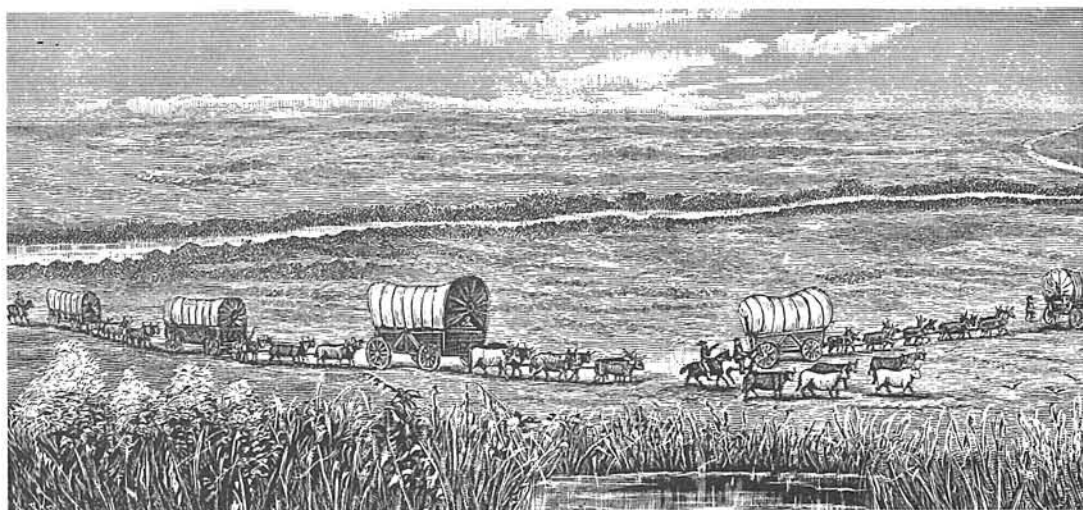




DECEMBER 1975

LOS ANGELES CORRAL

NUMBER 120



## Santa Fe Trail in its Swaddling Clothes

By H. D. SMILEY

The early attempts to establish commercial connections between Saint Louis and Santa Fe were doomed from the start by failure to consider an important factor of Indian life—trade. The Indians had carried on a trade among themselves from prehistoric times and had developed well defined patterns and customs. Among the tenets of this trade was the middleman position with its resultant profit. The Indian was as reluctant as any modern day merchant to forego his fair share of any trading within his ken.

Indian trade, in historic time, embraced the North American continent. It was not restricted to neighboring tribes, or a hap-

azard encounter, or a friendly exchange of gifts, but was a distinct part of Indian life. Enemies, either traditional or of the moment, observed a truce for the purpose of trading. Some trading was done at regular intervals and at established places; other trading occurred as the opportunity arose. In the course of this trade merchandise travelled unbelievable distances. Sea shells from the Atlantic and Pacific oceans ended up on the high plains and in the Mississippi Valley; catlinite, from the pipe-stone quarries mentioned in *The Song of Hiawatha*, was dispersed a thousand miles in every direction; obsidian, for arrow

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# The Branding Iron

THE WESTERNERS  
LOS ANGELES CORRAL

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

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Los Angeles Corral



## THE MONTHLY ROUNDUP

Plaudits are extended to Everett Hager, our new 1976 Sheriff and past Deputy Sheriff for 1975, who provided the Los Angeles Corral with many fine programs throughout the year. Without doubt the quality and variety of programs are an act that will be hard to follow.

### OCTOBER

Sporting houses and parlor madams of the Old West was the subject matter of C.M. Earl F. Nation as he presented his delightful program "Fallen Angels of the Far West." How an urologist from the north side of the track could ever become interested in the world's oldest profession was explained by Harvey Starr in his introduction. While Lookie, Touchie, and Feelie watched from behind the velvet drape, Dr. Nation told of the many HOT numbers of the Western scene, as well as the towns best known for the comforting of weary travelers. Artist Lloyd Mitchell, specialist and best known for his out-houses, brothels, and madams, was on hand to show his classics.

### NOVEMBER

Larry Robinson presented an illustrated program which has long been of continuing interest to Corral members—Painters of the American West. His topic, "The Many Roles of the Painters of the American West," was broken down into three basic periods. (1) The Documentary Period which ran from 1800-1879. Often called the pre-Russell period. (2) The Golden Age of Western Art which includes the years 1880 to 1929, or the Remington-Russell years. (3) Finally the Contemporary Period which begins in 1930 and runs to current date. Also known as the post-

Russell period. Colored slides showed examples of the outstanding works of Catlin, Peale II, Remington, Russell, Borein, Dixon, and others, as Robinson explained about the artist and his work.

#### DECEMBER

The final program of the year was electrifying to maritime buffs as past Sheriff John Haskell Kemble spoke about one of his favorite subjects—Panama. Billed as “Law and Order Texas Style in the Tropics: the Career of Ran Runnels,” the show was more than how Ran Runnels brought the spirit of the Texas Rangers to Panama as he cleared the pirates, road agents, and thieves from the isthmus. Featured was an insight into the early travel by small boat and foot, the coming of the Panama Railroad and how overnight the railroad changed the four day trip to four hours. Included was information on ship travel from Panama to San Francisco. A Kemble program is one few will forget.



## Corral Chips

Added to the distinguished roster of *Who's Who in America* is *Iron Eyes Cody*. Visitors to the Los Angeles County Fair also saw Iron Eyes this year; he has been named honorary citizen of the City of Riverside; and he is currently serving as the National American Indian Drug Prevention Chairman for the “We T.I.P.” organization.

One of *Andy Dagosta's* fine color paintings graces the cover of a recent issue of *Desert Magazine*, while inside is an illustrated feature article on our talented artist-member.

Assistant Roundup Foreman *Tony Lehman* has received an award from the In-

dustry-Education Council of San Bernardino and Riverside counties for his outstanding teaching at Chaffey High School in Ontario.

