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The National Cattle Trail

By FLOYD BENJAMIN STREETER

IN one decade the westward extension of the settlements and the state tick laws forced the main line of the Texas cattle trail from the Missouri border to western Kansas, and the cattle market shifted from Westport to Dodge City, where it remained until 1883, when an amended quarantine law moved the deadline westward, leaving only a narrow strip near the Colorado boundary open to "through" cattle.

About that time a company leased the Cheyenne and Arapahoe lands in the Indian Territory. The lease extended west to the Texas Panhandle and took in trails that had been used by Texas drovers for twenty years. The lessees fenced the tract and this blocked the trails.¹ The cattle journals blamed the railroads for this action.² As one of them put it, "That was a smart scheme of a railroad corporation which resulted in the closing of the great cattle trails over which the thousands of cattle were annually driven north. A company which had no other capital than gall leased a strip of the Indian Territory for grazing purposes for five years. It had no intention of stocking the range and had no means to stock with. It then took steps to prevent the cattle being driven over the leased lands, which would result in requiring the Texas cattle growers to ship by rail."³

The closing of the trails caused the cattle interests to look to the Federal Government for help. While the bill changing the quarantine line was still before the Kansas legislature the *Ford County Globe*, published at Dodge City, pointed out the need of a trail, established by a state or the Federal government, with well defined limits over which the Texas man could drive his herds and the rights and interests of both the drover and the local stockman be protected.⁴ Citizens of Dodge City asked the Federal Government to open a national highway twelve miles wide from that place south through the Indian Territory, to be used as a cattle trail.⁵ After the leaseholders fenced the Cheyenne and Arapahoe lands a memorial was presented to the Texas legislature praying that body to release the cattlemen from this embargo and asking the members to instruct the state's representatives in Congress to use their utmost influence to have the trail to Dodge City reopened and designated as a national highway.⁶

The agitation for a national trail grew in volume and intensity through 1884. The livestock journals in the range country discussed this subject at length.⁷ The discussion revealed a clash of interests between cattle growers of southern Texas and those in the Panhandle, Indian Territory, and the states and territories to the north and northwest. The ranchers of southern Texas were strong

for a national trail and felt that without this outlet to market they faced economic ruin. The stockmen north of the Red River had enjoyed a good market and had gone to considerable expense to grade up their herds, and were in favor of a trail only if it was established by the national government with duly defined boundaries and rigid penalties for any deviation from the designated path. Besides the loss from Texas fever, the occupants of the northern range opposed the annual drive of southern cattle on other grounds. First, these animals provided competition on the market. Second, they ate out the grass needed by their cattle. Third, the contact tended to depreciate the breed of their cattle due to the fact the Texas bulls intermingled with their cows.⁸

Early in the spring the *Kansas Cowboy*, published at Dodge City, urged the stock associations about to meet at Sidney and Dodge City to ask Congress to establish a trail from Texas to Dakota through the Indian Territory, Kansas and Nebraska, pointing out that the Lone Star men were taking steps to make the trail a reality and should have the cooperation of the rangemen north of the Red River.⁹ The Western Kansas Stock Grower's Association, which met at Dodge City on April 26, 1884, used a unique means to gain this end. The members went on record against the driving of Texas cattle through the state, hoping this action would influence Congress to establish a trail.¹⁰

The national convention of cattlemen, held at St. Louis in November, devoted a lot of time and words to this subject. Col. Robert D. Hunter, a livestock commission man and pioneer trail driver, was projector of this convention and its success was due in a large measure to him. This was one of the grandest gatherings of knights of the range on record. It was the largest convention in point of numbers, exclusive of presidential nominating conventions, that had met in the city. Almost every state in the Union was represented. Thirteen hundred and sixty-five delegates were admitted to the floor as accredited representatives of cattle states and seventy-seven cattle associations, and at least a thousand others were in attendance. The brains and wealth of the industry were there and every branch of beef production was represented.

St. Louis outdid herself in bidding welcome to the bronzed veterans of the plains. Her streets were elaborately decorated with flags and bunting by day and with gas and electric lights by night. She reproduced the magnificent pageant of the Mackerel Brigade upon the streets at night and turned out the fire and military departments to parade before Convention Hall in the day time.

The first meeting opened at 11 o'clock Monday forenoon, November 17. By 9 o'clock the hall had begun to fill and all the delegations were in their places by a few minutes before time for opening, fully 2,500 people being present. At 11

o'clock the band played a selection which was applauded vociferously by the audience. At its conclusion Colonel Hunter stepped to the speaker's stand and rapped the convention to order with a horn gavel made for the occasion. After a few words of welcome, he introduced Major C. C. Rainwater of St. Louis as temporary chairman and Thomas Sturgis of Wyoming as temporary secretary. Then officers of the permanent organization were elected as follows: John L. Routt of Colorado, president; M. N. Curtis of New York, first vice president; and Amos T. Atwater of St. Louis, secretary.

The Texas delegation decided in advance to press for a national trail and ask for nothing else. On the third day Judge J. A. Carroll of Denton offered a resolution asking the convention to memorialize Congress for appropriate legislation to establish and maintain a national stock trail from the Red River to the Canadian boundary and provide for the appointment of a committee of nine to prepare and present the memorial to that body. The president referred the resolution to the committee on resolutions, which started a spirited debate on the attitude of that committee toward a trail; the convention sustained the president. The following day the committee reported the resolution back with the unanimous recommendation that it be adopted. There was more debate and then the resolution was adopted. While the convention did not recommend the route of the trail, it referred a resolution to the committee of nine recommending that the width should not exceed six miles at any point and that it should be contracted to "one hundred feet at convenient points in order that by bridges, arches or other devices, herds of cattle liable to contract splenic or Texas fever may be safely crossed over any natural highways or live stock trails."¹¹

The committee of nine went to Washington in December¹² where they remained a month, laying the memorial before Congress and working for the desired legislation. On their return home they issued a circular setting forth reasons why the trail should be established and recommending that the Fort Griffin and Dodge City Trail should be followed as far as practicable. This paper was circulated among the leading cattle growers, Congressmen, state legislators and cattle conventions.¹³

The advocates planned to ask Congress to set aside a strip of land through the public domain in Kansas, Nebraska and Dakota and to secure the action necessary to reserve lands for this purpose in the Indian Territory and Texas. Because of the hostile attitude of the Kansas delegation at the St. Louis convention and of the Kansas Legislature in 1885, it was deemed advisable to locate the trail in Colorado along the western boundary of Kansas. The proposed trail would leave the Fort Griffin and Dodge

¹*Kansas City Price Current*, quoted in *Ford County Globe*, January 29, 1884.

²*Ibid.*
³*Trinidad News*, quoted in *Ford County Globe*, April 1, 1884.

⁴January 16, 1883.
⁵*Topeka Commonwealth*, quoted in *Ford County Globe*, January 30, 1883.

⁶*Ford County Globe*, January 29, 1884.

⁷*See Texas Live Stock Journal*, December 13, 1884; *Kansas City Live Stock Record*, November 13, 1884; *Kansas Cowboy*, (Dodge City), July 5, 1884.

⁸Joseph Nimmo, *Report on Range and Ranch Cattle Traffic*, 48th Cong., 2d sess., House Executive Document 267 (Washington, 1885), p. 83.

⁹Quoted in *Ford County Globe*, March 25, 1884.

¹⁰*Globe Live Stock Journal*, July 22, 1884.

¹¹Mrs. Augustus Wilson, *Memorial Sketch of the First National Convention of Cattlemen* (St. Louis: Joseph G. McCoy, 1885), pp. 25-29, 33-37.

¹²*Texas Live Stock Journal*, December 13, 1884.

¹³*Kansas City Live Stock Record*, January 22, 1885.

