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Photo By Richard Schultz

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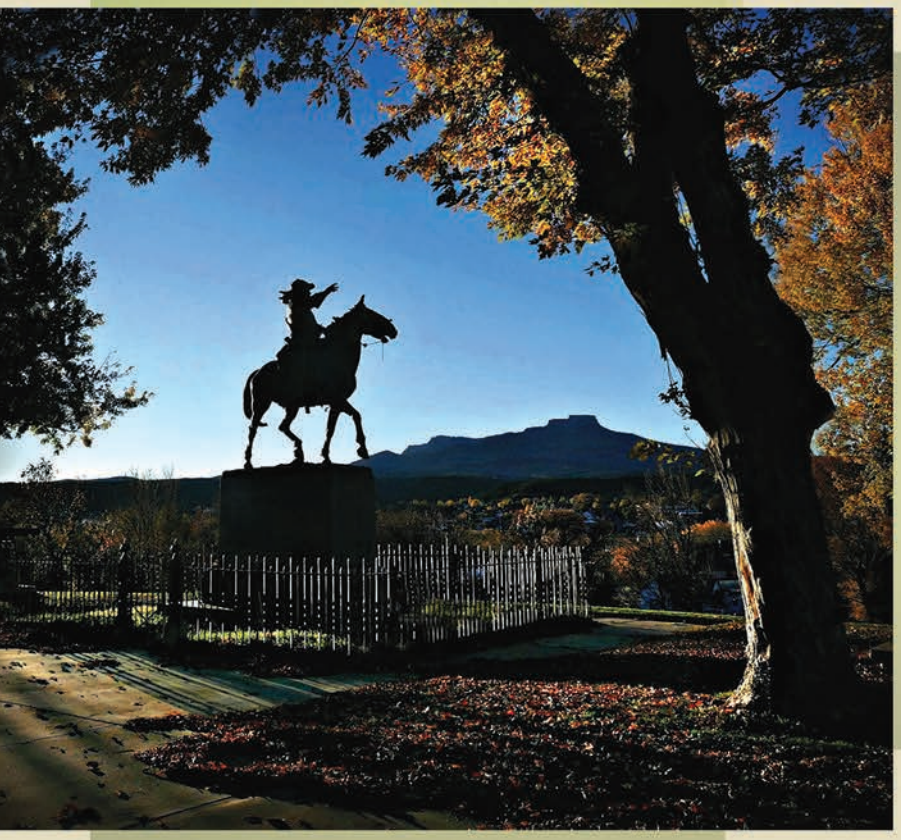

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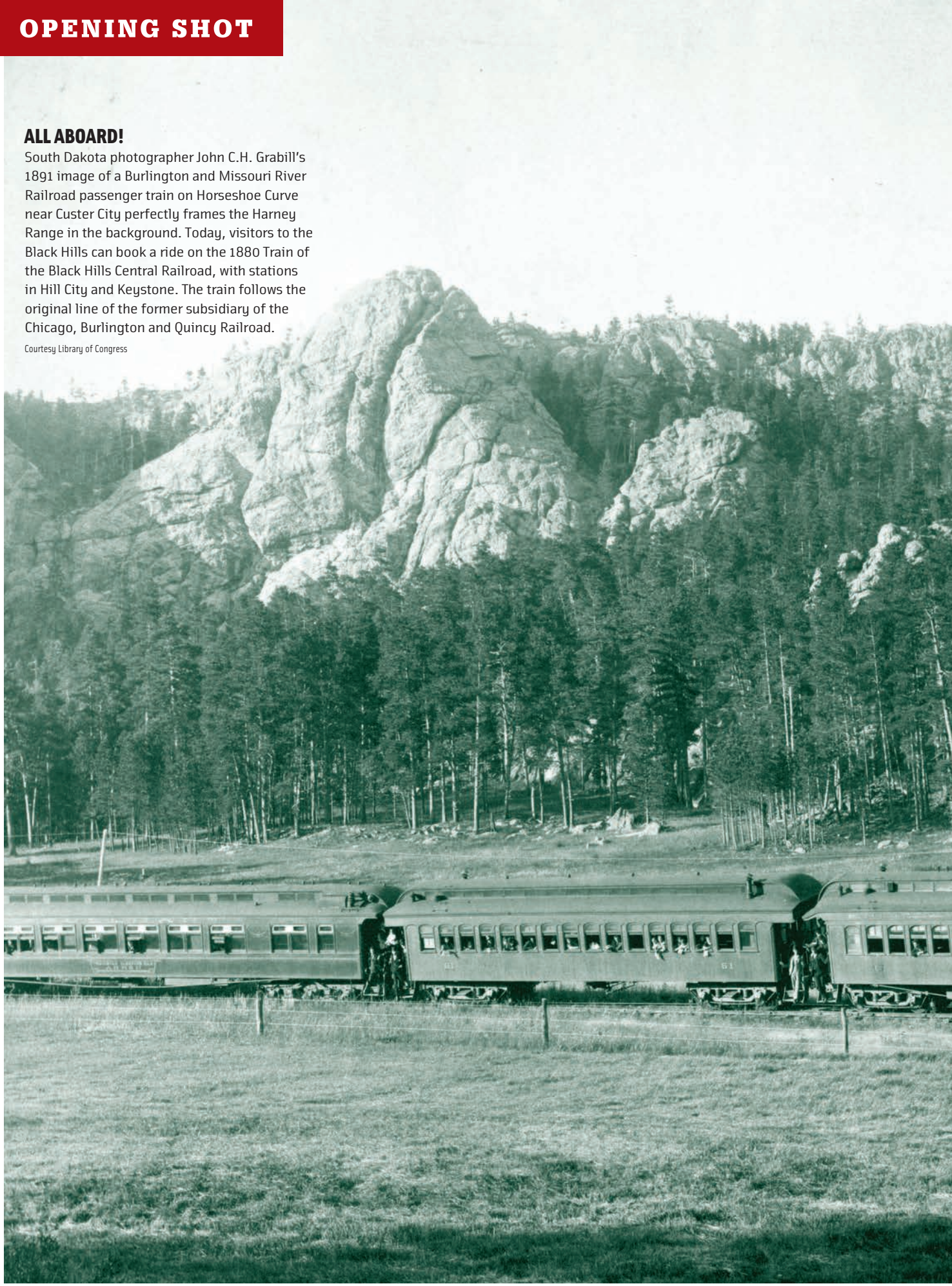
Courtesy Library of Congress



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.

July-August 2023 Vol. 70, #6, Whole #635. *True West* (ISSN 0041-3615) is published ten times per year (January, February/March, April, May, June, July/August, September, October, November, December) by *True West* Publishing, Inc., P.O. Box 8008, Cave Creek, AZ 85327.
480-575-1881. Periodical postage paid at Cave Creek, AZ 85327, and at additional mailing offices. Canadian GST Registration Number R132182866.

Single copies: $6.99. U.S. subscription rate is $39.95 per year (10 issues); $59.95 for two years (20 issues).

POSTMASTER: Please send address change to: *True West*, P.O. Box 8008, Cave Creek, AZ 85327. Printed in the United States of America.

SUBSCRIPTIONS, RENEWALS AND ADDRESS CHANGES
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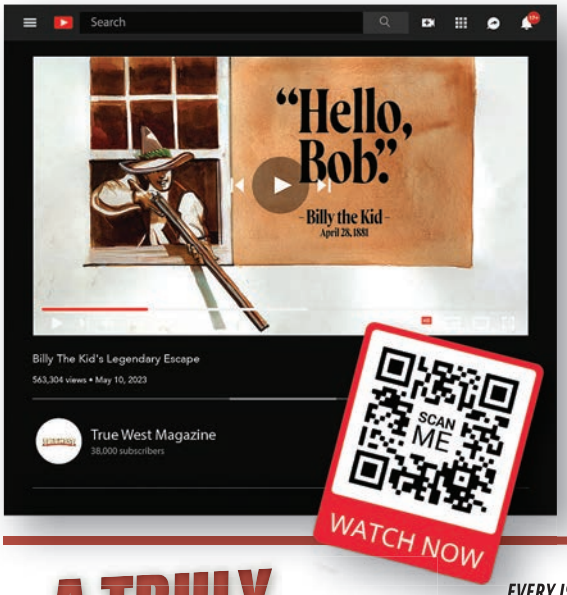

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America's Western Storyteller

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INSIDE THIS ISSUE

JULY–AUGUST 2023 · VOLUME 70 · ISSUE 6

22

24

34

62

Illustration by Bob Boze Bell

Cover Design by Dan Harshberger

COMPILED BY THE EDITORS OF *TRUE WEST*

Old Vaquero Sayings

"You can't appreciate what you have, until you know how bad it can be."

Quotes

"My heart is warm with the friends I make,
And better friends I'll not be knowing,
Yet there isn't a train I wouldn't take,
No matter where it's going."

–Edna St. Vincent Millay, The Selected Poetry

"Any fool can make something complicated. It takes a genius to make it simple."

–Woody Guthrie

"The only man who never makes mistakes is the man who never does anything."

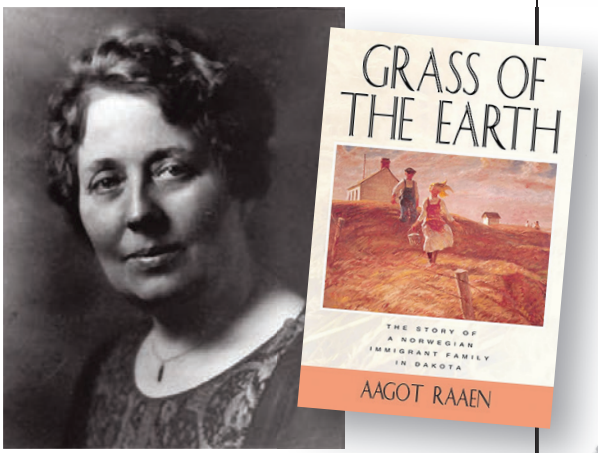
–Theodore Roosevelt

"Live in the sunshine, swim the sea, drink the wild air."

–Ralph Waldo Emerson

"When birds seek shelter, it is a sure sign of a coming storm."

–Aagot Raaen, Grass of the Earth



Aagot Raaen's *Grass of the Earth: The Story of A Norwegian Immigrant Family in Dakota* is an underappreciated classic memoir of growing up on the Great Plains in the late 19th century.

Photo Courtesy FindAGrave.com/Cover Courtesy Minnesota Historical Society Press

"You can't get away from yourself by moving from one place to another."

–Ernest Hemingway, The Sun Also Rises

"Audiences can get their politics elsewhere. They go to the theater to forget."

–Jack L. Warner

One of the first Westerns that Jack L. Warner and his brothers Albert, Sam and Harry produced was the 1923 Rin-Tin-Tin feature, *Where the North Begins*.

Courtesy Warner Bros.

"Never give up... No one knows what's going to happen next."

–L. Frank Baum

"I never travel without my diary. One should always have something sensational to read in the train."

–Oscar Wilde, The Importance of Being Earnest

"Growing old is mandatory. Growing up is optional."

–Chili Davis

"Particularly during one's youth, it is difficult to distinguish trivia from what is worthy."

–Roger Kahn, The Boys of Summer

"Never wrestle with pigs. You both get dirty and the pig likes it."

–George Bernard Shaw

"There's no milk foam design on my coffee."

CartoonStock.com

BY BOB BOZE BELL

Kit Lit & Fit

A younger Kit Carson gets his close-up.

Here comes another opportunity to read *True West* for those who prefer the mobile route. Using your phone and tablet you can now get all that is *True West* in our new mobile app. If you're already using your devices to take advantage of the technology, then you'll understand this QR attached below. Simply use your phone camera to scan the code and begin the experience.

SCAN ME

I am proud and excited to report we are publishing a very cool original article based on a chapter in Paul Andrew Hutton's next book (page 24).

As we were prepping this issue for press, we realized that most of the photographs of the legendary—and now controversial—scout and frontiersman Kit Carson, show him in old age, pained and a tad weather-beaten and emaciated. And, yet, at the time of the events covered in Paul's masterful story about the so-called Bear Flag Revolt, Carson was 36 years old and in the prime of his life. Fortunately for me, our editor, Stuart Rosebrook, found a lesser-known photo of a younger Carson which I had never seen before (see below).

A Young Kit Carson

So we scrapped our original cover concept, and I took a swing at a cover painting that skewed more toward his younger visage.

Paul Andrew Hutton's Next Book

The Undiscovered Country is an epic history of the frontier movement and the struggle for control of the American West from colonial times through 1900, using the lives of seven men—Daniel Boone, Red Eagle, Davy Crockett, Kit Carson, Mangas Coloradas, Sitting Bull and Buffalo Bill Cody—to tell the story. It will be published late next year by Penguin Random House/Dutton.

Kit Carson's Conflicting Descriptions

As large as Kit Carson looms on the American frontier, it's interesting how those who knew him described him. Here is John C. Fremont's description: "He was a man of medium height, broad-shouldered, and deep chested, with a clear steady blue eye and frank speech and address: quiet and unassuming." Contrast that with the description by Gen. William Tecumseh Sherman, who met the famous scout in Monterrey in 1847: "I cannot express my surprise at beholding such a small, stoop-shouldered man, with reddish hair, freckled face, soft blue eyes, and nothing to indicate extraordinary courage or daring. He spoke but little and answered questions in monosyllables." Either way, Carson made his mark on the West.

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

Kit Carson In Fighting Form by Bob Boze Bell

This undated photo of Kit Carson possibly was taken in 1848 in Washington, D.C.

True West Archives

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

BOB FORD'S GUN

In the June 2023 issue, the "Shooting Back" column was dedicated to the question of what type of firearm Bob Ford used to kill Jesse James. The column featured quotes from award-winning Jesse James biographer Mark Lee Gardner's February-March 2023 article "Bob Ford's Gun" and a bullet-point response from forensic expert Coy Prather of Texas. We also asked our Firearms Editor Phil Spangenberger to weigh in on what evidence could conclusively prove which handgun, a Colt .45 or a Smith & Wesson .41, was used to shoot Jesse. Here is Mr. Gardner's response to that column:

There's an old saying that myths die hard, and there's no better example than the myth that Bob Ford shot Jesse James with a Smith & Wesson revolver. In June 2023's "Shooting Back" column, Mr. Coy Prather offers his reasons for why he clings to the myth. Unfortunately, Mr. Prather's arguments are based on inaccuracies and conjecture.

Mr. Prather writes that Corydon F. Craig, the man who claimed to have been given the gun that killed Jesse James, was a jailor for the Ford brothers. This is false. At the time of the Ford brothers' incarceration in St. Joseph, Corydon Craig was the manager of that town's Tootle's Opera House. It was Craig's father, Enos Craig, city marshal for St. Joseph, who had charge of the Ford brothers.

It's noteworthy that Corydon Craig first made his claim of owning the gun that killed the Missouri outlaw in 1904, nearly 22 years after Jesse's death and a very convenient 11-plus years after Bob Ford's death. According to Craig, Ford gave him the purported murder weapon, a Smith & Wesson revolver, because he'd befriended the assassin with tobacco, books and "other small necessities." Mr. Prather assures us that Craig "is not noted anywhere in his lifetime as a liar." I don't know just how extensively Mr. Prather or anyone else has researched the obscure life of Corydon Craig, but I would remind anyone who does of the maxim, "absence of evidence is not evidence of absence."

Prather also wants us to believe that Bob Ford gave the murder weapon to Craig because he "had no idea that the gun would be valuable," which is both speculative and incorrect. It's obvious that Ford had a keen sense of his gun's worth, for he made a special visit to Enos Craig in St. Joseph to retrieve the actual murder weapon, a .45 caliber Colt Single Action Army revolver, after which he signed an affidavit identifying it as the gun he used to kill James. The authenticated Colt was then placed on display at a Kansas City loan office. The simple fact that Ford's Colt was placed on public display tells us that it was already considered a valuable piece of history.

As for that affidavit of Bob Ford, dated May 3, 1882, Prather dismisses the *Kansas City Times* publication of the document as "hearsay." This couldn't be further from the truth. The *Times* introduced its publication of Ford's sworn statement with these words: "The following is a true copy of an affidavit made yesterday by Robert N. Ford, the slayer of Jesse James." It stretches the imagination to think that the *Times* would fabricate this significant affidavit with all its details—including the gun's make, caliber and serial number—out of whole cloth.

Finally, Mr. Prather asks if anyone had checked the serial number as published by the *Times* with Colt records to see if a gun existed with that number. Indeed I did, and the number appeared on a Single Action Army revolver manufactured in 1879. I agree with Mr. Prather that more information can be gleaned on this weapon from Colt records (for a fee), and I recommend he spend his time and energy researching that gun instead of a Smith & Wesson with a spurious history.

—Mark Lee Gardner
Cascade, Colorado

READERS' FAVORITE OLD WEST SALOONS

An Iowa Favorite: This note is in regard to your invitation to submit my favorite Western watering hole. Mine is in Fort Madison, Iowa, called Faeth's Cigar Store. This establishment has been in the same storefront since 1924 (100 years). It's the only bar I have been in where you can buy a shooting iron, ammo, cigars, play pool and drink alcohol all in one room. The store has been owned and operated by the Faeth family since its beginning.

—Scott Pickford
Fort Madison, Iowa

Faeth's Cigar Store, Fort Madison, Iowa

Courtesy Scott Pickford

Arizona Watering Holes: Three in Arizona that I love that are not mentioned are Paul and Jerry's Saloon in Jerome, the Kirkland Bar in Kirkland Junction and the Drift Inn Saloon in Globe.

—Scott Stewart
Mesa, Arizona

Montana Saloons: We just happened to be at the Cowboy Bar & Museum in Great Falls, Montana, when I saw your email—and we happened to have the magazine out in the car. We'd been to the Oxford Saloon in Missoula and the Gold Bar & Western Bars in

Cowboy Bar & Museum in Great Falls, Montana

Courtesy Jerry and Marschell Peterson

Helena earlier that day, if I'd have checked my emails you'd have photos from all three!

–Jerry and Marschell Peterson
Seattle, Washington

The Warden's House and Favorite Saloons: I live in Stillwater, Minnesota, where the Younger brothers were imprisoned. The only thing left of the old Stillwater Prison is the warden's house on the north end of town. It is open to tour starting May 1. Re: saloons, I have been in Neumann's in North St. Paul, Minnesota. Also in Alaska, the Red Onion in Skagway and Red Dog in Juneau; the saloons in Tombstone and Whiskey Row in Prescott, the Copper Queen, Bisbee, and the bar in the Menger Hotel in San Antonio. My favorites were Big Nose Kate's and the bar at the Menger. I would like to think that Teddy Roosevelt and Bucky O'Neill's ghosts are still signing up Rough Riders in the halls of the Menger.

–Russell Allen
Stillwater, Minnesota

The Warden's House Stillwater, MN

Courtesy Russell Allen

Good Times in Old Saloons: I was thrilled to see one of my favorites in there: the Comstock in San Francisco. They make a kickass Pisco Punch. I also want to give a shout-out to the Long Shot Bar in the Mizpah Hotel in Tonopah, Nevada. I was there a few years ago with a friend and we started talking to a regular at the bar. We got...uh...tipsy, and trespassed (through the kitchen) into a basement area where it's alleged there used to be a tunnel where some bank robbers were murdered. We got busted.

–Lynn Downing
Sonoma, California

Thanks to all our readers who have sent responses and photos. Stay tuned for the September 2023 "Shooting Back" column when we will publish more great Old West saloon suggestions and photos from you, our readers.—SR

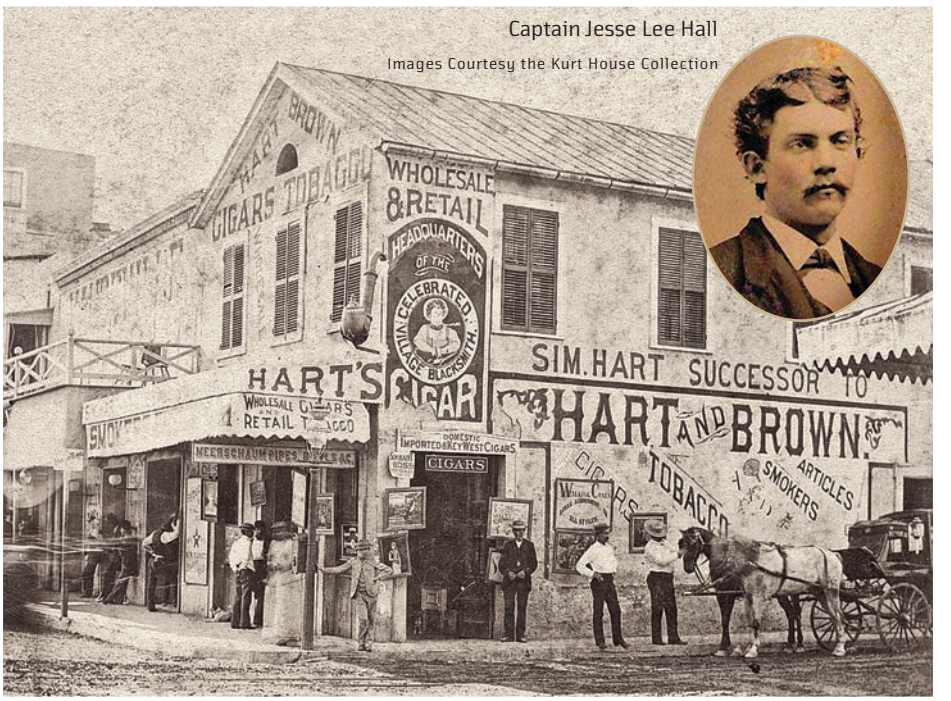
CORRECTIONS

On page 20 in the May 2023 issue, we listed the Historic Smoke House & Saloon in Wallace, Idaho, as one of our favorite watering holes to visit in the West. We are sorry to report that it has been closed, but according to our reader Jerry Peterson (see left), the site has reopened as Cogs Gastropub and still has the century-old bar in place.

On page 64 in the May 2023 issue, the photo of the O.T.O. Ranch misidentified the location of the ranch as as being near Gardiner, Wyoming, when it should have been Gardiner, Montana.

On page 29 in the June 2023 issue, the photo of Capt. Jesse Lee Hall (below, inset) should have been credited "Courtesy the Kurt House Collection."

On page 33 in the June 2023 issue, the photo of The Vaudeville Theatre (below) should have been credited "Courtesy the Kurt House Collection."



Captain Jesse Lee Hall

Images Courtesy the Kurt House Collection

BY MARK BOARDMAN

Truth or Adair

The James-Younger Gang turns to train robbery.

A half dozen men crouched next to the railroad tracks near Adair, Iowa, on July 21, 1873. The Rock Island train was slowing down for a big curve when the men dislodged the tracks.

What happened over the next few minutes would give the outlaws international fame.

They were the James-Younger Gang, and this was their first foray into train robbery. Why were they moving up from store and bank holdups? It's speculated that they thought they could get more loot—and that they wanted to strike back at the railroad barons.

Three of the cars (including the engine) tipped over when the tracks were pulled. The engineer was killed, and several others were hurt. But the robbers weren't concerned with that. The leader of the outfit pulled off his mask; descriptions make it clear that he was Jesse James. Two others were identified as Frank James and Cole Younger.

Jesse made his way to the express car while the others took money and valuables from the passengers. The overall take was $2,337—much less than they'd anticipated since the train was supposed to be carrying a large shipment of currency. But that money had been on another train that came through the previous evening.

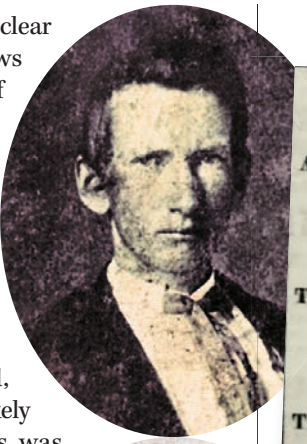
There were other riches, however. The express car had a huge cache of gold bullion. There are two versions of this story. One, the bars were too heavy to carry off, so Jesse left them alone. Two, Jesse had no idea exactly what they were, so he ignored them.

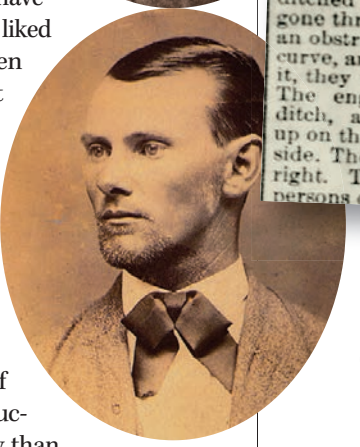
If nothing else, the outlaws were efficient. The whole thing took only about 10 minutes. At the end of the incident, the James-Younger boys rode off into the darkness. The train crew went for help.

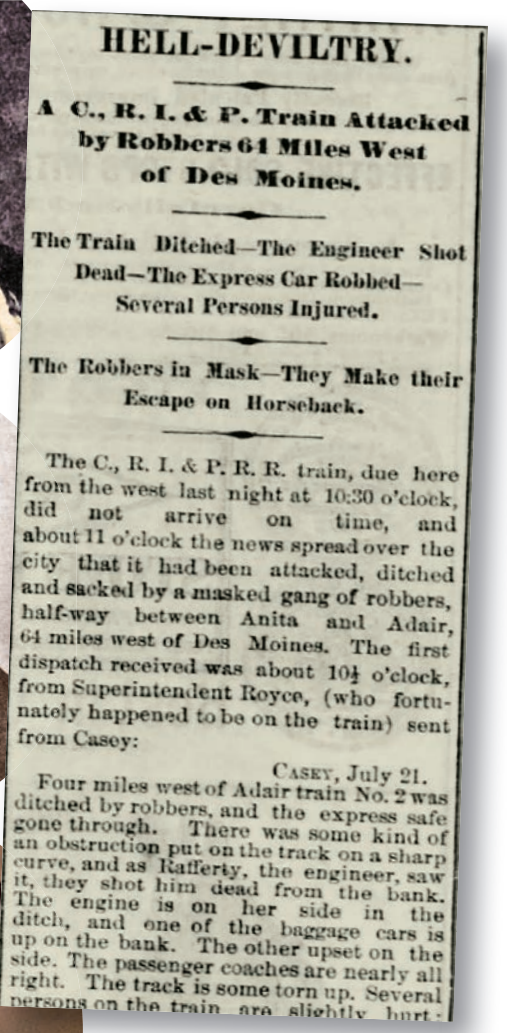
It's not exactly clear where the outlaws got the idea of waiting for the train to slow, then dislodging the tracks. But ex-Confederates had done the same thing eight years earlier at North Bend, Ohio—and it's likely that Jesse James was aware of that holdup.

The Adair robbery made the James-Younger Gang international celebrities. The *Kansas City Star* covered the event, and the story was picked up by papers around the world. That must have pleased Jesse, who liked the publicity (even as he denied that he and the boys were involved in any of their robberies).

Over the next eight years, the outlaws would rob several more trains. Most of them were more successful, financially, than the Adair job. But Adair was the one that got that ball rolling—and the one that brought the James-Younger Gang international attention.







HELL-DEVILTRY.

A C., R. I. & P. Train Attacked by Robbers 64 Miles West of Des Moines.

The Train Ditched—The Engineer Shot Dead—The Express Car Robbed—Several Persons Injured.

The Robbers in Mask—They Make their Escape on Horseback.