*Ray Billington* contributes a Foreword to *The California Gold Rush Overland Diary of Byron McKinstrey*, published by the Arthur H. Clark Company.

The annual fall meeting of the Southern California Local History Council is hosted by C.M. *Victor Plukas*, historian for Security Pacific Bank, in the bank's new 55-story headquarters. Among those present were Westerners *Sid Platford*, *Bill Hendricks*, and C.M. *John Swingle*. Hendricks was elected president of the organization for the coming year.

In Tulsa, Oklahoma, *Robert Weinstein* opens the annual meeting of the Western History Association with an illustrated lecture on “The Unknown and Lesser Known Frontier Photographers of the American West.” Other speaking engagements include talks before the San Pedro Historical Society, the Pacific Palisades Historical Society, and the Maritime Museum Association, meeting in San Diego aboard the restored San Francisco Bay ferry *Berkeley*.

Also in a nautical vein, *John Kemble* sails on the S.S. *Oronsay* from San Pedro to Southampton and a subsequent two-week stay in London, where he prowls among the riches of the bookstores and the Public Record Office. Later, he travels in Holland, Southern France, Sicily, Malta, and Tunis.

Appearing before the Zamorano Club is *Bill Kimes*, who speaks on the “Trials, Tribulations, and Triumphs Constructing a Bibliography of John Muir.”

*Larry Robinson*, too, is on the speaking circuit with an illustrated slide talk on “The Many Roles of the Painters of the American West” presented to the San Diego Corral of The Westerners.

Back from a gourmet and tipping tour of the vineyards of France is Associate Member *Charles Heiskell*.

A goodly number of Westerners are present for the fall meeting of the Associated Historical Societies of Los Angeles County, including “*Dutch*” *Holland*, *Wade Kittell*, *Walt Wheelock*, *Tony Kroll*, and *Dwight Cushman*, plus the following corresponding members: *Stewart Rogers*, *Bob*

(Continued on Page Twelve)

## Santa Fe Trail . . .

points and cutting tools, travelled from the Rocky Mountains and the Columbian Plateau to the Mississippi River. Feathers of all kinds were traded: eagle, wild turkey, woodpecker, raven, mallard duck and oriole feathers all had ceremonial uses. Beads from many sources; porcupine quills; natural dyes and paints; metal work of silver, gold, and copper; corn, beans, and pemmican; horses, saddles, and Spanish bits; native tobacco; dishes, baskets, and pottery; dressed skins and tanned leather; bows of special construction; all of these, and many more, entered into Indian trade.

The trade system was well developed. While neighboring tribes traded almost constantly, a far ranging business also existed. For instance, after the Kiowa were forced south by the Sioux they returned each year to the North Platte River to meet the Arapahoes and Cheyennes and traded Mexican loot as well as southwestern Indian goods to those tribes. Those tribes, in turn, took much of this material to the Mandan and Arikara villages on the Missouri River where it was again traded for corn, beans, guns, blankets, and European manufactured tobacco. The European items had been obtained by the Arikara, through the Sioux, from the fur traders on the Mississippi River, and by the Mandans directly from the white-man's trading posts on the Souris and Assiniboine rivers. The Shoshoni, Utes, and Flatheads had a trading center in the vicinity of the Grand Teton peaks. Some of the material traded here was then taken across the Rocky Mountains and traded with the Crow who, also, visited the Mandan trading center. These examples are only two instances of this trading network and way of life of the Indian. In the course of this trade the Indian either bettered himself by obtaining necessities and amenities, or he realized a profit. A profit, not in dollars which were non-existent, but in enough corn to supply his family for the winter, or two horses instead of one, or some exceptionally well tanned leather for a new ceremonial costume.

The earliest attempts to establish commercial intercourse between Saint Louis and Santa Fe took place in the earliest

years of the 1700's and they continued down until 1822, when the route and trade became a fact, but all these early feelers took no cognizance of this existing Indian commerce. Apparently it didn't occur to the whites that such an established trade existed or that its ramifications and implications could affect the whiteman's efforts. And another important point was the misunderstanding of the distance between the two towns and their relative geographical position. It was known that Indians on the Missouri River routinely obtained articles of Spanish origin such as branded horses, Spanish bits, and Spanish adornments. Therefore, the journey between the two towns would seemingly entail only a few days travel. And the maps of the day did not correct this impression as they were based on vague reports and cartographer's individual interpretations of earlier maps. To complicate this situation, all the proficient and accepted cartographers were living in Europe and had no first hand knowledge or access to such, for corroboration of their information. When they made a new map it might differ greatly from a previous map or another contemporary new map. Some maps showed a continent greatly narrowed on the north to south axis, while other maps displayed the reverse—a continent squeezed down on the north-south axis until there was only 400 or 500 miles indicated between the Great Lakes and the Gulf of Mexico. Either of these versions verified the deduction made from the Indian trade items seen on the Missouri River as to the closeness of Saint Louis to Santa Fe. In one case it was only a short trip of a few days eastward from Santa Fe to Saint Louis, while if the other map were used it meant an easy water route up the Missouri River from Saint Louis for several hundred miles, then only a hop-skip-and-jump over a "height of land" to Santa Fe.

