

Re

Museum Tab

Fillers

The old Pony Express Station at the Harold Warp Pioneer Village ,
Nebraska's leading tourist attraction, has drawn nearly two million
visitors in five years. The station was Pumpkin Creek Relay Station
to the Black Hills. The pioneer village is located at Minden in south
Central Nebraska.

Re

Museum tab

filler

The surrey with the fringe on top was responsible for the pneumatic tire. The first air-inflated tires appeared on four wheeled vehicles ~~about 1895~~ in 1895. The tire manufacturer doubted there would ever be enough demand for the horseless carriage to warrant the cost of dies. So he refused to make the first air inflated tires for ~~horseless carriages~~ the horseless carriage until the dies were paid for.

"e
museum tab

Filler

Eli Whitney who invented the Cotton Gin should be really called the father of mass production. He contracted with the U.S. government to make 10,000 muskets with interchangeable parts, a 11 year job. He started mass production ideas in 1789. The Yakima Frontier Museum gun ~~collection~~ collection provides ~~gun~~ old gun enthusiasts with a chance to study many varieties of weapons.

Ne

Museum tab

filler

Man was so cautious with fire he took to the changes of enclosing fire slowly. Ben Franklin invented the first cast-iron open heater in 1744. But it was not until about 1850 that people began using the stove. Providing warmth in buggies and other vehicles was another matter. W.L. Gannon, in assembling ~~the~~ his collection now housed in the Yakima Frontier Museum was so exacting in his collecting that he acquired foot warmers to go with the buggies.

ne

Museum Tab

Filler

Because people resent change, pioneer car makers found it difficult to separate the idea of the horseless carriage from ~~that~~ the horse and carriage. Early automobiles had carriage wheels, dashboard whip ~~sockets~~ sockets, side lamps and sometimes reins instead of a steering wheel. W.L. Gannon collected completely equipped horse drawn vehicles when he assembled the Gannon Museum of Wagons and early-day accessories for horse drawn vehicles provide interesting sidelights

Re

Museum tab

filler

David Dunbar Buick, ~~founder of the famous~~ who developed the famous Buick car died a poor man in 1929 while employed by a trade school. He became rich ~~became~~ through inventions, one the process of making baked enamel bathtubs. He lost his fortune in development of the car and sold out to William Durant, who started the General Motors Corporation.

Re

Museum tab

filler

Some of the early emigrants coming from the east ~~added to the~~ in
on railway cars to ~~help~~ homestead the west, rode the same cars that
buffalo hides and range cattle were shipped to the east.

first ad
museum tab
negotiations

The bureau began operating in 1957. It was located in the Yakima Chamber of Commerce office from 1961 to January, 1966. The bureau was organized by motel, hotel and restaurant owners because of conventions and the tourist industry. The bureau is operated by a 21-member executive board, and will hold open house, ~~XXXXXX~~ Monday, Dec. 2, ~~XXXXXX~~ through Friday, ~~XXXXXX~~ the dates for the museum opening.

Bargewell, bureau manager, said the bureau operates to help delegates present Yakima as the host city for future conventions, helps establish Yakima as a resort city and helps establish annual events. Assistance is given with registration, housing, entertainment, speakers and tours. He said convention business has increased from 30 a year in 1957 to 130 booked for 1968.

Bargewell said a civic center is a necessity if Yakima is to keep up with other cities in attracting tourists, and that though Yakima has 1,700 first class rooms available, Yakima does not have adequate meeting and ~~XXXXXX~~ convention group exhibit space.

museum tab

Gannon W/art

A shiny black buggy, which when new about 63 years ago could have been purchased for \$40 to \$60, stands in the Yakima Frontier Museum, built from the foundation of Gannon's Museum of Wagons.

The ~~is~~ small top buggy was the first vehicle William L. Gannon acquired when he went to Ritzville in 1952. He was searching for a buggy to use as a flower planter at the Yakima Chief Ranch. He and his father, the late Louis O. Gannon, had already ornamented areas of the ranch with wagon ~~wheel~~ wheels and were collecting pieces of Western Americana.

The buggy he found, stored, was in such good condition that Gannon could not bring himself to degrade it by converting it into an outdoor planter.

That started the collection of half a hundred horse drawn vehicles, an Indian collection of magnitude and quality, and accessories and equipment ~~with which America and the West~~ companions and helpers to America and settlement of the west, when land was first cultivated and a new generation of families founded. There are larger collections of Indian material, many of them, and more extensive vehicle displays, but the combination of the two is more rare.

(more)

First ad Gannon

This all resulted from a combination of technical knowledge, creative and artistic ~~ability, x and x~~ ability, and a love, appreciation and understanding of the last frontier in the west, and its people.

was

This interest shared by the father and son, shared too and always tolerated by Mrs. Gannon, W.L. Gannon's wife and his mother, Mrs. Louis O. Gannon. In fact the mother and the museum founder's wife, Hazel, have joined enthusiastically in discovery searches for rare material.

Only rarely does someone like Gannon have the desire, combined with professionalism, to pursue so many interests successfully.

