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THE TRUE HISTORY BEHIND
'1883'
A dead ringer for Ennis?
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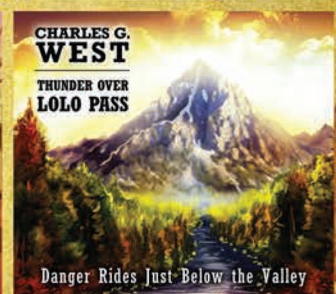

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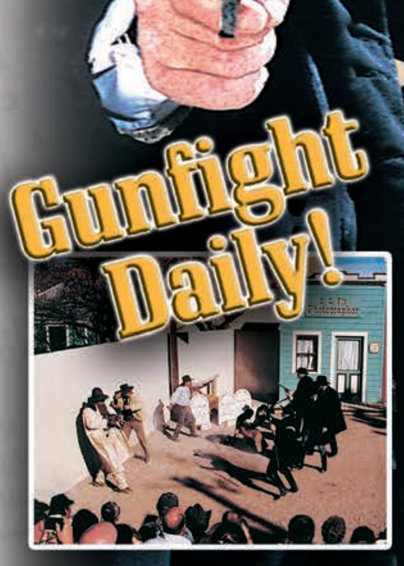

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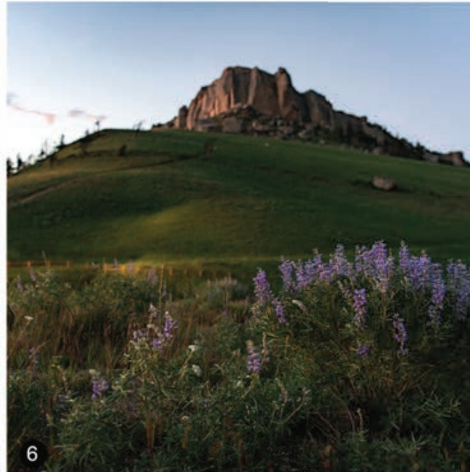

Sheridan
COUNTY, WYOMING, USA.

1. ROAD TRIPPING THE ICONIC BIGHORN MOUNTAINS 2. A NIGHT UNDER THE STARS WITH SHERIDAN TENT & AWNING IN THE NORTHERN BIGHORNS 3. SIBLEY LAKE RECREATION AREA 4. AN EVENING PADDLING PARK RESERVOIR 5. EPIC EXPERIENCES ON HORSEBACK WITH DOUBLE RAFTER CATTLE DRIVES 6. STEAMBOAT POINT AT SUNSET FROM THE BIGHORN SCENIC BYWAY

Wyoming was purpose-built for social distancing. There are more deer and antelope than people 'round these parts, and you won't hear many folks complain about that. We've all got our own spaces, but we love to explore the public ones we share, and we don't mind sharing some of them with strangers. After all, our Bighorn backyard is a wild, untamed realm of endless adventure. With our new streaming webseries titled The Backyard, we hope to show everyone beyond the borders of Wyoming what makes the great outdoors special, and why the Bighorns are the ultimate playground for those who choose to go outside and play. In this wild time of social distancing, distrust, and disbelief, we believe that the mountains can bring us closer together, and that there is no place in the world more authentic. Is there a more spectacular experience than backpacking into a part of the Bighorn National Forest that you have never seen before? We. Think. Not. Each and every trip into these mountains offers blissful solitude, and a respite from the hustle of everyday life. We have worked hard to present some of our backyard's most epic hikes, legendary attractions, national historic landmarks, and much more. With two feet and a heartbeat we hiked and backpacked into uncharted territory in the Bighorn National Forest and shared the stories of some of the most iconic locations in the region. We took a step back into history and experienced Ernest Hemingway's Wyoming firsthand. We kayaked pristine rivers, paraglided from perilous peaks, sussed out outlaw history, and stargazed at the brightest night skies in America. Yeah, there is a metaphor tucked in there somewhere. It was only a matter of time before the clouds broke over 2020. We hope that you have had a chance to see some of these episodes, and that you will continue to celebrate Sheridan County with us as we look ahead to producing Season 2. This time, we plan on delving deep into centuries of Indian storytelling, diving headlong into local craft culture, and touching the heart of Sheridan's creative community. We also know that it has never been more important to know that you will be safe when you explore Bighorn Mountain Country. While Wyoming is the perfect place for socially-distanced escapes, we will do what we can to keep you informed, and up to date, on any COVID-19 related news and information, travel rules or restrictions, or local health and safety advisories. We believe that the road to recovery from this pandemic begins right here in The Backyard, so you can count on us to provide you with information that matters. We hope that you will stay safe, and that our local businesses will continue to benefit by welcoming you to our community. For more information, please visit us at www.sheridanwyoming.org

EXPLORE BIGHORN MOUNTAIN COUNTRY

The world comes out west expecting to see cowboys driving horses through the streets of downtown; pronghorn butting heads on windswept bluffs; clouds encircling the towering pinnacles of the Cloud Peak Wilderness; and endless expanses of wild, open country. These are some of the fibers that have been stitched together over time to create the patchwork quilt of Sheridan County's identity, each part and parcel to the Wyoming experience. Toss in a historic downtown district, with western allure, hospitality and good graces to spare; a vibrant art scene; bombastic craft culture; a robust festival and events calendar; and living history on every corner, and you have a Wyoming experience unlike anything you could have ever imagined. This is Sheridan County, the beating heart of Bighorn Mountain Country.

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CIRCLE THE WAGONS!

Emanuel Leutze's 1863 oil *Indians Attacking a Wagon Train* vividly captured and perpetuated the fears of Americans migrating West on the Overland Trails. In reality, Indian attacks on wagon trains were rare and, more often than not, Indians befriended and traded with the Western-bound pioneers.

Courtesy Dover Free Public Library, photographed while on loan to the Metropolitan Museum of Art

TRUE WEST
HISTORY OF THE AMERICAN FRONTIER

True West captures the spirit of the West with authenticity, personality and humor by providing a necessary link from our history to our present.

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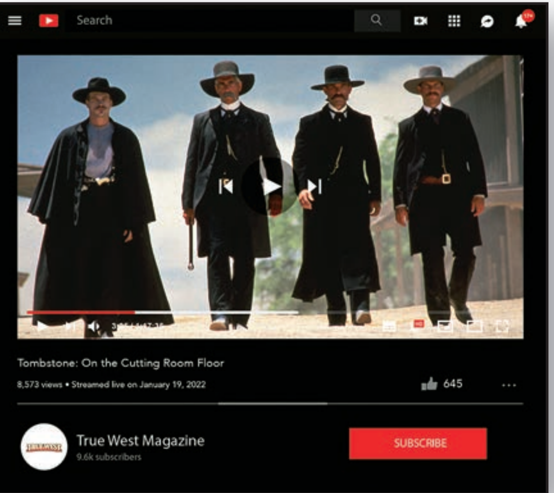

Over 200,000 Wild West enthusiasts have watched and loved Bob Boze Bell's YouTube special: **"Did Doc Holliday Kill Johnny Ringo...Or Not?"**

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Cowboy Courtesy Jeremy Rowe Vintage Photography , VintagePhoto.com/Wagon Train Photo Courtesy True West Archives

COMPILED BY THE EDITORS OF *TRUE WEST*

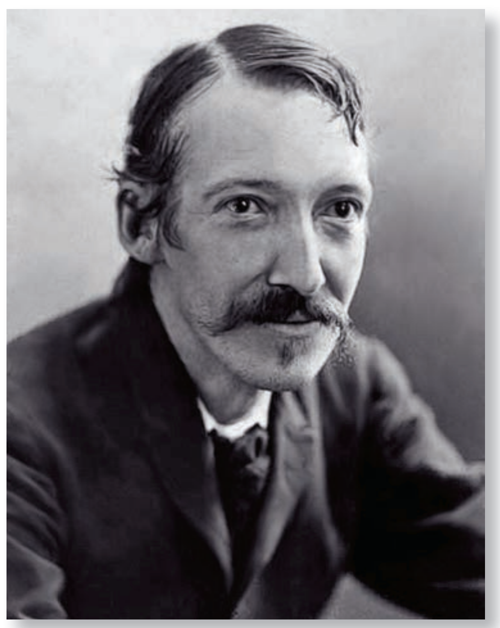
Old Vaquero Saying

"Learn as if you were to live forever; live as if you were to die tomorrow."

Quotes

"We are all travelers in the wilderness of this world, and the best we can find in our travels is an honest friend."

–Robert Louis Stevenson



An accomplished travel writer, Robert Louis Stevenson wrote about his travels in America in *The Amateur Emigrant, Across the Plains* and *The Silverado Squatters*.

Photo by Henry Walter Barnett, True West Archives

"In the duel of sex, woman fights from a dreadnought and man from an open raft."

–H. L. Mencken

"No one is so sure of his premises as the man who knows too little."

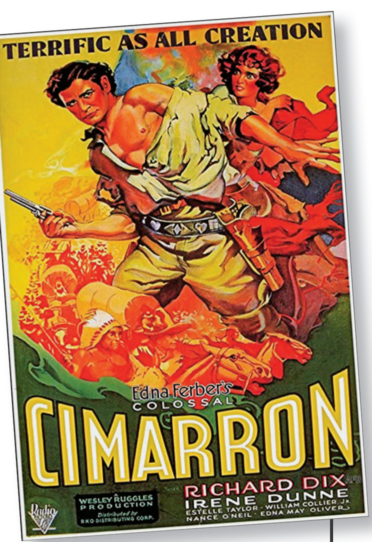
–Barbara W. Tuchman, The March of Folly: From Troy to Vietnam

"Just living is not enough...one must have sunshine, freedom, and a little flower."

–Hans Christian Andersen

"Life cannot defeat a writer who is in love with writing—for life itself is a writer's love until death."

–Edna Ferber



Edna Ferber was one of America's most popular authors in the first half of the 20th century. Her 1930 novel *Cimarron*, adapted for the screen in 1931, was one of the first blockbuster Westerns.

Courtesy RKO Radio Pictures

"It is not the clear-sighted who rule the world. Great achievements are accomplished in a blessed, warm fog."

–Joseph Conrad

"It was not well to drive men into final corners; at those moments they could all develop teeth and claws."

–Stephen Crane, The Red Badge of Courage

"Old minds are like old horses; you must exercise them if you wish to keep them in working order."

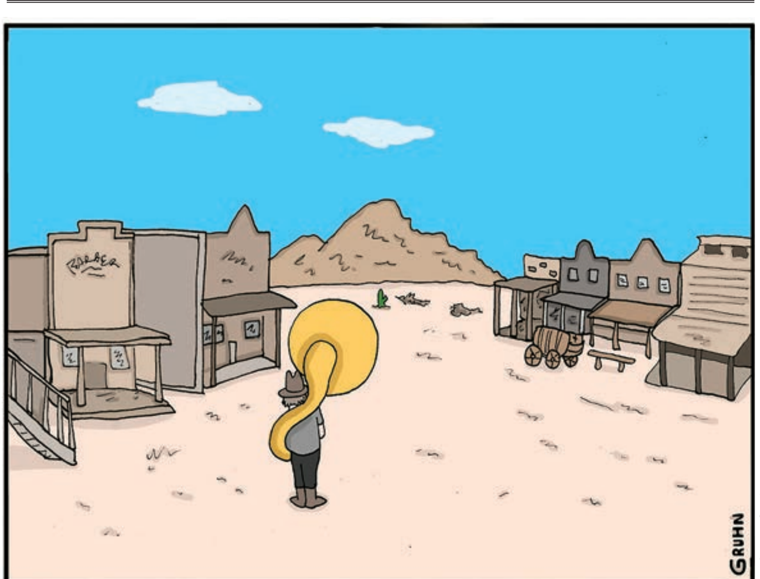
–John Adams

"Constant kindness can accomplish much. As the sun makes ice melt, kindness causes misunderstanding, mistrust, and hostility to evaporate."

–Albert Schweitzer

"Not everything that is faced can be changed at once, but nothing can be changed until it is faced."

–James Baldwin



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It was just another sleepy little town, until the stranger who would become known as "The Brass nightmare" came to town.

BY BOB BOZE BELL

Hats Off to *1883*

Our new favorite show in the Land of the Nitpickers

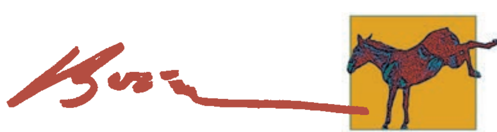
We love *1883*. It is a breath of fresh air. But that's not to say we don't have issues with the history. Our intrepid editor, who shall remain nameless (you could look him up in the masthead) maintains that the show could have also been called *1843*, because that seems close to the era that Taylor Sheridan wanted to portray in his epic Texas to Montana wagon train prequel to *Yellowstone*.

But that doesn't fit the fictional Dutton family tree timeline.

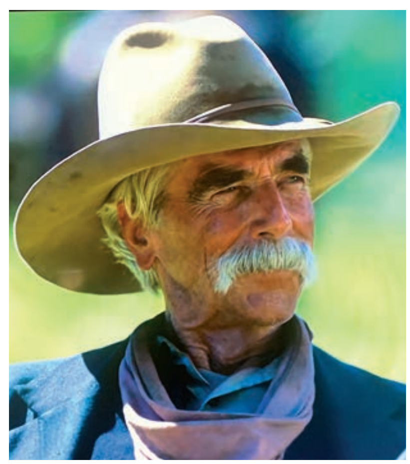
A Dead Ringer *(page 40)*

And, by that, ahem, Stuart Rosebrook means that by 1883 the In-dins of the Great Plains and Rocky Mountains were all on their respective reservations (see the 1883 map on pages 28-29), and the perils of running out of supplies and water on an overland trail had been greatly diminished because a wagon train from Texas to Oregon or Montana would never be too far from an established Army post or town. Abilene had ceased being a Chisholm Trail cowtown several years prior to the events portrayed, and, well, we could go on and on, because we are, in fact, Nitpickers with a capital N.

In this issue we lovingly give you detailed insight into the state of the West in 1883 and follow up on some of the characters portrayed, or who they seem to have been modeled on. This was a fun one.



For a behind-the-scenes look at running this magazine, check out BBB's daily blog at TWMag.com



A BIG LID HOMAGE TO THE SAME HAT

Robert Duvall (left) in *Lonesome Dove* and Sam Elliott in *1883* both sport the same crease and brim style, which, in the old days, was called the Tom Mix Dip, Montana Crease or Western Slope but today has become known as the "Gus" in honor of Duvall's character Augustus "Gus" McCrae. The hat style is actually from the 1920s, but it's so ingrained in the popular culture now that it is deemed authentic.

ELSA ROCKS THE COWBOY WORLD

I have to say, my biggest joy in the whole dang shebang, is the cowboy hat Elsa ends up wearing to wonderful effect. And, unlike many movie cowboy hats, hers gets some serious wear and tear as the episodes mount up. I also loved her confession when she said she realized she is a "cowboy." Not a cowgirl. A cowboy, without apologies or gender-specific politics.

All Images of "1883" Courtesy Paramount+/Robert Duvall Image Courtesy CBS Television

OUR READERS REMIND US OF THE VARIABLES AND VAGARIES OF HISTORIC TRUTHS, "WELL-ESTABLISHED" FACTS, HEADLINES AND HISTORICAL PHOTOGRAPHS.

CANADIAN VS. MONTANA PEAK

I have just been re-reading *True West*'s November 2021 issue and discovered an error in the caption of the photos of the Royal North West Mounted Police on page 26. It states that the RNWMP in the photo are wearing knife-edge Stetsons with a Montana peak, which is incorrect. Some of their hats have a Montana peak, and others have a Canadian peak. The standard for Canadians is the Canadian peak. A Montana peak is a hat dented on each corner, as an example, a U.S. Army DI hat has a Montana peak. The Mounties and Canadian cowboys' Stetsons are dented front to back and side to side and are called a Canadian peak.

Royal Northwest Mounted Police, n.d.

True West Archives

Please find attached two images, one of a genuine Alberta cowboy, Russel Lambert Boyle, taken in 1908 in central Alberta. You will note the hat is dented front to back. Also an image of myself during a cattle drive in August 1988 wearing a Stetson dented also with Canadian peaks.

—Gary Kangas, TWM#622
Victoria, British Columbia, Canada

Russell Lambert Boyle, Central Alberta, 1908

Images Courtesy Gary Kangas

Gary Kangas, British Columbia, 1988

Images Courtesy Gary Kangas

We are cowboy hat maniacs at True West *and sure admire someone who loves them as much as we do!*

IN SEARCH OF RINGO

Your crew did a fantastic job with the entire February/March 2022 issue of *True West* [cover story "Did Doc Kill Ringo?"]. I've attached some original photos taken on June 16, 1980, during the week that Glenn Boyer, Al Turner, Bob Palmquist and myself roamed all over southeastern Arizona and parts of New Mexico to gather material for a pictorial article for *Real West* called "A Tour of Earp Country." The 35-year-old version of me (I turned 36 the following month) is shown sitting in the 1980 version of the tree where Ringo's body was found in 1882. Figured you might get a kick out of these, given what appears on pages 26 and 27 of the current issue of *True West*. Sure could have used a lot of their findings nearly 42 years ago.

Jack DeMattos sits in the tree where John Ringo's body was found.

Courtesy Jack DeMattos

—Jack DeMattos
North Attleboro, Massachusetts

OVERLOOKED BUT NOT FORGOTTEN

I love *True West* magazine. I do however have an issue with the January 2021 True Westerner feature on Phil Spangenberger. The first page of the article speaks about the photograph taken of Phil. All that it states is that it was taken by a traveling tintype photographer, with no mention of his name. That photographer at one point in time traveled thousands of miles by team and wagon doing the work out of the back of that wagon. That man was John Coffer. I wish to know why photo credit wasn't given to him. It is little to ask for the accomplishments John has made to be one of the few that keep wet plate photography alive, and to have done so on a slow trek across the United States.

—Mark D. Sager
Dansville, New York

Photo by John Coffer

Thank you for your wonderful letter and feedback. We definitely should have pursued his credit when we did not have it. For our readers who would like to learn more about John Coffer's artistry and his dedication to wet plate photography, tintypes and workshops, we highly recommend his website, JohnCoffer.org.

NOME GOLD

Thank you for the "City of Dreams" article by Michael Engelhard and "Chaos of a Boomtown" by Stuart Rosebrook in the December 2021 issue.

As most of my interest in history centers on my family's involvement in it, these articles resonated with me because of my first-cousin-four-times-removed, Joshua Peirce. He was born in Pennsylvania in 1834 and by 1890 had become a mover and shaker in the Tacoma, Washington, real estate world. He visited Nome in 1900 and wrote about his adventures to family members who remained in his old hometown. The local newspaper there, *The Bucks County Gazette* in Bristol, Pennsylvania, published some of those letters in installments in August of that year.

At the time, Joshua was the general manager of a transportation company operating a fleet of steamers between Tacoma and Nome. He left Tacoma on May 21 on the steamer *City of Aberdeen*, which arrived in Alaska in the middle of June. One of his concerns early on was that he had left his house on a Seattle dock to be sent via another boat. "I must find it and must find a lot of ground on which to put it...before I can have a place to lie or take a bath."

Later on he writes, "Have just returned from downtown, where two men...shot each other over possession of a lot for building."

Your article greatly enriched my knowledge of the environment in which Joshua lived his Alaska experience.

—Diane Ford
Bellingham, Washington

Thank you for the great family history. Our stories about Nome have really struck gold!

Find yourself in the West

Photo Credit:
Detail of Long Soldier
by David McGary

3830 N. Marshall Way ◆ Scottsdale, Arizona 85251 ◆ scottsdalemuseumwest.org ◆ 480.686.9539

BY MARK BOARDMAN

A Plague Upon Your House!

A 1900 epidemic foreshadowed modern issues.

Stop us if you've heard this one before. An epidemic rears its ugly head. Federal and state officials are at loggerheads about its existence, let alone what to do about it. Leaders debate the economic impact of the disease and public health programs aimed at fighting it.

And all of this took place in the early part of the 20th century.

San Francisco was the locale, a major destination for Asian imports and immigrants. It's not clear exactly what started things, but in early 1900, a resident of Chinatown was diagnosed with bubonic plague. He soon died. The news was shared with city public health officials as well as Joseph Kinyoun, the chief quarantine officer of the U.S. Marine Health Service (the forerunner of the federal public health service).

Kinyoun would champion the fight against the plague. He faced stiff opposition from California Governor Henry Gage. The Republican was closely allied with the business (especially the railroad) community. He denied that an outbreak existed, no matter what the evidence showed.

The feds tried quarantining Chinatown, but the residents took the case to court, saying it discriminated on the basis of race. A judge found in their favor (a rarity, considering the general racism against Chinese people at the time). Kinyoun then tried to implement mandatory vaccinations in that section of town. But the vaccine had never been tried on humans and was not approved, so that attempt failed as well.

For his part, Governor Gage tried to censor any media reports about the plague; the legislature didn't support that. Several major newspapers did champion his cause, while others outside San Francisco took the opposite position. Lawmakers appropriated $100,000 so Gage could undertake a public relations campaign against Kinyoun and anyone else who dared say that an epidemic existed.

San Francisco's Chinatown residents suffered more from racial prejudice, xenophobia and the adverse actions of corrupt politicians during the bubonic plague crisis of 1900–04 than they and their fellow non-Chinese American citizens did from the disease.

Chinatown image Courtesy William Hester Photographs Collection, University of Washington/Newsclippings courtesy Newspapers.com

Meanwhile, Gage and federal officials reached some secret agreements aimed at taking low-key action to keep the plague under control while also keeping word of it under wraps. Both sides violated the agreements, which just made the situation worse. Cooperation between Washington and Sacramento seemed hopeless, especially as the rhetoric heated up.

In response, Washington officials appointed a three-person panel to look into the controversy. Its conclusive findings: that the plague was present in San Francisco and spreading. Governor Gage continued his public denials—but behind the scenes, he made another deal with President William McKinley. The committee report would be suppressed, yet city and state agencies would inspect and sanitize Chinatown, especially in buildings and spaces where the plague had been identified.

But word of the banned federal report still got out and was published in newspapers across the country. Several states, including Texas, Colorado and Louisiana passed their own quarantines on California, and others threatened to do the same. All of Governor Gage's efforts had been aimed at protecting the state economy. They were now having the opposite effect.

Gage had become an embarrassment to his railroad baron patrons and they refused to support him for a second term in 1902. His successor implemented medical programs to deal with the situation, and the epidemic faded out by the end of 1904.

The federal public health system suffered. Publicity over the deal that suppressed the commission report proved highly damaging to its reputation; it wouldn't recover until World War I.

And feelings against the Chinese stayed negative across the country. The general opinion was that they and their areas were bearers of sickness and death. If anything, racism toward the residents of Chinatown got even worse.

There were no winners in the San Francisco bubonic plague public health crisis of 1900-1904. And the actual victims of the outbreak—the 119 people who died—were largely forgotten outside the Bay Area Chinese community. And it doesn't look like any lessons were learned by future generations.

SOLD! $236,000

Edward H. Bohlin's Own Personal Bohlin Parade Spurs

John Wayne's Personal 26-Bar Ranch Belt Buckle.
Sold $56,050, Mesa 2022.

Leo Carrillo's Engraved Colt.
Sold $41,300, Mesa 2022.

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BY JANA BOMMERSBACH

Big, Bigger, Biggest

It doesn't get much sweeter than this in rural Nevada.

Nevada Northern Railway *Locomotive 1* is at the McGill Depot with a passenger train.
The SNPLMA grant will allow recreation of this scene.

All Images Courtesy Nevada Northern Railway Unless Otherwise Noted

They probably pulled $10 million in copper out of the mines around McGill, Nevada, in its heyday that began around 1905, but it's easy to say this area hasn't seen a payday like that since—until now.

"It's like hitting the Lotto," says Mark Bassett, president of the Nevada Northern Railway. "This is so big, it changes everything we do!"

He's talking about the $10 million grant the railroad just got—$10,168,421 to be exact—to reopen track for 15 miles from the home base in Ely, Nevada, to McGill's depot. "It's been a dream for almost 40 years," Bassett notes.

Thanks go to the Southern Nevada Public Lands Management Grant, financed by the sale of federal land around Las Vegas. The Ely City Council backed the application, so did the White Pine County Commission. It was clear everyone could imagine what this would mean to this rural area that so relies on its excursion train to bring in tourists and the bread and butter that keeps folks here happy.

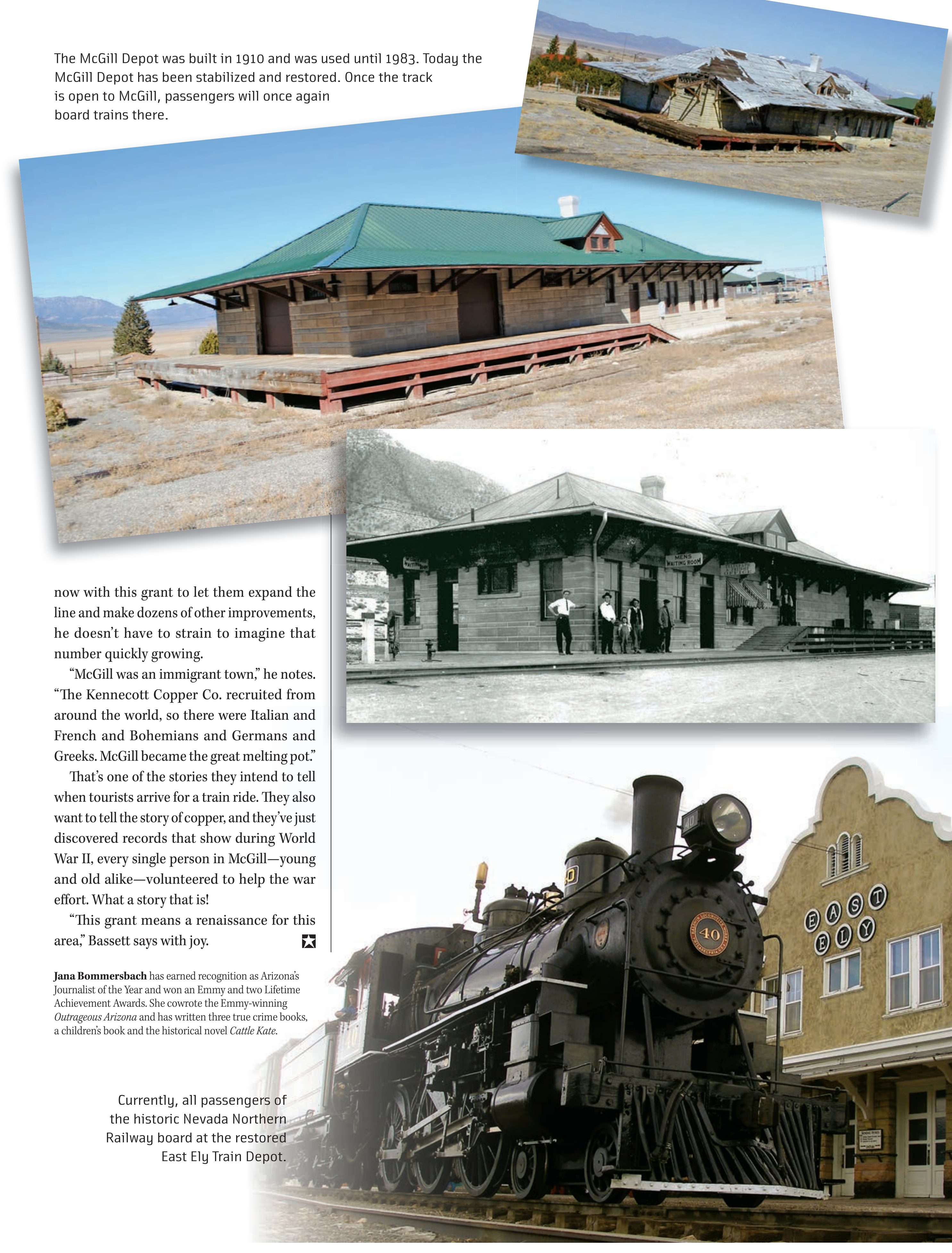
This isn't the first time this remote area has shown it has the "can do" spirit in spades. In April of 2020, this column profiled Bassett and his efforts to restore a historic steam engine. The story was titled "I think I can, I think I can," and began: "The folks of Ely, Nevada, don't understand the word 'No'."

If they did, there never would have been an excursion train that now runs on 30 miles of track but has plenty of room to expand, since the railroad line is actually 146 miles long.

Ely itself has some 60 buildings in one of the most hands-on, gritty, "smell of creosote" unusual museums in the nation, now honored as a National Historic Landmark. And the railway foundation has just been willed buildings in McGill that Bassett foresees as restaurants and tourist-type facilities.

"We're coming on our 35th year of operation of the train, and I figure that has meant $100 million in tourist dollars to our county and the state of Nevada," Bassett says. And

The McGill Depot was built in 1910 and was used until 1983. Today the McGill Depot has been stabilized and restored. Once the track is open to McGill, passengers will once again board trains there.



now with this grant to let them expand the line and make dozens of other improvements, he doesn't have to strain to imagine that number quickly growing.

"McGill was an immigrant town," he notes. "The Kennecott Copper Co. recruited from around the world, so there were Italian and French and Bohemians and Germans and Greeks. McGill became the great melting pot."

That's one of the stories they intend to tell when tourists arrive for a train ride. They also want to tell the story of copper, and they've just discovered records that show during World War II, every single person in McGill—young and old alike—volunteered to help the war effort. What a story that is!

"This grant means a renaissance for this area," Bassett says with joy.

Jana Bommersbach has earned recognition as Arizona's Journalist of the Year and won an Emmy and two Lifetime Achievement Awards. She cowrote the Emmy-winning *Outrageous Arizona* and has written three true crime books, a children's book and the historical novel *Cattle Kate*.

Currently, all passengers of the historic Nevada Northern Railway board at the restored East Ely Train Depot.

BY STEVE FRIESEN

Western From Head to Toe

Brian Lebel's Old West Auction in Mesa, Arizona, is always a movie collector's paradise.

Western outfits make a statement from top to bottom. The crown of the outfit is the cowboy hat, something which has become a symbol of the American West. So when it comes to collecting the West, it is not surprising that cowboy hats, particularly from American celebrities, are hot items. That certainly was the case at Brian Lebel's annual Old West Auction in Mesa, Arizona, on January 22. A total of 65 cowboy hats brought in prices from $100 to $45,000 each, fetching a cumulative $128,400.

The hats that brought the highest bids belonged to cowboy stars. Top seller was John Wayne's autographed hat from *The Searchers*, which went for $45,000. A hat presented by early cowboy star Tom Mix to a friend fetched $7,500, while a hat made by Hollywood designer Nudie for occasional cowboy actor and crooner Dean Martin went for $4,250.

Among other items at Lebel's Mesa auction was a wide diversity of horse gear, American Indian artifacts and works of art. A special feature was the Flood family's collection of art, photos and archival materials from Western artists Joe De Yong, Will James and Maynard Dixon. There were also several notable hats in the Flood collection, including Charles Russell's personal hat and Joe De Yong's hat, illustrated by him with two cowboys.

In addition to hats, other Western-worn items did well at the auction. A frock coat and an ensemble of shirt, pants and kerchief worn by John Wayne went for $19,000 and $7,000. Edward Bohlin's personal gold-filigreed belt buckle brought $40,000, while a pair of spurs created and worn by Bohlin hammered out at $200,000, far exceeding the highest estimate of $125,000. Three-thousand-five-hundred dollars was the going price for a pair of Tres Outlaws boot with an O.K. Corral theme, while another pair of Tres Outlaws "Poker" boots went for $2,750.

From head to toe, the Mesa auction proved to be a Western haberdasher's delight.

John Wayne continues to be a favorite at the Lebel auctions. The personally signed hat he wore in *The Undefeated* went for $45,000, while a costume worn by him in the same movie pulled in $7,000, and the frock coat he wore in his last movie, *The Shootist*, fetched $19,000.

All Images Courtesy Brian Lebel's Old West Auction Unless Otherwise Noted

Steve Friesen comes to "Collecting the West" with over 40 years of experience in collecting for museums, including evaluating and acquiring artifacts from the American West.

This hat (right) that belonged to Charles Russell was presented by Mrs. Russell to their friend, artist Joe De Yong. It sold for $16,000. De Yong's hat (below), with its illustration of cowboys and brands, went for $4,250.

Singer and actor Dean Martin's Stetson, designed by Nudie and created specially for him, drew a commanding bid of $4,250.

A pair of Tres Outlaw's boots, complete with inlaid poker chips, pulled in a bid of $2,750.

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The Resistol hat from Universal City Studios worn by *Once Upon a Time in the West* star Claudia Cardinale went for a cool $600, a good price for any fan of the lovely Italian actress.

Edward Bohlin's personal silver and gold parade spurs, exhibited at the 1967 World's Fair, drew $200,000, the highest price at the Mesa auction.

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BY PHIL SPANGENBERGER

Caplock Rivals

Two open-top and solid-frame designs reigned supreme in the age of percussion revolvers, and each type had its advantages and drawbacks.

This young Union cavalryman feels very well equipped for the coming battles with his Hall Breechloader and his 1851 Navy Colt open-top revolver.

Courtesy Herb Parsons Collection

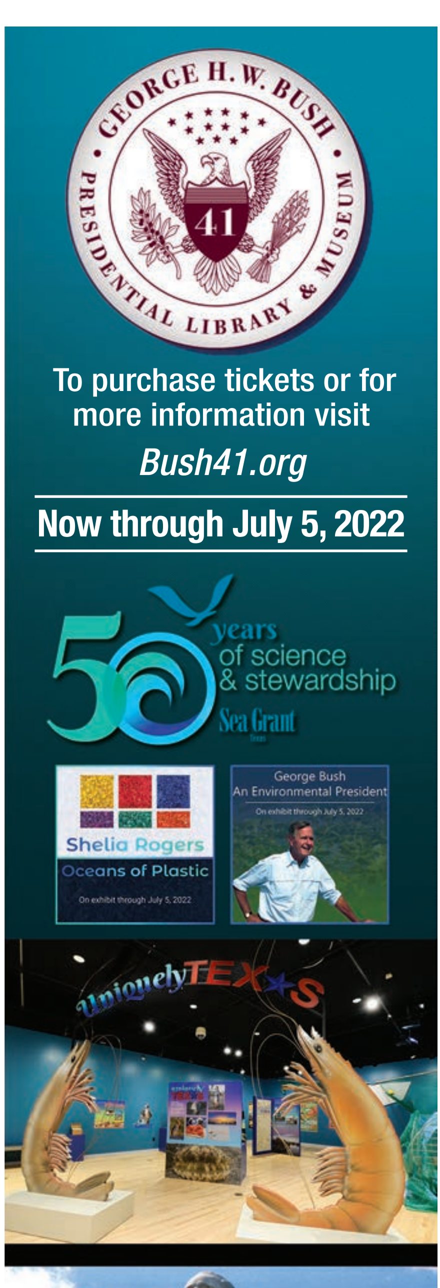
Among the many revolver producers during the mid-19th century two firearms manufacturers reigned as hands-down favorites with the American military and the public. Despite other reliable six guns—Starr revolvers, the Whitney, and others from Savage, Cooper, Bacon the Massachusetts Arms Company, various British Adams, Kerr revolvers, and France's Lefaucheux pinfires—the undisputed top companies were Colt and Remington, each with a radically different frame design concept.