The first probes to find a route between the two towns antedate the usual accounts of this route that eventually became a well used trail. Politics as well as geography entered into those probes. While de Soto had traversed the lower Mississippi Valley in his fruitless wanderings, the Joliet-Marquette and la Salle journeys down the Mississippi River in 1670s and



'80s, with subsequent French interest in and occupation of the valley, made it French territory. There was an ill-defined boundary between the French and Spanish empires and it was reflected in the Spanish attitude towards any trade. Spain almost fanatically wanted to protect her territorial holdings; did not want any corrupting political thoughts introduced into her domain; nor did she want the large buffer land area, behind which she operated, reduced; nor did she want cheaper foreign merchandise introduced into New Mexico. All the merchandise then available in that district came through Vera Cruz and, resultantly, was scarce and high in price. A supply of cheap and abundant goods from the outside world would lead to discord. But in 1762 European politics caused France to cede Louisiana to Spain, and the same forces dictated the ceding, in 1763, by France to England of Canada and the eastern half of the Mississippi Valley. Spain then had a contiguous territory from California to Florida and her policy, regarding traffic with Saint Louis, changed. Still another policy shift occurred upon the sleight-of-hand transfer of Louisiana to the United States in 1803 and the subsequent independence movement. All this shuffling of affairs kept making a difference in the attitude of the Spanish in Santa Fe toward communication or trade with Saint Louis. This shifting attitude, motivated by Spain's economic ideas and political position of the moment, must be borne in mind in any review of the early Santa Fe trade. In addition, the lack of enticement or inclusion of the Indian trade network in these probings must be taken into account.

As mentioned above, communication between Santa Fe and Saint Louis fascinated men and stirred them into action from the beginning of the white settlement of the region. Vague legends exist of French penetration of the Great Plains from the Missouri River area in the late 1600s. While there is no verification of any such journeys, enough grains of truth are present in these hazy legends to give credence to the possibility of such travel. The first definite statement of the overland search for New Mexico was made by d'Iberville, governor of Louisiana at this time, in his memoir of 15 February 1703. He noted that twenty Frenchmen had left Cahokia

on the Mississippi River to find New Mexico, establish trade there, and investigate the country. From then on there was a fairly constant quest from both towns, but mainly Saint Louis, for the line of communication.

The best, clearest, and most concise manner of presenting this search is through a chronology, touching only on those attempts at establishing communication and not trading and exploring activities in the area which were conducted by both the French and Spanish.

1706: In July a party commanded by Ulibarri set out from Santa Fe apparently to cement friendly relations with the Indians north and east of Santa Fe. He got up into present Kansas or Oklahoma where he found a gun of French origin in the hands of the Indians and was told that the tribes east of this point traded with white people.

1720: In the spring of this year reports were received in Santa Fe that the French were establishing posts on the Platte River. In June Governor Valverde sent Pedro de Villasur from Santa Fe, with a well equipped detachment, to check out this information. Somewhere on the Platte River they came upon a large Pawnee village. After unsuccessful attempts at negotiation by the Spaniards, the Pawnees attacked on August 13 and destroyed the Spanish force, leaving only a few survivors who made their way back to New Mexico.

1724: de Bourgmont set out with an impressive party (for that day and place) from Fort Orleans, a new French post on the Missouri River in present day Missouri, on a political visit to the Pawnees. His purpose was to win the allegiance of this tribe to the French government. He found the Pawnees assembled on a small river in northern Kansas, won their allegiance, and received promise of aid for any Frenchman who wanted to go to New Mexico, a journey of twelve days, the Pawnees said.

1739: In the spring of this year Paul and Peter Mallet, with six others, left Saint Louis, went up the Missouri River past the Platte River where they found out from the Indians that they were headed in the wrong direction. So they set out overland with pack horses and reached Santa Fe on July 22. This is the first recorded jour-



ney between the two towns. They were well received, staying several months, returning to Saint Louis the next year.

1740: The Mallet brothers returned to the French settlements in two parties, part of them going overland to "the Yllinois country" and the remainder going down the Arkansas River and eventually to New Orleans.

1741: Encouraged by this successful trip of the Mallets, the French governor of Louisiana sent Fabry de la Bruyere, accompanied by the Mallets, back to New Mexico by way of the Arkansas River. The expedition had nothing but trouble, so Fabry aborted the trip.

1748: Satren, Febre, and Riballo, deserters from a French post on the Arkansas River, started west, roaming from Indian tribe to Indian tribe. They finally ended up with the Comanches, who were in the Spanish field of influence, and while with them were taken by the Spanish to Santa Fe where they were allowed to remain.

1749-1750: A Spaniard, Felipe de Sandoval, left the French post on the Arkansas River with two Frenchmen. After much wandering across the plains from tribe to tribe, these men arrived in Santa Fe in February 1750.

1752: Jean Chapuis obtained a trading license from the French authorities and enlisted Luis Feuilli to join him in a trading venture to New Mexico. They went up the Missouri River to the Platte River area, obtained horses, and then overland to New Mexico. The Spanish confiscated their goods and took them into custody. They eventually were sent to Spain by the Mexican authorities. This is a striking departure from the welcome accorded the Mallet brothers just thirteen years before. Could it be that the Spanish extended Spanish hospitality to wandering traders who happened to straggle into New Mexico as the Mallet brothers seem to have done, but decided to nip in the bud any planned intercourse such as Chapuis's license indicated?

1753: The Comanches, "Spanish Indians," told the French that they wanted to establish relations with the French. Here is an example of the Indian business acumen. The Comanches saw the advantages to be gained in having two sources of supply of European goods: what they

couldn't get from one source they might get from the other.

1762: French Louisiana transferred to Spain.

1769: The geography of the area was now beginning to be understood. Maps were more accurate and enough travel had been done throughout the area so that the Spanish could start putting the two together and come up with a realistic idea of the country. Francisco Rui reported from Saint Louis that it was 150 leagues to the Osage tribes, from there to the Pawnees was another 170 leagues, and then it was about fifteen days travel to New Mexico.

1770: In a report on the conditions and the situation in Louisiana, de Mezieres devoted some space to the Comanches. Among other remarks he stated that these Indians despised the other Indians who had come to rely on European goods. This does not mean that the Comanches had turned their back on trade, but that, being a proud, self-reliant, self-sufficient people, they had not succumbed to the enticement of European goods to the detriment of their age-old customs as so many Indians had done.