The C., R. I. & P. R. R. train, due here from the west last night at 10:30 o'clock, did not arrive on time, and about 11 o'clock the news spread over the city that it had been attacked, ditched and sacked by a masked gang of robbers, half-way between Anita and Adair, 64 miles west of Des Moines. The first dispatch received was about 10½ o'clock, from Superintendent Royce, (who fortunately happened to be on the train) sent from Casey:

CASEY, July 21.

Four miles west of Adair train No. 2 was ditched by robbers, and the express safe gone through. There was some kind of an obstruction put on the track on a sharp curve, and as Rafferty, the engineer, saw it, they shot him dead from the bank. The engine is on her side in the ditch, and one of the baggage cars is up on the bank. The other upset on the side. The passenger coaches are nearly all right. The track is some torn up. Several persons on the train are slightly hurt;

Top to bottom: Frank James, Cole Younger and Jesse James were later identified as three of the outlaws who robbed the train near Adair, Iowa, on July 21, 1873.

Photos Courtesy True West Archives/July 22, 1873, "The Des Moines Register" Newsclipping Courtesy Newspapers.com

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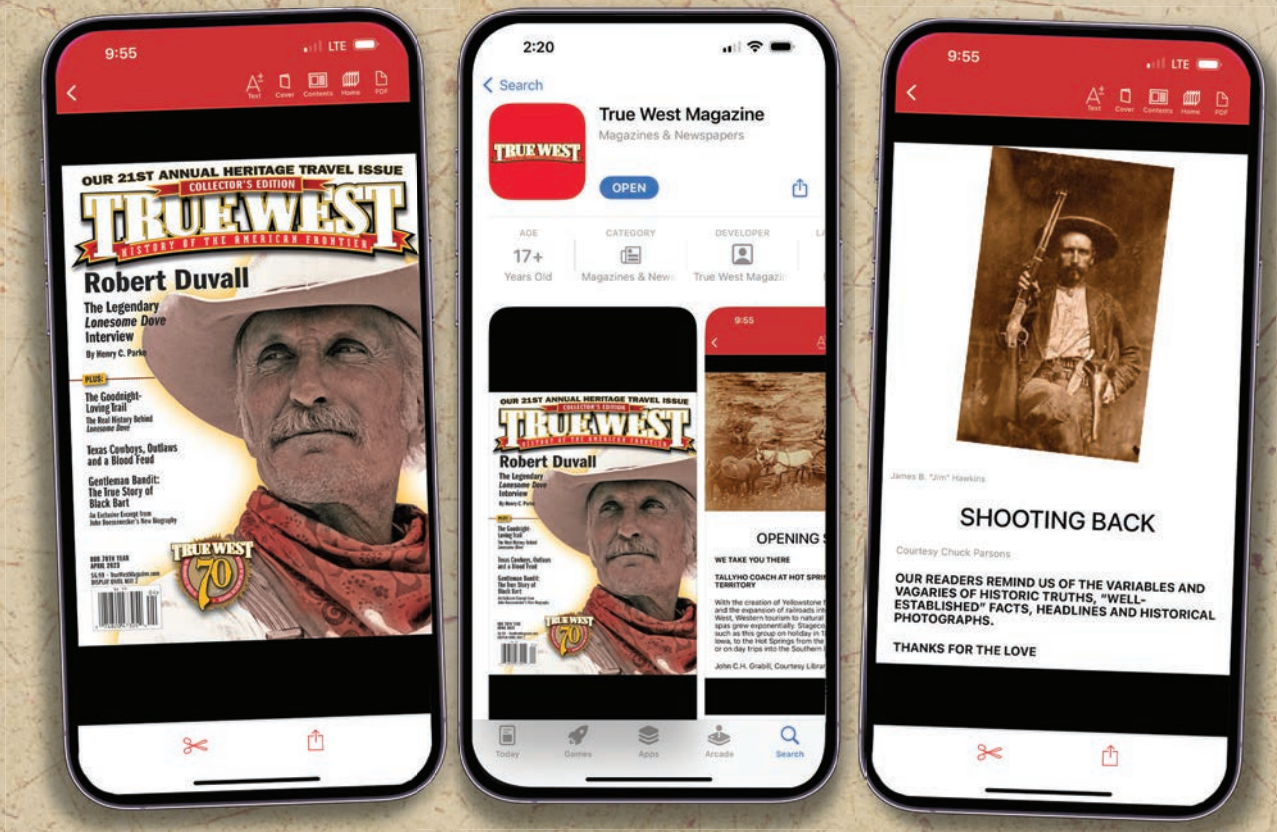

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BY JANA BOMMERSBACH

Will This Bell Toll Again?

Tombstone's first Episcopal Church says "Yes!"

Like Reverend Endicott Peabody, the founder of St. Paul's Episcopal Church in Tombstone, Arizona, in 1882, the Reverend Heather Rose (above) has found her calling in the mining town, building a parish while leading the cause—and raising the dollars—to restore the historic place of worship.

Photos by Jana Bommersbach

On January 21, 1882, a 24-year-old divinity student wrote in his diary, "So begins my journey West. God grant that I may do some good...."

The good Endicott Peabody did in the forlorn place he was sent—a rough and rowdy mining town that had just witnessed a devastating gun battle near its O.K. Corral—was to build St. Paul's Church, giving Tombstone and Arizona Territory its first Episcopal Church.

That church is still serving its congregation to this day—the oldest, continuously operating Protestant church in Arizona.

These days, its vicar is a former insurance claims adjuster from South Dakota who moved to Tombstone in 2016 with her husband. She was then drafted by the Bishop and ordained in July of 2020—exactly 148 years after the doors opened.

The Reverend Heather Rose shares a lot with the man who raised money here and there to build this small, cozy church. He needed $5,000 to construct the 25-by-70-foot Gothic Revival Building on 3rd Street. He had a handful of parishioners when he got to Tombstone; but six months later when he left, he had not only a new church but a healthy roster of regular members.

Reverend Rose has some of the same issues. There were only five parishioners when she got to town, but today, she can count about 40. And she's busy raising money, too. She's raised almost half the $60,000 she needs to restore the bell tower added to the church in 1866. "People heard about it and just started donating," she says with pride.

Perhaps that's because The Reverend Rose is a special kind of vicar. She's quickly endeared herself to the community. She was in Tombstone's annual Desert Donkey Dash with 80 contestants. Reverend Rose practiced for seven days with a donkey named Levi—borrowed from the Good Enough Mine—and posted her practices on St. Paul's Facebook page. It got quite a following. She and Levi came in 53rd. And then she used Levi to deliver palms to the church on Palm Sunday. "We went down the middle of Allen Street with the palms," she reports, the "we" being 20 to 30 parishioners.

The church's founder is remembered as being engaged in the community too. Peabody started a baseball league, and his revealing diary shows he dined often with would-be parishioners. Tombstone never forgot this man, who went on to be White House Chaplain under Franklin Delano Roosevelt.

St. Paul's wasn't Tombstone's first church. That honor goes to Sacred Heart Catholic Church, built in 1881 largely with the help of the "angel of the mining camps," Nellie Cashman. Peabody's diary shows he ate at her restaurant one night in 1882. He pronounced it a "fair dinner."

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*. Her most recent book, cowritten with Bob Boze Bell, is *Hellraisers and Trailblazers: The Real Women of the Wild West.*

BY STEVE FRIESEN

The Earth Abides

Twentieth-century Western landscapes dominated Heritage Auctions' Art of the West sale.

Art of the American West is often nostalgic, depicting a bygone era. By the time Charles Russell painted the West he knew, it was already vanishing…or vanished. But, even as the times changed, the landscape remained. As the Lakota people reassured themselves, "the earth is all that lasts," something chronicled by Mark Lee Gardner in his recent book of the same title. That lasting earth was painted by 19th-century artists, and it continued to be recorded throughout the 20th century. The abiding Western landscape was depicted among artwork offered at Heritage Auctions' Art of the West sale on March 3.

While many of the works of art at the auction did not fetch particularly high prices, they did manage to capture the beauty that is still found in the West. Painting at the turn of the 19th and 20th centuries, Charles Partridge Adams concentrated on the Colorado Rockies, as seen in his oil painting *Arapahoe Peak and Glacier*. Simply titled *The Great West*, John Modesitt's cliffs could be anywhere on the Colorado Plateau, which straddles the states of Colorado, Utah, New Mexico and Arizona. Within the plateau, the Colorado River's greatest handiwork was captured by Matt Smith in his *Winter Morning–Grand Canyon*. That broad expanse contrasts with Walter Gonske's closeup of a New Mexican arroyo in *Arroyo Grande*. Swedish immigrant Birger Sandzen spent his career in Kansas but traveled extensively throughout the Rockies and the Southwest, which doubtless inspired his woodcut *Late Moonlight*.

The American West offers a vast expanse, from the prairies to the Pacific Coast. Man's somewhat tenuous presence on the rolling hills of the prairie is depicted by Peter Ellenshaw in *Prairie*. Man's impact on that landscape is almost ghostly in *Haystacks* by Eanger Irving Couse, one of the founders of the Taos Society of Artists. Couse's impressionistic approach stands in contrast with the luminescence of a Pacific sunset in Robert William Wood's *Sea of Gold*. A native of England, Wood embraced the landscapes of the West, painting them almost exclusively after moving to the United States in 1910.

Charles Partridge Adams's *Arapahoe Peak and Glacier* captured a scene that is still unchanged in today's Indian Peaks Wilderness, west of Boulder, Colorado. It also captured a price of $10,625 at the Art of the West auction.

Both breathtaking and intimate views of the American West were recorded and shared at Heritage Auctions' Art of the West sale. Even if the Old West often depicted in art has vanished, the landscape has indeed lasted and is enjoyed today. Perhaps, like the Lakotas claim, it is the only part of the West that truly remains.

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.

UPCOMING AUCTIONS

August 15-18, 2023
Firearms & Militaria
Morphy Auctions (Denver, PA)
(717) 335-3435 • morphyauctions.com

August 25-27, 2023
Premier Firearms Auction #89
Rock Island Auction Co. (Rock Island, IL)
(800) 238-8022 • rockislandauction.com

September 18-23, 2023
Buffalo Bill Art Show & Sale
Rendezvous Royale (Cody, WY)
(307) 587-5002 • rendezvousroyale.org

All Images Courtesy Heritage Auctions

Dwarfed by cliffs above an arroyo, a rider almost disappears into *The Great West*. John Modesitt's painting with that title sold for $2,750 at the auction.

Matt Smith's *Winter Morning—Grand Canyon*, depicting the north rim of the canyon and painted in 1992, sold for $4,000.

Reminiscent of impressionist paintings with the same title by Monet, *Haystacks* by Eanger Irving Couse sold for $6,250.

Man-made rock walls soon disappear into the vastness of nature in Peter Ellenshaw's *Prairie*, which sold for $5,750.

A small ranch is absorbed by the landscape in Walter Gonski's impressionistic painting *Arroyo Grande*, which went for $4,750 at the auction.

Birger Sandzen, who painted many Western landscapes, was also known for his prints, particularly woodcuts. A bid of $1,125 acquired his woodcut *Late Moonlight*.

Robert William Wood's landscape paintings were quite popular during the 1950s and 1960s. Like *Sea of Gold*, which sold for $2,750 at the auction, they frequently depicted Western scenery.

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BY PHIL SPANGENBERGER

The 1873 Trapdoor Springfield—One Model, Many Changes

Despite the prominence of repeating rifles of the late 19th century, the U.S. Cavalry largely relied on this single-shot carbine to bring an end to the Indian Wars.

The U.S. Army of the 19th-century West faced challenges that made frontier warfare unique. Vast open plains, seemingly never-ending deserts and rugged mountainous terrain made movements slow and resupply difficult. The Army chased an elusive enemy that was fighting for their homeland by waging guerilla warfare. Because a mobile mounted force was required to keep after the fast-moving, phantom-like Indians, much of the work fell to the cavalry, whose primary weapon was the 1873 Springfield "trapdoor" carbine.

Created in 1873 for the new .45-70 Government round, the single-shot Springfield was produced by the Springfield Armory in Springfield, Massachusetts. Basically the same in appearance and action, the carbine and longer rifle were constantly going through subtle changes. A review of just the carbine variations here would require too much space. Suffice it to say that despite the 1886 Experimental carbine and the Officer's Model Rifles, the 1873, 1877, 1879 and 1884 Carbines (official government model designations), were the primary issue arm of the U.S. Cavalry during the campaigns against the American Indian tribes.

The side hammer Springfield .45-70 carbine weighed a light seven pounds and was 41.3 inches in length with a 22-inch round barrel. The rifle fired the powerful .45-70 Government cartridge using a 405-grain lead bullet, and 70 grains of musket-grade black powder. The cavalry carbine usually used a lighter 55-grain powder charge because horse soldiers tended to be small of stature, usually weighing around 130 to 150 pounds, and the stiff recoil from the heavier rifle load too often proved detrimental to the trooper's accuracy.

The .45-70 proved to be a more accurate and powerful load for longer range shooting than the previous .50-70 round. After the disastrous Little Big Horn fight in 1876, the carbine was much maligned, however history has shown that tactics notwithstanding, what was then considered the fault of the weapon itself was actually more of a problem with

The first of the .45-70 caliber Springfield carbines, introduced in 1873—along with the new cartridge—featured a stacking swivel on the barrel band, a high arch breechblock (not visible here) a short comb on the stock and a long wrist that quickly proved to be a weakness. Several changes were made with the Model 1877 and future models. All models were arsenal dull blued overall, except for the case hardened breechblock and barrel tang. This 1st model '73 carbine was manufactured in 1875.

All Images Courtesy Phil Spangenberger Collection Unless Otherwise Noted

While infantrymen almost exclusively relied on the standard 32.60-inch barreled Springfield "Long Tom" rifles, and cavalrymen packed the 22-inch barreled carbine, Indian scouts used either carbines or the longer rifles. Barrels on the .45-70s were the first arms at the National Armory at Springfield made of "decarbonized" steel, rather than iron. This circa late-1880s-1890 photo of Apache scouts shows them with Model 1884 Springfield carbines with Buffington sights.

Courtesy Glen Swanson Collection

Starting with the M-1877 carbine, the stock's comb was lengthened, the wrist was strengthened and shortened, the gun's high arch breechblock (not shown) was also strengthened by filling it in. Three holes were also drilled into the buttstock for a three-piece cleaning rod and a broken shell extractor (see inset); the third section of the cleaning rod not visible in this photo is in the center hole beneath the broken shell extractor. A swiveling "trapdoor" was added to the butt plate, thus the modern collectors' term of "Trapdoor Springfield." Shown here is the Model 1879 (mfgd. 1885) with the improved buckhorn rear sight.

the brittle copper cartridges, despite some other less critical weaknesses in the initial 1873 Springfield's design.

The 1877—a transitional model upgraded from the first 1873 Springfield—produced the most visible improvements over the original carbine. Changes included lengthening the comb of the stock and shortening and thickening the stock's wrist, while also stiffening the breechblock by filling in the high arch of the earlier arm. Other significant changes consisted of an improved rear sight, and drilling the butt stock with a three-hole receptacle for the three-piece jointed steel ramrod and headless shell extractor. A swiveling cover on the butt plate, over the drilled holes was also added, thus the modern "Trapdoor" moniker. A three-notch carbine "Safety Notch" tumbler lock mechanism, the three-click hammer, was added, and the "1873" date was omitted from the lock plate.

The 1879 modifications included an improved rear sight employing a "buckhorn" eyepiece attached to the slide, which can be moved laterally for wind, drift or any construction errors in the carbine (and rifle). The stacking swivel on the carbine's barrel band was also eliminated. The 1884 model differs from earlier carbines mostly with the addition of the Model 1884 Buffington Rear Sight and the change of the breech block stamping to "US MODEL 1884." By 1886, the firing pin was changed from steel to an aluminum bronze alloy, and in 1890 a "Rear Sight Protector Barrel Band" and a "Front Sight Cover" were added. Manufacturing of this final model ceased in 1889.

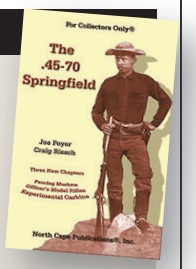
With nearly 61,000 carbines produced, in the hands of regular Army troopers, the 1873 Springfield carbine—regardless of which variation—played a critical part in the frontier. During much of the Indian Wars, it was largely this carbine in the hands of troopers throughout the West who fought countless battles, rode endless patrols and did scouting duty. Ironically, after vanquishing the American Indians to reservations, the Army worked to protect them from unscrupulous settlers. There's no doubt that the 1873 Springfield carbine belongs in that vaunted listing of the guns that truly "Won the West."

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. He's also *True West*'s "True West Westerner of 2022."

This '84 Springfield model with the added 1890 Rear Sight Protector was produced in 1886 and was issued to Troop C, 9th Cavalry "Buffalo Soldiers," as evidenced by stampings in the stock.

This circa 1890s posed studio image of a U.S. Cavalry trooper shows that he has an 1879 model Springfield trapdoor carbine. However, it's equipped with the newer 1890 Front Sight Cover, revealing that the Army issued older-model arms that came from government inventory. As new and improved components became available, they would be added to update the older arms.

Courtesy Tony Sapienza Collection



.45-70 SPRINGFIELD COLLECTORS BOOK

Long considered the last word by serious students of .45-70 "Trapdoor" Springfields, the book *For Collectors Only, The .45-70 Springfield* ($34.95) by respected arms historians Joe Poyer and Craig Riesch, is in reprint. Like the other works in their "For Collectors Only" series, this 315-page, 5½-inch by 8½-inch softcover volume contains a part-by-part analysis of the various models, including serial number ranges, markings, finishes and other details. Trapdoor fans will find this book an indispensable aid in identifying the vintage of any .45-70 Trapdoor Springfield rifle, carbine, Officer's and Experimental models—even Fencing Muskets, no matter how subtle any changes of component parts are found. Also covered in this edition are tools, cartridge boxes and Prairie Belts, ammunition, bayonets and more, all shown through clear, detailed photos of parts and related gear. This writer has used the work numerous times and has found it to be invaluable in researching these historic weapons.

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Photo by North Cape Publications, Inc.

BY THE EDITORS OF *TRUE WEST*

THE IRON HORSE AND KIT CARSON

While innumerable stories about trains, train robberies and the famed trailblazer appeared in *True West* during its 70-year history, they were rarely featured on the magazine's cover.

Christopher "Kit" Carson has only been on the cover of *True West* once in 70 years—March 2006—while the first time a locomotive graced the front page was in April 1986—33 years after the first issue.

Technically, the first "train" cover was in April 1972, but it didn't even show a real train—just a rare Jakob Gogolin painting of a Plains Indian tribe tearing up the tracks crossing their territory (right). Editor Joe Small noted in his editorial that that German immigrant's artwork is part of the permanent collection of the Kansas Historical Society in Kansas.

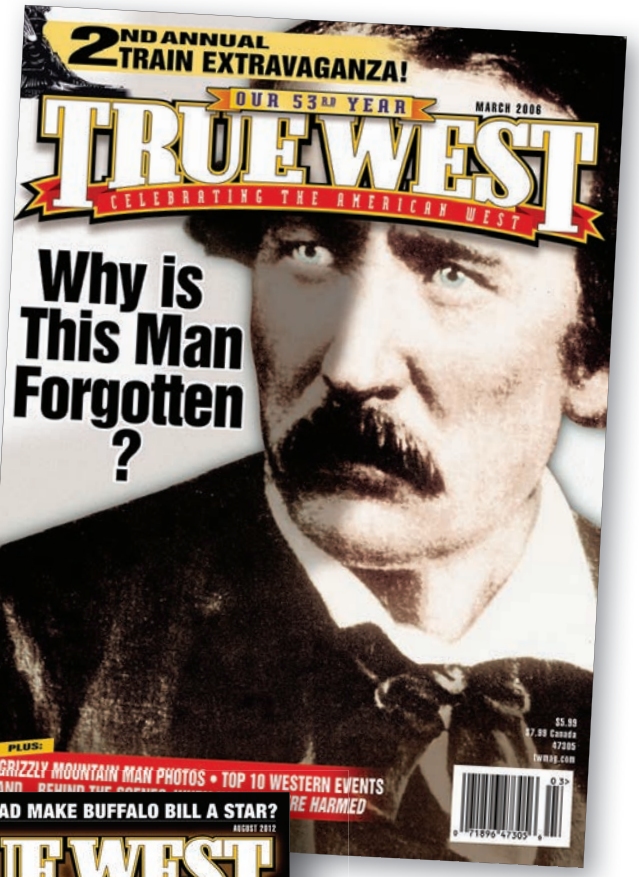
But what about trains real or otherwise?

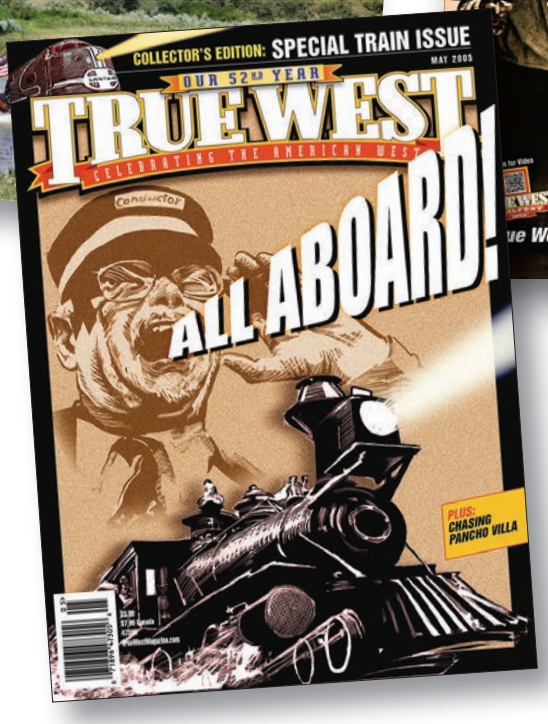
From June 1990 to August 2012, a historic locomotive was featured on the cover six times. Yet, *True West*'s editors are not shy about writing about train robbers, train robberies and train wrecks. We've also written dozens of articles about railroad construction, historic railroads, railroad travel—and even an article by Chris Enss about "Iron Ladies." And for over a decade we've published a special annual travel issue about Western heritage railroads. That's the issue you are reading right now!

Reflecting on the reason for the lack of railroad covers, we recalled that rail travel was on its way out in America in the 1950s and 1960s, and it wasn't until the mid-1970s that historic short line, narrow gauge railroads began operating for tourists. Not even an engineer, brakeman or conductor made it on the cover until May 2005 (opposite, right).

Your intrepid editors found the lack of Kit Carson's visage on the cover even more surprising, due to his fame—and to some, his infamy. This current issue is the second one to feature the trailblazer on the cover, and for the second time it complements a major feature by award-winning historian Paul Andrew Hutton.

Will it take more than a decade to put a locomotive or Carson on the cover again? If odds were set, the smart bet would be on the trailblazer, but you never know, an Iron Horse might come around the bend and make it once again!





TRUE WEST ARCHIVES

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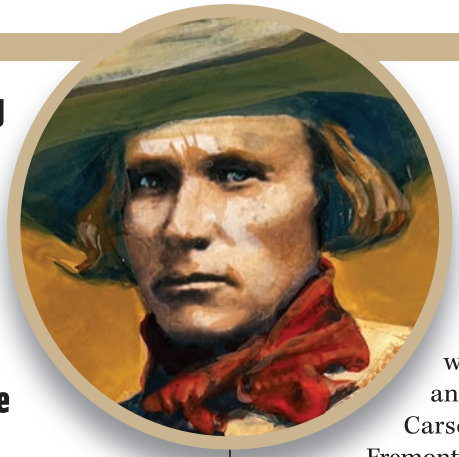
Our past awaits you!

BY PAUL ANDREW HUTTON

KIT CARSON AND THE CONQUEST

The true story of how the trailblazer became the spearpoint of empire



Kit Carson wanted to settle down. "Dick Owens and I concluded that, as we had rambled enough," he later recalled, "it would be advisable for us to go and settle a farm." Since leaving the mountains in 1841 with the collapse of the beaver trade, he had twice guided the Army explorer John C. Fremont westward. Carson had taken Fremont through South Pass to map the Oregon Trail in 1842 and then had served as scout and hunter for the far more ambitious expedition to Oregon and California the following year. Fremont's reports of these expeditions, partially ghost-written by his beautiful and talented wife, Jessie Benton Fremont, had become a national sensation. Ten thousand copies were printed at government expense, thanks to Jessie's father, the powerful Missouri Senator Thomas Hart Benton. The books, which became emigrant guides to the West, made Fremont the "Pathfinder"—and his redoubtable scout Carson—into national celebrities.

His new fame mattered little to Carson. On February 6, 1843, he had married Maria Josefa Jaramillo in Taos, New Mexico, and was anxious to make a new life with her. They settled some 45 miles east of Taos on the Little Cimarron, where Carson and Owens cut timber for cabins and put in considerable grain. In August a messenger from Bent's Fort reached the little ranch with news that Fremont wanted Carson for yet another expedition. Carson had promised Fremont that he would join him if needed for another "exploration," and so he and Owens sold their improvements at quite a loss and, after leaving Josefa with her sister's family in Taos, headed north.

Fremont was elated: "This was like Carson, prompt, self-sacrificing, and true. I received them both with great satisfaction. That Owens was a good man it is enough to say that he and Carson were friends. Cool, brave, and of good judgment; a good hunter and good shot; experienced in mountain life; he was an acquisition and proved valuable throughout the campaign."

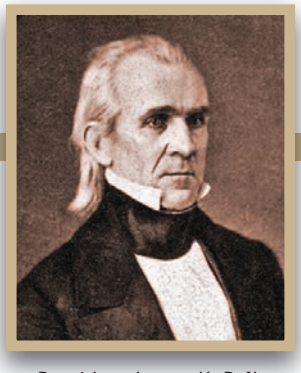
Fremont's party, 60 in number, departed Bent's Fort on August 16, 1845, driving two hundred horses and mules as well as a small herd of cattle. This was an experienced and hardened band, consisting of seasoned frontiersmen, many of whom had served with Fremont before. Lucien Maxwell was there, along with Auguste Archcambeau, Bill Williams, Basil Lajeunesse, Joseph Reddeford Walker, Theodore Talbot, Tom Fitzpatrick and the always reliable Alexander Godey. A dozen Delaware Indians, led by their chiefs Swanuck and Segundai, formed Fremont's personal bodyguard. It was a formidable crew.

All Images Courtesy True West Archives
Unless Otherwise Noted

OF CALIFORNIA

U.S. Marine Corps Capt. Archibald Gillespie unleashes the four-pound howitzer at Gen. Pico's charging lancers during the Battle of San Pasqual on December 6, 1846.

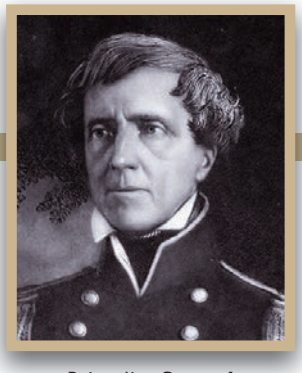
Courtesy San Pasqual Battlefield State Historic Park



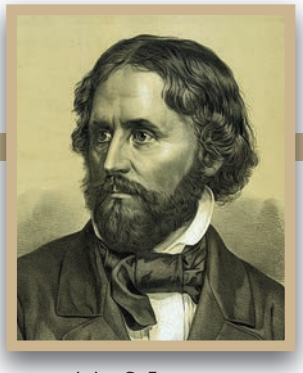
President James K. Polk

Courtesy Library of Congress

John A. Sutter



Brigadier General Stephen W. Kearny



John C. Fremont

THE SURVEY

Fremont's orders directed him to explore and map the Arkansas and Red rivers, to pay special attention to the headwaters of the Arkansas, as well as to explore the southern Rockies. Nowhere in the written orders was there mention of California. Fremont clearly must have had verbal instructions to proceed to California, for he promptly detached Lt. James Abert and Tom Fitzpatrick to explore south through Raton Pass to the headwaters of the Canadian River and then east to its junction with the Arkansas in partial fulfillment of his orders from the topographical corps. He then proceeded westward, ascending the Arkansas toward the towering Rocky Mountains.

