

# LATAH LEGACY



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**In this Issue:**  
Do You Remember a Train Called the Student Special?  
The Saloons are Closed and Moscow is Very Dry  
Joseph Schober: Idaho Brewing Pioneer  
Murder and Mayhem in Moscow 1908

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# Do you Remember a Train Called the Student Special?

by Joann Jones



One afternoon several months ago, when I was volunteering at the Latah County Historical Society (LCHS) research library, Director Dan Crandall asked me what I knew about a train called the Student Special. I replied that I remembered seeing the name of the train associated with a photograph or two when I was Curator of Collections but did not remember the train as part of the university experience when I moved to Moscow to teach at the University of Idaho in 1976. Little did I know the question would lead me on a long search for more of the *Special* story.

I quickly found the two remembered pictures in a story written by Keith C. Petersen in his history of the University, *This Crested Hill: An Illustrated History of the University of Idaho*. I showed the photos to Dan, and of course, he wanted to know more. It seemed the subject had come up at the Historical Society's Board of Trustees last meeting when Dan and the board members were discussing ideas for a new exhibit based on transportation in Latah County.

Board member Dale Eversen recalled his memories of traveling from Bliss, Idaho to Moscow on the student train in 1948. Inspired by Dale's reminiscences, Dan and I both wanted to know more about the train, and so began my search through the historical society's card file (yes, we still have a card file!) in search of information about the Student Special, also known as the Silver and Gold Express.

The University of Idaho opened its doors to students on October 10, 1892, and as word traveled throughout the state, enrollment grew. According to Keith C. Peterson in *This Crested Hill*, University of Idaho President Franklin Gault worked hard to encourage young Idaho men and women to enroll in the

University, and by the second academic year, the University had attracted 232 students from far-off parts of the state.

The first documentation I found of the Student Special was in *Beacon for Mountain and Plain*, a history of the University of Idaho written by Rafe Gibbs and published in 1962. According to Gibbs, the University found a solution to the problem of assuring transportation to the campus from southern Idaho for the large number of returning students who had served in the military during World War I. The University made arrangements with the Union Pacific Railroad "to run a twelve-car special, starting at Pocatello." (p. 140)

Gibbs adds:

A first class train, the special in the earliest years was made up of Pullman cars (no coaches) plus diners and an observation car. Sometimes referred to as the "Silver and Gold Express," the special was also operated at Christmas time, and in the spring, following the close of school. For years, this arrangement was carried out, and the coming and going of the special became a highlight of campus life.

Few ever really slept on the special. Each car averaged about four ukuleles. Throughout the night, these instruments kept time with the clicking train wheels – now and then with the singing." (p.140-141)

Above: Student Special train featured in the 1927 University of Idaho Bulletin, courtesy Special Collections & Archives, University of Idaho Library

I found another reference to the Student Special in an issue of the *University of Idaho Bulletin*, v. 18, no. 14, March 1923:

When you enter the University you join the Idaho family. It is a big family, subdivided into faculty and student body, into schools, colleges, and classes, but all imbued with a great, fine loyalty (a loyalty perhaps new for some of us), the loyalty for Idaho.

You join this family, possibly, as soon as you get on the train. Certainly, if you come from Southern Idaho on the Student Special that brings several hundred young people each fall from Weiser, Boise, Twin Falls, Pocatello, Idaho Falls, intermediate points, and beyond, you will find yourself a part of the University family before you reach Moscow.

The March 1927 issue of the *Bulletin*, entitled "Here We Have Idaho," provides information about the University of Idaho, including the Student Special, in the format of questions and answers. The response to the question, "Is the University too far away?" is:

Not in these days—when people get out and drive from 200 to 10,000 miles just for fun, every time they get a chance. An institution of high standards and efficiency is worth going a long way to attend.

Highways and railroads to the University, from north or from the south, lie thru some of the most wonderful scenery in the world. The "Student Special," train de luxe from southern Idaho, runs thru to Moscow without change, on limited schedule, both in the fall and at Christmas time.

The December 15, 1933, issue of the *Argonaut*, the University's student newspaper, reports that "special rates are in force" for the "Idaho Special." According to the story, the train would leave Moscow on Thursday, December 21 at 5:30 p.m. and would consist of 10 cars: one dining car, two tourist sleepers, one baggage car, and six day coaches. There were three classes of fares: straight coach; intermediate, "which gives passengers freedom of the train;" and first class or tourist sleeper.

I also found information about the Student Special in another issue of the *University of Idaho Bulletin*, v. 41, no. 5, September 1946:

*Southern Idaho Student Special to Run Again This Fall:* Following a wartime suspension of five years, Idaho's student special, which in postwar years brought 200 to 300 students from southern Idaho direct to the University of Idaho each fall, will be back this year, announces W.O. Baldwin of Spokane, traveling passenger agent for the Union Pacific, following conferences with university officials and approval of the road's general passenger service.

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*I saw a notice in the Fall 2007 University Alumni magazine asking for mementos of the Student Special. I have no ticket or suitcase; we didn't even have cameras, but I have written up something you might be able to use...*

—Martha Rigby Pond-Kuhn

# A Ride on the Student Special

On a beautiful September day in 1945, a group of young men and women from Idaho Falls boarded the "Idaho Special" at the Pocatello train depot. As I remember, there were eight women and four men with me, and a number boarding from the Pocatello area.

World War II had ended less than a month before. Even though the war had not affected us directly, we were much aware during our four years of high school that a horrible event was occurring. Yet, we did not really suffer, except when our mothers ran out of sugar before a ration stamp was valid. Or, when we could not take the family car because there were no more gas stamps, or could not have a new pair of shoes because they were also rationed. Then we were very aware.

We all knew some young men who had left for the service. But, in eastern Idaho we did not feel the war directly. Probably the worst was when even the girls had to thin sugar beets and pick potatoes because there were not enough young men to do the work.

Now, here we are, off on the biggest adventure of our lives: college. The Pocatello station was filled with parents and departing students and soon there were tearful good-byes as we boarded one of the several cars reserved for prospective University of Idaho students.

With the war over, the government was trying to get the troops home, and they deserved the best rail cars. The ones we were in were ancient. There was a "pot bellied" stove at one end of the car I was in. The restrooms were primitive and, of course, seats were for both sitting and sleeping. No such thing as a sleeping car for us.

It was exciting when we approached Boise, we could see the Capitol Building and the beautiful train depot. The area around the depot was swarming with students and their families. Some of us felt a bit intimidated by the Boise girls and we thought they were very sophisticated. However, within a week, I found myself living in the Gamma Phi Beta sorority house with eight of those Boise girls and found we were much the same.

How were we dressed? First, you must remember that the train engine was coal-fired so everything was covered with a layer of soot. No matter. We *had* to be appropriately dressed: suits, hats, high heels and gloves. I wore an avocado green suit with skirt (no such things as pantsuits then) with matching blouse, a

By Martha Rigby Pond-Kuhn



*Well here I am!*

*Despite beginning her semester with a madcap jaunt to catch a missed train, Martha Rigby's friend Patricia Bennett arrived at the University of Idaho in style.*

brown hat with up-turned brim and brown high heels. This was long before panty hose, so our stockings were silk (all the nylon went to make parachutes) and held in place by either a garter belt or girdle. And there were all those well-dressed young ladies in an old dirty train car heading out of Boise.

I have no recollection of eating, as I am sure we did not have access to the dining car. One of my friends, Dorothy Rankin Johansen, remembers that five of the Boise girls had lunches packed by their mothers in hat-boxes. Phyllis Halley Tapper said she seemed to remember getting off the train (maybe in La Grande, Oregon) and crossing over the tracks to eat in a hotel.

Our coaches were attached to the Portland Rose, out of Salt Lake City and heading to Portland. My friend, Patricia Bennett, missed the train when it went through Nampa. Her mother drove like mad in her grandfather's old Buick coupe to get her to Huntington, Oregon to catch our train.



Martha Rigby sketched at a sorority rush party, September, 1945.