Colt made open-top revolvers with no top strap on the frame. Its six-shooters, starting with the Paterson, and continuing with the Walker, the Dragoons, the 1851 and 1861 Navys, the 1860 Army revolver and other smaller pocket arms, were open-tops, with frames consisting of just the lower and rear sections. The Colt's cylinder base pins (then called the arbors) were large, rounded, grooved shafts that allowed for black powder carbon buildup. These arbors were permanently affixed to each arm's recoil shield. Although it wasn't necessary for reloading, removing the cylinder from an open-topped Colt consisted of knocking out the small wedge that locked the barrel and rammer assembly to the frame. A notch in the forward end of the hammer served as the gun's rear sight.

Remington, on the other hand, produced revolvers with solid frames and top straps. Most of the arm's working parts were contained in that one-piece frame. The Beals' Army and Navy, the 1861, and New Model 1861 Army and Navy models, the New Model Belt single actions and Rider double-action revolvers were all produced in that manner. The grooved top strap of the Remington's solid frame added strength and served as a rear sight. The cylinder base pin on Remington's various revolvers was a slender shaft, which also permitted black powder carbon buildup. Removing a Remington's cylinder base pin simply involved lowering the loading lever, then withdrawing the base pin from the front of the frame.

While both revolvers were favored by their users, as evidenced by the numbers produced, each had certain advantages and drawbacks. For instance, Colt's larger grooved arbor (base pin) allowed for much more buildup of burnt powder than did the Remington's spindly center pin. It's been this shooter's experience that in live fire, Colts could be fired more times than Remingtons before cylinder drag caused by carbon buildup was felt.

With Remingtons, cylinder drag can occur before all six rounds are fired. This shooter has found that to wipe a fouled cylinder pin clean, removal of the Colt's barrel and rammer assembly—despite knocking out the



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Along with his saber and Burnside carbine, this federal trooper packs his Remington Army revolver, a solid-frame-designed six gun that rated highly with troops of both sides of the Civil War.

Courtesy Herb Parsons Collection

wedge—is generally easier and quicker than removing the Remington's attenuate pin. Solid-frame revolvers can sometimes be quite difficult. However, historically, most mounted combat scenarios didn't last beyond the firing of a few shots, thus this might not have been as troublesome in a serious skirmish, as it might be to a modern pleasure shooter, or a blank charge-firing reenactor.

Due to the top strap design, the Remington revolver was considerably stronger than the Colt, and the Remington's grooved top strap rear sight aided in accuracy, as compared to the Colt's falling hammer rear sight (during firing). Another negative to the open-top design was that unless the muzzle of a Colt was raised between shots, the exploded percussion cap from the previous shot could roll down the hammer/frame channel and lodge itself in the gun's inner workings. This requires immediate maintenance—not a desirable trait in a fight! The Remington's hammer struck the percussion cap through the solid frame's small slot and suffered no such problem.

Regardless of which gun was preferred, open-top Colt or solid-frame Remington, then as now, fighting men and sport shooters have their preferences, and put up with their chosen percussion revolver's maladies while enjoying the advantages of each. Which is your favorite?

Phil Spangenberger has written for *Guns & Ammo*, appears on the History Channel and other documentary networks, produces Wild West shows, is a Hollywood gun coach and character actor, and is *True West's* Firearms Editor and the 2022 True Westerner of the Year.

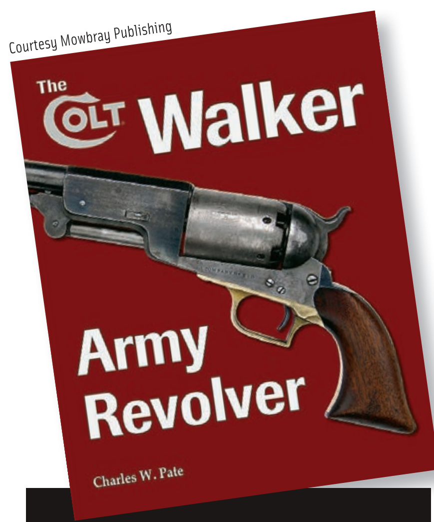
Compared to the open-top Colt, the solid-framed Remington had a more secure way of resting the hammer between loads, via the deep cutout notches at the rear of the cylinder. Each revolver design had its positive and negative attributes.

Courtesy Phil Spangenberger Collection

Although the open-top percussion Colts were extremely popular, that design allowed the exploded cap to sometimes fall into the gun's innards and jam it. Raising the muzzle between shots helped avoid this malady. This photo (right) reveals the exploded cap has fallen onto the hammer arm and out of the way of the shooter.

Courtesy Phil Spangenberger Collection

Courtesy Mowbray Publishing



COLT WALKER REVOLVER BOOK

Anyone interested in the evolution of firearms—especially Colt revolvers—will find Charles W. Pate's latest effort, *The Colt Walker Army Revolver*, by Mowbray Publishing, an informative and interesting study. The 96-page, 8½-x-11-inch hardcover volume includes recently discovered primary source data on the Walker Colt's physical features, as well as its history, which hasn't been included in earlier works. Pate does an admirable job of consolidating material from previously published accounts, including transcription of important documents pertaining to this "Victorian Magnum," plus 140 black-and-white photos. This worthy tome tells a more complete story of this historic sidearm than any other study.

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BY THE EDITORS OF *TRUE WEST*

Wagons

Hollywood producers, directors and writers have often attempted to re-create the grandiosity and pageantry of an epic period in history on the silver screen and television. From John Ford to Raoul Walsh, from Cecile B. DeMille to John Wilder, Hollywood's most visionary mythmakers have entertained us all with big-production, as historically accurate-as-possible, sweeping ensemble Westerns. From *The Iron Horse*, *The Big Trail*, *Arizona*, *The Searchers*, *Bend in the River*, *How*

An emigrant family stands with most of their worldly possessions at Gates P.O., in Custer County, Nebraska, 1886.

Solomon Butcher, Courtesy Library of Congress

TRUE WEST'S HISTORIANS REVEAL THE REAL HISTORY BEHIND TAYLOR SHERIDAN'S *1883*.

the West Was Won and *McCabe and Mrs. Miller* to *I Will Fight No More Forever*, *Centennial*, *The Sacketts, Lonesome Dove* and *Tombstone*, producers have attempted to portray the West as realistically as possible.

Enter writer, director, producer and actor Taylor Sheridan. Until his recent success with Paramount's award-winning series *Yellowstone*, the award-winning writer was best known for his critically acclaimed screenplays *Sicario*, *Wind River* (which he also directed) and *Hell or High Water*. With the critical and popular success of *Yellowstone* in the ever-expanding streaming marketplace, Sheridan realized the opportunity he had before him: to create and produce a set of series telling the incredible backstory of *Yellowstone*'s fictional Dutton family. Throw in the facts that Sheridan is a proud Texan, a great admirer and student of the Western genre—especially the high production value of *Lonesome Dove*—and you have the recipe for the creation of the *Yellowstone* origin story prequel, *1883*—the largest and most expensive Old West television series ever produced.

At *True West*, we admire Sheridan's ability to convince the studio and investors to help finance his production—which he has attempted to make as accurate as possible with the best creative team behind the creation of every wagon, costume, saddle, firearm and prop. Always remembering it is Hollywood entertainment, not a documentary, we want to offer our readers an insightful look—through our historians—into the real history that inspired Sheridan's remarkable and entertaining Western series. And, as we are all fans of *1883* and the genre, we are hopeful that more studio executives will have the courage to greenlight more Western series and films and rejuvenate this grand American art form.

The Salt Lake Cutoff route from the Oregon Trail, through Echo Canyon in the Wasatch Mountains east of Salt Lake City, was well-used by emigrants to Utah, California and the Pacific Northwest.

Photo by Charles Carter, Courtesy Metropolitan Museum of Art, NY, NY

A SNAPSHOT OF THE WEST—AND

If you were an immigrant who stepped off a passenger ship in New York, New Orleans or Galveston with a train ticket to the West in 1883, this is the America you would discover:

- The population of the United States was approximately 50.2 million, Texas was 1.2 million, Montana 40,000 and Oregon 175,000.
- The President was Chester A. Arthur (R).
- There were 38 states, 10 territories and one military district, Alaska. Hawaii was not annexed as territory until 1898.
- The 1880s was the last great decade of emigrant wagon trains on the overland trails.
- The U.S. had four transcontinental railways and over 100,000 miles of railroad tracks.
- In 1880, 6,679,900 immigrants lived in the U.S.; ten years later it was 9,249,500.
- The three diseases that killed the most Americans were "diseases of the nervous systems," tuberculosis and pneumonia.

AMERICA—IN 1883

1 Fort Worth's stockyards became a major cattle shipping point in the Lone Star State. Between 1880 and 1890, the cattle town, notoriously known for its "Hell's Half Acre," went from 6,663 residents to 23,076.

2 Doan's Crossing was founded by Jonathan Doan in 1878. For the next decade, a majority of Texas ranchers shifted from the Chisholm to the Western Trail, which headed north from Bandera and the Hill Country to Doan's Crossing of the Red River. More than seven million head of cattle crossed the Red at the river's ford, which was approximately 100 miles west of the Chisholm's Red River Crossing.

Doan's Store, Texas, c. 1880

3 Abilene became Kansas's first "queen" of the cowtowns when the first Texas herds arrived in 1867 at the frontier village on the Smoky Hill River. Four years later, after more than 440,000 beeves were shipped out of the former stage stop, Texas drovers shifted their herds to new railheads in Newton, Ellsworth and Wichita.

Abilene, Kansas, c. 1878

4 Dodge City was transformed from a dusty outpost of buffalo hiders to the "Wickedest Little City in America" after Kansas lawmakers moved the quarantine line for the tick-carrying Texas cattle so far west that Texas cattlemen were forced in 1876 to shift their drives to the Western Trail to Dodge City.

5 Fort Laramie on the Laramie River in east-central Wyoming was still a key frontier Army post and supply center for westbound and eastbound wagon trains, freighters and travelers in the early 1880s. In 1890, the fort was closed and decommissioned.

6 Miles City, strategically located in the late 1870s at the confluence of the Tongue and Yellowstone rivers, was a frontier outpost for soldiers and traders and became a key Northern Pacific railhead in 1881-82 for Texas cattlemen who drove their herds over 1,500 miles up the Western Trail to Montana's rich, open-range grasslands.

7 Bozeman was incorporated in 1883, nearly two decades after John M. Bozeman founded it as the terminus of his self-named offshoot of the Oregon Trail west of Fort Laramie to Virginia City and the goldfields of Montana.

Bozeman, Montana Territory, c. 1880s

8 South Pass remained the most important crossing of the Continental Divide of the Rocky Mountains in southwestern Wyoming for travelers on the Oregon Trail in 1883.

9 Salt Lake City was the capital of the Utah Territory and a key crossroads and supply center for Nevada-, California- and Oregon-bound emigrants since the Salt Lake Cutoff was created in 1850.

10 Willamette Valley in western Oregon had been the primary destination for Oregon Trail emigrant settlers since 1841.

Map Courtesy Library of Congress
All Images Courtesy True West Archives

Wagons Ho!

BY JOHNNY D. BOGGS

In the 1880s, Texas and New Mexico cowboys, such as these Ruidoso drovers, took hundreds of thousands of cattle north to the rich grasslands of the Rocky Mountains and Northern Plains states and territories.

True West Archives

The End of an Era

Texans drove their last great herds north in the 1880s.

Kansans had been complaining about Texas longhorns since the first herds hit Abilene in 1867, but the trail-driving heyday kept booming, peaking in the 1880s.

Almost 350,000 Texas cattle reached Kansas in 1880.

Sure, Kansas established quarantine laws to prevent the spread of a tick-spread disease from coming up the Chisholm Trail. But there was still a market in Dodge City (1875-85) and Caldwell (1880-85).

Texas cowboys could follow the Chisholm Trail into present-day Oklahoma (then Indian Territory) and take the Dodge City cutoff to the Western Trail, aka "the old Fort Griffin and Fort Dodge trail." As quarantine lines moved west, cattlemen recommended sticking to the Western Trail completely.

But ranches in Colorado, Wyoming, Montana and Dakota Territory also needed beef—to feed a growing population and to stock ranches. Texans herded cattle into Nebraska, Dakota Territory, Colorado, Wyoming and Montana.

Sure, railroads were crisscrossing much of the West by the 1880s. But Texas ranchers understood that outfitting a trail drive (say a cook, a horse wrangler, a trail boss and 10-12 cowboys) came a lot cheaper than paying the shipping prices railroads charged.

By 1882, packing houses were paying more than $7 per hundredweight for cattle, up more than $3 from 1880. The cattle business became a "gold brick," Wyoming cattleman John Clay recalled. Foreign investors, mostly from Great Britain, began pumping money into American livestock companies.

But things were changing.

In late November 1883, the Cherokee Strip Live Stock Association in Indian Territory posted notice to "drovers of Texas and Arkansas cattle, that a trail used in the summers of the years 1881 and 1882, by what are known as through cattle drovers, has been fenced by the members of this Association, and is included in pastures now stocked with domestic cattle, which renders it extremely dangerous to have this trail used by through Texas cattle."

In 1885, the Kansas Legislature made the entire state off limits to Texas cattle.

That didn't stop cattle from reaching Colorado, Wyoming and Montana. The Goodnight-Loving Trail, called the Goodnight Trail in the 1880s, was becoming popular for shipping cattle through West Texas and New Mexico Territory. But in 1886, even the Northern New Mexico Association was fed up with Texas cattle eating New Mexico grass on the way north. (Besides, New Mexicans had never cared much for the Lone Star State anyway after Texans launched invasions in 1841 and 1862.)

By the mid-1880s, Texas cattlemen lobbied for a national cattle trail, effectively "a permanent outlet to the northwest," according to the *Texas Live Stock Journal*. A proposed trail, six miles wide, 1,500 miles long, did not please many non-cattlemen.

"They talk and talk and talk," a correspondent covering a cattlemen's gathering in St. Louis complained in *The [New York] Sun* in 1885, "and get reporters to interview them so that they

Nelson Story drove his cattle into Paradise Valley near Bozeman, Montana Territory, in 1866, and by 1883 he was one of the young territory's most powerful men. Today, his great-great-grandson Mike Story still operates the Yellowstone region Story Ranch and Cattle Company.

Courtesy NYPL Digital Library

can bore the public with their narrow views about the disposition that should be made of the public domain, as though it were of the slightest importance what a few hundred men—many of them not citizen—who have unlawfully seized the public lands, think should be done with the domain."

Talks continued, however, and in March 1886 the Secretary of the Interior designated a strip two miles wide along the eastern Colorado border for the trail. But that was rescinded in June 1887.

Map by Gus Walker

What caused the sudden turnaround?

Mother Nature pretty much ended any further discussion.

Cattle prices dropped in 1885, then a severe drought struck in the spring and summer of 1886. The hard winter that followed in 1886-87 became known as "The Big Die-Up." Some 25 percent of cattle on Colorado's Front Range perished. Montana estimated cattle losses at 362,000—more than half in the territory. Wyoming lost an estimated 15 percent of its herds—roughly 225,000 cattle.

In 1887, *The Denver Republican* reported that 70,000 cattle left Texas that year but had been turned back because there was no market. "The national cattle trail is abandoned," the newspaper reported. "Never again in the history of the United States will great herds of Texas cattle be driven northward through Colorado to Wyoming and Montana."

A National Cattle Trail "might have been established years ago," a Pennsylvania cattleman told the *New-York Tribune* early in 1887, "but was neglected until the country got too thickly settled."

Railroads had lowered shipping rates, the open-range era of the cattle industry was ending and the great trail drives became part of Western history.

Johnny D. Boggs survived working on cattle drives in Arizona and New Mexico.

In From the Night Herd (1907) by Frederic Remington perfectly captures the tireless work of the cattle drover, known as a nighthawk, serving dangerous nighttime duty watching the restless herd.

Courtesy Yale University

Wagons Ho!

BY CANDY MOULTON

Mother of Exiles

Immigration to the West in 1883 transformed the country.

When *1883* writer Taylor Sheridan put a group of German immigrants on a wagon train heading toward Oregon, he drew from the historical record of immigration to America. During the 1880s around 1.5 million Germans came to the United States and the largest number of them arrived in 1882, when about a quarter of a million left their homeland for a new opportunity.

Oregon saw the arrival of the first Volga Germans in 1881, people who had first settled on the Great Plains in central Kansas. Those German migrants left Kansas and found their way to California where they boarded a steamship to travel from San Francisco to Portland. The following year most of them left the Portland area and traveled to Eastern Washington in search of an area where farmland was more plentiful. Some remained in Oregon, founding the village of Blooming.

Germans traveled overland from Nebraska to the Pendleton, Oregon, area in 1882, and while some remained in the Pendleton area, several families kept traveling west to Portland and a new town they established in Albina. A decade later more Germans migrated from the Midwest and Great Plains settling the town of Canby, Oregon.

Immigration by Eastern Europeans to America was not a new phenomenon. Indeed, Germans had been coming to America since the 1600s, with larger numbers arriving in the 1700s as they settled in Pennsylvania and other eastern areas. While living in Pennsylvania, German craftsmen built the first Conestoga wagons. Although these large wagons were never popular with overland travelers due to their massive size, they did see widespread use hauling freight, particularly along the Santa Fe Trail after its establishment in 1821.

During the late 19th century, Romani, or European gypsy immigrants, arrived in the United States, with a significant number emigrating to Oregon and the Northwest. They came from their Balkan homelands in the Austro-Hungarian and Ottoman empires, Germany and Russia.

Courtesy Library of Congress

One of the better-known Germans who had influence in the American West was John Jacob Astor, who came from his village in Waldorf in 1784 and made a reputation—and a fortune—in the American fur trade. His name remains attached to the area since Astoria, Oregon, was named for him.

The first large colony of Germans to settle in Texas arrived in 1844 and formed the community of New Braunfels. During the 1850s, the first period of peak immigration from Germany to America, nearly a million immigrants made the journey and settled in locations from Pennsylvania to Texas to the Dakotas, Nebraska, Missouri and Colorado.

Like other European immigrants, the Germans and Russian-Germans left their homeland to start over in America in search of better opportunity, religious freedom and to escape political insecurity in their home countries. They brought with them a strong work ethic, the desire to live close to people from their homeland, and foods and beliefs unique to their culture. One other item they brought hidden in their imported bags of winter wheat was a weed that became ubiquitous to the Great Plains and a symbol of the West made popular in later-day films and music: Russian thistle—which we all recognize as tumbling tumbleweeds.

The Church of Jesus Christ of Latter-Day Saints began sending missionaries to Europe in the late 1830s and during the subsequent two decades encouraged and aided converts to the religion to relocate to the church headquarters in Salt Lake City, eventually spreading throughout Utah and surrounding states. This immigration was heaviest in the 1850s with thousands traveling by ship, train and wagon train from 1850 to 1856. That year the LDS

Prior to the 1893 construction of the first wagon bridge from Galveston Island's port to the Texas mainland, ferries and passenger trains were the favored forms of transportation for the military (above, Fort Crockett) and disembarking immigrants seeking a new life in America.

Courtesy DeGoyler Library, SMU

'1883'

Church launched a new migration method when it began using handcarts for the travelers who literally pushed and pulled their belongings across the plains using small two-wheeled carts that were human-powered. In all around 3,000 Mormon converts from England, Scotland, Ireland and the Scandinavian countries traveled using handcarts.

Swedes began immigrating in the 1860s, with most of them first settling in Illinois before they moved west into the Dakotas and Nebraska. They spread south across Kansas and into Texas and also pushed farther west, finding that their woodworking skills were a great advantage as they built and worked in tie-camps throughout Wyoming after the 1870s and well into the final years of the 19th century.

While some Swedish settlements, particularly in Kansas and Texas, were organized and involved numerous families, the Swedish and Norwegian settlement of the Dakotas was more individualized. Even so, hundreds of Scandinavians found land, built new homes and established themselves in the West, particularly in the period after the 1880s, when the Indian tribes of the region they settled had been forced onto reservations.

Many other nationalities came to the West during the period of 1883 and later, arriving from Ireland, Italy, Belgium, Scotland, the Bohemian region and other countries. All had a similar goal: a better life for themselves and their families.

Candy Moulton is the author of *The Mormon Handcart Migration: 'Tongue Nor Pen Can Never Tell the Story',* and *Roadside History of Nebraska.* Her own family immigrated from Belgium, but not until the early years of the 20th century.

Immigration to the United States in the 1880s

• In 1880: 6,679,942 immigrants arrived in the U.S.

5,751,823 from Europe

107,630 from Asia

717,285 from Northern America, including Canada

90,073 from Latin America, including Mexico

6,859 from Oceania

2,204 from Africa

• In 1882, 250,000 Germans arrived in the U.S., with over 1.5 million arriving between 1880–90.

• The mass migration of Jews from Russia, Austria-Hungary and Romania to the U.S. began in 1880.

• Entrance into the U.S. was regulated by the Passenger Act of 1882, also known as the Chinese Exclusion Act, the first American law to forbid one specific nationality from legally immigrating to the United States.

In the 1870s and 1880s, European immigration through Texas's Gulf Coast Port of Galveston renewed at a level that rivaled northern points of embarkation, and it was labeled "the New York of the Gulf Coast." By the end of the great Eastern European and Jewish migrations in 1924, Galveston was more popularly known as the "Ellis Island of the West."

All Images Courtesy True West Archives

Volga German farmers and laborers also settled near Portland, Oregon, and in eastern Washington. They contributed greatly to the development of hop farming and production in the Northwest.

From the late 19th to the early 20th century, more than 100,000 German-speaking Russians, known as Volga Russians, immigrated to the Upper Midwest and the high plains of North Dakota, South Dakota, Montana, Colorado, Nebraska and Kansas.

BY ERIK J. WRIGHT

Legendary Fort Worth, Texas, lawman Timothy Isaiah "Big Jim" Courtright lived and died by the gun. He served as city marshal of the rowdy cowtown from 1876-79.

True West Archives

Big Jim Courtright

Fort Worth's marshal was as notorious as the Hell's Half-Acre he ruled.

Billy Bob Thornton's portrayal of Fort Worth Marshal Big Jim Courtright in the hit series *1883* makes for great television, but it is not how things really were. In the show, Courtright polices the bawdy and dangerous red-light district known as "Hell's Half-Acre," which was a real place, but even the most violent mining camps in Nevada—some of the toughest to have ever existed—were not as bad as this. However, this is television, and media like this is meant to inspire further interest in the history behind the stories they portray.

So, who was Jim Courtright? Courtright was a native of Illinois who fought for the Union during the Civil War. While little is known about his early years, by the time he ended up in Fort Worth he was known to be working both sides of the law.

Certainly, Courtright was a tough individual. He was a known gambler and gunman with a fearsome reputation, but not the type to walk into a saloon and kill five cowboys in a matter of seconds. Courtright was shrewd enough to understand that the cowboys were good for the local economy even if the "acre," as it became known, was gaining a disreputable image across the state of Texas. In 1883, the *Austin Weekly Statesman* called the acre the "Five Points of Fort Worth," while the following year the *Laredo Times* noted "[In Hell's Half-Acre] the devil would find his own and be at home there. Quick to defend its home turf, the *Fort Worth Daily Gazette* responded to like allegations in 1890. "There is no 'Hell's Half-Acre' here. Fort Worth has no more bad people in proportion than you would find in any prosperous city..." Still, men like Courtright did nothing to enhance the acre's reputation. Known for operating a protection racket for local businesses including saloons, brothels and gambling dens, Courtright ran afoul of Kansas gunman and gambler Luke Short. Known widely for his killing of Pacific Slope gambler Charlie Storms in Tombstone in 1881, Short had fallen back to Dodge City before coming to Fort Worth.

In the 1870s and 1880s, fires were a constant threat in frontier Fort Worth, including in its notorious "Hell's Half-Acre" red light district and stockyards.

Courtesy the DeGolyer Collection, SMU

By 1887, Short was operating the upstairs gambling concessions in the White Elephant Saloon, which sat several blocks north of the acre and thus attracted a more respectable clientele. Unpopular with both city officials for his promotion of Keno games, and down-on-their-luck gamblers like Courtright, Short, known locally as the "king gambler of Fort Worth," was an easy target. Numerous theories exist as to why the two men clashed, but the likely scenario involves Courtright approaching Short for a cut of the action, thus infuriating Short. Whatever the reason, during a heated conversation between the two on the sidewalk just north of the White Elephant on the night of February 8, 1887, both men drew iron, and Courtright dropped dead with three bullets from Short's gun.

Well-known Western shootist and gambler Luke Short and former marshal Jim Courtright were competitors in the gambling and vice rackets of Fort Worth's Hell's-Half-Acre. On February 8, 1887, Short gunned down Courtright in a fair fight a block or so from the infamous White Elephant Saloon.

True West Archives

After the death of Courtright, many of his friends and associates sought revenge, but an effort to lynch Short was foiled. Legal charges against him were ultimately dropped, likely in support of self-defense, as it was widely reported that Courtright drew first.

Law and Order on the Overland Trails

The wagon bosses, or "captains," as portrayed in *The Quarrel* by Frederic Remington, were in charge of law and order on emigrant wagon trains and had the authority to banish as well as sentence to death fellow travelers for heinous crimes.

Courtesy Yale University

Each traveler was a marching ordnance department.

Over the span of about 30 years, an estimated 300,000 emigrants traveled the overland trails to points west in places like California, Oregon and Utah. Many of these intrepid travelers were inexperienced farming families from the East or individuals from overseas with no practical experience with the kinds of dangers that could befall them on the journey ahead. Disease, accidents, Indian depredations and harsh environmental conditions all played into the dangers of Manifest Destiny. The journals and letters of overland trail emigrants often begin with an idyllic and optimistic tone, but that quickly sours once the traveling became arduous as they neared the Rocky Mountains. Adding to the danger was the probability that most of the emigrants had no experience with firearms outside of hunting. As a reaction to the dangers that lay ahead, emigrants often armed themselves heavily.

One contemporary noted the "[emigrants'] fixation with firearms," while George Gibbs, writing from Fort Kearny in Nebraska observed that "[Each traveler] was a marching ordnance department." *The Missouri Republican* printed a letter on June 16, 1869, from someone known simply as "Pawnee," and in it the writer said, "[A]rms of all kinds must certainly be scarce in the States, after such a drain as the emigrants must have made upon them. Not a man but what has a gun or revolver or two, and one fellow I saw actually had no less than three bowie knives stuck in his belt."

Most of these emigrants traveled in large wagon trains that set out from places like Westport, Missouri. This assured some level of protection, but it was not a guarantee. Official promoters of law and order were only available at the sporadic forts along the trails. Otherwise, the emigrants were on their own. Therefore, a "captain" was selected by popular vote to lead the wagon train like a captain of a ship would oversee his sailors. Overlander Oliver Goldsmith recalled some years later, "Indeed we were prepared for almost any emergency. In our company [wagon trains] were a blacksmith, several carpenters, wagon-makers, millwrights, mechanics of all kinds and men of all professions."

Despite the usefulness of Goldsmith's wagon train, some, however, were not so lucky. Early in the overland trail experience, outlaws saw the mass migration as a prime opportunity for exploitation. Pioneer Loren Brown Hastings later wrote, "I look back upon the long, dangerous and precarious emigrant road with a degree of romance and pleasure; but to others it is the graveyard of their friends."

To combat these fears of impending violence the wagon trains often established an ad hoc legal system. Trial by jury for guilty offenders for offenses like theft, assault and other smaller crimes were dealt with swiftly. Severe crimes like rape and murder were given harsh punishments which were often in the form of banishment from the wagon train. One such example was recalled by Goldsmith who, after a hailstorm on the plains, encountered a lone Irishman approaching his wagon train with nothing but a tea kettle on his head to protect him from the elements. Sometimes, however, those overseeing the judicial proceedings opted for execution. In June 1852, a young man named Lafayette Tate stabbed another member of his party in the back. With the trial under way, Tate protested and requested to be taken back to civilization to stand trial. However, one member of the wagon train recalled, "[H]e had committed murder on the plains; he should be tried on the plains, and if found guilty, should be hung on the plains."

Erik J. Wright is an associate editor of *True West* and the assistant editor of *The Tombstone Epitaph.*

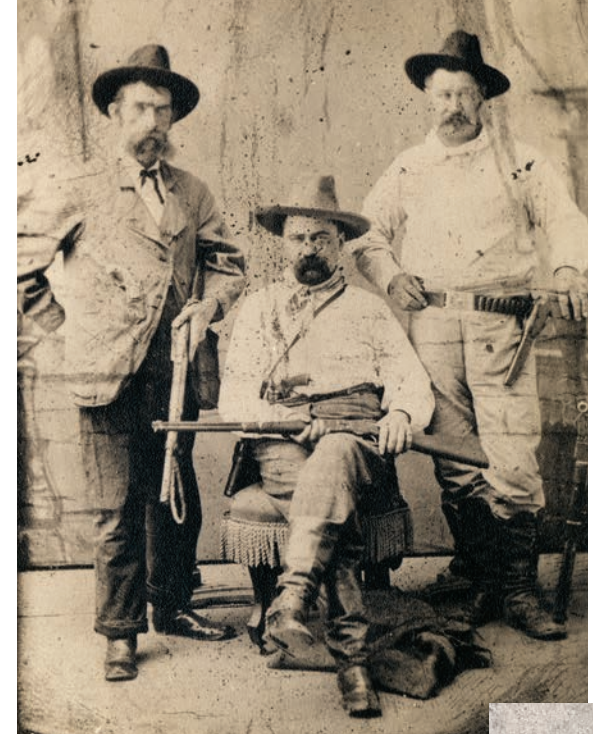
American and foreign-born homesteaders who survived the Western journey on the overland trails owed their success to the wagon boss and his rules for safety and day-to-day living on the trail.

Courtesy University of Washington Special Collections

BY MARK BOARDMAN

The Pinkertons Find Their Way West

After 1865, the Midwest detective agency became respected and feared across the frontier.



Pinkerton Detective Agency founder William A. Pinkerton (center) with railroad special agents Pat Connell (left) and Sam Finley (right) formed a major law-and-order force in the post-Civil War West.

True West Archives

The Pinkerton Detective Agency was bound to join the movement to the West. Like so many, it followed the rails.

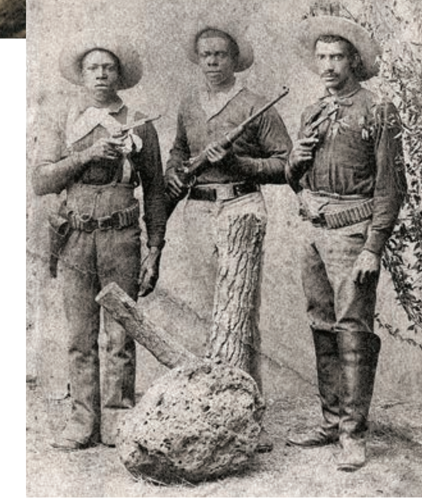
Upon founding the organization in 1855, Allan Pinkerton signed contracts with a number of small, Eastern railroads. The original task: prevent employee theft of company property as well as goods slated for shipment. The Pinkertons' success was noted by other railroad companies in the Midwest.

After its Civil War work protecting President Abraham Lincoln and spying for the Union, the agency turned its focus back to the railroads—but it faced a new challenge. In 1866, Indiana's Reno Gang started holding up trains, seeking riches from the Adams Express shipments. Adams and the railroads failed to stop the robbers, so they called in the Pinkertons; that the agency was based in nearby Chicago expedited the hire. The Pinkertons, working with local law enforcement, and often relying on dubious methods, helped break the Renos.

Allan Pinkerton took all the credit and spearheaded a national publicity campaign. Railroads farther west took notice; so did state and local governments, which hired the agency to take on outlaw outfits in their areas. The Pinkertons battled the James-Younger Gang and the Wild Bunch, among other gangs. The agency's reputation grew as it moved to the West Coast. There were failures, such as the 1874 bombing of a Missouri house that killed the half-brother and maimed the mother of Frank and Jesse James. But the bad publicity did little to shake the confidence that the railroad barons and government officials had in the Pinkertons. And the company's public relations machine cranked out the exaggerated narrative that they were the top crime-fighters in the U.S.

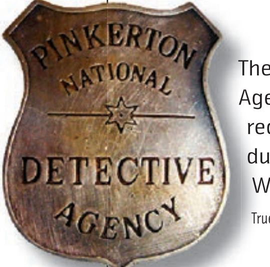
Other industries decided to follow suit. Mining companies wanted greater control over their workers, so they brought in the Pinkertons to fight unions. In the early 1870s, detectives helped crush the Molly Maguires, a violent Irish immigrant group that disrupted operations in the Pennsylvania coal fields. And as mining developed out West, companies hired the Pinkertons for similar jobs.

By the 1890s, the Pinkertons had moved into violent strike-breaking, effectively creating and enforcing their own laws. Many rank-and-file Americans began considering "Pinkerton" another word for thug. But the agency benefactors—especially railroad and mining interests—continued using its detectives well into the 20th century. The Pinkerton Detective Agency covered the nation by following the rails. ★



Black Americans fought valiantly during and after the Civil War in infantry and cavalry units (above) and as spies behind Confederate lines for the Pinkerton Agency.

Courtesy Yale University



The Pinkerton Detective Agency badge became well recognized and respected during and after the Civil War.

True West Archives

Indians and Wagon Trains

Hollywood exaggerates the danger faced by travelers.

The scene is a familiar one in the Westerns. A wagon train bringing Easterners to a land of hope and opportunity is attacked by Indians. Sometimes, the train is strung out in a long line along the well-traveled trail. In others, the voyagers have settled in for the night when Natives rush the group, seeking to kill the whites and steal their horses and other animals as well as various and sundry items.

If one accepted that as gospel, it appears that every caravan was subject to attack. Well, that's Hollywood's take. But it's an exaggeration.

Yes, there were Indian attacks on wagon trains—but nobody knows how many such fights there were between the 1820s and 1880. For several reasons, it's likely that they were rare occurrences.

First, the travelers were generally well-armed and prepared to fight as needed. They viewed Indians with suspicion and were normally on their guard. At night, most did circle the wagons to form an impressive fortress (and to keep animals penned inside). Indians were reticent to charge such a barrier, knowing that they would take heavy casualties—even if they eventually won the battle.

And, as more forts were constructed on the trails, Indian bands faced the possibility that soldiers were nearby and could intercede in any attack.

There were exceptions. Sometimes a wagon train would get strung out on the trail, with some wagons lagging far behind. Indians could pick the stragglers off before the other travelers could mobilize a defense. After that, the survivors were much more cautious.

Or the Indians used subterfuge to gain an advantage. In July 1864, a small wagon train—five wagons with 11 people—was on the Oregon Trail, about 120 miles northwest of Fort Laramie, Wyoming Territory. A group of mainly Oglala Sioux Indians approached the group, signaling peaceful intentions. They asked for sugar, tobacco and bread, which they were given. The Indians joined the train as it continued its journey.

More Indians, perhaps totaling 100 warriors, also joined. The travelers stopped to camp for the night, unhitching horses and shifting possessions. While their attention wandered, the Indians attacked. Three members of the train were killed and several others wounded. A number of women were captured and taken away, although most escaped within a few days.

Other wagon trains following the trail learned from that incident and were on guard. Most of them never saw Indians.

But that's not the Hollywood version....

Charles M. Russell's *The Attack on the Wagon Train* (1902) is a classic example of how artists popularized Indian attacks on emigrant wagon trains.

Courtesy Gilcrease Museum, 0137902, Tulsa, OK

Mark Boardman is features editor of *True West* and editor of *The Tombstone Epitaph*. He is also a pastor in Indiana.

The Union Pacific Railroad Company's construction wagon trains and railroad crews faced some Indian attacks during construction in Nebraska in 1867–68, but were mostly protected by the Army. The Transcontinental Railroad marked the beginning of the end of the well-traveled overland trails.