In the December 27, 1845, issue of *New York Morning News*, journalist John L. O'Sullivan had perfectly captured the national mood when he editorialized on the American need to annex both Texas and Oregon "by right of our manifest destiny to overspread and to possess the whole of the continent which Providence has given us for the development of the great experiment of liberty and federated self-government entrusted to us." Manifest Destiny quickly became the catch-phrase of the day. It was hardly a new doctrine, dating back to the Puritan fathers and their "city upon a hill" and up through Thomas Jefferson's dream of a continental "empire for liberty." Expansionist sentiment had helped to bring on the War of 1812. This combination of expansionism and nationalism, with the added benediction of divine providence, reached its aggressive climax in the 1840s.

WAR WITH MEXICO

James K. Polk was a firm disciple of Manifest Destiny. The new president had campaigned on an expansionist platform calling for the annexation of Texas and the Oregon country ("Fifty-four Forty or Fight" was the slogan). He was determined to purchase New Mexico and California, or to fight a war for them if need be. Polk and his Secretary of the Navy, the noted historian George Bancroft, fretted over the intentions of England concerning California. Mexico had threatened to declare war if Texas was annexed, and Polk and Bancroft worried that the British would seize the prized harbor at San Francisco Bay if war broke out.

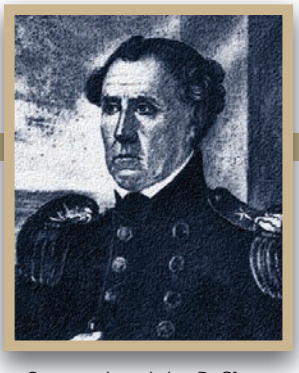
John C. Fremont and his guide Kit Carson

On March 21, 1845, Bancroft sent orders to Commodore John Sloat, commander of the Pacific Squadron, to proceed to the west coast of Mexico and then ordered him to promptly seize San Francisco Bay if he heard of a declaration of war. With Texas annexed in December 1845, Polk ordered 3,500 troops under Gen. Zachary Taylor to Corpus Christi Bay. When Mexican troops marched north to the Rio Grande, Taylor moved his troops south into the disputed Nueces strip. The two armies warily watched each other for three tense months. Finally, Gen. Mariano Arista took the bait and sent a detachment across the Rio Grande where they ambushed an American troop detachment, killing several men.

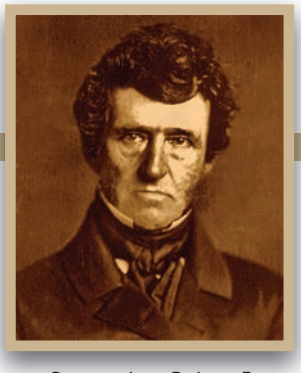
President Polk had been working on a war message to Congress—as a result of Mexico's refusal to pay its debts to the United States or to consider his generous offer to purchase New Mexico and California—when news of the Rio Grande skirmish reached him on May 9, 1846. He hurriedly revised his message: "Now, after reiterated menaces Mexico has passed the boundary of the United States, has invaded our territory and shed American blood upon the American soil." Two days later Congress declared that "by the Act of the Republic of Mexico a state of war exists" and authorized President Polk to raise an army of 50,000 men.

WESTWARD TO CALIFORNIA

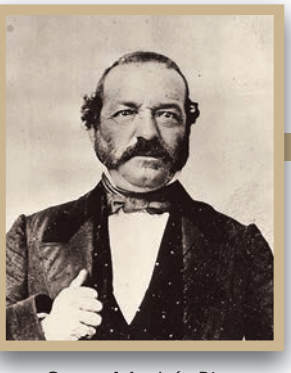
Fremont knew nothing of any of this when he decided to extend his exploration westward beyond the Great Basin and over the Sierras into California. He divided his force in late November, sending Theodore Talbot,



Commodore John D. Sloat, U.S.N.



Commodore Robert F. Stockton, U.S.N.



General Andrés Pico

Courtesy Huntington Digital Library

Christopher "Kit" Carson

Courtesy Huntington Digital Library

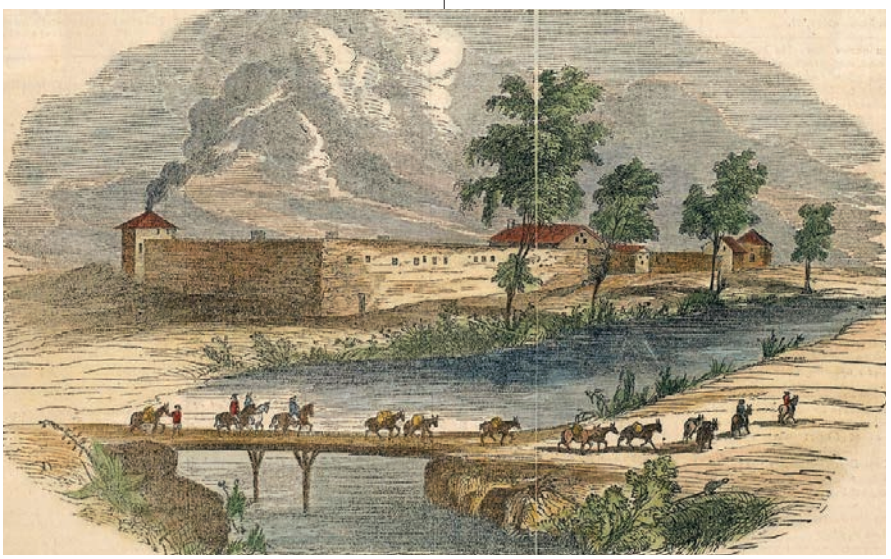
with Joe Walker as guide, south along the eastern Sierra foothills to cross the mountains at a pass Walker had discovered a decade before and enter the San Joaquin Valley. He and Carson, with 15 men, would follow the Truckee River over the mountains at a place soon to be known as Donner Pass and then down to the south fork of the American River. Fremont's party reached Sutter's Fort on December 10, 1845.

John Sutter, although born in Baden, Germany, was of Swiss descent. He had come to America in 1834, settled in St. Louis and was soon engaged in the Santa Fe trade. Four years later he arrived at San Francisco Bay where he became a Mexican citizen. Blessed with considerable charm and some financial resources and business savvy, he quickly ingratiated himself with the Mexican authorities. The governor granted him nearly 50,000 acres in the Sacramento Valley where he had constructed a substantial mud and brick fort as the headquarters of what he christened as "New Helvetia." He also purchased Fort Ross from the Russian-American Fur Company and then moved its goods, livestock and cannons to the Sacramento Valley. Sutter soon employed hundreds of Indian, Mexican and American workers.

Fremont felt certain that Sutter, who had extended his hospitality to him 18 months earlier during the explorer's second expedition, would again warmly greet him. They had discussed the future of California back in 1844, so Fremont knew that Sutter welcomed American emigrants and shared the captain's dream of an American California. Still, Sutter was in a delicate position and needed to carefully balance his relationship with the Army captain and his Mexican benefactors.

Rumors of war over Texas were rife, and the 800 Americans in California were viewed with suspicion. The Californios outnumbered them 10 to one but they were bitterly divided north and south. (The Indians, although but a pitiful remnant of the vast population that had existed when the Spanish first arrived in 1542, outnumbered both groups by several thousand.) General Jose Castro in Monterey ruled over the north while Governor Pio Pico, headquartered in Los Angeles, was the power in the south. The two men disliked each other intensely but agreed on their mutual disdain for the government in Mexico. They both acted independently of the central government.

Sutter was absent when Fremont first arrived but returned in a few days to extend his hospitality to the newly arrived Americans. Fremont needed mules and cattle, which Sutter provided. Fremont explored the countryside, met with settlers, skirmished with some local Indians, and fretted over Talbot's party. It soon became abundantly clear to the 31-year-old captain that California was not only exceedingly ripe fruit, but it was quite low hanging as well. In January, Fremont crossed the San Joaquin Valley to Yerba Buena and gazed in amazement at the wide opening in the Coast Range where the San Francisco Bay met the Pacific Ocean. He named it the Golden Gate. They then rode south to Monterey to meet with the American consul Thomas Larkin. The consul took Fremont to meet General Castro who was quite cordial but advised Fremont to stay away from the coastal towns



John C. Fremont and Kit Carson and their expedition arrived at Sutter's Fort on December 9, 1845.

John C. Fremont created the *Map of Oregon and Upper California, 1849* following his expedition across the West and the conquest of California. The map reflects the new continental United States following the end of the Mexican–American War and the ratification of the Treaty of Guadalupe Hidalgo between the U.S. and Mexico on March 10, 1848.

Courtesy Library of Congress

and remain in the interior. The American officer assured Castro that his peaceful party was solely devoted to mapmaking.

Fremont and his men then traveled some 60 miles north to San Jose, where they were reunited with the Talbot and Walker party. They then moved back south to Monterey. Sixty heavily armed Americans approaching his provincial capital naturally worried General Castro, who sent an order to them to promptly depart California. Then the general issued a call to arms to the Californios on March 8, in order "to lance the ulcer which (should it not be done) would destroy our liberties and independence." On that very same day, in Texas, General Taylor had moved his army across the Nueces River into the disputed land north of the Rio Grande.

Fremont moved his force northeast of Monterey to Gavilan Peak in the Coast Range, where the men commenced to build a rude log fort. Fremont hoisted the American flag and prepared to fight. Larkin sent a message to Fremont urging restraint and warning of the mobilization of a large Mexican force. Fremont responded with a note of romantic bravado reminiscent of Travis at the Alamo: "We have in no wise done wrong to the people or authorities of the country, and if we are hemmed in and assaulted, we will die every man of us, under the Flag of our country."

Rhetoric aside, Fremont now began to think that discretion might well be the better part of valor—and that as a junior officer he probably should not initiate a war between the United States and Mexico. When a breeze blew over the impoverished flagpole on March 9, Fremont took it as an omen and ordered his men to prepare to move out under cover of darkness. Joe Walker was furious over what he felt was a cowardly retreat. As Fremont's party headed north, Walker headed south. The Mexicans did not pursue.

RETREAT TO OREGON

Fremont's party leisurely moved north past Mount Shasta to reach Oregon's Klamath Lake on May 6. They were met there by Klamath Indians who traded dried fish and salmon with the newcomers. The Indians were friendly but wary. Fremont led his men farther north between the lake and the mountains and on the night of May 8 camped in a forest on a little creek not far from the lake. Standing alone by the campfire, Fremont was startled to hear the muffled sound of approaching horse hooves. Two exhausted men emerged from the shadows into the firelight with a remarkable tale to tell. Fremont instantly recognized Sam Neal, who had been with him on his second expedition before settling in California. Reinforced with hot coffee, Neal told Fremont that he had been sent forward by Lt. Archibald Gillespie of the United States Marines, who was in search of the explorer with important dispatches from Washington. The men had been trailed by Indians and were worried for the safety of Gillespie and his three

other companions camped south of Upper Klamath Lake. Fremont decided to leave at dawn with 10 hand-picked men to make up a rescue party—Carson, Owens, Godey, Maxwell, Joe Steppefeldt (called Stepp), Basil Lajennesse, Segundai, Denny (an Iowa mixed blood) and two other Delawares.

The next day they found Gillespie camped some 40 miles away at the lower end of the lake. The young Marine officer had travelled from Washington across Mexico and then by ship to Monterey. President Polk had sent him on this dangerous secret mission with messages for Larkin and Fremont. Fearing that he might be intercepted in Mexico he had memorized Polk's written instructions and then burned the originals, but he did carry letters to Fremont from Jessie and Senator Benton. The message and the Marine officer's own observations in Mexico made it clear that war was imminent. (They did not know it, but the war had already begun on the Rio Grande.) Polk and Benton were worried about British intentions over California and wanted Fremont to be ready to claim the province for the U.S. the instant he heard of a war declaration.

The two officers talked well into the evening, making plans, and were only interrupted by the arrival of several Klamath Indians bearing salmon. The Klamath chief handed a fine fish to Gillespie and then led his men out of the camp. As the men settled into their blankets, Fremont stayed up pondering his next move. He felt himself but a pawn in a grand chess game, but as a pawn he must make the first move. "I saw the way opening clear before me," he later wrote. "This decision was the first step in the conquest of California."

Carson heard them first. "What the matter over there!" he called out to Lejeunnese. Then he heard the sickening sound of an axe striking flesh and shouted the alarm: "Indians!" Crane, one of the Delawares, jumped to his feet but his rifle misfired, and he was instantly struck by four arrows. Carson, Steppenfeldt and Maxwell all fired, and the Klamath chief went down.

Godey stepped into the light of the campfire to check his firearm. This astonished Carson who yelled out "Look at the fool. Look at him, will you?" Godey gave Carson a dirty look and continued to tinker with his rifle as arrows whizzed by. "He was the most thoroughly insensible to danger of all the brave men I have known," remarked Fremont.

The Indians withdrew and the men lay under cover all night. At dawn the gray light revealed that Lajeunesse, whose head had been bashed in with an axe; Crane, the Delaware; and Denny were dead and another of the Delawares wounded. The Klamath chief who the day before had given Gillespie salmon lay dead by the smoldering campfire.

"He was the bravest Indian I ever saw," Carson remarked. "If his men had been as brave as himself, we surely would all have been killed." The chief had a British axe tied to his wrist. Carson took the axe and knocked the chief's head to pieces after Sagundai scalped him.

Fremont, who suspected that the British had incited the Klamaths, was now determined on revenge. Once the command was reunited Carson went ahead with 10 men and promptly found and attacked a Klamath village of 50 lodges, scattered the people, and set everything on fire.

Fremont brought the rest of his men up to reinforce Carson, but the Klamaths had all fled from the burning village. About a mile from the village, he made camp and had the men build a strong corral. Word soon reached the camp that the Klamaths were returning, and the men hurriedly mounted. Fremont and Carson led them out into the thick forest where Fremont's horse, a gift from Sutter named Sacramento, made a daring leap over a fallen oak.

"Captain, that horse will break your neck someday," Carson shouted.

Minutes later a Klamath scout emerged from behind the trees and drew a bead on Carson with his bow. Carson fired at him but his rifle snapped. Fremont spurred Sacramento and they rode the Indian down so that his arrow shot went wild. Sagundai then leapt upon the Klamath and smashed in his skull with his war club. It was all over in a moment, but it was a close call for Carson, who now developed a keen appreciation for Sacramento. "I owe my life to them two," declared Carson. "The colonel and Sacramento saved me."

"By heaven, this is rough work," Gillespie exclaimed. This was the first combat he had witnessed since joining the Marines. He would soon see much more.

THE REVOLT BEGINS

Fremont's party reached Peter Lassen's ranch in the Sacramento Valley on May 24 after skirmishing with Indians during much of the journey south. Fremont found the American settlers in an uproar over a decree from Castro threatening all non-Mexican citizens with expulsion and by recent raids by Indians from the nearby hills. Some of these raiders were descendants of mission Indians who had retreated to the mountains rather than work as serfs for Sutter or the Mexican ranchers. Others were Maidus, Wintus and Yanas who had lived in the Sacramento Valley long before the Spanish first arrived. They numbered several thousand and sometimes raided the American and Mexican ranches for livestock.

Fremont was reluctant to lead a campaign against them but relented to the settlers' pleas when he received a message from Sutter warning that Castro had sent messengers to incite the Indians against the American settlers. "I resolved to anticipate the Indians and strike them a blow which would make them recognize that Castro was far and that I was near." He convinced himself that it would be unwise to leave a potentially hostile force to his rear. Fremont's combined army of settlers and his own men struck several rancherias along the Sacramento River, killing dozens of the Natives and driving the rest into the hills. While the Indians were numerous, they were poorly armed, and it was over quickly. This one-sided affair disturbed Carson. "The number killed I cannot say," he declared. "It was a perfect butchery."

With the Indians neutralized Fremont turned his attention to the Californios. He encouraged Ezekiel Merritt, William Fallon and William Ide with 30 American settlers to capture the Mexican garrison and cannons at Sonoma, the northern-

Raising the Bear Flag, Sonoma, California, June 14, 1846

Courtesy Huntington Digital Library

most settlement. The Americans found no Mexican soldiers and the town's nine brass cannon were hardly serviceable, but they did capture Gen. Mariano Vallejo and 17 Sonoma residents. Vallejo, who was sympathetic to the American annexation of California, offered his captors some brandy and his sword. They let him keep his sword but readily drank all the brandy. Vallejo and his compatriots were taken to Sutter's Fort and imprisoned. When Sutter objected to this, Fremont seized the fort and put Edward Kern in command.

Back in Sonoma the rebels issued a proclamation declaring the overthrow of the Mexican regime and announcing the Bear Flag Republic. William Todd, a nephew of Abraham Lincoln's wife, Mary, designed a crude flag with a star, a grizzly bear and the inscription "California Republic." Todd was not much of an artist and one wag noted that the bear looked more like a pig. Art critics aside, they raised the flag over Sonoma on June 14.

Ide sent two of his men, Tom Cowie and George Fowler, to the Russian River to find Moses Carson, Kit's half-brother, in hopes of acquiring arms and gunpowder from him. When the two men failed to return a search party was sent out. The Americans skirmished with a Mexican patrol and captured a soldier who confessed that the men had been captured, tortured and then killed. Godey was among those who, along with Moses Carson, discovered their bodies. They had been disemboweled with throats cut and their genitals cut off. Cowie was a great favorite of Fremont's men, and they were enraged by his fate. The Bear Flaggers—or Osos, as the Californios called them—soon after skirmished with a detachment of Castro's lancers and rescued William Todd and another rebel from them.

On June 25 Fremont, Carson and Gillespie with Sagundai and the Delawares, led the way as the little army rode into Sonoma. Fremont decided to journey south to the Golden Gate to see what Castro's forces were up to. He soon moved south to San Rafael, sending out scouting parties to probe toward Sausalito. Carson, with Sam Neal and Granville Swift, intercepted three Californios at Point San Pablo. The men, one of whom was the father of the alcalde of Sonoma, were bearing dispatches from Castro.

Carson rode back to report the prisoners to Fremont. "I want no prisoners, Mr. Carson," the captain replied. Carson returned to his men and had the three Californios summarily executed.

FREMONT TAKES COMMAND

The Bear Flaggers held a grand July 4 fandango in Sonoma where they organized a 250-man California Battalion and appointed Fremont as its commander. Gillespie was to be his adjutant. Affairs were moving rapidly, and Fremont had given up any pretense of neutrality. He was now leading a rebellion. Of course, he was still ignorant of any declaration of war and so wrote a letter of resignation from the Army just in case it was needed for diplomatic cover.

Two days later Navy Capt. William Mervine hoisted the American flag over the Monterey customs house while offshore three American warships under Commodore John D. Sloat fired a 21-gun salute. As 225 sailors and Marines occupied the town, Sloat issued a proclamation annexing Alta California to the United States and assuring the local inhabitants of just and fair treatment. Soon after the Bear Flaggers lowered their flag and raised the stars and stripes. Castro wisely withdrew his small force south to Los Angeles.

On July 19, 1846, Fremont led his grizzled band into Monterey. They rode in two by two, Fremont, Carson and the Delawares in the van, each man armed to the teeth with their long rifles cradled in their arms. Offshore the British 80-gun *Collingwood* ominously anchored. The British, who would take no action, were as awe-struck over Fremont's tough band as were the American sailors and Marines. Lt. Frederick Walpole, R.N., left an account:

"During our stay in Monterey Captain Fremont and his party arrived. They naturally excited curiosity. Here were true trappers, the class that produced the heroes of Fenimore Cooper's best works... Fremont rode ahead, a spare active-looking man. He was dressed in a blouse and leggings and wore a felt hat. After him came five Deleware [sic] Indians, who were his bodyguard... The rest, blacker

than the Indians, rode two by two, the rifle held by one hand across the pommel of the saddle... He has one or two with him who enjoy a high reputation in the prairies. Kit Carson is as well-known there as the duke is in Europe."

Fremont and Gillespie promptly boarded Sloat's flagship to meet with the commodore. Sloat was shocked to learn that Fremont had acted on his own authority without any news of a declaration of war. Sloat had received word of the battles at Palo Alto and Resaca de la Palma before departing the Mexican coast, but he had no official word that war had been declared. Old and ill, Sloat now vacillated about cooperating with Fremont's land operations. Fortunately, Commodore Robert Stockton had just arrived with full authority to supersede Sloat, which he did. As bold as Sloat was timid, he was also politically ambitious, self-assured, well-connected in Washington, and determined not to allow this opportunity for glory to pass. He and Fremont immediately formed a mutual admiration society.

Stockton now mustered the Bear Flaggers into the service of the United States as the California Battalion with Fremont in command as major, Gillespie as captain and second in command, Ezekiel Merritt as quartermaster, Dick Owens as captain and Alex Godey as lieutenant. Stockton and Fremont now turned their full attention to the south, where Castro and Governor Pico were raising an army.

Fremont, with 120 men, was to sail to San Diego on Capt. Mervine's *Cyane* while Stockton, on the *Congress*, would land his force at San Pedro just south of Los Angeles. The voyage on the *Cyane* was not rough but most of the men still became terribly seasick. Carson was particularly downtrodden and swore never to leave land again. The three-day voyage ended with an uncontested landing in San Diego. In fact, the local officials welcomed Fremont warmly and aided him in acquiring horses and cattle for his march north to Los Angeles. As the Americans moved north, General Castro and Governor Pico moved on. On August 13, 1846, Stockton occupied Los Angeles without a struggle. The leading citizens, Andrés Pico, the governor's brother, and Jose Maria Flores surrendered and promised never to bear arms against the United States. Stockton issued a proclamation announcing that California was now part of the United States, the people were now U.S. citizens, and that a civil government with free elections would soon follow. California was conquered, or so it seemed.

Stockton, anxious to sail for the southern coast of Mexico to assist American forces there, appointed Fremont as governor and Gillespie as secretary of California. Fremont selected Carson to carry dispatches with the news of the conquest of California back to Washington. "It was a service of high trust and honor, but of great danger also," Fremont later recalled. "Going off at the head of his own party with carte blanche for expenses and the prospect of novel pleasure and honor at the end was a culminating point in Carson's life."

KEARNY'S FOLLY

Carson was to report directly to Senator Benton who would then take him to meet Secretary of the Navy Bancroft and President Polk. Carson's party consisted of his trusted friend Lucien Maxwell, 14 men as well as a train of pack mules. He felt he could reach Washington in 60 days. Near the Santa Rita del Cobre mines in New Mexico they encountered Mangas Coloradas and a large encampment of Apaches preparing a revenge raid into Mexico. Mangas was pleased to hear from Carson that the Americans were now also fighting the hated Mexicans. Mangas informed Carson that a White man he called the "Horse Chief of the Long Knives" had taken New Mexico from the Mexicans.

Mounted on fresh mules provided by Mangas, Carson pushed on toward the Rio Grande. On October 6, 1846, he encountered Gen. Stephen Watts Kearny with 300 dragoons. The "Horse Chief" had marched across the Santa Fe Trail with his First Dragoons, the First Regiment of Missouri Mounted Volunteers under Col. Alexander Doniphan, and the Mormon Battalion of 500 men whose services had been essentially purchased from Brigham Young at Council Bluffs, Iowa—dubbed the Army of the West—and bloodlessly conquered New Mexico. Now he was on his way to conquer California.

Carson informed the general that Fremont and Stockton had already taken California. Kearny sent 200 of his dragoons back to Santa Fe and ordered Carson to lead him back to California. Carson protested but to no avail. His dispatches were carried east by his old friend Tom Fitzpatrick, who was Kearny's guide. Carson was so angry he considered slipping away in the night, but Maxwell talked him out of it.

Carson unhappily guided Kearny's depleted army westward from the Rio Grande, through the mountains and along the Gila River to its juncture with the Colorado without incident. From Mexican horse traders they learned of a revolt in Los Angeles against the Americans. Kearny decided to march to San Diego rather than Los Angeles. Carson led them across the brutal desert, tough on men and horses, to Warner's Ranch (a commercial center comparable to Sutter's Fort in the north) in the first week of December. From there Kearny sent a message off to San Diego with the news of his arrival.

The Californios were indeed in full revolt against their new American overlords. Flores and Andrés Pico had broken their parole, declared California free of all foreign control, and had driven Gillespie out of Los Angeles and forced he and his small 50-man force to seek sanctuary on an American ship at San Pedro. News of the rebellion quickly reached Stockton and Fremont in the north. Stockton promptly sailed in the *Congress* down the coast to San Diego while Fremont, with his California Battalion marched south from Monterey to Los Angeles. Flores had only a few hundred untrained men with which to resist the Americans. Andrés Pico, with another 100 well-mounted Californios was sent to guard San Diego.

Andrés Pico (center, sitting) and John C. Fremont (right) signed the Treaty of Cahuenga at Campo de Cahuengo on January 13, 1847, which ended the war for California.

Stockton sent Archibald Gillespie with 39 men and a little four-pound cannon to reinforce Kearny. The two met on December 5, and Gillespie informed Kearny that Pico with 100 lancers was camped just nine miles away at an old Indian village called San Pasqual. Despite the jaded nature of both his men and horses Kearny decided to attack.

Kearny sent a dragoon patrol forward to scout the enemy position, but they were spotted. With the element of surprise lost, he foolishly prepared to attack the Californios at dawn. Cpt. Abraham Johnston and Kit Carson led the advance with about a dozen dragoons. Almost immediately Johnston was shot out of the saddle, while Carson's horse stumbled and threw him. He regained his bearings after nearly being trampled by the charging dragoons, found the weapon of a fallen dragoon, and tried to join the fight, but he was soon left behind. The Americans on their jaded horses were strung out so that their charge proved ineffective. The Californios, superb horsemen all, counterattacked. Gillespie went down with three lance wounds. He somehow crawled to a nearby cannon and fired it into the advancing lancers before fainting. Pico's men then abandoned the field leaving 18 Americans dead and 15 more, including Kearny, wounded. Amazingly, Kearny would later claim San Pasqual as a victory since he held the field.

The survivors retreated to a little hill to bury their dead. Godey and two others were sent to Stockton to beg for help but were taken prisoner. An effort to advance toward nearby water was forced back and the men dug in. They were now in a desperate situation with little water and only mule meat to subsist on.

Kearny called for volunteers to slip through the Californio lines and reach San Diego. Carson, Navy Lt. Edward Beale and Beale's Indian striker came forward. Under cover of darkness the three men slipped down the hill. They removed their boots to muffle the sound as they passed so close to the Californio lines that they could smell the smoke of their cigaritos. Pico had learned from Godey that Carson was with the soldiers and had warned his guards to be wary.

"Carson is there," he declared, "*se escapara el lobo*."

The messengers managed to get through the lines and into the open valley below. Carson never doubted their escape. "I have been in worse places before," he told Beale, "and Providence has always saved me."

They separated in hopes one would get through. They had lost their boots in the hills and now had to cross 35 miles of hills, cactus and rock in their bare feet. The Indian (whose name is lost) reached San Diego first, Beale following and Carson arriving last. Stockton had already sent his Marines, mounted on mules, to rescue Kearny.

