the Percheron Stallion JOUTEUX (86440); Imported August, 1911, by Maasdam & Wheeler, Fairfield, Iowa, is recorded by the Percheron Society of America, and that his recorded number is 81358. Color and description: Black; Star. Pedigree: Foaled April 25, 1909; Bred by M. Morcau, Department of Orne. The Sire and Dam of JOUTEUX are the best that can be found in France. An examination of his Pedigree is all that is necessary to convince the most skeptical.

JOUTEUX will make the season of 1917 as follows: Monday at Colton; Tuesday at Frank Mraz'; Wednesday at E. J. Dunham's ranch; Thursday at Clyde Trimmer's; Friday, Porter Schafer's; Saturday, traveling by the way of Schwenne ranch and Sunday at Uniontown

The service fees for Jouteux will be: $10 for single service. $15 to insure mare in foal. $20 to insure colt to stand and suck. $12.50 season, payable at time of service. Any mare bred that is sold or disposed of, the party breeding her will have to pay for the insurance price of the horse.

CARE WILL BE TAKEN TO AVOID ACCIDENTS, but will not be responsible for same should any occur.

UNIONTOWN PERCHERON HORSE COMPANY

M. W. COLE, Groom & Collector, ED. WIEBER, Treas.

—Poster Courtesy of George Wieber

Horse Doctoring in 1888

One part turpentine and 2 parts lard applied to deep wounds will aid healing and keep flies away.

A salve of bittersweety and pine tar will also help heal and keep flies away. Pine tar alone tends to harden the flesh and render it more painful.□

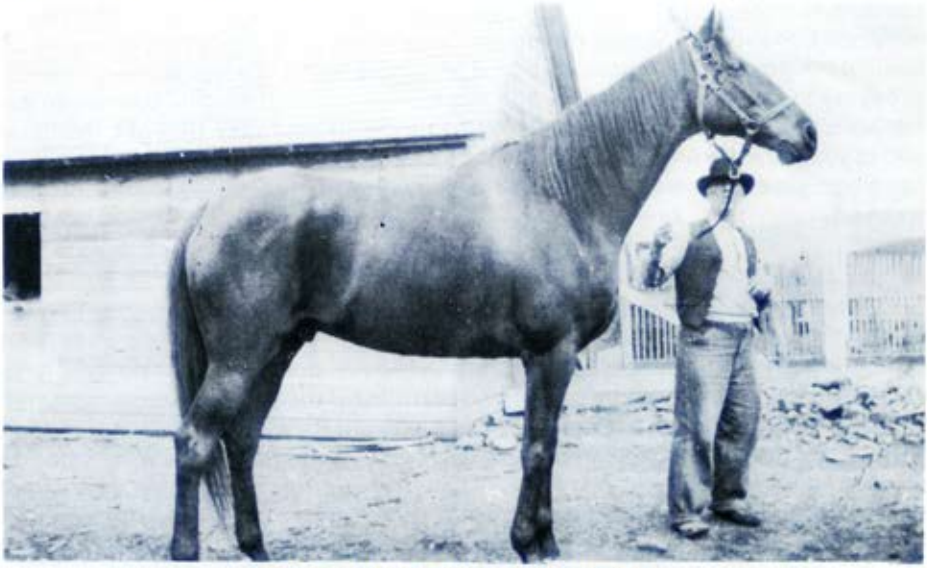
Rough Introduction

By Roy H. Davis

My father, William Jesse Davis, came to Pomeroy, Washington Territory in 1887 from Maysville, Arkansas. He moved on to Whitman county in 1888 and broke some land for Jonathan Johnson, who started the town of Johnson. Mr. Johnson and his wife, Margarete Lewis Johnson homesteaded our original 240 acres of land. My father broke some of the land for Mr. Johnson at $2.75 per acre with a walking plow and team of mules. He applied his wages on the price of the land which was selling for $15 an acre.

In the fall of 1889 he went back to Arkansas and married by mother, Mary Francis Boatright. They came back by train to Colton in early January 1890. The track was built into Colton in 1889.

A few days later they went to Colton with the bob sled to pick up their trunks and things they had shipped from Arkansas. The snow was so deep they drove over the top of the fences coming home. About a mile above our place the horses hind legs broke through the snow on the upper side of the fence. Father said he didn't have anything to cut the wire with. It was stretched very tight with the horses pressed against it. He finally sawed the wires apart with his jack knife. The horses lunged out and the sled slid around spilling the trunks and everything else which slid almost to the creek. Father later spliced the wires and they are still there today.



William Jesse Davis and Nellie S. —Courtesy of Roy H. Davis

That was my mother's introduction to the Palouse country when she came to live in a one room shack which is still standing on the place today.

My father farmed and raised stock which he ran on the breaks of the Snake river in the summer time. He earned the nickname "Race Horse Billy" for the reputation of his race horses.