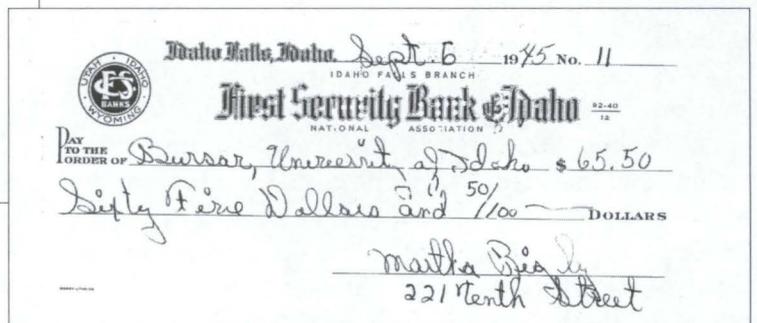
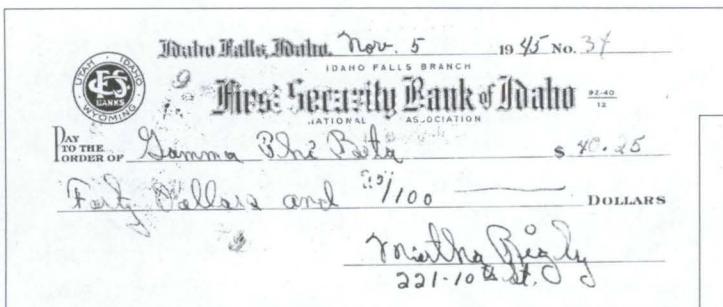
During the night, Francis Adams Spofford said she was trying to find the bathroom and somehow got into the main train's dining car, only to discover the porters and waiters all asleep on the tables.

We were told our cars would be unhooked from the Portland Rose somewhere in Oregon and attached to another train. As night came on, it got cold; our pot belied stove was not working. We got into our suitcases and dug out slacks to pull on under our skirts. How did we sleep? I don't remember, but I do remember some time in the wee hours feeling and hearing the train being jerked back and forth and attached to the "milk train" that pulled us into Moscow.

It was twenty-four hours from the time we left Pocatello until we pulled into the Moscow depot. Fortunately, there were trucks to take our luggage, carefully tagged with our names and the name of the dorm we would be staying in during "rush week."

We must have been a sight, struggling off the train, clothes rumpled, in need of a bath, but with our hats firmly in place and with our gloves in hand (hopefully still white), we headed up to the University. We trudged (in our heels) past the Student Union Building and past the ATO house (where we got some whistles) then up the hill and finally, feet aching, we arrived at Hays Hall.

I rode the student special twice more after that first trip. But it was this first time I remember best. It was the beginning of a wonderful four years at the University. Years that helped educate me and bring me friends I have had all these years. ...If only we'd had cameras.



Martha's mementoes from her freshman year at the University of Idaho include copies of her tuition and sorority payments. In September 1945, she paid \$65.50 for university tuition; in November 1945, \$40.25 was paid to her sorority, Gamma Phi Beta.

Continued from page 2

For 20 years before war needs requisitioned all transportation facilities, arrival of the southern Idaho special marked the unofficial opening of the fall semester at the University. The special marking a resumption of that tradition will leave Pocatello at 1 P.M. Monday afternoon, September 16, and arrive at the university at the same hour the following day. Mr. Baldwin, who will accompany the train on the Pocatello-Moscow run, announces that it will be a complete train with coaches, tourist sleepers, and diners adequate to handle all students who arrange for transportation with their local agent.

With this announcement of the return of the run, I had documented evidence that the train had transported students to and from the campus for more than two decades. I now wondered what the ride was like for young high school graduates and returning upperclassmen.

In his book, *Dowager of Discipline: The Life of Dean of Women Permeal French*, Dick d'Easum provides a picture

of what students had in store for them when they boarded the train:

The Christmas special rolled out of Moscow with a cargo of young men and women. Sleeping cars and coaches bubbled with University of Idaho students free from books and looking forward to happy days on the home front. Several hundred collegians surged through the train, finding berths, tripping over baggage, slapping friends on the back, and generally relaxing for the journey to Boise, Pocatello, and other points in Southern Idaho. They were primed for a joyful trip.

To see that joy did not explode unconfined, Permeal Jane French, Dean of Women, planted herself in a sleeping compartment between the Pullman cars designated for men and those reserved for women.



*Permeal French, far left, with the Associated Students Executive Board, c. 1930. French was Dean of Women from 1908 until her retirement in 1936. She was the first person in that office at the University of Idaho, courtesy UI Special Collections & Archives, 2-187-1*

She knew what she was doing. She had been young once. She was by no means elderly when the specials were a prominent part of the college year. She advocated friendly companionship and a generous measure of sociable contact but she frowned on hanky-panky. Giggling girls and jaunty guys mingled in the diner and played bridge in convenient spots where berths had not been made up. But at 9 o'clock or thereabouts Dean French made it clear that men were out of the women's cars. And vice versa, although such a situation was virtually unknown. The dean seldom had to speak twice. General respect by the student body – on campus or out of geographical jurisdiction – was such that a frown or nod from Dean French was a royal rebuke or benediction.

After reading this account of life on the Student Special, I knew it was time to talk to Dale Everson about his train ride to campus. I also hoped to solicit more personal reminiscences of riding the train and submitted a request for information that

was published in the University of Idaho alumni magazine, the Historical Society newsletter, and several Idaho newspapers.

I received several responses, including that from T.E. Smith who earned a bachelor's degree in Civil Engineering in 1935. Mr. Smith's account agreed with d'Easum's description of Dean French, with some interesting additional comments:

The train with its mixture of male & female passengers was watched over, "guarded," and "patrolled" by Permeal French – our Vandal Dean of Women. She enjoyed little peace as for "some reason" the boys and girls wanted to travel together while Dean French wanted them to travel separately. If she had little exercise during the summer, she was provided with lots of walking in the train and at the many depots across Southern Idaho where the train stopped; it was sort of Hide and Seek.

Mr. Smith's first trip to Moscow was with several first year and older students from his home in Malad in 1930. The Student Special left Pocatello at 9:00 a.m., consisting of two baggage cars, three or four passenger cars, a dining car, and three or four sleeping cars, as Mr. Smith recalled. He also pointed out that not many students owned cars, let alone cars capable of making the long trip through Idaho's desert and mountain terrains.

Four additional responses from the University of Idaho magazine, *Here We Have Idaho*, came by phone and email. My request for information had been illustrated with a 1938 photo showing co-eds boarding the train. Pullman resident Carol Chipman, who replied via email, said that one of the young women in the photo was her mother, Josephine Furley Bennett, who took the train to and from Boise. I called Carol and learned that during the 1937-38 school year her mother had boarded the train east of Boise at the Mountain Home depot. Dean French had retired by then, but Carol said that her mother remembered sitting in the front with the other girls while the boys rode in the back car. Josephine also recalled that the cars were full of students and that they all had lots of fun. (Remember, by this time, the students were no longer being "patrolled.")



Ben J. Plastino, who earned a bachelor's degree in journalism in 1932, was born and reared in Ucon, Idaho, north of Idaho Falls. Like T.E. Smith, Mr. Plastino rode the student train in the early 1930s. An email from his daughter related that his clearest memory was of the many Moscow residents who came to the station to welcome "the students with cheers as the students came off the train."

Interestingly, Jeanette Talbott and Jean Rudolph (long-time Historical Society members and volunteers, as well as my friends) also provided stories about the Student Special. Jeanette had heard that town people met or sent off students but never did herself. Her nephew, who was a student, went once to kiss his girl good-bye and not finding her on the train, kissed another, saying "You'll do!" and quickly jumped off.

Jean, who grew up in Moscow and graduated from the University of Idaho, remembered the end-of-the-term parties when she "poured" her fellow students on the train departing Moscow for points south. Jean added that she was always so envious that her friends got to go to college in a town other than their hometown and that they were having so much fun on the train. To make matters worse, she even had to walk home from the station. "Not many people, especially not students," Jean said, "had cars during the Depression."

## Southern Idaho Student Special To Run Again This Fall

Following a wartime suspension of five years, Idaho's student special, which in prewar years brought 200 to 300 students from southern Idaho direct to the University of Idaho each fall, will be back this year, announces W. O. Baldwin of Spokane, traveling passenger agent for the Union Pacific, following conferences with university officials and approval of the road's general passenger service.

