



## THE HORSE COLLAR

by

Ben S. Millikan

The horse collar, invented by the Chinese in 300 A.D., was the greatest invention following the wheel but the idea did not reach Europe until 900 A.D., and that was in Germany.

Nations that did not adopt the horse collar lagged in the progress of civilization. Internal strife and persecution had disturbed the German, Swiss and North Sea Lowlanders to such an extent that they accepted William Penn's offer to come to America. They settled on a large tract of land and started the settlement of Germantown, October 6, 1683. These people brought the horse collar to America.

The ox cart was the first method of transportation after the pack animal. Most of the early transportation was by boats or pack animals. The donkey, horse, camel or yak did the job.

The Arabs, Spanish, Balkins and people in parts of France used the ox cart. When Cortez came to Mexico, his means of transportation was by pack animals and the ox cart. The Padres pushing on into California by pack animals and ox carts, never had any other wheeled vehicle. It was only when the Europeans settled in America that the horse collar began to pull vehicles, which began to be used in earnest.

Oxen were slow and stiff and often too dumb to proceed with complicated transportation. They did very well in their slow plodding way, especially for vehicle transportation.

It was soon proven that a horse and ox

of equal weight could not pull equally. The horse could pull five times more than the ox. This established the measure of power which we term horsepower.

An electric motor has a certain number of horsepower, also the automobile power is said to have horsepower.

Other inventions followed the putting of a collar on a horse such as contraptions for guiding and controlling him when hitched to a vehicle. Guide lines to the bit in the mouth made the horse more manageable than an ox because the ox could not be trained to use a bit in his mouth due to the arrangement of his teeth. A horse has a vacancy in back of his teeth so he can wear a bit with no discomfort. He is sensitive to a pull on the bit due to the flesh of his mouth.

The ox cannot wear a collar because of the formation of his neck. A collar chokes him. His method of pulling is by a yoke fastened on the top of his neck at the shoulder.

The next step in the control of a team of horses was with lines extending from the bits in the horses' mouths. The line on the left directs the driver. This line had an attachment from about the middle of the back of the horse reaching to the left of the second horse. There was a second line for the horse on the right which connected with his bit on the right of his mouth then a brance line coming from the middle of the back extending to the right side of the bit of horse number one. Thus, when the driver pulled on the right line which

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1264 S. Central Ave., Glendale, Calif. 91204	
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Address for Exchanges  
and Material Submitted for Publication:

**The Roundup Foreman**  
**SID PLATFORD**

**345 W. Palm Dr., Arcadia, Calif. 91006**

THE BRANDING IRON solicits articles of 1500 words or less, dealing with every phase of the Old West. Contributions from members and friends welcomed.

## Corral Chips . . .

World Conference on Records will be held in Salt Lake City, Utah, August 5-8, 1969.

"The Western Writers of America" held a Conference at Medford, Oregon, June 16-19, 1969 - Lewis Patten, author of "Death of a Gun Fighter" and Ex Sheriff Paul Bailey of the L.A. Corral were on T.V. for an hour, also attending was C.M. George Fronval of the Paris Corral in France.

Coming Events — Aubrey Neasham and Irene Simpson of the Wells Fargo Museum in San Francisco.

Page Two . . .

Ex Sheriff of the L.A. Corral Dr. Art Woodward is in Europe on research of "Trade Goods in Historical Material Culture."

RENOWN DESERT BIBLIOGRAPHER LIVES, WRITES IN YUCCA VALLEY. Such was the caption in large type appearing in the "Hi Desert Star" issue of July 10th, 1969, followed by two columns of biography of our own Ex Sheriff Eddie Edwards, many of you will recall back in 1965 when Eddie received the California Historical Society's Award of Merit, a certificate for outstanding contribution to California History.

Our very active C. M. Anthony L. Lehman has been elected to Regular Member of the L.A. Corral — Welcome Tony.

Dr. and Mrs. Carl Dentzel, both active in the California Bicentennial Celebration were on hand at Elysian Park to greet Don Gasper de Portola and his party upon their arrival Aug. 2nd 1969, Los Angeles has changed considerable since the original "Portola Trek" in 1769.

Welcome new Regular Member Lynn R. Bailey, no stranger to the Los Angeles Corral, son of Ex Sheriff Paul Bailey.

Lost:—One silver lighter, please return to Henry H. Clifford.

C. M. Tony Lehman has been elected President of the Historical Society of Pomona Valley.

George Fronval, ze Westerner de Paris was in Los Angeles July 1st and called upon Sid Platford to tote him around to chaw the beef with Art Clark - Pablo Bailey - Dudley Gordon and the Southwest Musuem, yep, we had lunch at Les Freres Taix and pow wowed with Philipe, George had just published a book on CUSTER, beautifully illustrated in color and claimed it was going over big in France.

## Meetings . . .

The June 11th meeting was held at Les Freres Taix Cafe and the speaker of the evening was RM Al Hammond whose subject was, of all things, "Custer" now anytime you mention Custer you better be prepared for the consequences, there is two individuals I'm fed up to here with and thats Custer and Billy the Kid, this guy Al Hammond had about an acre of Custerania tacked on the



photo by Iron Eyes Cody

walls and had a hunch he was in for a bad time, which was quite evident when the Pro Custer - Pro Reno - Pro Benteen - Pro Indian buffs started throwing curves at him, either they took pity on Al or didn't want to start a ruckus, so it all ended peacefully, whereupon Iron Eyes Cody got up on his hind legs and sang "The Great Spirit Song" in Sioux.