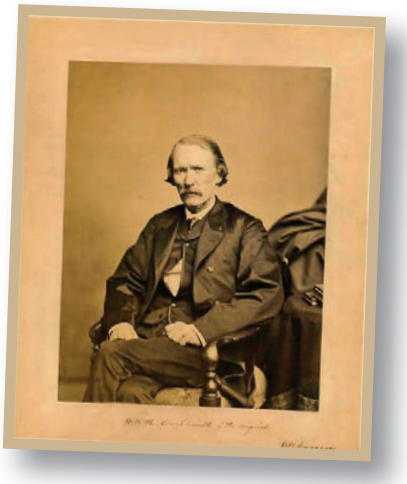
What was left of the Army of the West reached San Diego on December 12. Several sharp skirmishes would follow before Pico was defeated near San Gabriel River some 10 miles from Los Angeles on January 8, 1847, the anniversary of Andrew Jackson's great victory at New Orleans back in 1815. On January 10, Los Angeles was reoccupied, and Gillespie was given the honor of raising the stars and stripes.

FREMONT'S FINAL YEARS

Fremont had missed all the action, but he arrived with his California Battalion just in time to accept the surrender of Andrés Pico. He encountered the Californio army just to the north of Los Angeles and offered generous terms that led to the Treaty of Cahuenga on January 13. The war for California was truly over.

Kearny, already humiliated by his "victory" at San Pasqual, and nursing wounds both physical and mental, was angered by Fremont's action in accepting the surrender without consulting his superior officers. He was then further enraged when Fremont, officially appointed governor by Stockton, declared that he would take orders only from the commodore. Kearny seethed, bided his time, and when the Army returned to Fort Leavenworth in June 1847, he had Fremont arrested on charges of mutiny and disobedience of orders. A highly controversial and embarrassing court martial followed in which Fremont was convicted and ordered to be dismissed from the service. President Polk remanded his sentence, but the proud and wounded Fremont resigned from the Army. It was a sorry end to a glorious and significant military career.

Fremont would return to California, establish a large ranch, make a fortune in the gold rush, be elected in 1850 as the first senator from the new state, and become the first candidate for president of the fledgling Republican Party in 1856. He later served as a major general in the Civil War, but failed on the battlefield and feuded with President Lincoln after which his career spiraled downward. Before he



In March 1868, Kit Carson sat for his final photo while on a trip to Boston. Two months later he died from an abdominal aortic aneurysm in Fort Lyon, Colorado. His beloved wife, Josefa, had died from complications of childbirth a month earlier, a heartache he never recovered from.

died, impoverished and all but forgotten on July 13, 1890, Fremont wrote bitterly of his fall from glory: "I close the page because my path of life led out from among the grand and lovely features of nature, and its pure and wholesome air, into the poisoned atmosphere and jarring circumstances of conflict among men, made subtle and malignant by clashing interests."

Carson loyally stood by his friend through all his travails. He later said of Fremont: "I am incapable to do him justice in writing.... And I say, without fear of contradiction, that none but him could have surmounted and succeeded through as many difficult services, as his was."

CARSON AS DISPATCH RIDER

On February 25, 1847, Carson departed Los Angeles with letters and dispatches for President Polk and Senator Benton. He was charged by Fremont with telling his side of the conquest of California back in Washington (Kearny and Stockton both sent separate reports by sea). He was a guest at the Benton home and met with President Polk, but quickly soured on the politicians in Washington. "They are princes here in their big houses," he remarked to Jessie Fremont, "but on the plains we are the princes. What would their lives be without us there?"

Carson was soon on his way back to California with dispatches for the new governor, Colonel Richard B. Mason. Fremont had already departed for the east and his court martial. He delivered his mail to Mason's adjutant, a young red-headed lieutenant who was thrilled but a bit disappointed upon meeting the frontiersman. "His fame was then at its height, from the publication of Fremont's books, and I was very anxious to see a man who had achieved such feats of daring among the wild animals of the Rocky Mountains, and still wilder Indians of the Plains," recalled William Tecumseh Sherman. "I cannot express my surprise at beholding a small, stoop-shouldered man, with reddish hair, freckled face, soft blue eyes, and nothing to indicate extraordinary courage or daring."

Carson's courage and daring would be on constant display in the years to come: as dispatch rider, Army scout, Indian fighter and trusted Indian agent. In the Civil War he battled invading Confederates in New Mexico and ended that conflict as a brigadier general. By the time of his death on May 25, 1868, at Fort Lyon, Colorado, he was a living legend.

In crowded lives of high adventure and grand achievement Carson and Fremont must surely have reckoned the conquest of California—and the eventual addition of the 31st star to the flag—as one of their greatest accomplishments. Jessie Benton Fremont left them a poignant epitaph when she wrote that upon the lonely ashes of their campfires rose the great cities of the American West.

Paul Andrew Hutton, Distinguished Professor of History, University of New Mexico, is the author or editor of a dozen books including the prize-winning *Phil Sheridan and His Army* and *The Apache Wars*. He is currently writing a new history of the American westward movement, *The Undiscovered Country*, to be published by Dutton next year.

ARMED FOR CONQUEST

Thomas Martin, a 27-year-old Tennessean, joined Fremont's third expedition at St. Louis in June 1845. He eventually settled in Santa Barbara, California, where he served as city marshal and deputy sheriff. In 1878 he dictated a memoir to Edward F. Murray, who was gathering material for Hubert Howe Bancroft. The Martin manuscript resides in the Bancroft Library, University of California, Berkley. In one of the interesting points of his story, Martin describes how each man in the expedition was outfitted:

"In June of 1845, we went by steamer from St. Louis to Westport Landing on the Missouri River, and thence marched to our rendezvous, about 8 miles from Independence. Here we formed our camp and proceeded to get everything in readiness for our final start. Most of our party were Americans, the others being French Canadian and Delaware Indians. Each man's equipment was furnished by the Govt. to be deducted afterward from his wages, and consisted of 1 whole-stock Hawkens rifle, two pistols, a butcherknife, saddle, bridle, pistol holsters and 2 pr. Blankets. For his individual use each man was given a horse or mule for riding and one or two pack animals to care for... Three weeks after our arrival at the rendezvous, everything being in readiness we started on the expedition."

BY STUART ROSEBROOK

Did the Devil Make Me Do It?

MANIFEST DESTINY, WESTWARD EXPANSION AND THE CALIFORNIA GOLD RUSH WERE FERTILE TOPICS FOR HUMORISTS AND SATIRISTS OF THE 1840S AND 1850S.

"A man without a sense of humor is occasionally to be respected, often to be feared and nearly always to be avoided." —Anonymous

True West Executive Editor and award-winning humorist and illustrator Bob Boze Bell says, "One thing that gets softened in the retelling of the Wild West is just how rough the humor was. But when you think about it, it took rough people to settle the contested territories, so of course they would like their humor like they like their whiskey—straight up!"

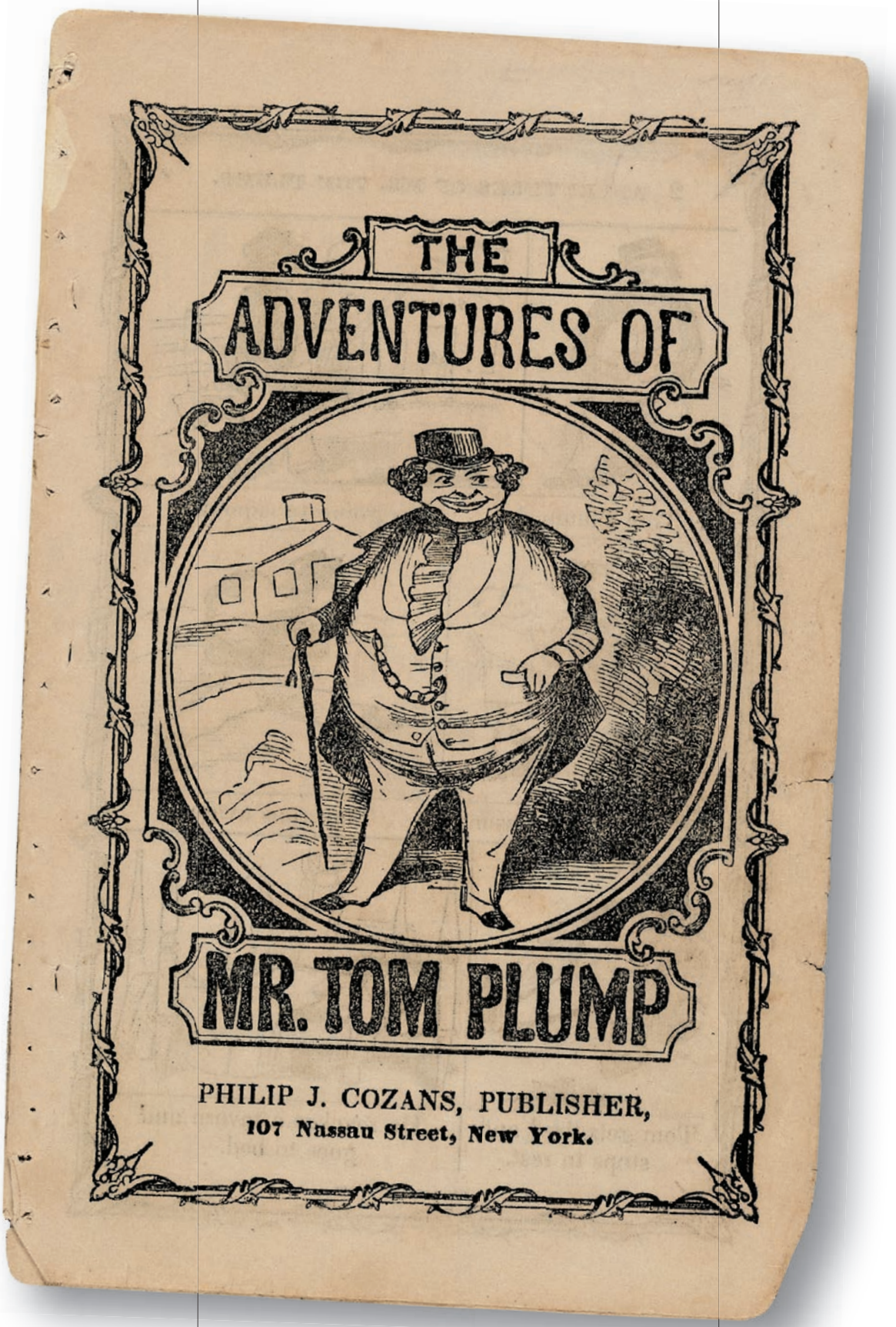
In the United States in the 1840s and 1850s, authors, illustrators and publishers were developing a very American brand of humor. As the number of newspapers published in the U.S. nearly doubled between 1840 and 1850, publishers sought social commentators, artists, journalists and authors to comment on all aspects of life in the tumultuous early decades of the young republic.

According to *New Georgia Encyclopedia* historians Michael E. Price and Carol M. Andrews, mid-19th-century American humorists "[drew] their topics from the events of everyday life, including hunts, fights, courtship and marriage, dances, horse races and other contests, militia drills, elections, the law and courts, religion, gambling, practical jokes, illness, drinking bouts, and the treatment of country bumpkins in the city…"

The unknown author-illustrator XOX of *Outline: History of an Expedition to California* (1849) introduced his satirical booklet with a warning: "Welcome to the California Gold Rush! Excitement, Frenzy, Mania, Adventure, Suffering, Wealth—and Death!"

Courtesy Beinecke Library, Yale University

With the growth in lithographic printing and the



Philip J. Cozans's *The Adventures of Mr. Tom Plump* (ca. 1850s), an eight-page parable of the gold rush, satirizes the folly of youth, misguided adventure and the dangerous and often fatal consequences of living a life of excess.

Courtesy Beinecke Library, Yale University

Women also participated in the gold rush, and an unknown illustrator parodied the Eastern New York girl-turned-California miner in *A Charming Girl of New-York, in the Gold Region* (1850).

Courtesy UC Berkeley's Bancroft Library Digital Collection

Arthur Donnelly's *Mr. Golightly Bound to California* (1849) captures the gold rush craze in a fanciful, humorous illustration that lampoons the zealous race of thousands determined to be first to the California goldfields.

Courtesy Library of Congress

newspaper business in the 1840s, the popularity and profitability of humorous, political illustrations in papers, books and lettersheets rose. James K. Polk's presidential run in 1844 was well illustrated, and as president his expansionist policies and the Mexican-American War were satirized by American illustrators. Publishers of political humor, including Henry Serrell & S. Lee Perkins and James S. Baillie, targeted Polk's actions in Oregon, Texas and California.

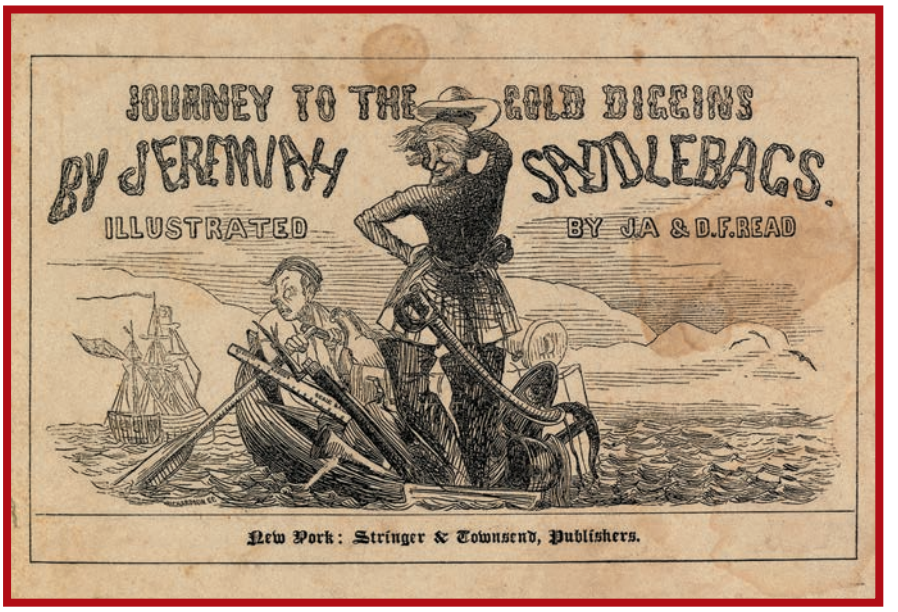
And the California gold rush—no pun intended—was a gold mine of material for American satirists and publishers concerned with the social change that washed over America—and the world—after John Marshall discovered gold at Sutter's Fort on January 24, 1848.

New York publishers also released early precursors of modern graphic novels. Two parodies of the gold rush frenzy were Donald F. and James A. Read's *Journey to the gold diggins, by Jeremiah Saddlebags* and Philip J. Cozans's *The Adventures of Mr. Tom Plump*. A third booklet, *Outline: History of an Expedition to California: Containing the Fate of the Get All You Can Mining Association* was published by H. Long & Bro., and credited to an anonymous author known to us only as XOX. Originals of all three are housed at Yale University's Beinecke Library, and their illustrations and opinions on the social ills of the gold rush and the impact on American society can be compared to *A Rake's Progress,* William Hogarth's famous 18th-century satirical art series on English society.

One hundred and seventy-five years after the end of the conquest of California, the end of the Mexican-American War and the launch of the gold rush, the satirical works of America's early humorists and political cartoonists still tell a poignant story of significant events that changed the course of American and world history.

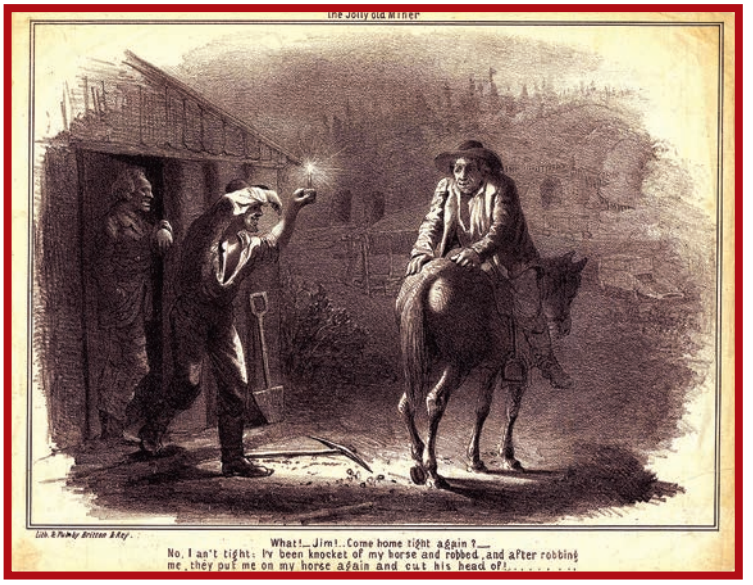
Edmund B. and Elijah C. Kellogg and John C. Comstock (Kelloggs & Comstock) were a popular lithographic team whose *Independent Gold Hunter on His Way to California via St. Louis* (1849) is surprisingly modern, with overtones popularized in the 1970s by Monty Python's animator Terry Gilliam.

True West Archives



Similar to XOX's *Expedition to California*, Donald F. and James A. Read's *Journey to the gold diggins, by Jeremiah Saddlebags* (1849) sarcastically illustrates the imprudence of an Easterner struck with gold fever and the subsequent consequences of his actions.

Courtesy Beinecke Library, Yale University



Joseph Britton and Jacques J. Rey (Britton & Rey) published humorous lettersheets such as the *Jolly Old Miner* (ca. 1850s) that were popular with the California miners.

Courtesy California Lettersheet Collection, Kemble Spec Col 09, California Historical Society

Well-known political satirists Henry Serrell and S. Lee Perkins (Serrell & Perkins) also dealt in gold rush humor as evidenced by their one panel *A California Gold Hunter Meeting a Settler* (undated).

Courtesy Library of Congress

Editor's Note: If you'd like to read an unabridged version of *Outline: History of an Expedition to California*, a modern version was compiled and edited by Peter Browning (Great West Books, 1999) with contemporary contextual news clippings about the gold rush.

True West Exclusive

Classic Gunfights

The Deadly Escape

Billy the Kid vs Olinger & Bell

Against All Odds

Billy look-alike William H. Cox poses at the top of the stairs in the Lincoln County Courthouse where the real Billy the Kid shot Deputy Bell.

Photo by Bob Boze Bell

BY BOB BOZE BELL

Illustrations by Bob Boze Bell

All images courtesy True West archives unless otherwise noted

Based on the research of Frederick Nolan and Phil Rasch.

APRIL 28, 1881

Sentenced to hang for the death of William Brady, Billy Bonney is delivered to Sheriff Pat Garrett on April 21, 1881.

Godfrey Gauss and Sam Wortley live behind the Lincoln Courthouse. Gauss lights his pipe and leaves his room, crossing the yard toward the main building. As he walks, he hears a shot, a "tussle upstairs" and "somebody hurrying downstairs, and deputy-sheriff Bell emerging from the door running toward me. He ran right into my arms, expired the same moment, and I laid him down, dead. That I was in a hurry to secure assistance, or perhaps to save myself, everybody will believe."

Gauss runs around to the east side of the building. He later remembers: "When I arrived at the garden gate leading to the street, in front of the courthouse, I saw the other deputy sheriff, Olinger, coming out of the hotel [The Wortley] opposite, with the other four or five county prisoners where they had taken their dinner. I called to him to come quick. He did so, leaving his prisoners in front of the hotel. When he had come close up to me, and while standing not more than a yard apart, I told him that I was just after laying Bell dead on the ground in the yard behind, and before he could reply, he was struck by a well directed shot fired from a window above us, and fell dead at my feet.

"I ran for my life to reach my room and safety, when Billy the Kid called to me: 'Don't run, I wouldn't hurt you—I am alone, and master not only of the courthouse, but also of the town, for I will allow nobody to come near us. You go,' he said, 'and saddle one of Judge Leonard's horses, and I will clear out as soon as I can have the shackles loosened from my legs.' With a little prospecting pick I had thrown him through the window, he was working for at least an hour, and could not accomplish more than to free one leg, and he came to the conclusion to wait a better chance, tie one shackle to his waistbelt, and start out. Meanwhile I had saddled a small skittish pony belonging to Billy Burt as there was no other horse available, and had also, by Billy's command, tied a pair of red blankets behind the saddle. I came near forgetting to say that whilst I was busy saddling, and Mr. Billy Kid trying hard to get his shackles off, my partner, Mr. Sam Wortley, appeared in the door leading from the garden where he had been at work, into the yard, and that when he saw the two sheriffs lying dead he did not know whether to go in or retreat, but on the assurance of Billy the Kid that he would not hurt him, he went in and made generally useful.

"When Billy went downstairs at last, on passing the body of Bell, he said, 'I'm sorry I had to kill but couldn't help it.'

"On passing the body of Olinger, he gave him a tip with his boot, saying, 'You are not going to round me up again.'

"We went out together where I had tied up the pony, and he told me to tell the owner of same, Billy Burt, that he would send it back the next day.

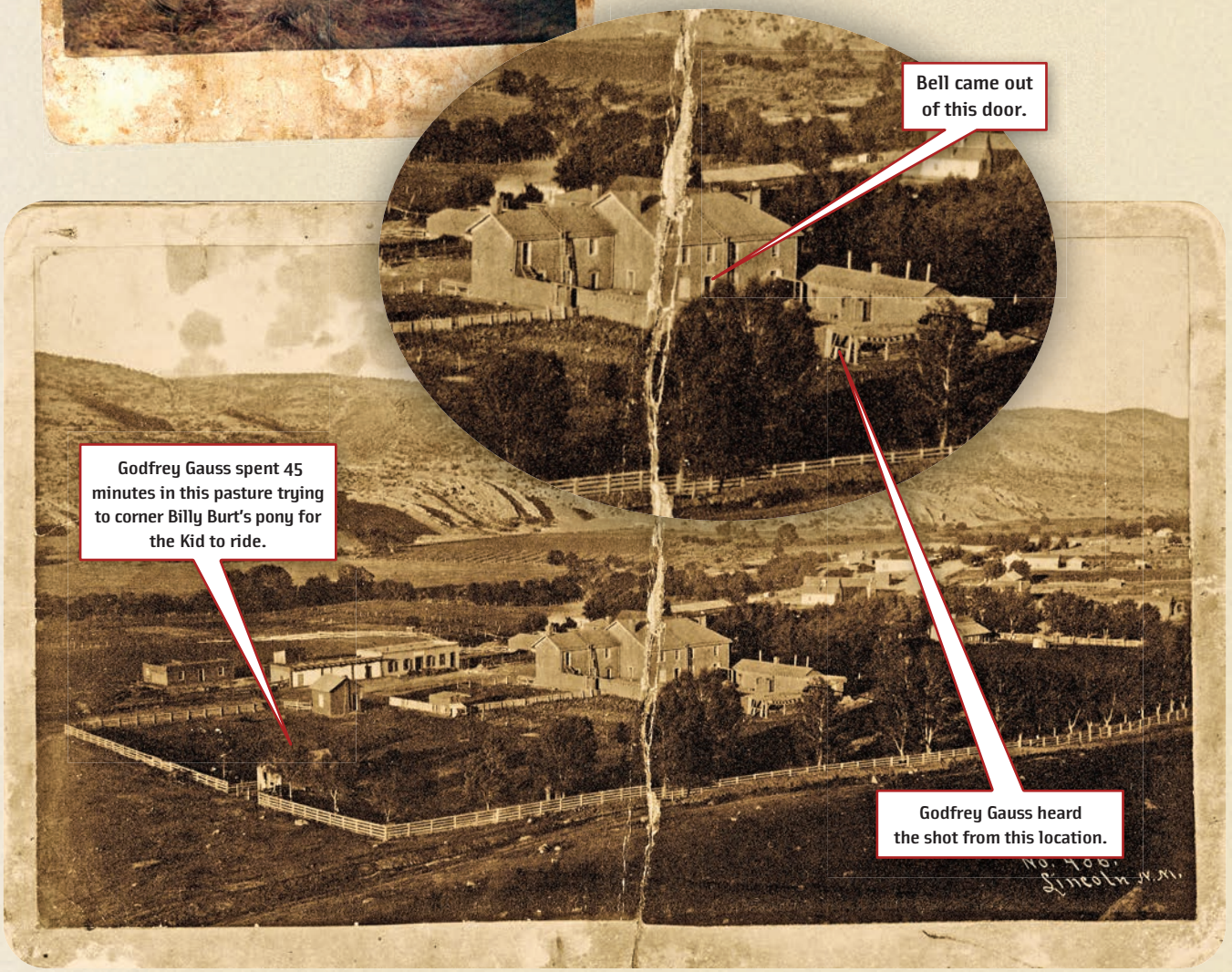
"I, for my part, didn't much believe in his promise..."

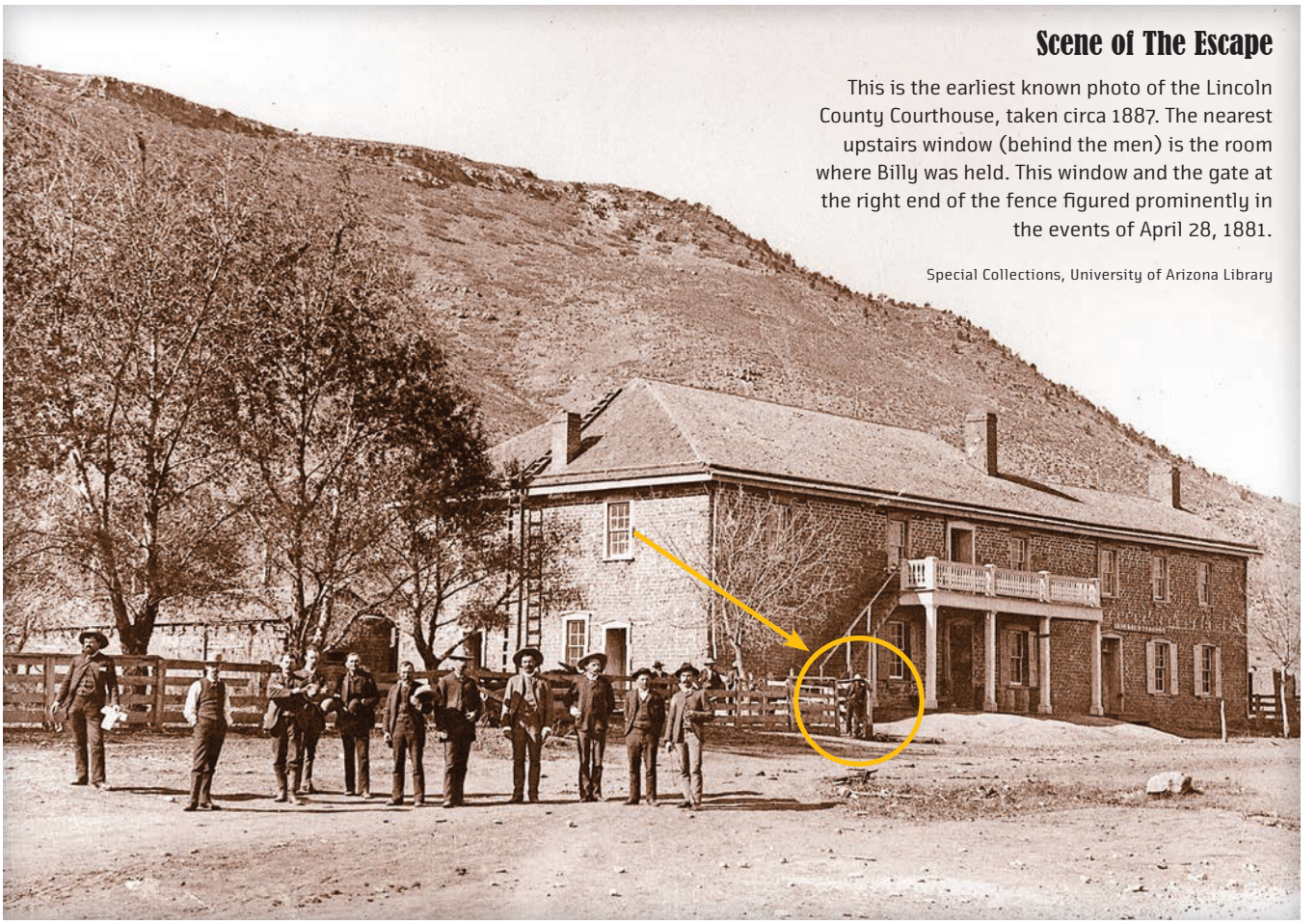
Aligned Against The Kid

One of the leaders of the Irish faction that opposed Tunstall and McSween in the Lincoln County War, Jimmy Dolan (far left) has his photo taken with Robert Olinger in Santa Fe, New Mexico Territory, in 1879 by Bennett & Brown. Olinger is killed by the Kid in his escape and is described as being six feet tall, weighing around 240 pounds, having a red complexion and dark eyes. He also answers to "Pecos Bob" and "Big Indian."