Andrew J. Russell, NYPL Digital Collection

While Indian attacks did occur on emigrant and freight wagon trains between 1840 and 1886, they were infrequent and highly exaggerated by the press and popular culture.

Courtesy Yale University

BY STUART ROSEBROOK

C.S.A. Lt. James B. Washington and 2nd Lt. George A. Custer meet after the Battle of Williamsburg, May 6, 1862.

"1883" Still Courtesy Paramount+/Washington and Custer Photo Courtesy Library of Congress

Blood Brothers

***1883* recreates a unique moment in the Civil War.**

In *1883*'s episode two, Taylor Sheridan recreates an actual moment from the Civil War with Tom Hanks as Union Maj. Gen. George Meade and Tim McGraw as Confederate Capt. James Dutton. In the fictional flashback scene to the Battle of Antietam of September 17, 1862, a Confederate officer (McGraw, above left) staggers to his feet and wanders among the dead bodies (many posed faithfully from Mathew Brady photographs). Then we see General Meade (Hanks, above right) sit down next to the Confederate captain and they commiserate.

In reality, 2nd Lt. George Armstrong Custer was photographed visiting with his captured West Point classmate, Confederate Lt. James B. Washington, on May 6, 1862, several days after the Battle of Williamsburg. In the immediate aftermath of the bloody fight, Custer walked amid the dead and dying and found another fellow West Pointer, 5th N.C. Infantry Capt. John "Gimlet" W. Lea, then carried him to a Union field hospital. Lea survived, and two months later, Custer stood up with his captured, recuperating friend in his wedding to Margaret Durfey.

The Battle of Antietam of the Battle of Sharpsburg on September 17, 1862, is still the bloodiest one-day battle in U.S. history, with 22,717 Union and Confederate soldiers killed, wounded or missing.

Alexander Gardner, Courtesy Library of Congress

BY BOB BOZE BELL

A good photograph of a wagon train family, resting after a hard day on the trail. A cowboy would never swear in front of these families. It was not condoned, and if some crude person did, other cowboys would shut him up. That was the rule. Period. To the show's credit, Taylor Sheridan had a scene in *1883*, in which the camp cook got too salty and used the F-bomb, and he was redressed by an irate mother (Faith Hill). Now THAT was damn accurate!

Courtesy Library of Congress

Swearing in Westerns

Is the cursing on the streaming series *1883* accurate?

I think it's safe to say most of us are more profane than our parents, or, certainly, earlier generations. I know I swear quite freely in conversation with friends and at work—especially at work—and, for some reason, when I am talking out loud to myself. When I am on my daily walks, I talk a blue streak, usually about some dumb thing I did, or said. Sometimes my dog, Uno, looks up at me, like, "Are you alright?"

Some might see this all as liberating and make the argument that today we are freer to express ourselves without judgment or the silly rules of polite society. I half buy that, except for when I was with my kids, ages 6 and 9, on a Salt River Tubing bus and some teenagers in the front of the bus were loudly cussing up a storm with the centerpiece being the F-bomb in all its ridiculous permeations. The bus driver finally told them to "pipe down," but, of course, that made them even louder and more profane. At that point I didn't see it as liberating, just coarse and inappropriate.

Which brings us back to the swearing in *1883*. I have posted several takes on this cussing phenom down through history and in Westerns of late, and the response has been astounding, with over 180,000 views and over 700 comments.

Let's see if I can distill down what I heard you say and what I believe to be true: The use of the F-bomb in a Western is off-putting because it sounds too modern and coarse for a cowboy to be using.

Some linguists have postulated that the overuse of the F-bomb as a verb, adjective and everything in between is a by-product of WWII, when "The Greatest Generation" needed extra octane when it came to describing and surviving savage war conditions. Consider the acronym: FUBAR from 1944. If true, and I tend to buy it, then the usage of the word in a Western is not authentic to Old West times.

Here's a good rule of thumb: if you hear a cowboy use the word Ma'am in a sentence, he will not say swear words of any kind in front of women and children. He just won't. It is not condoned in his culture, past and present. And, it is not condoned and it will not be tolerated even by the roughest of the breed. Especially by the roughest. Yes, he will swear on the range with other men, perhaps even using the F-bomb, but if a woman shows up, he will clip his lip pronto. This is true today, but it was even more true back then.

Cowboys lined up at the bar in Tascosa, Texas. You can be sure the language was salty, but you will notice there are no women present. This was the rule back in those days. Saloons were almost exclusively male. Some progressive bars, like in Tombstone, had club rooms for women with separate entrances. But if a woman did come in the saloon, a cowboy would often yell out, "Church!" which was a signal to clean up the language. Also note that they are wearing their hats indoors, proving the old adage, the past is a foreign country. They do things differently there.

Courtesy Library of Congress

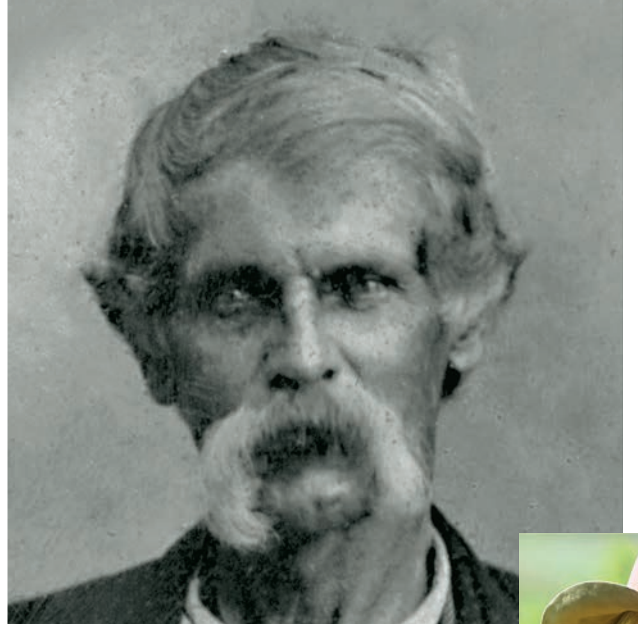
In *1883*, Sam Elliott's Capt. Shea Brennan is a hard-swearing wagon master determined to lead the emigrants safely to Oregon.

Courtesy Paramount+

BY STUART ROSEBROOK

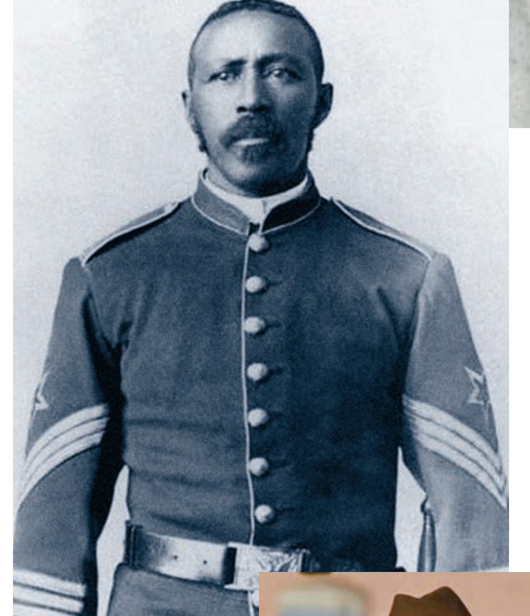
Dead Ringers

The Faces of *1883*



An unknown 1860s man bears an eerie resemblance to Sam Elliott (below) and his portrayal of Capt. Shea Brennan in 1883.

All Images of "1883" Courtesy Paramount+/ Historic Photo Courtesy Jeremy Rowe Vintage Photographs



Black Americans, such as Medal of Honor recipient 9th Cavalry Sgt. Moses Williams (left), served valiantly in Buffalo Soldier regiments in the West. Lamonica Garrett (below) stars as ex-Buffalo soldier and Pinkerton agent in *1883*.

Courtesy NPS.gov

Legendary Fort Worth, Texas, City Marshal Timothy Isaiah "Longhair Jim" Courtright lived and died by the gun. He served as sheriff of the rowdy cowtown from 1876–79 and is portrayed in *1883* by Billy Bob Thornton (inset).

True West Archives

Charles Goodnight (far left) became a Texas legend when he and partner Oliver Loving started the Goodnight-Loving Trail in 1866. In 1876, the Texan, portrayed by Taylor Sheridan (near left) in *1883*, started the JA Ranch, the first cattle operation in the Texas Panhandle.

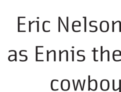
Gypsy Woman, c. 1898

Courtesy Library of Congress

Sadie Austin, Nebraska cowgirl, c. 1900

Courtesy Library of Congress

Isabel May as Elsa Dutton



Gratiela Brancusi as Noemi the gypsy

Eric Nelson as Ennis the cowboy

Unknown Cowboy, c. 1870s

Courtesy Jeremy Rowe Vintage Photographs

Martin Sensmeier as Sam, Comanche warrior

Quanah Parker, c. 1890

True West Archives

BY HENRY C. PARKE

·1883·
and The Wagons West Story

Director Christina Alexandra Voros, who was also the cinemaphotographer of *1883's* "Lightning Yellow Hair" episode, channeled the cinema style of John Ford. Through the magic of CGI, photographer Mike Oblinski's dramatic storm imagery was edited into the episode.

Courtesy Paramount+

INNOVATIVE FILMMAKER TAYLOR SHERIDAN'S NEW SERIES CAPTURES THE GRIT AND THE GLORY OF THE TRAIL.

When *True West* spoke to creator Taylor Sheridan in August of 2021, on the eve of principal photography, no one knew how *1883* would turn out, or how the public would respond to it. At this writing, the last few episodes have not yet aired, but the audience has spoken: *1883* had the biggest cable premier since 2015, and the numbers remain high. The *Yellowstone* prequel, which follows the wagon trip west by the current Duttons' great-great grandparents, has been called the best miniseries since *Lonesome Dove*.

"My reaction was surprise," says film historian C. Courtney Joyner, "because it isn't a gun 'em down Western story, it's a pioneer story. A wagon train story. That's really cool because it's an area that has not been touched in decades."

The series has scored well with the much-desired younger-adult demographic, perhaps because the subject matter is surprisingly familiar to them. Since 1971, 65 million copies of *The Oregon Trail*, the computer game and school staple, have been sold. Still, that's not television. "No one's made the 'wagons West' story in a way that's really been impactful," notes Sheridan. True, no one's done it in a long time. But it has been done brilliantly twice before: 1923's *The Covered Wagon* and 1930's *The Big Trail* have set the bar dauntingly high.

Both films are epics—with casts and crews in the thousands, beautiful locations and wonderful directors—James Cruze and Raoul Walsh, respectively. Visually enthralling—*Covered Wagon* was filmed by D.W. Griffith's cameraman Karl Brown, and *Big Trail* was shot in a 70mm format—they are thrilling to watch even today.

Of course, beyond the enormous budgets, those filmmakers had an advantage over Taylor

Raoul Walsh's ambitious 1930 wagon train epic *The Big Trail*, starring John Wayne (left), remains one of the most authentic of all the wagon train films.

Courtesy Fox Film Corporation

Sheridan. Says Joyner, "The filmmakers were in a time when these were actual events. The breaking of the West was only 60 years before they made the movie. They had Civil War veterans in those movies." In fact, the nearly 100 prairie schooners in *Covered Wagon* were genuine relics of the wagon trains, many driven by owners who had made the trip as children.

It's worth noting a scene that occurs five minutes into *Covered Wagon*. As the pioneers wait impatiently to begin their trek, admiring a plow, the scene dissolves to a title: "Far out on the westward trail stands another plow that bravely started for Oregon." It's being examined by several Indians. One says, in a title card, "this monster weapon will bury the buffalo—uproot the forest—and level the mountain. The Pale Face who comes with this evil medicine must be slain—or the Red Man perishes!" There is no parallel in any other film on the subject.

Ironically, while *Wagon* was a hit, the equally magnificent *Trail* was a bomb: only two theaters in America could run the wide-screen format, so few saw it, and its star, young John Wayne, was blamed, and sentenced to nine years at Republic Pictures.

But 20 years later, the story of the wagon trains returned with John Ford's small but excellent *Wagon Master*, starring Ben Johnson and Harry Carey Jr. as horse-traders reluctantly roped into leading a Mormon group to their promised land. Its third lead, Ward Bond, who'd been unbilled in *Big Trail*, would become a star as Major Adams on the tremendously popular series, *Wagon Train*.

A year later, *Westward the Women*, written by Frank Capra and directed by William Wellman, became the best and toughest of the later wagons West films. Robert Taylor's wagon master leading a caravan of women has much in common with *1883*'s Sam Elliot doing the same for a group of ill-prepared German immigrants. Both men are as hard and mean as it takes to get the job done and willing to kill pioneers who don't follow their rules.

The other wagons West films all have their virtues. Disney's *Westward Ho, The Wagons* features an Indian attack, directed dynamically by

Director-writer Taylor Sheridan's *1883* for Paramount+ is the most ambitious Western series on television since CBS's *Lonesome Dove* (1989).

Courtesy Paramount +

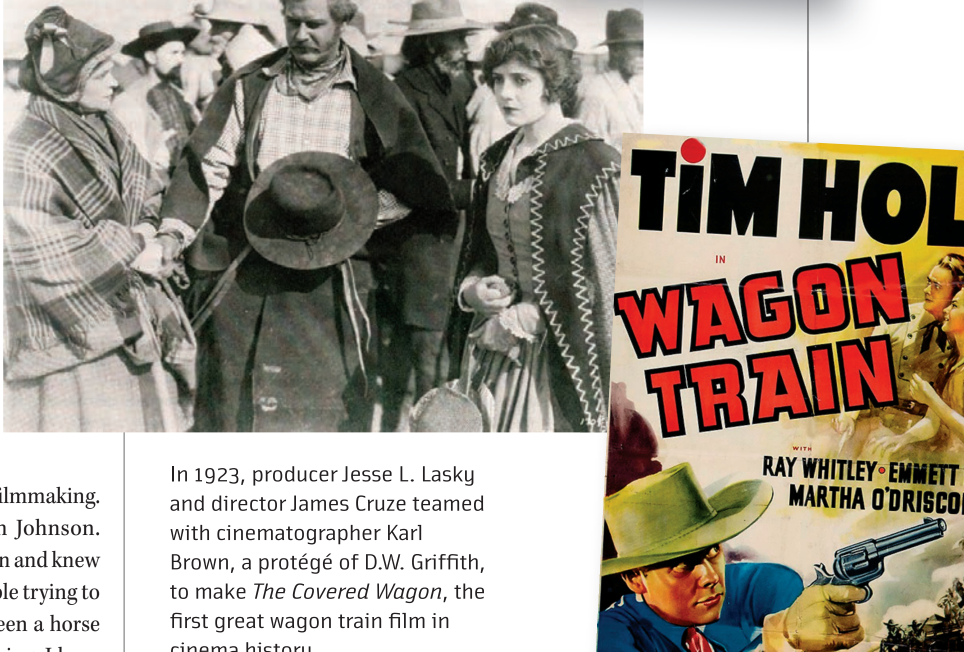
Not since Andrew V. McLaglen's 1967 big-budget cinematic adaptation of A.B. Guthrie Jr.'s novel *The Way West* has a director undertaken such a large-scale wagon train production as Taylor Sheridan's production of *1883*.

Courtesy United Artists

Yakima Canutt, which was much-improved when Walt let him reshoot it, allowing Indians and settlers to actually get hurt. Andrew McLaglen's *The Way West*, though ruined by the studio cutting 20 minutes from the opening, has great sequences, including the rope-lowering of wagons from cliffs to the valley hundreds of feet below, although it can't compete with *The Big Trail*'s enormity: ten wagons lowered at once, with children being handed down on ropes in the same shot.

As Sheridan explains, telling these stories well begins with knowledge—of the history and of filmmaking. "You go back to John Ford, Ben Johnson. Everyone knew a lot more back then and knew how to film it. Now you've got people trying to make Westerns who have never seen a horse in person. Whenever I write anything, I have to factor in first and foremost, is it achievable? I operate from that standpoint." And, yes, with *1883*, Taylor Sheridan has achieved something wonderful.

Henry Parke is a screenwriter, author and *True West*'s Film and television editor.



In 1923, producer Jesse L. Lasky and director James Cruze teamed with cinematographer Karl Brown, a protégé of D.W. Griffith, to make *The Covered Wagon*, the first great wagon train film in cinema history.

Courtesy Paramount Pictures

RKO's 1940 *Wagon Train* starring Tim Holt was filmed entirely on location in Kanab, Utah, a favorite location for producers of overland trail movies.

Courtesy RKO Radio Pictures

The production team of Columbia's 1940 film *Arizona* was dedicated to recreating the pioneer wagon train, freight and cattle business of Tucson in the 1860s.

Courtesy Columbia Studios

After World War II, John Ford made the environs of Monument Valley, Arizona, and Southern Utah his second home away from Hollywood. *Wagon Master* was filmed entirely on location in 1949 and is Ford's greatest contribution to the wagon train genre.

Director William A. Wellman spared no expenses caravanning his crew and cast, including Robert Taylor (center), across locations in Arizona, Utah and California in his 1951 production of *Westward the Women*.

Courtesy MGM

A Continuous Picnic Goes South

The Oatman Family vs Yavapai Raiders

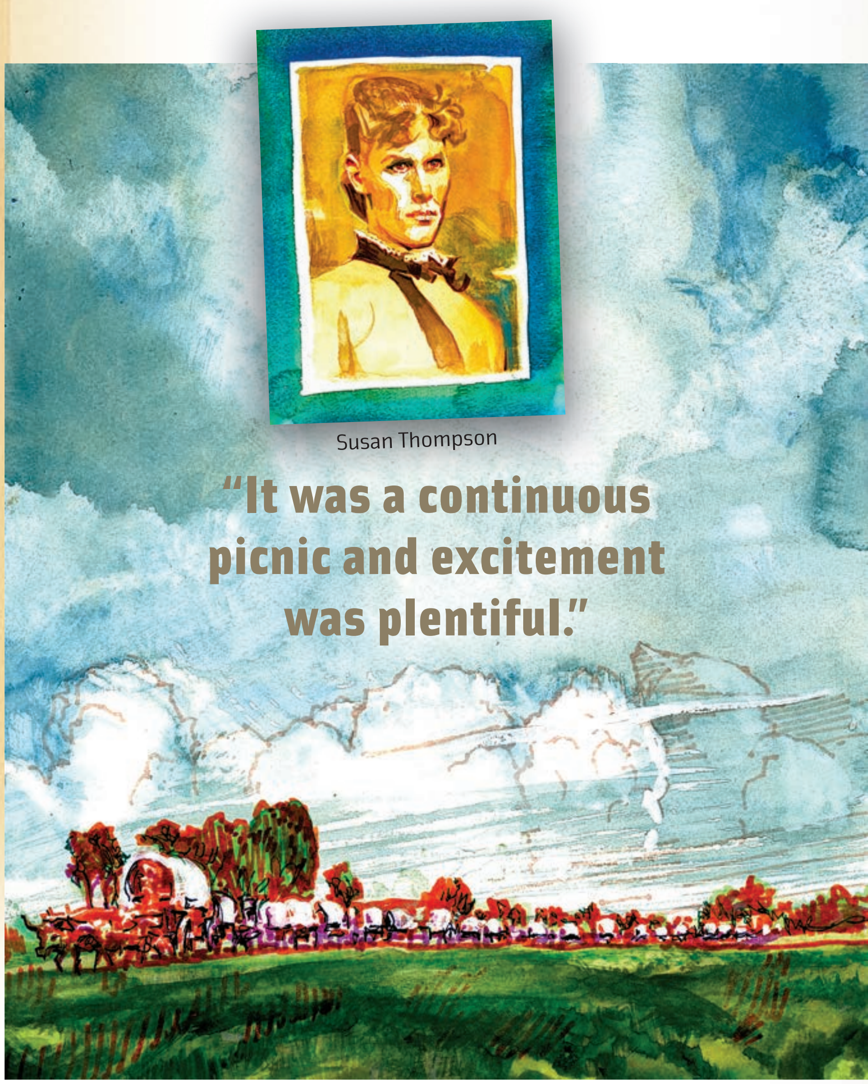
Waylaid on The Gila Trail

Members of the Oatman family were slaughtered by a Yavapai hunting party. Daughter Olive put their number at 17.

– ILLUSTRATIONS BY BOB BOZE BELL –

BY BOB BOZE BELL

Based on the research of Brian McGinty, Vince Murray and Jeff Cuneo



Susan Thompson

"It was a continuous picnic and excitement was plentiful."

Like so many bad trips, this one started out as a fun adventure. The so-called Brewster wagon train departed Independence, Missouri, on August 10, 1850. Ninety-three religious pioneers, seeking a life in the Land of Bashan, headed west in 43 wagons, loaded down with eight months' worth of provisions.

"It was a continuous picnic and excitement was plentiful" is how Susan Thompson described the journey she took at the age of 17.

She described the food prepared: "The stores of jerked meat, dried apples and berries, flour, corn beef, meal, preserved fruits, bacon and beans that we had prepared during the spring months."

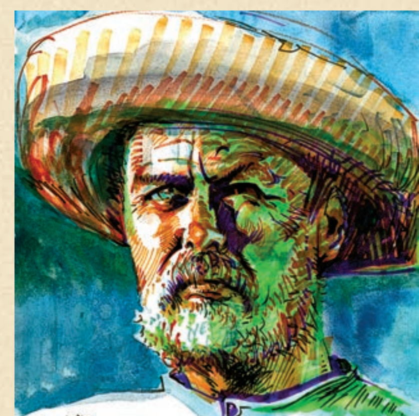
The wagons stopped every two or three days, she added, "while the women baked and washed, the men hunted for antelopes or buffalos or smaller game.... Often, when

Three wagons passed Picacho Peak. Only one wagon remained by the time the travelers reached the Gila Bend. The Oatmans struggled to cross, but they didn't listen to the Talking Rocks—pictographs warned this was a place Indians gathered.

we were camping near a stream, we had quantities of fresh fish."

"...In the evenings we gathered about the campfires and played games or told stories, or danced...the young folks danced in the light of the campfire and lard-burning lanterns.... There was plenty of frolic and where there are young people gathered together, there is always plenty of love-making."

Of course, the good times didn't last. Petty infighting, alternative visions and illnesses took their toll. So much so that by the time the wagon train reached Socorro, New



"...I know that something dreadful is about to happen."

–Roys Oatman, on the evening before the attack

Mexico Territory, the ranks had been cut in half. Once those dwindling number of immigrants reached Maricopa Wells (south of present-day Phoenix, Arizona), the wagons had been reduced to three.

A month later, one wagon would push on toward the Colorado River, where the Edenesque Land of Bashan allegedly awaited, at the confluence of the Gila and Colorado rivers. That wagon was piloted by Roys (also styled as Royce) Oatman.

From Maricopa Wells, the Oatman family took off alone. They had traveled 1,800-some miles and were 120 miles from their goal.

West of the great Gila Bend, the Oatman wagon bogged down and had trouble crossing the river. Halfway across, the oxen gave out; all the coaxing and pulling didn't work. As nightfall set in, the family was able to push the wagon up on a sandbar, to try and wait out the surging water, so they could continue the journey.

The water kept rising into the night and even snuffed out the family's meager fire. The kids huddled together under their wagon and one heard their father say, "Mother, mother, in the name of God, I know that something dreadful is about to happen."

If Roys actually said this (the comment was attributed to him after the events that followed), no truer words have ever been spoken.

FEBRUARY 18, 1851

THE OATMAN MASSACRE

Roys Oatman and his family have just finished hauling their belongings up a rocky grade to a bluff on the south side of the Gila River. At the end of this long day, the Oatman oxen are bone-tired and so is the family.

Roys' 38-year-old wife, Mary Ann, is eight-and-a-half-months pregnant, and she has just enough strength to prepare a pot of bean soup and some bread for the family to eat before they continue on. The family intends to travel all night to avoid the heat of the day. They are 120 miles from their destination.

The oldest boy, Lorenzo, 14, is loading up the last of the baggage in the wagon, when he turns and sees "several Indians slowly and leisurely approaching us in the road."

Lorenzo later says they converse"with father in Spanish" and "made the most vehement profession of friendship."

Roys is not armed. He has a rifle, but it is in the wagon. The Indians, thought to be Yavapais, ask for tobacco and pipe, which Roys promptly produces. After the warriors finish smoking, one of them mentions seeing "two horses down in the brush." (An American traveler later reports that his two horses had been stolen the day before.)

The Yavapais ask for *pinole* (corn meal). Roys protests that he doesn't have enough to give away, but they persist, and he reluctantly gives them some bread, which they eat. Then they ask for more.

When Roys tells them that he doesn't have any more, a Yavapai brazenly walks over to the wagon and climbs in the back, rummaging around inside. When he comes out, he demands meat.

The emboldened Yavapais start taking objects from the wagon and stuffing items in their clothing. When the family protests, the Yavapais withdraw a few paces and begin talking in their native tongue. Essentially, they are divvying up who will kill who, and who to spare.

Roys tries to keep calm and starts reloading the wagon. At this point, a Yavapai lets out a "deafening yell," and each warrior attacks a member of the family with a war club.

Roys, his wife, his daughters Lucy, 16, and Charity Ann, three, and his sons Roys Jr., five, and Roland, two, are brained senseless, falling to the ground. Lorenzo is also bashed on the head. With blood streaming down his face, he half-runs, half-stumbles toward the edge of the bluff and falls over the side.

Only two are spared: Olive, 13, and Mary Ann, eight, who are forced to watch the warriors strip their family's dead bodies, looking for items of value. They take the wheels off the wagon and tear the canvas canopy off its frame. While breaking open boxes, the raiders also tear a feather bed, scattering its feathers to the wind.

The Yavapais unhook the oxen, bundle up their plunder and rudely push the girls in front of them. They take the sisters' bonnets and shoes, and force the girls to walk barefoot toward the Yavapai camp, some 90 miles away. ★

The Massacre

The Yavapais use war clubs to kill the Oatmans.

— PUBLISHED IN *CAPTIVITY OF THE OATMAN GIRLS* BY ROYAL B. STRATTON —

Olive Describes What Happens Next:

"After we had descended the hill and crossed the river, and traveled about one half of a mile by a dim trail leading through a dark, rough, and narrow defile in the hills, we came to any open place where there had been an Indian camp before, and halted.

"The Indians took off their packs, struck a fire, and began in their own way to make preparations for a meal. They boiled some of the beans just from our wagon, mixed some flour with water, and baked it in the ashes.

"They offered us some food, but in the most insulting and taunting manner, continually making merry over every indication of grief in us, and with which our hearts were ready to break. We could not eat.

"After the meal, and about an hour's rest, they began to repack and make preparations to proceed."

—Olive Oatman, describing the first grief-stricken moments of her five-year ordeal

For almost a century, historians thought the raiders were Tonto Apaches and that they took the Oatman girls into the Tonto Basin area. Historians now believe the raiders were Yavapais, and that they took the sisters to a mountain camp in the Harquahala Mountains.

Since the Apaches did not traditionally trade with the Mohaves, where the girls ended up, the Indians were probably Yavapais, argues Brian McGinty in *The Oatman Massacre.*

Six of the nine Oatman family members are killed, not counting the unborn fetus the mother is carrying. Lorenzo (bottom right) is left for dead, but miraculously survives numerous blows to the head. A pile of rocks and a plaque mark the spot where the massacre happened. It is know today as Oatman Flat.

This map, from *The Captivity of the Oatman Girls,* shows the sisters being taken to the Tonto Basin area. New scholarship reveals a more probable route and destination.

CLASSIC TRUE WEST

FROM THE TRUE WEST ARCHIVES

Editor's Note: Brett Cogburn is a novelist and regular contributor to *True West* magazine. His article "The Real Rooster Cogburn" first appeared in the April 2011 issue. If you'd like to read more of Cogburn's articles, please go to *TrueWestMagazine.com* and subscribe for full access to more than 68 years' worth of exciting issues of *True West*.

BY BRETT COGBURN

The Real Rooster Cogburn

Remembering my great-grandfather's role in the creation of a classic Western fiction and film character.

John Franklin Cogburn, nicknamed "Rooster" by his Uncle Page, was my great-grandfather.

While he never packed a badge, Franklin was quite familiar with the operations of the deputy U.S. marshals riding out from Fort Smith, Arkansas. On June 21, 1888, Franklin, with the aid of his cousin Fayette, attacked a posse of those stalwart lawmen during a raid on moonshiners near Black Springs. Deputy Marshal J.D. Trammel was killed in the gunfight that followed.

Six foot three, dark-eyed and a dead shot with a rifle, Franklin was as hard as the rocky mountain ground which reared him. The only authority the Cogburn clan recognized was God and a gun. Governments didn't build your home, make your clothes, hunt your meat or defend your life. When it came to the Law, a man rolled his own from the makings of his individual ideas of right and wrong.

Franklin had lost his father from a disease incurred in a Confederate prison camp. As a teenager he fell under the influence of his Jayhawker uncle, Henry Page Cogburn, the man who ran Gen. Albert Pike out of Arkansas in an attempt to steal the gold the general was said to have embezzled from the Confederacy.

Bad blood already existed between the Cogburns and Deputy Trammel long before that fatal morning in 1888. Trammel had been working undercover to identify moonshiners and apparently used strongarm tactics on the Cogburn womenfolk while the men were away. On the day before the gunfight, Deputy Marshals Trammel and Reuben M. Fry, along with a 15-man posse, had arrested Joseph Peppers and Franklin's brother Bill. Franklin led Fayette and three other hard-riding mountain boys to confront Trammel and two posse members. A shot from a Cogburn Winchester ended Trammel's life.

Knowing the kind and numbers of men they were up against—nearly every man in the county was either a Cogburn, kin or friend—Deputy Fry went to Fort Smith for help. He left four deputies in Black Springs to guard Bill Cogburn, but they decided to flee on horseback to Hot Springs. The Cogburns pursued them, and the deputies just managed to get their prisoner on the train to Fort Smith.

A reward of $500 per man was posted in the newspapers for the capture of Franklin, Fayette and three others. Fearless of the courts and seeing a way to get the reward, Franklin had his father-in-law, Joseph Spurling, turn him over to a grand jury set to indict Trammel's murderers.

The court was scared into inaction when a large number of the Cogburns showed up armed to the teeth at the Montgomery County Courthouse, as Deputy Dave Rusk related in the August 3, 1888, edition of the *Fort Smith Elevator*.

Much like officers today, the murder of one of their own had Judge Isaac C. Parker's force of deputies out for blood. Pressure was put on the county to form another grand jury, and this time it indicted Franklin and Fayette. Despite the indictment, Franklin remained free for seven months, perhaps due to the threat of his marksmanship and a fast horse.

Franklin's family knew that the Hanging Judge would never give up his quest to bring Franklin to justice. In March 1889, the outlaw turned himself over to Deputy W.J. Hopper. Franklin was tried, found guilty on a conspiracy charge to murder and sentenced to two years in the Ohio State Penitentiary, along with a $1,000 fine. When asked on the witness stand if he had shot Deputy Trammel, he replied, "No, but I was a well-wisher to it."

Arkansas newspaperman Charles Portis scattered in his *True Grit* novel bits and pieces of real Indian Territory lawmen and outlaws—John Franklin Cogburn, Deputy Reuben M. Fry, one-eyed Deputy Marshal Cal Whitson, Joseph Peppers (Lucky Ned), Joseph Spurling (Mattie's grandfather) and Henry Starr's bank robbing accomplice Frank Cheney (scar-faced Tom Chaney). Portis has asserted his iconic deputy marshal is a collage of different men, but a Rooster Cogburn really existed.

His name was John Franklin "Rooster" Cogburn, with two good eyes and a tale all his own.

True Grit author Charles Portis based his Rooster Cogburn character on some real-life folks in Fort Smith, Arkansas, including John Franklin Cogburn (top right) and one-eyed Deputy Marshal Cal Whitson (shown above, standing in front of his grocery store, second from right).

JOHN FRANKLIN COGBURN PHOTO COURTESY BRETT COGBURN; CAL WHITSON PHOTO COURTESY TRUE WEST ARCHIVES

One-eyed Deputy Marshal Cal Whitson and his wife posed for an undated photo.

TRUE WEST ARCHIVES

TRUE WEST ARCHIVES

For the first time ever, every issue of *True West* magazine is now online, including Brett Cogburn's original, unabridged article as it appeared in the April 2011 issue. To learn more about how you can read all of Cogburn's articles and subscribe to *True West* Archives, go to *TrueWestMagazine.com*.

Our past awaits you!

BY JOHNNY D. BOGGS

Trailing Them North

Follow the Western Cattle Trail from Bandera, Texas, to Miles City, Montana.

Texas cowboys gathered their herds in southern Texas and drove them up feeder trails through the Hill Country before driving north on the Western Trail as far north as Montana.

Courtesy DeGolyer Library, SMU

Blame it on *Babesia bigemina*. That little parasitic protozoa found a home in ticks, which found a home on Texas longhorn cattle, until the bloodsuckers jumped to new digs on domestic cattle in present-day Oklahoma, Kansas or Missouri—and pretty much brought an end to the Shawnee and Chisholm cattle trails to Sedalia, Baxter Springs, Abilene, Ellsworth, Wichita, etc.

Kansas beef and *Babesia bigemina* did not mix. The cattle became feverish, lost weight, turned anemic, passed blood in their urine and died. Sick of Texans, Kansans established quarantine lines that prohibited herding Texas longhorns through civilized country.

Undeterred, Texas trail bosses simply moved west of the quarantine line—until Kansas eventually banned all Texas herds in 1885—said goodbye to the Chisholm Trail and inaugurated the Western Trail.

The eastern (Chisholm) trail crossed the Red River at Spanish Fort or Red River Station in Montague County. Some Texans continued that route into Indian Territory (present-day Oklahoma), then turned on the Dodge City Cut-off to avoid the quarantine line and angry Kansans. But soon a new trail emerged.

Texas

Also known as the Dodge City Trail, Fort Griffin Trail and Great Western Trail, the Western Trail began in South Texas. How far south depends on who you ask/read. Feeder trails ran like fingers, and routes often depended on where the best grass could be found. But a good place to start is Bandera, which lives up to its "Cowboy Capital of the World" moniker with the Frontier Times Museum, which J. Marvin Hunter started in 1927. Hunter earned his place of honor among cowboy chroniclers by compiling and editing *The Trail Drivers of Texas*, a collection of trail-driving cowboy memoirs first published in 1924.

A fair number of those cowpokes had Bandera County connections, which might explain why the Dixie Dude Ranch first opened in 1937 and many others have followed.

The trail generally moved north to Kerrville (Museum of Western Art) and Junction (Kimbell County Historical Museum) before crossing the San Saba River at Pegleg Crossing east of Menard (Menardville Museum). From there, cowboys and cattle continued north, passing east of Abilene (Frontier Texas!), which took its name from the Kansas cowtown of Chisholm Trail fame.

Cowboys kept pushing those dogies north to Albany (The Old Jail Art Center), Fort Griffin

Established in 1867, Fort Griffin stood on a hill in Shackleford County, Texas, and remained an active post until May 1881.

All Images by Johnny D. Boggs Unless Otherwise Indicated

The Boss, a bronze statue, overlooks the graves of cowboys and others who were buried on Boot Hill in Ogallala, Nebraska.

Boot Hill Museum faithfully recreates Dodge City's cowtown history, including a recreation of the cattle center's Front Street.

(Fort Griffin State Historical Park), Seymour (Baylor County Museum) and Vernon (Red River Valley Museum). North of Vernon, longhorns, horses, chuckwagons and cowboys reached the Western's most famous location in Texas: Doan's Crossing on the Red River.

"The first house at Doan's was made of pickets with a dirt roof and floor of the same material," Corwin F. Doan recalled. "The first winter we had no door but a buffalo robe did service against the northers."