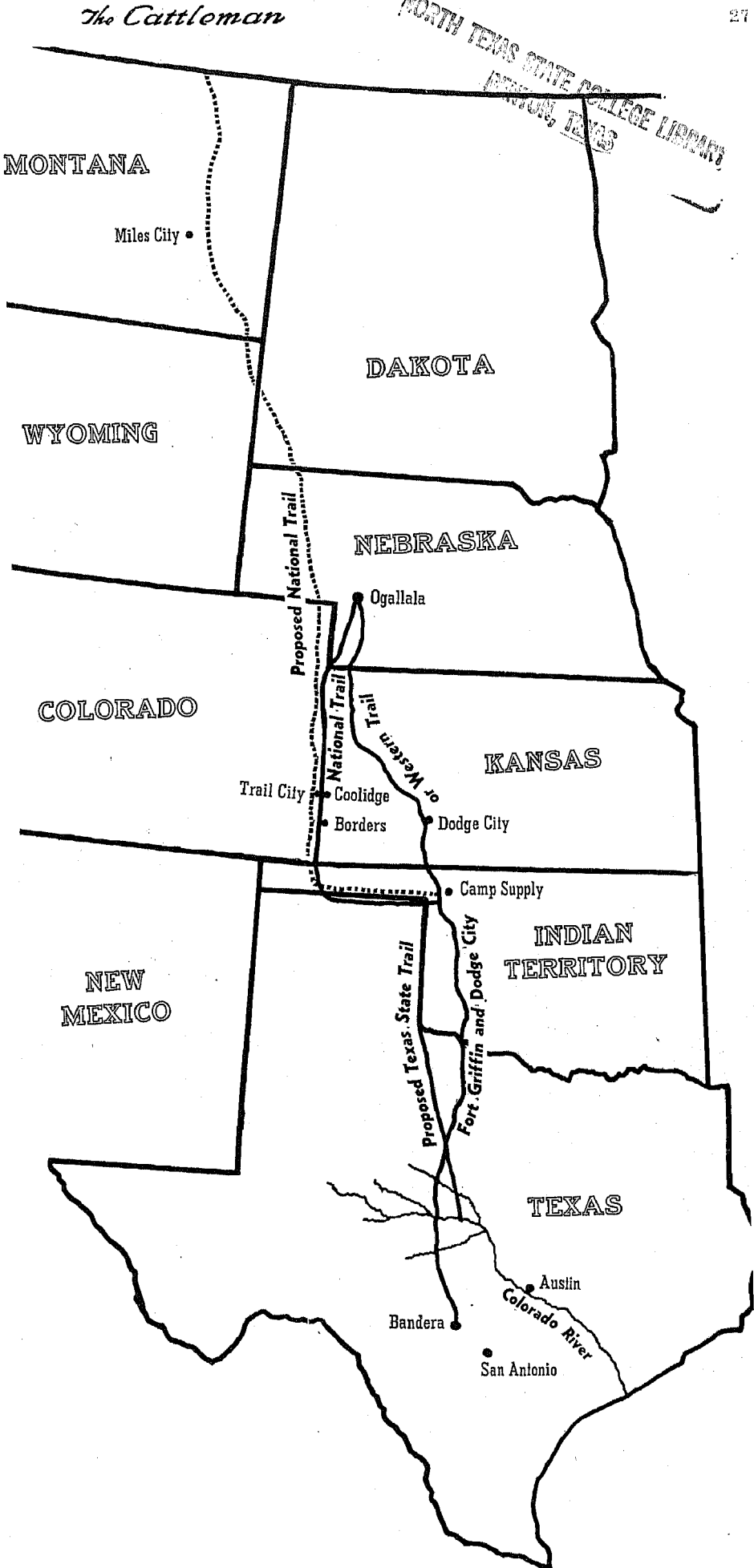
City Trail west of Camp Supply, run west through the Neutral Strip, follow Range 41 north along the eastern Colorado line; then run in a northwesterly direction through western Nebraska, a corner of Dakota and Wyoming, and across Montana east of Miles City.¹⁴ The promoters maintained that there would be less danger of Texas fever by this route than on the Fort Griffin and Dodge City Trail, frequently called the Western Trail, for the reason that it would be located on higher ground. The natural water supply would be insufficient but it was believed the sinking of artesian wells would overcome this difficulty. The land the government was asked to donate began at the southern border of Colorado and extended to the Canadian line and comprised a strip 690 miles in length, with an area of 1,324,800 acres. The value of the land was small because most of it consisted of range land used chiefly for grazing purposes, though the total cost of the trail was estimated at a million dollars. Even so, the land asked for would constitute only 2.78 per cent of the total number of acres granted to and patented by the railroad companies.¹⁵

On January 7, 1885, Representative James F. Miller of Texas introduced a bill in the lower house of Congress which was read twice and referred to the committee on commerce.¹⁶ This bill authorized the appointment by the Secretary of the Interior of three commissioners who were to lay out and establish a live stock trail which was to begin at the Red River near the one hundredth meridian and run in a northerly and westerly direction through the Indian Territory to the southwestern corner of Kansas, following the Fort Griffin and Dodge City Trail as far as practicable; thence over unappropriated public lands in a northerly direction to the Canadian boundary. The trail was not to exceed six miles in width and the grazing grounds to be twelve miles square. The public lands used for the trail were to be withheld from sale or settlement for a period of ten years. Ten thousand dollars were appropriated for the purpose of defraying the expenses of carrying out the provisions of the Act.¹⁷

Senator Richard Coke of Texas introduced a companion bill in the upper chamber which was read twice and referred to the committee on commerce.¹⁸

The Texans supported these bills. One of the first acts of the Texas Legislature was to adopt a joint resolution requesting the Senators and Representatives in Congress to "aid in securing the establishment of a national trail for the outlet of Texas cattle".¹⁹ The trail was a leading topic on the agenda of the Texas Live Stock Association, which met at Austin the day the legislature convened. One hundred seventy-five of the 300 members were present. The convention voted to defray the expenses of C. Upson and Henry Warren, members of the committee of nine who had been in Washington for a month in the interests of the trail, and adopted a committee report setting forth the importance of Texas herds reaching a

(Continued on Page 59)



¹⁴See Map.
¹⁵Nimmo, *op. cit.*, p. 34.
¹⁶Congressional Record, 48th Congress, 2d session, p. 811.
¹⁷Appendix 30, Nimmo, *op. cit.*
¹⁸Congressional Record, 48th Cong., 2d. sess., p. 828.
¹⁹General Laws of the State of Texas (Austin: State Printer, 1885), p. 125.

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The National Cattle Trail

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northern market while that measure was pending in Congress, deprecating any action by Kansas and other states and territories in the north and northwest which would hinder or delay the marketing of their cattle, and pledging that as individuals and as an association they would use their influence to keep their stock on the established trails and prevent their contact with native cattle.²⁰ The Southern Texas Live Stock Association, at its semi-annual meeting, gave the trail question "earnest discussion". The cattle interests sent a "powerful lobby" to Washington to work for the trail.²¹

A bill providing for the establishment of a state trail was introduced in the Texas Legislature by Representative J. N. Browning, a former trail driver who lived in the Panhandle and represented large cattle interests. One purpose of this measure was to answer the argument advanced by the opponents of the national trail that Texans were asking for a trail through other states but did not propose to let one pass through their state. The trail was to begin on the Colorado River at or near the southwest corner of Brown County and run to the northeast corner of Lipscomb County. It was to be two miles wide from the Colorado to the initial monument and one mile wide the remainder of the way. The highway was to be surveyed and "posts of cedar or other durable material" were to be set up every quarter of a mile on either side, each post to be at least six inches in diameter, set two feet in the ground and extend five feet above the surface, and be plainly marked on the side next to the trail with the words, "State Cattle Trail". The bill called for a committee of three "disinterested and discreet citizens" who were to be paid five dollars a day while on duty, and appropriated \$100,000 to carry out the Act.²² The bill was referred to the committee on stock and stock raising. It received considerable popular support²³ but failed to pass.

On February 17 the National House of Representatives passed a resolution requesting the Secretary of the Treasury to submit information on the ranch and range cattle traffic in the western states and territories. Complying with this request Joseph Nimmo, chief of the bureau of statistics, submitted a 200-page report in which he devoted ten pages of narrative and quite a chunk of the appendix to the national trail, stressing the importance of this highway to the cattle industry.²⁴

While Lone Star cattlemen were memorializing Congress and using other means to arouse sentiment in favor of the project the opponents went into action. Governor John A. Martin told the Kansas Legislature that "earnest protest" had reached him from stock owners in several parts of the state against the proposed trail, and that complaints of injury and loss to the cattle interests growing out of the movements of Texas herds through the state were also "num-

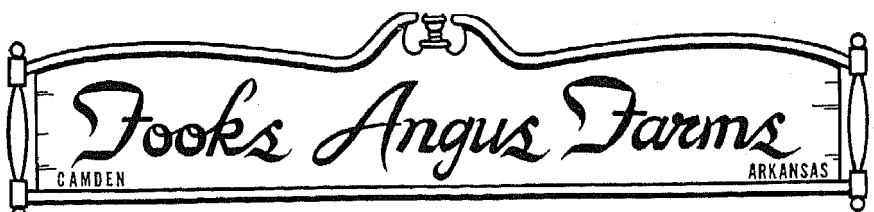
²⁰Kansas City Live Stock Record, January 22, February 5, 1885.