The "House" The Kid Escapes From

The large, two-story building at center, below, and in blowup, is the Murphy-Dolan store, known locally as "The House," which later did duty as the Lincoln County Courthouse. Bonney was held on the second floor, chained to the floor and guarded by Deputy J.W. Bell and Robert Olinger. (Sheriff Garrett was in White Oaks "to meet engagement," and tradition says he was there to buy lumber for the gallows to hang the Kid.) Billy turned the tables on Bell when they were returning from the privy (somewhere at bottom right in the blowup). The Kid told Bell not to run, but the deputy ran down the stairs and was shot once by Bonney and ran out the back door and collapsed.





Scene of The Escape

This is the earliest known photo of the Lincoln County Courthouse, taken circa 1887. The nearest upstairs window (behind the men) is the room where Billy was held. This window and the gate at the right end of the fence figured prominently in the events of April 28, 1881.

Special Collections, University of Arizona Library

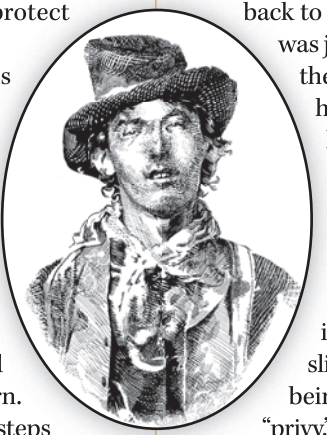
Slipping the Cuff Off His Small Hand

At six o'clock on the evening of April 28, Deputy Robert Olinger took the five other prisoners across the street to the Wortley Hotel for their dinner. He left his shotgun in Garrett's office right next to the room the Kid was being held in. With Olinger gone, Billy asked deputy J.W. Bell to take him out back to the privy. On the way back, going up the stairway the Kid slipped off one of his handcuffs. Turning in the narrow space, the Kid used the cuff as a weapon, striking Bell across the head. As the deputy stumbled backwards the Kid leapt upon him and wrestled away his pistol. As the stunned Bell turned to flee, the Kid shot him in the back. This is just one version of the killing of Bell. There are other theories; see below.

Where Did Billy Get the Gun?

There have been numerous hypotheses as to just how the Kid turned the tables on his guard, James Bell. Some theories may have been encouraged by Billy himself, to protect his friends.

One theory (advanced by Walter Noble Burns) is that during a card game, Billy slipped his hands out of his cuffs and seized Bell's pistol, and then shot him when he tried to escape. This version was discredited by Judge Lucius Dills, whose investigation revealed that Bell's pistol was still in its holster, fully loaded, when his body was removed.



Garrett's theory is that after Bell had taken the Kid downstairs and out back to the privy, the Kid got considerably ahead of his guard on the return. Disappearing up the staircase, Billy leaped up the steps and threw his shoulder into the door of a room where weapons and ammunition were stored. The Kid grabbed a pistol, came back to the head of the stairs and confronted Bell, who was just coming up. When Bell panicked and turned, the Kid fired, realizing the guard would shout for help if he reached the door. Tradition in Lincoln has it that a pistol was planted in the outhouse by a boy, José Aguayo, who was related to the Bacas. The youngster was a "devoted admirer of William Bonney" and simply carried the gun in a newspaper (a common item to carry to an outhouse) and placed it where the Kid could find it. Sam Corbet, who visited Billy every day, then slipped a piece of paper in the Kid's hand without being observed by the guards. It bore one word—"privy," but Billy understood immediately.

"Hello, Bob"

After the killing of Bell, the Kid retrieved Olinger's shotgun and hobbled to the window, upstairs, to command a view of the Wortley Hotel across the street, where Olinger had gone to feed the prisoners. When Olinger heard the shot, he came back across the street and entered through the gate (see opposite page). As he approached the building, the Kid leaned out the window and shot Olinger with his own 10-gauge Whitney shotgun. Tradition says that the Kid gave Olinger the cryptic greeting, "Hello, Bob," but it is doubtful Billy said anything.

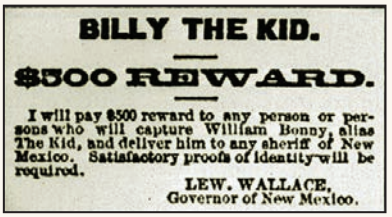
The Courthouse Window

Billy was kept upstairs, shackled to the floor in the northeast room of the house. The sheriff ordered that at least one armed guard was to be with the Kid at all times. A large window lit the room from the east wall. This photo was taken sometime after the turn of the last century. From this window the Kid would have been able to see the gallows as they were built. It was a view to a kill, but not the one Lincoln and all of New Mexico Territory expected.

Carrell Collection, LCHT

Aftermath: Odds & Ends

Sheriff Pat Garrett returns to Lincoln from buying lumber for the gallows to be built to hang the Kid and mounts a posse to search for Bonney, but he is unsuccessful.



BILLY THE KID.

$500 REWARD.

I will pay $500 reward to any person or persons who will capture William Bonny, alias The Kid, and deliver him to any sheriff of New Mexico. Satisfactory proofs of identity will be required.

LEW. WALLACE,
Governor of New Mexico.

In Santa Fe, Governor Wallace receives a one-line telegram telling of the escape, and he posts a $500 reward for the Kid's capture. A month later, Wallace is appointed minister to Turkey and he leaves New Mexico Territory.

Billy Burt's spirited, pain-in-the-butt pony, that Bonney had borrowed during his escape, came trotting back into Lincoln just like Billy promised. However, there is some evidence it actually got away from the Kid near Las Tablas, where Yginion Salazar lived. Either way, the Kid was true to his word.

A week or so after his escape, Bonney walks into Fort Sumner, steals another horse and hides out at a sheep camp, 35 miles east of Sumner.

Tipped off by Pete Maxwell that the Kid is hiding out around Fort Sumner, Garrett leaves Roswell at night accompanied by John Poe and "Kip" McKinney. They ride all night and stay off the main roads.

Garrett shoots down the Kid in Pete Maxwell's bedroom in Fort Sumner, July 14, 1881.

Recommended: *The Illustrated Life & Times of Billy the Kid* by Bob Boze Bell.

CLASSIC TRUE WEST

FROM THE TRUE WEST ARCHIVES

Editor's Note: For many years, author Tom Augherton was a regular contributor to *True West*'s "Unsung" column. If you'd like to read more of Augherton's articles like "Delivering Justice: One Determined Lawman Brought in the Big Guns" from the November 2013 issue, please go to *TrueWestMagazine.com* and subscribe for full access to 70 years' worth of exciting issues of *True West*.

BY TOM AUGHERTON

DELIVERING JUSTICE

One determined lawman brought in the big guns.

During the rough and woolly days of the 19th century lived a legendary generation of U.S. marshals whose real life exploits sound like a dramatic ballad.

One young man, Paden Tolbert, born in 1862, chose to give up his quiet days as a schoolmaster and live the lonely and dangerous life of a frontier peace officer. In reputation and deeds, he would come to embody the agency's motto: "Justice, Integrity and Service." Working out of the U.S. District Court in Fort Smith, Arkansas, Tolbert covered western Arkansas and the incredibly rough Indian Territory of what is now Oklahoma.

For Tolbert and other deputy U.S. marshals, the challenge was not just in chasing the bad guys, but in fulfilling the job description that began at the founding of the nation.

When President George Washington established his administration and the new U.S. Congress began passing laws, a gap was inadvertently created: The federal government's interests were not represented on a local level.

Congress's response was to demonstrate the "long arm of the law" by establishing the U.S. Marshals Service with the Judiciary Act of 1789. These law enforcement officers were given extensive authority.

This was an era when the dispensing of justice was delivered personally, arriving after toting loaded guns, traveling cross-country on horseback to face uncooperative suspects.

Posse member Tolbert is remembered for one such arrival in the wilds of Cherokee Nation in 1892. Justice arrived that day in the form of a 16-man posse, a box of dynamite, a portable cannon—which Tolbert had traveled 225 miles round-trip to obtain—and a lot of determination. Their mission was to capture notorious outlaw Ned Christie, accused of killing Deputy U.S. Marshal Daniel Maples.

Christie had used a steam-powered sawmill to construct a fort in the mountains. With portholes on each side, the hideout—known as the "rabbit trap"—was nearly impregnable, having withstood earlier attempts to apprehend Christie.

When even the cannon failed to breach the structure, the posse waited until nightfall. They rigged a portable barricade from a charred rear wagon-axle bearing a wall of scrap oak timbers. Some posse members covered small-weapons fire for others who pushed the barricade close enough to ignite six sticks of dynamite at the hideout's south wall. From inside, Christie and an outlaw partner fired continuously through second-story gun ports. The dynamite's explosion finally opened the fort, but Christie survived the blast and stayed while fire destroyed much of his fort. Eyewitnesses said when he finally came out, he charged the posse, firing until he was shot down.

Tolbert toughed it out for 12 years in the U.S. Marshals Service, risking danger and delivering justice on the frontier. Afterward, he worked for Fort Smith & Western Railroad until his death in 1904.

Paden, Oklahoma, is the nation's only town to be named for a deputy U.S. marshal. In nearby Clarksville, Arkansas, where Tolbert is buried, residents still remember his family introducing Elberta peach trees to the area. The fruit of descendant trees has brought renown to the area ever since.

Long before the Tolbert family immigrated to the New World to plant trees, they lived in Shropshire, England. The motto, "Ready to Accomplish," on the family's coat of arms proved prophetic for their ancestor, the determined lawman Paden Tolbert.

For years, Ned Christie was wanted for allegedly killing a deputy U.S. marshal in 1887. The Cherokee hid out in his homemade, seemingly impenetrable, fort until he met his match in the posse.

ALL IMAGES COURTESY FORT SMITH NATIONAL HISTORIC SITE

Tom Augherton is an Arizona-based freelance writer. Do you know about an unsung character of the Old West whose story we should share here? Send the details to stuart@twmag.com, and be sure to include high-resolution historical photos.

Paden Tolbert (back row, far right) posed with some of the deputy U.S. marshals from the 16-man posse that sought and finally caught Ned Christie in 1892.

TRUE WEST ARCHIVES

Every issue of *True West* magazine is now online, including Tom Augherton's original, unabridged article as it appeared in the November 2013 issue. To learn more about how you can read all of Augherton's articles and subscribe to *True West* Archives, go to *TrueWestMagazine.com*.

Our past awaits you!

BY JOHNNY D. BOGGS

The Law Comes to Oklahoma

Follow the path of law and order from Fort Smith to Guthrie via Tahlequah and Muskogee.

After 16 years of organizing, planning and building, the U.S. Marshals Museum in Fort Smith, Arkansas, will officially open July 1, 2023. The 53,000-square-foot museum's immersive exhibits tell the storied history of the law enforcement agency, which was founded in 1789.

Russ Jester, Courtesy United States Marshals Museum, Fort Smith, Arkansas

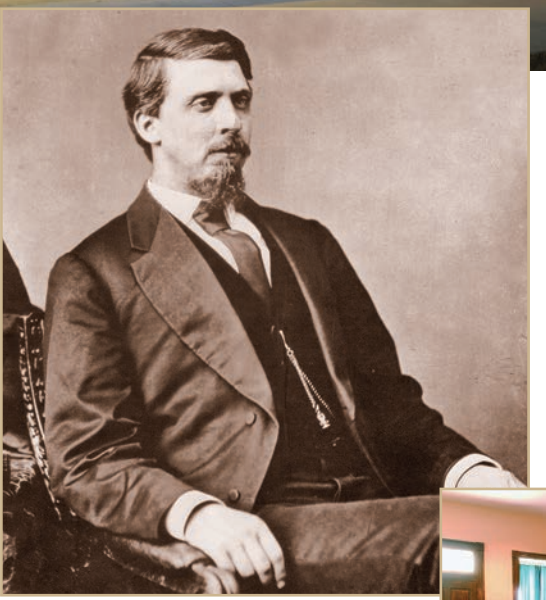
The law came to Indian Territory, which would become Oklahoma, but it came—at first—through Fort Smith, Arkansas.

On May 10, 1875, Isaac Parker sat on the bench for his first appearance as judge for the Western District of Arkansas. That included 18 Arkansas counties and all of Indian Territory, 74,000 square miles that a Kansas newspaper in 1874 called "the ever ready criminal's paradise."

Which a small group of deputy U.S. marshals had to police.

As the saying went: "There is no Sunday west of St. Louis—no God west of Fort Smith."

At least that's what many think. After all, Charles Portis's *True Grit* and other novels, films and TV series couldn't be wrong. But there was law in the Indian Territory long before Parker's reign.



Judge Isaac C. Parker's courtroom (below) has been reconstructed at the Fort Smith National Historic Site in Fort Smith, Arkansas.

Photo of Judge Parker Courtesy True West Archives/ Courtroom Photo Courtesy NPS.gov

"The Five Civilized Tribes—Cherokee, Choctaw, Chickasaw, Creek and Seminole—were recognized by the U.S. government as self-governing nations with their own allotted lands, and each

The Cherokee National History Museum in Tahlequah, Oklahoma, has comprehensive exhibits on the tribe's history from pre-European contact in the Eastern United States to the present-day Cherokee Nation.

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

tribe had its laws, courts, and police force," Art T. Burton writes in *Black, Red, and Deadly: Black and Indian Gunfighters of the Indian Territory, 1870-1907*. "The Native Americans' police were called 'Lighthorse' because they were a mounted police force."

But then—and today—Indian jurisdiction was limited.

"Indian courts had no jurisdiction over White invaders," Burton notes. "Moreover, they lost jurisdiction over every Indian who committed any crime against, or in company with, a White."

A Lawman Named Sixkiller

In the Cherokee capital of Tahlequah, a national prison was completed in 1875. The first high sheriff of the two-story sandstone institution, the only penitentiary in Indian Territory until 1901, was Sam Sixkiller.

"The statistics show that there is much less crime in the Indian Territory than is generally supposed," the *Boston Evening Transcript* reported in 1881. "There are only 28 persons in the Cherokee penitentiary, and a large number of the reported cases of violence come from the presences, lawlessly, of White men in the Territory."

Sixkiller left the job in 1880, became the Union Agency's captain of Indian police and was hired as a federal deputy for Parker's court. Sixkiller—whose "duties more nearly corresponded to…a Wyatt Earp or a Wild Bill Hickok," historian William T. Hagan observed, was murdered in 1886 in Muskogee.

Deputy Marshals

The February 21, 1876, issue of the *St. Louis Globe-Democrat* reported these numbers from the 1875 terms of Fort Smith's U.S. district court:

Convictions	May	Nov	Total
Murder	8	6	14
Manslaughter	7	1	8
Counterfeiting	0	2	2
Other crimes	34	81	115

Eighty-six men were hanged at the Fort Smith gallows from 1873-96 and 79 of them per Parker's sentence, though he sentenced 160 to death. Parker tried 13,490 cases and sent many to the Detroit House of Corrections, reportedly because it had a good trade school.

But the *Globe-Democrat* also pointed out the price federal deputies sometimes paid for trying to bring criminals to justice: 23 deputies, guards and posse members killed, and 27 wounded "while in charge of prisoners, or in endeavoring to arrest men for whom they had writs."

And that was just by early 1876.

Frank Dalton, brother of those Daltons who turned to bank and train robbery, pinned on a deputy marshal's badge in Fort Smith in 1884. On November 27, 1887, Dalton and Deputy J.R. Cole tried to arrest Dave Smith in the Cherokee Nation. Dalton was wounded, then brutally murdered, leading the *Fayetteville* (Arkansas) *Democrat* to state "it is becoming too hot for deputy marshals in the Indian territory."

More than 120 deputies were killed in what is now Oklahoma between 1872 and 1971.

Law Comes to Guthrie

Parker's jurisdiction got smaller with the Courts Act of 1883, which reduced Parker's territorial authority to the Five Civilized tribes and split the rest of the territory into courts in Kansas and Texas. Congress would continue to tweak with the federal courts until Oklahoma statehood came in 1907.

Bass Reeves was transferred to Muskogee in 1898, and the Oklahoma city remembers him with an exhibit at the Three Rivers Museum and the "Bass Reeves Walk" (Second Street).

Johnny D. Boggs

In 1889, the town of Guthrie sprang up when the Unassigned Lands in Indian Territory were opened to non-Indian settlers. With the creation of the Territory of Oklahoma a year later, 32-year-old E.D. Nix was appointed U.S. marshal, the youngest U.S. marshal in history. Guthrie became Oklahoma's territorial capital in 1890 and state capital from 1907 to 1910.

With outlaws like Bill Doolin and the Daltons running around in the 1890s, Nix hired deputies including Heck Thomas,

Oklahoma's statehood was announced on November 16, 1907, from the second-story balcony of the State Capital Company building, which was completed in 1902.

Photo of Guthrie by Johnny D. Boggs/
Historic Photo of Guthrie Courtesy True West Archives

Bill Tilghman and Chris Madsen. That trio would become known as The Three Guardsmen for their exploits, although historian Nancy B. Samuelson has written that those deputies—and their boss—were involved in "questionable and illegal activities" themselves.

Yes, in 1896 Tilghman arrested Bill Doolin in Eureka Springs, Arkansas, and returned him to Guthrie. After Doolin escaped from the Guthrie jail, Thomas led the posse that killed the outlaw. And Madsen, who died in 1944 at age 92, had a long career in law enforcement.

But Samuelson argues that Madsen "hoodwinked" a number of historians with his "tall tales" and spent most of his career behind a desk. That while Thomas's "record as a deputy U.S. marshal under the Fort Smith court is probably without equal," he was probably a bigamist. That Tilghman "did as much to break the law during his life as he did to enforce it." And that Nix "turned out to be a very good press agent for himself."

Bass Reeves

But one lawman's record remains untarnished.

Born into slavery in Arkansas, Bass Reeves was commissioned a federal deputy in 1875 and worked out of Fort Smith and then Paris, Texas. In 1898, after a year in Wetumka, Indian Territory, Reeves was transferred to Muskogee. Over a career of more than three decades, Reeves reportedly arrested more than 3,000 people and killed 14 outlaws. He even arrested his own son, who was convicted of murdering his wife. When the federal marshal suggested that another deputy make the arrest, Reeves responded: "Give me the writ."

After his death in 1910, the *Muskogee Daily Phoenix* eulogized the lawman: "In the history of the early days of Eastern Oklahoma the name of Bass Reeves has a place in the front rank among those who cleaned out the old Indian Territory of outlaws and desperadoes."

Johnny D. Boggs's novel about Bass Reeves, *Legacy of a Lawman*, won a Spur Award from Western Writers of America in 2012.

A WIDE SPOT IN THE ROAD

WOODY GUTHRIE CENTER

There ain't no fancy doctors
Here to bind the cowboy's hurt;
We jest warsh it at th' waterhole
Then we dry it on his shirt.

Woody Guthrie's "Cowboy's Philosophy" showcases how the songwriter remembered his Oklahoma and Western roots.

Ten years ago, the Woody Guthrie Center opened in Tulsa, about an hour northeast of his birthplace in Okemah. It's dedicated to preserving Guthrie's legacy and vision. In addition to exhibits, the Tulsa museum houses a growing archives and special collections with more than 10,000 items.

The Guthrie Center is located next door to the Bob Dylan Center, which houses exhibits and archives of another iconic American songwriter who didn't ignore the West (the soundtrack for the 1973 movie *Pat Garrett & Billy the Kid* and the song "John Wesley Harding," even though Dylan misspelled the gunman's last name). **woodyguthriecenter.org**

The Woody Guthrie Center is in the arts district of Tulsa, Oklahoma.

Johnny D. Boggs

GOOD EATS & SLEEPS

GOOD GRUB: Bricktown Brewery, Fort Smith, AR; **The Branch**, Tahlequah, OK; **Back in Time Diner**, Muskogee, OK; **Simone's Café**, Guthrie, OK

GOOD LODGING: Beland Manor Inn Bed and Breakfast, Fort Smith, AR; **The Lodge at Sequoyah State Park**, Hulbert, OK; **Stoney Creek Hotel**, Broken Arrow, OK; **Pollard Bed and Breakfast**, Guthrie, OK

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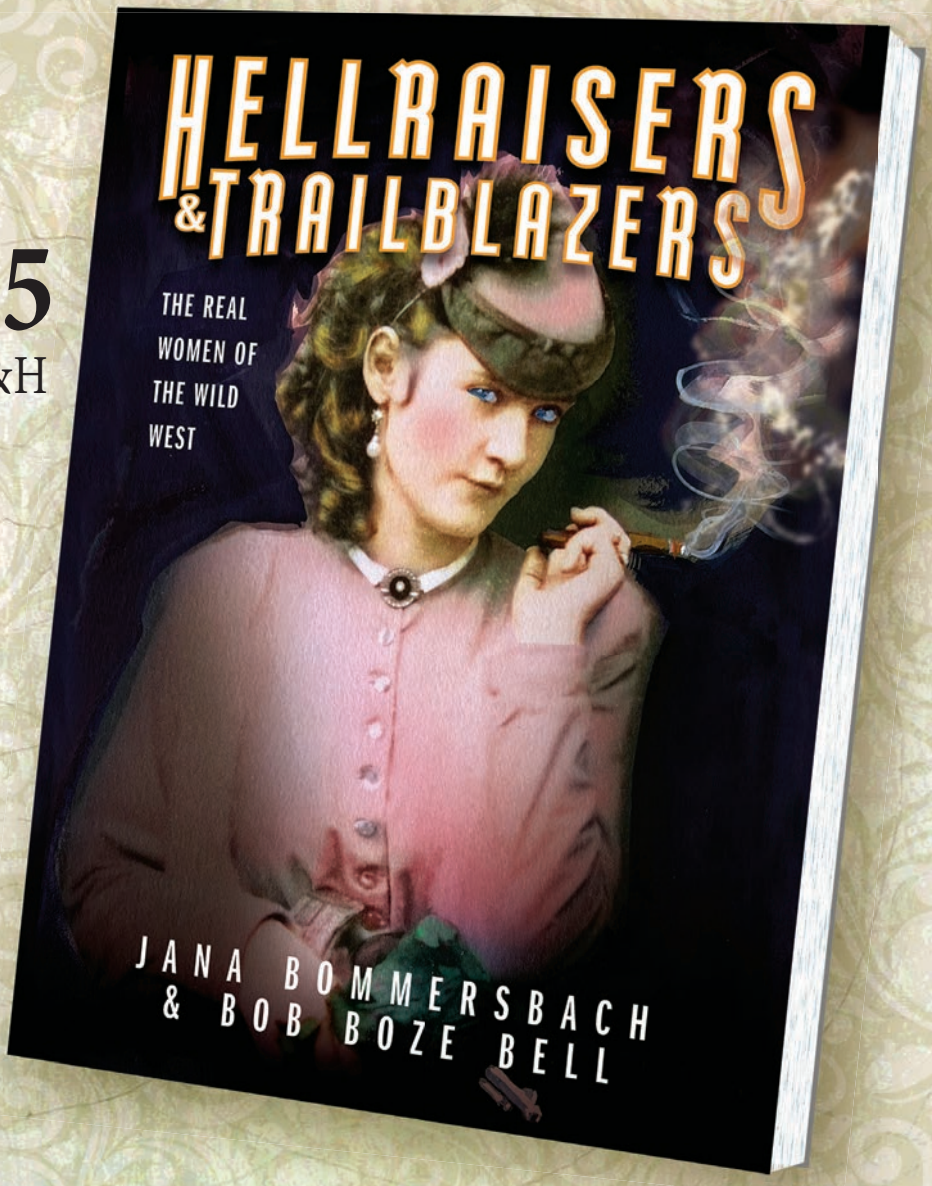

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BY SHERRY MONAHAN

Oregon Cherries

The Beaver State, one of the great cherry-producing areas of the world, grows many varieties—from Bings to Royal Annes.

The earliest settlers of Oregon realized early on that the northwestern state had the perfect climate for cherry production. The Dalles (below) became a well-known agricultural region for the Royal Anne cherry, a popular choice in the production of maraschino cherries.

Orchard Photo Courtesy the Gerald W Williams Collection, Oregon State University/Cherry Crate Label Courtesy True West Archives

Oregon has been known for its cherries since the 1840s after pioneers settled the region, but the native wild cherries were small, tart and bitter. Knowing the territory was ideal for growing fruit trees, settlers began planting apple, pear, peach and cherry trees. Some early cherry varieties included Red Marilla, Early May, Red Carnation, May Duke, Vanskike and Cluster. Traditional cherries were often yellow and pale red in color until the Bing cherry arrived, which made the dark cherry market explode.

In 1847, Henderson Lewelling arrived in Oregon from Iowa and planted his first orchard of cherries. His brother Seth joined him soon thereafter, and in 1875 Seth planted a new cultivar of sweet cherry trees in his Milwaukie, Oregon, orchard. According to his stepdaughter Mrs. Herman Ledding, "…the Bing cherry was named in honor of a Chinese workman… Bing was close to six feet tall, if not more… The manner in which the cherry was named for him happened thus: He and my stepfather were working the trees, every other row each. When they discovered this tree with its wonderful new cherry, someone said, 'Seth, you ought to name this for yourself.' 'I've already got one in my name,' Seth said. 'No, I'll name this for Bing. It's a big cherry and Bing's big, and any way it's in his row, so that shall be its name.'"

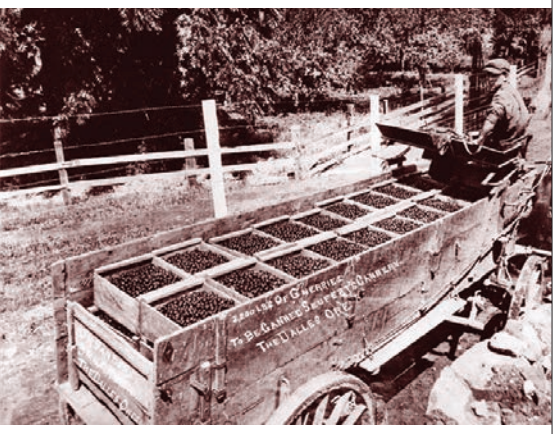
In the mid- to late-1800s, the Royal Anne was an all-purpose cherry and was used in three main ways. One was for fresh eating, another was for canning, but the third and primary use was in making maraschino cherries. The *Medford Mail* wrote, "So keen is the competition for the Royal Ann [sic] that the maraschino buyers often overbid the canneries a full cent a pound or more."