The July 9th meeting was held at Les Freres Taix Cafe - the speaker Hank Johnston was introduced by Hugh Tolford, Hank Johnston is the author of numerous magazine articles and has written several books, among them in "Railroads of the Yosemite Valley", "Thunder in the Mountains", "Short Line to Paradise", "They Feled The Redwoods", and is now compiling a definitive biography of Death Valley Scotty, Hank then enthralled the audience with the history of "Early Logging in the High Sierra", truly a memorable evening. Tom McNeill had on display a wonderful collection of paintings of "Old California Adobes".

August 13th meeting was held at Taix Cafe in spite of the fact that U.S. President Nixon, the 3 Apollo 11 astronauts, and, about 1400 international dignitaries were holding a meeting the same evening and gave us a little competition, nevertheless we had a full house,

the speaker Wm. Mason, Associate Curator of Archives at the Los Angeles County Museum, whose subject was "Prostitution in Early Los Angeles" was introduced by W. W. Robinson, an authority on the subject, who, with the late Ex Sheriff Bob Woods coauthored that masterful little epic "Tarnished Angeles" the Storyville Bue Book of Early Los Angeles. Probably one of the first importation of these ladies was upon the completion of the construction of the S. P. Ry., it required 1500 chinese laborers about a year to complete the Newhall Tunnel. (incidentally, Newmark made a fortune supply tallow candles for this job)

Upon the arrival of steel in L.A. many of these chinese turned to vegetable gardening, all that area north of the old Dayton St. bridge and west of the L.A. River were chinese vegetable gardens and they prospered, there had always been smuggling of chinese gals in San Francisco and now it was big business in Los Angeles, prior to this it had been the Sonora gals. It was the Ordinance of 1886 that confined the ladies to a certain area.

Tom McNeill had on exhibit a collection of original paintings by Maynard Dixon, Paul Sauerwen, Thaddeus Welch, Carl MoMon, Edgar Paxson, and Gerald Cassidy. Homer Boelter brought along one of his original Kachina paintings framed in an elaborate frame jewelled with turquoise.

## The Horse Collar

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extended to the driver, the team would turn to the right, or when the driver pulled on the left line, the team would turn to the left.

The system of attaching the harness to the wagon was by a double tree. This was a long piece of timber about four feet long with a hole in the middle through which a bolt that held the double tree to the back end of the tongue near the front wheels. At the end of this double tree were holes and a U-shaped iron clevice on which was attached a single tree. The single tree was about two and one-half feet long with hooks at each end to which the tugs of the harness were attached, one on each side.

As time went on many improvements were made on wagons. Devices had to be made to hold up the tongue of the wagon. This was called a neck yoke, probably from the term "ox yoke." This yoke was made from a piece of wood, mostly oak, with rings at each end. These rings were connected to the hames on the collar of each horse. A large ring was attached to the center of this yoke and in this ring the tongue of the wagon was extended, and this held up the tongue.

It was found when this wagon went downhill it would run onto the horses, so a device had to be made in the harness to hold the wagon back. The wagon had a brake but it did not always operate quickly enough to prevent trouble. The remedy was a britching of leather of heavy material to go over the lower part of the horse's hips and straps ran from this britching to a strap below the belly to a ring in a strap which was attached to the ring in the neck yoke. This contraption kept the collar from being pulled off the neck and it held the wagon back.

Hames were developed to fit in the collar to which the neck strap was connected and at the side the tugs were attached by which the load, whatever it was, could be pulled. These hames were reinforced by iron binding to make them strong. There were loops in the back band on the sides of which the tugs ran through to the connection of the single tree. This band around the middle of the horse was equipped with rings through which the guide lines ran and the tugs ran through the loops on the sides.

The first appearance of the Conestoga horse and Conestoga wagon was in 1733. The Conestoga horse was developed by selective breeding by the Pennsylvania German and it became a famous draft horse for freighting. These Conestoga wagons were very dashing. The bodies were painted in Prussian blue,

the wheels were scarlet, and a white linen or hemp cover was over the body of the wagon. These wagons were boat-shaped, sixteen feet long. The body was built on a curve, higher at the ends. This style kept the load from shifting while going up or downhill. The wagons had large wheels with large iron tires and the hind wheels were larger than the front ones.

These wagons were powered by six horses. The front team was the head one and it was the lightest and the most active; the middle team was the Swing team the wheel horses were the larger and stronger and were the main power when going uphill. Bells were often mounted on the top of the hames of the horses. The lead bells were small soprano, tenor bells were on the Swing team, and large basso jingle was on the wheel horses. Some of the wagons were painted red, white and blue with decorations on the horses. Probably they were the forerunners of the circus parade.

A single line was used to guide this outfit, a jerk to the left or to the right was responded to by the horses. The driver's language was "Gee" for the right, "Haw" for the left, to stop was "Ho", and to go was "Gee-up".

The building of America can truly be said to be the horse collar age. Every industry and distribution system depended on the horse collar for production and transportation.

The tree in the forest has no value except as collateral until it is brought out and made into buildings, bridges, or boats; likewise ore of any kind. Ore must be hauled out of the mine and the horse collar had to be used to accomplish it.