FOOTNOTE:

Mr. Davis is a retired wheat farmer. He enjoys restoring old farm implements as a hobby.

He had one fast race mare named Maid of the Mist. She broke the track record in Clarkston and Colfax in 1904. Abe Ormos, a 300 lb. Spaniard was her trainer.

They entered her in a race in Spokane against eleven of the best horses in the northwest. The jockey had to have four pounds of lead sewed into his uniform to weigh in heavy enough. She started from the seventh place from the pole and the betting was heavy against her. She was leading the field when the jockey cut her too sharp to the pole and a horse ran up behind her and cut a tendon. She fell back to third place but another tendon broke just before the finish line. They said after the race, that if she had won, it would have broken the bookies. Abe Ormos cried like a baby.

Father bred her to the best horses he could find but she would never deliver a colt, so he decided to try breeding her to a Jack and maybe get a mule colt. He took her to Vie Meeks who had a Jack. But when the Jack approached her she spooked and reared up coming down on a sharpened post which had been set into the ground beside the breeding pit. They had to shoot her.

My father loaned a man enough money to get married on one time, but the money had not been paid back after considerable time had gone by. So hearing the man was in Lewiston and had made some money riding in a rodeo there, Father took a three year old trotting horse named Herb hooked to a jockey cart and went to Lewiston. It was in the summer of 1914. He didn't have any luck finding the man so he got up early the next morning to get up the old Lewiston grade before it got hot. As he was crossing the 18th street bridge, the horse bolted and father fell back with his heel caught in the stirrup. His hat and buggy whip were found just across the bridge. He had on an overcoat and it rolled up back of his head as the horse drug him for a mile and a quarter above where the present road goes downriver. He got into a fence corner there and backed up and Father's foot came loose. The men who found him said they thought the horse had stood there for an hour. It took all the hide off Father's back and the back of his head was all beat up and black as coal. He was unconscious for two weeks.□

Value of Stable Manure

There is a great difference in value of stable manure, as every farmer knows. Dr. G. C. Caldwell has analyzed some that is probably an average specimen, and calculated that fourteen two-horse loads of 1600 pounds each are worth as much as can be procured in commercial fertilizers for $25. It is quite common for good farmers to put fourteen two-horse loads of barnyard manure per acre on corn or potato ground. How many would think of applying the same value in concentrated fertilizers? We read of such heavy expenditures by market gardeners, but $3 or $4 per acre are all that the farmer can afford in boughten fertilizers for any grain crop. The bulky stable manure, while fermenting in the soil or used as a mulch, improves its mechanical condition as the mineral manure cannot do. But if applied in as small proportions as commercial fertilizers, even stable manure cannot be expected to do much good. What could a farmer look for who distributed evenly two loads of stable manure per acre? He could not do this with course manure so cheaply as he can distribute the finely pulverized commercial fertilizer through the drill with the seed.□

—Colton Eagle, Jan. 4, 1890

Watering troughs by the roadside at convenient distances are highly appreciated by travelers, and are an indication of kind and hospitable farmers.□

Pullman Blacksmith and Wagonmaker Shop in early 1900.
—Washington State University Archives Library

A buggy or wagon would look odd now. We have not seen one for nearly two weeks. (The temperature January 1, 1890 13 degrees below 0.)
—Rosalia Rustler, January 2, 1890

One of the first local rodeos. Held in 1921 in the flat in front of the Roe Hatley residence on Union Flat. The stock was furnished by LaFollette Bros. and Floyd Hickman. —Courtesy of Cecil Hatley

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Mr. and Mrs. Bullard, who drove overland from Kansas, are visiting Mr. and Mrs. E. Webster. **—Rosalia Citizen, August 31, 1900**

Good cutting and roping horses were needed when it came branding time. —Courtesy of Roy H. Davis

Lined up to show were the teams owned by Charley Kincaid, Union Flat farmer about 1908. Harness was sturdy but often decorative too, and an additional investment.

—Courtesy Verne Henson

NOTICE—Citizens will kindly tie stock so they cannot get on the board sidewalks. Signed, E. S. Coachman, Marshal.

—Rosalia Citizen Journal, July 13, 1913

Two outfits cut the work in half when these harvesters could make about 40 acres a day. Each Oregon Holt Special combine was pulled by 33 horses.

—Courtesy Verne Henson

Horses used to ditch the right-of-way along the Inland Empire Railway between 1920-27. Left to right, Everett Syron, Charles Mullins and section foreman Tom Nagel.

—Courtesy Mrs. Doyle McLam

Over 100 teams were on our streets yesterday. Wheat is beginning to come in pretty lively now. **—Oakesdale Breeze, Sept. 20, 1888**

Pioneering one of the first roads through Union Flat.