Doan and his uncle, Jonathan Doan, set up the trading post just south of the Red in 1878—roughly four years after John T. Lytle blazed the Dodge City/Fort Griffin/Western Trail by pushing a large herd of cattle from South Texas to the Red Cloud Agency in Nebraska.

"By the late seventies," Ida Ellen Rath wrote in *The Rath Trail*, "the Texas cow punchers were driving tens of thousands of longhorns over this Western trail."

After stocking up on supplies, the cowboys crossed the Red into Indian Territory.

Oklahoma and Kansas

"We kept our eyes open and managed to keep peace by giving [Indians] a beef every day," F.M. Polk remembered. "They would come to us fifty and one hundred at a time. Some would ride with us all day and they always asked for a cow…and, of course, we acted like we were glad to give it to them…."

Oklahomans put the trail along U.S. 183—Frederick (Pioneer Townsite Museum), Hobart (Kiowa County Historical Museum), Clinton (Washita County Museum)—or Oklahoma 34—Altus (Museum of the Western Prairie), Elk City (Old Town Museum), Woodward (Plains Indians & Pioneers Museum). Well, ramrods could pick their own paths, and better grass trumped crowded trails.

Either way, the herds eventually hit Fort Supply (Fort Supply Historic Site) before striking Kansas and, for a while, no quarantines.

The trail's early destination was Dodge City (Boot Hill Museum), the last of the great Kansas cowtowns. "Those of long experience in the West do not need to be told that the depraved of both sexes flocked to this 'wild and woolly' frontier settlement," the *New York Times* wrote of Dodge City in 1889. "Twenty years ago there was a class of vicious people west of the Mississippi River, whose mission it seemed to be to settle in every new town if for only a few days or hours. There were, apparently, as many women as men in the villainous tribe which swooped down upon Dodge as soon as its name became known among the great Western trails."

The trail continued into Nebraska past present-day Crawford (Fort Robinson History Center) to the Union Pacific Railroad at Ogallala (Boot Hill Cemetery), where more cowboy debauchery awaited the young Texans.

"The sharpers and gamblers who have reached Ogalalla [sic] from various points are always ready to accommodate the cow-boys in their search for 'amusement,' and they are fortunate if they do not leave a considerable of their wages with the Spanish Monte and Faro dealers," an *American Agriculturist* correspondent observed in 1879.

Merchants serving the thirsty needs of nearby Fort Keough, Montana, founded Miles City in 1877. Four years later the southeastern Montana town was an important crossroads for cowboys, soldiers, homesteaders and railroaders.

True West Archives

Pointing 'em north

But the Western Trail wasn't finished. Many drivers herded beef north into Deadwood (Adams Museum) and the Black Hills of present-day South Dakota. Another branch turned northeast from Ogallala bound for grazing land and ranches in Wyoming and Montana. The later trail went through present-day Rusk, Wyoming (Stagecoach Museum), and finally ended at Miles City, Montana (Range Riders Museum).

"If the importance of a cattle trail is to be measured by the number of animals passing over it on their way to market," Henry Sinclair Drago wrote in *Great American Cattle Trails*, "then the Western Trail was second only to the Chisholm as the greatest of all American cattle trails."

How's that for anti-Western Trail bias! Estimates of cattle on the Chisholm Trail run around 5 million. And the Western? That's 6 million to 7 million. Drago should have checked Paul I. Wellman's *The Trampling Herd*. Wellman wrote:

"More has been written of the Chisholm trail than any of the other routes, but the Western trail and Doan's Crossing in their day eclipsed that famous cattle highway."

And all because of *Babesia bigemina*.

The Range Riders Museum, established in 1939, chronicles the history of Miles City and southeastern Montana.

Johnny D. Boggs's trail drive novels include *Return to Red River, A Thousand Texas Longhorns* and *The Lonesome Chisholm Trail*. He's working on two more for Kensington Publishing Corp.

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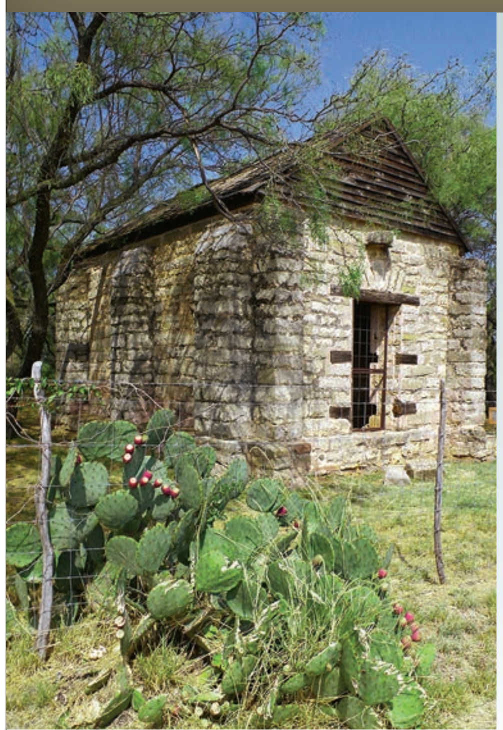

Now a Texas roadside park open for self-guided tours, Fort Phantom Hill, between Abilene and Albany, was officially referred to as "Post on the Clear Fork of the Brazos" during its brief run (1851-54) as a military outpost.

FORT PHANTOM HILL

Among Texas frontier forts, Fort Phantom Hill—aka "Post on the Clear Fork of the Brazos"—in present-day Jones County, Texas, is often overlooked. Established by five companies of the Fifth U.S. Infantry in November 1851, the fort quickly became known for hardships. Summers were brutally hot. Blue northers could turn the area into a freezing hell. And the water tasted awful. The post was abandoned in 1854, then became a station for the Overland Mail Company in 1858 before secession and Civil War stopped that route.

After the war, the buildings were used as a Fort Griffin subpost. The place still wasn't inviting. A correspondent described the country in 1872: "Eight miles from Phantom Hill we came to a water hole, after which we had a dry road, dry and thirsty as an old soaker with money and credit all gone. For twenty-five miles we had no water. The country is hilly, yes, even mountainous, not very picturesque, nor inviting, the vegetation mezquit and Spanish dagger."

Since 1972, the fort has been preserved on 38 acres northeast of Abilene on Farm-to-Market Road 600. The grounds are open daily dawn until dusk for self-guided tours. Admission is free. ***FortPhantom.org***

GOOD EATS AND SLEEPS

GOOD GRUB: O.S.T. Restaurant, Bandera, TX; **Beehive Restaurant**, Abilene/Albany, TX; **White Dog Hill**, Clinton, OK; **Casey's Cowtown Club**, Dodge City, KS; **Open Range Grill**, Ogallala, NE; **Sugar Shack**, Deadwood, SD; **Mint Bar**, Sheridan, WY; **Montana Bar**, Miles City, MT

GOOD LODGING: Y.O. Ranch Hotel & Conference Center, Kerrville, TX; **Historic Heritage Hotel**, Dighton, KS; **Bullock Hotel**, Deadwood, SD; **Sheridan Inn**, Sheridan, WY; **Horton House Bed and Breakfast**, Miles City, MT

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BY SHERRY MONAHAN

Eat a Peach

In the late 19th and early 20th centuries, Oklahoma became one of the nation's leaders in peach and stone fruit production.

The development of the peach varieties Late Elberta, Argyles Elberta and Mary Bell were a boon to Oklahoma fruit farmers in the late 19th and early 20th centuries.

Images Courtesy U.S. Department of Agriculture Pomological Watercolor Collection. Rare and Special Collections, National Agricultural Library, Beltsville, MD 20705

Fruit is not exactly the first thing that comes to mind when you think of Oklahoma, but during the pioneer days farmers harvested and produced cherries, persimmons, ground cherries, peaches, plums and more. Most of the fruit was grown for personal use until the latter part of the 1800s.

After the Land Run of 1889, thousands of people rushed in to claim their land, and agriculture quickly advanced Oklahoma's economy. In 1907, the president of the State Board of Agriculture wrote, "Agriculture is, and will be for years to come if not forever, the leading industry in our State."

By 1893, Oklahoma fruit orchards were still largely in their infancy. Many farmers started with peach and plum trees because they felt the soil was right for them to be bountiful. While many were already doing well in established counties, newer counties were still experimenting. J.M. Rice speculated that new farmers should plant small amounts of strawberries and blackberries because they didn't fare well in long, dry windy spells. He also suggested grapes, as well as apple and peach trees.

By 1897 peaches were doing so well that many farmers called for a distillery to make peach brandy so nothing went to waste. Even the local paper argued there was a great demand for it. By 1899 Guthrie opened a distillery, but it didn't last. In 1900 Julius Greaser, an Enid man, bought 20 bushels of peaches laden with worms, which he picked out. *The Enid Weekly Wave* wrote, "He is going to make peach brandy out of the peaches and is trying to sell the worms for fishing purposes. That will make horrible peach brandy."

In 1904 Tecumseh resident Robert Wheeler wrote to *The Western Fruit-Grower* magazine about his orchards and Oklahoma produce. He told them that Duke and Morello cherries did well as long as they were properly maintained. He also advised that pecan trees grew wild and in abundance and several hundred bushels of pecans were shipped from his area each year. He added, "Last year many of my apple, peach and pear trees made over four feet of growth, and at this time my peach trees are set quite full of good healthy blossom buds, as are some of the plum trees. But I don't expect to harvest much this year, except from strawberries, blackberries and grapes."

In 1906 Oklahoma had a record peach crop from about 100,000 Elberta peach trees. The peaches from Guthrie and Logan County were shipped in 50 train cars. It was estimated that

Oklahoma homesteaders depended on family members of all ages to harvest fruit trees to get the valuable crops to market on time.

Courtesy NARA, no. 516437

growers would earn about $30,000 for just that shipment. There could have been more shipped, but because the peaches ripened in 24 hours, many dropped to the ground and were not used. Local businessmen decided that was a waste, so they planned for a factory to can them or make preserves. *The Fruit Trade Journal and Produce Record* published this comment: "They were given away to anybody and everybody who would gather and carry them away. There was not a canning factory in Logan County...nor was there a brandy distillery or vinegar factory."

Peaches and other fruits became so bountiful that local businesses started offering peach products, and restaurants offered them to their diners. Some sold peach ice cream, apple and peach pie, strawberry shortcake and blackberry, cherry, strawberry and plum preserves.

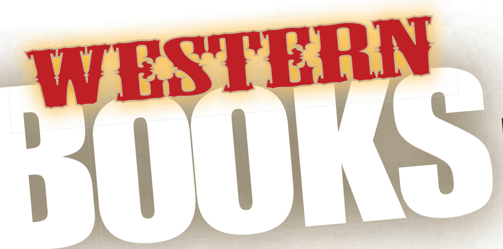
PEACH BROWN BETTY

4 cups soft white bread crumbs (about 6 slices bread)
1/3 cup butter, melted
1 cup white sugar
4 large peaches, pitted and peeled, cut into 1/4-inch slices

Mix bread crumbs and butter in a bowl and stir to combine. Butter a two-quart casserole and layer it with the bread crumbs, peaches and sugar. Continue layering and end with bread crumbs. Bake in a 350-degree oven for about 30 minutes or until peaches are tender. Serve with whipped cream if desired.

Recipe adapted from the *Vinita* (Indian Territory) *Daily Chieftan*, November 27, 1899

Sherry Monahan kicked off her journey into Old West cuisine, spirits and places by authoring *Taste of Tombstone*. Visit *SherryMonahan.com* to learn more about her books, awards and TV appearances.

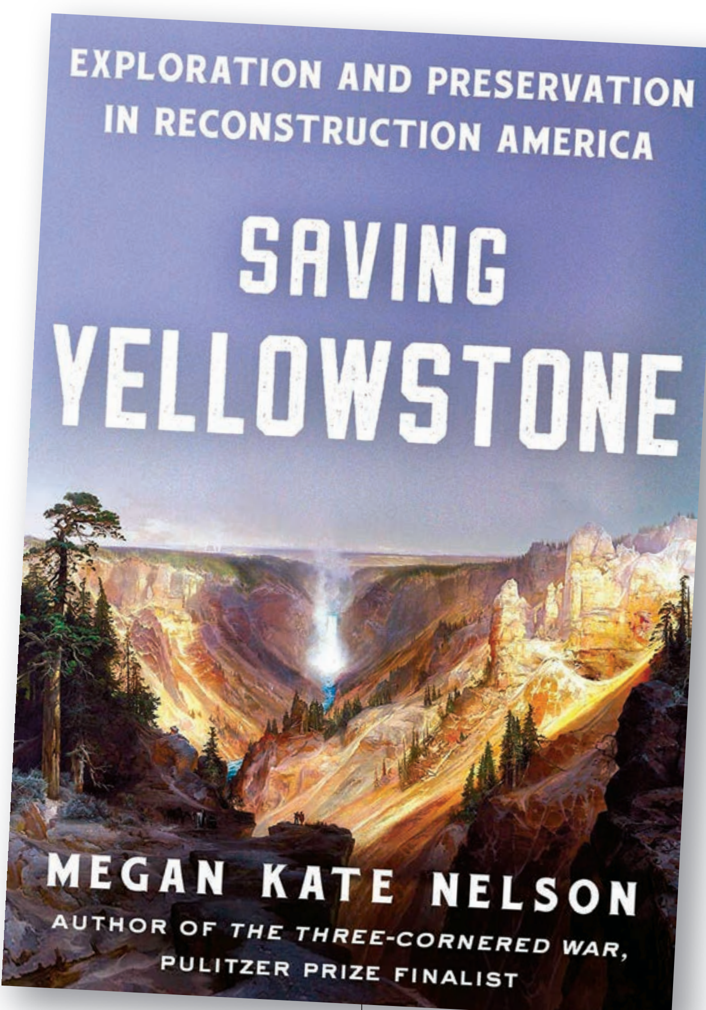


A Place of Wonder, A Time of Turmoil

A dynamic history of the creation of Yellowstone, a new gunfighter debate, a fresh interpretation of Western women and family, a Great Plains adventure and Patrick Dearen's latest novel.

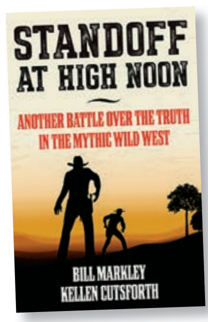
Megan Kate Nelson's *Saving Yellowstone: Exploration and Preservation in Reconstruction America* (Scribner, $27.49) should be on everyone's reading list in 2022. An outstanding researcher and author, Nelson delivers on both historical analysis and scholarship. Her focus on the creation of Yellowstone National Park in 1871-72 is set during the dramatic first term of President Ulysses S. Grant. Nelson knows Grant well from her decades of research, and she places the Civil War hero in his struggles to enforce his ambitious peace policy in the American South and West during Westward Expansion and the 1873 Panic. She writes in the book's Prologue: "Yellowstone was a site of contention and a perfect symbol of what the United States had become by 1871: a nation whose 'best idea' required Indigenous dispossession and whose white politicians embraced but then quickly abandoned the cause of racial justice."

What will undoubtedly surprise most readers of Nelson's *Saving Yellowstone* is that her primary focus is not a natural history of the national park, a biography of survey leader Ferdinand V. Hayden or a singular history of the Hayden Survey and its scientific discoveries. Rather, as an American historian, Nelson informs her research and conclusions with material she has studied and synthesized since her days as an undergraduate at Harvard and graduate student at the University of Iowa. Her style expertly weaves post-Civil War economic and political policy with Reconstruction, Manifest Destiny, railroad construction, race relations and the earliest years of the conservation movement.



A Pulitzer Prize finalist for *The Three-Cornered War: The Union, the Confederacy, and Native Peoples in the Fight for the West* (Scribner, 2020), Nelson is an excellent storyteller and historian. Scholars and researchers will greatly appreciate her annotated endnotes and inclusive bibliography. The Lincoln, Massachusetts, author's adroit literary style is highly readable, and readers will also want to seek out her other previous works, *Ruin Nation: Destruction and the American Civil War* (University of Georgia Press, 2012) and *Trembling Earth: A Cultural History of the Okefenokee Swamp* (University of Georgia Press, 2005). What shall we expect next from Nelson? I have no doubt it will challenge our perspectives and inform us in an engaging and thought-provoking style. Until then, savor Nelson's *Saving Yellowstone* and make your reservations to visit the world's oldest national park. You will not be disappointed.

—*Stuart Rosebrook*



Gunfighter Showdown

Standoff at High Noon ($24.46, TwoDot), Bill Markley and Kellen Cutsforth meet for bout two, bout one being *Old West Showdown*, in which these accomplished and skilled historians went toe-to-toe to debate ten "mythic Wild West" topics. They found ten more often-discussed if not fought over subjects on which to disagree. Each chapter begins with a "just the facts" section, followed by the authors, like two well-prepared lawyers, giving their closing arguments. They do so in scholarly fashion, making *Standoff at High Noon* a historiographer's dream. It's rare if not nonexistent that a historic event does not render at least one controversy. In this engaging book, the reader can enjoy being judge and jury in the retrials of historical cases, including Wild Bill Hickock's murder, the trial of Tom Horn, and the death of Butch Cassidy, the latter two subjects requiring the most ink.

—*Bradley G. Courtney, author of* The Whiskey Row Fire of 1900

Photo by Robert Ray

THREE OF MY FAVORITE GENRES ARE AUTOBIOGRAPHY, BIOGRAPHY AND ESSAY. I recommend these recently published works in these categories, written by well-known as well as lesser-known Western chroniclers:

The Life of Mark Twain: The Final Years, 1891-1910, Volume 3 by Gary Schornhorst (University of Missouri Press, 2022)

Literary Alchemist: The Writing Life of Evan S. Connell by Steve Paul (University of Missouri Press, 2021)

I Got Mine: Confessions of a Midlist Writer by John Nichols (University of New Mexico Press, 2022)

Fortunate Son: Selected Essays from the Lone Star State by Rick Bass (University of New Mexico Press, 2021)

Outback Nevada: Real Stories from the Silver State by John M. Glionna (University of Nevada Press, 2022)

Savage West: The Life and Fiction of Thomas Savage by O. Alan Weltzein (University of Nevada Press, 2022)

Exile, Nature, and Transformation in the Life of Mary Hallock Foote by Megan Riley McGilchrist (University of Nevada Press, 2021)

A Naturalist in Alaska by Adolph Murie (University of Arizona Press, 2022)

A Good Long Drive: Fifty Years of Texas Country Reporter by Bob Phillips (University of Texas Press, 2021)

On the Porch: Life and Music in Terlingua, Texas by W. Chase Peeler (University of Texas Press, 2021)

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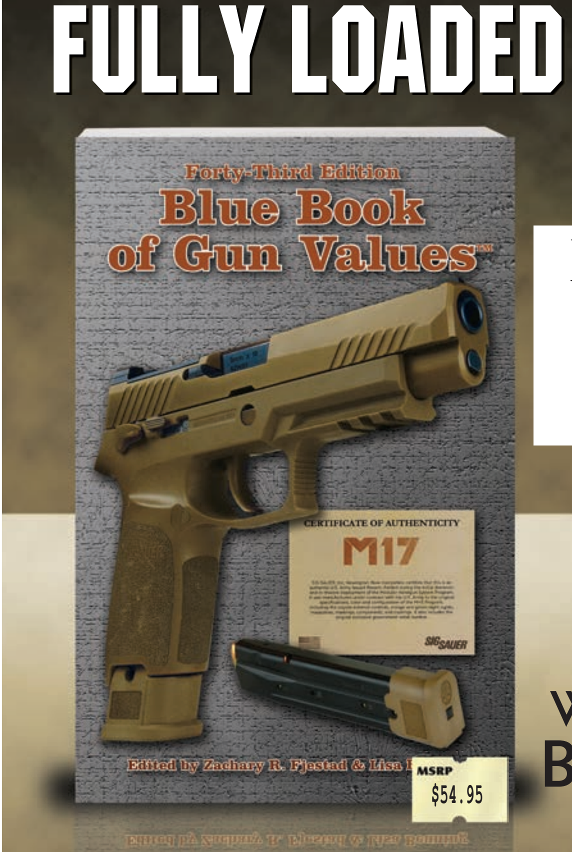

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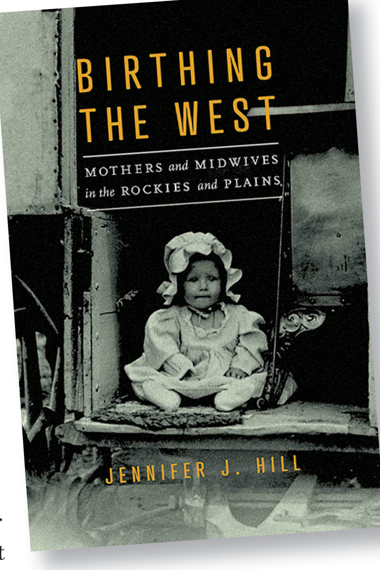
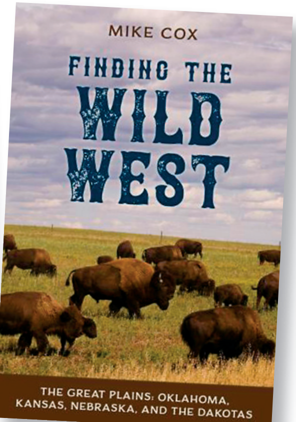


Jennifer J. Hill brings a scholarly view to life in Montana, Wyoming and the Dakotas in *Birthing the West: Mothers and Midwives in the Rockies and Plains* (Bison Books, $24.95). Much of the detail about childbirth in the West from the late 19th and early 20th centuries comes from oral history accounts gathered by early researchers and uncovered by Hill. By far most of the stories are about Montana women, but there are a few accounts of women in other regions. When possible, the author also included detail about the birthing practices of American Indian women. This is an excellent resource book about a subject seldom in the forefront of Western literature. As a scholarly publication, it is less likely to appeal to general readers.

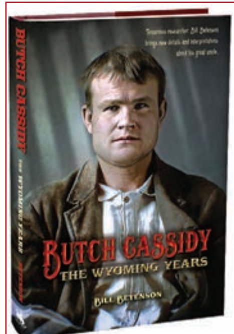
—Candy Moulton, author of
Valentine T. McGillycuddy:
Army Surgeon, Agent to the Sioux

High Plains Adventures

I wish I would have had Mike Cox's new book *Finding the Wild West: The Great Plains* (TwoDot, $19.95) during my recent trip through that region. Cox, a recognized expert on Western history and lawlessness, has produced a fun, easy-to-use guide to historic sites in Oklahoma, Kansas, Nebraska and the Dakotas. The region Cox writes of spans decades of frontier history including the overland emigrant trails and the bawdy cowtowns of Kansas and Nebraska. The book is user-friendly as Cox has arranged sites geographically by state, city and county and acknowledges these all in the table of contents. There is a helpful index, and along with all the entries, Cox has included short historical anecdotes to accompany the modern tourist information. What makes this book extra special, however, is the use of sidebar information for regional history which is peppered throughout the text. Cox is also careful to include detailed directions and coordinates to the sites so that current and future travelers can experience these historic locations for generations to come.



—Erik J. Wright, assistant editor of
The Tombstone Epitaph



Author Bill Betenson is Butch Cassidy's great nephew. Betenson has traveled all over the West and Argentina to track down old accounts, descendants of Butch's cohorts, records from dusty courthouses, and seldom seen photographs. Now he turns his considerable mastery to Butch's Wyoming days, perhaps the most engrossing period of a captivating life.

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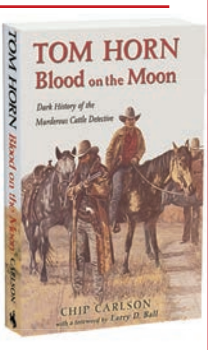
Tom Horn, the most notorious of Wyoming's range detectives and a pre-eminent name in Wyoming history, operated unchecked until he was arrested for the murder of Willie Nickell. The murder and questionable nature of Horn's conviction still ignite firestorms of controversy in Wyoming.



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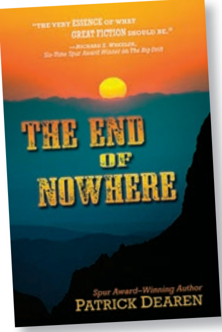


Lawless on the Rio Grande

In 1917, a tiny Hispanic community in the desolate Big Bend country of the Rio Grande found itself surrounded by lawless Mexican bandits, Villistas, Carranzistas and equally lawless Texas Rangers. Their only help comes from *Jesucristo* above until a disillusioned newspaperman falls in love with a señorita and stays to teach and help, finding hope for himself. In *The End of Nowhere* (Five Star Publishing, $25.95) Patrick Dearen creates characters we care about in an exciting plot that captures most of the frustration felt by border Hispanics. Are all Texas Rangers lawless? Undoubtedly not, but the few, left unchecked are enough to convince the population that they are more to be feared than trusted. In the end, Dearen provides us with hope.

—*Doug Hocking, author of* Terror on the Santa Fe Trail: Kit Carson and the Jicarilla Apache

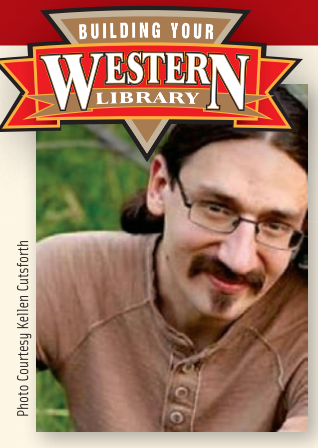


Photo Courtesy Kellen Cutsforth

WESTERN HISTORIAN SHARES HIS FAVORITES ON COLORADO LAW AND ORDER

Kellen Cutsforth has written numerous books on the American West including *Buffalo Bill, Boozers, Brothels, and Bare-Knuckle Brawlers*; *Buffalo Bill and the Birth of American Celebrity*; *Buffalo Bill's Wild West Coloring Book*; and he co-authored *Old West Showdown* and its sequel *Standoff at High Noon*. He is a ghostwriter and a featured columnist for the Western Writers of America's *Roundup* magazine. Here are five books on Colorado law and order he recommends:

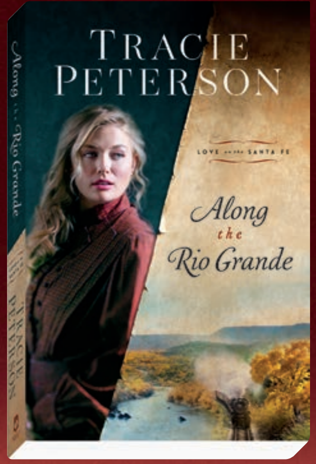
1. ***Dave Rudabaugh: Border Ruffian*** by Stanley Francis Louis (World Press): This is one of the better (and only) biographies about the outlaw Dave Rudabaugh. A cattle rustler in Colorado and participant in the state's Railroad Wars, "Dirty" Dave eventually received a good ol' dose of frontier justice.

2. ***Frontier Colorado Gunfights: True Stories of Outlaws and Lawmen in the American West*** by Kenneth Jessen (J.V. Publications): A quick read, this book covers 31 true stories of bandits and sheriffs laying down the law in the Rocky Mountain state.

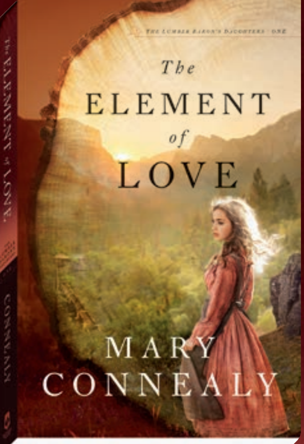
3. ***The Westerners Brand Book, 1964*** edited by Francis Rizzari, written by Various Authors (Johnson Publishing Company): Denver Westerners Brand Books remain some of the best resources concerning Western history ever produced. This volume contains a section specifically on law and order in Colorado.

4. ***The Best of NOLA: Outlaws and Lawmen of the Old West*** edited by Robert DeArment, written by various authors (University of Wyoming): This book contains excellent in-depth research about lawmen and criminals in the Southwest.

5. ***Encyclopedia of Western Lawmen & Outlaws*** by Jay Robert Nash (Da Capo Press): This book is great for quick information on outlaws and lawmen. It contains 1,000 entries and 400 illustrations and is one of the most extensive overviews ever produced.



SET IN HISTORIC NEW MEXICO AND CALIFORNIA



When bankruptcy forces a widow to follow her family to New Mexico, she finds a fresh start and a new love.

Along the Rio Grande by Tracie Peterson

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By Henry C. Parke

Christopher Mitchum

The reluctant Western star shares memories of his acting career.

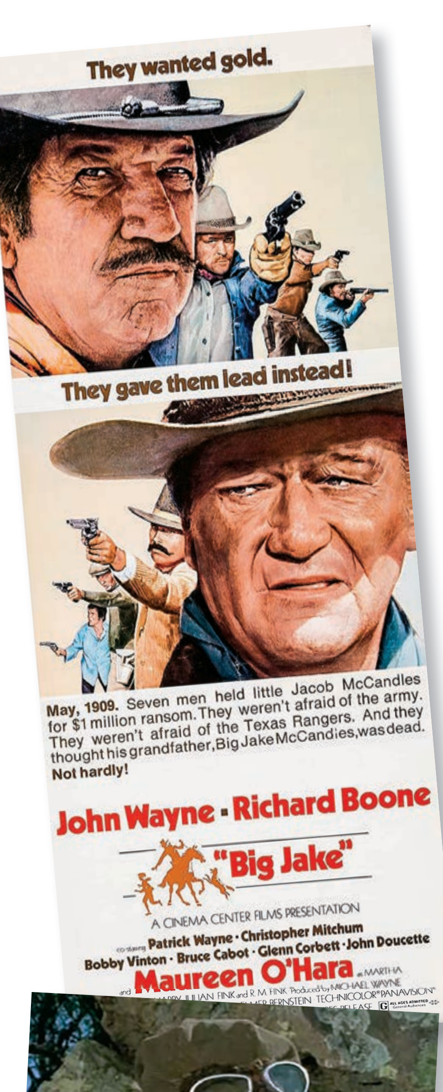
In 1970, Howard Hawks (left) directed Christopher Mitchum (right) opposite the young Mitchum's mentor John Wayne (center) in *Rio Lobo*. Earlier that year, while Mitchum was working on the set of *Chisum*, Wayne suggested he meet Hawks, who cast him in *Rio Lobo* as Confederate Sgt. Tuscarora Phillips.

Courtesy National General Pictures

"Dad started acting just about the time I was born, in 1943," Christopher Mitchum recalls. "His first 14 films, he was uncredited; he was a bad guy in *Hopalong Cassidy* movies. Then William Boyd gave him a break, his first line, in *Hoppy Serves a Writ*. He took off from there." While Robert Mitchum's older son Jim had a film career that was blessed and cursed by his startling resemblance to his father, Christopher Mitchum, with blond hair in a bowl cut, had a look distinctly his own.

He grew up at the studios. "Dad'd take us to the set, but he'd usually drop me off in the prop room. I'd be playing with five-foot-long remote-control battleships, and King Kong and things like that. I just thought he worked in a great toy shop."

When did Christopher decide to become an actor? "I didn't. I was planning on teaching and writing." While completing his degree at the

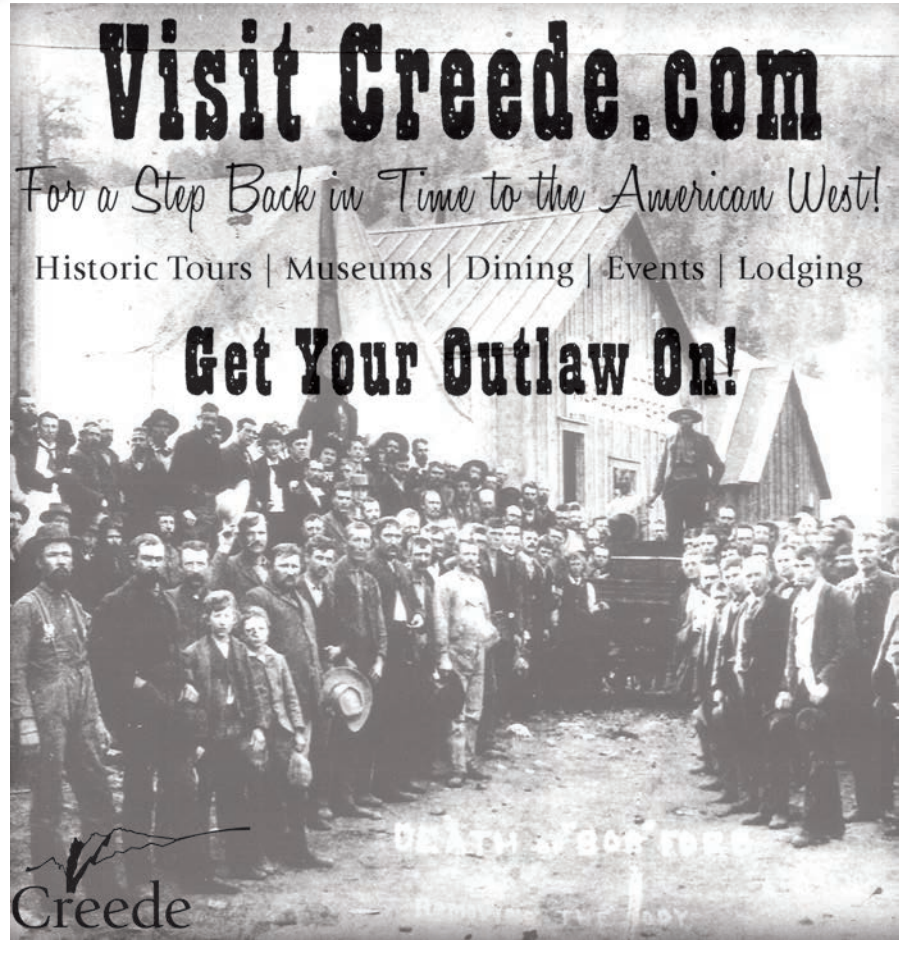


Christopher Mitchum (above) played motorcycle-riding Michael McCandles, son of John Wayne's Big Jake McCandles in the popular 1971 ensemble Western, *Big Jake*. Little did Mitchum know that it would be the last film he'd make with Duke Wayne.

Courtesy National General Pictures

University of Arizona, he and his wife worked at Old Tucson, "as extras, for $13.80 a day and a free lunch."

"I ended up as a gopher," on his father's film, *Young Billy Young*, and played his father's murdered son in flashbacks. On *Bigfoot*, "I was second assistant director. They lost their



In *Chisum* (1970), the first film Christopher Mitchum made with John Wayne, the young Western star was cast in the minor role of outlaw Tom O'Folliard (center) opposite Geoffrey Deuel's Billy the Kid and Ron Soble's Charley Bowdre.

Courtesy Warner Bros.

lead; Jody McCrea, Joel's son, wanted $5,000 a week. They said, 'We only have $500. Do you wanna play the part?' I said, 'Sure! I'm making $150 week as second AD.' Then I was working in accounting on *Suppose They Gave a War and Nobody Came?* The director told me, 'We have a part for a hippie GI; you'd be perfect. Wanna do it?" Like it or not, Mitchum was an actor.

Mitchum's big break came when he was cast in John Wayne's *Chisum*, as wingman to Geoff Duel's Billy the Kid. "One day, Duke's sitting back, watching the scene. After, Duke comes up, slaps me on the thigh, and says, 'Yuh know, you should have played Billy the Kid. Howard Hawks is coming down to talk to me about my next film. I'll introduce you.'"

The film was *Rio Lobo*, "And that's probably the job that turned me. Working with Howard Hawks, he really instilled in me a love for being in front of the camera." In *Big Jake*, Mitchum had an even bigger role, as one of Wayne's sons. "I enjoyed that at the end of the movie, everybody else had a bullet wound. I'm the only one not bleeding."