Maise—we call it corn—was the greatest heritage the American settlers ever had, for it was this product that fed the hogs and cattle needed for the great meat packing industry in the country. It was the horse with the collar that prepared the soil for the planting of corn, and the horse with his collar that cultivated the corn. It was the horse with his collar that helped to harvest the crop and haul it to storage or to market.

Cotton was important to the southern United States. It was the collar on the mule that enabled it to cultivate the rows of cotton. It was the horse collar that helped horses and mules to haul the cotton to the gin to be pressed into bales that were sent to market.

Because of the collar on the horse, the ground could be prepared and seeded to wheat and other grains. Also, though the wearing of the horse collar horses helped to harvest the grain.

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Harvesting of grain was seriously handicapped until machines were invented to take care of this problem, and the horse pulled this machine with the aid of his collar. Grain was originally cut with a scythe or a cradle with a scythe blade. This cradle was a frame attached to the blade and handle to catch the cut of grain by a swath or swing of the cradle that cut off a portion in sort of a bundle. These bundles were tied by twisting a few stems of the grain together which made a string. After the binder had cut the grain and bound it into bundles, it was either hauled to be stacked or sent to the threshing machine, and then the grain had to be hauled from this machine to a place of storage. This binder was hauled by way of the horse collar.

The threshing machine was powered by a circular machine called a power machine or power sweep, and collared horses traveled around and around, turning cogs that operated a long rod running to the threshing machine. This turned a cylinder with teeth that knocked the grain out of the heads of the grain, thus freeing the individual grains. The bundles that had been made by hand or by the binder were fed into this cylinder. Then came the big combines where grain was cut and threshed at the same time.

It was predominantly the horse collar that built the west. But, we must not forget that the first important event in the new America was the building of the Erie Canal. This was the beginning of the great distribution system that made America great. However, it was a collared horse that pulled these boats through the canal. Later these boats were placed on wheels and we call them railroads.

How were the railroads built? The grading fills for them were made with collared horses. At that time there was no steam or gasoline engine power to do such work as grading and filling. Moving dirt from one place to another was done with a scraper or fresno as it was later called. The construction train was one hundred miles behind the grade builders.

Inventions accompanied the use of the collared horse in building wagon roads. One invention was a large scraper much like ones used now in such work. However, the scraper pulled by horses was small and it was pulled or drawn by several teams of horses.

In transportation a fine line of light weight vehicles were invented and were called buggies, phaetons, surreys, carts, and cabs. But the earliest known vehicle was the stage coach. It was a sort of a cab, usually pulled by six horses. Coaches crossed and crisscrossed the

whole country, especially before the days of the railroads. These carriages were built with two wide seats facing each other. The driver rode on the top front of the vehicle. Without the horse collar none of this could have been accomplished.

The horse collar was important on the teams that drew the coaches in olden days. A Concord Coach with Borgim decorations cost \$500, harness for each horse \$100, a four horse team of Morgans, Narragansetts, or Canadian pacers cost \$100 per horse. These coaches made a rate of ten miles per hour. On these coach-stage routes at various points people met the incoming stages to see the travelers and get the news. The fare on these coaches or stages was six cents per mile, paid in advance.

The corn planter was a machine that checked the dropping of corn so that it would grow in parallel rows wide enough (checkerboard style) apart to be cultivated and so destroy weeds in both rows. A wire was stretched across the field and fastened by stakes at each end. This wire often extended as far as a quarter of a mile. It had knobs on it every four feet and ran through the planter from one side to the other, these knobs opening at the base of the hopper through which the corn dropped at regular intervals. This opening let the corn drop in a furrow made by a shoe on each side of the planter, and the wheel ran over this little furrow and covered the corn with the soil. Thus, two rows were planted simultaneously.

The horses walked about eighteen inches from the wire, which was held by an arm fastened to the side of the planter. Horses that were well trained in farm work walked guided by this wire. At each end of the field the team and planter turned around by the driver. Then he would get off the seat and change the stake that held the wire to the other side of the planter. This caused the wire to run through the planter in the reverse direction.

To prepare the land for the planting of corn by this planter, it had to be plowed with a shear plow, an implement with a moldboard. This was a curved iron plate attached above a plowshare to lift and turn the soil. The plate was curved so that it pushed the soil to one side. The whole field had to be plowed this way. Then the soil had to be leveled and an implement called a harrow was used for this purpose. It had four parallel bars about one foot apart and each bar had teeth about six inches apart and they were staggered so that every part of the soil was raked over. This harrow had to be drawn by horses wearing horse collars.

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There was another method of planting corn and it used an implement called a lister. This was built like the plow but it had a moldboard on both sides and when it was dragged through the soil it made a deep furrow about six inches deep. It was much simpler than the planter. To plant the corn in the uneven ground a drill was used. It was pulled by one horse going back and forth in the long furrows. The drill had a wheel with a clutch that opened a little hole in the hopper of corn and let out one grain at a time, spaced at least a foot apart.

In using a shear plow a problem arose. How could a man guide a team of horses by reins and hold the handles of the plow at the same time? This was solved by tying the reins together and winding them around his waist, leaving his arms free to hold the handles of the plow. This same plan was used in holding the handles of a cultivator.

The Indians planted corn by making holes in the ground and dropping grains of corn into them. It has been reported that Indians near streams or the ocean buried a fish in the holes too so that the corn would be big and fast-growing.

Many white men used to dig holes then planted corn, and later used hoes to cut down the weeds.