²¹Kansas City Live Stock Record, January 22, 1885.

²²Copy of bill in Nimmo, *op. cit.*, appendix 34.

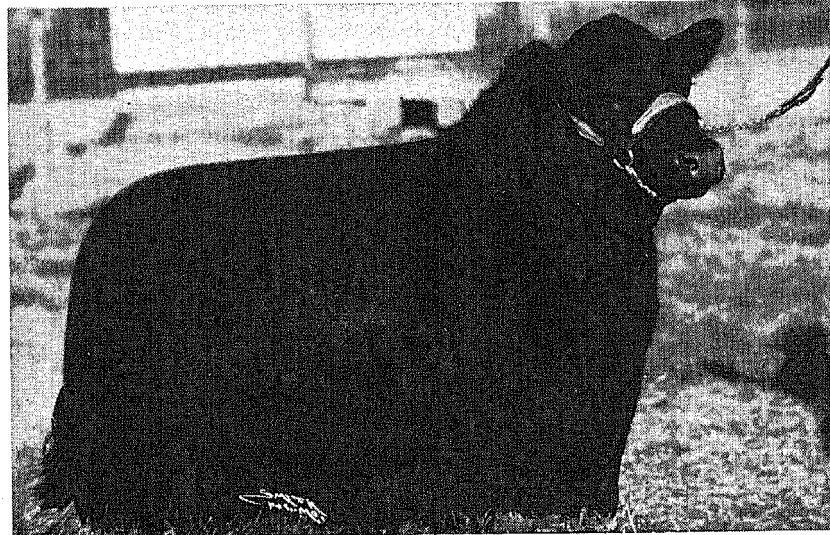
²³See letter from Austin, Texas, *Kansas City Live Stock Record*, February 5, 1885.

²⁴48th Congress, 2d. sess., House Executive Doc. No. 267.



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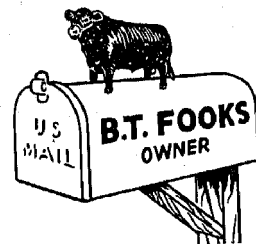
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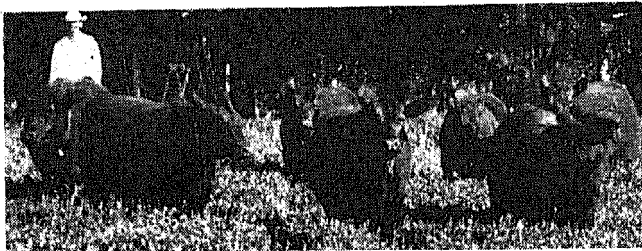
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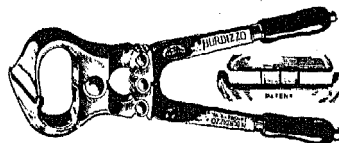
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erous and vigorous." He said it was of "highest importance" that the driving of these animals through any portion of Kansas during the months when they were liable to communicate splenic fever "should be absolutely prohibited." Senator E. M. Hewins, a rancher residing in Chautauqua County, probably reflected the views of most legislators when he said, "This trail would remove all embargo at all times upon Texas cattle, no matter what their condition may be. This proposed trail of six miles wide would be beyond state jurisdiction, and by means of the Santa Fe and Union Pacific railways, there would be a means of evading all state quarantine or other laws, as shipping would be done within the six mile limits."²⁵ The Legislature passed two measures which affected the trail: (1) a joint resolution instructing the Senators and requesting the Representatives from Kansas to "resist any and all such attempted legislation by the use of every legitimate and proper means";²⁷ and (2) a bill introduced by Senator Hewins repealing the old quarantine deadline and prohibiting the driving of cattle from south of the thirty-seventh parallel into or through any portion of the state between March 1 and September 1 unless these cattle had been kept since December 1 of the previous year in the area north of the thirty-fourth parallel.²⁸ This Act fixed the deadline for through cattle from southern Texas, lower Arkansas, Mississippi and Louisiana at a point a little south of the Washita Agency in the Indian Territory and took in most of the Nation and the Texas Panhandle.

Colorado, Nebraska, New Mexico and Wyoming placed quarantine laws on their statute books.²⁹ Colorado fixed the deadline at the thirty-sixth parallel or approximately sixty-nine miles below the southern boundary, and like Kansas wrote into the statute positive administrative provisions with respect to the conditions of time and space. The laws of the other states were more flexible and placed upon responsible officers the duty of determining when quarantine regulations should be enforced and when they should be lifted.

The friends of the trail pressed in public for the passage of the trail bill but admitted privately there was little chance for its enactment by the Forty-eighth Congress because of the shortness of the session and the hostility of some members from the cattle states and the indifference of others. The bill died when Congress adjourned on March 3.

In the spring of 1885 there were between five and seven hundred thousand cattle in Texas ready for the northern drives. A large portion of these were in southern Texas. The stockmen north of the Red River were greatly concerned over so large a drive of southern cattle through their ranges, and went on record against it. At its annual meeting on April 6 and 7 the Cattle Grower's Association of Bent County, Colorado, adopted resolutions opposing a Texas drive through their domain. The preamble stated that drovers and buyers of Texas cattle were looking to the area occupied

²⁵Kansas Senate Journal (1885), p. 124.

²⁶Kansas City Live Stock Record, January 22, 1885.

²⁷Kansas Session Laws (1885), pp. 332-34.

²⁸Ibid., pp. 308-311.

²⁹Session Laws of Colorado (1885), pp. 335-336; Session Laws of Nebraska (1885), pp. 73-59; Wyoming law in Nimmo, *op. cit.*, Appendix 18; New Mexico law, passed in 1884, summarized in Nimmo, p. 37.

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Prince Sunbeam 29th



Prince Sunbeam 305th

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by members of the association as offering the only gateway for their herds to reach the markets of northern Colorado, Wyoming and Montana. The member owned all the water and the grazing land contiguous to it, and had stocked the range to its full capacity. If the Texas herds were held in quarantine for ninety days and passed through the county after the rains ceased they would eat off all the grass near the water and the native cattle could not live through the following winter. They resolved that they would cooperate to prevent the establishment of a trail in Bent County, oppose by all civil means the driving of herds from other states and territories over their range; prosecute trespassers upon their property; and finally if it became necessary to go beyond these measures they would act as a unit.³⁰ At a meeting on the 11th the Panhandle Live Stock Association designated a line across which no herds from the south or east should pass until the cattle were pronounced free from Texas fever. Late in the month representatives of the Panhandle, Cherokee Strip, Cheyenne and Arapahoe, and Bent County live stock associations assembled at the St. James Hotel in Kansas City for the purpose of taking united action to protect the stock from fever threatened by the large numbers of southern cattle being driven to the northern ranges. They said the disease had resulted in a loss of \$300,000 in Colorado, \$500,000 in Kansas and the Indian Territory, and \$300,000 in the Texas Panhandle, in addition to heavy losses sustained on beef cattle shipped to eastern markets. They protested against the introduction into their area of cattle from south and east of the line drawn by the Panhandle association. "While deprecating the use of force, self preservation is the first law of nature, therefore be it resolved, that we, the undersigned combined associations, acting as a unit, in committee assembled do hereby pledge our respective associations to resist by all legal and necessary means the encroachment of such cattle upon our range."³¹

The quarantine laws and the failure of Congress to establish a trail were bitter pills for the southern Texas growers. They had suffered from low prices while their competitors north of the Red River enjoyed a good market. The price of their cattle was 30 per cent below that of Panhandle cattle. The new tick laws and lack of a trail would further depress prices. The resolution adopted at the Kansas City meeting, put into effect, would close cattle trails on Texas soil. They were determined to keep these avenues open.