From there he flew to Spain, costarring with Karl Malden and Olivia Hussey in the crime thriller *Summertime Killer*. But when he returned home, he says he "didn't get an interview for 11 months." When he finally did, the casting director for Steelyard Blues recognized him. "She said, 'You starred with John Wayne. I can't interview you.' Flat out told me I was blackballed." His problems were not just one-sided. During an appearance on *The Tonight Show*, following

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In 1976, Christopher Mitchum costarred as Hal Brickman with Michael Parks as Noel Nye and leading man Charlton Heston as Sam Burgade in *The Last Hard Men*. Adapted from the Brian Garfield novel *Gun Down*, the big-budget Western was filmed entirely on location in Arizona.

Courtesy Twentieth Century Fox

John Wayne, Mitchum told Johnny Carson he'd been campaigning for an anti-pollution bill. "Duke jumped all over me. He couldn't grasp that a conservative could want clean water, too. He'd signed me to a five-picture contract, but basically never spoke to me again.

"Fortunately, *Summertime Killer* was the biggest grossing film in Spain's history. I lived there for three years; worked in Spain, Portugal, Italy, France. Then Thailand, India. I ended up starring in 60 films in 14 different countries."

After his exile, Mitchum's next stateside film was another Western, 1976's *The Last Hard Men*, starring with friend Charlton Heston, and reunited with *Chisum* director Andrew V. McLaglen. Mitchum worked pretty steadily after his return, but hadn't done another Western until 1993, when he got a call from Kevin Jarre, who had written, and was to direct, *Tombstone*, and was a fan of *The Last Hard Men*. "He said, 'We just hired Chuck Heston. I'd love to see you two together again.' It was the most beautiful

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Christopher Mitchum's first Spanish Western was *Bloody Sun*, which was filmed in Almeria, Andalucia, Spain, in 1974. He starred in the leading role of Jonathan opposite French actress Claudine Auger's Consuelo and Spanish actor Aldo Sambrell's Oruro.

Courtesy Asbrell Productions

script I've ever read in my entire life." Sadly, Jarre was fired, and Mitchum's footage cut to one line. "The producers set Kevin up to fire him, because he was a first-time director."

Today, Mitchum happily attends events, often with Patrick Wayne and other family members, including the opening of The John Wayne Experience in Fort Worth, Texas, and the John Wayne Birthplace Museum in Winterset, Iowa. "Anything I can do to help Duke's legacy, I'm delighted to do it, because he helped me so much."

Courtesy MGM

Now, at age 78, he hasn't given up on acting. "If somebody says, we remember your work and we'd like to put you in our film, I'd do it in a New York minute. I grew up in the era when you sit and talk for an hour with Howard Hawks. I just can't go through that process of putting together a video and sending it out and being rejected by people I've never heard of."

BLU-RAY REVIEW

THE NAKED SPUR

(Warner Brothers Archive Collection – Blu-ray $21.99) James Stewart is the humorless, desperate bounty hunter bringing conniving but much more likable killer Robert Ryan back to Abilene to hang. Millard Mitchell is the prospector Stewart all but forces to help him. Ralph Meeker is the former Army officer, discharged for raping an Indian, who forces his way into the bargain. And an unglamorized but lovely Janet Leigh is Ryan's charge. Of the five excellent Anthony Mann-directed James Stewart Westerns, *Naked Spur* may be the toughest, and is surely the most stripped-down, with only five characters. Shot in Colorado's snow-covered Rocky Mountains, it may also be the most beautiful.

Henry C. Parke, Western Movies Editor for *True West*, is a screenwriter, and blogs at *HenrysWesternRoundup.blogspot.com*. His book of interviews, *Indians and Cowboys*, will be published later this year.

BY PETER CORBETT

Leavenworth, Kansas

The First City of the Sunflower State celebrates its Western heritage.

Leavenworth is known as the First City of Kansas, but its importance in settling the West transcends that provincial title.

The town was founded in 1854, 27 years after Col. Henry Leavenworth led a garrison of soldiers from Jefferson Barracks, Missouri, to a site overlooking the Missouri River northwest of present-day Kansas City. There he established Cantonment Leavenworth in 1827, later called Fort Leavenworth, to protect the Western trade routes from Plains Indians and caravans traveling on the Santa Fe and Oregon trails.

Fort Leavenworth, still operating after 195 years, has been described as the "most significant military post in the Trans-Mississippi West" and the "Post that opened the West."

Colonel Leavenworth, after defeating the Pawnee Indians in a brutal campaign, was named a brigadier general, but word of that promotion never reached him before his death in 1834. That was two decades before his namesake town was established south of the fort. Leavenworth City, as it was initially known, was established amid bitter conflict over Kansas and Nebraska entering the Union as slave or free states.

Today, Leavenworth is known nationally for its fort, the oldest west of the Mississippi, and the federal penitentiary, which incarcerated notorious criminals George "Machine Gun" Kelly, George "Bugs" Moran and Robert Stroud, better known as the Birdman of Alcatraz, who had an aviary at Leavenworth before he was transferred to Alcatraz.

The military prison, nicknamed The Castle, opened in 1875 and operated until 2002, when a new facility opened. Its prisoners built the first federal penitentiary between 1897 and 1920. Prison guards would march 300 inmates three miles to the prison construction site to build the federal pen.

A visit to Leavenworth's world-class Fort Leavenworth Museum should include a walking tour of the beautiful grounds and the Buffalo Soldier Monument.

All Images Courtesy Kansas Tourism Unless Otherwise Noted

Leavenworth, Kansas, is named after Col. Henry Leavenworth, who founded Fort Leavenworth in 1827. The military hero's final resting spot is honored with a monument (center) in Fort Leavenworth's National Cemetery.

Monument Photo courtesy Kansas Tourism/ Inset Courtesy True West Archives

But today Leavenworth has more to offer than cell blocks and guard towers.

"Fort Leavenworth is considered a national treasure with historic sites and homes, a world-class museum, the nation's premiere Buffalo Soldier monument and breathtaking views overlooking the Missouri River," said Kristi Lee, Leavenworth tourism director.

A central historic district includes more than 100 homes and buildings from the late 19th and early 20th centuries. That includes the 1869 mansion of Fred Harvey, the entrepreneur who opened 50 Harvey House restaurants across the West to greatly improve dining for Santa Fe Railroad passengers.

Leavenworth's beautiful 1888 Union Pacific Railroad Depot was restored and repurposed as a community center and gymnasium in 1988.

The restored Great Western Manufacturing Company warehouse, built between 1860 and 1910, formerly made cast iron stoves for Western settlers. It had housed a saloon and craft brewery but those have closed.

The family home of railroad restaurant and hotel entrepreneur Fred Harvey is being restored into a museum in Leavenworth's historic homes district.

Two of Leavenworth's popular attractions are the Frontier Army Museum and the C.W. Parker Carousel Museum.

The Frontier Army Museum explains the opening of the Western frontier from 1804 to the early 20th century and Fort Leavenworth's role in that history. It preserves one of the finest collections of 19th-century military artifacts in the country, according to Lee.

That includes a vast collection of horse-drawn vehicles that were repaired and stored in the Fort Leavenworth wagon shop. It also has a World War I-era Jenny biplane,

The lighter side of life is celebrated at the C.W. Parker Carousel Museum near the Leavenworth Landing Park on the Missouri River. A centerpiece of the museum is a refurbished 1913 C.W. Parker carousel.

Charles Wallace Parker (1864-1932) moved his business from Abilene, Kansas, to Leavenworth in 1910, bringing 75 employees and a payroll of $3,000 per month. The Parker plant was affectionately known as the "Wooden Horse Ranch" for the business's finely carved equines.

Parker's company built as many as 1,000 carousels and other equipment for amusement parks and carnivals. Over the decades, he was tagged as the "Amusement King," Carousel King" and "Napoleon of Amusement Devices." Parker died in 1932, but his son Paul kept the business operating in Leavenworth until 1955.

The Buffalo Soldier Monument at Fort Leavenworth recognizes the contribuions of the Army's 9th and 10th Cavalry and 24th and 25th Infantry. The Black regiments were formed in 1866, including the 10th Cavalry at Fort Leavenworth. The monument, dedicated by Gen. Colin Powell in 1992, includes a 13-foot bronze of a Buffalo Soldier on a charging horse created by Texas sculptor Eddie Dixon.

Fort Leavenworth is restricting visitation because of the Covid-19 pandemic. Until further notice, only visitors with legitimate business are allowed on the base.

The C.W. Parker Carousel Museum is a unique attraction in Leavenworth and is located conveniently close to the popular Leavenworth Landing Park.

Fort Leavenworth is also the site of one of 14 national cemeteries created in 1862. The remains of eight Medal of Honor winners are interred at Fort Leavenworth National Cemetery.

A 12-foot granite marker decorated with an eagle marks the grave of Brig. Gen. Henry Leavenworth.

Peter Corbett moved West to Flagstaff in 1974 to attend Northern Arizona University, where he studied English and American Studies. He's been exploring Arizona and the West since then and had a 35-year career in Arizona journalism.

WHERE HISTORY MEETS THE HIGHWAY

Historic Downtown Leavenworth

Courtesy Kansas Tourism

FIRST STOP
Leavenworth Visitor Center, 100 N. Fifth St.
VisitLeavenworthKS.com

RIDE A WOODEN HORSE
C.W. Parker Carousel Museum features a 1913 merry-go-round manufactured in Leavenworth.
KansasTravel.org

PAY YOUR RESPECTS
Brigadier Gen. Henry Leavenworth and eight Medal of Honor winners are buried at the Fort Leavenworth National Cemetery. *Cem.VA.gov*

OLD ROLLING WHEELS
See the Army's horse-drawn vehicles used to settle the West at the Frontier Army Museum.
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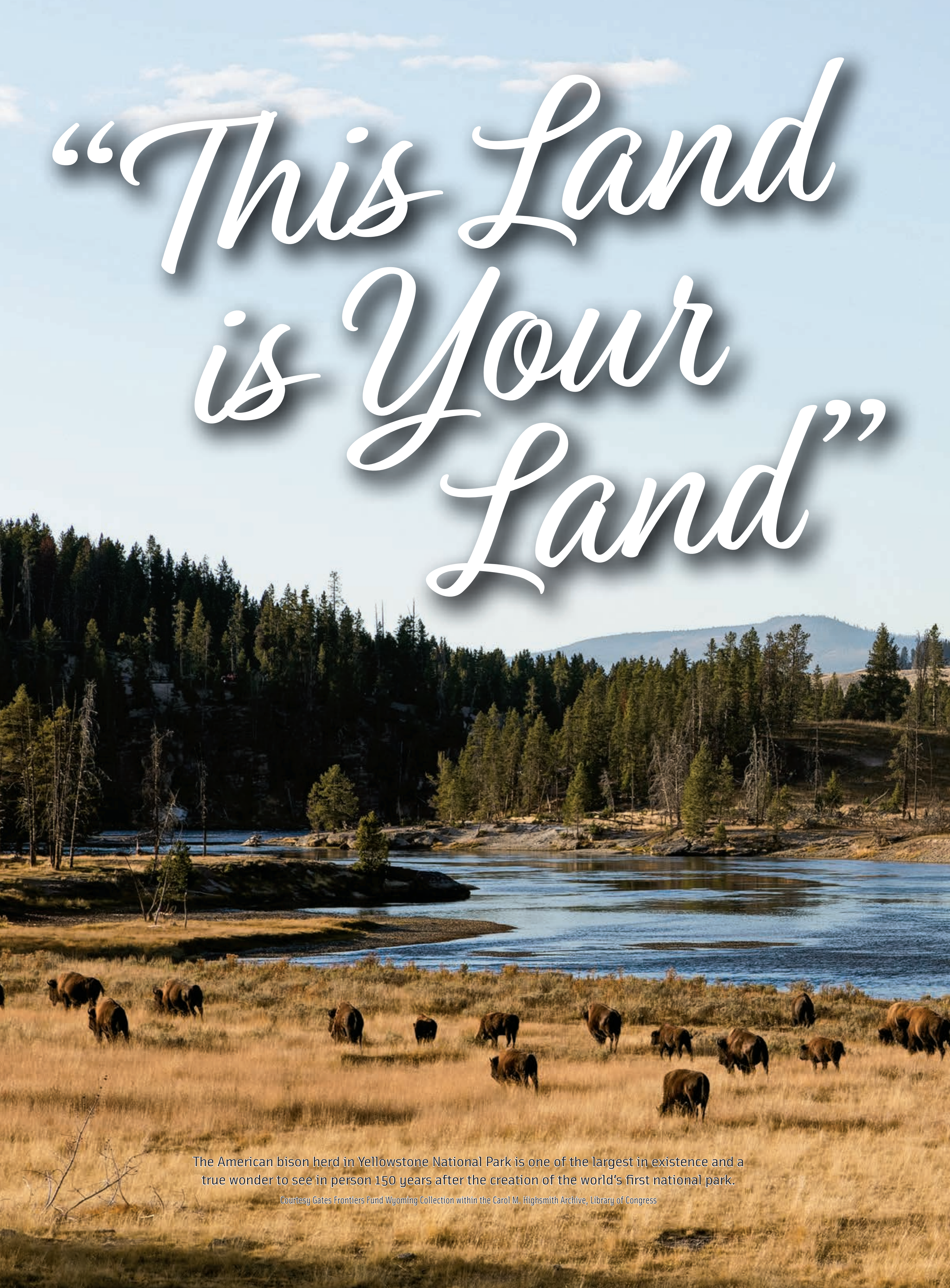

The American bison herd in Yellowstone National Park is one of the largest in existence and a true wonder to see in person 150 years after the creation of the world’s first national park.

Courtesy Gates Frontiers Fund Wyoming Collection within the Carol M. Highsmith Archive, Library of Congress

Pack your bags and saddle up. Adventures await across the American West.

Twenty years ago *True West* magazine launched its annual travel issue, and since then our writers—and readers—have traveled thousands of miles in search of the heart and heritage of the West.

From the Pacific Coast to the Mississippi River, from the desert sands of Arizona to the northern lights of Alaska, the vast lands, wonderful places and diverse people of the Western United States will enthrall your mind and inspire your soul.

In 2022, we have asked our writers to return to familiar and unfamiliar landscapes and communities to share with us new perspectives and fresh ideas on how to immerse in the local culture and heritage. We invite you to experience the wonders of small towns in Wyoming and the vast horizons between them; seek out the life and times of Quanah Parker in Texas and Oklahoma; discover the real and imagined history behind the novel and cinema adaptations of *True Grit* in Arkansas, Oklahoma and Colorado; seek out the trail of Wyatt Earp in Arizona; drive, walk and wonder along the Old Santa Fe Trail in Kansas; and discover some of the most welcoming towns and loneliest highways in Nevada.

So, what are you waiting for? As Woody Guthrie's famous song "This Land is Your Land" reminds us all, America's wondrous West from "the redwood forest to the Gulf Stream waters" awaits your discovery and "was made for you and me."

—Stuart Rosebrook

An Arizona Adventure

The historic Palace Restaurant and Saloon on Montezuma Street is front and center during the annual 4th of July Frontier Days parade.

Courtesy Stuart Rosebrook

The Earp brothers' trail from Prescott to Tombstone is a treasure trove of historic sites.

BY PETER CORBETT

Wyatt Earp, his lawmen brothers and Doc Holliday are best known for turbulent times in Tombstone. But we thought it would be fun to follow their path across Arizona from Prescott to Tombstone and across Cochise County north to Willcox. Buckle up for a road trip that's cushy, compared to an 1880 trek.

The Earp clan had a short stay in Prescott in 1879 before moving to Tombstone in late November. But they are well remembered today for their time in the Arizona Territorial capital.

Doc Holliday was on-and-off in Prescott

Wyatt Earp Doc Holliday Virgil Earp

True West Archives

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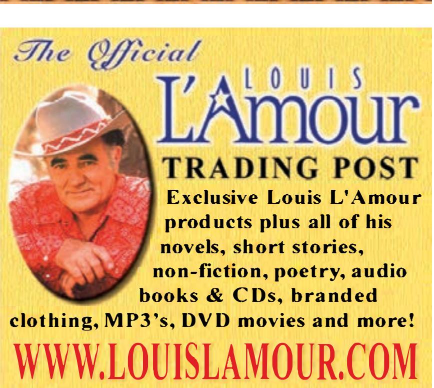


Prescott's World's Oldest Rodeo, June 28–July 4, celebrates the 50th anniversary of the local production and release of *Junior Bonner*.

Courtesy Stuart Rosebrook

between November 1879 and September 1880 before leaving to join the Earps in Tombstone.

Wyatt and Doc walked the streets of Prescott, including Whiskey Row, a string of Montezuma Street saloons. Although today's Palace Saloon was built after a 1900 fire, it has its roots in the 1874 Cabinet Saloon, a likely stop for the Prescott newcomers.

Visitors can learn about the Earps in Prescott at the Western Heritage Center and Sharlot Hall Museum.

The migration of the Earps and Holliday from Prescott to Tombstone took them through Phoenix, Tucson and Benson. Travelers can roughly follow their route across Arizona on today's paved highways. The Earps traveled in three wagons on the stage route out of Prescott and on to Tombstone.

Prescott to Phoenix

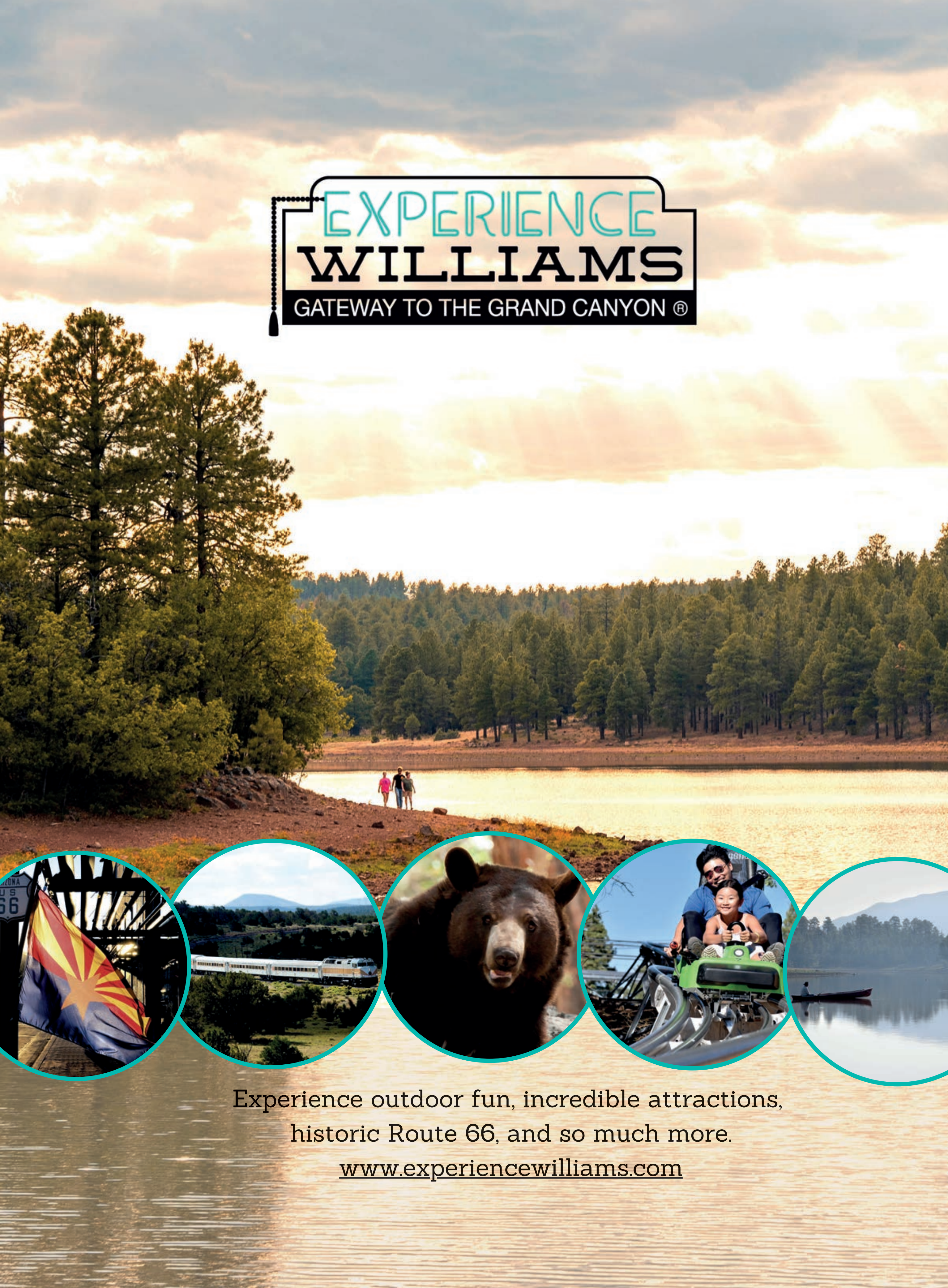
The road the Earps traveled cut southeast from Prescott through the nearby mining towns of Dewey, Humboldt and Mayer. Today, State Route 69 roughly covers the same ground for 50 miles from Prescott to Interstate 17 at Cordes Junction.

The old stage route heads south at Mayer, traveling west of I-17 to Bumble Bee and Black Canyon City. Adventurous travelers with back road maps can follow this route. It's unpaved, rocky in spots and not recommended during severe weather—rain, snow or extreme heat. A high-clearance vehicle is advisable.

The brutal stagecoach ride from Prescott to Phoenix took close to 30 hours. Highwaymen were known to rob the stage for its strongbox and pilfer passenger valuables. Delays were not

Freight wagon traffic was heavy on the roads between Prescott and Tombstone that the Earp brothers and Doc Holliday traveled on to the Cochise County mining camp.

Courtesy Dorothy McLaughlin.tif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Don't miss a pilgrimage to Wyatt and Doc's statue that marks the spot where they shot Frank Stilwell at the Tucson train station in 1882.

Courtesy Peter Corbett

A stagecoach tour of Tombstone is great way to learn the history of the legendary mining camp.

Courtesy Tombstone Courthouse State Historic Park

A side trip down the White Spar Route to Wickenburg

Wickenburg is a 60-mile drive south of Prescott on State Route 89 but drivers on a road trip would be hard-pressed to cover that distance in an hour. Don't try it.

The highway, once referred to as the White Spar Route, has murderous curves as it descends more than 3,300 feet from the Prescott pines to the desert.

Take your time. Enjoy the scenery. Stop at the Granite Mountain Hotshots Memorial State Park as you descend Yarnell Hill.

Once you reach Wickenburg, we recommend a visit to the Desert Caballeros Western Museum. It's staging an exhibit marking the 150th anniversary of Henry Wickenburg discovering gold and opening the Vulture Mine.

Tours of the Vulture City ghost town, south of Wickenburg, are offered daily.

If team roping is your jam, check out the schedules for local arenas.

For overnight visits, Wickenburg offers some of Arizona's best guest ranches—Kay El Bar Ranch, Flying E Ranch and Ranchos de los Caballeros.

uncommon at the Agua Fria River when storms or spring runoff flooded the low-water crossing.

Today, the drive to Phoenix on SR 69 and I-17 takes about 90 minutes as you descend from mile-high Prescott to the capital city at 1,135 feet. It's a scenic drive with wide-open high desert views and a wild ride down the steep incline into Black Canyon City where saguaros punctuate the desert terrain.

In modern Phoenix, there's virtually nothing left of the circa 1880 small town the Earps and Doc Holliday passed through.

Phoenix to Tucson

Travelers can follow I-17 to I-10 southeast to Tucson for a trip of just under two hours on a congested freeway. The alternative is U.S. 60 east through Mesa to Florence Junction and turning south on lightly traveled State Route 79. This leads to Florence and its well-preserved historic district and McFarland State Historic Park.

Don't miss the Tom Mix Memorial 17 miles south of Florence. This is where the silent movie star died in a horrific one-car crash on October 12, 1940.

The marker reads: "In memory of Tom Mix whose spirit left his body on this spot. And whose characterization and portrayals in life served to better fix memories of the old West in the minds of living men."

The scenic drive from Florence to Oracle Junction follows the Pinal Pioneer Parkway for 42 miles. The flora along the route is often thick with wildflowers from February into April if enough rainfall had soaked the desert.

On either route, head for the Tucson train depot downtown. On the track side, bronze statues of Wyatt Earp and Doc Holliday wielding long guns stand as if ready for a gunfight. This public art marks the March 20, 1882, slaying of Frank Stilwell, who Wyatt Earp believed killed his brother Morgan.

Wyatt with his brothers Virgil and Warren, Holliday and two other men were escorting Morgan's casket on the train to California and were tipped off that Stilwell was waiting for them in Tucson. Stilwell was outfoxed and paid the ultimate price. He was riddled with bullets as the westbound Southern Pacific train pulled out of the station.

The (Tucson) *Weekly Citizen* shared the news on March 26, 1882:

"A young man by name of Frank Stillwell (*sic*) aged about twenty-six years suddenly terminated his somewhat erratic career a little west of the depot last Monday by death from gunshot wounds..."

Stilwell's body was found at the railroad crossing west of Porter's Hotel. Both Porter's and the 1882 train depot are gone.

The current depot was built in 1907 and restored in 2004 to its 1940s look. It houses an Amtrak station, a restaurant and the Southern Arizona Transportation Museum.

Tucson to Benson and Tombstone

The route east covers 50 miles of I-10 to Benson, generally along the Butterfield Overland mail route established in 1858. There were 27 stagecoach stations across Arizona, and it took about four days to cross Arizona at an average speed of 4.5 miles per hour, according to the *Arizona Daily Star*.

Benson, a town of about 300 people in 1880, was the transfer spot for the stagecoach traveling to Tombstone and beyond. The New Mexico & Arizona Railroad in 1882 linked Benson with Fairbanks, south of Tombstone.

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Wide spot in the road: *Arizona*

The Benson Visitor Center is a good stop where one can learn more about railroad and Cochise County history. Bob Nilson, Benson's tourism supervisor and a local historian, is eager to share the stories of the region's outlaws. They include Pearl Hart, the female bandit who with accomplice Joe Boot robbed the Globe-Florence stagecoach in 1899. They were quickly captured near Benson.

The Benson to Tombstone drive takes 30 minutes. That same trip took hours on the stagecoach and was subject to holdups by desperados.

Upon arriving in Tombstone, visitors are advised to park their rigs, put on boots and be the cowgirl or cowboy they've always wanted to be. Take a stagecoach ride. Visit the O.K. Corral.

Don't be alarmed by mock gunfights on Allen Street. Grab a bite to eat or a drink at the Crystal Palace, Big Nose Kate's, Wyatt Earp's Oriental Saloon or Doc Holliday's Saloon.

We like Tombstone Courthouse State Historic Park for its sobering history of the violence that plagued the town in the 1880s.

Tombstone has its own special tombstone for founder Ed Schieffelin. He ignored warnings about prospecting in Apache country. Skeptics warned him he'd only find his own tombstone. Instead he discovered a rich vein of silver in 1877, and Tombstone was born.

The Schieffelin Memorial is about two miles from town. Take Allen Street northwest beyond the pavement and follow the signs.

Another side trip is a nine-mile jaunt on a paved county road to the former townsites of Charleston and Millville. Two mills were built there to process ore, relying on water from the San Pedro River. An 1887 earthquake leveled the towns' adobe buildings. There are few ruins left.

Along desolate State Route 80 about 40 miles north of Douglas is the Geronimo Surrender Monument in the middle of nowhere. The actual spot where Geronimo surrendered is in remote Skeleton Canyon southeast of this monument.

Good Eats & Sleeps:

Eats: Dinner Bell Cafe, Prescott; Los Dos Molinos, South Phoenix; El Charro, Tucson; Cafe Roka, Bisbee; Big Tex Bar-B-Que, Willcox

Sleeps: Hassayampa Hotel, Prescott; Hotel Congress, Tucson; Copper Queen Hotel, Bisbee; Gadsden Hotel, Douglas

The Geronimo Surrender Monument can be visited on Arizona State Route 80 11.3 miles southwest of Rodeo, New Mexico.

Courtesy Peter Corbett

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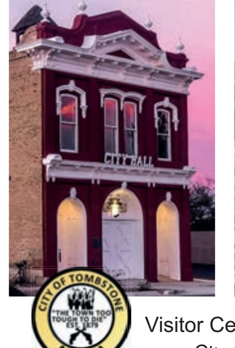

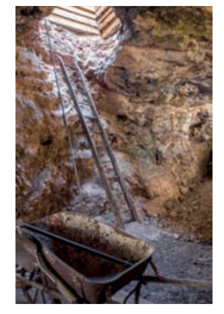

Visitor Center at 4th and Allen -- call (520) 457-3929
City information at: CityOfTombstoneAZ.gov

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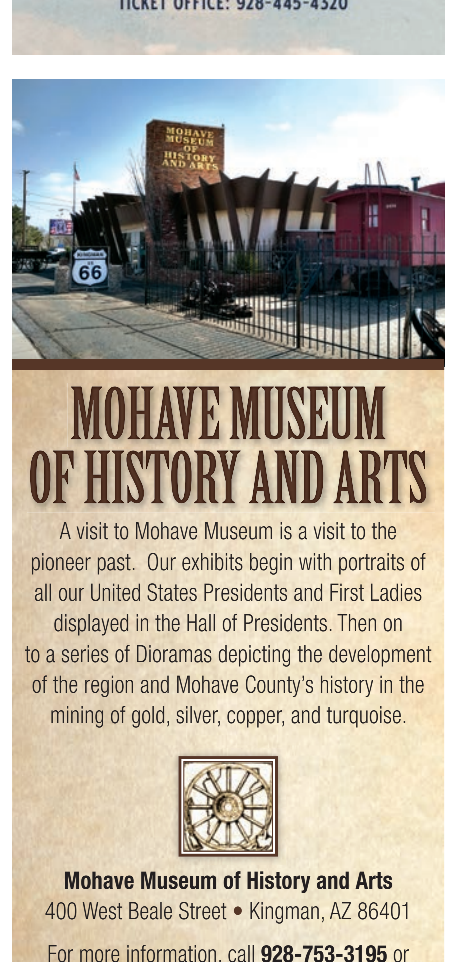

The historic and finely appointed Gadsden Hotel in Douglas, Arizona, opened its glorious doors in 1908.

Courtesy Peter Corbett

Tombstone to Bisbee and Douglas

Bisbee is 23 miles southeast of Tombstone on State Route 80, and it's another 28 miles to the border town of Douglas.

The "Queen of the Copper Camps," Bisbee has transformed itself from a mining town to a haven for artists and counterculture types. Tourism drives the economy with a collection of historic hotels, restaurants, bars, residences, galleries and shops scattered on steep slopes along Tombstone Canyon and into Brewery Gulch. Steep staircases and narrow alleys wind through the town.

Make reservations to take the Queen Mine underground tours and visit the open Lavender Pit to gain perspective on Bisbee's mining bonanza. The Lavender Pit alone produced 75 million tons of ore between 1954-70.

The 1902 Copper Queen is Bisbee's most notable hotel with 48 rooms. It's home to the requisite ghost tales and a spirited saloon and patio for the undead. We're also big fans of the Bisbee Coffee Co. and Cafe Roka, which is only open on weekends.

Down the road in Douglas is another historic hotel. The Gadsden opened in 1907 and was restored after a 1928 fire. The hotel has its own ghost stories and an apocryphal tale that Pancho Villa rode his horse into the lobby and chipped the marble stairway.

One of Douglas's hometown icons is Stan Jones. He is the Death Valley park ranger who had a second career in songwriting and Western movies after his song "Ghost Riders in the Sky" became a megahit in 1949. Vaughn Monroe's cover of "Ghost Riders" sold 1.8 million records over two months. Jones's career waned by the late 50s coinciding with the demise of Westerns.

He died in 1963 and is buried in the Julia Page Memorial Park southwest of Delores Avenue and Third Street. His ground-level tombstone is in the first quadrant at the northeast edge of the cemetery, north of the Garden of Devotion sign and about 30 feet east of the middle road.

Douglas is also the jumping-off point for visiting the Slaughter Ranch, once home of the legendary Cochise County lawman "Texas" John Slaughter, who presided in the late 1880s. Follow 15th Street east of town for 15 miles to reach the ranch. It's open for tours from 9:30 a.m. to 3:30 p.m. Tuesday to Saturday.

Douglas to Willcox

A final leg of the trip follows State Route 80 north to Rodeo, New Mexico, and connects with I-10 westbound to Willcox, Arizona.

This is the hometown of the late Rex Allen, the "Arizona Cowboy" who starred in 19 Westerns for Republic Pictures in the 1950s. His successful career as the last of the singing cowboys is chronicled in the excellent Rex Allen Museum & Willcox Cowboy Hall of Fame.

Finally, this is one more stop where the Earp brothers made their mark. Wyatt's youngest brother Warren lived in Willcox around 1900. He had been with his Earp brothers when they killed Frank Stillwell at Tucson in 1882.

Warren was shot and killed at the Headquarters Saloon in Willcox on July 6, 1900. That saloon burned down in 1940 and the replacement building is now the tasting room for Birds & Barrels Vineyard.

Warren Earp is buried in the Willcox Pioneer Cemetery. Ask at the museum for directions to his gravesite. Happy trails. ★

Peter Corbett moved West to Flagstaff in 1974 and earned a degree at Northern Arizona University in English, with an American Studies minor. He's been exploring the West since then after a career in Arizona journalism.

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- Photo courtesy of Arizona Office of Tourism -

Did You Know?

Kingman, AZ is the Turquoise Capital of the World

One of the largest suppliers of turquoise is sourced out of a mountain just west of town. Kingman was coined the Turquoise Capital of the World in a marketing stunt by Leonard Hardy, a man who produced and sold turquoise. Mr. Hardy (of L.W. Hardy Co) created the Turquoise Kings, a semi-professional softball team, as part of his campaign, and it stuck! The Mohave Museum of History & Arts has a collection of turquoise pieces crafted from Kingman turquoise.

White Cliffs Wagon Road, is one of a handful of trails where you can still see wagon tracks etched into stone. The trail was used to bring gold ore from the mines to the railroad in the late 1800s. The trail head to the wagon tracks is a short drive from Historic Downtown Kingman.

On April 1, 1924, the Chicago Cubs & Pittsburgh Pirates played a major league exhibition at the old Kingman ballpark, the only time in history that a Major League game was played in Kingman. That old ballpark is now the location of famed 1928 Locomotive #3759 which is directly across Route 66 from the Historic Powerhouse and Arizona Route 66 Museum. That ain't no April Fools joke! *Photo courtesy of the Mohave Museum of History & Arts*

Shaffer Fish Bowl Spring is located on Oatman Highway (Route 66) west of Kingman. A few stone steps lead up to a spring capture basin and it's quite a view over the valley below. Motorists used the spring to refill their radiators on hot Arizona road trips as far back as the 1920s. In a sense, it was a Radiator Spring. Oatman Highway, starting just 5 miles west of Kingman, AZ, is arguably the most famous remnant of Historic Route 66.

On the True Grit Trails

BY JOHNNY D. BOGGS

True Grit's Rooster Cogburn is fictional, but Bass Reeves (1838–1910) isn't. Born into slavery, Reeves served as a deputy marshal in Fort Smith and elsewhere. Reeves is honored with a monument at Ross Pendergraft Park on Garrison Avenue.

Image of Statue Courtesy Fort Smith CVB/Historic Reeves Image Courtesy True West Archives

While on the trail of the Arkansas locations Charles Portis wrote about in his novel *True Grit*, stop and relax in a historic WPA cabin in Mount Nebo State Park.