The first cultivator had one or two shovels fastened to a curved shank and it was pulled by one horse. Later models had two sets of small shovels held together with an iron arch frame wide enough to plow on both sides of the rows.

The collar sometimes caused the horse to have a sore neck. The weight of the tongue or a swaying motion caused friction at the top of the neck and rubbed off the hide. If this was ignored, it incapacitated the horse. Also, when the horse was working in dust and sweat a great deal, the shoulder became sore from the rubbing of the collar. So a pad was put under the collar to ease the strain, then the horse could continue to work.

The horse collar played an important part in the Civil War because the army moved in sections where there were no railroads or waterways on which to transport soldiers and equipment. So it had to be done with horse power. Cannon and all heavy equipment was hauled by horse power. Trenches were dug and earthwork embankments were thrown up for protection by horse power. The Civil War was powered in its movement by horses and mules wearing horse collars. The Army depended upon artillery and cavalry lines, the infantry depended upon the wagons that bought

food, clothing, and other supplies and the ambulances to care for the wounded. Without horse collars how could all this be accomplished?

There were more horses and mules than men lost during the Civil War. There were 258,000 Confederate soldiers and 300,000 Union soldiers lost making 558,000 men lost altogether, and it was estimated 1,400,000 horses and mules were lost.

We can say that the West was built by way of the horse collar. The great trek to California was made predominantly by horses pulling vehicles. The Early Californians raised horses by the thousands and many of these met the wagon trains and replaced the horses or cattle that were exhausted by the long journey. It was not until the Americans came into California with the horse that the collar was used. The Dons only used the ox carts that were pulled by oxen wearing yokes.

During the Gold Rush to California in 1849 to 1860 horses were in great demand to bring 25,000 people to California. By 1852 as many as 250,000 people came west and 80,000 settled in California. These people migrated by wagons which were pulled by the collared horse.

Horses were in such demand that Indians from Utah stole thousands of them from the Ranchos of California and sold them to the migrants.

The pioneers built great ranches in the west and the roads leading west were streaming with freight wagons creaking and groaning piled high with food and supplies and being pulled by ten or twenty mule teams slowly across the desert and mountains. A whole year's supply of sugar, salt, coffee and other groceries, clothing and tools were delivered to the big ranches by wagons. The wheels on them were six feet high and bound by an inch wide metal tire. The wheels made deep ruts even in stone, the imprint of which may be seen today. The wagon bodies were watertight like a boat so when they crossed streams no water could leak in. The wagon trains returned east loaded with hides precious for clothing harness, and even for wagon springs.

I remember when I went to Walla Walla, Washington that this valley was noted for its production of wheat. The soil was volcanic ash and very dry and rich. Rainfall only came during the fall and early spring. In the summer the soil was prepared to hold moisture until spring. It was pulverised very fine and the weeds were kept cultivated so that no moisture could evaporate. Wheat was sowed in this dust and grew when the rains came.

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These crops were grown ever other year. Each man had two plots of land to grow on and one part lay fallow or idle the summer but was kept stirred to same the moisture; then the seed was planted in the fall for the next year's crop.

The statement has been made that no great country developed without the horse collar. The Romans had no collars for their horses, but they were an exception. Rome used slave labor to take the place of the horse with a collar. The Romans captured slaves in all their military maneuvers. Men, with the pack animals, were the beast of burden. The Romans built great water viaducts and roads, but all this was done by slave labor. The Romans inspired the Gauls with the spirit of progress and the banks of the Rhine were loaded with huge castles that had high spires and were very beautiful. Rome fell because she had no industries sufficient to care for her labor population. The dole was instituted to the unemployed but this only sapped the life of the Republic and it became an easy prey for vandals of the North.

In ancient times the horse collar was not known in Rome, Egypt, Greece or among the Barbarians. Horses wore breast plates. Pictures of Roman chariots drawn by horses wearing these breastplates can be seen in many history books. The pyramids were built to keep labor busy and fed. There were no industries in Egypt so the slaves were put to work on this useless project. However, the pyramids are wonderful mountains of stone—the greatest ever built, and we wonder how this was accomplished. How is it that the pyramids have stood throughout the centuries?

The Encyclopedia Britanica says: "While animals had been used during previous years, it was not until the beginning of the 19th Century that the age of animal power began to advance. This resulted from the development of power, created better plows, combines, tillage tools, drills, planters, and harvesting equipment designed to be drawn by animals. Development during the first quarter of the 20th Century of big team hithes for pulling plows and combines, the use of animal power in the United States, particularly horses and mules with the collar, which extended until the after World War I."

This was the time when the milkman delivered his milk by way of old Dobin wearing a collar. This was the time when the buggy doctor took care of his rural patients, his horse wearing a collar. This was the time when the fire ladder trucks came rumbling down our streets hauled by horses wearing collars. This

was the time when the mailman delivered letters to the farmers by horse.

This was the time when the farmer took his cane to the sargum mill to have the juice pressed out of the cane and put in the pan for boiling to make sargum—the press that had a long sweep that went round and round turning the cylinders that pressed the juice out of the sweet cane; and, the farmer's mule wore a collar. This was the time that large farms were operated to raise horses and mules for the market which would put collars on most of these animals.