Aware of their frame of mind and the possibility of trouble, Col. J. N. Simpson, president of the Texas Live Stock Association, issued a call for a meeting of cattlemen to be held at Dallas on May 15, hoping that they could agree on a route for the southern herds. In response to his call about a hundred persons representing thirteen associations assembled at the Merchant's Exchange. Many large owners were not represented and the executive committees of only a few associations were present. Because of the poor attendance and the wide divergence of views it was feared that little would be accomplished. On calling the convention to order Simpson counseled moderation and temperate discussion by which

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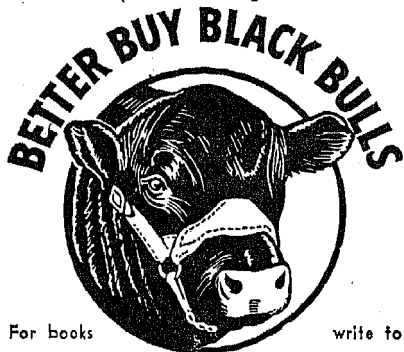
³⁰Kansas City Live Stock Record, April 16, 1951

³¹Kansas City Live Stock Record, April 23, 1951

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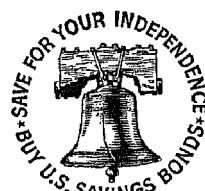
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he thought better results could be had than by hot-headedness or arbitrary action. Under the law the southern drovers were entitled to an outlet trail but he believed that if dispassionate deliberation took the place of hot temper, good would come of the interchange of views about to take place.

While considerable feeling was manifested and heated discussions took place throughout the session the delegate showed a disposition to compromise matters. Perhaps Governor Ireland's intimation that he would give the southwest trail, which meant the use of rangers and the appearance of Adjutant General King at the convention were added incentives for harmony. Maybe the presence of six or eight prominent bankers of North Texas who had loaned a lot of money on the big herds and were saying nothing but keeping up a power of looking, helped some.

Immediately after the report of the committee on credentials was adopted Col. W. E. Hughes of Dallas moved that a committee of eight be appointed to report on the practicability of a trail from Harrold and other points in the northwest. This motion caused hot discussion from all sections and did not reach a vote. Judge J. M. Lindsey then moved that the committee be increased as to have one member from each association and three at large to consider the trail question. This brought forth a lively discussion and considerable sparring between representatives of the northern and southern sections without visible evidence of reaching a conclusion. In the midst of the debate W. A. Towers of the Panhandle moved that the resolutions as offered be supplemented by a committee of twelve members from the Panhandle whose duty would be to advise with the committee in questions of the practicability of a trail through a portion of the Panhandle. The southern delegates regarded this as a move of the Panhandle to seek an advantage and attacked it with considerable vigor. Thereupon a conference committee of five members from Northwest Texas and five from Southwest Texas were appointed to report on the practicability of a trail through the Panhandle.

The following afternoon the committee brought in its report which, after heated discussion, was amended and adopted. The route agreed on for southern cattle going north and northwest was the Fort Griffin and Dodge City Trail most of the way from Doan's Crossing of the Red River to Otter Creek southwest of Camp Supply, then ran "west to the east end of the drift fence north of the Canadian," close along the north side of this fence, then north to the head of Cedar Creek for water, then dropped back to the drift fence, continued westward as near as possible the rifle pits on the North Paladur then ran in a westerly direction to Coldwater, up this stream to Buffalo Springs, across to the head of the Beaver and then in a northerly direction to the junction of the South Carrizzo with the Cimarron, which is near the Colorado line and about forty miles west of the southwest corner of Kansas. The greater portion of the trail was on Texas soil. Cedar Creek, the first watering point was in the Neutral Strip. Upon recommendation of the committee the chairman appointed a committee of three to have bridges built along the trail, the exper-

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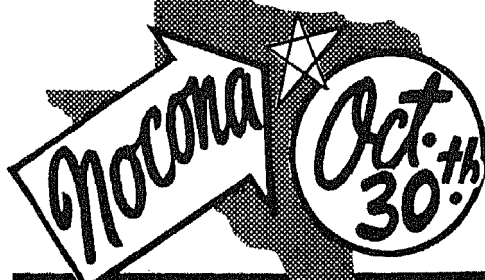
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of construction to be borne by the cattle associations of the state.²²

At a meeting on May 29 the executive committee of the Western Kansas Cattle Grower's Association acted on the driving of southern Texas cattle into that portion of No Man's Land occupied by members of the association by endorsing the major part of the trail mapped at the Dallas convention with certain restrictions, and by proposing to define the route for the southern cattle by having a furrow plowed on the north or outer limits. Martin S. Culver, a Dodge City cattleman, was appointed agent of the association and was authorized to direct the trail through and along the north line of Texas to the south line of Colorado. The plan called for the construction of bridges for the passing of beef cattle across the trail at various points, at which points the trail would be restricted to the width of an ordinary highway. The bridge or crossing was to be fenced with wings of a mile or so on either side. A southern boundary line fence was proposed which would make a trail fifteen miles in width.²³

The planners believed this trail would afford the protection desired by the local stockmen and through drovers and would settle amicably a source of trouble which might end in armed conflict. The stock growers in the Neutral Strip felt that a given trail would be more profitable than indiscriminate drives over thousands of acres of good grazing land with no remedy for prevention save guns. C. W. Willett, the association secretary, and Martin Culver went south to lay out the route, and the latter remained there several weeks to pilot drovers over it. During the first four weeks he piloted four herds of southern cattle, numbering about 10,000 head, over the trail, and about 50,000 more were behind, on their way.

The efforts of the leaders to avert trouble might have succeeded if all cattle-men had accepted the proposed route and stayed on it. The disaffection showed up at the Dallas convention when two committeemen from the Panhandle refused to sign and vote for the report. Concerning the ill feeling the Pueblo Chieftain said, "Many of the drovers are not satisfied with the one chosen, and say they 'have as much right to drive on the public domain as any cow-man has to feed on it', and with some very emphatic blank blanks they swear they will drive on it, and that no convention shall say what they shall or shall not do. On the other side, all the cow-men not on the trail say that they must stick to that, and a good many on the trail say they can't come there; that they have nine points of the law, and have got guns and 'sand' enough to keep them. Further up this way, Kansas, Colorado and New Mexico cow-men are holding the fort with Winchester guns and a liberal supply of ammunition, and a perfect willingness to use it in defense of their range possessions.

"The northern cow-men are tired of having the fever spread among their cattle, as well as having their grass eaten by the through herds. This is the whole cause of the trouble. It is possible it may be settled without bloodshed but it does not now seem probable. Cow-men and cowboys are pretty ugly customers with

and they generally mean business they talk shoot!"²⁴

The season reports that though Texas cattle had entered western territory to law reached Governor. On June 15, F. P. Pomroy, inspector for the livestock sanitation commission, sent the governor the telegram from Coolidge: "Am from reliable sources there is in this state nine herds of Texas cattle according to cross at or near Coolidge can be done? Answer." Five Sheriff W. D. Fulton of Finney telegraphed the governor: "50,000 head of Texas cattle near Lakin, with 200 men strong. Shall I do?" The sheriff also the governor that 50,000 head of cattle the borders of Seward the 23rd and that he did force enough to resist them, in were not enough men in Sewell Hamilton Counties to hold them. Jones, the well known Sheriff of Garden City, sent the governor: "Thousands of Texas cattle crossing west of Lakin. Our Sheriff and also its officers. Lakin should be taken by you. Two hundred men are through. It will take two militia to stop them."²⁵

referred to these reports sanitary commission and Sheriff Fulton that the commission proceed at once to Garden City with him. A few days later, Chairman, General Harrison reported the results of the inquiry which showed the reports without foundation. Kelley estimated approximately 20,000 head of the Kansas line had crossed at or near Lakin on the north of the quarantine line. Cattlemen and citizens generally said that herds might come across the line so the commission sent a rancher who was familiar with the state to inspect all herds in western Kansas to the "threatened invasion of Texas cattle". He made "diligent" at several points and found the Colorado side of the line. The drovers assured him that arrangements with Colorado would move north along the line. Kelley feared that after the arrangements with Colorado the settlers would move over to the Kansas side. Kelley would try to convince the drovers that their cattle had crossed and passed by officials.

A trail driver of that time of trail history, says John Blocker, J. W. Davis named Davis blazed a trail through the Panhandle of No Man's Land. They had to deliver a large number of cattle in Colorado in 1885

Finney City Livestock Record, June 1885; Correspondence: Kansas Historical Society, Kansas Historical Society Livestock Record, June 25, 1885; Finney City Livestock Record, June 1885.