Courtesy Arkansas State Parks

Travel across Arkansas, Oklahoma and Colorado and discover the real and imagined locations of the iconic novel and 1969 film's locations.

People do not give it credence that a freelance writer would leave home on an assignment for a Western history magazine to follow the trail of a 14-year-old girl's quest for justice—since that girl, and her one-eyed deputy marshal friend, never really existed except in Charles Portis's imagination.

I will say this to travel writers: It does not happen every day.

While Arkansas has its own *True Grit* Trail (Arkansas 22 from Dardanelle to Fort Smith) and four Dardanelle high school students came up with a route to Oklahoma's Winding Stair Mountains for the Yell County Historical Society, I follow Rand McNally, Mattie Ross and Paramount Pictures.

And discover how much Portis got right.

In 1968, Simon & Schuster published *True Grit*, the 34-year-old ex-Arkansas newspaper journalist's second novel. Reviews were spectacular: "a small masterpiece of American humor" (Memphis, Tennessee's *Commercial Appeal*); "a new kind of Western, a horse opera with a difference" (*Newsday*); "as touching as it is irreverently amusing" (*New York Times*); and "speaks to every American who can read" (*Washington Post*).

In the novel, 14-year-old Mattie Ross's father is murdered in Fort Smith by hired hand Tom Chaney (*"There is trash for you,"* Mattie says). Mattie and Yarnell Poindexter, a Black hired hand, leave the Rosses' 480-acre farm in Yell County by train from Dardanelle to Fort Smith. So let's hit the trail.

The jail wagon was used at Fort Smith to transport prisoners from the jail to the new courthouse, which was built on Sixth Street in 1890. The city, fort and court were prominently featured in Portis's novel.

All Images by Johnny D. Boggs Unless Otherwise Noted/True Grit Cover Courtesy True West Archives

Arkansas

Had they traveled *"as the crow flies,"* Mattie says, they would have passed Mount Nebo (*"where we had a little summer house so Mama could get away from the mosquitoes"*) and Mount Magazine, *"the highest point in Arkansas."* (Yes, It's 2,753 feet above sea level.)

Cabins, including many built by in the 1930s, are available for rent at Mount Nebo State Park, which offers views of the Arkansas River Valley. Nebo became popular as a resort in 1889 when the Summit Park Hotel opened. It was not popular, however, with Cherokees, Choctaws, Creeks, Seminoles and Chickasaws, who passed Nebo on their forced removal from the Southeast to present-day Oklahoma. Farther west, what's now Mount Magazine State Park attracted French explorers and hunters in the 17th and 18th centuries and permanent settlers after the Civil War.

Fort Smith did not impress Mattie (*"all the windows need washing"*), but it has impressed many Western history buffs.

Established in 1872, the federal court for the Western District of Arkansas was first headquartered on the grounds of a military post, now part of Fort Smith National Historic Site. Barracks were turned into the courtroom (1875-89) for Judge Isaac Parker, who ruled the district from 1872 to 1896. The basement's mess halls became the jail, aptly named "Hell on the Border."

Mattie witnesses the hanging of three prisoners, performed by George Maledon, who dropped 60 of the 79— sometimes six at a time—during Parker's reign. The gallows,

Wide spot in the road: *Arkansas*

HOT SPRINGS NATIONAL PARK

This 5,500-acre park within the Hot Springs city limits features eight historic bathhouses on Bathhouse Row, but there's more than just geothermal spring water to this town. For *True Grit* fans, Rooster Cogburn rode with Frank James and Cole Younger, and in 1874 the James-Younger Gang robbed a stagecoach bound for Hot Springs from Malvern, about 20 miles southeast. "All the coach passengers were robbed," Charles Portis wrote for *The Atlantic* in 1999. "One, a G.R. Crump, of Memphis, got his watch and money back when Cole Younger learned that he had been a Confederate soldier—or so one story has it." In 1969, *True Grit*'s world premiere in Little Rock was a Democratic fundraiser, and Portis objected to such politicizing. The next day, Portis rented a theater in Hot Springs for his own premiere. Arkansas native Glen Campbell attended the Little Rock shindig. Portis got a standing ovation at Hot Springs, where proceeds went to the Arkansas Children's Colony. ***HotSprings.org***

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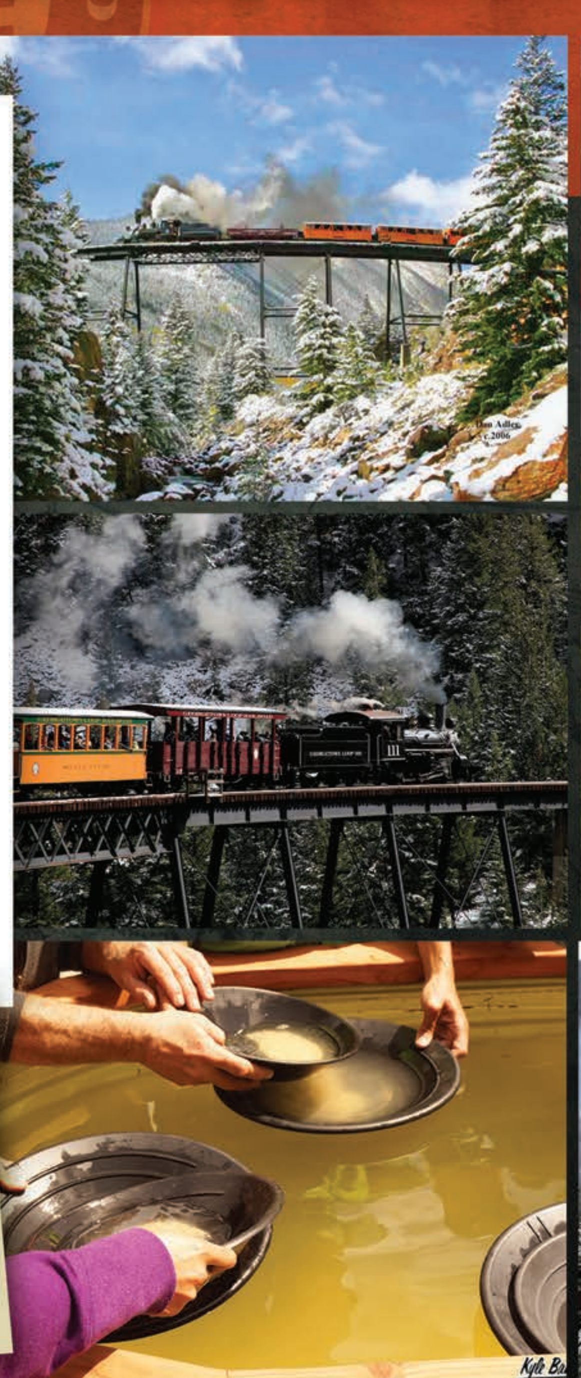

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If driving from Arkansas to Oklahoma on the *True Grit* trail, don't miss a chance to drive through the beautiful Winding Stair Mountains on the Talimena National Scenic Byway from Mena, Arkansas, to Talihina, Oklahoma.

Courtesy Travel Oklahoma

On the Oklahoma branch of the *True Grit* trail, Fort Gibson stands as a symbol of the Oklahoma's early history as the Indian Territory—and a location in Portis's novel.

Courtesy Carol M. Highsmith's America Project in the Carol M. Highsmith Archive, Library of Congress

now reconstructed, first went up in 1873, then were replaced in 1886.

Mattie hires drunken, one-eyed Deputy Marshal Reuben J. "Rooster" Cogburn to go after Chaney for a reward. That won't be easy because Chaney is riding with Lucky Ned Pepper's train-robbing gang. A Texas Ranger named LaBeouf, seeking Chaney for another murder, joins up. They ferry across the Arkansas River and enter Indian Territory on the Fort Gibson Road – *"if you could call it a road."*

Oklahoma

Mattie wasn't the only person who complained about the 208-mile road from Little Rock to Fort Gibson. Vinita's *Weekly Chieftain* opined in 1888 that "to call the Fort Gibson road a stage road is a misnomer. The roads of our nation are but a standing shame and disgrace…."

The posse skirts through the San Bois Mountains (check out Robbers Cave State Park north of Wilburton) and captures Emmett Quincey and Moon, unfortunately for those soon-dead outlaws, while Pepper's boys are robbing the Katy "Flyer" at Wagoner's Switch. Wagoner (Wagoner City Historical Museum) started where the Katy—aka Missouri, Kansas and Texas Railway—and Kansas and Arkansas Valley Railway's tracks crossed. The "Flyer," however, didn't start running until 1893, rushing travelers to Chicago's "world's fair."

Our heroes travel on to *"McAlester's Store on the M.K. and T. Railroad Tracks."* In what's now

McAlester, James J. McAlester opened a store in 1869 on the Texas Road before the Katy ran a line nearby in 1872. By 1886, Muskogee's *Indian Record* called McAlester's "doubtless the largest store building in the Indian Territory."

From McAlester's, the trio turns east for the Winding Stair Mountains, where today the Talimena National Scenic Byway runs 54 miles from Talihina, Oklahoma, to Mena, Arkansas. Justice/revenge comes in Homeric fashion, La Boeuf gets a headache, and Cogburn saves Mattie's life, though her right arm is amputated.

Wide spot in the road:

Federal deputy marshals did not provide all the law in Indian Territory in the 1800s. Tribes had their own courts, and on state Highway 3 near Ringold, Oklahoma, a historical marker salutes the Alikchi Court Ground, which served the Choctaw Nation's Apukshunnubbee District from 1838 until 1906. The last legal execution under tribal law was carried out there on July 13, 1899, when Sheriff Tom Watson shot to death convicted murderer William Goings. Goings said he was innocent till the very end. The Oklahoma Historical Market erected the marker in 1995. ***VisitMcCurtainCounty.com***

Good Eats & Sleeps:

Eats: What About Bob's Restaurant, McAlester, OK

Sleeps: Hootie Creek Guest House, Talihina, OK

Epilogue

In the final pages, Mattie travels to Memphis, Tennessee, in 1903, hoping to see Rooster, who is appearing in a Wild West show headlined by Cole Younger and Frank James. Alas, she learns that Rooster died in Jonesboro, Arkansas, a few days earlier.

On May 13, 1903, in Jonesboro (Arkansas State University Museum), "fully 10,000 people" caught the Cole Younger and Frank James Historical Wild West for two performances. "It was pronounced generally as a 'fake,' a newspaper correspondent observed, "and an imposition upon the people." The troupe hit Memphis on May 25, where, the *Commercial Appeal* noted, spectators "got over the disappointment in not seeing Frank James and Cole Younger hold up a train or blow a safe."

Mattie reburies Rooster on the family plot near Dardanelle (Lake Dardanelle State Park), where Mattie's adventure begins and ends.

The 1969 Film's Trail

"*True Grit* is good enough for me, it is good enough for you," Charles Elliott wrote for *Life* magazine in 1968, "and if it isn't good enough for some movie company then the free enterprise system really is going to hell."

Free enterprise was fine. Portis reportedly earned $300,000 for movie rights. Directed by Henry Hathaway from a screenplay by Marguerite Roberts—blacklisted in 1951 for refusing to cooperate with the House Un-American Activities

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In 1969, the *True Grit* production company used locations for the movie in the town of Ridgway, Ridgway Valley and across the Uncompahgre National Forest.

Ridgway Photo Courtesy Gates Frontiers Fund Colorado Collection within the Carol M. Highsmith Archive, Library of Congress/ "True Grit" Still Courtesy Paramount Studios

Committee—*True Grit* was released in 1969 and won John Wayne, as Rooster, his only Academy Award. Kim Darby played Mattie, and Glen Campbell tried to play La Boeuf. Instead of Arkansas-Oklahoma, the production headed to Colorado's Rockies for location filming, even though, as *The Ouray County Herald* reported, "this region doesn't resemble either Arkansas or Oklahoma."

Set construction began in August 1968, with principal photography starting the following month.

"Signs at one of the more centrally located motels said, 'Welcome, Paramount Pictures,'" Nancy Sparks wrote for *The Wichita* (Kansas) *Eagle* in October 1968. "The sign at our motel said, 'Background music, shuffleboard, and dial telephones.' Clearly it wasn't John Wayne's headquarters."

The livery stable and gallows went up at Ridgway's Hartwell Park, while across Lena Street a courthouse façade was erected, and buildings were turned into a saloon and grocery. The jail wagon that brings in Rooster's prisoners is displayed at the Ouray County Ranch History Museum, formerly a railroad depot. Other film sites are in town. Visit Ridgway's Visitors Center for details.

Wide spot in the road: Colorado

Called the "Flagship of the San Juans," the Beaumont Hotel & Spa opened in Ouray, Colorado, in 1886. Its guests have included Presidents Theodore Roosevelt and Herbert Hoover.

DURANGO & SILVERTON NARROW GAUGE RAILROAD

Before *True Grit* crews arrived in 1968, Colorado had recently been visited by another movie production—for *Butch Cassidy and the Sundance Kid.* The Durango & Silverton Narrow Gauge Railroad was used for train-robbery scenes. The railroad linked the two towns in 1882, but Hollywood arrived after the mining heyday for films including 1950's *Ticket to Tomahawk*, 1952's *Denver & Rio Grande* (in which two locomotives collide head-on, not CGI) and 1957's *Night Passage* (1957). Locomotives from the 1920s continue to pull rolling stock today for tourists. Overnight packages are available with accommodations at Silverton's Grand Imperial Hotel. ***DurangoTrain.com***

Good Eats & Sleeps:

Eats: True Grit Café, Ridgway, CO

Sleeps: Beaumont Hotel & Spa, Ouray, CO

Outside of Ridgway, the Ross place is off Last Dollar Road, the ruins of McAlester's store on County Road 60X, and you can recognize the site of Rooster's shootout with Ned Pepper's bunch at Debbie's Meadow near Owl Creek Pass's summit.

For the actual courthouse exteriors and the interior staircase where Mattie accosts Rooster, drive to Ouray (Ouray County Museum). The courthouse is at Fourth Street and Sixth Avenue. The snake pit that almost dooms Mattie is on private property off Camp Bird Road, while the ferry scenes are underwater at Blue Mesa Reservoir between Montrose and Gunnison.

You don't have to be a *True Grit* fan, however, to appreciate this area's history.

This ends my true account of how I followed a fictional trail—actually, two trails—when regular unleaded was $2.79 a gallon.

Johnny D. Boggs is a longtime admirer of Charles Portis's *True Grit*, but he thinks *Norwood* and *The Dog of the South* are funnier.

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U.S. Highway 50 in Nevada leads to border-to-border, scenic adventures from Utah to California along the National Historic Pony Express Trail.

Courtesy TravelNevada

Adventures await across the Silver State for the visitor who loves small towns and history.

BY STUART ROSEBROOK

Growing up in Southern California, I spent a great deal of time traveling with my family across the Mojave Desert to Arizona to visit family in Phoenix and tour the Grand Canyon State. I admit I have been to more places in the 48th state than any other, even though California is my home state, but in the last few years I have discovered a state that I want to explore from end to end and return to on a regular basis: Nevada.

That's right, the Silver State, well known for the Loneliest Highway in America (U.S. 50), the historic Comstock region of Virginia City, and the bright lights of Las Vegas and Reno, all of which are great reasons to visit Nevada. U.S. 50 can be driven in a day between Utah and California, but if you do that, you will miss the chance to visit the historic towns of Ely, Eureka, Austin and Fallon, let alone Great Basin National

The Silver State is home to some of the largest and wildest cattle ranches, and the intrepid traveler will spot Nevada buckaroos working cattle in nearly every corner of rangeland open to grazing.

Courtesy TravelNevada

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When on a tour of eastern Nevada on U.S. Highway 93, schedule time to visit the Great Basin National Park, home to the state's second-highest mountain, 13,065-foot Wheeler Peak.

Park and side trips to historic sites and unforgettable ghost towns. My point is, slow down, take your time, and if you can't do it all in one trip, plan on going back and visiting one or more regions each time you return.

And if you love the outdoors, skiing, fishing, hiking, hunting, birding, geo-caching or off-roading, make sure and go prepared because Nevada is an adventure waiting to happen.

Driving Nevada

Recently I completed what I call a circumnavigation of the Silver State, with my only regret being that I did not have a month to do it. Nonetheless, I enjoyed every mile of the road trip which began and ended crossing The Mike O'Callaghan–Pat Tillman Memorial Bridge over the Colorado River at Hoover Dam on the Nevada-Arizona border. I saw hundreds of miles of some of the most beautifully snow-covered peaks, endless desert valleys, lost cell-service for 150 miles and enjoyed the hospitality of small towns and big cities, east to west and north to south across the state. And I can't wait to go back.

So where should you start when planning an Old West heritage trip to Nevada?

In many ways, it depends on how you plan to arrive in the Great Basin state—by car or plane—and from which direction. Nevada is served by two major airports in Las Vegas and Reno; one interstate, I-80 across the northern tier of the state' four historic U.S. Highways, 93, 95, 6 and 50; and dozens of state and county roads that travel deep in and out of the hinterlands of Nevada's deserts, valleys and

Tired of staying in a traditional hotel while traveling across the West? If so, choose the Caboose Experience (above) or the Bunkhouse at the Nevada Northern Railway Museum's East Ely Yard.

Photo by Ben Kuhns, Courtesy NNRY

mountains. And, of course, major parts of the state are controlled by the U.S. military and will never be accessible to the public—no matter the route.

Your Nevada adventure should be determined first by how many days you have for your vacation, how you will arrive and if it is a round or through trip. Just know that even a long weekend while enjoying the bright lights of Las Vegas can include a tour of cultural heritage sites such as the Nevada State Museum and Old Las Vegas Mormon Fort, or in the Lake Tahoe-Reno area, don't miss the Nevada State Railroad Museum and State Museum-Carson City.

The Northern Nevada Railway's Be an Engineer program—on either steam or diesel locomotives— is one of the most unique in the country and sure to provide an experience of a lifetime for historic railroad aficionados.

Photo by Ben Kuhns, Courtesy NNRY

Ely

The first time you arrive in the mountain railroad town of Ely you will be completely surprised by how beautiful the surrounding mountains are—especially in winter. U.S. 93 winds up a mountain grade and then drops into the town of Ely (if you are coming from the south via Las Vegas). It is nestled in Steptoe Valley, a basin that extends for nearly 100 miles along the highway in eastern Nevada. Many first-time visitors will schedule a tour of the Northern Nevada Railway Museum (see Jana Bommerbach's Old West Saviors column on page 18) and book a ride on the steam- or diesel-driven heritage passenger train. I highly recommend the museum tour as well as a ticketed ride on the train and attending one of railroad's specialty events.

The historic downtown Hotel Nevada is walking distance from Ely's historic district,

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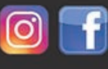

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The California Trail Center is an essential stop on a heritage tour of the Humboldt River Valley along I-80 in northern Nevada between Wells and Reno. The trail parallels the Central Pacific Railroad, built in the late 1860s.

California Trail Center Courtesy TravelNevada/CPRR Photo Courtesy Library of Congress

but the mountain town also has good choices in national chains.

The most difficult choice to make after settling into Ely for a few days is which way to go from there. Head north to I-80 and the crossroads of Wells, go south on U.S. 6 to Tonopah (a good choice if on a tour of just southern Nevada), or west on U.S. 50 for a tour of the historic towns along the National Historic Pony Express Trail to the Nevada-California line. For those who are returning to Utah, a right turn out of Ely on U.S. 50/6 will take you to Baker, Nevada, and the Great Basin National Park before crossing a nearly 100-mile stretch of the Great Basin Desert to Delta, Utah.

Elko

From Ely, the drive on I-93 to Wells is through some of the least populated areas of the state and cell service can be very spotty for many miles at a time. Gas up in Ely, as there are few stops along the way to Wells. Once to I-80, turn west to Elko, with the vast northern deserts of the state to the north and the Humboldt Mountains to the south. Thousands of California 49ers and emigrants followed this route west to California, while an equal number took it back east. Later, hard-working Chinese laborers built the Central Pacific Railroad lines across the unforgiving landscape. Even later, U.S. 40, known as "America's Main Street," was the first paved highway across Nevada, following the same basic pathway as the emigrant trail and railroad. Today, the interstate is an easy way to quickly get to Elko (less than 50 minutes) and its heritage-rich community. A side trip on Nevada 230 south to the crossroads of Nevada 229-227 will connect you to 227 to Elko past the Ruby Mountains and the quaint village of Lamoille. The side trip will add an hour to your drive, but if the weather is good and you have the time, why not? Just gas up and enjoy.

In Elko, book a room at a national motel chain or at the historic Star Hotel, which is walking distance from the railroad city's historic district. First and foremost, don't miss a tour of the Western Folklife Center, JM Capriola Co. Saddle Shop, home of Garcia Bits & Spurs. A short drive from downtown is the Northeastern Nevada Museum, one of the finest heritage sites in the region. You are in beef country, so enjoy a good steak at the Star Hotel restaurant.

Winnemucca

The town of Winnemucca was founded by the Central Pacific Railroad in 1868 at the site of Frenchman's Ford on the Humboldt Trail. Almost two hours west of Elko, the route retraces the original routes of the California Trail and the C.P.R.R's section of the first Transcontinental Railroad. The crossroads city is named after the well-respected local Paiute leader, is well-known for its annual Ranch Hand Rodeo every March, but is also home to the Humboldt Museum, with exhibits on archaeology, mining, emigrants, ranching and the region's Indigenous people. While northern Nevada's buckaroo culture is celebrated throughout much of the state, Winnemucca and the high plains of Nevada's deserts and mountain valleys also attracted sheep ranchers and Basque shepherds from Spain. As one of the nation's centers of Basque culture, Winnemucca hosts an annual Basque Festival, which in 2022 will be held June 11-12.

From Winnemucca drive west on I-80 to Reno, Carson City and the historically rich Comstock region of the state, or go north on U.S. 95, following the Winnemucca-to-the-Sea Highway to Medford, Oregon, and Crescent City, California. Many emigrants going to Oregon followed this southern route to the fertile farmlands of the Beaver State.

The Comstock

After the 1859 discovery of silver in the Comstock Lode became known across the

Travelers to Nevada who love rodeo will discover almost every town and city hosts a rodeo sometime during the calendar year, including Carlin Ranch Hand Rodeo held every August.

Courtesy TravelNevada

Wide spot in the road: *Nevada*

NORTHEASTERN NEVADA MUSEUM

Original art by Will James is reason enough to visit the museum but add to that the seasonal exhibitions of cowboy gear, wildlife and pioneer items, and it's a well-rounded place. The Bob Chow Collection showcases a unique display of firearms that were popular during the settlement of the West in the 19th century. ***MuseumElko.org***

Good Eats & Sleeps:

Eats: Cellblock Steakhouse, Ely; Garibaldi's, Elko; Bakaara, Basque Bistro, Winnemucca; Genoa Bar and Saloon, Genoa; Bucket of Blood Saloon, Virginia City; Tonopah Brewing Company, Tonopah

Sleeps: Hotel Nevada, Ely; The Star Hotel, Elko; Best Western, Winnemucca; White House Inn, Genoa; The Gold Hill Hotel, Virginia City; The Mizpah Hotel, Tonopah

Travel in Nevada allows the visitor to enjoy grand Western vistas between historic communities and unique locations like the Genoa Bar and Saloon, the oldest in the state.

Courtesy TravelNevada

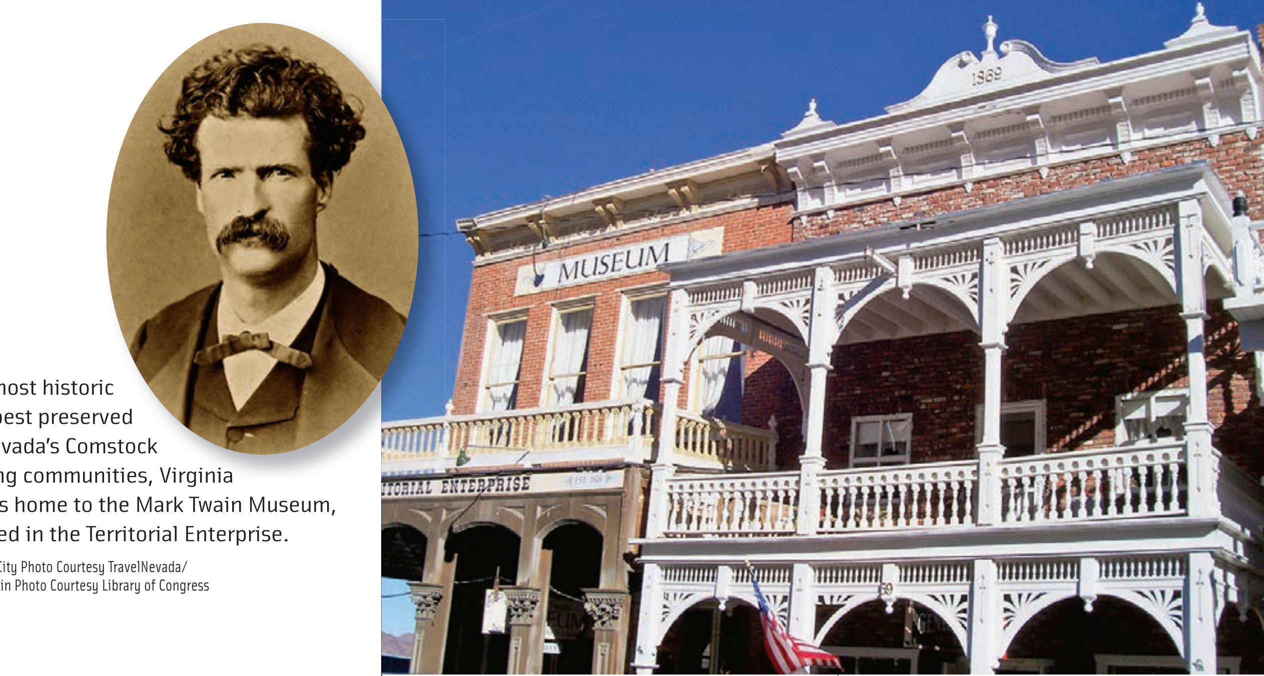
country miners poured into the region that would become home to the towns of Virginia City, Gold Hill, Silver City and Dayton. Not too far away Genoa, Reno and the capital city of Carson City began to develop. The region was once just known by fur trappers, 49ers, emigrants, trailblazers and transcontinental

EUREKA SENTINEL MUSEUM

Built in 1879, the building housed the Eureka Sentinel Newspaper. Eventually the building became a historical museum in 1982. Taking you back in time, the museum includes the original press room and equipment, mining room exhibit, school room in the early days, kitchen, and parlor with much much more.

Come take a historical tour!

10 N. Monroe St.•P.O. Box 82 Eureka, Nevada 89316•(775)237-5010



The most historic and best preserved of Nevada's Comstock mining communities, Virginia City is home to the Mark Twain Museum, housed in the Territorial Enterprise.

Virginia City Photo Courtesy TravelNevada/
Mark Twain Photo Courtesy Library of Congress

travelers going to and from the Pacific Coast and its goldfields.

Today, modern-day explorers can immerse themselves in Comstock history and stay at one of the many local hotels, which vary from Lake Tahoe Casino resorts to historic inns in Virginia City. Whatever your budget is for overnight accommodations, historic properties, museums and districts are ready to be explored. Don't miss at least a long weekend in Virginia City and a ride on the Virginia and Truckee Railroad between the National Historic Landmark and Carson City. When in Dayton, don't miss the Historical Society of Dayton Valley's museum and its great mining exhibits. While in the state's oldest town, Genoa, enjoy a drink at the state's oldest thirst parlor, the Genoa Bar, serving customers since 1853.

Tonopah

Anyone who has traveled across southwestern Nevada on U.S. 95 knows that between Las Vegas and Reno, Tonopah is a great place to stop and stay a few days to explore the historic mining region while relaxing at the elegantly restored Mizpah Hotel. Founded in 1907 after silver was discovered and the desert hillsides filled up with eager miners, today Tonopah maintains its Western heritage through the Tonopah Historic Mining Park, the Central Nevada Museum and its historic downtown district (don't miss a walk through the pioneer cemetery) anchored by the Mizpah and the recently restored Nevada State Bank & Trust building, now home to the Belvada Hotel. Both hotels were restored by owners Fred and Nancy Cline, who also happen to be the owners of the Tonopah Brewing Company and Cline Wines, which are proudly served at the Mizpah's restaurant. Enjoy a long weekend in the old mining town, relaxing, shopping and exploring the history of the area.

The two local mining museums should not be missed if you have an interest in local history and the boom years of Tonopah's silver and gold mines. Both museums have interior and outdoor displays, but you need to be prepared to hike at the Mining Park if you want to see all of it on foot. If not, sign up for one of the park's docent-led Polaris driven tours.

After Tonopah, if you are not on your way home, keep the road trip going by heading west on U.S. 95/6 to California's Sierra Nevada. Make sure you didn't forget your fishing gear, because the summer trout fishing is spectacular in Mammoth Lakes. Guaranteed, you will be making plans to return to the Silver State but you'll never forget to bring your camera, binoculars, hiking gear—or your dreams of wide open spaces!

Stuart Rosebrook is always ready for a road trip to the great state of Nevada.

Cross-country drivers love the long vistas and lonely stretches of blacktop of Nevada's U.S. 50, but when on a heritage tour of the Silver State, take your time and enjoy the cultural stops, including Fort Churchill State Park south of Silver Springs on Alt U.S. 95.

Courtesy TravelNevada

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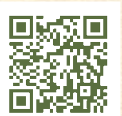

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Kansas's Santa Fe Trail

Great vistas of Kansas, Oklahoma, Colorado and the Cimarron River Valley can be seen from Point of Rocks in the Cimarron National Grasslands.

Courtesy Kansas Tourism

Traversing the Sunflower State from Leavenworth to Dodge City

BY MELODY GROVES

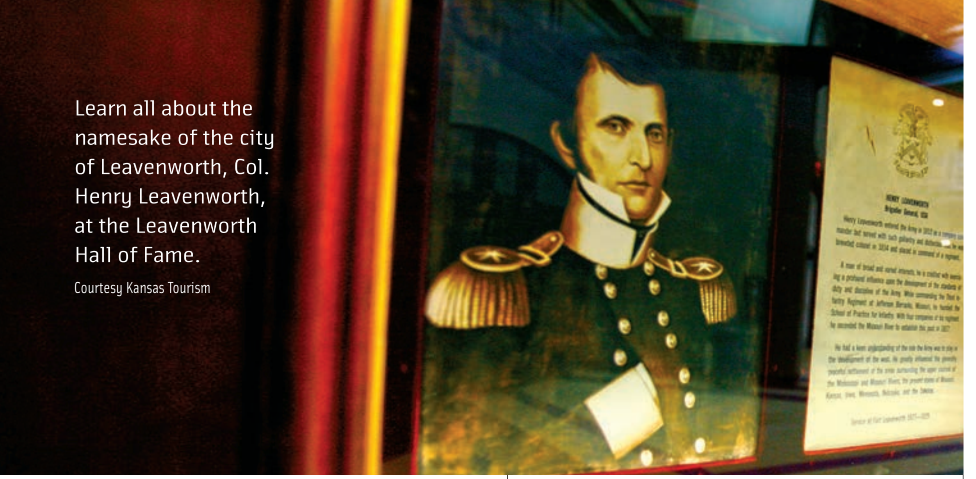
Discover Leavenworth's role in the development of the Santa Fe Trail in Kansas at the Frontier Military Museum at Fort Leavenworth.

Courtesy Kansas Tourism

Timing, as they say, is everything and that certainly proved true for Missouri trader William Becknell. Once Mexico gained its independence from France in 1821, Mexicans immediately opened the border for trade. Seeing opportunity, Becknell organized a trading party and headed west, unafraid of being jailed like many other traders before him. Becknell left Franklin, Missouri, in September 1821 with a small group of men and cargo and arrived in Santa Fe on November 16.

The Santa Fe Trail, first established by Indians, and then French traders around 1719, and later fur trappers, was a transportation route that opened the U.S. to foreign trade. Travelers faced dangerous plains; hot, waterless deserts; and steep, perilous mountains. Hot, dry summers gave way to bitterly cold winters. Fresh water was scarce, but the intrepid traders proved invincible. From 1821 until 1846, the Santa Fe Trail was a two-way international commercial highway used by Mexican and American traders, most of the trail lying in Mexican territory.

In 1846, when the Mexican-American War began, America's Army of the West followed the Santa Fe Trail to successfully invade Mexico. With the signing of the Treaty of Guadalupe Hidalgo in 1848, New Mexico and other territories were annexed by the U.S. The Santa Fe Trail became a national road connecting the more settled parts of the United States to the new Southwest territories. Trade reached as far south as Mexico City. Commercial freighting along the trail boomed to unimaginable levels, including considerable military freight hauled to supply the Southwestern forts. The trail was also used by stagecoach lines, thousands of gold-seekers heading to the California and Colorado goldfields, adventurers, missionaries, wealthy Mexican families and emigrants.



Learn all about the namesake of the city of Leavenworth, Col. Henry Leavenworth, at the Leavenworth Hall of Fame.

Courtesy Kansas Tourism

First City of Kansas: Leavenworth

In 1827, Colonel Henry Leavenworth founded the fort named for him on the Missouri River bluffs. This fort played an important role in keeping the peace among the various Indian tribes and the increasing number of settlers heading west. Founded as Kansas's first city in 1854, Leavenworth became known as the "jumping-off point" for the opening of the West. Santa Fe Trail travelers often started their adventures from Leavenworth.

History abounds in this historic city. The Fred Harvey House and Museum, currently under restoration (624 Olive St.), still offers group tours. Be sure to stroll through the historic district on the 5K History Walk which pinpoints over 130 locations, each building displaying information. The walk starts on Haymarket Square.

Offering homemade food in a train station that dates from 1887, The Depot, a National Landmark building, serves breakfast and lunch (781 Shawnee St.). Bailey's Irish Pub, housed in an old, remodeled carriage house, offers lunch and supper with food for every taste (312 N. 2nd St.)

Ever slept in a converted 1923 high school? Here's your chance. The Leavenworth Local features unique touches and architectural details. (913-675-3301; 600 Shawnee St.)

Lookout: Pawnee Rock

Pawnee Rock, an iconic landmark on the Santa Fe Trail, 16 miles east of Fort Larned and just north of the town of Pawnee Rock, served as a lookout point for American Indians as well as travelers. Traders, soldiers and emigrants who stopped there carved their names into the brown sandstone, some of which are still visible. (Stripping rocks for use as a roadbed in the 1870s, the railroad destroyed about half of the feature.) This sandstone citadel marked the halfway point on the Santa Fe Trail and was one of the most prominent landmarks on the long journey.

Guardians of the Santa Fe Trail: Fort Larned

Established to protect traffic along the Santa Fe Trail, Camp Alert in 1860 had a small garrison who remained constantly vigilant. Moving upstream to the Pawnee Fork in May 1860, it was renamed Fort Larned. Original sod and adobe structures were replaced with the sandstone buildings that make up the fort today. Designated a National Landmark in 1961, with nine original buildings still intact, Larned survives as one of the best-preserved forts. Fort Larned National Historic Site is open daily with free admission.

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The rough and rowdy cattle town known as Dodge City attracted all types of drifters, drovers and gunfighters who settled their differences violently. Re-enactors keep the town's heritage alive when they stand toe-to-toe.