—Courtesy of Roy H. Davis

A typical harness shop of the horse age.

Wagonloads of baled hay pulled by "hayburners" as horses were often called.

—Courtesy of Verne Henson

Wilmer & Dwyer and Hardesty & O'Conner have placed a new line of hitching posts in front of their business places.

—Rosalia Citizen, June 30, 1900

Hauling the harvested wheat to the warehouse at Chambers, Wash., 1917.

—Courtesy of Roy H. Davis

Appaloosa buggy team owned by Goff Insurance Co. at Colfax, Washington. Picture taken in 1905 or 1906. Arthur Goff standing by buggy and H. W. Goff at the right. —Courtesy of Abe McGregor Goff

Horseback riders patrol the watery streets of Rosalia during the 1910 flood.
—Courtesy of O. C. McCroskey

New Blacksmith Shop

I am now ready for business and will shoe your horses, sharpen your plows, or repair any kind of machinery on short notice and in a workmanlike manner. □

—J. C. Zender

Rescuing the stranded during the 1910 flood in Pullman.
—Courtesy of O. C. McCroskey

Nat Bryant poses with his Shire stallion and progeny.
—Courtesy of Cecil Hatley

We will sell property for parties desiring such as horses, wagons and implements. Call and see us.

—Meuli & Brockway, Rosalia Citizen, June 1, 1900

Alpowa Orchard Co. used horses to cultivate young trees at Wawawai in 1910.
—Courtesy of Verne Henson

THE OAKESDALE LIVERY, FEED AND SALES STABLES.

J. M. DOLLARHIDE, Proprietor.

When you want a livery team, you often want it in a hurry, and a first class one, too. Joe can fill the bill.

A Fine Looking Turnout.

Costs you no more than a poor one and you are better pleased. Joe has

The Best Travelers

in the city. Drivers furnished when desired, Night and Day.

Special Rates To Funeral Services.

—Oakesdale News—June 7, 1901

A FATAL ACCIDENT.

D. M. Coonce fell with his Horse

The Wound was Fatal—Died One Hour Later—Caused by a Stubborn Horse.

One of the saddest accidents that we have ever had to chronicle occured yesterday afternoon about 3:30. D. M. Coonce a well known pioneer of this country, fell with his horse in front of the Lew Brockway Stables and, was fatally wounded. The internal injuries recieved by this fall were mortal and one hour after the accident occured he passed away. Mr. Coonce had been visiting at Bossburg, Wash., and was returning home when the accident occured. He rode up in in front of the Lew Brockway Stables and intended, undoubtedly, to put his horse in the barn and attend to his business at this place before he returned to his home six miles northeast of town, at Spring Valley. As he rode up to the main entrance of the barn the horse refused to enter. He presisted and the animal stubbornly refused, reared up and fell backward throwing Mr. Coonce underneath. Beside the entrance to the barn was a pile of building stone, and on these the unfortunate man fell and the plunging horse fell upon him. Mr. Coonce was removed to the office and medical assistance was quickly summoned. Dr. Anderson and Harrington attended the wounded man but could do little beside relieving the pain, as the internal injuries recieved were mortal. An exclamation of wonderment and a desire to see his wife and children were his only words.

D. M. Coonce was 68 years old. He was one of our oldest settlers and his sudden death cast a gloom over the entire community. His honesty and uprightness of character won him many warm friends who deeply mourn his sad and untimely death.

—The Rosalia Citizen—June 23, 1900

Stage Lines — 1901

"In 1871 an extensive stage line began to operate throughout this region. This was the Northwestern Stage Company. It connected the Central Pacific Railroad at Kelton, Utah, with The Dalles, Pendleton, Walla Walla, Colfax, Dayton, Lewiston, Pomeroy and all points north and west. To illustrate the extent of the operations it may be said that it used three hundred horses, twenty-two stages, one hundred and fifty employees, and actually fed out 365 tons of grain and 412 tons of hay. Local stage lines also operated in all directions, connecting with each other all the principal points of the country and transporting passengers and freight to Snake River landings, to be there loaded on boats."□

—History of Whitman County—W. H. Lever—1901

Picture taken in 1923 of Felix Warren, former inter-county stage coach operator. —Courtesy of Elsie Valiquette

A community horse show and fair held at Lyle's Grove on Union Flat, July 4, 1917.
—Courtesy of Roy H. Davis

The Farm Horse

Farm horses are much larger than the average of 20 years ago. This is due to the large importation of Percheron and Clydesdale horses, which have been crossed on the native stock throughout the country. Improvement was formerly made through the thoroughbred running stock, which imparted endurance and speed, and the result an excellent foundation for the use of the heavy draught horses for crossing. Good farm horses now weigh as high as 1600 pounds.□

Pioneer Picnic Parade in Pullman in 1918