1792: Pedro Vial was ordered to establish communication between the Spanish towns of Santa Fe and Saint Louis. He left Santa Fe on May 21 with two companions, Villaneuva and Espinosa. Vial must have been in Saint Louis previously as the Kansa Indians whom he encountered, and by whom he was detained, recalled seeing him in that town. On top of that, in 1787 Vial had prepared a map of the Great Plains area in which the upper Missouri River was reasonably well delineated, indicating prior extensive knowledge of the region. He was detained by the Kansa until September 11 when some traders from Saint Louis showed up. He accompanied them to Saint Louis, arriving there on October 3rd.

1793: On June 14 Vial left Saint Louis to return to Santa Fe. Because of Osage Indian hostility at this moment, he went up the Missouri River to the Platte River, up that river until he fell in with some Pawnees, with whom he leisurely travelled to Santa Fe. He arrived back in Santa Fe on November 15th.

1795: Vial again journeyed, apparently officially, to the Republican Pawnee town on either the Republican River or Kansas River to try to make peace between the Republican Pawnee and the Comanche. Saint Louis traders were with the Pawnees at the time and recorded his visit, but refused to accompany him back to Santa Fe.

1804: On March 9 the formal transfer of Louisiana to the United States took place.

La Lande and Metoyer, with goods furnished by the Kaskaskia merchant William Morrison, went up the Missouri River, and then up the Platte River where they encountered José Gervais who was acting as a Spanish emissary to the Pawnees. They went on to Santa Fe with Gervais and some Pawnees. This same year Durocher and d'Eglise went up the Missouri River bound for Santa Fe. Their route, experiences, or time of arrival are unknown, but Durocher is known to have been in Santa Fe in 1805 and d'Eglise in 1806. These two parties had the first specific consignments of goods for the Santa Fe trade. La Lande was so enthralled with the climate, the way of life, the money brought in by the merchandise, and the señoritas that he just stayed in Santa Fe and forgot about Morrison. During this period James Purcell, who had been trading with the Osages, made his way up the Missouri River as far as the Mandan villages and then, reversing himself, travelled to the southwest. He ended up in Santa Fe sometime this year or the early part of the next as there are references to his presence in Santa Fe in 1805.

1806: Lieutenant Zebulon Pike was dispatched by General Wilkinson to the west of Saint Louis to try to make peace between the plains tribes of Indians. His orders stated that he, in accomplishing this, might find himself on the headwaters of either the Red or Arkansas rivers and adjacent to Spanish territory. In this event he was told to conduct himself circumspectly and to take pains to avoid any parties of Spaniards. Pike left Saint Louis on August 9 and when he reached the Pawnees he found a flag left by Spanish Lieutenant Melgares sometime that summer. Melgares had left Santa Fe in June with 500 to 600 men to intercept any American parties found trespassing on

Spanish claimed territory. Apparently the Spanish had heard about Pike's proposed trip. Melgares went as far east and north as the Pawnee villages without encountering Pike and then returned to Santa Fe. From the Pawnee village Pike continued on westward for a few days. Part of the party then returned to the Arkansas River posts, while Pike, with sixteen men, continued up the Arkansas River where they wintered. Pike was arrested by the Spaniards and subsequently released on July 1, 1807. There has been much speculation on this official tour of Pike's. General Wilkinson was constantly involved in intrigues, sometimes layer upon layer. At this particular time he and Aaron Burr were dreaming of empire in the Southwest and some historians have surmised that Pike's tour of the Great Plains was an official subterfuge on the part of Wilkinson to obscure the real purpose: to get geographical and political information on the Spanish domain, and that Pike was privy to this. If this be true, Pike's arrest was not merely a stroke of ill-fortune suffered by Pike, but part of the deep, dark design. This speculation has fuel added to it by Wilkinson's letter to Pike on August 6 of this year. In this letter Wilkinson warns Pike, who was with the Osages at the time he received it, that a person (who could have been only Manuel Lisa) had projected a plan to open trade with Santa Fe. The plan called for opening a depot "within three of four days travel of the Spanish Settlements." Giving purported official reactions to this plan, Wilkinson instructed Pike to do all he could to thwart it. Further down in the letter Wilkinson wrote, "Should fortune favor you on your present excursion, your importance to our Country will I think make your future life comfortable."

1807: Jacques Clamorgan, with four employees and four laden pack mules, journeyed to Santa Fe, reaching there on December 12. Their route is conjectured to have been much the same as Pike's. Clamorgan was detained at Santa Fe and then sent to Chihuahua as *persona non grata* for further consideration of his case by higher authorities, but he was allowed to sell his goods. After a short time he was released. He was the first man to make a profit in the Santa Fe trade.



1808: Manuel Lisa of the Missouri Fur Company was engaged in developing the Indian trade of the upper Missouri River and, at the same time, establishing a post at the mouth of the Big Horn River from which to conduct company trapping activity. Three men were sent from this post southward to trap "the river of the Spaniards" and to investigate the possibilities of opening trade with Santa Fe from this post.

1809: McLanahan, Smith, Patterson, and Blanco left Saint Genevieve, Missouri, for Santa Fe to trade. The route they followed is unknown, but they arrived in Santa Fe in February 1810. They were arrested, taken to Chihuahua, and imprisoned for two years.

1812: A party including McKnight, Baird, Shreve, McDonough, and Chambers left the Saint Louis region to follow Pike's route. When they arrived in Santa Fe they were jailed and held for nine years.

1815: The Choteau-de Mun trapping party, in its rambles, reached the Arkansas River headwaters. On the way they had bought out Philbert's interest in an ill-starred trapping venture he had started. But the Choteau-de Mun party did not find the Philbert men where they were supposed to be, so de Mun went to Santa Fe looking for them. He was well received, found the men, and returned to the Choteau-de Mun post.

1816: The Choteau-de Mun party returned to the upper Arkansas River where they spent the winter of 1816.

1820: In June David Meriwether started from the Council Bluffs on an exploring jaunt, with the approval of Indian Agent O'Fallon and Army Captain Bissell, to find a wagon route to Santa Fe. The party was attacked by Mexicans and all killed except Meriwether, his slave, and three Pawnees who had joined the party. Meriwether was taken to Santa Fe and released.