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Following is the complete schedule:

Lv. Pocatello .....	1:00PM	M. T.	September 16
Lv. American Falls .....	1:35PM	"	" "
Lv. Minidoka .....	2:30PM	"	" "
Lv. Shoshone .....	3:35PM	"	" "
Lv. Gooding .....	3:55PM	"	" "
Lv. Bliss .....	4:15PM	"	" "
Ar. Glenss Ferry .....	4:50PM	"	" "
Lv. Glenss Ferry .....	4:55PM	"	" "
Lv. Mountain Home .....	5:50PM	"	" "
Lv. Orchard .....	6:25PM	"	" "
Ar. Boise .....	6:55PM	"	" "
Lv. Boise .....	7:05PM	"	" "
Lv. Meridian .....	7:18PM	"	" "
Ar. Nampa .....	7:25PM	"	" "
Lv. Nampa .....	7:35PM	"	" "
Ar. Caldwell .....	7:50PM	"	" "
Lv. Parma .....	8:15PM	"	" "
Lv. Nyssa .....	8:30PM	"	" "
Lv. Ontario .....	8:55PM	"	" "
Lv. Payette .....	9:00PM	"	" "
Lv. Weiser .....	9:20PM	"	" "
Ar. Huntington .....	10:05PM	"	" "
Lv. Huntington .....	9:15PM	P. S. T.	" "
Ar. Moscow .....	1:00PM	"	" "

Above: University of Idaho Bulletin, v. 41 no. 5, September 1946.  
Below: Arrival of Student Special train from southern Idaho, in front of Moscow Depot, courtesy UI Special Collections & Archives, 2-88-31



I also interviewed Dale Everson who came to the interview with a written description of his trip on the train in 1948:

I was going away to college as a freshman and had fear and apprehension as my folks drove me from Buhl to Bliss to board the train.

It was loaded with other students who seemed to be really enjoying themselves. The time was about 2:00 p.m. and by about 5:00 we had travelled the "burning desert" to arrive in Boise.

It was a really congenial bunch. I met a relatively small student who had won an athletic scholarship. I immediately wondered why...much to my surprised he said it was in boxing. Frank Young had recruited him off a farm in eastern Idaho, his name was Frank Echeviarra. He won the NCAA championship for at least two years and joined others to win the national championship.

We travelled into Oregon, crossing over at Ontario, and night descended. We were all awakened when we switched trains at

Umatilla and headed east. We stopped at all the towns along the way to take on students...not a "milk train" as was my fortune to ride on in the future in the army but a "student train."

In the daytime we witnessed dryland farming and were regaled with the soft life these farmers led. They would harvest in August, sow the wheat in October, and have the whole winter to vacation in California. When the ash tray became full in their new Nash or Cadillac, they would trade it in for a new one. It was a far cry from the life of an irrigation farmer who had to spend endless hours with a shovel in hand to cut and set corrugates to ensure a good crop. There just was no justice in their way of life.

We arrived in Pullman about 12:00 noon and then proceeded to Moscow. I was really impressed with the neat brick train station. We had to haul our suitcases and trunks about four or five blocks to Lindley Hall where our rooms were. I was convinced that I would travel either by car or bus in the future. But it was a really memorable journey.

*Continued on page 11*



*Student Special arrival in Moscow, 1937, courtesy UI Special Collections & Archives, 2-88-033*

*Richard Kaufman remembers riding the "choo choo" back and forth from his home in Boise to Moscow.*

# Those Riotous Rides on the Student Special

*By Richard Kaufman*



I did ride that train numerous times, beginning in 1936, as a freshman. It was quite an experience for me, leaving home for the first time to attend college at the ripe, but still very green, age of 17. I had already been rushed and agreed to pledge Kappa Sigma, so I knew

about where I was to live upon arrival.

My trip began about 5:00 p.m. from Boise; however, the train, a special, had originated somewhere around Pocatello, so it had a goodly number of students from the southeastern part of the state...actually, places I had never heard of. I don't now recall any names or faces of frosh or any upperclassmen, but I was introduced to the sight of them smoking cigars and drinking rot gut wine and some gin. There was a smoking car in the rear of the train, so if one needed fresh air, he/she could venture out to the back platform, view the tracks we had traveled and gasp for oxygen. With no chaperones aboard, there was a bit of monkey business in evidence....again something new to me. As it always did, the train stopped in Nampa, Caldwell, and Ontario and Baker, Oregon. At Huntington the train paused to attach another engine to climb the elevating desert and after LaGrande to climb the Blue Mountains before descending to Pendleton, then down to the Columbia and up into Walla Walla and the Palouse country, stopping numerous time to add passengers until we got to Moscow the next morning.

The route of return was the reverse for Christmas and for spring break. The same scenes aboard the train were repeated, except that I was older and tried to be more sophisticated....had a pipe and wore a hat and carried a key chain like the upperclassmen (even when I became one). I didn't smoke the pipe....never could get a cake in it and it made me cough, as did cigars, and I did not try cigarettes. There was beer aboard every train...not my bag, either...the upperclassmen in the house [Kappa Sigma] saw to that, taking me out one

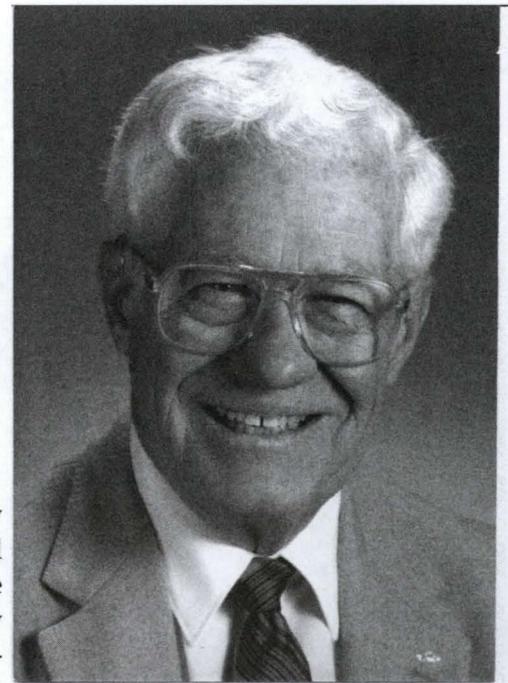
night early my first year and chug-a-lugged me into insensibility and awful sickness, much to their delight. That was just one night of hazing, but I never forgot guzzling pitchers of the smelly stuff and to this day a single glass with a burger or hot dog is enough for me (or martinis, scotch or bourbon in any given amount for me!).

The trains bound for home left Moscow about 4:00 p.m. with sleeper cars as you would expect, so we always had beds made up fairly early in the evening....and a dining car....as well as the usual smoking car in the rear. Again, there was never a chaperone aboard, so there was always some hanky-panky on the train, but nobody cared or talked about what may have been seen. The most fun was always on the Christmas runs. There was always a bridge game or poker to be had. It was a joyous time for all aboard.

The trains were all pulled by steam engines, so were not really clean. They were noisy and the clickety-clack of the wheels on the track put you to sleep fairly easily, once you got into a bunk (upper or lower). Of course, there were no men's and women's cars as were the dorms and Greek houses on campus...lots of freedom!

There were snacks to be had in the smoking cars, and many of the students took their own food aboard rather than spend limited funds in the dining car. Obviously, those who had to continue beyond Boise to eastern Idaho had a much longer and boring trip. We arrived in the Boise valley in the morning....late at times, stiff and tired.

A few times, I managed to bum a ride home over the Blue Mountains in some friend's jalopy...that was treacherous going on a two lane road, especially in winter...but usually took the special "choo choo."



*Richard Kaufman, University of Idaho graduate, class of 1940.*

*Above left: Student Special featured in the 1927 University of Idaho Bulletin, courtesy UI Special Collections & Archives*

# Across Idaho on the Student Special

by Helen DeKlotz Brake



Helen DeKlotz Brake, 1945

During the 1940s, traveling from southern Idaho to attend the University of Idaho at Moscow wasn't easy. Very few students had their own vehicles and with gas rationing, fuel wasn't easy to come by. I rode the "Student Special" in 1945, 1946 and 1947.

We boarded the train at Shoshone. Our cars were hooked up to the "Portland Rose" – the mainline Union Pacific train. I don't remember how many cars there were that were picked up at Shoshone. They sometimes had "troop cars" ahead of the student cars. These troop cars carried men coming home from service in World War II. They were supposed to be locked away from us, but I remember a few who somehow made it over to our car!

The student cars were picked up in Shoshone and then were taken to "Ayres Junction," just outside of Umatilla, Oregon. The cars were unhooked and left at Ayres Junction in the middle of the night. We didn't have any heat, food, or water. We did have blankets. My sister – Margaret DeKlotz Brown – also rode the Special and remembers being very cold.

The Moscow local line would pick up the cars and take us to the Moscow Depot. Another of my sisters who attended the University of Idaho – Mary DeKlotz Campbell – remembers being met by a band that was there to greet the arriving students. It was a very exciting experience for all of us.