One of the leading firms making the maraschino cherries was E.G. Lyons & Raas in San Francisco. In 1907 they purchased and packed 650 barrels of Oregon Royal Anne cherries at seven cents a pound to make maraschinos. Mr. Arthur Raas also put up several barrels of cherry juice to make cordials and soda fountain

items. *The Corvallis Gazette* wrote, "Oregon grown Maraschino cherries have gained a world-wide reputation for size and flavor and command the highest prices in the market."

By the 1900s the popular cherry varieties planted were Royal Anne, Bing, Lambert and Black Republicans. In 1902 *The Oregon Daily Journal* offered a large spread on ways to eat cherries. Recipes included cherry Charlotte, water-ice, tarts, in syrup, a cherry cup and fruit salad with cherries.

In addition to cooking with them, pioneers made brandy and cordials, women wore cherry blossoms in their hair and decorated their homes with them, and many towns had parades and fairs—all to honor the cherry.



Oregon's horticulturist Seth Lewelling's Bing cherries soon became a favorite for growers and consumers across the country and around the world.

Courtesy Oregon Historical Society

MARASCHINO CHERRIES

½ cup sugar
½ cup water
1 ½ cups cherries, pitted
1 cup Maraschino liqueur

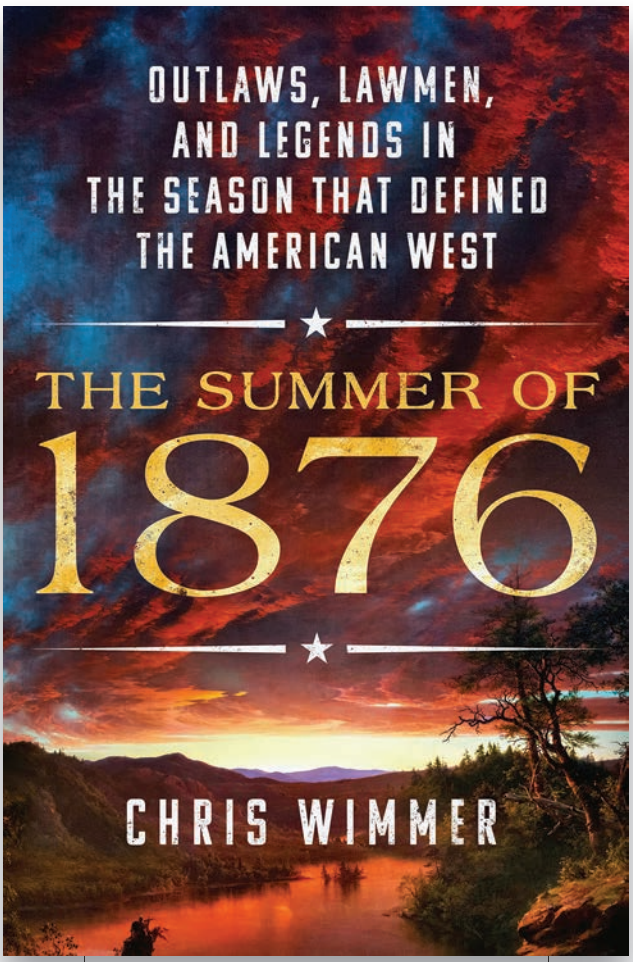
Place the sugar and water in a medium saucepan and turn to low heat. Bring the mixture to a simmer, cover, and allow to cook for 5 minutes. Turn the heat down to low and add the cherries. Cook the cherries at a simmer for about 3 minutes, until they're slightly softened. Remove from the heat and stir in the liqueur. Allow the mixture to cool completely and refrigerate until ready to use.

Recipe adapted from the *Lincoln County Ledger*, October 1, 1909.

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 Season of Destiny and Infamy

Chris Wimmer's The Summer of 1876, *plus a revised biography of Sitting Bull, an ode to Billy, a classic Western and a new compendium on Spain's conquest of Mexico.*



To my great delight this spring, I received an advance copy of "Legend of the Old West" podcast producer Chris Wimmer's *The Summer of 1876: Outlaws, Lawmen and Legends in the Season That Defined the American West* (St. Martin's Press, $30). Wimmer is an award-winning journalist with a master's degree in journalism from Arizona State University's Walter Cronkite School of Journalism. His first book is perfect for anyone looking for an introduction to the grand events that defined the West—and America—in its Centennial year. As he writes in the introduction: "The goal of this book is to weave all those threads into a single narrative. It is intended to be an entertaining journey through the summer of 1876. It is intentionally lean and fast-paced."

What I like most about Wimmer's *The Summer of 1876* is his narrative style. He is a natural storyteller and provides just enough historical context to the events that unfolded that year in United States history to draw the reader into a greater understanding of how so many events that happened in one summer shaped our modern, popular cultural idea of the Old West. Wimmer does this by connecting events that most of us read about separately in siloed studies of key historical figures, mining booms, cattle towns and military actions against the American Indians.

Additionally, Wimmer brings to the forefront the concurrent rise of the national newspaper media and what and who we will later consider Western celebrity. In 1876, George Armstrong Custer, James Butler "Wild Bill" Hickok, Calamity Jane, Wyatt Earp, Bat Masterson, Sitting Bull, Crazy Horse, the James-Younger Gang and William Frederick "Buffalo Bill" Cody, just to name a few, became household names.

Readers of Wimmer's *The Summer of 1876* will be inspired to dive deeper into the lives and events of that fateful season. What Wimmer does extremely well is broaden the playing field on his topic, which is not limited to events in the American West. He seamlessly threads in national events and stories beyond the confines of the West including the first season of the National League and the rise of professional baseball as the national pastime, the publishing of Mark Twain's *The Adventures of Tom Sawyer*, the introduction of inventions such as the telephone, the Centennial Exposition in Philadelphia and the significance of the disputed presidential election of 1876.

What's next on tap for Wimmer? I am confident that the young historian is already busy planning his next book while entertaining his listeners on his popular "Legend of the Old West" podcast. Stay tuned. If it is as fun to read as *The Summer of 1876*, it should be a page turner!

—Stuart Rosebrook

ROUGH DRAFTS

WESTERN HERITAGE AWARDS

On April 15, 2023, the National Cowboy & Western Heritage Museum held its annual Western Heritage Awards and Hall of Fame inductions. Robert A. Funk Sr. and Daniel Wallace "80 John" Webster were inducted into the Hall of Great Westerners, while Lou Diamond Phillips and Bob Wills (1905-1975) were inducted into the Hall of Great Western Performers. Congratulations to the Heritage Award winners, including Western Writers of America members Walter Hill, Matthew Ross Kerns, Casey Day Rislov, Micki Fuhrman and W.K. Stratton.

Western Visionary Award: Pete Coors

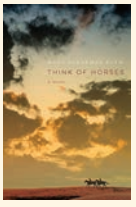
Lifetime Achievement Award: Red Steagall

Nonfiction Book: *Love and Try: Stories of Gratitude and Grit from Professional Bull Riding* by Andrew Giangola (Cedar Gate Publishing)

Photography Book: *Ranchland: Wagonhound* by Annouk Masson Krantz (ACC Art Books/Images Publishing)

Juvenile Book: *The Rowdy Randy Wild West Show: The Legend Behind the Legend* by Casey Rislov, illustrated by Zachary Pullen (Mountain Stars Press)

Magazine Article: "Texas Jack Takes an Encore," by Matthew Kerns, *Wild West*, April 2022



Western Novel: *Think of Horses: A Novel* by Mary Clearman Blew (Bison Books)

Poetry Book: *Last Red Dirt Embrace* by W. K. Stratton (Lamar University Press)

Original Western Composition: "Blues for 66," by artists and composers Michael Martin Murphey and Ryan Murphey

Traditional Western Album: *Westbound* by artist and composer Micki Fuhrman

Western Lifestyle: "Reba," *Red Steagall is Somewhere West of Wall Street* (RFD-TV)

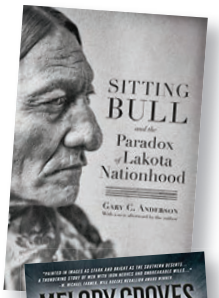
Theatrical Motion Picture: *Dead for a Dollar* (Myriad Pictures)

Fictional Television Drama: "Monster Slayer," *Dark Winds* (AMC+)

Western Documentary: *The Long Rider* directed by Filipe Masetti Leite, produced by Filipe Masetti Leite, Sean Cisterna

—Stuart Rosebrook

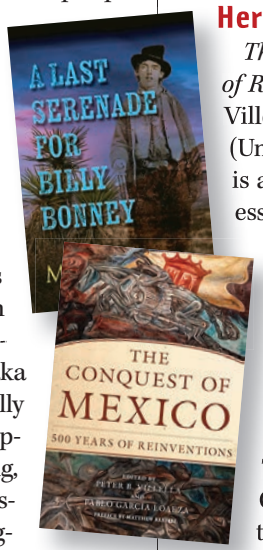
A Proud Leader



Presenting the latest available scholarship, Gary C. Anderson has released his revised edition of *Sitting Bull and the Paradox of Lakota Nationhood* (University of Nebraska Press, $19.95). In his book, Anderson offers a different perspective on the conflict between Sitting Bull and General George Armstrong Custer which exploded at the 1876 Battle at Little Bighorn. Tracing Sitting Bull's life and experiences that led to the famed battle, Anderson profiles the Lakota leader in a fresh way and one which frames him as a tireless leader of his people and their rights until his death. The book also dives headfirst into the complex societal, political and cultural traditions that carried the Lakota Nation through centuries of earlier conflicts that ultimately ended with the massacre at Wounded Knee near the end of the 19th century. This final act saw the vision of Sitting Bull's free and powerful nation destroyed, despite his valiant efforts against the might of the United States Army.

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

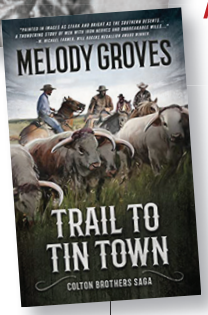
A Corrido for Billy



Mark Warren is a consummate researcher and leaves no stone unturned. He is also quick to praise historians who have devoted decades, even lifetimes, to the study of this main character. Through combing the historical records of Henry McCarty, aka William H. Bonney, aka "Billy the Kid," with Warren's exceptional gift of creative writing, he has gotten inside the possible personality of this legendary outlaw in *A Last Serenade for Billy Bonney* (Five Star, $25.95). Enlisting the help of fictional journalist John Blessing, Warren invites us to listen in on jailhouse interviews and a respectful friendship between Blessing and Bonney. We hear from a former teacher Bonney may have been smitten with, family members and former employers. A special bonus at the end of this book is an original composition by Warren—"A Last Serenade for Billy Bonney."

—Denise F. McAllister, coauthor of the Wild Cow Ranch *series*

A Rip-Snorting Western



Trail to Tin Town (Wolfpack, $12.99) is the latest installment in the Colton Brothers Saga series from award-winning author Melody Groves. The novel moves along at breakneck speed, much like a terrified cattle stampede, from one dangerous incident to the next without much pause. So quickly do the possibly deadly events unfold that this reader couldn't even take a deep breath, but just had to keep turning pages to see what would happen to the brothers and their companions next. The text is sharp and crisp in its descriptions of the characters, the weather and the landscapes. Even the characters' memories from previous adventures fit in seamlessly without having to be explained in detail, which makes the story move along at a brisk pace and be very easy to read.

—Rod Timanus, author of The Penitent Gun, An Ezekiel Flagg Western

The Legacy of Hernando Cortés

The Conquest of Mexico: 200 Years of Reinventions edited by Peter B. Villella and Pablo Garcia Loaeza (University of Oklahoma Press, $55) is an informative anthology of 12 essays on the Spanish Conquest of Mexico and subsequent interpretations of Spain's imperialist rule during changing political and social eras. The actual Spanish invasion of Mexico took place in 1519 and culminated with the end of the siege of Tenochtitlan, modern Mexico City, in 1521. One might think that conqueror Hernando Cortés would then sail back to Spain with his booty, but the authors capably show that although the actual conquest was complete, what would change is how history reported it in the centuries to follow and how it is considered today.

—Chuck Parsons, author of Texas Ranger Lee Hall: From the Red River to the Rio Grande

BUILDING YOUR WESTERN LIBRARY

Courtesy Thomas Minckler

A MONTANA AUTHOR REFLECTS ON HIS FAVORITE WESTERN BOOKS

Thomas Minckler is the author of *In Poetic Silence: The Floral Paintings of Joseph Henry Sharp* and, most recently, *Montana: A Paper Trail*. He divides his time between Montana and New York City and is a lifelong collector of books, paintings, vintage photography and historical documents and letters on Montana and the northern Plains. Although he found it extremely hard to limit, here are five of his favorite books on the West.

❶ ***We Pointed Them North*** by E.C. "Teddy Blue" Abbott and Helena Huntington Smith (Farrar & Rinehart, Inc.): This is the iconic, realistic classic story of the Texas to Montana trail drivers' history of the cowboys who drove the cattle north.

❷ ***Tough Trip through Paradise 1878-1879*** by Andrew Garcia (Houghton Mifflin Co.): One of the most appealing books on the period includes the plight of the Nez Perce.

❸ ***Red Mother*** by Frank Bird Linderman (The John Day Co.): The first biography of an American Indian woman (Crow) is a classic volume.

❹ ***As Big as the West: The Pioneer Life of Granville Stuart*** by Clyde L. Milner III and Carol A. O'Connor (Oxford University Press): This is a thorough, compelling history of the pioneer of pioneers Granville Stuart–gold miner, vigilante, artist, author, first president of the Montana Stockgrowers Association, Montana Historical Society founder, five-time legislator and rancher.

❺ ***A Decent, Orderly Lynching: The Montana Vigilantes*** by Frederick Allen (University of Oklahoma Press): This is the most even-keeled book written on the Montana Vigilante period during the 1860s.

WESTERN BOOKS EXTRA!

BOOK REVIEWS EDITOR: STUART ROSEBROOK

Pack Your Bags and Pack a Book...or Two or Three or More!

Travel and books go together like summer and sunshine, and the publishers of Western history and fiction have recently released a great catalog of books to satisfy almost every summer traveler's interests.

Here is a selection of my recommendations for reading while on the road this summer:

HISTORY

What's your interest? Current publishers of Western history have a great and broad selection of titles and genres to choose from that will definitely inspire more reading. Here is a list of some current favorites:

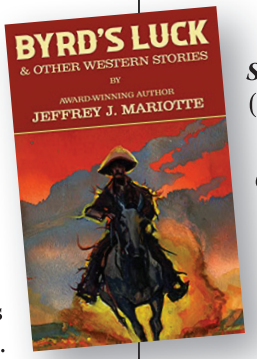
At the Base of the Giant's Throat: The Past and Future of America's Great Dams by Anthony R. Paulumbi (Potomac Books, $34.95)

Follow Me to Hell: McNelly's Texas Rangers and the Rise of Frontier Justice by Tom Clavin (St. Martin's Press, $29.99)

Idaho Madams by Milana Marsenich (Farcountry Press, $16.95)

A Life Cut Short at the Little Big Horn: U.S. Army Surgeon George E. Lord by Todd E. Harburn (University of Oklahoma Press, $34.95)

An Open Secret: The Story of Deadwood's Most Notorious Bordellos by Chris Enss and Deadwood History, Inc. (Two Dot, $21.95)

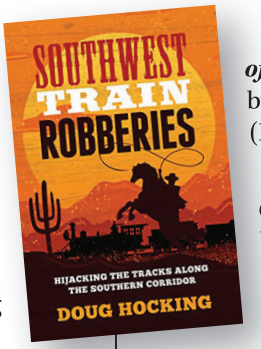


Byrd's Luck & Other Western Stories by Jeffrey J. Mariotte (Silverado Press, $14.99)

The California Trail: A Ghost Rifle Western by Max McCoy (Pinnacle, $8.99)

A Cow Hunter's Lament and Other Stories by Larry D. Sweazy (Five Star, $25.95)

Patton in Mexico: Lieutenant George S. Patton, the Hunt for Pancho Villa and the Making of a General by Michael Lee Lanning (Two Dot, $31.95)



Southwest Train Robberies: Hijacking the Tracks Along the Southern Corridor by Doug Hocking (Two Dot, $22.95)

Twenty Miles of Fence: Blueprint of a Cowboy by Bob West with Janet Fogg (Bison Books, $19.95)

FICTION

Fiction is a favorite genre for summer reading. Whether on vacation in the mountains, the beach or on a scenic tour of the West, you can't beat relaxing with a good Western novel while cutting the electronic cord to the outside world. Kick back with a few of these recent titles:

Changing Woman: A Novel of the Camp Grant Massacre by Venetia Hobson Lewis (Bison Books, $24.95)

A Heap of Killing, Lucas Cain Book 2 by Robert Vaughan (Wolfpack, $10.99)

Grizzly Moon by Patrick Dearen (Five Star, $25.95)

The Morning River: Saga of the Mountain Sage, Book One by Michael Gear (Wolfpack, $12.99)

Red Rabbit by Alex Grecian (Tor Publishing, $28.99)

Ride a Fast Horse: A Captain Tom Skinner Western by Kevin Warren (Pinnacle, $8.99)

The Shining Mountains: A Novel by Alix Christie (High Road Books, $27.95)

BONUS: WESTERN FILM

The University of New Mexico Press has launched a new Western cinema series edited by Andrew Patrick Nelson called "Reel West." These compact books profile classic and modern Westerns. If you love Western movies like I do, I believe you will add these to your reading list this summer: ***Blood on the Moon*** by Alan K. Rode and ***Ride Lonesome*** by Kirk Ellis. Look for the third book in the series, ***Thelma & Louise*** by Susan Kollin, to be released on September 9.

By Henry C. Parke

Clint Howard

From kid to character actor, the film and TV veteran has entertained fans for over six decades.

In Nicholas Cage's new Western, *The Old Way*, Eustice, a member of the outlaw gang, brings Gabby Hayes to mind. But the short, crusty fellow with the white beard and Confederate cap is not comedy relief; he's a serious character, an all-too-often ignored voice of reason. He's played by Clint Howard, the beautiful little boy from the 1960s series *Gentle Ben*. Clint and brother Ron Howard have written a fascinating dual memoir, *The Boys*.

It's been 20 years since Clint's last Western, when Ron directed him in *The Missing*, and while he enjoys all genres, he's glad to be back. "A Western's always a good acting challenge. You're portraying somebody living in a different time, outdoors, riding, not having the creature comforts that we're used to—I relish the idea of getting into that skin."

Considering that his older brother was famous as Opie, it's no surprise where Clint got his start. "My first job was an episode of *The Andy Griffith Show* in 1961. So, it has now been 62 years I've been a professional actor. I did a bunch of Westerns when I was little."

Right from the beginning, he specialized in playing children forced to grow up too soon. In *The Virginian*, his hair darkened, he plays a tiny Mexican aristocrat, trying to protect his baby sister and evade enemy soldiers. "I was Manuel Garcia y Lopez de Maximilian Vargas. When you have to learn that when you're five years old, you're not gonna forget it real quick. Doug McClure and I had quite a bit of activity together. My *Bonanza* is a superior episode." When his father is accidentally shot, Clint climbs a mountain, thinking God is there, to ask for mercy for his father. Instead, he meets crazed fugitive Leif Erickson, "a really interesting acting partner, and being with Michael Landon and Dan Blocker was cool. That's about the age that I can remember the process that I was going through. Dad [actor Rance Howard] was a huge part; he was beautiful at being able to boil down what we had to do, and simplify it so we weren't tied up in knots."

In 1965, Clint was the boss of a ghost-town general store, bossing around Grandpa Paul Fix and sister Gloria Talbott in *An Eye for an Eye*. "What a cast: Patrick Wayne, Robert Lansing, Slim Pickens, Strother Martin. We shot it in Lone Pine in three or four weeks. I loved the idea of Wayne being blind and having to shoot. It's so cockeyed, but it worked. I had dinner with Martin Scorsese; he's a Western aficionado, and he remembered *An Eye for An Eye*."

In his first Western since *Missing* (2003), veteran actor Clint Howard plays outlaw Eustice (left) opposite Shiloh Fernandez as Boots in the 2023 release, *The Old Way*.

Courtesy Intercut Capital

Clint Howard's first role opposite his older brother Ron (center) was on *The Andy Griffith Show* in 1962. In Clint's fourth and final guest appearance on the series, he costarred with both his brother Ron and his father, Rance (right), in the 1964 episode "A Black Day for Mayberry."

Courtesy CBS Television

For two seasons, from 1967 to 1969, 8- to 10-year-old Clint Howard costarred with Dennis Weaver and Beth Brickell in CBS Television's family adventure drama *Gentle Ben*. The series reprised Weaver's and Howard's father-son roles established in the film *Gentle Giant*.

Courtesy CBS Television

Unfairly neglected, Disney's 1970 family Western *The Wild Country* was a high point for the Howards, in part because both boys' series had been cancelled. With Clint starring in *Gentle Ben* in Florida, and Ron doing *Andy Griffith* in California, "Ron and I had been split apart for a couple of years, and it gave our family a chance to go to Jackson Hole, Wyoming, for a summer, for Ron and I to work together, playing brothers. We had a blast!"

It was Clint's first time working for director Bob Totten, who would be a major influence in both boys' lives. "He really was great. He always talked to me as a peer. He called me Putt-putt, because there were scenes where I have to run, and I never was very fast on my feet. Bob said I reminded him of one of those little putt-putt cars. Totten had a wonderful career; it had a few holes, but you know, he directed *The Sacketts*. Totten was fully endorsing the idea of my brother getting to direct when I don't think too many people were gonna give Opie a chance.

In the summer of 1970, Ron and Clint Howard were cast as the sons of Steve Forrest and Vera Miles in Walt Disney's *The Wild Country*. The popular family adventure was filmed all on location in Jackson Hole, Wyoming.

Courtesy Walt Disney Productions

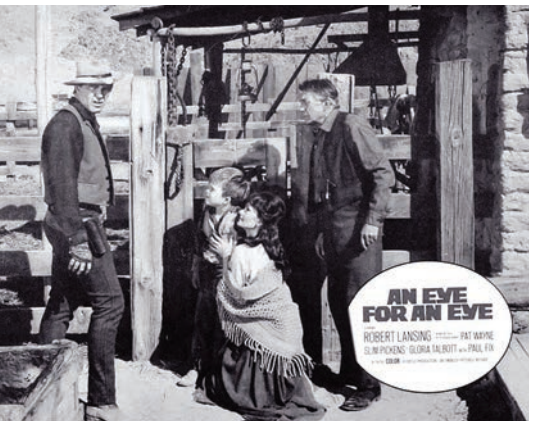
"Then Totten directed *The Red Pony*. And that was the pinnacle of my childhood acting career, getting to work with Hank Fonda, Maureen O'Hara, Ben Johnson, Jack Elam and climbing into the skin of Jody. Actually, I bring a little more of me to the table; that guy's gonna kind of crawl into the skin of me. That was a wonderful experience."

Things have come full circle: after 250 screen roles, the child star is now the mature character actor working with child actors. In *The Old Way*, it's Ryan Kiera Armstrong as Cage's daughter. "Ryan is really good, and that was a difficult part. Ryan is the same age as our daughter, Rafa, so they hung out quite a bit and became friends up in Montana."

How does he feel about children acting? "It just takes extra parenting. You're putting a child in the adult world; show business is the adult world on steroids. There were a lot of things that Ron and I experienced that weren't really appropriate for a child, but with the right instruction, with Dad there, you knew it was okay."

Young Clint Howard made three guest appearances on the long-running NBC Television series *The Virginian*. In 1971, he appeared in his final episode opposite Doug McClure in "Wolf Track," the 23rd episode of the ninth season.

Courtesy NBC Television



One of Clint Howard's earliest Westerns was *An Eye for an Eye* (1966). He was cast as the brother of Gloria Talbot opposite veteran actors Robert Lansing (left), Paul Fix (right) and Patrick Wayne (offscreen).

Courtesy Embassy Pictures

BLU-RAY REVIEW

THE OLD WAY

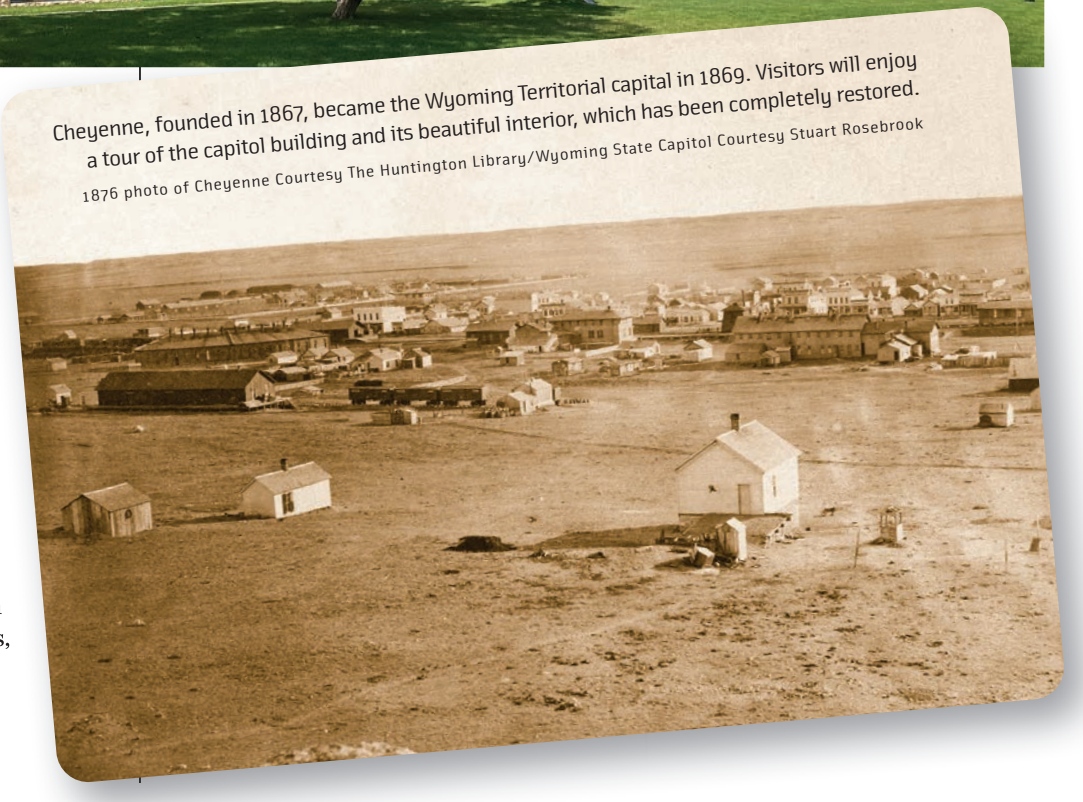
(Lionsgate—$21.99) In *The Old Way*, Oscar-winner Nicholas Cage is Colton Briggs, an ice-hearted gun-for-hire redeemed by the love of a good woman, Ruth (Kerry Knuppe), who turns him into a shopkeeper. When Ruth is murdered, Colton goes after the killers, with 12-year-old daughter Brooke (Ryan Kiera Armstrong) in tow. While revenge stories are com-mon, this one is fresh, with a script by Karl Lucas and direction by Brett Donowho that creates varied and believable characters, and remarkably strong performances throughout, particularly Nick Searcy as an unreliable marshal, Clint Howard as a pessimistic outlaw, and the darkly comic, emotionally stunted father and daughter. With solid shootouts, a gripping symphonic score by Andrew Morgan Smith, and elegant Montana photography by Sion Michel, it's a satisfier.