Years ago haying was a primitive operation that used horses. A man sat on the seat of a mowing machine that had a long bar on the side containing a sycthe with its six-foot reach to cut the grass. When the grass was dried out, a rake pulled by horses bunched the hay. Then a wagon came along with a rack and men forked the hay on this rack and took it to a barn for storage or stacked it in a field. This rack, used to haul hay, was a frame especially made to put on the running gear of the wagon and much hay could be carried on it. If the man did not want to stack his hay and wanted to take it to market, he would have it pressed into bales. This was done by a ram pushing the hay into a kind of rectangular box that could press hay up to one hundred pounds. This contraption was operated by a sweep overhead and was pulled by a horse with a collar.

This was also the time of the dray wagon that brought freight to the merchants from the railroad cars and the trunks from the depot. This was the time of the hack, a vehicle very much like a buggy. This vehicle was often used by people who did not have their own transportation. It was the forerunner of our taxi cabs, and, of course, was pulled by a horse.

The early stage coaches had no springs, for steel springs had not been invented then. To take off some of the jolt caused by the rough roads straps made from bull hides and were strung under the frame of the coach. When steel springs came into use spring seats were made for all wagons.

This was the time that shoes were put on horses. Traveling on rough roads made horses' feet sore, so iron shoes were nailed on their hoofs. This shoe had calks, one on the toe and one on each side of the heel. Besides protecting the feet, the shoes gave a firmer foundation for the feet when the horse was pulling heavy loads. These shoes were especially helpful on icy roads. Iron shoes on oxen were never very practical because of the oxen's split hoofs. Shoes for them had to be made

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in two parts and they did not stand up too well for practical purposes.

This was the time when men sought bigger and better horses to pull heavy loads and the big machines on the farm. Such horses were called draft horses. Among these were the Clydesdale imported from Lanark, Scotland. These horses often weighed as much as 1,800 pounds and were sixteen and three-quarter hands high. They were from the Clyde River section of Scotland. These horses were famous for the long hair on their ankles that was called fetlocks.

The Percheron, a dapple-grey, came from Le Perche, the northwestern part of France. They weighed 1,900 pounds and were sixteen and one-half hands high.

The Shires, direct decedents of the knights' horses of Medieval England, came from county Shires. They weighed 2,000 pounds and were seventeen hands high.

These Clydesdale horses are the ones seen pulling the big beer wagon in parades, three teams of them, attached in the finest of harnesses and wearing the largest horse collars made. In the parades there is always a Dalmation dog sitting on the wagon with the driver.

The Conestoga horse was the most popular animal in Colonial days. This horse was developed by the German people who were induced to come to America by William Penn. This horse was on the heavy side and very strong.

Horses had to be fed and a great part of farm land was used to raise oats and hay. This took much land that could have been used to produce food for the public. Since the horses have been replaced by mechanical power, the land that used to feed them can now feed the people.

I visited the Santa Anita Racing barns to see a stable of Calumet horses from Lexington, Kentucky. These horses were being trained by Ben Jones, a boyhood friend, and his son, Jimmy. The stable boys were walking Citation about the ring to cool him off after a morning workout. Jimmy said to me, "Ben do you know what makes a champion?" My reply was that I wished to hear his version of it. He said, "It is the ability to build up the capacity to do your best right up to the finish."

I think it would be fitting to proclaim that the American horse with a collar is a champion since so much depended on him in the old days. It seems only fitting to honor him and his collar with such an emblem of gratitude.

## In The Mailbag

7440 Alexander Court  
Fair Oaks, California 95628  
June 21, 1969

Dear Sid:

I hope you don't run me off the range but let me tell you this, my fair-haired (?) friend - if I ever owned a cow outfit and you kept the tally book, I'd run YOU off the range. Did I hear you ask me why? You did? Then I'll tell you.

When I saw the little note addressed to Bibliographers, Librarians & Mike Harrison, I was very pleased for I thought this business of numbering or rather of mis-numbering publications would be all cleared up - but brother - was I disappointed. It - the situation - is as bad as it ever was, and if you, as editor are of a mind to oil up your shooting iron and head north to have it out with a nit-picking so and so on the banks of the American River, have at it. I challenge you to a duel at forty paces with frozen horse biscuits.

I have gone to all the trouble to work out a little chart for you to see how the publications numbers are still mixed up. Let us start with the Friswold Keepsake and take it from there:

The Friswold Keepsake - No. 87

Branding Iron - June 1969 No. 88

Branding Iron - September 1968 carries No. 88 should be 89

Branding Iron - December 1968, carries No. 89 should be 90

Branding Iron - March 1969, carries No. 90 should be 91

Clifford Keepsake carries No. 91 should be 92

Branding Iron - June 1969, carries No. 92 should be 93

I dare you to run this in your sheet if you are the fearless editor you are cracked up to be and also I'd like to know if you accept my challenge to a duel. One other detail if you accept - biscuits from Clydesdales and Percherons are not acceptable - these will have to come from the horses that the Western Indians got from the Mexicans according to the word of the Apostle, and passed on as authentic by the Beard That Walks Like a Man from the Patagonia Plateau in Arizona.

Best to you.

As always,  
MICHAEL HARRISON

# "Buckskin Frank Leslie"

Philip J. Rasch

"Buckskin Frank" Leslie fans lately have been intrigued with Carl Breihan's allegation that an old man named Barney McCoy, who died in the San Diego County General Hospital in 1948 (*sic*) asserted that his real name was Frank Leslie.<sup>1</sup> In certain respects Breihan's account is self-cancelling. He states that Leslie was born in Kentucky in the 1850s, whereas Leslie himself claimed that he was born in Virginia in 1842.<sup>2</sup> In either case McCoy's death certificate shows that he was born in Texas on April 29, 1858. The Hospital Data Sheet also gives his birthplace as Texas, but the date is shown as July 23, 1857. Regardless of which date is correct, the place alone would seem to eliminate all possibility that McCoy could have been Leslie. However, the situation is complicated by the fact that there is a venerable tradition that Leslie was actually born in Galveston, Texas, and that his real name was Kennedy. Consequently this point is not in itself conclusive.