Born in 1920 he spent schoolboy days in the Palouse country of Eastern Washington and entered Washington State College. There the technical experience in ~~painting~~ painting, which is still growing and which he is following more intently, burst from bud toward bloom stage.

There was a military service interlude starting in 1937.

He became an officer and served in combat in Italy. This enabled him to study museums and works of art.

He returned to WSU, earned a bachelor's degree and later plunged into academic studies of history, language and philosophy and more painting at the State University of Iowa. An MA ~~and O.K. and x~~ degree and a Ph.D followed. His major was art history. So he is justly entitled to be addressed as Dr. Gannon, but he has never ~~disowned~~ disowned the name, "Bill."

(more)

second ad Gannon

When he returned to the hop ranch in the Lower Valley he specialized in husbandry, conservation and construction and equipment engineering design. He continued to add to his art and western history library. He began, with the benefit of acquired and natural knowledge, to systematically develop the museum at Mabton.

This was on the site where the Mabton Livery Stable and blacksmith's shop once stood. Here, too was the stage station, ~~serving~~ for the stage ~~serving~~ on the Dickleton, Mabton and Sunnyside run. And if there had been time, in Gannon's way of doing things completely and exactly, ~~such~~ a stage station, reproduced as it was in the long ago would have been one of the individual displays in the museum at Mabton. He had the material, the stages and furnishings, signs, handbills and ~~bills of~~ other things, including the "know how," but he lacked the time. The museum material grew and ~~more~~ was finally Gannon's Museum of Wagons became too important to share with ~~the~~ only a proportionately small number of people passing through the Lower Valley.

That it be shared with ~~more~~ persons was a motivating influence in allowing its acquisition and transfer to Yakima. Also, his desire to paint more of the world he sees about him is being realized.

(more)

third ad

Gannon

He finds the Valley a rich stimulus to creativeness and has observed many possibilities in genre painting. Even before the museum was disposed of he had completed a series of paintings dealing individually with various types of vehicles in the wagon display. These were not "reproductions" of the vehicles but his ~~artist's~~ style of treatment of the various vehicles. He has exhibited of course but the more complete type of exhibition~~ing~~ of which he is capable, is yet to come.

He ~~has~~ still has an intense interest in the museum and how it is displayed, because he has put much~~er~~ of his lifetime and ideas into gathering a heritage of American~~ism~~, saving it from destruction or being scattered to the four winds. And his belief in the vital part the horse drawn vehicle played in bringing man to the present, is proven and re_proven each year.

The tired vehicles earned a rest and have found it where their story in the upbuilding of the country can come to life and be seen in reality.

The men and women who rode in them have gone, or only the few remaining are moving~~ing~~ now in another world.

The dreams of the former riders, as they drove along, have come to pass, up and down the Yakima Valley and across the nation, from the Atlantic to the Pacific. Gannon believes that now a pioneer foundation~~ing~~ has been built on a passing frontier, those with other dreams can step ahead, in turn, into other~~er~~ realities.

Re

Museum tab

Wagon collection

The collection of historic horse drawn vehicles occupies a large space in the 100,000 square foot Yakima Frontier Museum. Assembled by W.L. Gannon for ~~Xam~~ Gannon's Museum of Wagons there are 52 wheeled vehicles besides additional ones like hand-made horse cards and a wheeled scraper.

~~There is a story~~ behind the history of each would make a long story itself.

One of the prizes, financial wise, is a Road Coach, used by the American Coaching Club and patterned after the elite 18th century coaches used in England. It is a sporting vehicle, a gentleman's coach. Sporting coaching, revived in 1875 is undergoing another revival in the east. And after the museum acquisition was completed, one of this type came up for auction last summer and brought the astounding figure of \$22,000.

It is equipped with a splinter bar for the four in hand hitch, harder on the horses but with more class than the customary double or whiffle tree. It's equipped with an outside holder for canes and umbrellas and a long bugle, which the coachman used to announce arrival.

A Conestoga wagon--and there are few left ~~in the~~ anywhere in the country now, was acquired by Gannon in 1956 ~~from~~ with two road coaches from a collection in Massachusetts. (more)

first ad

wagon collection.

The Conestoga, originating with the Pennsylvania Dutch was made before 1800 and some were used in the forerunning migration westward, on the Oregon Trail and the Santa Fe Trail but were superseded by the more durable ~~box~~ covered wagon. It's equipment included a wooden jack (dated 1806), that's how completely Cannon went about assembling his collection.

There's a nine passenger Concord ~~box~~ stage, classic wooden style which was used in Montana, throughout the west on the California-Oregon stage line. It has iron drop steps to make entering and leaving easier, a jump seat for an extra passenger and curtains to protect against cold, sun, rain and dust.

Another vehicle is a Concord mail stage, built in 1865 for the Butterfield Overland dispatch and later used on the ~~Atcheson~~ Atcheson to Denver run. It was sold ~~to~~ to Ben Holliday and then to Wells-Fargo and used at Ft. Laramie, Wyo. It is one of the rarest of all American vehicles and the display includes both major types of Concords

A stage wagon, also a Concord, manufactured at Concord, N.H., was used at Walla Walla. A stage run went out of there to Spokane Falls. It was acquired from the old Drummheller ranch.