Henry C. Parke, Western Film and TV Editor for *True West*, is a screenwriter, and blogs for the INSP Channel, and at *HenrysWesternRoundup.blogspot.com*. A book based on his *True West* columns, *The Greatest Westerns Ever Made*, will be published by TwoDot in spring 2024.

BY PETER CORBETT

Cheyenne, Wyoming

A 'Hell on Wheels' town with a rowdy rodeo welcomes visitors to stay and enjoy the hometown atmosphere.



Cheyenne, founded in 1867, became the Wyoming Territorial capital in 1869. Visitors will enjoy a tour of the capitol building and its beautiful interior, which has been completely restored.

1876 photo of Cheyenne Courtesy The Huntington Library/Wyoming State Capitol Courtesy Stuart Rosebrook

It's America's smallest state by population but boasts of having the World's Largest Outdoor Rodeo and Western Celebration.

We're talking about Wyoming—the Cowboy State—and its rambunctious rodeo celebration for Cheyenne Frontier Days, celebrated since 1897. This year the "Daddy of 'Em All" rodeo festivities are July 21-30.

Close to a quarter million people attend Frontier Days, which is equal to about 43 percent of Wyoming's population of 581,000.

At the famous Wrangler Western wear store in downtown Cheyenne, one of its employees, including expert hat shaper Justin Nettik, can custom crease your hat exactly the way you want it.

All Photos by Stuart Rosebrook Unless Otherwise Noted

A visit to the Terry Bison Ranch Resort south of Cheyenne should include a Bison Train Tour, where you can hand-feed the giant animals. The guest ranch has a restaurant and saloon, a trading post and gift shop, horseback riding, pony rides, fishing and an RV park and cabins.

Cheyenne, Wyoming's capital and largest city, welcomes rodeo visitors with concerts, a carnival midway, Western art show, parades and a pancake breakfast for 10,000 people.

If that's not enough, Cheyenne also stages its Hell on Wheels Rodeo combined with chuck wagon dinners. It's held at Laramie County fairgrounds on six dates from June to early September.

Hell on Wheels fits right in with Cheyenne's frontier history as a railroad town with a colorful past.

"We wouldn't be here if it wasn't for the Union Pacific," said Andi Jaspersen, author of *100 Things to Do in Cheyenne Before You Die* (Reedy Press, 2022).

General Grenville Dodge, Union Pacific Railroad chief engineer, and a survey crew plotted Cheyenne in 1867 where the tracks crossed Crow Creek. The Union Pacific's first work train steamed into Cheyenne on November 13, 1867. The site of the new town was roughly halfway between Omaha, Nebraska, and Ogden, Utah, near where the Union Pacific joined the Central Pacific Railroad at Promontory, Utah, in May 1869 to complete the transcontinental railroad.

Cheyenne became an instant metropolis within months and was dubbed "Magic City of the Plains." The *Los Angeles Daily News* reported that even before the Iron Horse arrived "thousands of spectators, traders, gamblers and even prostitutes" made their way to the railroad camp to get rich quick.

The Arcade with 50 gambling tables, four bars and several bands was packed with "a crowd eagerly waltzing to the tune of cards, greenbacks and whiskey straight," according to the LA paper.

By December 1868, the Union Pacific extended the tracks to Evanston in what became Wyoming's western edge upon statehood in 1890. A far less rowdy Cheyenne grew up to be a hub of transportation and commerce.

The Union Pacific completed its majestic Cheyenne Depot in 1887. Built of large sandstone blocks, the depot with its six-story clocktower, is a bookend for downtown Cheyenne. Ten blocks away is the Wyoming State Capitol.

"Cheyenne actually has the last remaining grand depot on the trans-

The city has accommodations for all travelers' budgets and interests, including the historic Plains Hotel in downtown (left and below), Little America Hotel and Resort and the Nagle Warren Mansion Bed and Breakfast.

continental railroad," Jespersen said. "We're really spoiled."

The Depot Museum spotlights Cheyenne and Union Pacific history. From a second-floor mezzanine, visitors watch trains pass with views of the railroad's roundhouse and steam shop.

Depot Plaza hosts community festivals, Friday night summer concerts and the Wyoming Brewers Festival June 16-17.

Across the plaza is The Wrangler, an iconic Western wear store that's operated by Boot Barn. The three-story building is vintage 1892, and it's been The Wrangler for 80 years.

Shapers use steam to customize hats. "They find out how deep you want your creases and how high you want it to flip," Jespersen said.

Visitors can take self-guided walking tours of Cheyenne of varying lengths or jump on the Cheyenne Street Railway Trolley for a 90-minute Wild West History Tour.

One of Jespersen's favorite destinations is Terry Bison Ranch Resort, south of town.

"It's a working bison ranch with a domesticated herd," she said. Visitors ride a train out into a pasture where they can feed the bison from a safe perch from the open coaches. "You definitely couldn't do this in Yellowstone."

She notes that a bison's tongue is sandpiper rough, like a giant cat's tongue.

Another Cheyenne favorite is the Blue Raven Brewery in the historic Corson House.

"That is definitely a downtown favorite to hang out at on nice days because it's nice and shady on the patio," Jespersen said. "I love that place."

Born in Omaha, **Peter Corbett** has lived and traveled in the West for 50 years. He graduated from Northern Arizona University in Flagstaff and had a 35-year career in Arizona journalism.

WHERE HISTORY MEETS THE HIGHWAY

FIRST STOP
Visit Cheyenne, One Depot Square, West 15th Street, Suite 202.
cheyenne.org

DRESS WESTERN
Get your boots and hat at The Wrangler, a shop that's been selling Western wear for 80 years.
bootbarn.com

HAMBURGER DELIGHT
2 Doors Down, 118 E. 17th Street, serves up more than a dozen gourmet burgers with bottomless French fries.
2doorsdown.net

STAY IN AN HISTORIC MANSION
Nagle Warren Mansion Bed & Breakfast was built in 1888 by an early Cheyenne merchant and later occupied by one of Wyoming's first U.S. senators.
naglewarrenmansion.com

The historic Union Pacific Railroad Depot is the place to begin a tour of the Wyoming state capital.

RAVIN' ABOUT VINTAGE MICROBREWERY
Blue Raven Brewery serves its suds in the Corson House, an 1883 Queen Anne cottage. Beer is brewed in the carriage house.
blueravenbrewery.com

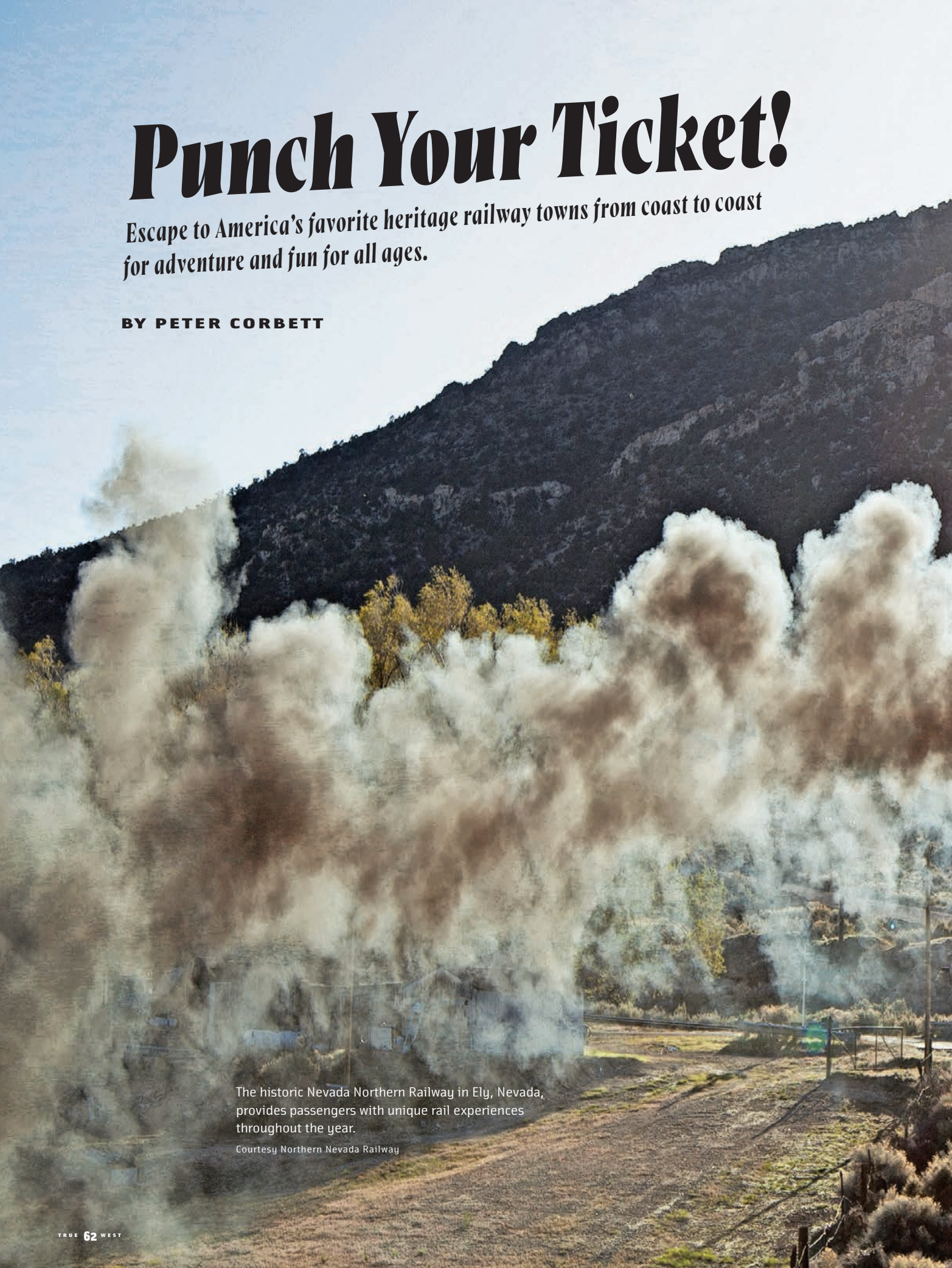
Bull riding is one of the highlights of the Cheyenne Frontier Days Rodeo, known as "Daddy of 'Em All." The rodeo's first year was in 1897, and it will be held July 21–30, 2023.

Cheyenne Frontier Days, 1910 (below), Courtesy Library of Congress

Punch Your Ticket!

Escape to America's favorite heritage railway towns from coast to coast for adventure and fun for all ages.

BY PETER CORBETT



The historic Nevada Northern Railway in Ely, Nevada, provides passengers with unique rail experiences throughout the year.

Courtesy Northern Nevada Railway

Amtrak serves 500 American towns and 30 million passengers in a good year. However, it does not provide service to Grand Canyon, Durango and Silverton, Colorado, or have a night train to view starry skies above Great Basin National Park near Ely, Nevada.

To see the true West by rail, it's best to hop aboard one of the many heritage railroads that take slow rides across some of the nation's most scenic routes. Ride through the giant redwoods in California's Santa Cruz Mountains or ponder a Wild West Murder Mystery on a Texas train out of Austin. Dine in luxury on a "Chew Choo" train in Montana.

True West has played train master in featuring a dozen of the West's best heritage railroads. These rail entrepreneurs are entertaining their passengers and preserving a vital facet of American history that settled the West.

Grand Canyon Railway
Williams, Arizona

Courtesy Grand Canyon Railway

WILLIAMS
ARIZONA

The first train to Grand Canyon arrived at the South Rim in 1901—18 years before the big ditch became a national park. Passenger trains to the park were discontinued in 1968. But Grand Canyon Railway revived service from Williams to the South Rim in 1990.

The rail service keeps an estimated 70,000 cars annually out of the national park, reducing traffic congestion and stress for those travelers who opt to ride the train.

GC Railway's 65-mile trip across pinyon-juniper terrain takes 2 hours, 15 minutes and offers views of the San Francisco Peaks, Bill Williams and Kendrick mountains. Western entertainers stroll through the rail cars during the trip. Passengers have a choice of six different cars and levels of service.

The train stops at Grand Canyon's 1910 depot, one of America's oldest log depots. It's a short walk to the South Rim, El Tovar and Bright Angel hotels.

Passengers have three hours to eat lunch and walk along the Rim or take a short hike into the canyon before the return trip to Williams. They can also opt for an overnight stay in the park.

GC Railway features a steam engine on the first Saturday of each month from March to September and a Polar Express at year's end.

Historic Lodging: Red Garter Inn with four rooms in the 1897 Tetzlaff Building, which housed a bordello and St. Elmo Saloon; Grand Canyon Hotel, established in 1891, one of Arizona's oldest inns

Good Eats: Pine Country Restaurant, serving good breakfasts, lunches and homemade pies; Red Raven, a casual fine-dining restaurant, open from 4 to 9 p.m.

Museums: Arizona State Railroad Museum with train cars and outdoor exhibits at the depot and in town; Pete's Route 66 Gas Station Museum, a restored filling station with vintage cars and gas pumps

Art Gallery: The Gallery featuring local artists who create everything from jewelry and pottery to kaleidoscopes and Route 66 photography

Day Trips: Bearizona, a drive-thru wildlife park with walking paths past traditional zoo enclosures; hiking on Bill Williams Mountain; exploring Route 66

SPRINGDALE
ARKANSAS

The Arkansas & Missouri Railroad has been operating for more than 30 years, carrying freight and passengers. Travelers have a choice of three scenic routes riding in restored coaches from the 1920s to '50s.

An eight-hour round trip covers 134 miles from Springdale to Van Buren with a three-hour layover in historic Van Buren.

The Van Buren to Winslow route and Springdale to Winslow trip both cover 70 miles in three hours traveling through the Boston Mountains, the 1,700-foot Winslow Tunnel and over three trestles.

The Silver Feather Premium seating option allows travelers to ride in a dome car with expansive views.

The railroad's 1917 Biloxi Blues coach was used in the Neil Simon film of the same name.

Historic Lodging: The Inn at the Mill, a modern hotel adjacent to the historic Johnson Mill, built in 1835; the Inn at Carnal, a women's dorm when it opened in 1905, and overlooking the University of Arkansas campus

Good Eats: Wright's Barbecue in the nearby town of Johnson; Susan's Family Restaurant featuring a chicken and waffle breakfast; and the Marketplace Grill with a menu of sandwiches, burgers, tacos, salads and steaks

Museums: Shiloh Museum of Ozark History, Ozark Highlands Nature Center and Crystal Bridges Museum of American Art in Bentonville

Arkansas & Missouri Railroad
Springdale, Arkansas

Courtesy Arkansas & Missouri Railroad

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Art Galleries: Art Ventures and the Ed Cooley Gallery in Rogers, Arkansas

Day Trips: Fort Smith National Historic Site and Eureka Springs in the Ozark Mountains, known for its historic district and well-preserved Victorian structures

FELTON
CALIFORNIA

The Santa Cruz Big Trees & Pacific Railroad has two trip options from Roaring Camp in Felton. A steam locomotive on a narrow-gauge track travels through redwood groves up to the top of Bear Mountain. It's a 75-minute round trip.

The 1890 steam locomotive was a workhorse engine used to haul redwood trees from Roaring Camp.

The other route is the Santa Cruz Beach Train that runs from Roaring Camp to the beach in Santa Cruz. Passengers can board at either end.

That trip on a standard-gauge track runs through the Henry Cowell Redwoods State Park and through the San Lorenzo River Gorge. It's a one-hour trip each way.

Historic Lodging: Fern River Resort, established in 1929 but with added modern cabins and amenities in recent years; Brookdale Lodge in the Santa Cruz Mountains, with its own tattoo parlor, game room and diner

Redwood Forest Steam Train
Felton, California
Courtesy Roaring Camp Railroads

Good Eats: Cowboy Bar & Grill, serving barbecue, burgers, steaks and salads; Monty's Log Cabin, touted in an online review as a "very charming rustic dive bar"

Museums: Big Fort Discovery Museum, San Lorenzo Valley Museum and 1892 Felton Covered Bridge

Art Galleries: Santa Cruz Mountains Art Center and Scavenge Art

Day Trips: Santa Cruz Beach Boardwalk's amusement park with two National Historic Landmarks: the 1924 Giant Dipper wooden roller coaster and the 1911 Looff Carousel; Henry Cowell Redwoods State Park

DURANGO
COLORADO

Anyone who has seen the 1969 Western *Butch Cassidy and the Sundance Kid* has seen the Durango & Silverton Narrow Gauge Railroad. It's an exhilarating ride on a 45-mile trip through the San Juan Mountains and Animas Canyon between Durango and Silverton.

Maybe it's not as exciting as the two bandits—Butch and Sundance—jumping from car to car atop the train, but the scenery in the San Juan Mountains will certainly take your breath away, especially in Silverton at an elevation of 9,300 feet.

Durango-Silverton Narrow Gauge Railroad
Durango, Colorado
Courtesy Colorado Office of Tourism

It's a three-and-a-half-hour trip each way with a two-hour layover to explore Silverton. There are four classes of service, from open-air cars to luxury coaches. The D&S uses both steam and diesel locomotives.

Travelers can opt for a quicker bus ride on one leg of the trip.

Rail enthusiasts can also indulge their inner Casey Jones by signing up for a ride in the locomotive to witness the work of the engineer and fireman.

The D&S Narrow Gauge Railroad operates out of its 1882 Durango depot.

Historic Lodging: The Victorian-era General Palmer Hotel established in 1898; the 1887 Strater Hotel with 88 rooms; the charming1892 Rochester Hotel. All are within a short walk from the D&SNGR depot. In Silverton: the 1883 Grand Imperial Hotel, restored in 2016

Good Eats: Carver Brewing Co., which has served rail passengers and locals for 40 years; vittles and fiddles at the Bar D Chuckwagon with after-dinner cowboy music; Derailed Pour House with a good Happy Hour and an eclectic dinner menu; plus two locations of Serious Texas Bar-B-Q

Museums: The D&SNGR Railroad Museum, Animas Museum and Southern Ute Cultural Center

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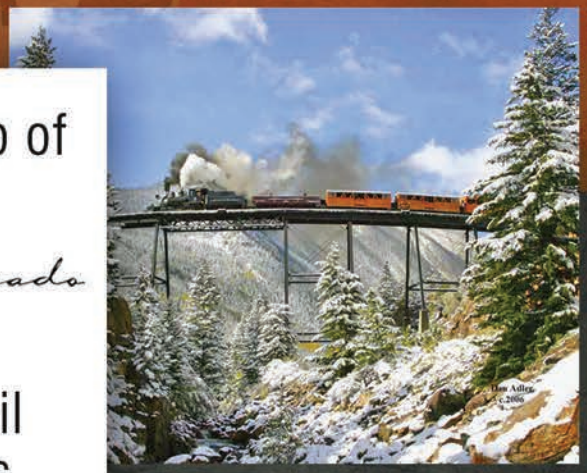

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Art Galleries: Sorrell Sky Gallery, Scenic Aperture Gallery

Day Trips: Mesa Verde National Park and white-water rafting on the Animas River

GEORGETOWN COLORADO

The Georgetown Loop Railroad, a narrow-gauge track, was completed in 1884 with tourists flocking to the mining town west of Denver. At one time the railroad operated seven trains per day. It shut down at the beginning of World War II.

The Georgetown train was revived as a scenic railway in 1984 and once again lured travelers to the Rockies. The 75-minute scenic trip travels from Georgetown to Silver Plume on a twisting route that crosses Devil's Gate High Bridge. Passengers can board at the depot in either town.

They can also opt for tours of the Lebanon Silver Mine or the Lebanon Extension Mine. The train ride and mine tour take two and a half hours and are only offered from April to September.

The Georgetown Loop operates steam locomotives from late May to early October.

Historic Lodging: Georgetown Mountain Inn, Silver Lake Lodge and Hotel Chateau Chamonix, a lodge with a "Touch of Europe"

Good Eats: Coopers on the Creek, Alpine Restaurant & Bar and the End of the Line Ice Cream Parlor

Museums: Hotel de Paris, Georgetown Museum and Hamill House Museum

Art Galleries: Georgetown Gallery and Grizzly Creek Gallery

Day Trips: Panning for gold or a 25-mile scenic drive to the casino in Central City

Georgetown Loop Railroad
Georgetown, Colorado
Courtesy Georgetown Loop Railroad

LEADVILLE COLORADO

What better way to see two of Colorado's tallest peaks—Mount Massive and Mount Elbert—than aboard the Leadville Colorado & Southern Railroad?

Leadville is the highest incorporated town in North America at 10,152 feet. The LC&SRR route is 1,000 feet above the Arkansas River Valley. That opens

Leadville, Colorado & Southern Railroad
Leadville, Colorado

Courtesy Leadville, Colorado & Southern Railroad

up spectacular views of Mount Massive at 14,429 feet and Mount Elbert, 14,439.

It's a relaxing two-and-a-half-hour ride through wild terrain in the San Isabel National Forest. Passengers can reserve a table in the heated lounge car, where an attendant serves snacks, beer, wine and other drinks.

Historic Lodging: The 1886 Delaware Hotel; the 1879 Twin Lakes Inn & Saloon, which previously was a stage stop and brothel; also, the Majestic Bed & Breakfast in an 1880s Victorian home

Good Eats: Quincy Steak & Spirits; Casa Bianca; and High Mountain Pies, which serves its spicy Crocodile Pizza with a barbecue base, mozzarella, cream cheese, jalapeños and bacon

Museums: National Mining Hall of Fame, Heritage Museum and the 1879 Tabor Opera House

Art Gallery: Harperrose Studios, a collective featuring the work of several dozen artists

Day Trips: Twin Lakes and Mount Ebert

ABILENE
KANSAS

It was a big deal in 1867 when the railroad reached Abilene, which became a boomtown for shipping Texas cattle from its stockyards to eastern markets. That only lasted about four years, but the former cowtown still has its Abilene & Smoky Valley Railroad.

Abilene & Smoky Valley Railroad
Abilene, Kansas

Courtesy Abilene & Smoky Railroad

The heritage railroad, now in its 30th year, makes regular runs and dinner trains on a 10-mile route to the nearby town of Enterprise.

The A&SV operates on track originally laid by the Chicago, Rock Island & Pacific Railroad. Passengers board the A&SV train in the restored 1887 Rock Island Depot.

The steam locomotive for this route was built by the Baldwin Locomotive Works in 1919 for the Atchison, Topeka & Santa Fe Railroad. Santa Fe No. 3415 hauled passenger trains until 1954 and then was sidelined for decades in Abilene's Eisenhower Park.

Historic Lodging: Victorian Inn Bed & Breakfast; Engle House Bed & Breakfast, which is on the National Register of Historic Places

Good Eats: Hitching Post Restaurant and Saloon, Joe Snuffy's Old Fashioned Grill

Museums: Dwight D. Eisenhower Presidential Library and Museum, Dickinson County Heritage Center and Greyhound Hall of Fame

Art Gallery: Jeffcoat Photography Studio Museum

Day Trips: Old Abilene Town and Seelye Mansion

LEWISTON
MONTANA

The Charlie Russell Chew Choo is a dinner train. Get it?

Of course it honors the legacy of Western artist Charles Marion Russell (1864-1926), whose studio was in Great Falls.

The dinner train boards at Kingston Junction, about 15 minutes northwest of Lewiston. Passengers travel in 1950s vintage coaches to Denton following the route of the former Chicago, Milwaukee, St. Paul & Pacific Railroad.

Charlie Russell Choo Chew Train
Lewiston, Montana

Courtesy Charlie Russell Choo-Chew

The round trip covers 56 miles in four and a half hours. The scenery includes the prairies, ranches and mountains of the Judith Basin. The Chew Choo passes over three historic trestles and through a tunnel.

Western musicians and saloon girls entertain passengers during the excursion. Dinner is a savory brisket with drinks and dessert. A vegetarian option is available.

A North Pole Adventure train is offered during the Christmas holiday season.

Historic Lodging: Yogo Inn, named after the Yogo sapphire, which is mined in Central Montana; The Calvert Hotel, offering historic charm with modern amenities; Montana Bunkhouse, a two-bedroom cabin that was former schoolhouse

Good Eats: The Central Feed Grilling Co., a steakhouse in an historic mercantile building serving wine and craft beer; 406 Café, serving breakfast and lunch; the Mint Bar & Grill

Museums: C. M. Russell Museum in Great Falls and the Central Montana Historical Museum

Art Galleries: Moccasin Mountain Art & Gifts and the Clint Loomis Studio

Day Trips: Fort Benton and its Lewis and Clark Memorial, the Upper Missouri River Breaks National Monument

Nevada Northern Railway
Ely, Nevada
Courtesy Nevada Northern Railway

ELY
NEVADA

Nevada Northern Railway has an abundance of options for riding the rails. On the Excursion Train, travelers ride in coaches or an open-air car on a 90-minute run to the Ruth Mine. They can travel in a vintage locomotive with an engineer or even take control of the throttle, brakes and whistle.

Groups can pile into the caboose on the Nevada Northern. The Wild West Limited is powered by a century-old steam locomotive and features a cast of cowboys and outlaws involved in theatrical banditry.

A special Star Train takes passengers out to view the night sky with "Dark Rangers" from Great Basin National Park explaining the constellations.

Nevada Northern's Sunset, Stars and Champagne train rides into the sunset as passengers sip champagne and returns under pitch-black starry skies.

Be sure to allow enough time to tour the train-yard exhibits of the Northern Nevada Railway Museum. It's an open-air museum that includes a series of shops for blacksmiths, carpenters, electricians, machinists and the engine house where locomotives are kept.

Ely is also home to the Big 4 Ranch, which claims to be the oldest bar and brothel in Nevada, dating back to the 1880s.

Historic Lodging: Hotel Nevada & Gambling Hall, a six-story downtown building that opened in 1929

Good Eats: Cell Block Restaurant, Nardi's Homestyle Restaurant and Shooters Bar & Grill

Museums: Northern Railway Museum and White Pine Public Museum

Art Gallery: Ely Art Bank

Day Trips: Ward Charcoal Ovens State Historic Park and the Cherry Creek Mining District

Austin Steam Train
Austin, Texas
Courtesy Austin Steam Train Association

AUSTIN
TEXAS

The Austin Steam Train Association operates with Southern Pacific 786, a steam locomotive, and a 1960 diesel locomotive formerly used by the Santa Fe Railway. There's a choice of nine restored passenger coaches.

The trains operate on weekends from three depots—Cedar Park, Bertram and Burnet. The Hill Country Flyer departs from Cedar Park on a 66-mile round trip of six and a half hours with a two-hour layover in Burnet. It travels through Texas Hill Country northwest of Austin and over trestles at the South San Gabriel River and Short Creek Canyon.