As I recall, I had one suitcase and I carried it from the Moscow Depot and walked to the campus. I don't think the students today could carry all of their belongings in one suitcase!



1946

When Helen DeKlotz and her sisters arrived at the Moscow depot in fall 1946, they were greeted by this bunch of UI upperclassmen, courtesy of Max D. Nelson



*Students in the Student Special club car, 1950, courtesy UI Special Collections & Archives, 2-88-36*

*continued from page 8*

I also interviewed Shirley Newcomb, Professor Emeritus, Home Economics, University of Idaho. She described her Christmas trips home to Nebraska and back in the 1950s. After boarding at the Moscow station, the train crossed into Washington State. After a few hours and many stops, the train stopped at a small depot with few seats where most disembarking students were forced to sit on their luggage. It was very noisy, Shirley remembered.

When asked what she could tell me about the interior of the cars, Shirley quickly responded: "The first train had facing seats, no dining or sleeping cars, but the second one did have dining cars with white linen tablecloths, and talented cooks who prepared very good food. I took lunch for the first train. My friend Melva Hoffmann always made sure I had a good lunch." In Pocatello Shirley changed to a Union Pacific passenger train with sleeping berths, bathroom facilities, dining cars, excellent food, and a peaceful atmosphere.

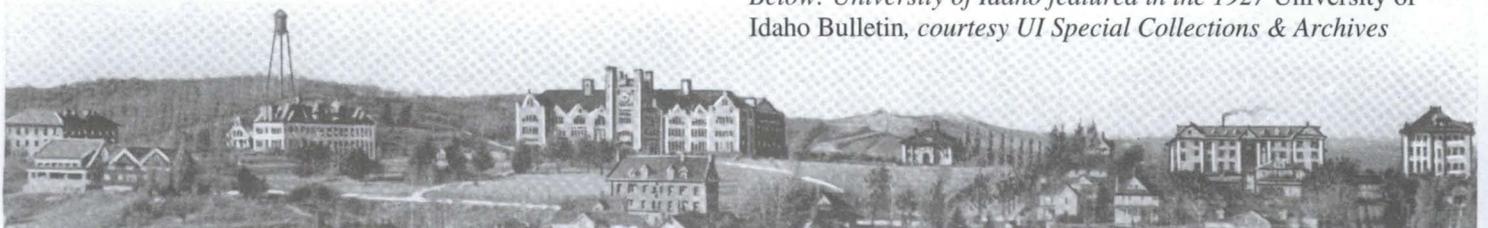
Having concluded my research into the social life that existed among those traveling on the train, I decided to search for a copy of the actual agreement between the University and the Union Pacific Railroad. I searched the Internet and also visited the Special Collections & Archives at the University of Idaho Library but did not find the agreement. One reason I was interested in finding the agreement was to find evidence that it had provided reduced rates for students. Most of my respondents, including Dale Everson, did

not recall anything about the rates. When asked, he said he didn't know, adding: "My parents took care of that." However, in a phone conversation, Moscow resident Wanda Brooks told me that her parents had paid a reduced rate when she rode the train from Payette in the late 1930s.

During most of the first half of the 20<sup>th</sup> century, young Idaho men and women took advantage of the railroad connecting the southern and northern parts of the state to reach the source of their education. However, the availability of safe and affordable cars, good roads, and cheap gas made trains, even the Student Special, obsolete in the second half of the 20<sup>th</sup> century. Some students enjoyed the trip while others endured it. All who took the Student Special (or saw it off at the station) never forgot it. ♪

*Joann Jones, M.S. Home Economics, taught at the University of Idaho from 1976-86 and is LCHS Curator Emeritus. This article is dedicated to her beloved husband, Dick, for his patience and loving care.*

*Below: University of Idaho featured in the 1927 University of Idaho Bulletin, courtesy UI Special Collections & Archives*



# The Saloons are Closed and Moscow is Very Dry

by Julie R. Monroe



**2008** marks a unique centennial in Moscow's history, as the above headline from the front page of the August 6, 1908, edition of Moscow's *Weekly Star-Mirror*, announces. The day before, on August 5, a majority of Moscovians voted to prohibit the sale of liquor in the community.

Total prohibition in Moscow was the culmination of successful temperance efforts led by members of the Woman's Christian Temperance Union and clergyman that had begun as early as the 1890s. Citing the University as justification, Moscow passed a series of ordinances that controlled the traffic of alcohol. One such measure, according to Edison K. Putman in "Travail at the Turn of the Century: Efforts at Liquor Control in Idaho," was to set the cost of a liquor license in Moscow at \$500 (p. 15). In addition, Moscow saloon owners were required to close their establishments at midnight and keep them closed on Sundays (p. 15).

Motivated by moral as well as practical concerns, local prohibitionists frequently argued that Moscow,

home of the state's university, should offer as proper an environment as possible to the state's young people. In the April 28, 1908, edition of the *Star-Mirror*, a Moscow newspaper, Reverend J.C. Abels editorialized that "Moscow depends on the growth of the University and Moscow owes the University a dry town."

To achieve their goal, temperance activists staged a series of public meetings beginning in the spring of 1908. On April 12, between 800 and 900 people attended one such meeting held in Moscow's Methodist Church. From this meeting came a petition calling for the closing of saloons and a request to revoke licenses for the sale or manufacture of "intoxicating liquors." On April 26, another prohibition rally was held; those present voted 489 to 19 to close the saloons and present the petition to the City Council.

On May 5, the petition was presented to the members of the City Council who decided to call for a referendum, leaving it to the people of Moscow to decide the issue.

Of a total of 1,206 voters, 814 voted for prohibition, while 392 voted against. Having heard the voice of the people, the City Council passed an anti-liquor ordinance that prohibited the sale or donation of malt liquor but not its manufacture, interestingly. The ordinance also made it unlawful to drink or be drunk except in one's own home.

With the installation of prohibition came the end of not only distillation but brewing, once an important part of the local economy. Historian Herman W. Ronnenberg puts it plainly: "The success of those 'dry' forces caused the demise of the breweries" ("Juliaetta, Genesee, Moscow - The Breweries of Latah County," *Latah Legacy*, 8:2, Spring 1979, p. 1). Besides the beverages they produced, breweries were a market for locally-grown hops and barley from local farmers and sources of both jobs and ice.

Moscow remained dry until 1933. In December 1932, Wisconsin Senator John Blaine had submitted a resolution to Congress proposing the submission to the states of the 21st Amendment, which would annul the 18th. Two months later, the 21st Amendment went to the states. According to Putman in his University of Idaho dissertation, *The Prohibition Movement in Idaho, 1863-1934*, 33 of Idaho's 44 counties voted to repeal the 18th Amendment. Latah County, according to Putman, voted against repeal (p. 395). By December 5, 1933, the necessary 36th state had ratified the 21st Amendment, and that same day, President Franklin D. Roosevelt signed the proclamation ending prohibition in Moscow and the rest of the nation. By this time a daily newspaper, the *Star-Mirror* commemorated the end of the Great Experiment with this December 5, 1933, headline: "Count Hours Till Dry Law Becomes History." I'm sure many a Moscovan was doing just that! ☞

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Left: Christie Saloon, Troy Idaho, early 1900s

## Woman's Christian Temperance Union

*What Is Liquor Doing To My Town?*



Among the Historical Society's documentary collections is one containing material related to the Woman's Christian Temperance Union in Latah County. With donations from Steve Talbott and Grace Paul, the collection contains a variety of items, including books of meeting minutes, financial reports, booklets, pledge cards, correspondence, newspaper clippings, promotional flyers, and program calendars.

Ruth Bordin in her book, *Woman and Temperance: The Quest for Power and Liberty, 1873-1900*, explains that the Woman's Christian Temperance Union (WCTU) was the leading temperance organization and women's organization in the United States with chapters in communities large and small in every state and territory, including the Idaho Territory (p. xviii).

According to Edison Putman in his University of Idaho dissertation on the prohibition movement in Idaho, the first Idaho chapter of the WCTU was established in Lewiston sometime in 1882. The Lewiston union formed the North Idaho WCTU in 1883 and "instituted a system of county organization to encourage the foundation of a local union in each north Idaho town." (p. 75) Only Moscow, however, "proved capable of supporting a separate union. It aggressively founded and furnished a library and reading room and sponsored conscience-raising programs..." (p. 78)

By documenting the temperance movement in Latah County, this collection is significant as a source of information about the individuals, mostly women, who participated in the movement in an effort to improve the lives of men, women, and children.