There's a Landau, the type used when presidents or governors were paraded. Horses drawing it were equipped with refined harness.

(more)

second ad
wagon collection

The Landau in the collection was built by Brewster Co., New. York, the leading carriage maker in the U.S. and is equipped with rubber tires.

Originally , new, it probably cost around \$1,200 but is much higher now. Old Concorde cost \$10,000. Reconstructions are being built now at \$6,000.

Long Island was the center of carriage use in old days and Gannon was fortunate in acquiring several vehicles from the Carriage House, Suffolk Museum, Stony Brook, Long Island, N.Y. This was because Ward Melville, shoe manufacturer who is financially interested in that museum where there are ~~hundreds~~ many vehicles, was impressed by Gannon's desire to assemble a vehicle collection and consented to the sale of several nice pieces.

A town Coach is the type a doctor or professional man used . There's a Brougham, rubber tired, a low-slung vehicle, the first type in the coach class, and a panel boot Victoria, more commonly seen than the elegant Victoria.

This vehicle, named after Queen Victoria, was manufactured after artists drafted designs, requiring leather construction and ~~the~~ harmonious lines.

There are three sleighs, one from Maine made in 1850, a swell body cutter and a jump seat cutter of types used in the east and midwest.

(more)

third ad

An army escort wagon, acquired from old Ft. Wright at Spokane, was ~~usually~~ usually drawn by a six mule team with the driver riding on the "high" or closest horse on the left. The wagons and specific equipment were maintained by the wagoner or teamster. Farriers attended to the medical needs of the animals, the saddlers, in the Army, were responsible for fitting harness and saddles and keeping them in repair and the packer was in charge of the pack stock and equipment. The horseshoer was another member of this branch of the service.

Some complete has been Cannon's research and collection that equipment for the various uses was also acquired. And one of the problems in assembling the display is to get this equipment in proper order, which will not be possible for some time.

Hours can be spent in x closely inspecting the ~~wagon~~ vehicle section of the museum alone where there also are ~~xxxxxx~~ such vehicles as station wagon, a surrey with top platform (this came from Deer Park, near Spokane), a rockaway, a utility vehicle which disappeared after the Civil War because it was made in the New England states for use in the South; buckboard, with spidery wheels, vehicles in the Phaeton class, a Stanhope Phaeton, driven only by a woman, gigs, a stage wagon made at Stockton, Calif., and used on the Redding-Weaverville run, California rack wagon, a spring wagon, similar to the Democrat Wagon, and many more. (more)

4th ad

wheeled vehicles

There's a hearse, a hotel bus or omnibus, which was owned by the Palace Hotel at Missoula and was used to meet the trains; a delivery wagon used at Spokane which came from the Dresner collection in the Lower Valley and several small circus wagons, the type used in old dog and pony shows.

A light farm wagon, made by Butterfield, was found in Idaho. The collection includes a belly dump wagon, first used in road construction when roads were ~~being~~ becoming important; a town express wagon with a fifth wheel permitting short turns and a furniture wagon, also ~~ex~~ from the Dresner collection.

Several covered wagons are reconstructions from parts of these wagons type of wagons Gannon and his father obtained. They were reconstructed for use in filming "The Hanging Tree" in the Nile, about 1960, and for the Ben Snipes Days parade at Sunnyside.

A wheat wagon, called the California rack wagon was found at Ritzville. These wagons were pulled in tandem, hauling wheat from Bickleton. Equipped with sideboards, the ~~beds~~ bed was filled with ~~loose~~ loose grain and capped on top by sacked wheat .

(more)

5th ad

The waterwagon was originally used at Pullman and was taken to Uniontown after World War I. Gannon finally located one, knowing one of the old-day water wagons must be somewhere. This one he found in use on a stock ranch to haul water to livestock.

Gannon's mother, Mrs. Louis O. Gannon, had a part in finding the old fire engine, the kind drawn by three horses abreast.

This was first used at Spokane.

He remembered seeing an old fire engine in the dump at Lewiston and asked his mother to investigate when she went there one day.

She found it. It cost \$300 to ship from Lewiston to Pullman but the Gannons were later offered \$5,000 for it.

In tracing its history Gannon found that it was taken from Spokane to use to sluice Snake River banks for gold in the early days and then eventually was taken to the Lewiston dump.

The old hose carts came from various parts of the state and one was used in fire control work at the Yakima Chief Ranch before becoming a museum piece.

The elegant hearse, made in Illinois, was used at Frenchtown, Montana (near Missoula). The lumber wagon is the only vehicle in the collection used originally at Mabton. It was

6th ad

made by Streith Co., ~~Sanx~~ Osh Kosh, Wis., which company's trade mark was a black cat in a circle. This later became a lumber company's trade mark. This wagon was 14 foot wheels and was used as a model for a collection of historic ~~x~~ vehicle ~~mod~~ models at the University of Oregon.