²²Globe Live Stock Journal, May 19, 1885.
²³Globe Live Stock Journal, June 2, 1885; Kansas Cowboy, June 27, 1885.

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the catt... a gun, and they generally mean business when they 'talk shoot.'³¹

Early in the season reports that thousands of Texas cattle had entered western Kansas contrary to law reached Governor Martin. On June 15, F. P. Pomeroy, an inspector for the livestock sanitary commission, sent the governor the following telegram from Coolidge: "Am informed from reliable sources there is already in this state nine herds of Texas cattle intending to cross at or near Coolidge. What can be done? Answer." Five days later Sheriff W. D. Fulton of Finney County telegraphed the governor: "There are 60,000 head of Texas cattle at or near Lakin, with 200 men strong. It will take men and money to handle them. What shall I do?" The sheriff also wrote the governor that 50,000 head would reach the borders of Seward County about the 23rd and that he did not have force enough to resist them, in fact there were not enough men in Seward and Hamilton Counties to hold them. C. J. "Buffalo" Jones, the well known pioneer resident of Garden City, sent the following wire: "Thousands of Texas cattle are crossing west of Lakin. Our laws are defied and also its officers. Prompt action should be taken by you. It is reported two hundred men are forcing them through. It will take two companies of militia to stop them."³²

The governor referred to these reports to the livestock sanitary commission and informed Sheriff Fulton that the commission would proceed at once to Garden City to advise with him. A few days later the chairman, General Harrison Kelley, reported the results of the investigation which showed the reports were largely without foundation. Kelley found that approximately 20,000 head from south of the Kansas line had crossed the railroad at or near Lakin on their way north. These cattle all came from the area north of the quarantine line, but the cattlemen and citizens generally were afraid that herds might come from south of the line so the commission had employed a rancher who was familiar with brands to inspect all herds entering the state. Later that summer Kelley again visited western Kansas to look into the "threatened invasion of southern Texas cattle". He made "diligent inquiry" at several points and found no Texas cattle except near Coolidge and these were on the Colorado side of the boundary line. The drovers assured him they had made arrangements with Colorado authorities to move north along the line and that it was their intention to keep strictly on the Colorado side. Kelley doubted the arrangements with Colorado authorities and feared that after the drovers went north the settlers would compel them to move over to the Kansas side and they would try to convince the settlers and officers that their cattle had been inspected and passed by officials in southern Kansas.³³

Jack Potter, a trail driver of that period and writer of trail history, says that herds owned by John Blocker, J. W. Driskill, and a man named Davis blazed the National Trail through the Panhandle and No Man's Land. They had contracted in 1884 to deliver a large consignment of cattle in Colorado in 1885

³¹Quoted in Kansas City Livestock Record, June 4, 1885.
³²Governor's Archives, 1886-89, Correspondence: Livestock Sanitary Commission, Kansas Historical Society; Kansas City Live Stock Record, June 25, 1885.
³³Report quoted in Kansas City Live Stock Record, August 18, 1885.

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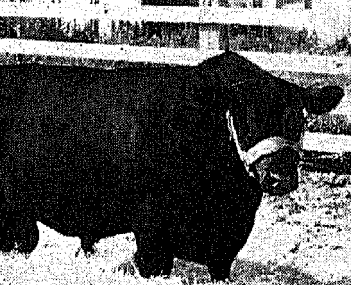
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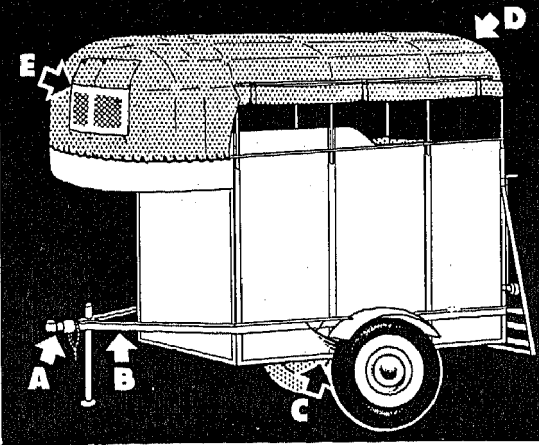
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and had been delayed in the Indian Territory. Anxious to deliver their herds they left the old trail below Camp Supply and drove west through the northern tier of Texas counties, evidently following the route established at Dallas until they reached a point near the present site of Texhoma, then turned north and went across the Neutral Strip to the southwest corner of Kansas.³⁷ It may be that a trail boss employed by Martin Culver drove the first herd that season up the Kansas-Colorado border. The story runs that the boss tried to enter Kansas and was met at the state line by guards who served papers on him. The boss put his leg over the saddle horn and looked at the officers for a few seconds, then turned to his men and said, "Bend 'em west, boys. There's nothing there but sunflowers and s— of b— anyway." The herd traveled west. Culver went to Washington and obtained a concession on the strip of land three miles wide along the east Colorado line for a trail.³⁸ The writer has found no documentary evidence on the subject, but it is possible that an understanding may have been reached with national officials. Some of the newspapers at the time indicated that the Government had reserved range 41 for a trail and the State of Colorado honored this arrangement. Several herds traveled this route during the season.³⁹ The marching feet of the animals and the wheels of the chuck wagons cut a trail in the prairie which was known as the National Cattle Trail and was used for three seasons without interference from Uncle Sam or Colorado.

The National Trail, as finally established, left the Western Trail near the present site of Woodward, Oklahoma, and ran west through the northern tier of Texas Panhandle counties to a point about where Texhoma is now located, then north across No Man's Land to the southwest corner of Kansas and up the Colorado side of the Kansas-Colorado line for about 160 miles; because of the high country and lack of water the trail then veered to the west and did not touch the Kansas line again until it reached the northwest corner where it turned northeast, then ran north to Ogallala.

During the summer Martin Culver laid out a townsite on the banks of the Arkansas where the Santa Fe railroad intersected the cattle trail and named the town Trail City. Associated with him were two Garden City men: Howell P. Myton, registrar of the United States land office, and W. S. Smith, of the firm of Smith and Bennett, land agents. The town company was incorporated with a capital stock of \$20,000 divided into 200 shares of \$100 each.⁴⁰ The founders planned to make the town a replica of Dodge City. Quite a number of the first residents came from that famous cow town. On August 25 the *Globe Live Stock Journal* announced that the new town was "looming up" and was destined to become the "rip-roaring Texas cattle town of the West". A month later the *Pueblo Chieftain* reported that a number of buildings had been put up, stores, saloons and a large boarding house were in "full blast", and that nearly 100 lots

³⁷*Cattle Trails of the Old West* (Clayton, New Mexico: Laura R. Krehbiel, 1939), pp. 21-22.
³⁸Newspaper interview early in 1949 with E. M. Price, Colby, Kan., grandson of Martin Culver and administrator of his estate.
³⁹An estimated 100,000 head of cattle passed over this trail by August, *Texas Live Stock Journal*, August 8, 1885.
⁴⁰Charter in Archives Division, Colorado State Historical Society.

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The southern Texas ranchers had reason to be happy at the close of the 1885 cattle season. The government had removed a trail block in the Indian Territory, and the drovers had cut a new trail to the northern markets and ranges. In July President Cleveland issued an order that "all cattle must be removed from the Cheyenne and Arapahoe reservation within forty days". A delegation of cowmen visited Washington and asked the President for an extension of time, but he refused to modify the order, explaining that the presence of cattlemen was irritating the Indians. They went home with the President's final admonition "No argument will induce me to change what has been done" ringing in their ears. They grumbled a lot but started removing their herds. Perhaps their compliance was accelerated by the presence of General Miles and his troops at Fort Reno with orders to enforce the proclamation.⁴² The *Kansas City Live Stock Record* commented as follows on the order: "As a result of the prompt and decisive action of the President, insuring a free trail for Texas cattle through the Indian Territory to northern markets, the price of cattle in Texas has advanced fully 25 percent. This means millions of dollars to Texas."⁴³

Encouraged by the favorable trend of events the Texas delegation again tried to get Congress to legalize the national trail. Shortly after the Forty-ninth Congress convened Senator Coke introduced Bill 721 which was read twice and referred to the committee on commerce.⁴⁴ In January Representative Miller introduced a companion measure in the lower house.⁴⁵ On March 4 Coke reported the bill out of the committee with amendments; on the 19th he moved that the bill be considered, which motion was agreed to, and it was considered as in committee of the whole. The amended bill provided that the public lands in range number 41 along the east line of Colorado should be reserved from sale and settlement for a ten-year period and set apart as a national live-stock highway. The amendments were agreed to and the bill was read a third time and passed.⁴⁶

On the following day the speaker laid the Senate Bill before the House where it was read and referred to the committee on commerce. Three days later Representative J. H. Reagan of Texas reported the bill back with a favorable recommendation⁴⁷ and submitted a report setting forth four reasons for its passage: (1) The Secretary of the Interior had informed the committee that the land in range 41 was generally of "such a character as to preclude the idea of its being demanded for the purpose of farming or stock-raising in the near future"; (2) the quantity of land reserved for this highway was not excessive; (3) the size of the live-stock trade justified setting apart this land; and (4) Gulf-coast cattle driven over a trail would be less liable to communicate splenic fever than cattle shipped by rail as the drive would require at least sixty days, during which time experience showed that they lost

⁴¹Quoted in *Globe Live Stock Journal*, October 6, 1885.