A Wild West Murder Mystery train also travels from the Cedar Park depot

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—John Fusco, Screenwriter of Young Guns, Thunderheart, Hidalgo

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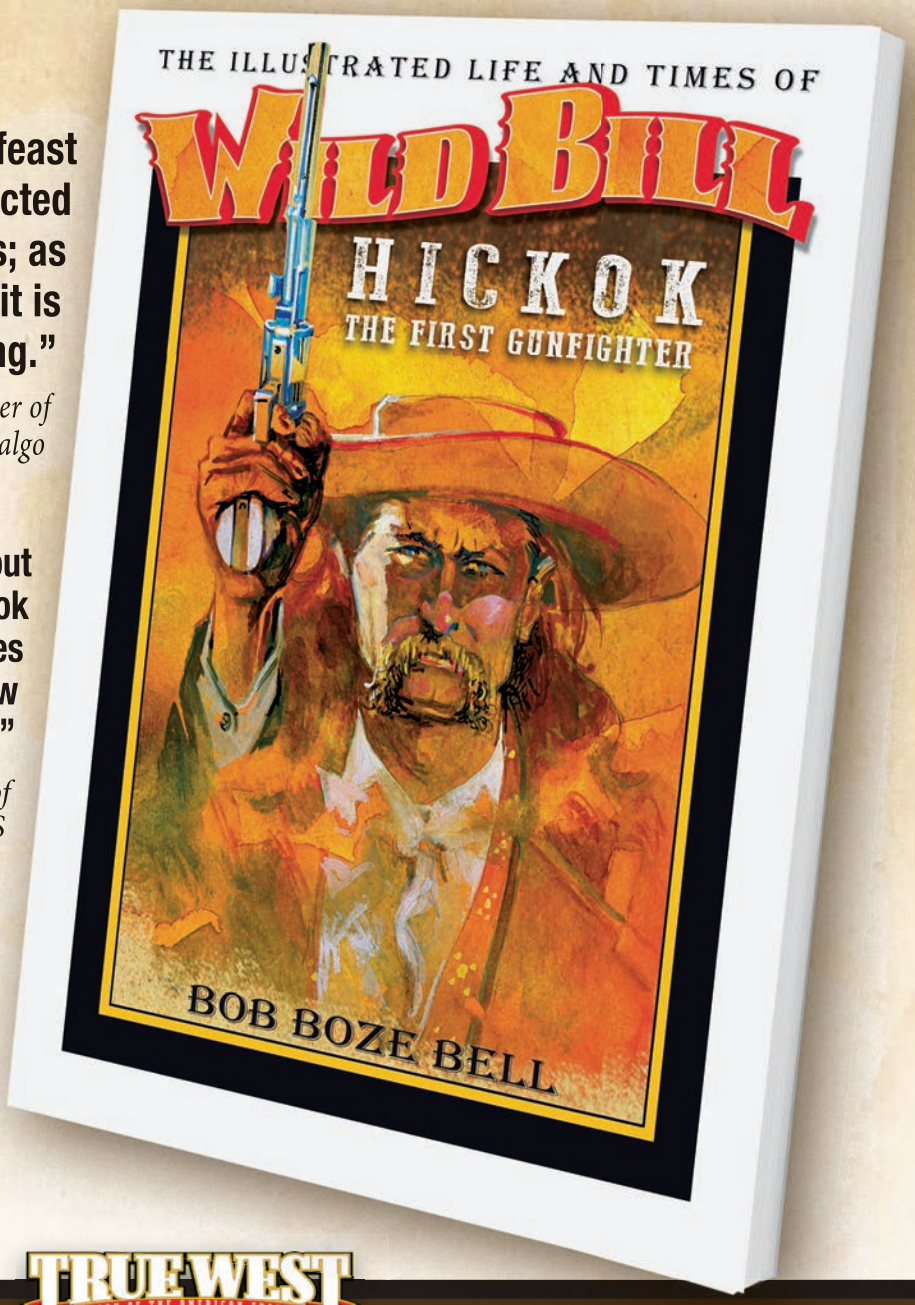
—Ted Simons, host of Horizon on PBS



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at night with a performance by Austin's Hideout Theater. Boxed meals, beer and wine are available for purchase on the two-and-a-half-hour trip.

Historic Lodging: Driskill Hotel, established in 1886; the 1900 Hotel Ella, formerly a residence; and Austin Motel, a 1938 property with a memorable neon sign

Good Eats: Matt's El Rancho, Country Line on the Hill with its Texas barbecue and Hoover's Cooking, a soul food joint featuring Southern specialties like pork chops, fried catfish and crawfish etouffee

Museums: Bullock State History Museum and George Washington Carver Museum

Art Galleries: Austin Art Garage, Shelton Smith Collection and Cloud Tree Studios & Gallery

Day Trips: Luckenbach General Store, Lyndon B. Johnson State Park and National Historic Park

Grapevine Vintage Railroad
Grapevine, Texas

Courtesy Grapevine Vintage Railroad

GRAPEVINE
TEXAS

Passengers on the Grapevine Vintage Railroad have a choice of three trips:

• The six-hour Cotton Belt route travels to the Fort Worth Stockyards with two hours to explore that historic district before returning to Grapevine.

• The Short Line trip is a 30-minute ride that's ideal for families with young children.

• The Trinity River trip boards at the historic Stockyards Station in Fort Worth for a 45-minute ride that crosses the West Fork of the Trinity River.

Grapevine Vintage Railroad passengers ride in Victorian coaches from the 1920s. The trains run on weekends from March to December with special wine train events in the summer, and a North Pole Express from Thanksgiving to Christmas.

Historic Lodging: Gaylord Texan Hotel, Great Wolf Lodge and Hotel Drover in the historic Fort Worth Stockyards district

Good Eats: Tolbert's Restaurant & Chili Parlor, Cross Timbers Winery and Texas Star Dinner Theater

Museums: Grapevine Historical Museum, Nash Farm and Settlement to City Museums

Art Galleries: Great American West Gallery and Southwest Art Gallery

Day Trips: Fort Worth Stockyards and Amon Carter Museum of American Art, also in Fort Worth

Heber Valley Railroad, Heber, Utah

Courtesy Heber Valley Railroad

HEBER UTAH

The Rio Grande Western Railway was completed to Heber in 1899, and the last train rolled out of Heber's depot in 1968. But local citizens worked to keep the rail line in place.

Nowadays the Heber Valley Railroad offers a choice of scenic excursions. The Deer Creek Express runs year-round on a 90-minute schedule, traveling along Deer Creek Reservoir with views of the Heber Valley and Wasatch Mountains.

The Lakeside Limited is a 90-minute round trip to Decker Bay with views of majestic Mount Timpanogos.

Heber Valley Railroad also offers special-event trains, including Wild West Days, Cinco de Mayo and a Military Appreciation Day.

Historic Lodging: Heber Senator Bed & Breakfast and Homestead Resort

Good Eats: Goochy Goo BBQ and Back 40 Ranch House Grill

Museums: Daughters of Utah Pioneers Museum, Hutchings Museum/Institute in Lehi and the Heritage Ranch Museum

Art Galleries: Midway Art Gallery and Sundance Art Studio

Day Trips: Sundance Stables at Sundance Resort and Bridal Veil Falls in Provo Canyon

Peter Corbett has lived in the West for a half century and spent decades writing about it as an Arizona journalist. *On the Road Arizona* is his award-winning blog.

TRADING POST

Western Roundup

FOR JULY–AUGUST 2023

ART SHOWS

HOLD YOUR HORSES INVITATIONAL EXHIBITION & SALE AT PHIPPEN ART MUSEUM

Prescott, AZ, July 8-September 24: Horse lovers, art enthusiasts and Western art collectors will all be enthralled with the annual exhibition and sale titled *Hold Your Horses!* The invitational exhibition and sale features artwork focused entirely on the horse.
928-778-1385 • phippenartmuseum.org

AMERICA'S HORSE IN ART & SHOW SALE

Amarillo, TX, August 12-October 14: The American Quarter Horse Foundation hosts this annual fundraiser. A portion of the proceeds benefits the American Quarter Horse Hall of Fame & Museum. The benefit art show features artwork of horses in pencil, paintings and sculptures.
806-376-5181 • aqha.com

FOLK PAGEANT

BILLY THE KID PAGEANT

Lincoln, NM, August 4-6: *The Last Escape of Billy the Kid* is a folk pageant centering around the life of the legendary outlaw, Billy the Kid. This pageant was first presented in 1940.
575-257-7395 • discoverruidosa.com

HERITAGE FESTIVALS

OREGON TRAIL DAYS

Gering, NE, July 13-16: A kickoff barbecue, old-fashioned parades and live music are just some of the highlights of the annual weekend celebration of the pioneers who settled western Nebraska.
308-632-2133 • oregontraildays.com

NATIONAL DAY OF THE AMERICAN COWBOY

Bandera, TX, July 22-23: Honor cowboys at this dinner and concert under the stars on the Frontier Times Museum grounds.
830-796-3864 • banderacowboycapital.com

BUFFALO SOLDIER MEMORIAL GRAND OPENING

San Angelo, TX, July 28-30: The San Angelo NAACP Buffalo Soldier Memorial will be dedicated in the city's Paseo de Santa Angela Park to honor the legacy of the courageous soldiers. The weekend will include the unveiling of the memorial, living history demonstrations, a Fort Concho Tour and a memorial gala.
325-703-5200 • buffalosoldierswesttexas.com

JOHN WESLEY HARDIN SECRET SOCIETY

El Paso, TX, August 19: Join the Secret Society of John Wesley Hardin to commemorate his demise at 6 p.m. at historic Concordia Cemetery, where the gunfighter is buried.
915-842-8200 • concordiacemetery.org

STURGIS MOTORCYCLE RALLY

Sturgis, SD, August 4-13: Five hundred thousand riders and concert fanatics converge in the Black Hills to attend this annual SD event, now in its 80th year.
605-720-0800 • sturgismotorcyclerally.com

DAYS OF '76

Deadwood, SD, July 23-29: The Days of '76 rodeo, which also includes two parades on Deadwood's Historic Main Street, has been a staple each summer in Deadwood for 101 years.
605-578-1657 • daysof76.com

ANNUAL DOC HOLLI-DAYS

Tombstone, AZ, August 11-13: Help celebrate the life and legend of Doc Holliday in Tombstone and experience the town as you never have before.
520-457-9317 • tombstonechamber.com

MUSIC

VIVA BIG BEND MUSIC FESTIVAL

Alpine, Marfa, Fort Davis and Marathon, TX, July 26-30: More than 65 bands in 10 venues perform Texas music in desert mountain landscapes or against peculiarities such as the Marfa lights.
432-729-4772 (Marfa County Tourism)
vivabigbend.com

POETRY GATHERINGS

ARIZONA COWBOY POETS GATHERING

Prescott, AZ, August 10-12: Celebrating its 34th year in Prescott, the event perpetuates and preserves the culture, traditions and history of cowboy poetry and music as it was enjoyed for decades past and in its contemporary forms.
928-713-6323 • azcowboypoets.org

RENDEZVOUS

GREEN RIVER RENDEZVOUS

Pinedale, WY, July 6-9: This 1833 mountain man encampment honors rendezvous culture with fur trade lectures and a pageant.
307-367-4136 • visitpinedale.org

BIGHORN RENDEZVOUS

Big Horn, WY, July 8-August 26: The event features award-winning artists, the Bighorn Rendezvous Quickdraw, dinner and an art auction.
307-672-3173 • thebrintonmuseum.org

TWMag.com:
View Western events on our website.

RODEOS

PRESCOTT FRONTIER DAYS WORLD'S OLDEST RODEO

Prescott, AZ, June 28-July 4: The 136th annual rodeo kicks off on Wednesday the 28th and concludes on the Fourth of July. Don't miss one of the nation's greatest rodeo parades on Saturday, July 1.
928-445-4320 • worldsoldestrodeo.com

NATIONAL LITTLE BRITCHES RODEO

Guthrie, OK, July 2-8: Cheer on youth rodeo contestants at the Lazy E Arena as they compete to win the roughly $300,000 in awards and college scholarships.
719-389-0333 • nlbra.com

CHEYENNE FRONTIER DAYS

Cheyenne, WY, July 8-August 26: Since 1897 the "Daddy of 'Em All" has been kicking up dust with the world's largest outdoor rodeo and Western celebration. Eric Church and Tim McGraw headline the evening concert series.
307-778-7222 • cfdrodeo.com

SHERIDAN WYOMING RODEO

Sheridan, WY, July 12-15: Western style family fun runs throughout rodeo week, including the Boot Kick-off, downtown pancake breakfast, high-speed bed races, Sneakers & Spurs 5K, Main Street Parade, POW-WOW, carnival, street dances and more.
307-675-9963 • sheridanwyorodeo.com

CATTLEMEN'S DAYS

Gunnison, CO, July 13-15: This PRCA rodeo offers horse and livestock shows, a carnival and live cowboy music and poetry.
970-596-0149 • cattlemensdays.com

SILVER STATE STAMPEDE

Elko, NV, July 14-16: The Silver State Stampede is the oldest rodeo in Nevada. Today's Stampede has grown into a multifaceted event showcasing the best of rodeo and ranch cowboys alike.
800-248-3556 • silverstatestampede.com

CHIEF JOSEPH DAYS RODEO

Joseph, OR, July 25-30: This PRCA rodeo offers traditional American Indian dances, a bucking horse stampede and a friendship feast.
541-432-1015 • chiefjosephdays.com

STOCK SHOWS & RODEOS

LARAMIE JUBILEE DAYS

Laramie, WY, July 1-10: Wyoming's hometown honors the Western lifestyle with a kids' horse show, PRCA rodeo, parade and carnival.
800-445-5303 • visitlaramie.org

ELKO COUNTY FAIR & HORSE RACES

Elko, NV, August 24-September 4: This year, the Elko County Fair celebrates its 102nd anniversary. From crafts and critters to live music and fair food to horse racing and the Stock Horse Show, the beloved county fair has something for everyone.
775-738-3616 • elkocountyfair.com

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.

Tunstall, Sabers and the Big Die-Off

Who was in the posse that killed John Tunstall?

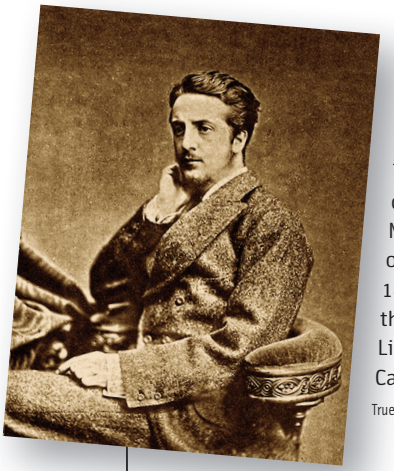
Neal Hathaway
Durango, Colorado

On February 18, 1878, a "posse" deputized by Lincoln County Sheriff William Brady went to Tunstall's ranch on the Rio Feliz to attach his cattle on a warrant that had been issued against his business partner, Alexander McSween.

Finding Tunstall, his hands, and the horses gone, a sub-posse broke from the main posse and went in pursuit. This group, made up of deputies Jesse Evans, Tom Hill, Buck Morton and Frank Baker, caught up with Tunstall a few miles from Lincoln. His hired guns—including Kid Antrim—had ridden ahead and were unable to help. Tunstall at first stayed with his horses, then rode away, with the posse in hot pursuit.

Only the deputies bore witness to what happened next. Tunstall may have surrendered, or he may have drawn his sidearm and tried to defend himself. Either way, Tunstall died instantly when hit by two rifle bullets, one in the chest and another that ripped through his brain. In the aftermath, Tunstall's supporters claimed that he was murdered in cold blood. Supporters of the Dolan faction insisted that he had been shot down while resisting arrest by lawfully commissioned deputy sheriffs of Lincoln County.

The murder of John Tunstall provided the spark that ignited the Lincoln County War.



The unprovoked murder of English cattleman John Tunstall outside of Lincoln, New Mexico Territory, on February 18, 1878, lit the fuse that ignited the Lincoln County Cattle War.

True West Archives

Were there any lengthy winters that affected the cattle industry on the Northern Plains?

Bud Haak
West St. Paul, Minnesota

Two harsh winters in 1886-87 and 1887-88, followed by two dry summers, killed 80 to 90 percent of the cattle on the Plains.

On January 9, 1887, a blizzard hit, covering parts of the Great Plains in more than 16 inches of snow. Winds whipped, and temperatures dropped to around 50 below. Extreme cold killed humans and animals. Some people got lost near their houses and froze to death very near their front doors.

The winter of 1887-88 was a repeat of the previous year. On January 12, 1888, temperatures plummeted as low as -40 F, and icy winds ripped through the air at almost 60 miles per hour. In Nebraska between 250 and 500 people perished in the whiteout. Nicknamed "The Children's Blizzard," this devastating storm resulted in the deaths of many children who lost their way walking home from school. Those two years, known as the Big Die-off, transformed America's agricultural industry and marked the ending of the open-range cattle business.

The blizzard of 1886 was the beginning of the end of open-range cattle ranching in the American West.

Courtesy Library of Congress

Sabers are prominently displayed on a 1917 U.S. Army cavalry recruiting poster.

Courtesy Library of Congress

When did the U.S. Cavalry stop using sabers?

Joe Manriquez
Whittier, California

The military stopped issuing sabers after World War I. However, toward the end of the Civil War, when large cavalry charges became less common, many replaced their cumbersome sabers with extra revolvers.

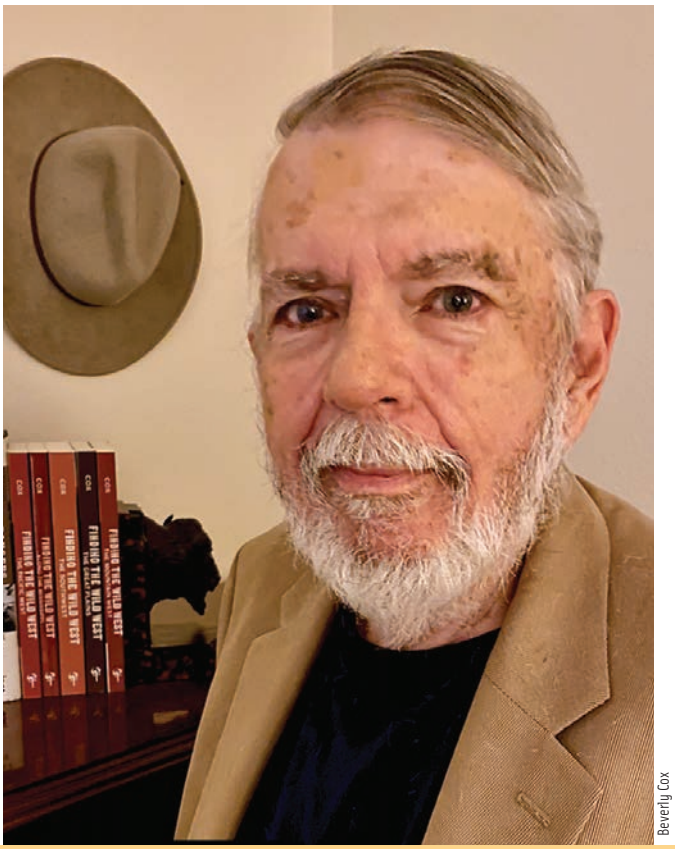
Today, some sabers are used for ceremonies. But they are a thing of the past (or of Westerns).

On a cattle drive, a trail boss would have a letter of credit; how would a store owner know that it was good, and how did he get his money?

Stanley Gooch
Little Rock, Arkansas

Back then, a man's word was his bond, especially in the cattle industry. If a merchant extended credit, it was a matter of honor to pay it back. Besides, the man needing credit was more than likely to pass that way again and need it again. Beginning in 1871, Western Union introduced electronic money transfers, so it was a simple matter to wire the money when one reached his destination.

What HISTORY HAS TAUGHT ME



Beverly Cox

JOURNALIST, AUTHOR, HISTORIAN

Mike Cox is the author of more than 40 nonfiction books—including five on the Texas Rangers. In 2022 he was listed in *Marquis Who's Who in America*. He received the A. C. Greene Award for lifetime achievement in 2011 and was a 2014 Will Rogers medal winner and Spur Award finalist for his book *Cowboy Stuntman*. He and his wife live in Wimberley, Texas.

I grew up in Austin, then a smallish capital and university community. When I retired in 2015, it was the nation's 11th-largest city. As soon as possible, my wife, Beverly, and I escaped to the scenic artist-and-writer-filled Hill Country town of Wimberley.

My parents, as young newspaper reporters for competing dailies, "met cute" in a dead serious way—covering a sensational murder trial in Sweetwater, Texas. Within a year they eloped and married in Amarillo, where I was later born. I joke that I'm the product of two of man's more singular acts, one being murder.

Definitely not a jock, during my senior year of high school, I was editor of the student newspaper. But they didn't award letter jackets for that!

Being a journalist shaped my career as sure as Linotypes turned hot lead into type. Reporting taught me how to get information, process that information and make it readable, whether I felt like it or not.

My granddad was a near-lifetime freelance writer. He'd been city editor of the old *Fort Worth Press* in the 1920s and early 1930s. Given his inky background, and my parents, I didn't know any better than to become a writer.

Granddad (L. A. Wilke) knew noted rangers like Capt. John R. Hughes, Ira Aten, Tom Hickman and Frank Hamer. I grew up listening to his stories about them, which triggered my long-standing interest in Ranger history.

Captain Frank Hamer died when I was six, but decades later, I discovered that back in the day my 90-something barber had regularly cut Hamer's hair. The barber told me Hamer never sat with his back to the shop's window and wouldn't allow a hot towel over his face when he got a shave.

As spokesman for the Texas Department of Public Safety I worked almost daily with the Texas Rangers and became friends with many of them. Being descended from an 1860s Ranger, I also was elected historian for the Former Texas Ranger Association.

When I was a kid, my granddad took me to see old forts and ghost towns in Texas and New Mexico. Add those experiences to the influence of 1950s TV Westerns and movies, and I was branded early as an Old West aficionado.

Old Fort Davis National Historic Site has been special to me since 1955 when it was still privately owned. I still have an old saddle cinch I found there.

I'm a die-hard Texan, but now it has too many people. Fortunately, much of West Texas is still wide-open. Hopefully it'll stay that way.

Writing nonfiction has been my passion since ninth grade, when I sold my first magazine article. I hope to keep writing at least a book a year until I reach that metaphorical last chapter.

Being inducted into the Texas Institute of Letters was one of my proudest moments.

Early on, I aspired to achieve "rich, famous writer" status. Today, neither rich nor famous, I wouldn't have wanted any other life. As a word wrangler, I've enjoyed many adventures. In that sense, I am rich.

I started collecting Texas books and ephemera in high school. I wish I could've afforded more back when now-rare books were more findable and cost way less.

What history has taught me.... I'm with the late award-winning Western novelist (and friend) Elmer Kelton in believing that we can't judge 19th-century history by 21st-century standards. For example, while the Texas Rangers were sometimes heavy-handed, ultimately, they did more good than wrong.

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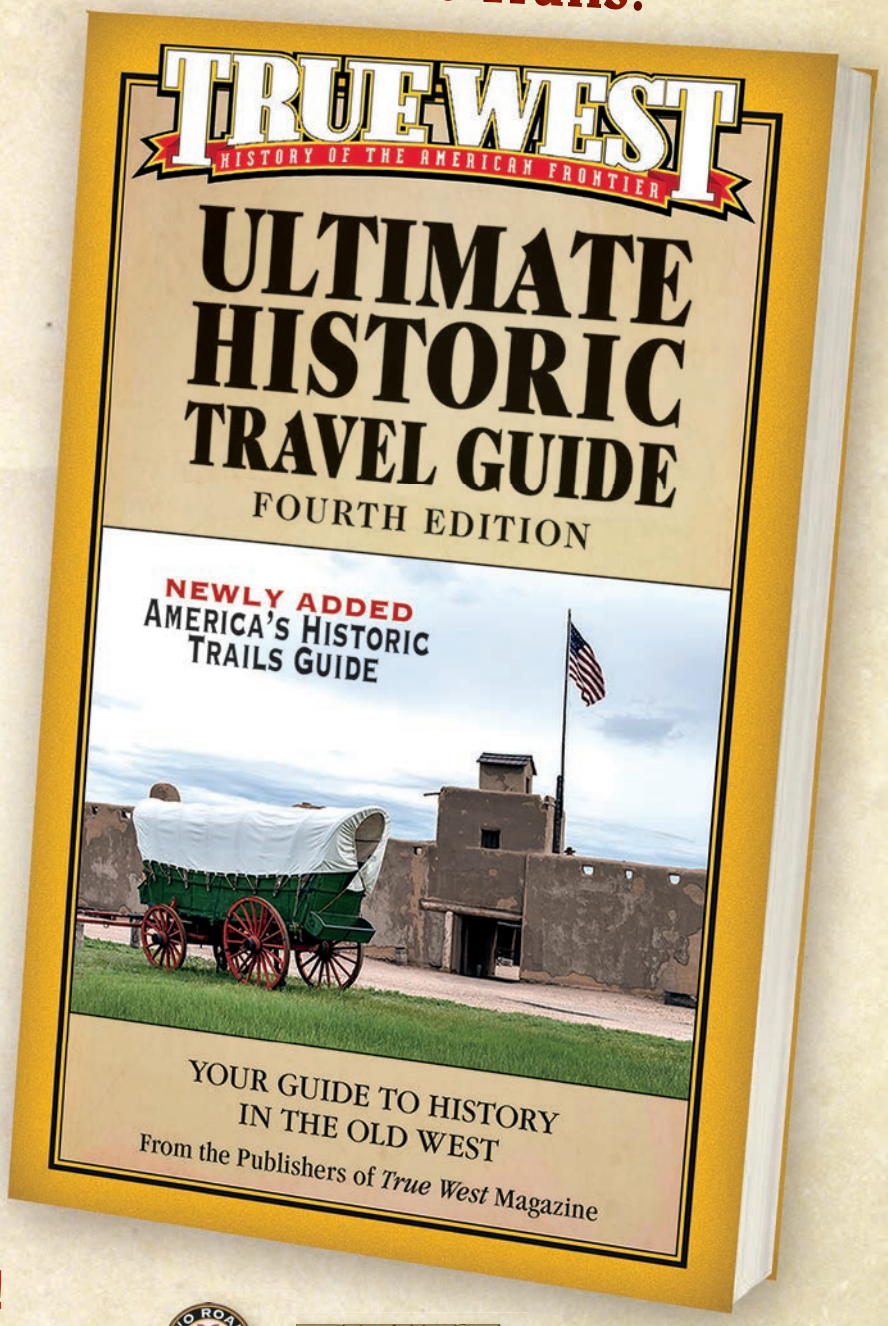

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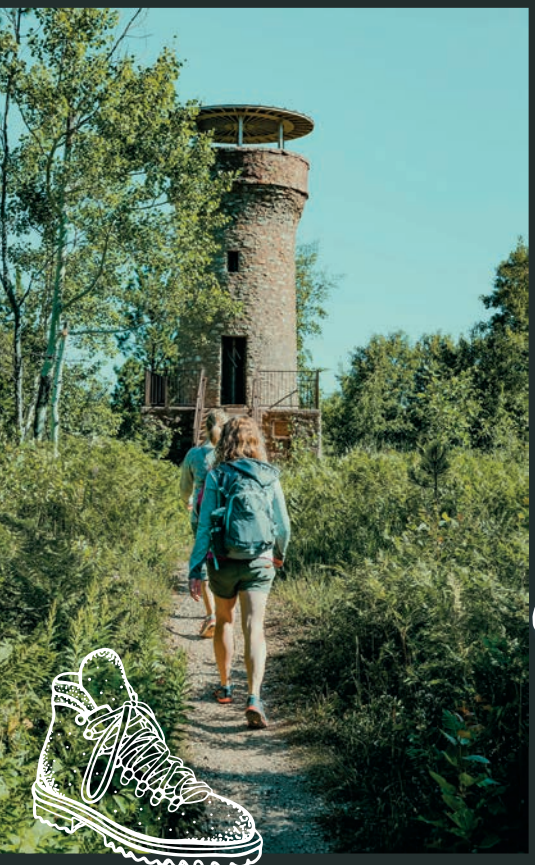


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