Photo by Myke Groves

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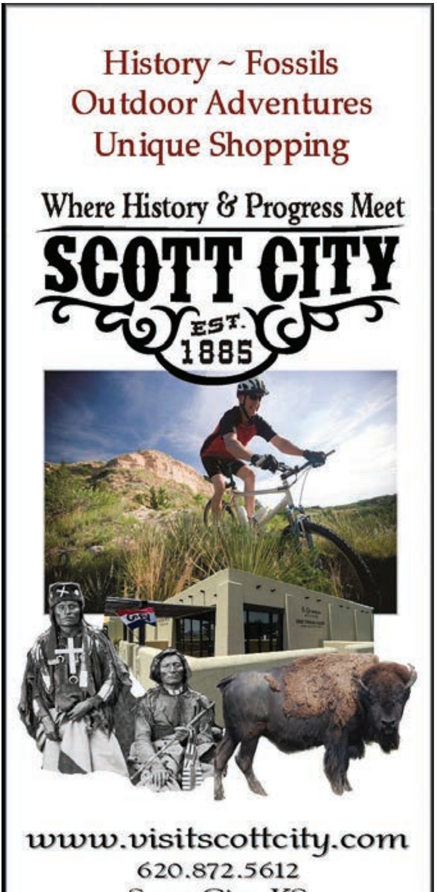

Visitors can take self-guided tours of Fort Dodge and visit the museum, open 1-4 daily, in a building erected in 1867 as a sandstone warehouse.

Photo by Myke Groves

Last Chance: Council Grove

In 1825, in the scenic east Kansas prairie known as Flint Hills, the Osage Tribe and U.S. government agents held a council, giving this settlement its name. With ample water and grass, and the last stand of hardwood timber between Missouri and Santa Fe, Council Grove grew into the foremost rendezvous point for thousands of wagon trains traveling the Santa Fe Trail.

Travelers who started from Fort Leavenworth, Kansas, or Independence, Missouri, would find no more civilizations west of Council Grove until reaching Bent's Fort, 410 miles farther. It was here, in Council Grove, the last semblance of civilization, one could buy supplies, oxen, firewood, and replenish water barrels.

Rich in tradition, this community retains many historic pioneer sites. Built in 1861, the Terwilliger Home was the last house Santa Fe traders passed as they traveled west. Today, it houses the Trail Days Café & Museum known for excellent food in an historic atmosphere.

The Hermit's Cave was the temporary home of an eccentric Italian priest, Giovanni Maria Augustini, who lived there in 1863. That fall, he left Council Grove and walked 500 miles on the trail with a wagon train until he left them in Las Vegas, New Mexico. The oldest commercial building in town, built in 1857, and now privately owned, is The Last Chance Store (502 W. Main St.). Located where the trail crossed the Neosho River, it offered final opportunities for freighters to buy supplies before heading west. Take in the scenery along The Neosho Riverwalk, a paved, scenic walking and bicycle trail along both sides of the river, from where you'll see the most documented river crossing on the Santa Fe Trail.

Eating and Sleeping

Known as one of Kansas's finest restaurants, the Hays House 1857 Restaurant & Tavern was built by Seth Hayes (Daniel Boone's great-grandson). Serving traditional favorites as well as specialties, it is the oldest continuously operated restaurant west of the Mississippi. (*HaysHouse.com*; closed Mondays.)

Following a long day of history-exploring, visitors can enjoy the Cottage House which offers a clean, soft bed. Beginning as a three-room blacksmith shop and cottage in 1867, today it offers 26 rooms, and 10 more in an adjacent motel. (*CottageHouseCGKS.com*; 25 N. Neosho St.).

The oldest remaining home along the Santa Fe Trail is the Bradford B&B Guest House (785-466-6588; 307 E. Main St.) built in 1860. Prairie Lodge Motel (*PrairieLodgeMotel.com*; 1219 Old U.S. Hwy 56) provides charming cabins near downtown.

From Dugouts to Buildings: Fort Dodge

With the Indian Wars heating up, in April 1865 the Army constructed Fort Dodge to assist Fort Larned in providing protection on the Santa Fe Trail. The first buildings were sod and adobe, and most troops lived in dugouts. When lumber arrived in 1866, the first wooden buildings were erected. At its greatest capacity, the fort boasted four companies of infantry.

In use for only 17 years, Fort Dodge was deeded to the State of Kansas for use as the

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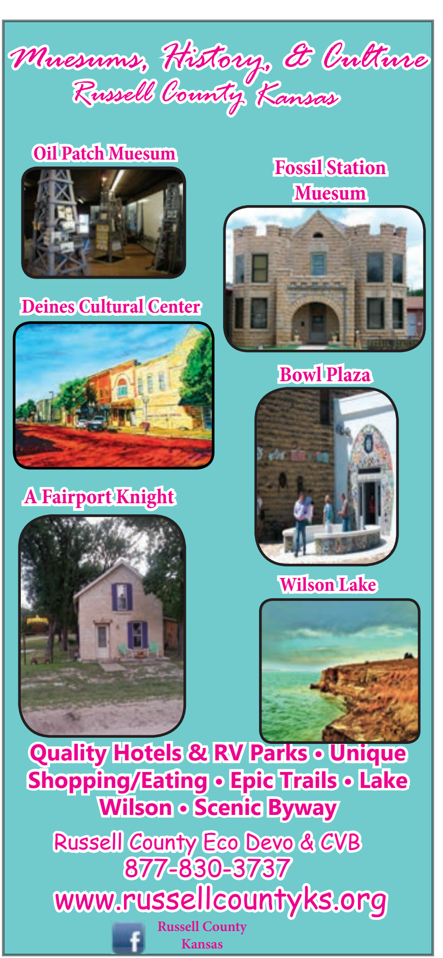


The Gen. U.S. Grant monument at Fort Leavenworth was dedicated in honor of his service to the Union on September 14, 1889.

Courtesy Kansas Tourism

Kansas State Soldiers Home in January 1890. When it opened, residents included veterans of the Mexican-American War, Indian campaigns and both sides from the Civil War. Today, it still serves as a retirement community and nursing facility for Kansas veterans. A museum and self-guided walking tour tell the fort's history. Many of the original buildings are still in use including the Sutler's Store and the Custer House, in which the famous General never lived but used it as an office. The grounds are open to the public.

"Get the Heck Into Dodge": Dodge City

Founded in 1872 five miles west of the fort, Dodge City immediately became a trade center for buffalo hunters and travelers. In 1875, Texas Longhorn cattle were driven into town to the new railhead. Cowboys from those drives helped establish Dodge City's reputation as the wildest town on the Western frontier.

Today, it's much quieter. Vestiges of wilder times do, however, remain. Walk along

Front Street and experience Old West re-enactments, variety shows and entertainment during the summer months. Take in the Boot Hill Museum, an accredited Western history museum, located on the original site of Boot Hill Cemetery (*Boothill.org*). Stagecoach rides take visitors through downtown. Visit the one-of-a-kind Kansas Teachers Hall of Fame & Gunfighters Wax Museum (603 Fifth Ave.). Nine miles west of town are tracks of the wagons used by pioneers from 1821 to 1872. The area is listed on the National Register of Historic Sites.

The Depot Theater Company & Santa Fe Depot (*DepotTheaterCo.com*) offers dinner theater productions, Thursdays through Sundays, throughout the year. Built in 1898, The Santa Fe Depot once housed the Harvey House Hotel and a restaurant.

Boot Hill Distillery (*BootHillDistillery.com*; 501 W. Spruce St.) offers a fine variety of locally produced spirits as well as tours. For a casual Mexican fare meal, try Tacos Jalisco, open daily, (620-225-3101; 412 E. Wyatt Earp Dr.). Hungry for steak or seafood? Visit Casey's Cowtown Club (*CaseyCowtownDodgeCity.com*; 503 E. Trail St.). Open for breakfast and lunch, 9 a.m. to 3 p.m., Miss Kitty's Café (620-801-4003; 2110 E. Wyatt Earp Dr.) serves food sure to please everyone.

Dodge City is blessed with a wide variety of chain hotels and motels. Find accommodations at the Holiday Inn Express, Holiday Motel, Super 8, Comfort Suites, plus many more on Wyatt Earp Boulevard.

From buttons to cannons, everything that supplied Fort Leavenworth and towns and forts to the west, came over The Santa Fe Trail. Over 1,200 miles long, it passed through Missouri, Kansas, Oklahoma, Colorado and New Mexico. The trail was designated a National Historic Trail on May 8, 1987.

New Mexico native **Melody Groves** loves the area where she grew up. Exploring ghost towns and riding horses sparked her Wild West imagination. Winner of numerous writing awards, she writes Western fiction and nonfiction.

This eight-foot bronze sculpture of famous Dodge City lawman Wyatt Earp is the centerpiece of the Trail of Fame.

Photo by Myke Groves

Wide spot in the road: *Kansas*

CIMARRON NATIONAL GRASSLAND

Travelers on the Santa Fe Trail in southwestern Kansas crossed what today is the Cimarron National Grassland. Fed by summer rainstorms and winter snow, this windy 108,175-acre National Grassland is administered by the U.S. Department of Agriculture's Forest Service. The Santa Fe Trail ran across this starkly beautiful area for 23 miles—the largest section on public land, many of the ruts visible today. The Point of Rocks was a landmark on the trail for people heading west on the Cimarron Cutoff.

Between the Murphy and Conestoga Trailheads, 19 miles of the Santa Fe Trail ruts parallels the trail. Following that route allows today's visitors to experience what life might have been like for the early travelers. Limestone posts help mark the original trail, and interpretive signs explain its history.

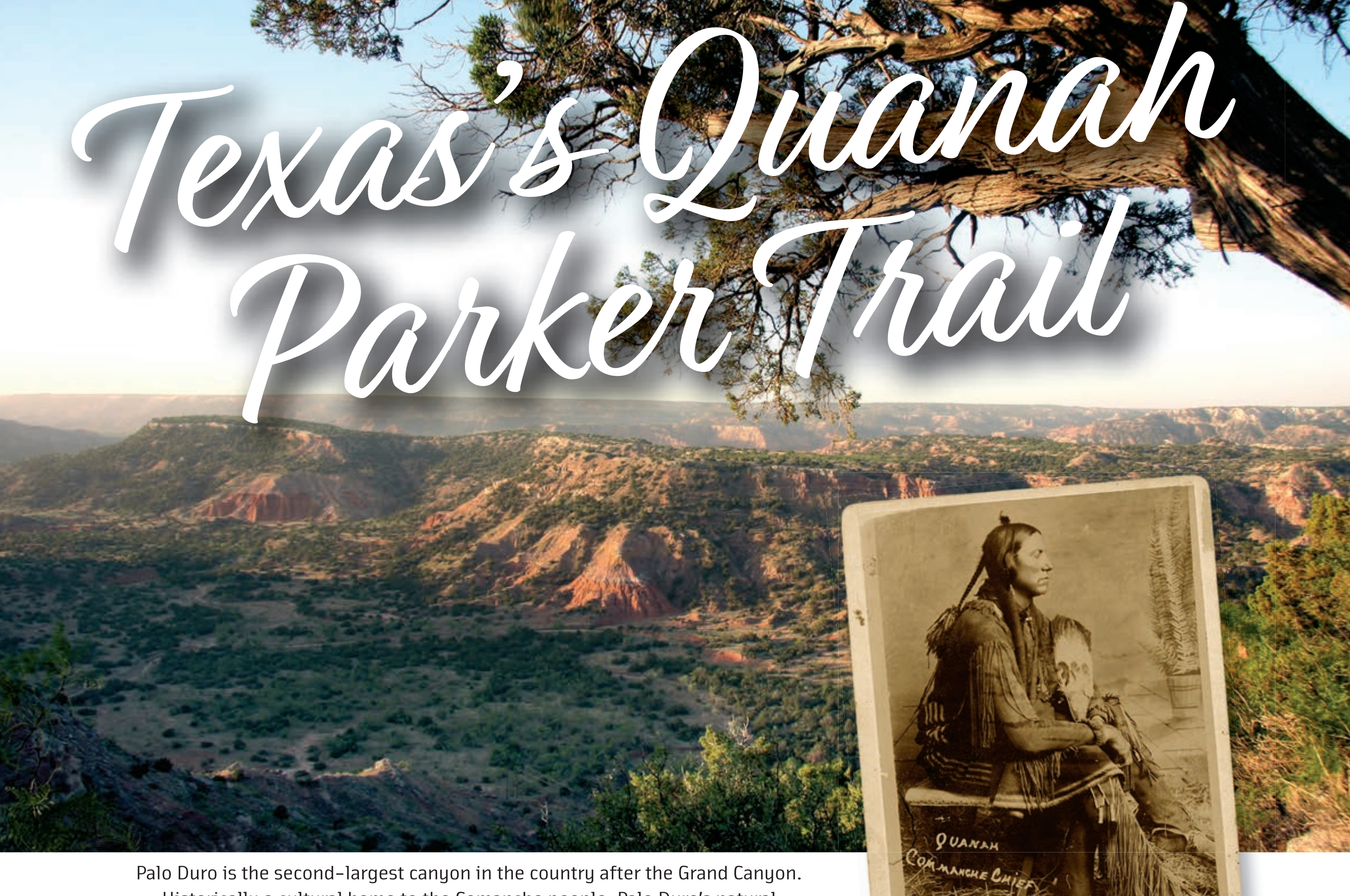
Eight miles west of Elkhart, Kansas, a good place to begin your visit, is Eight Mile Corner, the Tristate Point where the boundaries of three states intersect. Marked with a brass plate and a nearby windmill which has "Kans." "Okla." and "Colo." for blades, it has been in place since 1903. Camping, hiking, fishing, hunting and horseback riding are allowed at Cimarron National Grassland. ***NPS.gov***

Good Eats & Sleeps:

Eats: The Depot, Leavenworth; Bailey's Irish Pub, Leavenworth; Ten Penny Restaurant & Bar, Leavenworth; Hayes House, Council Grove; Depot Theater Company & Santa Fe Depot, Dodge City; Tacos Jalisco, Dodge City; Casey's Cowtown Club, Dodge City; Miss Kitty's Café, Dodge City

Sleeps: Leavenworth Local, Leavenworth; Union Park Guest House, Leavenworth; Cottage House, Council Grove; Bradford B&B, Council Grove; Prairie Lodge Motel, Council Grove; Holiday Inn, Dodge City; Super 8, Dodge City

Texas's Quanah Parker Trail



Palo Duro is the second-largest canyon in the country after the Grand Canyon. Historically a cultural home to the Comanche people, Palo Duro's natural and cultural history is now protected as a state park.

Courtesy Amarillo CVB

Following the Quanah Parker Trail across Texas provides a moving and poignant lesson on Comanche history and Parker's life in the Lone Star State.

True West Archives

Discover the life of the legendary Comanche following the arrows in the Lone Star State.

BY MIKE COX

Quanah Parker, war chief of the last band of free-roaming Quahadi Comanches, faced the biggest battle of his life. But on this spring day in 1875 the fight would not be with the hated, blue-coated horse soldiers—it was with himself.

The son of Chief Peta Nocona and Cynthia Ann Parker, a white captive who adapted to Comanche ways only to be "rescued" by Texas Rangers in 1860 and forcibly returned to her birth family, Quanah had risen from young warrior to savvy war chief. He had been fighting for years to retain his people's way of life on the huge expanse known as the Llano Estacado or Staked Plains.

Only a year before, in the heart of Comancheria, commercial buffalo hunters had established a trading post called Adobe Walls in present-day Hutchinson County, Texas. Their primary food source rapidly being decimated by the hide hunters, hundreds of Comanches and Kiowas led by Quanah attacked the enclave in June 1874. The hunters—seasoned marksmen—held off the Indians even though the defenders stood badly outnumbered.

The Adobe Walls attack triggered the Red River War, the U.S. Army's 1874-75 campaign to force Quanah and his people to the Comanche-Kiowa reservation at Fort Sill in western Oklahoma. In a score of engagements or skirmishes, Quanah and his warriors fought hard, using well-honed guerrilla tactics to stave off a 3,000-man military force bent on their subjugation. But the Comanches, once considered all but invincible, were not going to prevail.

In early May 1875, with three Indian guides to help him find Quanah, Fort Sill post surgeon and interpreter Dr. Jacob J. Sturm was sent to deliver an ultimatum from Col. Ranald S. Mackenzie: Surrender or face annihilation. With roughly 100 warriors, Quanah was prepared to fight to the death. But he had the well-being of all his people to consider.

Was it time to take the white man's road? The matter heavy on his mind and heart, Quanah rode alone from his band's hidden camp in what is now Borden County, Texas, to Mushaway Peak, a landmark rising nearly 400 feet above the surrounding plains. With a buffalo robe draped over his head, the chief stood on the high ground pondering a decision that would have momentous consequences

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The Kwahadi Museum of the American Indian in Amarillo regularly holds cultural events for the public to learn about the Indigenous people of the Southern Plains.

Courtesy Amarillo CVB

either way. As he took in the rugged landscape, he noticed a wolf in the distance. The animal raised its head and howled, then loped away to the northeast, in the direction of Fort Sill and the reservation. Then Quanah saw an eagle circling overhead. With a flap of its wide wings, the raptor banked toward the northeast as well.

Clearly, the chief concluded, the Great Spirit was telling him the day had come to quit fighting and lead his people to a new life of assimilation. In early June, the Quahadi left Texas to settle on the reservation. The unfettered freedom they'd enjoyed for generations had come to an end.

The Quanah Parker Trail

One hundred thirty-nine years later, a group of Borden County residents, historians, tourism officials, volunteers and Comanche tribal members stood in view of the peak in Gail, Texas, as workers embedded a 22-foot, 700-pound steel arrow in wet concrete. The arrow—one of 88 similar metal sculptures across the 52-county Texas Plains region marking sites related to the war chief and his people—sticks from the ground adjacent to the Borden County Museum, at U.S. 180 at Farm to Market Road 669.

The unique outdoor sculptures serve as waypoints along the Quanah Parker Trail, an expansive scattering of sites tied by history or legend to the clash of cultures that took place in the 1860s and 1870s on the Texas Plains. But unlike most trails, the QPT as it's called, has no designated starting or ending place. Rather, as South Plains writer-historian-newspaper editor Dr. Barbara Brannon puts it, it is a "conceptual trail."

Something else makes the QPT different: Don't expect to find a brochure or web page with detailed directions to each arrow location. That said, most of the arrows are in plain sight (in parks, courthouse squares and outside museums), but some protrude from private property. As the QPT website *QuanahParkerTrail.*

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com puts it: “The Quanah Parker Trail wouldn’t be much of an adventure if you could find everything with just a mouse click or screen tap. So, take the challenge.”

In Comanche cosmology, the Great Spirit gathered swirls of dust from the four cardinal directions to create the Nermernuh, as they called themselves. Formed from the earth, the Comanche people had “the strength of the strongest storm.” One aspect of the QPT’s creation story connects in a quirky but fitting way with one of Henry Wadsworth Longfellow’s classic poems, “The Arrow and the Song” and its oft-quoted first verse: “I shot an arrow into the air, It fell to earth, I knew not where…”

Gid Moore, a Lynn County farmer and insurance agent, envisioned for his small town of New Home, Texas, a children’s park devoted to the great poets. With the famous line from Longfellow in mind, Moore commissioned New Home cotton farmer and longtime metal worker Charles A. Smith to build a large metal arrow that, when put in place, would look as if it, too, had been shot into the air and fallen to earth. When Smith completed the sculpture, Moore placed it on a piece of property he owned in town. The park Moore envisioned did not materialize, but in 2010 another, more ambitious public-oriented project was beginning to take shape on the northwest Texas plains.

The impetus for the QPT developed along an axis extending as straight as a Comanche war lance from Quanah, Texas (named in honor of the chief), through the Crosby County community of Ralls to Lubbock. In 2004, then Ralls City Manager J. Rhett Parker, a distant Parker relative who grew up hearing stories about the famous chief, suggested to Quanah’s mayor that developing a trail devoted to Quanah Parker-related sites would be a worthy heritage tourism project.

The idea lay dormant until 2009, when Quanah’s Main Street Program Director Hanaba Munn Welch drew inspiration from a traveling exhibit on Quanah’s life she saw in Arlington. She arranged for the exhibit to go on display at the Hardeman County Historical Museum in Quanah and went to work on the trail project. With input from then-Texas Plains Trail Coordinator Deborah Sue McDonald, Welch designed a Quanah Parker Trail website in 2010. Later that year the trail concept developed further at a meeting involving Welch, McDonald, Three Rivers Foundation Arts Director Carolyn Wilson and other Quanah civic leaders and Parker family representatives.

Southern Plains Indian culture is regularly celebrated at the annual National Cowboy Symposium and Celebration, which in 2022 will be held September 9–11.

Courtesy Lubbock CVB

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The interior and exterior exhibits at the National Ranching Heritage Center in Lubbock provide an insightful history of the late 19th-century development of West Texas ranching.

NRHC photo Courtesy Lubbock CVB

On the Lubbock end of the imaginary feather-draped spear, educator and artist Dr. Holle Humphries and Dr. Tai Kreidler, executive director of the West Texas Historical Association, got involved in the effort early on. Humphries is now the QPT facilitator and also serves on the nonprofit Quanah Parker Trail steering committee.

The Arrow Trail

As the QPT began to take shape, the grassroots coalition realized they needed a fitting symbol to distinguish the proposed trail from other heritage tourism initiatives. Suggestions ranged from a Comanche shield to an eagle feather, but none seemed quite right. And then one day in January 2010, with McDonald behind the wheel and Dr. Humphries riding shotgun, as they drove through New Home on their way to Lubbock, Humphries saw a giant arrow sticking in the ground in the middle of a vacant field. She asked McDonald to turn around, and they went back for a closer look. As they approached the striking sculpture, the wind blowing through the long arrow's steel-rod flanges made a gentle musical sound.

No signage explained the purpose of the art piece or who owned it. Struck by the attention-getting arrow, Humphries called the nearby high school hoping to learn who had put it up. The first person she talked with said the arrow was the creation of Charles Smith and gave Humphries his phone number. When Humphries talked to Smith, he readily agreed to make more of his singing arrows at no cost, as long as Parker's descendants and the Comanche Nation were on board with the program—which they were. All Smith wanted was a receipt from each entity accepting one of his arrows, a document he used for income tax deduction purposes.

The first arrow, with bands of red, blue and yellow—the Comanche Nation colors—ringing the shaft just below the flange, was installed at Matador in October 2011 next to the old Motely County jail. A marker placed near the arrow points out that one of the Quahadi's favorite campsites had been near here. With the arrows carried in a special trailer also designed by Smith, the placing of additional arrows continued apace across the 50,000-square mile region. Descendants of the Parker clan and other Native Americans often took part in dedication ceremonies, offering music and cedar-smoke blessings, and educating history buffs and school children alike. The result is one of the nation's largest unique works of public art.

Visiting all 88 arrow locations, which range across an area stretching 306 miles from Stratford on the north to Big Spring on the south, would take a while. But the modern-day Western history aficionado can get a good feel for the story this massive project tells by visiting a few key points. To do that, think like the nomadic Comanche people. Archaeologists say that Comanches and other Plains tribes seldom camped anywhere for more than three days. Otherwise, the hundreds of horses they owned would eat all the grass. The People, as they called themselves, moved from campsite to campsite based on the availability of water, grass, firewood and the buffalo they needed to survive.

Depending on which direction you're coming from, the two best modern-day "campsites" are Amarillo, which sits astride Interstate 40 (the old Route 66) in the upper part of the region, and Lubbock, 120 miles south of Amarillo via Interstate 27.

Long before Amarillo began as a rail stop in the late 1880s, the Tascosa Trail cut across the Panhandle through future Potter County. On the far northwestern edge of the city, one of the more visually striking of the QPT arrows rises in a place that remains much as it did in Quanah's time, Wild Cat Bluff Nature Center, 2301 North Soncy Road. The arrow is seated dramatically in a stacked stone base. Nearby is a granite marker that reads: "Indians hunting bison for centuries established Tascosa Trail nearby, used by traders and buffalo hunters."

Made of gray granite, and set nearly flush to the ground, the QPT markers are provided at cost by a monument company in Clarendon, Texas. The concise three-lines-only text for each marker—a history haiku of sorts—is checked for accuracy and cultural sensitivity by the QPT steering committee and other partners, from county officials to historians to the Parker family and the Comanche Nation. Those involved with the QPT effort are quick to point out that they are not attempting to rewrite history, only to offer a balanced perspective on one of the American West's more compelling stories.

Back to planning your QPT exploration: After checking out the Kwahadi American Indian Museum at 9151 I-40 East in Amarillo, travel 21 miles south of Amarillo on I-27 to Canyon, home to the Panhandle Plains Historical Museum. The museum—Texas's oldest devoted solely to history—has exhibits on the Comanche people. Among the

The Quanah Parker Trail Arrow and interpretive marker at the Wild Cat Bluff Nature Center honors the relationship between the Comanche people and the great buffalo herds of the Southern Plains.

Courtesy Texas Plains Trail Region

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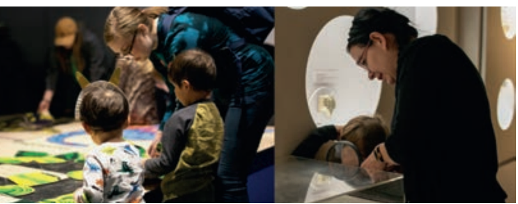

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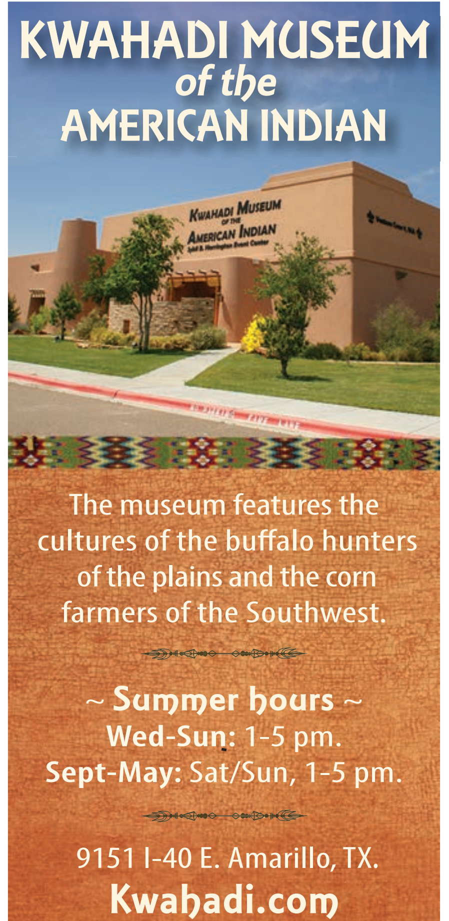

The American Windmill Museum in Lubbock has the largest display of windmills in the nation, dramatically highlighting one of the key inventions that allowed American homesteaders and ranchers to settle the arid Southern Plains after the defeat of the Comanche Nation.

Courtesy Lubbock CVB

artifacts on display are a headdress, lance and Winchester rifle that belonged to Quanah.

Fourteen miles east of Canyon via State Highway 217 is the sprawling Palo Duro Canyon, the nation's second-largest canyon. Much of the canyon, which is roughly 120 miles long and averages 6 miles wide, is part of Palo Duro Canyon State Park. The park has a visitor center interpreting the natural and cultural history of the canyon along with campgrounds, rental cabins and miles of hiking trails. It was here in the fall of 1874 that Mackenzie and his troopers charged a Quahadi camp on the canyon floor and captured hundreds of the Comanches' horses.

From Canyon, head back to Amarillo and rest up around your figurative campfire for a side trip to the site of the 1874 Adobe Walls fight, the confrontation that led to the Red River War, the 1874-1875 military campaign that resulted in the final subjugation of the Comanche people. In Borger, the nearest town of any size, check out the Hutchinson County Historical Museum, which has exhibits devoted to Adobe Walls. The arrow sculpture stands adjacent to the museum.

Amarillo to Lubbock

Leaving Amarillo for a new base camp in Lubbock, you'll pass through Tulia in Swisher County. An arrow near Tule Canyon marks the place where soldiers slaughtered hundreds of captured Comanche horses. The arrow stands just across from a gray granite marker put up during the Texas centennial celebration in 1936. Near the arrow is a new marker noting: "Quanah Parker never forgot that near this site Sept. 29, 1874 the U.S. Army shot 1,048 Indian horses."

After checking out the Quanah-related exhibit at the Swisher County Archive and Museum, take State Highway 86 east to Quitaque and the 15,300-acre Caprock Canyons State Park. An arrow and marker are near the park, which is home to the state bison herd.

In Lubbock there's an arrow on the grounds of the FiberMax Center of Discovery (1121 Canyon Drive) commemorating a battle the Comanches had with buffalo hunters in nearby Yellow House Canyon, a once perennial Comanche camping place. The Museum of Texas Tech University (3301 4th St.) has permanent and rotating exhibits. And while the nationally recognized American Windmill Museum and Ranching Heritage Center are a must-sees, they deal with the post-Comanche period of Texas Plains history.

Just south of Lubbock is the original arrow, which now has a granite QPT marker explaining Charles Smith's critical role in the trail project. Before he died in 2018, Smith was adopted into the Quanah Parker family and given a Comanche name, *Paaka-Hani-Eta*. It means "arrow maker."

Lubbock to Quanah

From Lubbock, it's 157 miles along U.S. 62 to Quanah. In addition to the exhibits on the chief in the Hardeman County Historical Museum, there's more on him at the nearby Quanah, Acme and Pacific Depot Museum. A granite monument to the chief stands on the courthouse square. Fourteen miles southeast of Quanah is the ghost town of Medicine Mound, named for two rounded hills that are still considered sacred Comanche places. The Downtown Medicine Mound Museum tells the story.

A different approach for your arrow hunt is to follow the Texas Plains Trail, one of ten regional trails developed by state tourism officials in the 1960s. This blue-and-white sign-marked trail connects 21 communities with notable attractions and heritage sites in the Panhandle and South Plains. A map of the loop trail, which moving clockwise from Amarillo includes Canyon, Claude, Silverton, Turkey, Matador, Crosbyton, Post, Tahoka, Slaton, Lubbock, Levelland, Morton, Muleshoe, Hereford, Vega, Boy's Ranch (the site of the

Wide spot in the road: *Texas*

MOBEETIE, TEXAS

The only fort the Army garrisoned on the Texas high plains was Fort Elliott, established in 1875. The presence of the fort in the northeastern corner of the Panhandle fostered the growth of a collection of saloons, brothels and more conventional businesses that became the town of Mobeetie. Nothing remains of the old fort, abandoned in 1890, but a state historical marker stands on the site. At Mobeetie, first known as Sweetwater, see the Old Mobeetie Jail Museum at 300 Olaughlin Street. Housed in the restored 1896-vintage old Wheeler County hoosegow, the museum has displays on the Red River War, Fort Elliott and Mobeetie's wild and woolly days. Bat Masterson, who went on to greater fame, shot and killed a soldier here in 1876 while he was making a living as a buffalo hunter. The original Fort Elliott flagpole now stands outside the museum, and nearby is one of Charles Smith's giant arrows. ***WheelerTexas.org***

Good Eats & Sleeps:

Eats: Tyler's Barbeque, Amarillo; The Plaza, Borger; Feldman's Wrong Way Diner, Canyon; Cast Iron Grill, Lubbock; Medicine Mound Depot Restaurant, Medicine Mound

Sleeps: Barfield Hotel, Amarillo; Hudspeth House Bed & Breakfast, Canyon; Cotton Court Hotel, Lubbock

old town of Tascosa), Dumas, Fritch, Borger, Panhandle and then back to Amarillo. All of these communities have QPT arrows or are not far from one.

How far you choose to range along the QPT can be measured in miles, but there is a more appropriate metric. As the trail website puts it: "More meaningful than the miles Quanah traveled is the distance he covered between disparate cultures and the transition he made between different ages in the history of the American West. For better or worse, Quanah led his people into the 20th century." ★

Longtime Texas writer **Mike Cox**, an elected member of the Texas Institute of Letters, has written more than 35 nonfiction books. He was born in Amarillo in the heart of Quanah Parker's former homeland.

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Wyoming's Colorful Characters

The former Union Pacific train station is a centerpiece of historic, downtown Cheyenne, Wyoming.
Both Calamity Jane and Wild Bill Hickok traveled through Cheyenne en route to Deadwood, South Dakota.

Train Station Photo Courtesy Wyoming State Tourism/Calamity Jane Photo Courtesy Yale University/Wild Bill Hickok Photo Courtesy True West Archives

Hit the road where the famous roamed across the Cowboy State.

BY CANDY MOULTON

Martha "Calamity Jane" Canary

James Butler "Wild Bill" Hickok

Butch, Sundance, Wild Bill, Calamity and Buffalo Bill are just a few of the Old West characters who spent time in Wyoming. A visit to the state is a chance to see places where they walked (or rode) the streets more than a century ago.

Buffalo: End of the Trail for Johnson County Invaders

When the Johnson County invasion force comprised of Texas cowboys and Wyoming cattlemen rode north from Casper in 1892, they intended to wipe out the men they had labeled as cattle rustlers. At the KC Ranch they encountered Nate Champion, Nick Ray, Ben Jones and Bill Walker. Having no quarrel with Walker and Jones, the cattlemen allowed the two to leave the ranch house unharmed, but they surrounded the cabin sheltering Champion and Ray and ultimately killed both. Their interlude at the KC changed the course of their plans, however, when other area residents saw the attack there and spread the word to Buffalo.

Upon departing the KC, the invasion force continued north, with an intended target of men on a dead list and the town of Buffalo. They got as far as the TA Ranch, about 14 miles

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The Johnson County Invaders were briefly held in custody after they were defeated in a famous shootout at the TA Ranch in Kaycee during the Johnson County Cattle War in early April 1892.

True West Archives

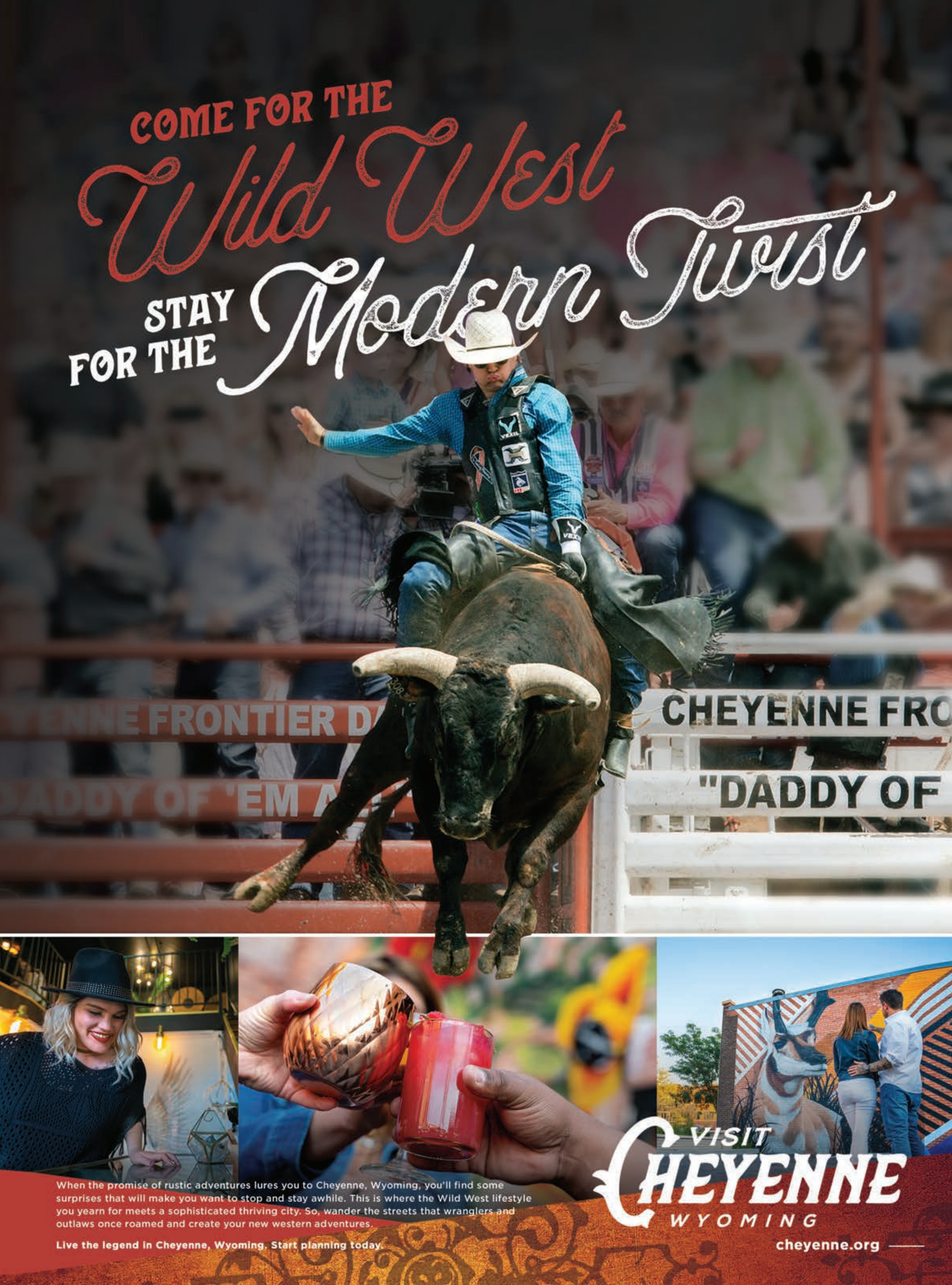
from Buffalo, when a group of county residents, who had organized at Buffalo upon learning of the advancing invaders, forced another siege. This time the invaders were surrounded and fighting for their lives. They negotiated their way into a surrender after successfully getting a message to Governor Amos Barber about their plight. The governor, with support from the state's two senators, informed President Benjamin Harrison of the situation in Johnson County, and he ordered federal troops from Fort McKinney, located near Buffalo, to take command of the situation. The invaders were taken into custody but never prosecuted.