⁴²*Kansas City Live Stock Record*, July 30, August 13 and 20, September 10, 1885.

⁴³*Kansas City Live Stock Record*, August 6, 1885.

⁴⁴*Congressional Globe*, 49th Cong., 1st sess., p. 346.

⁴⁵*Ibid.*, p. 488.

⁴⁶*Ibid.*, pp. 2025, 2521, 2522.

⁴⁷*Ibid.*, pp. 2578, 2668.

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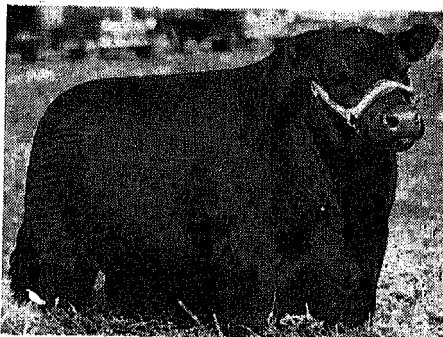
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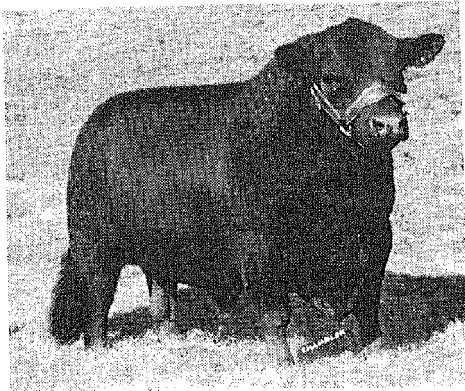
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the power to impart the disease.⁴⁸ On April 28 Reagan called the bill up for consideration. The bill was read and Reagan stated that if there was no objection he would move the "bill be put upon its passage". The speaker reminded him the bill was in committee of the whole, whereupon the Congressman asked unanimous consent that the committee be discharged and the bill put upon its passage. In the debate members asked about the route and the rights of settlers on the land. Two amendments were made: one provided that the trail should not be used until the interests of bona fide settlers along the trail were bought or their consent obtained; the other reserved the right of the government to repeal the law. The question recurred on the passage of the bill. The House divided; there were 69 ayes and 29 noes. Representative W. P. Hepburn of Iowa announced: "No quorum," whereupon S. W. T. Lanham of Texas demanded the yeas and nays. Then Reagan asked for and received permission to withdraw the bill.⁴⁹

Trail City was one of the liveliest spots in the Middle West in 1886. In March the *Globe Live Stock Journal* said, "Trail City is taking on a little boom of their own, all on account of it being near the time when the great herds will be loitering about there." Bob Wright and H. M. Beverley of Dodge City each opened a general supply and outfitting store, the latter's store soon becoming the largest of its kind in the West. Martin Culver built a hotel that was rated second only to the Silver Star at Coolidge. Richmond and Dunbar, ranch brokers at Dodge City, opened an office. I. P. Olive erected a livery stable, and the railroad built stock yards. The big saloon owners at Dodge City moved in with their gambling equipment and dancehall girls.

The town had a resident population of about 200 and a transient population of about 300. There were four or five saloons, two or three hotels, a number of dancehalls, a couple of grocery stores and a few homes, most of the buildings being located on the town's only street which extended north and south from a point about where highway 50 now crosses the state line. The back doors of the row of buildings on the east side opened into Kansas and on the west side into Colorado. When the law was after a man he dashed out of a back door and across a state line. Because of the obstacles to law enforcement this strip was known as "No Man's Land".

The Texas herds began arriving early in June. By the 11th three herds had crossed the river: two belonging to the Continental Cattle Co. and one to Curtis and Atkinson. The foremen of all three herds were arrested by order of the Bent County Stock Association on a charge that they had entered the state without health certificates. The drovers had antagonized the local cattlemen by wandering from the trail and trying to cross the river at different points. The trouble was soon adjusted and the herds were on their way.⁵⁰ On July 3 a newspaper correspondent at Trail City reported that up to that time 80,078 cattle had arrived then added the following: "This is a pretty dull place except when there are several herds near town, then it is lively enough. At other times a dog fight,

horse race, or Nigger John riding a horse, will call out a crowd. Last week, however, we had a couple of cowboys on a trail to town and went to Wright and Co's store and bought boots. Sometime afterwards I was persuaded to change and went home that night. Her parents live in . . . By July 29 the number had reached 135,000 and it was the total drive for the year around 235,000.⁵²

Trail City roared along all that summer. The place had a second Dodge City boom high among frontier towns and was called "that Arkansas". A lot of hardy men had congregated there, and among them were some of the convicts who were sent from justice. Everything was day and night. Even the men seemed to be in session. Sometimes men came to town on their horses into a saloon for drinks. Coolidge, Kansas, west of Trail City, and the considerable traffic between them. The thirsty residents of Trail City to do their drinking. It was not long before the hack lines that made as his trips daily had difficulty in the business. The round ones held six people, but when a dancehall girl with him men would try to crowd in. I didn't charge a dancehall fact they vied with each other the girls free. Groups of men occasionally came over to Coolidge the women and children.

One day a dancehall nymph was lying drunk beside a crowd had gathered. A man grabbed her by the feet and swung her across the ditch. This aroused her and she and everybody within her what their relations had and what he had better do the woman up, but word Trail City to release her would come and get her out of jail.⁵¹

Quarrels, fist fights and scrapes were common in Olive was one of the first to be killed on the moon, August 16, by Joe Spence who was in Texas. Spence for Olive at one time and the trouble between them was a herd of cattle. The *Globe Live Stock Journal* gave the following paragraph: "Sparrow came on Sunday night and met Olive City Monday morning. Sparrow words. Olive drew a revolver and grabbed it. Olive shot him before sundown. Sparrow he did not want any trouble prevent any difficulty. Sparrow charge of Olive who slept on the moon, then went down to He was seen by Spence."

⁴⁸*Globe Live Stock Journal*
⁴⁹*Globe Live Stock Journal*
⁵⁰The information on Trail City from research papers written by H. H. Coolidge, Kan., High School, 1889, and from newspaper articles by James C. Harder, Superintendent of Schools.

⁴⁸49th Cong., 1st sess., House Report No. 1228
⁴⁹Congressional Record, 49th Cong., 1st sess., pp. 8985-8986.
⁵⁰*Globe Live Stock Journal*, June 15, 1886.

horse race, or Nigger John riding a bucking horse, will call out everybody in town. Last week, however, we had quite an item. A couple of cowboys came down the trail to town and went into R. M. Wright and Co's store and bought a pair of boots. Sometime afterward it was discovered that one of them was a girl. She was persuaded to change her clothing and went home that night with Jack Rhodes. Her parents live near Cimarron." By July 29 the number of cattle had reached 135,000 and it was estimated the total drive for the year would be around 235,000.