1821: McKnight and James left Saint Louis on May 10 to try to locate McKnight's brother who had been imprisoned in 1812, along with the rest of his party, by the Spaniards. They reached Santa Fe on December 1, were welcomed by the Mexicans, and learned that the first McKnight party was being released from jail.

William Becknell left Franklin, Missouri, on September 1st with a pack train.

He arrived in Santa Fe on November 16th, two weeks ahead of the McKnight-James party, met with a friendly reception, and traded at a profit.

This startling about-face in the Mexican attitude towards traders was due to Mexican independence being proclaimed in February and becoming a *fait accompli* in September of this year. The Mexican people wanted and needed this trade.

1822: Becknell started his second trip with goods to Santa Fe. This time he had three loaded wagons rather than a few pack mules. He found a ready market for his goods and disposed of them at a tremendous profit. This successful venture established the Santa Fe Trail and regular trade.

Reflection upon all the above activity clearly shows that at the inception of these ideas of trade between Santa Fe and Saint Louis no thought was given to the inclusion of the Indian trade as a contributing factor. This trade was envisioned strictly as a whiteman-to-whiteman situation, which it was, but if the Indian had been offered a chance to participate in it to some extent he would have greatly facilitated the effort. As it was he ignored or hindered it. Any route taken would have passed through tribes that were traditional enemies and each tribe was reluctant to help a traveller reach those enemies as the traveller might aid or succor the enemy. But if it had been made clear that guide service and protection would be paid for by the whiteman in either goods or through a permanent trading system along the route in which Indian goods, such as horses, corn, and peltries, would be taken in exchange for European goods, the Indian would have had an inducement to cooperate. Any tribe reluctant to cooperate on those terms would have had pressure applied by the neighboring tribes, even though they were enemies, in that such cooperation would have enhanced the trading position of each tribe involved and made their trading with other Indians that much more profitable.

If this had been done and traders had knocked on Santa Fe's door loudly and persistently, the governments concerned would have had to open the door many years before it was opened in 1822.

# Westerners Honored in Fall Journals

By ART BRUSH

It is a well known fact that the Los Angeles Corral is full of talent. We are not only an organization of Western historians, our roster includes writers, artists, and collectors of Americana. It seems nearly impossible that four of our distinguished members should receive recognition in print, and all within a period of six months. Let me tell you about it.



## LORING CAMPBELL

The March 1975 issue (issued in June) of *Genii* (the official publication of the International Conjurors), features none other than past Sheriff Loring Campbell. Not only is his portrait emblazoned on the front cover, but "This is Your Life Loring

Campbell" appears on several pages of the issue. If you ever wondered what Loring looked like spread-eagled on a bear rug at age two, you will find it on page 130!

We learned from this issue that Loring first saw light in Sapulpa, Indian Territory, way back in 1905. Thus developed his first interest in Western history, bolo ties, and the collecting of Western Americana I am sure! At age 7, while in Los Angeles at the Pantages Theatre, he witnessed a performance of Ten Ichi, and he was then smitten with magic. By age 12 he saw the act of Hugh Johnson at the Novelty Theatre in Topeka and that put the frosting on the cake. Loring had decided then and now his life work would be that of a magician. By 18 he was travelling as "Cambello," the Clown Magician, and he has been a clown ever since!

One of Loring's feature tricks was the guillotine, and the writer of the story believes that Campbell had the first one ever built. The feature story also told us that Loring was an author too at one time. His book entitled *This is Magic* was first published in 1945, but does not state if it is still in print. He also did a bit of acting (still does) and one winter even had his own radio program on magic.

A classical story of this famous Westerner magician and book collector.

## ANDY DAGOSTA

You probably won't find a Dagosta hanging in the Huntington Gallery or in the Simon Art Museum, but you will find a Dagosta original on the cover of October's *Desert Magazine* in blazing color. Not only does his "Shorty's Tall Tale" appear on the cover, but pages 12-15 include a bit about Andy and his cowboy art. This is quite an honor and accomplishment to say the least.

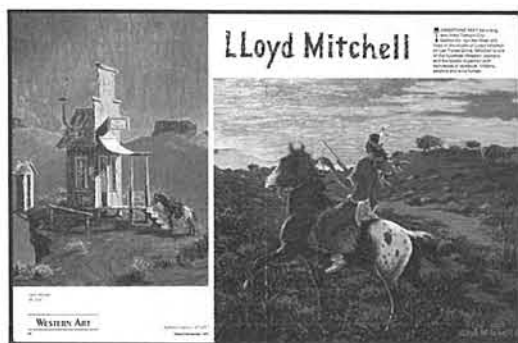
Many of you first knew Andy as an advertising artist. In his Pasadena studio he continues to prepare some of the best commercial designs in the San Gabriel Valley. From members Ernie Hovard and Donald Duke, he learned of the Los Angeles Corral of the Westerners and became a member.



It was his association with the Corral that turned Andy's off-hours pen and brush from catalogs and retouching to desperados, cowboys, and boots 'n saddle cavalrymen. In short time his paintings have withstood the critical eye of Western art experts who tend to rate a man by his Western expertise as well as his artistry. Right off Andy was fortunate enough to capture the horse as it should be.

As with one good organization, it led to another. In company with fellow artists

like Lloyd Mitchell, Bob Wagoner, and Dave Halback, Andy learned of the Death Valley '49ers. Right off he became an exhibitor in the Open Show that highlights each Encampment. It was in 1970 that Andy walked off with the 1st Place Prize! This achievement was repeated again in 1972, and two years later, in the special Invitational Show, he won Honorable Mention. No small feat among such stiff competition — his friends now call him Michelangelo on horseback.