The surviving records tell us almost nothing enlightening about McCoy. He was admitted to the hospital on December 16, 1947 and died that same day from "senility," which does not encourage us to accept any claims he may have made. He was a retired rancher and had lived in San Diego seven years, having come there from Roswell, New Mexico. McCoy was a widower, his wife, Matty (Mattie) having died earlier, and was working as a newspaper boy.

McCoy lives with a son, Kenneth Dye, (the discrepancy in names is unexplained) at 715 Broadway. This was a letter shop run by Mrs. J. R. Gaylord and Mrs. E. M. Sutton. Presumably the two men had rooms above the shop. Neither of their names could be found in the city directories from 1945 to the present<sup>3</sup> and it has proven impossible to trace Dye.

Apparently they were nearly destitute, since the funeral was conducted by the County of San Diego. Arrangements were handled by the Rogers Funeral Home and interment took place in Holy Cross Cemetery. Rogers Funeral Home is still in existence, but has no additional information on the subject.<sup>4</sup>

There the matter rests. While proof acceptable in a court of law will probably never be forthcoming, it seems highly improbable, to say the least, the McCoy could have been "Buckskin Frank." There is simply no point at which the little known of him coincides with what is known of Leslie.

## ADDITION TO BAJA SERIES

Ninety-nine years after the first permanent settlement was started in Baja California at Loreto Jose Joaquin Arrillaga, lieutenant governor of the vast California province that stretched from Cabo San Lucas to Monterey, made its initial exploration of La Frontera, the rugged mountainous region which comprises the interior of what is today the northern third of the Mexican peninsula.

Arrillaga, who at various times was acting governor or governor of the Californias, was a soldier and executive of far better than average capability who stands out almost unique for his tactful administration, one that pleased both civil authorities and mission priests.

When Fr. Junipero Serra and Gaspar de Portola carried the cross and sword north to San Diego in 1769 they plodded up the coast, bypassing a virtual empire of untamed land. The subsequent 25 years brought establishment of missions by the Dominican order at El Rosario and on northward toward San Diego, but the vast mountainous hinterland was "territorio incognito," until the intrepid Arrillaga made four expeditions out of San Vicente during the period between July and November of 1796. Sites were located for Missions San Pedro Martir and Santa Catalina. Arrillaga also recommended a presidio near the mouth of the Colorado River after meeting hostile tribesmen at the Rio Hardy. It, however, was not built.

For many years the diaries of the four expeditions have reposed in the Bancroft Library at University of California. Now they have been translated into English by Fray Tiscareno and edited into book form by John W. Robinson. This past week the Arrillaga diaries appeared as Vol. 17 of Dawson's Baja California Travel Series; a beautifully printed handbook volume. Editor Robinson, a prime authority on the Sierra Juarez and San Pedro Martir area, has illustrated the volume with present day photographs, as well as executing a map of the Arrillaga treks.

"Jose Joaquin Arrillagas, the Diary of His Surveys" is published by Dawson's Book Shop. It is priced at \$10 —LBB. Burr Belden

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### References

1. Breihan, Carl W., Buckskin Frank Leslie *Real West*, XI:12 *et seq.*, August 1968.
2. Rasch, Phil, A Note on Buckskin Frank Leslie. *Denver Westerners Brand Book*, 10:199-216, 1955.
3. Elizabeth Foster to Philip J. Rasch, August 5, 1968.
4. W. B. Bishop, Jr. to Philip J. Rasch, undated (August, 1968).

# FREIGHTING

Manvel - Calif. . . . to . . . Beatty - Nevada  
. . . 1904.

Immediately the Bullfrog Strike became public knowledge, Rose and Palmer of Manvel (Barnwell) California, decided to rush in with a longline team with a complete stock of mining and general merchandise. I had been East and at Kingman, Arizona, a big bunch of prospectors boarded the train, fully equipped with bedrolls, picks, etc. I was on my way to the Physicians and Surgeons College in L.A. but listening to their talk about the rich strike at a place called Bullfrog, I suddenly decided to forgo the study of medicine and join the rush. I gave the balance of my ticket to a bum at Needles and caught the next freight to Goffs some 30 miles West of Needles. Arriving at Manvel the next morning I found Mr. Rose on the platform and alongside the platform, almost fully loaded, was their 16 horse outfit, two old Borax Wagons and a Trailer, the latter already fully loaded with hay, rolled barley and several barrels for water.

Rose greeted me with the question "Glad to see you again Gib, where are you bound this time?" I told him I was off for the new Gold Boom. He said "Well that's lucky for you, trade off your bed for a lantern and join us as Swamper on this outfit, \$65.00 per month and take your sleep along".