After visiting the TA Ranch and the Hoofprints of the Past Museum in Kaycee, Wyoming, enjoy a meal and cold beverage at the local Invasion Bar and Restaurant.

Photo by Johnny D. Boggs

Cheyenne is a city of wonderful museums, and one not to miss is the Cheyenne Frontier Days Old West Museum.

Courtesy Wyoming State Tourism



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Learn more about the Johnson County Invasion as well as the Indian battles that took place in the region at the Jim Gatchell Museum in Buffalo or during a visit to Fort Phil Kearny State Historic Site. By traveling north of Buffalo, visitors can also see the locations where the December 21, 1866, Fetterman Fight and the Wagon Box Fight of August 2, 1867, took place. The Occidental Hotel served visitors to Buffalo in the period of the Johnson County Invasion, and it still does today, though the building and the beds have been greatly improved.

Cheyenne: Frontier crossroads for the likes of Hickok, Horn and Calamity Jane

Born in Missouri in 1856, Martha Canary came west with her family, spent part of her childhood in the Montana goldfields near Virginia City and Nevada City, came of age, most likely, in Utah before working her way east to Cheyenne. Along the way she picked up the name Calamity Jane.

Started as an end-of-tracks town by the Union Pacific Railroad, Cheyenne was the Territorial capital of Wyoming by the time Calamity arrived in the early 1870s. This city, established when the Union Pacific Railroad pushed through in 1867, became a hub for people headed into Wyoming, and many now-famous folks were there in addition to Calamity, including Wild Bill Hickok, Bat Masterson, Doc Holliday and Tom Horn.

While Calamity, Hickok, Masterson and Holiday spent limited time in the city, Tom Horn was there often as it was part of his regular stomping ground during his years as a range detective. Horn spent time drinking in Cheyenne and made his famous confession for the killing of Willie Nickell in the Inter-Ocean Hotel in downtown Cheyenne. Not only that, but he was held in the local jail prior to his hanging in Cheyenne on November 20, 1903.

Cheyenne's downtown is wonderfully preserved with many of the buildings from the end of Horn's era still in use. The Cheyenne Railroad Depot anchors the area and includes a visitor information center as well as a railroad museum. Also in the downtown area is the

The Occidental Hotel in Buffalo, Wyoming, is a perfect place to stay while exploring the historic sites of the town, the nearby Big Horn Mountains and the Powder River Basin.

Courtesy Library of Congress

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Ivinson Mansion, built in 1892

Laramie Plains Museum at the Historic Ivinson Mansion

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William F. "Buffalo Bill" Cody loved entertaining at his hotel he named for his daughter in his namesake town.

Irma Hotel Photo Courtesy Wyoming Tourism

Nelson Museum, with its impressive, eclectic collection of Old West gear and Indian memorabilia, and the small Cowgirl of the West Museum. For history and artifacts, visit The Cheyenne Frontier Days Old West Museum and Messenger's Old West Museum.

Cody: The showman's town remains a showplace

William F. Cody recruited performers for his Wild West show in Sheridan, but he left his name on a town west of the Bighorn Mountains, where his legacy is on display at the Buffalo Bill Center of the West. In the center's Buffalo Bill Museum vintage film shows Cody in his Wild West performance days, and there are personal family items on display. Down the street is the Irma Hotel, named for his daughter, where you can still have a drink at the bar he brought to the community. Other attractions at the Center of the West include the Cody Firearms Museum, Plains Indian Museum, Whitney Western Art Museum, Draper Wildlife Museum and McCracken Research Library. Cody is a good place to explore frontier history at Old Trail Town, a collection of authentic buildings gathered from across the region. Unlike the spit and polish of the Center of the West, Old Trail Town is rough and tumble and just about as real as it gets if you want to see and touch history. At the Cody Firearms Experience, shoot replica weapons ranging from a 1795 Springfield (flintlock) and an 1862 Gatling gun to an 1851 Colt Navy or a Buntline Special and dozens of others.

Get ready for rodeo every night during the summer or at the Cody Stampede July 1-4 or plan to attend the Winchester Arms Collectors Association annual show July 8-10. Cody is also the eastern gateway to Yellowstone National Park, which celebrates its sesquicentennial this year. Not far down the highway is the Meeteetse Museum, where visitors learn more about the ranching community. The museum has a summer speaker's series, plans a tour of the historic ranches of Meeteetse and a program on how the archaeological record can give insight into landscape use.

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Robert LeRoy "Butch Cassidy" Parker

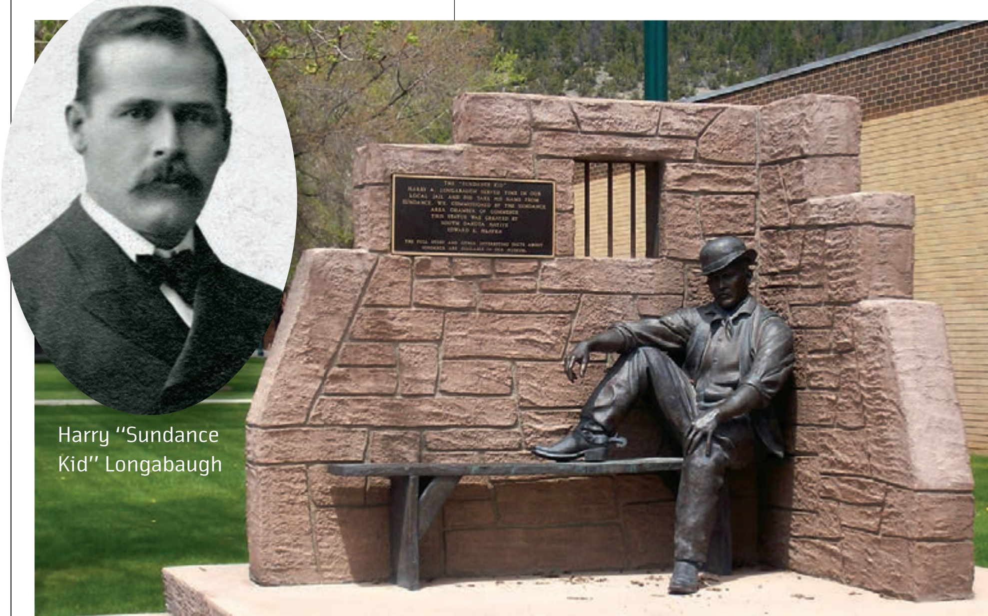
A highlight of a visit to Laramie is a tour of the Wyoming Territorial Prison State Historic Site and the Butch Cassidy Exhibit

Prison Photo Courtesy Library of Congress/Butch Cassidy Photo Courtesy True West Archives

Kaycee: Gateway to Hole in the Wall

Named for the KC Ranch, this small town is a gateway to Hole-in-the-Wall country where the Wild Bunch that included Butch Cassidy, Sundance Kid, Flat Nose George Currie, Elzy Lay and dozens of others regularly gathered and hid out. Still remote and exhibiting much of the wild nature Butch and Sundance saw, Hole-in-the-Wall is a good place to get a sense of the country they loved.

Hoofprints of the Past Museum not only has displays about local history (and local outlaws), but it also hosts an annual tour, this year planned for June 4, that incorporates the KC fight site from the 1892 Johnson County Invasion, where Nate Champion was killed, along with Hole-in-the-Wall valley. Champion was first ambushed at the Hall Cabin, which will be seen from an overlook during the tour. The tour also visits the homestead of Alex Ghent, and the Hole-in-the-Wall site itself. Seeing the long red wall and a landscape little changed from when Butch and Sundance rode through it, is reason enough to take this tour, but the museum also provides breakfast and lunch along with history experts to share details from events in the area.


Harry "Sundance Kid" Longabaugh

When in Sundance, visitors should not miss the Harry "Sundance Kid" Longabaugh monument dedicated to his time in the local jail.

Monument photo courtesy Crook County-Wyoming Tourism/Sundance Kid photo Courtesy Library of Congress

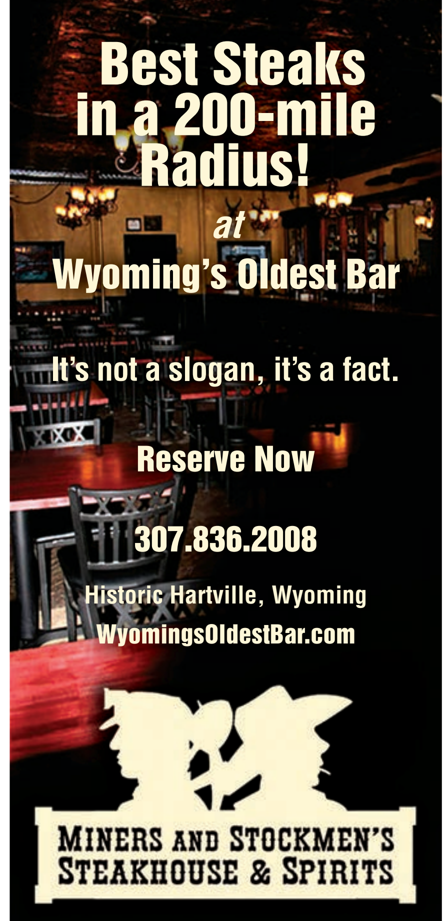
Laramie: Gem City of the Plains —Where Butch Cassidy was behind bars

The only time Butch Cassidy was jailed was at the Wyoming Territorial Prison in Laramie, where he spent two years. He was reportedly a "model" prisoner as he served his sentence for horse theft. The prison, which served as the University of Wyoming's livestock farm headquarters for many years, has been restored and operates as a state historic site. Besides seeing the original prison jail cells, you'll find a collection of historic and contemporary buildings representative of the area history and exhibits in the old horse barn from the stock farm days. The prison was in use from 1872 until 1903. Initially it served as a federal prison but became the state penitentiary when Wyoming achieved statehood in 1890.

Cassidy (Robert LeRoy Parker) was convicted and put in the prison in 1894 by Lander Judge Jesse Knight for buying a stolen horse from Billy Nutcher. After serving about 18 months, Cassidy was released early and then pardoned by Governor William Richards because the judge informed the governor that he had failed to disclose to the jury that in Wyoming the purchase of stolen goods was a crime only if the person buying the goods knew they were stolen. Knight said that it was unclear whether Cassidy knew the horse he bought was a stolen animal.

When Cassidy was released from prison, he was no doubt told to keep his nose out of trouble. But clearly that stint behind bars didn't keep Cassidy on the straight and narrow. Within a short time, he was involved in outlaw activities. He had learned one thing, though, and that was how to elude law enforcers; he never again went to jail or prison.

In addition to the Territorial Prison, Laramie has a variety of other sites worth a visit including the Laramie Plains Museum at the Historic Ivinson Mansion and Wyoming's Women's History House. Midway between Laramie and Cheyenne, visit the Ames Monument, which recognizes the construction of the Union Pacific Railroad, which gave both cities their start.



Wide spot in the road: *Wyoming*

Sundance: The town that gave an outlaw his name

Harry Alonzo Longabaugh left his Pennsylvania home while still in his teens to travel with a cousin to Durango and Cortez, Colorado, where they found work on ranches. Longabaugh then drifted north to work on the N-N Ranch near Culbertson, Montana. But on February 27, 1887, when out of work, his life took a twist. Longabaugh stole a horse, a gun and a saddle from an employee of the VVV Ranch near Sundance, Wyoming. He was arrested in Miles City, Montana, pleaded guilty on August 5, 1887, and spent 18 months in the Sundance town jail until pardoned by Wyoming Governor Thomas Moonlight on February 4, 1889. From this he earned the name: the Sundance Kid.

Learn more about Longabaugh's time in the town that gave him his better-known name with a visit to the Crook County Museum. Nearby are two other sites well worth a visit. The Vore Buffalo Jump, adjacent to I-90 east of Sundance, is a rich bonebed that is the remnant of ancient hunting practices of American Indians. Another site sacred to local tribes is the geologic wonder of Devils Tower, located north of Sundance, near Hulett. Hiking trails lead around the tower's base and through the adjacent wooded landscape. ★

Candy Moulton is the author of *Roadside History of Wyoming.*

THE BRINTON MUSEUM

Sometimes history comes full circle. That is the case with the collection of Plains Indian artifacts once owned by Goelet and Edith Galatin, who arrived in Big Horn in 1910. They welcomed visits from nearby Crow Indians and in return were given tribal items ranging from war bonnets to pipes and pipe bags and women's clothing. Ultimately they had an extensive and important collection of Plains Indian gear, clothing and material culture. For a time, these items were on display at the Chicago Art Institute, but they were returned to Big Horn and the region where they were first made, worn, used and appreciated. They are now among the featured exhibits at the Forrest E. Mars Jr. Building at The Brinton Museum. Other Plains Indian artifacts on display are from the collection of Bradford Brinton, who purchased the Quarter Circle A Ranch in 1923. The Brinton Ranch House, also a part of the museum, features the original artwork of Hans Kleiber, Bill Gollings, Edward Borein, John James Audubon and Frank Tenney Johnson among others. ***TheBrintonMuseum.org***

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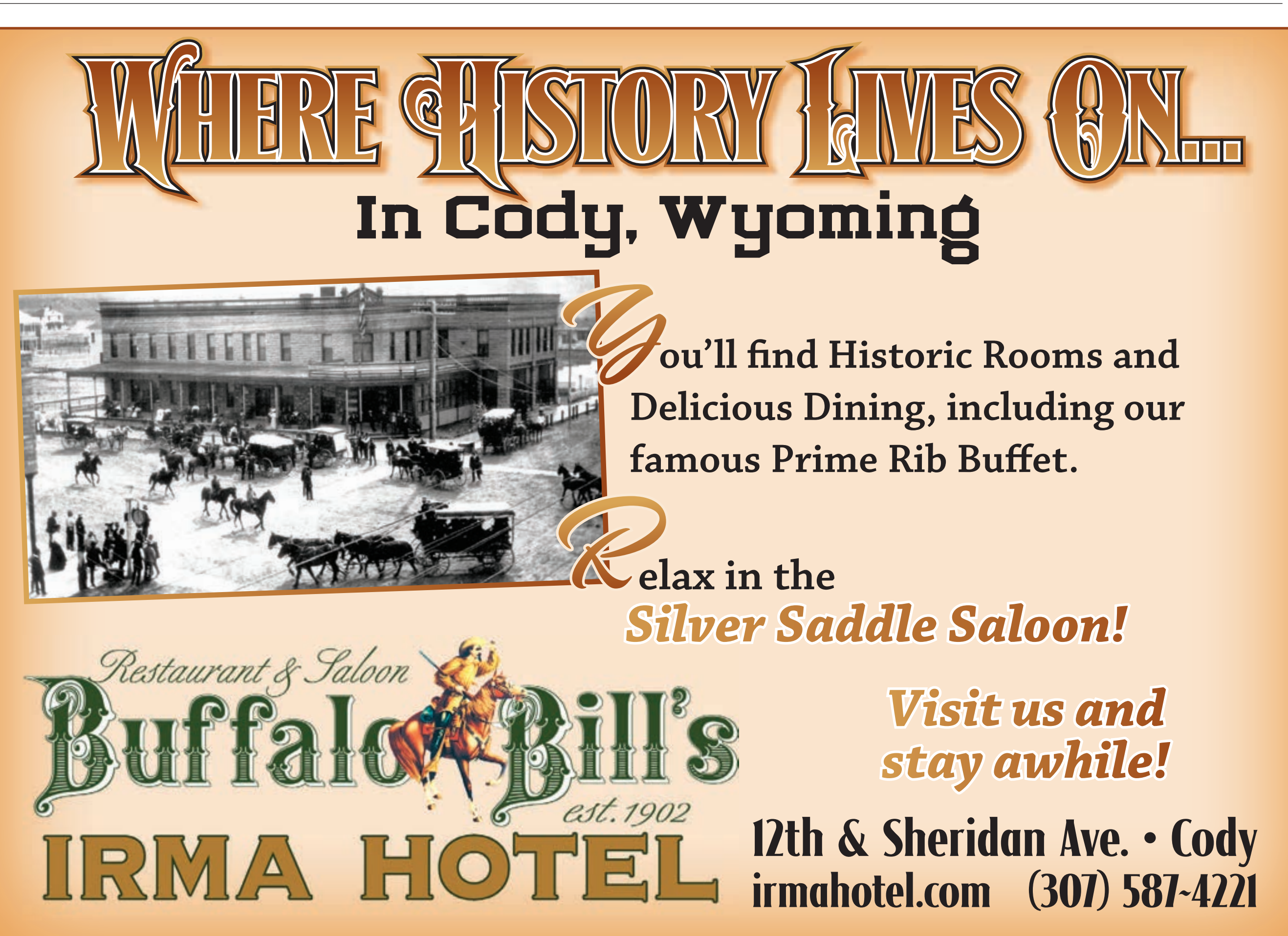
Eats: Rib & Chop House, Cheyenne; O'Dwyers Public House, Laramie; Invasion Bar & Grill, Kaycee; Winchester Steakhouse, Buffalo; The Busy Bee Café, Buffalo; Bearlodge Bakery, Sundance; The Irma Hotel, Cody

Sleeps: Little America, Cheyenne; Occidental Hotel, Buffalo; TA Guest Ranch, Buffalo; Chamberlin Inn, Cody



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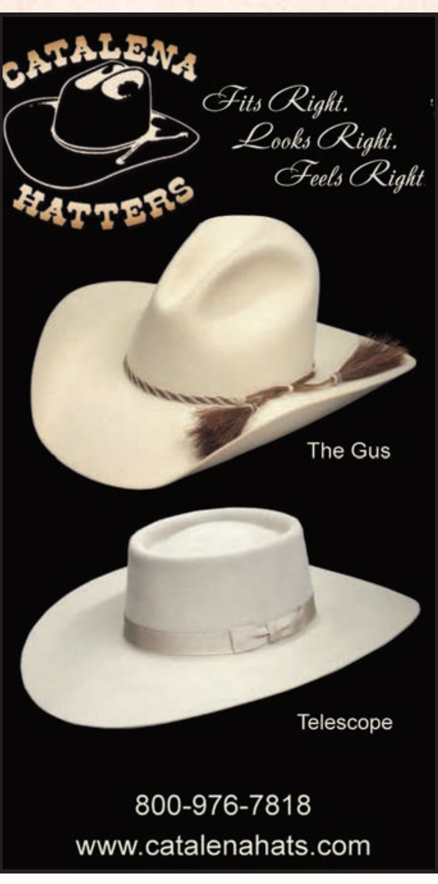

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Western Roundup

FOR APRIL 2022

SPRING TRADERS ENCAMPMENT
Bartlesville, OK, April 8-9: Hosted by Woolaroc's Mountain Men Wes and Roger Butcher, the camp has quickly become a favorite for re-enactors.
918-336-0307 • *Woolaroc.org*

Courtesy Woolaroc Museum

ART SHOWS

SCOTTSDALE ART AUCTION
Scottsdale, AZ & Virtual, April 8-9: The auction featuring items from a consortium of leading American art dealers is considered one of the finest annual events for collectors of classic Western art.
480-945-0225 • *ScottsdaleArtAuction.com*

DESERT CABALLEROS WESTERN MUSEUM'S COWGIRL UP! EXHIBIT & SALE
Wickenburg, AZ, April 1-30: "Cowgirl Up!" turns the spotlight squarely on women's voices and perspectives, serving up a new, deeper understanding of the American West. Since its debut in 2006, "Cowgirl Up!" has been a major national event for Western women artists.
928-684-2272 • *WesternMuseum.org*\

WESTERN SPIRIT: SCOTTSDALE'S MUSEUM OF THE WEST'S EXHIBITION THE GATHERING: COWBOY ARTISTS OF AMERICA ANNUAL WESTERN MINIATURES SHOW AND SALE
Scottsdale, AZ, April 1-10: Since its founding by four prominent Arizona artists, Cowboy Artists of America (CAA) has been recognized as one of the most influential artists' groups in the nation's history.
480-686-9539 • *ScottsdaleMuseumWest.org*

AWARD SHOWS

WESTERN HERITAGE AWARDS
Oklahoma City, OK, April 8-9: The awards honor the best literature, music, film and television reflecting the heritage of the American West.
405-478-2250 • *NationalCowboyMuseum.org*

HERITAGE FESTIVALS

FIESTA SAN ANTONIO
San Antonio, TX, March 31 through April 10: Old San Antonio and Old Mexico celebrations include fandangos, art shows and a pilgrimage to the Alamo mission.
877-273-4378 • *Fiesta-SA.org*

ROSE TREE PARADE & FESTIVAL
Tombstone, AZ, April 8-10: The weekend kicks off under the World's Largest Rose Tree in the courtyard of the Rose Tree Museum when an outstanding Tombstone High School student is crowned Rose Queen. A pancake breakfast, old-fashioned box lunch auction and the annual Rose Parade are just a few of the celebration's featured events each year.
520-457-3326 • *TombstoneRoseTree.com*

ARBOR DAY CELEBRATION
Nebraska City, NE, April 29: The home of the first Arbor Day, in 1872, celebrates with free trees, a chili cook-off and a parade.
800-514-9113 • *NebraskaCity.com*

WILD WILD WEST FEST
Andrews, TX, April 23-24: Western heritage is celebrated with cowboy mounted shooting demonstrations, a BBQ cook-off, live music and more.
432-523-2695 • *WildWildWestFest.com*

MUSIC

LLANO FIDDLE FEST
Llano, TX, April 1-3: Texas musicians of the past are celebrated with a competition featuring some of the best fiddlers from Texas and beyond.
325-247-5354 • *LlanoFiddleFest.com*

RE-ENACTMENTS

BANDERA CATTLE COMPANY GUNFIGHTERS
Bandera, TX, April 2, 9, 16, 23, 30: Experience the excitement of the Wild West with the award-winning Bandera Cattle Company Gunfighters.
830-796-3045 • *BanderaCowboyCapital.com*

STOCK SHOWS & RODEOS

OKLAHOMA QUARTER HORSE SPRING SHOW
Oklahoma City, OK, April 6-10: The region's finest quarter horses compete for ribbons and prizes in a wide array of classes.
405-440-0694 • *OKQHA.org*

TRADE SHOWS

TRAPPINGS OF TEXAS
Alpine, TX, April 12-14: The nation's second-oldest trappings show offers cowboy gear and traditional Western art at the Museum of the Big Bend.
432-837-8143 • *MuseumoftheBigBend.com*

WRITERS CONFERENCES

62ND ANNUAL ARIZONA-NEW MEXICO HISTORY CONVENTION
Las Cruces, NM, April 7-9: The Historical Society of New Mexico and the Arizona History Convention Board present the Annual Arizona-New Mexico History Convention, where history researchers, professional historians and students will share the results of their research labors with each other and the general public. *True West*'s Bob Boze Bell, Jana Bommersbach and Stuart Rosebrook will participate.
520-628-5774 • *ArizonaHistory.org*

TWMag.com:
View Western events on our website.

Marshall Trimble is Arizona's official historian and vice president of the Wild West History Association. His latest book is *Arizona Oddities: Land of Anomalies and Tamales;* History Press, 2018. If you have a question, write: Ask the Marshall, P.O. Box 8008, Cave Creek, AZ 85327 or e-mail him at marshall.trimble@scottsdalecc.edu. Please always include your name, city and state.

Ask The Marshall

BY MARSHALL TRIMBLE

Breakenridge, Breweries and Rattlesnakes

I was reading some stories about Tombstone; some historians have speculated that Billy Breakenridge may have been gay? Is this true?

Paul Gortarez
Phoenix, Arizona

Wells Fargo agent Fred Dodge may have started rumors by saying, "Billy was a nice young girl in those days, and undoubtedly today is a nice old lady." But just what Dodge meant by that is unknown; he certainly didn't come out and say that Breakenridge was gay.

That was picked up by people including Sadie Marcus Earp, Wyatt's common law wife, and author/fabricator Glenn Boyer. They were trying to smear Breakenridge—but offered nothing to back it up.

Breakenridge was fearless and a pretty good lawman. His abilities with a firearm and his fists were well-known. He just happened to be with the anti-Earp faction during the feud in Cochise County. It's true that he never married, but there's no proof that Breakenridge was gay.

Were there brewers in the Old West?

Mark Collins
Fostoria, Ohio

Yes, several German immigrants opened breweries. Adolphus Busch started Budweiser in 1876 in St. Louis. Adolph Coors was founded in the West in 1873 in Golden City, Colorado. Several other companies later branched out in the West.

To protect Yuma and its strategic crossing of the Colorado River, the Army established its first Camp Yuma in 1848. Over the next four years, the Army struggled to maintain the outpost, but by February 1852, Fort Yuma was a permanent post on the western bank of the Colorado River.

Courtesy Yale University

Can you tell me about the Yuma Crossing and the Native people who lived there?

Udo Zindel
Stuttgart, Germany

The Yuma-Quechan-Kwatsaan lived at the junction of the Colorado and Gila rivers. They claimed a vast amount of land on the lower Colorado. When the U.S. gained possession following the Mexican War, the crossing was vitally important, as it was the only all-weather route to California, so a military post, Fort Yuma, was built there.

Following the Gold Rush to California in 1849, many of the immigrants passing through abused the Quechan people and let their livestock feed on the native crops. They were a fierce warrior tribe and for a time they rebelled, forcing the soldiers to abandon the fort. Still, the tribe was forced on to the reservation in 1884.

German immigrant Adolph Coors founded his beer company in Golden City, Colorado, in 1873. Coors' brewery became a major employer in the region, while his golden lager quickly became a favorite across the Rocky Mountain region.

True West Archives

How do filmmakers make sure there are no rattlesnakes while they are filming Westerns?

Kenny Endemann
Oneida, New York

Then and now, they had to deal with them. Most of those actors in the early days were real cowboys so they were used to being wary of rattlers. A rattlesnake doesn't usually go looking for trouble, so as long as you don't startle it. They would get out of the way.

A historic jailer's tumbleweed wagon is on display in Shankiko, Oregon.

Courtesy Carol M. Highsmith Archive, Library of Congress

What were tumbleweed wagons?

Jim Bogle
Columbia, South Carolina

Tumbleweed wagons, or jails on wheels, varied from place to place. About the only thing they had in common is they all had bars on the windows and door. The prisoners were usually being transported to a courthouse to be tried. For example, when Deputy U.S. Marshal Bass Reeves went out in the Indian Territory with a handful of warrants, he took along a tumbleweed wagon and a cook. At night they camped and the cook prepared the grub. The prisoners slept on the ground, chained up to the rear axle of the wagon. After chow the next morning, they got back into the wagon. The trip to the federal court in Fort Smith might have taken several days.

When did the last wagon travel on the Oregon Trail?

Sharon Watson
Portland, Oregon

The last wagon known to have traveled the length of the trail was driven in 1906 by Ezra Meeker. He was an aging Oregon Trail emigrant who was conducting a one-man publicity campaign to remind people of the historic significance of the Oregon Trail. However, we've had visitors at the End of the Oregon Trail Interpretive Center who recalled that, because their family couldn't afford the train fare, they traveled the trail by wagon as late as 1912.

WRITER, PRODUCER, HISTORIAN

Samuel K. Dolan is a writer and Emmy Award-winning television producer based in Montana. His career in film and television began at the age of 13 when he spent the summer of 1993 working on the movie *Tombstone*. He has contributed to both *True West* and *The Tombstone Epitaph*. His third book, *The Line Riders: The Border Patrol, Prohibition and the Liquor War on the Rio Grande* is due out in the fall of 2022.

Photo By Suzie Neary Dolan

I grew up in Sedona, Arizona. Most of the time I lived in an area outside of town called "Elmerville." We had horses and access to national forest land along Oak Creek and the base of House Mountain. It was wonderful.

My parents came from opposite ends of the continent. My mother was raised in California and came from a long line of Westerners who had lived in Colorado, Kansas and Nebraska. Dad was from Massachusetts, and his people were sailors and clam diggers.

Growing up in Sedona was really interesting. At a young age I came into contact with a lot of fascinating people. I'm lucky to have lived in such a beautiful place.

A mentor is John Boessenecker. I doubt that I would have become a nonfiction author without John's friendship.

An author I admire is Chuck Parsons. He and Bob Alexander are great chroniclers of Texas lawmen.

My first Western hero was John Wayne. The day my mother died of cancer I watched *The Sons of Katie Elder*. I was eight years old and totally devastated. For me, as a child, Wayne's characters represented a sort of strength, which I desperately needed.

My favorite Western is *My Darling Clementine*. I love the shadows and the dialogue. *The Professionals* with Lee Marvin, Burt Lancaster and Woody Strode is a close second.

***Tombstone* was** the great adventure of my youth. My first day I was in a scene with Kurt Russell. He hands me the reins to his horse and says, "Easy on the grain, Butch." It was a hard summer, though. Tough on horses and people. God bless Sam Elliott. He treated everyone so well. I hope to meet him again one day just to thank him.

Working and living in Los Angeles was tough. I missed Arizona constantly. Still, I made great friends there.

Montana is a beautiful place. The people here are fantastic.

A small-town diner I always liked was the Agawam Diner in Rowley, Massachusetts. My father and I would go there on visits back east. It seems these diners are sort of vanishing, but they're still the best places to really learn about a town or city.

John Ford is still the master. *The Grapes of Wrath* is beautiful. *The Searchers* is controversial now, and not without reason, but I've always felt that it explored violence and racism in a way other '50s Westerns didn't.

Documentary film production was my education. I was blessed to have so many great mentors. I'm also thankful to have met and interviewed so many of our nation's veterans.

A film director I admire is Budd Boetticher. I like the low-budget films he made with Randolph Scott.

Writing is something that I love. You can have some really tough days where you confront a lot of shortcomings and doubts, but it's still very rewarding.

An adventure was working on *Navajo Cops* for *National Geographic*. I met some great first responders for the Navajo Nation. Through them I learned a little bit about what dedication and bravery really are.

Being a father is the most rewarding and wonderful thing in my whole life.

Texas border history is filled with stories of courage and tragedy, of cultures coming together and also coming into conflict. Many of these stories have been overlooked, and there are some hard truths, but they're important to understanding our relationship with our neighbors.

What history has taught me is that nothing really ends when we think it does. The West was still "wild" in the 1920s and 1930s and some parts are still "wild" today. This is especially true of the borderlands. Evolution and change are constant, but in other ways some things never change.

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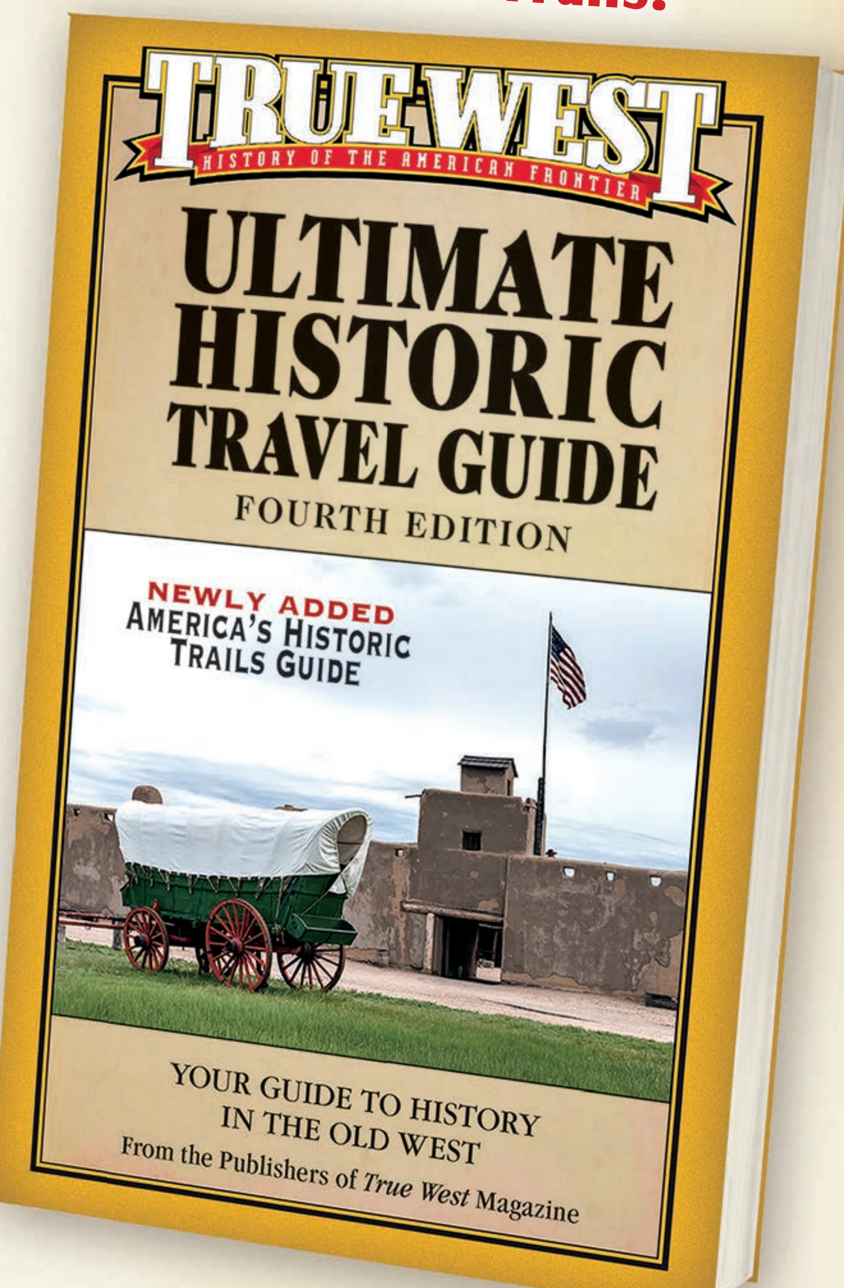

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