## LLOYD MITCHELL

Tombstone may be a long way from Temple City, but the West still lives in the hand of Lloyd Mitchell. His Western art is center spread in the November 1975 issue of *Desert Magazine*. The cover features a color photo of a Death Valley "jackass," and that is not Lloyd — just one of his friends.

Lloyd is another of our Corral artists and his studio is packed with canvasses of

cowboys, Indians, saloons, parlor houses, and wild horses. In fact his parlor house cards printed by the Leanin' Tree of Boulder, Colorado, are classics.

Raised in the Van Buren-Fort Smith region of Arkansas, near the border of Oklahoma and adjacent to the Cherokee Indian Territory, he was immersed in the legend and lore of the Old West at an early age. While he worked on a ranch in

his youth, it was during his military service in World War II that Lloyd found time to put brush to canvas. Since then Lloyd has painted nearly two thousand paintings.

While this magazine's narrative features several Mitchell works of art, he is most proud of the painting "The Country Store" which hung in former Governor Ronald

Reagan's office in Sacramento. His works may be found in prints, greeting cards, and various Western art print series. One of his most popular items is the "Skinny Saloon" which can be found in card and gift shops throughout the nation.

Another fine *Desert Magazine* series on a famous Westerner artist.

## DONALD DUKE

Editors and publishers, by nature of their task, seldom receive the credit they are entitled to. Too often it is the author who receives the glory and finds his name and book on the marquee in bright lights. In ninety percent of the cases it is really the publisher or editor who has taken the manuscript, edited and polished it, then prepared it for publication into a finished product. The Los Angeles Corral is fortunate to have several outstanding publishers in its roster, along with editors of various periodicals and publications.

Westerner Donald Duke and his Golden West Books was the feature article in the May 1975 issue of the *California Librarian* (issued in September). The story, entitled "Golden West Books: Publisher of Rail-

roadiana," tells how Duke turned his interest in railroads into a publishing firm. The writer tells of Duke's vast collection of books, photographs and memorabilia covering the transportation scene throughout the world.

Aside from Duke's collecting and publishing interests, his professional and private bibliophilic associations are presented, and they are long. He has authored any number of books and is actively engaged as Roundup Foreman and, as such, Editor of the *Branding Iron*.

It is publishers like Golden West Books, Westernlore, and the Arthur Clark Company, to whom a debt of gratitude is owed, for it is they who principally out of devotion purvey to many aficionados the sustenance that nurtures the continued story of the American West. They are what one might call the "keepers of the heritage."

## Corral Chips...

Scherrer, Russ Hatrill, and Peg Cassidy.

For the thirteenth time, Hugh Tolford serves as Production Chairman for the Annual Death Valley Encampment, an event which also finds Ray Billington on the program as featured speaker for the Authors' Breakfast.

C.M. Abraham Hoffman's article on "The Federal Bureaucracy Meets a Superior Spokesman for Alien Deportation" appears in the October 1975 issue of *Journal of the West*.

Distaff C.M. Arda Haenszel, representing the San Bernardino County Museum, gives an address as part of the ceremonies dedicating the Von Schmidt Boundary Monument as an historical landmark for both Nevada and California. The Von Schmidt boundary survey began at the





Oregon border in 1872 and ended the following year with the placing of the iron monument on the bank of the Colorado River approximately twelve miles north of Needles.

Wade Kittell hops from podium to podium these days with appearances before the Alhambra Historical Society, the San Fernando Valley Historical Society, and the Friends of the Lakewood Library. In addition, Wade arranged the fall bus tour for the Long Beach Historical Society, and is signed up for a forthcoming series of lectures on the history of Long Beach for the Long Beach City College Forums Division.

An interesting little book, *A Guide to Old Remington Prints and Lithographs*, has been published by C.M. Richard G. Myers.

Finally, choice items from the Western art collections of *Earl Adams*, *Carl Dentzel*, and *Larry Robinson* form the nucleus of an exhibit devoted to the "Western Scene" staged at the Los Angeles County Museum of Art.

## WRANGLER GIVES THANKS

Once again the time is at hand for the Corral to conduct itself in true "Fearless Fosdick" fashion, i.e., give a hearty handshake and a slap on the back in appreciation and reward (certainly they will receive nothing more substantial) to those steadfast souls whose time and talents assured the successful operations of this year's Fandango and Rendezvous.

Making sure everything and everyone was squared away at the door of the annual Fandango were the three "persons" Ruth Malora, Diane Zamboni and Ruth Parker. Meanwhile, back where the action was—the bar—everyone was getting happy through the efforts of Dwight Cushman, Stan Malora, Bill Snider, Don Torguson and Bob Zamboni.

Special thank yous are due to Wade Kittell for arranging the myriad of details necessary to make beautiful Rancho Cerritos available for the Corral's enjoyment on that lovely June evening, and to Al

"Doc" Miller for once again putting his home in jeopardy by allowing the clan to gather there this past September.

The gentlemen, including those behind the scenes, who managed the various requirements attendant to the bar and auction at the latter shindig were Bud Bailey, Todd Berens, Art Clark, Andy Dagosta, Paul Galleher, Dutch Holland, Larry Hutton, Bill Kimes, Tony Kroll, Wade Kittell, Bud Laird, Tony Lehman, Stan Malora, Jack McCaskill, Al Miller, Vic Plukas, Bill Snider, Hugh Tolford, Don Torguson, Hank Welcome and Bob Zamboni.

It is impossible to overemphasize the debt we owe these volunteers. For those among the Corral who would like to partake in the joys of such participation, it should be noted that two of the above people, Larry Hutton and Bill Snider, were not members; they arrived as invited guests but they innocently asked if they could help. Hours later they were still doing it.

## Corresponding Members Welcomed by Corral

The Los Angeles Corral of The Westerners extends the hand of friendship to the following new Corresponding Members.