We pulled out that afternoon making Ivanpah Station just after dusk. The following day we made Mesquite Springs and the following day made the Mansa Ranch of Harsha White. The following morning at 4 a.m. I was roused out by the skinner Ira Moon and commenced watering and feeding the teams. The following day we made Ash Meadows without too much road work and made camp. It had rained the day before, not much but enough to make crossing of the meadows a bit sticky and dangerous. We were nearly across the swampy ground when the team became frightened by a Coyote and swung wide for a moment, just long enough to pull the front wheels of the lead wagon off the road and down she went to the axle. The skinner pulled the team back into the road but they could not budge the wagon, in fact the more we tried the deeper the wheels sank into the swamp. We lost no time, uncoupled the trailer and took it out to high ground to the West, unloaded the trailer and took it out to high ground to the West, unloaded and returned to the outfit. The next job and a real job it was indeed . . . we loaded the trailer with all it could carry and again out to hardpan to discharge once more . . . We were busy for hours on this job and when Moon figured he had lightened the load

enough, we dug trenches in front of the lead wagon wheels, filled them with rocks and greasewood, inspanned and tried again, but to no avail. We were worse off than before because the swinging of the teams back and forth cut the ground to a mushy mush and so, nothing to do but continue with the unloading and eventually got both wagons unloaded and tried again. We got out and pulling alongside the mountain of cargo reloaded the whole cargo, the skinner doing the stowing and I the heavy lifting to the wagons. What an experience, we were both worn out and mad as a swarm of angry hornets. We stayed there that next day and night, then off for the last 42 miles of the trip to Beatty's Ranch. As we crossed the Armagosa River, a man who had erected a tent and placed a sign on it reading "Gold Center" tried his best to have us unload our cargo there, however, Mr. Rose, who had passed us enroute, came to meet us and said he had picked a spot for the store across the street from BOB MONTGOMERY's tent, the only tent in town which he had laid out and named after JIM BEATTY who owned the small rancho about a mile up the valley.

We were the first rig to arrive in the district. The first job was to unload the wagons so we could begin erecting a frame for the 30' by 60' tent. This job took the 3 of us about 3 days and then the team was sent posthaste to the Manse Ranch Sawmill (In the Charleston Mts.) to bring in lumber for tent skeletons and other buildings.

This then is the true story of the first Jerkline Team into the Bullfrog District and the building of the first store in Beatty.

Capt. R. A. Gibson

## A Modern Medicine Man

*By Carroll Friswold*

In this president high-speed, high-tension world with its multiple problems every day, the Indian medicine man surely would seem out of place, but two instances which came to my attention recently make one wonder just a little. Both instances involve the same medicine man, who by the way, in the work-a-day world is employed at the Jet Propulsion Lab here in Altadena, and both instances were related to me by one of my Indian friends, Mr. Harper.

A Mr. Morgan (he was 104 last July 4th) has a rock-hound store, dealing in rocks, jewelry, and Indian artifacts. He is one of the world's great authorities on ferns and is called into consultation by many museums and collectors regarding Indian relics. When he was a young man he was given a valuable gold

(Continued on next page)

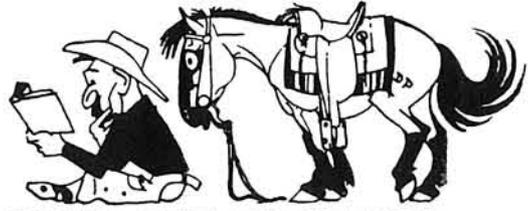
## A Modern Medicine Man

(Continued from page 10)

bracelet which he prized all these years. Recently the bracelet disappeared and he fussed mightily about it, thinking some customer had stolen it, and telling his friend Mr. Harper about it each time he saw him. This went on for some time, and later when Mr. Harper met the medicine man, in their conversation he mentioned how badly Mr. Morgan felt about it. Finally the medicine man said he would think about it. Now keep in mind he did not know Mr. Morgan, had never met him, or even seen him. The medicine man went back up into the hills, made his prayers and sacrifices, and when he came down again he got in touch with Mr. Harper. He told Mr. H. that in the center of his store Mr. Morgan had a glass showcase with six shelves all filled with specimens for sale, and said for Mr. Morgan to look on the third shelf near the back. Mr. Morgan was a bit leery but Mrs. M. insisted and finally he did look and there was his gold bracelet. Apparently he had hidden it there and forgotten it but still it was an interesting bit of work by the medicine man.

The second instance took place shortly after the finding of the bracelet. As I mentioned the medicine man works at the Jet Lab in a group with other men. Now the foreman of this particular group was a real s-o-b, always finding fault, giving bad reports on the workers, trying to block raises or promotions, a really obnoxious person and the workers hated him. One Friday evening the medicine man came to Mr. Harper and asked if he had certain materials needed to make this special medicine. Mr. Harper has a lot of peculiar things so he gave him what he asked for, which was some sweet grass for the fire, and some down from the inside of the thighs of an eagle. He had the other needed ingredients, so again he went up into the hills to pray and sacrifice. On Saturday he called Mr. Harper to say it had all been taken care of, that the foreman would not bother them again, and thanked him for his help. The Jet Lab does not work on Saturday or Sunday; Monday morning came along, the group assembled and began work but the foreman did not show up. Again the medicine man told the group not to worry, everything would work out O.K. and the foreman would not cause them any more trouble. Time passed, the men still wondering about the foreman, until just before noon when word came thru that the foreman had been in a terrible automobile smash-up, and had broken both legs above the knees.

Coincidence or ? ? ? ?