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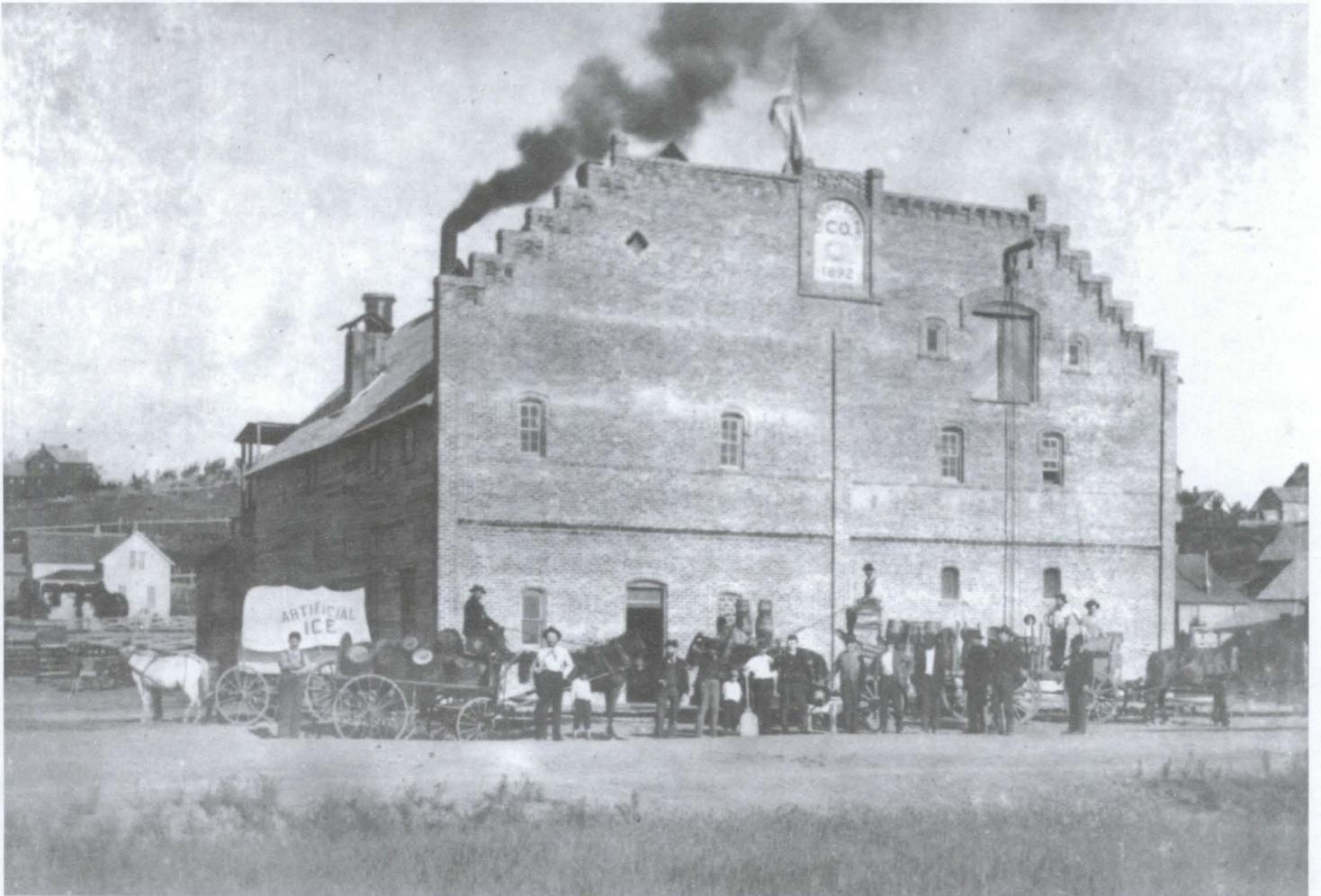
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# Joseph Schober: Idaho Brewing Pioneer

*By Herman Wiley Ronnenberg*

He went bankrupt in Moscow, Idaho during the depression of the early 1890s, suffered the death of his wife there, and left town with few regrets. He remarried, moved south, built a brewery and became a beloved business success on the Camas Prairie in the little burg of Cottonwood. Joseph Schober was of Austrian descent – from Vienna. According to his descendants, Joe could speak seven languages, and his uncle was Austrian chancellor during the 1920s. As with so many Germanic immigrants, he wanted to be an American brewer, and he eventually succeeded.

While in Moscow, Schober and his first wife Mina (Minnie) Berglund had one son, Henry. According to family legend, Mina died in a fire started by thieves to hide a theft at the brewery. The thieves took eight, three-inch gold miniature beer barrels that hung on the parade harnesses of the family's Percheron horses. The date of Mina's death is unknown. Schober eventually remarried; in March 1891, he married Mary T. Kambitsch, daughter of Jacob (Jake) and Therisa Geiger Kambitsch of Genesee.



*Moscow Brewery, 1892, northeast corner of Main and A Streets. The brewery is shown on the 1891 Sanborn-Perris fire insurance map, sheet 1, page 17, and the 1893 Sanborn-Perris fire insurance map, sheet 6, page 23. On the 1893 map, there is a note that the brewery is "not in operation." Interestingly (and perhaps ironically), a section of this structure is labeled "Temperance Hall."*

In the spring of 1890, Schober entered partnership with Joe Niederstadt who had been brewing on the corner of A and Main streets in Moscow since the town began in 1882. Niederstadt and Schober advertised their beer and saloon from May 1890 to October of 1891.

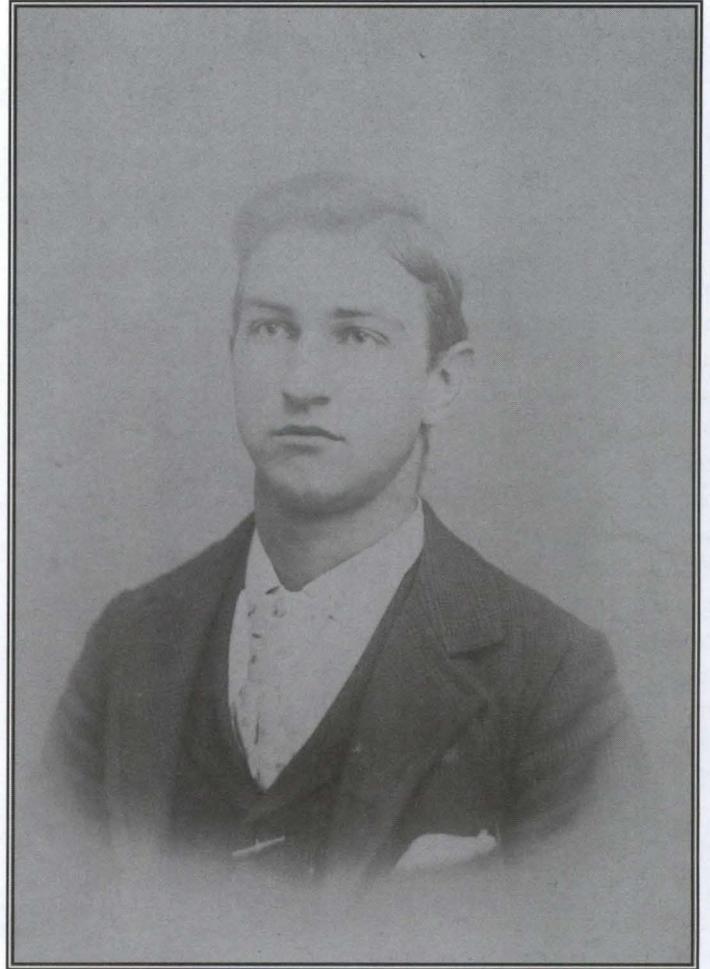
In 1892, Franz Louis Koehler joined the brewing company, and the three men built a much larger brewery on the northern end of the block where the original brewery was located.

However, the establishment eventually went bankrupt due to the national depression of that time, and the brewery closed. The First National Bank of Moscow sold the brewery at auction to Joe Geiger, a brewer and farmer from Genesee, and Jacob Kambitsch, brother of Geiger's partner Matt, and Schober's father-in-law, for \$5,600. Niederstadt stayed in Moscow and ran a saloon before moving to Canada to brew again. Koehler eventually went back into brewing in Moscow but then moved to Boise.