They are: Bob Bates, Whittier; Charles B. Boyer, III, Dayton, Ohio; John Bright, San Bernardino; William J. Burkhart, Pacific Palisades; Charles S. Cushman, Encino; Charles B. Davis, Glendale; Capt. Anthony W. Duacsek, Long Beach; Bryce B. Hawkins, Altadena; Earl N. Larcom, Redondo Beach; Robert B. Minnis, Simi; Don P. Mullally, Granada Hills; Roger M. Roy, Woodland Hills; William W. Snider, Downey; and Cecil W. Wilson of Los Angeles.

## Corral Welcomes New Associate Members

The Los Angeles Corral wishes to congratulate the following who moved from Corresponding Member to Associate at the December 10th meeting.

They are: Edwin E. Bathke; Powell Greenland; Louis O. Heintz; Robert Scherrer; and Raymund F. Wood.

## DOWN THE WESTERN BOOK TRAIL ...

**PORT LOS ANGELES: A Phenomenon of the Railroad Era**, by Ernest Marquez. San Marino: Golden West Books. Large format; pp., i-ix, 142; lavishly illustrated; maps, full-page and fold-out. \$12.95.

When this reviewer first arrived in Los Angeles, in 1926, the city was served by five daily newspapers, and innumerable community weekly and bi-weekly sheets — all of them lively publications. Oddly, not even at that late date, had the agitation to make Santa Monica the official seaport of Los Angeles area completely subsided. Collis P. Huntington had been dead for 25 years, E. H. Harriman as head of the vast Southern Pacific Railroad system had scuttled Santa Monica's long wharf and coal bunkers, and very little in tangible evidence was left of what had been a glorious attempt to steal from San Pedro any and every right to exist as seaport terminus for Los Angeles.

Vanished by then were the steam trains which once thundered through the palisades tunnel, and out nearly a mile of ocean trestle to waiting ships at the end of Santa Monica's long wharf. By 1926 long wharf itself had been ripped off its pilings, and only the gradings, the masonry, and an electrified trolley line passing along the beach in front of Santa Monica Canyon, bore mute testimony to the great dream — first of Senator John P. Jones of Nevada, and later revived into full fruition by that ruthless opportunist Collis P. Huntington. To all intents and purposes, Santa Monica was definitely finished as Port Los Angeles. But, even while San Pedro and Wilmington emerged in that coveted role, the dream still persisted in editorial dissertations by the Southern California press.

In this attractive and stimulating book Ernest Marquez tells how Senator John P. Jones had already taken a fortune out of the Washoe mines, and anxious to invest in the West's railroad and industrial boom of the 1870s, seized on the idea of building a railroad from Owen's Valley to the sea.

But, in organizing the Los Angeles & Independence Railroad in 1875, the plans and vision of Jones went far beyond a mere rail line. The port facilities of Los Angeles were primitive and inadequate. Not only would he build a modern ocean terminus for his LA&I, but with it a city of prominence and beauty. His choice for both was on Santa Monica Bay, and he wasted no time in putting his dream together.

The author details how Rancho San Vicente, granted to Francisco Sepulveda, became the base of the new city. After financial arrangement with Robert Baker who had purchased the rancho from the heirs of Sepulveda, the sea side of the rancho was subdivided into town lots. The railroad, instead of beginning at Independence and running southward, actually commenced at the seaward tip of the 1,740 foot wharf which Jones constructed outward from the beach into the Bay. The new wharf was substantial and impressive — its hundreds of pilings giving it an eighty-foot width. Trackage, leading from the outer ship pier, crawled eastward over graded right-of-way to an ornate depot in the business section of Los Angeles — at San Pedro and Fourth Streets.

Locomotives, steel rails, and rolling stock had to be brought around the Horn by sea and unloaded at Santa Monica's Los Angeles & Independence wharf, according to the author. But it was done, and successfully. The railroad, however, was halted at Los Angeles before continuing its projected plunge northward toward Owen's Valley while Santa Monica grew. A frequent train schedule was operated from Los Angeles to the sea. Merchants of Los Angeles — mercilessly gouged by Southern Pacific in excessive freight costs to and from San Pedro — welcomed the new seaport and railroad enthusiastically.

"Santa Monica, not Los Angeles, is the logical metropolitan center of California," Jones had declared in 1875. But when Collis P. Huntington, faced by competitive threat, cut SP freight and passenger rates to San Pedro to such a ruinous figure that no competitor could survive, and when the Comstock bubble burst, wiping out the fortunes of Senator Jones, the great Nevada entrepreneur was forced to sell out Santa Monica seaport and the aborted LA&I to

Huntington at a ridiculous fraction of what it had cost. And, when the hard-headed and hard-hearted Huntington demolished the great wharf, and wiped out the last vestige of Jones' dream of a seaport, the town of Santa Monica and the bright little railroad went into tragic decline.

The tale of how Huntington eventually changed from his ruinous stance against Santa Monica to eventual resurrection of the dream of another seaport on the Bay, is engrossingly chronicled by Ernest Marquez. But even in reading it becomes almost unbelievable that Southern Pacific, in July of 1892, would again trumpet to the world the once great dream of Senator Jones. Yet suddenly, and spurred by hopes of grabbing vast sums of government money for the establishment of a Southern California seaport, Huntington began letting contracts to build a 4,720 foot wharf into Santa Monica Bay. This, and the elaborate approaches from Santa Monica Canyon to Potrero Canyon, would require millions of SP dollars.

Why Huntington pulled his support from the traditional harbor at San Pedro to revive Santa Monica as seaport to the Los Angeles area lies hidden in the political machinations and competitive annihilation practiced by the transportation and shipping tycoons of the 19th Century. The Southern Pacific, after acquiring the Los Angeles & San Pedro Railroad, had rewarded local merchants who had patronized the defunct Jones enterprise by charging them more to move freight from Los Angeles to San Pedro than it cost to move the same cargo from San Pedro to Hong Kong. By 1894, however, Huntington had backed up his enormously expensive revitalization of the Santa Monica venture by publicly announcing "... I do not find it to my advantage to have this harbor at San Pedro ..." Now, in his determination to make Santa Monica (at government expense) a major Pacific Coast seaport, he built the longest wharf in the world, completely equipped with costly railway and terminal facilities, enormous coal bunkers, and the most modern of dockage equipment.