Trail City roared along the road to fame that summer. The place didn't become a second Dodge City, but it did rate high among frontier towns in toughness and was called "that Hellhole on the Arkansas". A lot of hard characters had congregated there, among them escaped convicts who were seeking refuge from justice. Everything was wide open day and night. Even the local court seemed to be in session at all hours. Sometimes men came to town and rode their horses into a saloon and ordered drinks. Coolidge, Kansas, was two miles east of Trail City, and there was considerable traffic between the two places. The thirsty residents of Coolidge provided much of the traffic, going to Trail City to do their drinking and gambling. It was not long before the four or five store hack lines that made as high as a dozen trips daily had difficulty taking care of the business. The round trip fare was 50 cents. Each hack had three seats and held six people, but when the driver had a dancehall girl with him ten or a dozen men would try to crowd in. The drivers didn't charge a dancehall girl fare. In fact they vied with each other to haul the girls free. Groups of drunks occasionally came over to Coolidge and scared the women and children half to death. One day a dancehall nymph from Trail City was lying drunk beside the street. A crowd had gathered. The marshal grabbed her by the feet and started dragging her across the ditch toward the jail. This aroused her and she told the officer and everybody within hearing distance what their relations had been in the past and what he had better do. He locked the woman up, but word soon came from Trail City to release her or the boys would come and get her. He let her out of jail.

Quarrels, fist fights and shooting scrapes were common in Trail City. I. P. Olive was one of the first victims of gun play. He was killed on Monday afternoon, August 16, by Joe Sparrow whose home was in Texas. Sparrow had worked for Olive at one time and it is said that the trouble between them was over a herd of cattle. The *Garden City Sentinel* gave the following particulars of the shooting: "Sparrow came up from Dodge Sunday night and met Olive at Trail City Monday morning. They had some words. Olive drew a revolver but Sparrow grabbed it. Olive said he would shoot him before sundown. Sparrow told him he did not want any trouble and tried to prevent any difficulty. The sheriff took charge of Olive who slept till this afternoon, then went down to Haynes' saloon. He was seen by Sparrow, when some

¹Globe Live Stock Journal, July 6, 1886.
²Globe Live Stock Journal, August 10, 1886.
³The information on Trail City is taken chiefly from research papers written by students in English II, Coolidge, Kan., High School, Fall Semester, No. 1, 1950, and from newspaper clippings supplied by James C. Hauder, Superintendent of the Coolidge schools.

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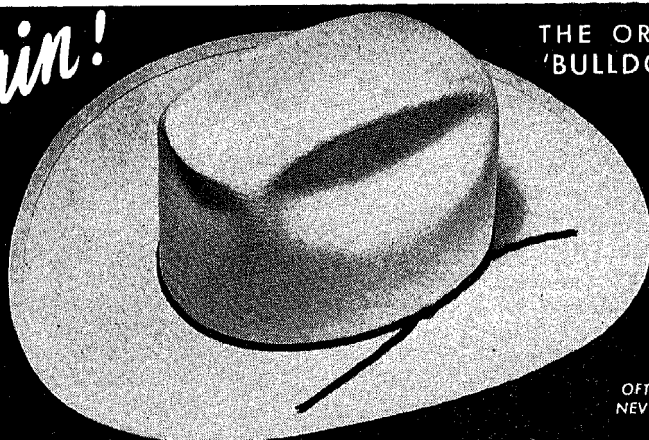
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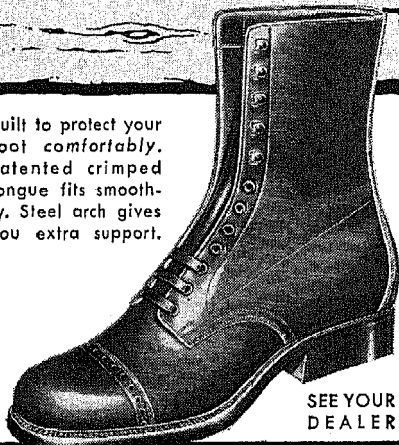
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words passed and trouble was at once imminent. It is thought Sparrow tried to avoid it but fired at Olive and missed him. He fired again, the ball striking Olive in the left breast and he fell, his head striking the door case. He fired a third time, striking Olive in the left temple, from the effects of which he died instantly. After the second shot Olive exclaimed 'Oh Joe, don't shoot.' Sparrow gave himself up.⁶⁴ The remains were forwarded to Dodge City and were immediately taken charge of by members of the Corona Lodge, Independent Order of Odd Fellows.⁶⁵

On a Friday evening in September the town was the scene of another tragedy in which John Millsap, a Texas cattleman, stabbed Berry Hill, also a Texan who had lived at Trail City several months. The origin of the trouble went back to the time when Hill was a resident of Texas. He was indicted for a crime and his bond was fixed at a large sum. Millsap went his bail but before court convened Hill left the country and the cattleman had to make good the amount of the bond. Millsap was driving a herd up the trail and arrived at Trail City in the forenoon where he found Hill. This was the first meeting between the two since Hill had jumped his bond. They had a talk and agreed to drop the matter, renewing their friendship with a glass of liquor. They continued to pledge their friendship in the flowing glass so frequently that by dark both felt they "owned a good portion of the United States, with a large chunk of the British possessions thrown in for good measure". Finally they began matching silver dollars and Millsap won. Then Hill became angry and told Millsap he could whip him. The latter refused to fight, and backing into a corner of the saloon asked the crowd to keep Hill away. Several men interfered and held Hill back for several minutes. He managed to break loose and struck Millsap in the face, whereupon the latter drew a rusty jack knife and stabbed him several times, inflicting wounds that left him near death. Millsap left town but returned and gave himself up to Aaron Holcomb, justice of the peace, who turned him over to Frank Nixon, sheriff of Bent County.⁶⁶

In November Deputy Sheriff James Talbot was going east on a freight train and demonstrated his idea of fun by firing his gun while passing through town. One ball went into a saloon, another into a residence, barely missing Mrs. Harry George. Another deputy who happened to be in town ran out and took a few shots at the deputy on the train. Fortunately nobody was hurt in this dangerous bit of horse play.⁶⁷

Trail City had an energetic rival for both business and glory in 1887. On April 1 the Borders Town Company filed a charter with the State of Kansas.⁶⁸ This corporation was organized for the purpose of laying out a townsite in Stanton County on the Kansas side of the cattle trail, the site being 28 miles south of Trail City. The town was named for Col. Joseph H. Borders of Coolidge, one of the directors of the new town company and owner of the Coolidge state bank. Borders was a Kentuckian who had come to Garden City, Kansas, in 1884 where he published the *Garden City Sentinel*

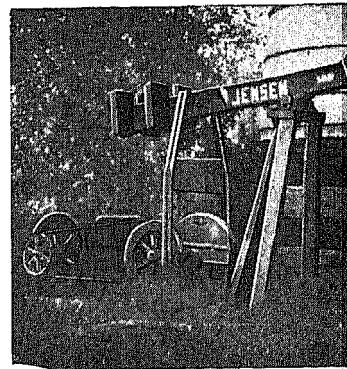
⁶⁴Quoted in *Dodge City Times*, August 19, 1886.

⁶⁵*Globe Live Stock Journal*, August 24, 1886.

⁶⁶*Coolidge Citizen*, September 24, 1886.

⁶⁷Research papers, English II, Coolidge High School.

⁶⁸Town charter book, Kansas State Historical Society, Topeka.



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for a year, then engaged in the banking business." The new town being located on the cattle trail, a stage line, proposed irrigation canal and railroad, and surrounded by a fine agricultural country, was publicized as the future commercial center of the Southwest. The promoters set apart several business lots to be given to those who would build and go into business. On August 12 *The Border Rover*, a weekly newspaper, began publication at Borders. The first issue contained an extensive notice of the town which is an illuminating example of town booming on the frontier as well as furnishing information on the town's growth.

"Borders, Stanton County, Kansas, is the liveliest and most successful town in Southwest Kansas. Situated on the State Line, and is absolutely without a Rival or Peer!

"The Town Company, which is composed of the best element of the world-renowned Town Builders of Southwest Kansas, have spared no means to make Booming Borders one of the best towns in Kansas, and have built a Hotel at a cost of \$3,500.00, which challenges everything in that line south of the Arkansas River for comfort, beauty and architecture. The town is only a few months old, and can boast of two hotels, a newspaper, several stores, a large livery barn, blacksmith and tin shop, and several very good residence buildings. Shade trees consisting of catalpa, walnut and boxelder have been ordered and will be planted on all the streets of the town."