## DOWN THE WESTERN BOOK TRAIL . . .

**PREHISTORY OF SANTA ROSA ISLAND**  
by Phil C. Orr. Published by Santa Barbara Museum of Natural History, 1968, illustrated - 253 pages.

The archaeology of the Americans is about to enter into a new phase of discovery placing the arrival of man from Asia even further back into the past. In California, on Santa Rosa Island, one of the Channel Islands opposite Santa Barbara, the earliest almost certainly man-made features are older than can be measured by the radiocarbon dating technique. In fact, extrapolation from spacing of dateable stratigraphic levels leads to the conclusion that man's first presence on the Island falls into a time span of from ca. 50,000 to 100,000 years ago. Similar conclusions about the antiquity of man in North America are being drawn independently by other archaeologists investigating the Calico site near Barstow, in San Bernardino County, California. Santa Rosa Island has become therefore one of the prime archaeological sites on this continent.

This is largely due to the tenacity of Phil Orr who in this book guides the reader through the results of more than two decades of fascinating excavations and observations while easing the reporting with down-to-earth and humorous passages. More research is in progress now in an attempt to complete a description of the complex record of Man and Nature on the Island. But for the scientist and interested reader alike this book is the most comprehensive guide to date on the prehistory of Santa Rosa Island. Rainer Berger

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HOT AIR FROM THE DESERT: RECOLLECTIONS OF THE NORTHEAST AND THE SOUTHWEST, by Henry and Beverly Mockel. 1968. Twentynine Palms, California. 8¾ x 11¼. 108 pp. 1000 copies.

The High Desert artist Mockel, who also holds a Journeyman's Certificate, "set the type, figured paging, made the layouts, collated printed material, stitched the signatures, made the covers, silk screened titles, and pasted the books in the covers." And this is not all the versatile Mockel accomplished in the preparation of his beautiful - and most unusual - desert book. He wrote it; he illustrated it with some fifty or sixty line drawings depicting desert people and places. Moreover, he included four full-page paintings of desert flowers. In all this diversified activity, Mockel was ably assisted by his wife Beverly.

The text is in the nature of desert essays — descriptive, accurate, spiced with humor, completely original in concept and style, guaranteed to hold the interest of readers who know a love for our deserts. It must be emphasized that this book is as attractive as it is unusual. There is nothing ordinary nor second-rate about it, either in design or content. Any collector of desert books will experience justifiable pride in its possession.

Incidentally, this is one almost unbelievable bargain at \$10.00, when ordered direct from the author and publisher, P.O. Box 726, Twentynine Palms, California, 92277.

E. I. Edwards

"MINES, MURDERS, and GRIZZLIES" Ward Ritchie Press \$12.50 will cost the lover of California slightly less than ten cents a page. It seems worth it, to this reviewer, if for no other reason than the chapter entitled "The Damndest Pack of Liars" which relates what it cost W. R. Hearst to get a real live California grizzley incarcerated in San Francisco's Woodward Gardens. All the stories in this book come from the back-country of Ventura County, the last home of the California condor and a tangled terrain that still is virtually unknown to most of the State's denizens. The author is our own C. M. Charles F. Outland, who knows this local as well as he knows its history and its humans. In this day of unrelieved public prose, it is enchanting to meet the laconic, wryly comic, folk savvy that Outland distills by saying ". . . lies are apt to cause confusion, particularly when they contain 50 per cent truth."

Hutch the Chico Kid

ROUGH RIDING, by Dick Cepek and Walt Wheelock. 1968. Los Angeles: La Siesta Press. 4 full-page photographic plates. 36 pp. \$1.00.

The authors refer to this as "a guide book to the ways of the back country, to the few remaining frontiers." In a large sense it is just that; although this reference may prove misleading to some, even as it did to me. I expected more from a guide book. The present item does not tell *where*, as I had supposed — and hoped. It devotes its 36 pages to telling *how* — how to become familiar with recently purchased equipment, how to select tires and wheels, how to drive in sand, how to dig out, how to negotiate rocky roads, cross streams, effect quick repairs, and so on.

All of which is admittedly to the good. Me? No. I've had my share, an dmore than my share, of "walking out." And I don't like it. Not one miserable step of it. And as far as the roads "of this type in Baja California" are concerned (and I suspect the authors had these principally in mind), Mexico can have them. There are still a couple of places in the good old U.S.A. I haven't seen yet; and these Baja rough places tempt me not in the least. They never did; they never will. But for those who *are* thus tempted, I can suggest no more useful nor appropriate reading material than Cepek and Wheelock's "Rough Riding." And La Siesta does a nice job putting this informative material together.

E. I. Edwards

WILD COW TALES by Ben Green — Alfred A. Knopf. N.Y. 1969 Illustrated by Lorence Bjorklund.

Ben Green, the old horse trader has written another fine book, this time recounting his experiences in coralling wise, wild brush cattle that had eluded the round-ups. Ben Green spins 13 wild tales of his exploits as a young cowboy trying to make a buck during the depression years catching wild cows, range delivery. To the old time beef eaters who are blaming their taste buds for the lack of flavor that they used to enjoy when eating a steak his chapter on beef will be a revelation. What the old time stock raiser called aged beef and what the general public thinks of as aged beef are two different animals. This is an informative chapter and Ben sums it up by saying that the younger generation don't know the difference anyway. Wild Cow Tales is a mate to Ben's other classic, HORSE TRADING and it is just as enjoyable and lively reading as recounted by Ben in his unaffected language.

August Schatra