This book tells the story of "Port Los Angeles" at Santa Monica, from the inceptive dream of Senator Jones, to the Hunt-

ington obsession which became an expensive and fantastic reality. Ernest Marquez, its author, is great-grandson of the original family who owned the acres upon which Santa Monica was built. His warm and intimate study of this magnificent failure is certain to earn a high place among the best of California's local histories. The Marquez collection of rare photographs, maps, and documentary ephemera, makes the book a treasure trove of graphic interest. Certain it is that 110 historic pictures revives this almost forgotten maritime adventure into a lively, nostalgic drama.

It is an especially attractive book, turned out in quarto size, with foreword by Westerner John Haskell Kemble. With an index and bibliography, it has built-in appeal for every collector, historian, and any reader interested in the basic Americana of transportation. Ernest Marquez has not only written a most readable and valuable study of the battle to provide Southern California with adequate harbor facilities, but is to be congratulated on his ability to make movingly real again, a unique historical experience already being buried under the relentless accretion of time.

— PAUL BAILEY.



BROKEN HAND: THE LIFE OF THOMAS FITZPATRICK: MOUNTAIN MAN, GUIDE AND INDIAN AGENT, by LeRoy R. Hafen. Old West Publishing Company, 1973, 369 pp. \$15.00.

Forty-three years ago Hafen and W. J. Ghent pooled their independent research and manuscripts and published *Broken Hand; The Life Story of Thomas Fitzpatrick, Chief of the Mountain Men*. Since the country was in the steely grip of depression, Hafen had to form the Old West Publishing Company with a friend in order to bring out the book. The press run was 500 regular and 100 special copies, pegged at \$5.00 and \$7.50 respectively. The current market price, when one becomes available, is \$100. Now that initial biography is reprinted in a new edition. Hafen has completely rewritten the first half of the book and has undertaken a "considerable revision of the remainder." It is in fact a new biography.

Fitzpatrick was born in 1799 in County Cavan, Ireland. Reared a Catholic and

given a fairly good education, he immigrated to the U.S. about 1816 and apparently launched his fur trade career shortly thereafter at the age of seventeen. He was in the employ of William H. Ashley, 1823-1826, then worked for the firm of young partisans, Smith, Jackson & Sublette, 1826-1830. When the three partners sold out, Fitzpatrick formed a partnership with Jim Bridger, Milton Sublette, Henry Fraeb and Jean B. Gervais. They christened their firm the Rocky Mountain Fur Company. But the concern dissolved in 1834. Undaunted, Fitzpatrick joined another colleague to form Fontenelle, Fitzpatrick & Company, a business which was sold to the American Fur Company in 1836, who also employed Fitzpatrick for the following two years. By 1838, Fitzpatrick's fur trade days were eclipsed by a new calling.

Having mastered the terrain of the transmontane west, Fitzpatrick found a new occupation, trail guide. Under his direction, the first emigrant train to Oregon and California made their epic march as far as Soda Springs in 1841. The California party struck off on its own while the Oregon bound pioneers were led by Fitzpatrick. He later saw service with John C. Frémont in 1843 and with Stephen W. Kearny's First Dragoons in 1845. During the Mexican War he served with the army in New Mexico and would have made it to California with Kearny had not Kit Carson intercepted the west-bound troops near Socorro. It fell to Fitzpatrick to serve as courier, taking east to Washington the dispatches Carson was carrying. That dispatchance launched a third career for the former mountain man.

While in Washington, Fitzpatrick was appointed Indian Agent for the Upper Platte and Arkansas region. His intimate knowledge of the Indians and his diplomatic skills earned him the respect of all with whom he dealt; he dealt fairly and squarely at all times. And he died while still in service. On a trip to Washington to discuss an Indian treaty, he contracted pneumonia. It proved fatal. He died on February 7, 1854, and was buried in the Congressional Cemetery.

In death he was survived by his wife, Margaret, a daughter of a French-Canadian, John Poisal, and a Snake Indian woman, the sister of Chief Left Hand, and

two children, Andrew Jackson and Virginia Thomasine.

Hafen has written a solid biography. It limes out in detail all the various facets of Fitzpatrick's several careers, including how his left wrist was shattered, thus leading to his nickname, "Broken Hand." Fitzpatrick's place in the history of the West is secured by Hafen's definitive treatment.

However, it is unfortunate that the author did not see fit to discard the archaic appellations he uses to describe Indians. His vocabulary in that respect is decidedly dated.

—DOYCE B. NUNIS, JR.



THE WESTERNERS. A MINI-BIBLIOGRAPHY AND A CATALOGING OF PUBLICATIONS, 1944-1974. Number 1. Arthur H. Clark Company, 1974. 20 pp., \$3.50.

Paul Galleher and the Arthur H. Clark Company have provided a highly useful bibliography and guide to the publications which have been produced by numerous Westerners corrals and posses. For the record, the latest count indicates that there are some sixty-two organized corrals and posses. Of that number, forty per cent have made significant contributions to western Americana in their publication programs.

The bibliography is organized alphabetically by name rather than location. Founding information is included under each entry, followed by a description of the particular corral's publications. At the end of each corral entry, those publications which are available from the Arthur H. Clark Company are listed and prices stated.

Collectors and librarians will welcome this splendid pamphlet since the contents will save many a headache. Westerners should find the bibliography also helpful, particularly those who are interested in collecting other corral publications. And historians will find it useful as a guide to research material.

The pamphlet can be ordered from the Arthur H. Clark Company, P.O. Box 230, Glendale, Ca. 91209. California residents must include six per cent sales tax on each purchase.

Hats off to Paul Galleher for making this attractive bibliography available.

—DOYCE B. NUNIS, JR.