Trail driving was on the decline in 1887 for two reasons: First, the market for Texas stock was sluggish. While more than 90,000 head were sold at Trail City during the season, at least 70,000 were returned to their home state." Commenting on market conditions the *Range Journal* at Denver said, "The cattle that have come north this year have not found a market, and several herds have turned their tails to the home of the aurora borealis, and are marching back to the Pan Handle of Texas." Second, a block of public land in southeastern Colorado was opened to settlement, and homesteaders moved in and closed the trail. By an Act approved August 4, 1886, Congress authorized the establishment of the Bent Land District which comprised a block of land approximately 145 miles long and 70 miles wide with a land office at Lamar. On August 10 the commissioner of the general land office issued a notice of the establishment of this district." The office opened for business on January 1, 1887 and the first land entry was made on the 5th. Range 41, through which the trail ran, was opened for settlement on July 25 and over 100 filings were recorded the first day. According to the *Garden City Sentinel*, "It is the choice land and there was a perfect stampede for it."²⁰ The *Border Rover* doubtless explained the popularity of this strip in the following note: "The Trail, that inexhaustible coal field, adjoining Stanton County on the west, is being rapidly taken up by settlers."²¹

²⁰Finney County clippings, Vol. 1, p. 101, Kansas Historical Society.
²¹Coolidge Citizen, July 29, 1887; *Garden City Daily Sentinel*, September 25, 1887.
²²Quoted in *Garden City Daily Sentinel*, July 23, 1887.
²³Notice No. 905; also diagram of land district and correspondence. (Photostat copies), Records of General Land Office, National Archives, Washington.
²⁴July 27, 1887.
²⁵August 12, 1887.
²⁶Colorado State Business Directory, 1887-1892.

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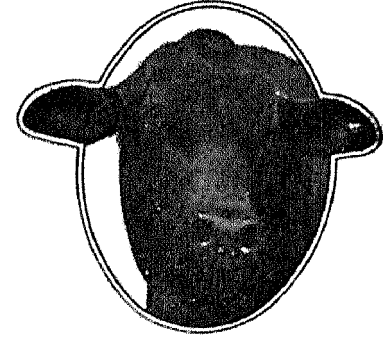
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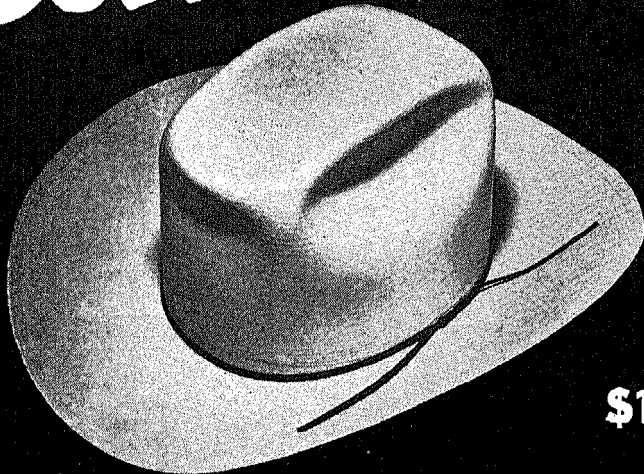
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The population of Trail City, listed as 100 in 1887, dropped to 50 the following year.⁶⁵ As the years passed the buildings were moved away or sagged in ruins, and by 1902 all the residents had left, many of them having moved over to Coolidge. At present only one of the original buildings stands on the townsite, a lonely reminder of glamorous days. A similar fate awaited Borders, and like Trail City, it is one of the ghost towns of the frontier.

Santa Rosa Quarter Horse Show

CHUCK WAGON, owned by Bob Collins of Goldthwaite, was named champion Quarter Horse stallion of the 1951 Roundup and Livestock Exposition at Santa Rosa. Reserve champion was Little Red Diabolo, owned by O. B. McCampbell of Fort Worth.

Abbott's Marilyn, owned by Tom and Edith Abbott of the A Bar A Ranch, Fort Worth, was champion Quarter Horse mare. Reserve champion mare was Red Bobbie Reed, owned by Gordon Wheeler of San Juan Capistrano, Calif.

The show was judged by G. G. (Bill) Lamkin of Westminster, Calif. Doug Mitchell of Fort Worth, secretary of the National Cutting Horse Association and one of the assistant managers of the Southwestern Exposition and Fat Stock Show, was superintendent.

The awards were as follows:

(All towns are Texas unless otherwise stated.)

Stallions Foaled in 1950: 1, Pengree Rey, Pengree Ranch, Cuba; 2, Braggie, Lee Scribner, Jr. Parnell; 3, George T, George Wilderspin, Fort Worth; 4, Handful, Ed Heller, Dundee; 5, Joe Boy, Shawver Bros., Millsap; 6, Rainey Hancock, W. A. Krohn, Electra.

Stallions Foaled in 1949: 1, Bar Hug, A. R. Eppenauer & Son, Marfa; 2, Luna Negra, Mrs. A. B. Wharton, Jr., Vernon; 3, Poco Boy, T. A. King & Sons, Wichita Falls; 4, O. C. Danny D, C. C. Arnold, Ardmore, Okla.; 5, Red Joe K, Miss Elynor Rudnick, Bakersfield, Calif.; 6, Fairplay, Amel Frey, Dundee.

Stallions Foaled in 1948: 1, Little Red Diabolo, O. B. McCampbell, Fort Worth; 2, Billy Joe Bob, T. A. Freeman, Wichita Falls; 3, Sutherland's, Paul A, Robert Q. Sutherland, Kansas City, Mo.; 4, Temptation A, L. R., Archer and Mrs. Mary Adair, Grand Prairie; 5, Gillian's Attaday, R. L. Gillian, Stamford; 6, No-Dice, Krohn's Small Fry Ranch, Wichita Falls.

Stallions Foaled in 1947 or Before: 1, Chuck Wagon, Bob Collins, Goldthwaite; 2, Poco Tivio, Cliff Magers, Fort Worth; 3, King McCue, Clyde Redwine, Throckmorton; 4, King Adair, Billy Craft, Jacksboro; 5, Dunny D, C. C. Arnold, Ardmore, Okla.; 6, Rock Dexter, B. C. Hess, Wichita Falls.

Grand Champion Stallion: Chuck Wagon, Bob Collins, Goldthwaite.

Reserve Champion Stallion: Abbott's Marilyn, Tom and Edith Abbott, A Bar A Ranch, Fort Worth.

Mares Foaled in 1950: 1, Miss V. O. H., R. B. Eiter and V. O. Hildreth, Jr., Holly, Colo.; 2, Fenzell, Ed Heller, Dundee; 3, Majorette, M & M Ranch, Milford; 4, Chamaco, Vernon Bradley, Plainview; 5, Chamaco Sissy, Doyle Saul, Plainview; 6, Chocolate Whiz, Mrs. Albert Plattner, Grand Prairie.

Mares Foaled in 1949: 1, Daline, Jinkens Bros., Fort Worth; 2, Suits Me, Heller; 3, Pekky, Jinkens Bros.; 4, My Choice, Earl Huges, Post 5, Edith's Beauty, Tom and Edith Abbott; 6, Cora, Gil K, W. A. Krohn, Electra.

Mares Foaled in 1948: 1, Miss Tyler, Jinkens Bros.; 2, My Pal, Aaron Roper, Vineyard; 3, Toy Adair, F. E. Anderson, Dallas; 4, Shy Lou, Jack O'Donohue, Holiday; 5, Talley's Pride, Dave Talley, Tyler; 6, Lady Calhoun, Johnny Miles, Jr., Creston.

Mares Foaled in 1947 or Before: 1, Abbott's Marilyn, Tom and Edith Abbott; 2, Edith's Jolene, Tom and Edith Abbott; 3, Pandora, Charles E. King, Wichita Falls; 4, Daffodil, Lloyd Walters, Pampa; 5, Peggy Joyce, A. N. Jones, Vinson.

Grand Champion Quarter Horse Mare: Abbott's Marilyn, Tom and Edith Abbott.

Reserve Champion Quarter Horse Mare: Red Bobbie Reed, Gordon Wheeler.

Geldings, Any Age: 1, Sandbowl, Wilkins Ranch, Wilkins, Nev.; 2, Bar-V Power House, Bar-V Ranch, Wichita Falls; 3, Popping Joe, Hib Herbert, Hockley; 4, George T, B. D. Fussell, Eagle Lake; 5, Sonny Boy, Ed Bowman, Peyton, Colo.; 6, Baldy, Jack Peak, Seymour.

You ma

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