Schober headed south 70 miles to Cottonwood where his and Mary's son Frank was born in January 1893. Early in 1895 the Grangeville newspaper reported that a brewery was being built in Cottonwood, and the 1897 R.G. Dunn Mercantile list for January 1897 lists "Hendricks and Schober," a brewery and saloon. Schober remained on the Camas Prairie until his death in Cottonwood in 1914. ☞

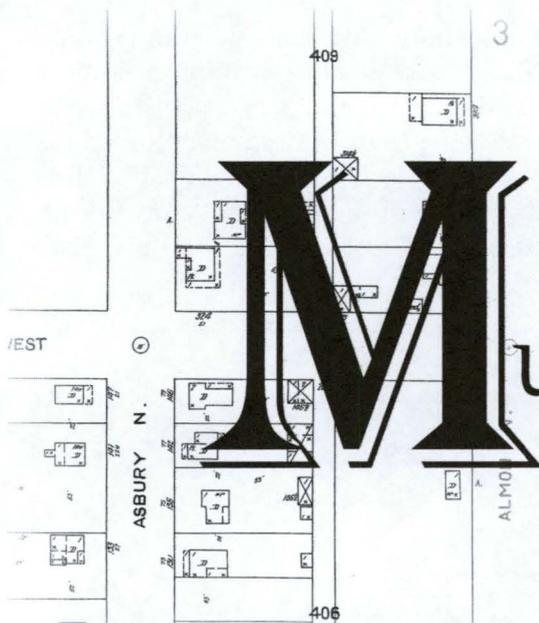


*Joseph & Mina Schober, courtesy of the author*



**Joseph Meingasner**

Information associated with this photograph from the historic photograph collection of the Special Collections & Archives at the University of Idaho Library identifies this fellow as Juliaetta brewer Joseph Meingasner. In his research into the brewing history of Juliaetta, historian Herman Ronnenberg has discovered lots of loose ends but nothing to connect them into a narrative history...at this point, anyway. For example, Herman notes that there is a plaque on the city hall in Juliaetta identifying the building as the former site of the Meingassner (note the different spelling) brewery. However, Herman has yet to find a record of this brewery.



# Murder and Mayhem in Moscow 1908

by Priscilla Wegars

A century ago, in October 1908, the slaying of prostitute Clara O'Neill, and the gruesome suicide attempt of her paramour and assailant, Fred Seward, horrified Moscow residents. Clara and Fred's story was uncovered while "digging in the documents" in connection with an archaeological excavation I directed in Moscow on the east side of Jackson Street in the fall of 1983. The dig site, between A and C streets, was near the former location of a Chinese laundry. While very little was recovered that could have belonged to the laundry, the excavation did locate the remains of the building that was once next door to, and north of, the laundry. Early Sanborn-Perris fire insurance maps of Moscow show that this building was a female boarding establishment in 1891 and a dwelling in 1893. The term "female boarding" did not describe a residence for genteel young ladies; at the time, the words were a euphemism for a house of prostitution.

Historical research established that between 1885 and 1910 prostitution flourished there and elsewhere in Moscow. For example, houses of prostitution existed on both A Street and Almon Street, just one block away. Unfortunately, working as a prostitute meant unhappy consequences for the women who practiced that profession. Sometimes they were assaulted or even killed by men with whom they associated. Clara and Fred's story epitomizes the bleakness of the prostitute's life, the difficulties of escaping it, and the hazards these women faced. Historian Elliott West in *Scarlet West: The Oldest Profession in the Trans-Mississippi West* observed that prostitution is "a story of women drawn by hope or desperation, then exploited and trapped in circumstances that offered possibilities ranging from poor to grim," (p. 27).

In her book *The Lost Sisterhood: Prostitution in America: 1900-1918*, Ruth Rosen found that most women entered the profession voluntarily because they saw it

as a way to fulfill "particular economic, social, or psychological needs," (p. 137). Many viewed it as an easier and more profitable type of employment than other avenues that were open to them, (p. xiv). However, in one early 20<sup>th</sup> century study, the two most common reasons women chose to become prostitutes were bad home conditions and economic necessity, (p. 145). The choice of such a dangerous and degrading occupation is a stinging indictment of the lack of opportunities available to women in the early 1900s, (p. xvii).

Moscow's first "sporting house," another euphemism for a bordello or bawdy house, probably opened shortly after the coming of the railroad line in September 1885. As early as October 9 the *Moscow Mirror* reported that several persons were "in town trying to rent houses for polyandry purposes." In the spring of 1888 prostitution became illegal in Moscow with the passage of Ordinance No. 19, ". . . to Prevent and Suppress Bawdy-Houses and Places Where Fornication is Enacted and to Punish Keepers, Inmates and Frequenters Thereto," (City of Moscow, "Old Ordinance Book," 1:84-86). Despite its prohibition, prostitution prospered in Moscow for the next twenty years.

The women who ran the houses where prostitutes lived were known as "madams." The madams took care of the usual household expenses, plus they regularly paid bribes and fines. They charged the prostitutes who worked there room and board and collected a percentage of their earnings. In early 1900 Moscow's houses of prostitution included one that Grace Fleming operated on the northwest corner of Almon and A streets then known as "222," from its Almon street address; it is now 304 West A Street. Other Moscow bordellos at that time were "111" on Almon Street north of "222" and "444" then on the northeast corner of A and Almon streets. In 1906 or 1907 the block that included "444" was cleared to make way for the Spokane & Inland Electric Railway Company depot and yards.



The owner of "444," Louise Forester (or Forrester) had received \$3,000 for her land in July 1906 (Latah County, "Deed Record Book," 43:132) and had "444" moved one-half-block away, to 217 North Almon.

At the time of her death, in October 1908, Clara O'Neill was working in Grace Fleming's "resort," yet another common term for a bordello. The grisly circumstances of her death simultaneously appalled and titillated the community. Moscow's *Star-Mirror* newspaper reported on October 22 that when the sheriff arrived at Grace Fleming's place he found a gory scene. Clara O'Neill was dead and her assailant, Fred Seward, had messily attempted an unsuccessful suicide:

"Murder and suicide at Grace Fleming's" was the blood curdling announcement made on the streets of Moscow at 1:30 Monday afternoon. When a *Star-Mirror* reporter reached the scene Sheriff Keane and Deputy Robbins were in charge of the premises.

In a store room on the alley lay Mrs. Clara O'Neil [sic] rigid in death, the floor covered with blood, and her murderer, Fred M. Seward, with a hole in his forehead above the right eye and his throat haggled from ear to ear, was wallowing in his own blood on the porch outside. It was a gruesome sight.

Seward was conscious, but unable to carry on a conversation, but admitted by words and gestures that he had killed the woman and attempted to end his own miserable life by shooting himself in the forehead and cutting his throat with a knife.

Upon the arrival of Coroner McCartor and County Physician Clarke it was found that Seward had shot Mrs. O'Neill twice through the breast and once through the temple with a 38-caliber Smith & Wesson, holding his victim with the left arm while he fired the

"I must acknowledge feeling some impatience when I hear philanthropists advocate dealing "humanely" with the prostitute, on the plea that it is unjust to punish only the female partner in guilt. ...It is, strictly speaking, unjust, as they correctly claim, to punish only the woman, but practically it is the only way of dealing with the problem; she can always be gotten hold of, he but rarely."

Charles H. Kitchell. "The Social Evil, Its Cause and Cure," a paper read before the Society of Medical Jurisprudence and State Medicine at the Academy of Medicine, No. 12 West 31<sup>st</sup> St., in the City of New York, May 13, 1886; together with the speeches of E.H. Benn, William McLauray, W.H.H. Russell, E.C. Spritzka in the discussion of the same. New York, 1886. p. 44

fatal shots with his right hand, one of the bullets going clear through the woman's body and piercing his own arm. When his victim fell to the floor dead he turned the gun upon himself and then cut his throat with his knife. Although the bullet crashed through his head and his windpipe was severed, Seward was able to walk to the ambulance. After three days' treatment at the hospital the murderer was taken to the county jail.

It is said that Mrs. O'Neill had lived in one of Grace Fleming's dens of infamy at Palouse for several months, having been divorced from her husband some time previous to taking up with Seward. She was quite young and was the mother of a little invalid girl who is being cared for in Spokane. The funeral was held from Grice & Son's undertaking parlors Wednesday, Rev. D. H. Hare officiating. Mrs. O'Neill's relatives were present to witness the last sad rites.

Fred M. Seward is a man of about 35 years, and wears a good countenance. He has not been known as a "bad man," and his downfall was probably brought about by associating with a class of people whose whole aim in life is to live off the earnings of unfortunate women.

### Starvation Wages

Girls in this way fall every day,  
And have been falling for ages;  
Who is to blame? You know his name,  
It's the boss that pays starvation wages.

Credited to Joe Hill by Jay Moynahan in his book, *Poems of the Soiled Doves: Poetry and Verse Related to Prostitution on the American Frontier*, Chickadee Publishing, Spokane, WA, 2002, p. 39

A coroner's jury soon met, and several witnesses testified before it. The *Star-Mirror* reported the testimony in its October 22 edition:

The first witness called before the coroner's jury was Deputy Sheriff Grant Robbins, who testified that in company with Sheriff Keane they responded to a telephone call from Grace Fleming to the effect that a murder had been committed. "On arriving at the storage room on the alley back of Grace Fleming's house I pushed the door open and discovered Grace Wilson [*sic*] lying in a pool of blood, dead, and Fred M. Seward lying near by [*sic*] and a revolver lying on the floor in the blood between them. My first impression was that they were both dead and when I told Sheriff Keane that I guessed they were both dead, Seward said, "I am not dead, but I have fixed the girl."

Dr. J. N. was called and Seward, who had apparently tried to commit suicide by shooting himself in the corner of the head, over the right eye, and gashed his throat, was taken to the

### A rose by any other name...

Does the large number of American nicknames for prostitutes indicate the importance of their profession in our society? These are just the ones that may be spoken in polite conversation:

lady of ill fame	trollop
adventuress	doxy
fallen woman	courtesan
soiled dove	painted lady
sporting girl	floozie
harlot	round heels
streetwalker	b-girl
working girl	frail
party girl	hustler
call girl	lady of easy virtue
escort	scarlet woman
hooker	shady woman
business girl	tart
lady of the night	camp follower
strumpet	

**M**ost prostitutes were between 14 and 30 years in age, with the average being 23 years, and most bordellos employed four to five women.

From *Remedies from the Red Lights: Cures, Treatments and Medicines from the Sportin' Ladies of the Frontier West* by Jay Moynahan, Chickadee Publishing, Spokane, WA 2000, p. 11.

Inland Hospital. We also notified the coroner, L. B. McCartor, who, after viewing the remains of the woman, ordered her remains removed to Grice's undertaking rooms. Seward, when [I] questioned him, said that he had shot the girl three times."

Dr. W. H. Carithers, the second witness, testified that Seward told him at the hospital that he had shot the woman three or four times. The doctor explained that Seward told him, also, that when "I asked him how he shot himself through the fleshy part of the forearm Seward said he was holding the woman around the neck with his left arm and when he shot her through the head the bullet went into his arm."

The third witness was the madam, Grace Fleming. Fleming identified the deceased as Clara O'Neill, aged 20. (Another source gives her age as 22: "Deaths in Latah County Idaho: Register of Deaths at the Latah County Courthouse [1907-1911]".) O'Neill, who had separated from her husband, was the mother of a three-year-old, handicapped daughter. O'Neill's maiden name was Clara Reese and she was from Wallace. Grace Fleming testified that O'Neill used the name of Grace Wilson when she was "an inmate of [Fleming's] sporting house at Palouse, Wash., for a short time." Fleming further testified that Clara O'Neill "had quit her sporting life and was seeking honorable employment." She intended "to bring her little cripple[d] girl down here from Spokane" to be "doctored by a local doctor." Fleming stated, "I knew that Grace wanted to reform and I wanted to try to help her all I could while she was trying to earn money to pay for doctoring the baby."

Fleming described Seward as "a tinhorn, dinner-pail saloon swamper, who had been living off Grace Wilson's [Clara O'Neill's] earnings and wanted her to go to Bovill to rustle for him. She rebelled and was trying to get away from him....Grace had stayed at the Del Norte hotel when she came to Moscow and only came

by my place on the way to the train to go after the little girl."

Clara O'Neill had been a prostitute for only a short time, having worked as a waitress in Spokane for awhile. After Fleming closed her bawdy house in Palouse, O'Neill wrote to her seeking work, saying that she would "do anything she could to support her child and have it doctored."

The Latah County Coroner's Record at the Latah County Historical Society provided a few details of the inquest that were not present in the newspaper article. The inventory of the deceased's personal effects listed a suitcase "containing . . . linens Toilet articles etc some clothing and one Baby Buggy" which were "turned over to Brother of deceased of Wallace Idaho."

In late November or early December Seward was given a preliminary hearing, as a result of which he was bound over to the district court on a charge of murder in the first degree and held without bail, (*Star-Mirror*, December 3). His trial was scheduled to begin on December 14, 1908, (*Star-Mirror*, December 11).

The December 17, 1908, edition of the *Star-Mirror* reported that at the trial Hattie Caldwell, a married woman from Spokane, testified that Fred Seward and Clara O'Neill "had quarreled several times in her presence" and that she "was at Grace Fleming's place doing some sewing" when the murder occurred. Alfred Ziegler, a brick mason working at the "U. of I. new building," testified that "Miss Caldwell, Miss O'Neill, and himself and Seward had been a party and mingled together the days and nights previous to the killing."

Other witnesses stated that Clara O'Neill had been murdered because she would not work for Seward as a prostitute. Seward testified that he had tried to induce her to quit and that he wished to marry her once he had earned enough money for a divorce. He admitted shooting her, but said she had threatened to kill him if he left her, and that it was Clara who had cut his throat while pretending to adjust his necktie. He then killed her and shot himself, believing he would die from the neck wound anyway. "After they had partaken of a hearty dinner the jurors returned to their room and in an hour and twenty-five minutes had worked out a verdict of guilty," (*Star-Mirror*, December 17).

On December 31, the *Star-Mirror* reported that Seward was sentenced "to be hanged by the neck until dead" in Boise on February 19. In early February he was in the state penitentiary, awaiting the results of an appeal by his father to Governor James Brady for a stay of execution. On February 11, 1909, the *Star-Mirror* account noted that Seward "seems to be resting with a fairly clear mind. He reads a good deal, sleeps fairly



well and eats with accustomed appetite." An editorial in the same issue of the paper, however, hoped that the appeal would fail:

. . . Here is a case with not one extenuating circumstance. It was a deliberate, cold-blooded, beastly job, prompted by the most depraved motive. Clara O'Neill was of good parents in Wallace, Idaho. They did not know their daughter had committed sin. And she did not want to break their hearts by letting them know the truth.

Tiring of the life of shame, the unfortunate girl returned home. Seward followed and with calculating brutality threatened to expose her to the people of Wallace and her father and mother unless she returned to her sinful life. She returned to Palouse. Haunted by the overwhelming shame and stinging remorse of a conscience which was not yet dead, Clara O'Neil [*sic*] again tried to evade Seward. She came to Moscow. Seward followed, took her into a shed in the rear of Grace Flemming's [*sic*] house and while Clara O'Neil [*sic*] was fixing his tie, Seward, now asking for mercy, put his arm around the woman he was hounding into Hell and deliberately shot her to death.

The Governor must have granted Seward's appeal for a stay of execution; on April 22, the *Star-Mirror* published a "Notice of Application for Commutation" announcing that Seward had applied to the board of pardons at its regular April 1909 meeting to have his sentence changed from death to life imprisonment. On April 29, the newspaper reported that Seward was "denied life imprisonment." The pardon board had granted him a reprieve only until May 7, an action which was said to meet with general approval in Moscow "where the detailed circumstances surrounding

the crime are still fresh in the minds of the people."

In a story datelined "Boise, May 7" in the *Star-Mirror* for, oddly, May 6, a headline announced, "Seward Pays Penalty For Atrocious Crime." Boise's *Idaho Daily Statesman* published a front-page photograph of the murderer, superimposed on another of the gallows. The reporter observed that Seward's "demeanor was that of complacent courage and his face, when the disfiguration caused by the absence of the right eye was forgotten, had scarcely the appearance of a hardened criminal. This was probably the result of his having experienced a change of heart as a result of the earnest efforts of his spiritual adviser."

According to the May 8, 1909, edition of the *Statesman*, the morning of his execution Seward ate "only a light breakfast of mush and milk," having had a "hearty supper" the previous night. The account described the "condemned man" walking "to the scaffold with a firm step and after his feet, legs and arms were tied, worked his own way by alternately raising on heels and toes to the death trap...."

The *Statesman* reported that the execution was "a solemn occasion" for the fifty male spectators, including newspaper reporters and officials, all of whom respectfully removed their hats as Seward walked to the gallows. Some uninvited spectators witnessed the event from the hills outside the prison walls, but canvas around the gallows shielded the actual execution from their view.

The May 6, 1909, issue of the *Star-Mirror* reported that Seward's last words were, "Do a good job, boys," spoken "just before Warden Snook sprang the trap at 9 minutes past 8 o'clock" in the morning. Seward "began to mutter a prayer which was intentionally cut short by the springing of the trap so that no pause could indicate to the condemned man when the last agonizing instant of life had come."

In his last official statement, recorded in the May 8 edition of the *Statesman*, Clara O'Neill's murderer had said, "I have made a failure of this liffe [sic], and I have hope for the life to come. God has forgiven me and I have peace." On May 13 the *Star-Mirror* editorialized, "If Seward, after a life of sin and shame and degredation [sic, for degradation]...can, by the mere act of repentance, inherit the kingdom of Heaven, with the blood of Clara O'Neil [sic] dripping from his hands, there is no such thing as Divine justice."

The subsequent bad publicity attending the murder of Clara O'Neill at "222" may have meant the end to the houses of prostitution in Moscow. No arrests or court appearances for prostitution were found in city records after that date, nor were any further mentions of it made in the newspapers or other sources consulted.

On November 4, 1909, the *Star-Mirror* carried this headline: "Moscow Moral Says College Investigator." Mr. Badley, one of an apparently self-appointed three-member investigating committee, was quoted as saying that "in all my life I have never seen any city where the moral conditions were better than those in Moscow." He had taken "particular pains to get out early the morning after Hallowe'en," and fully expected that the town would be "torn up" as in other places where he had lived. Instead he noted the "absence of saloons, houses of ill fame, and other objectionable and immoral surroundings." Mr. Badley was pleased to be able to commend the moral surroundings at the state University to "the fathers and mothers of the State."

Mr. Badley's observations are confirmed by the December 1909 fire insurance map of Moscow. It shows that the last two houses of prostitution on Almon Street had become dwellings. They are both still standing today, as apartment houses.

Prostitution existed openly in Moscow, Idaho from perhaps 1885 until at least 1908. Surprisingly, Victorian society was more permissive about it than Progressive society; it was not until the first decade of the 20<sup>th</sup> century that reform movements caused the demise of Moscow's brothels and turned prostitution into a much more clandestine activity. Although the business of prostitution in Moscow was on a small scale compared with that in much larger communities, it paralleled that found elsewhere in the West. Houses, madams, prostitutes, and customers all made their own unique contributions to the history of a small town in northern Idaho. ♡

#### Acknowledgments:

Many thanks to Terry Abraham for his helpful comments on an earlier version of this article, and to Kathy Deinhardt for her inquiry that spurred the writing of it.

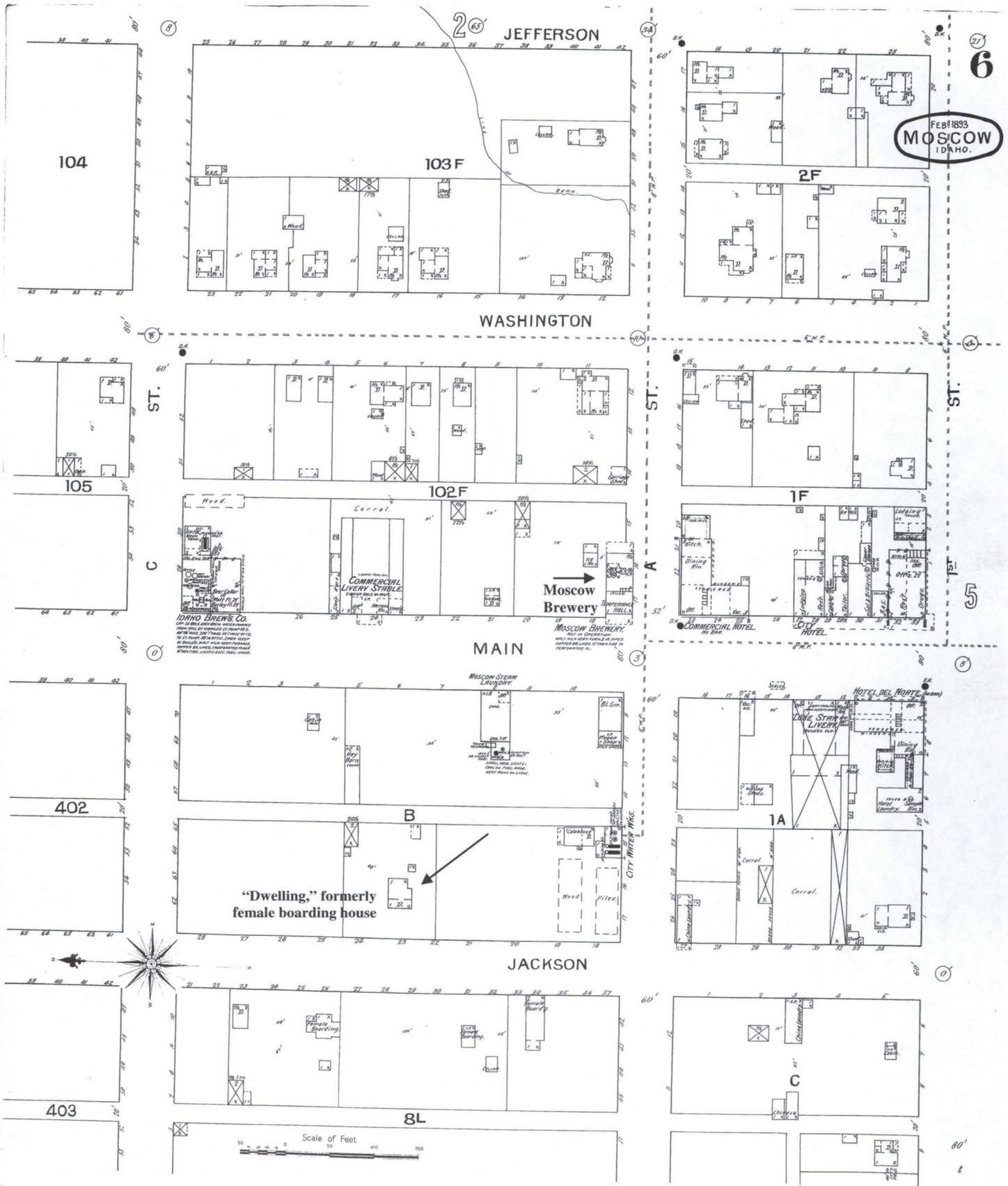
*Priscilla Wegars has a Ph.D. in history from the University of Idaho and is a self-employed historian and historical archaeologist. This article is part of Priscilla's much larger study of prostitution in Moscow between 1885 and 1910. See "Inmates of Body House': Prostitution in Moscow, Idaho, 1885 to 1910," University of Idaho Library Special Collections and Archives, MG 5364. An abbreviated version of her research appeared as "Inmates of Body House': Prostitution in Moscow, Idaho, 1885 to 1910" in Idaho Yesterdays 33, no. 1 (Spring 1989): 25-37.*

*Priscilla is also the volunteer curator of the University's Asian American Comparative Collection, a resource center of artifacts, images, and bibliographical materials that help a wide range of individuals better understand the history, culture, and archaeology of Asian Americans in the West. Her book, Polly Bemis: A Chinese American Pioneer (2003) received an Honorable Mention in the Idaho Library Associa-*

tion's Idaho Book of the Year competition for the best book about Idaho published that year.

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Sheet 6 of the 1893 Sanborn-Perris fire insurance map of Moscow. The building to which the arrow points was identified on the 1891 Sanborn map as a “female boarding” house, now it is identified with the letter “D,” indicating it is a dwelling. Courtesy Special Collections & Archives, University of Idaho

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The Christmas Special rolled out of Moscow with a cargo of young men and women. Sleeping cars and coaches bubbled with University of Idaho students free from books and looking forward to happy days on the home front. Several hundred collegians surged through the train, finding berths, tripping over baggage, slapping friends on the back, and generally relaxing for the journey to Boise, Pocatello, and other points in Southern Idaho. They were primed for a joyful trip.

- Dick d'Easum,

*Dowager of Discipline: The Life of Dean of Women Permeal French*

*Below: Arrival of student special train from southern Idaho, September 1922, courtesy UI Special Collections 2-88-06*

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