

Chapter 1 : The Best Historical Photos of the American Cowboy | True West Magazine

*Cowboys on the Western Trail: The Cattle Drive Adventures of Joshua McNabb and Davy Bartlett (I Am American) [Eric Oatman] on racedaydvl.com *FREE* shipping on qualifying offers.*

Barnard, who became a Cherokee Strip cowpuncher in If they heard us singing or humming a tune, they knew what was coming. Also the noise we made kept the coyotes away from the herd. They often prowled around and scared the cows that had calves. The arrival of railroads and an increased demand for beef during the Civil War drove the need for the cowboy. The earliest known photographs of these iconic Americans are tintypes, taken as early as the s, most likely captured during a trail drive or at an end-of-trail town. Indeed the life he is daily compelled to lead calls for the existence of the highest degree of cool calculating courage—the cowboy is as chivalrous as the famed knights of old. He had been employed by a Panhandle cattle ranch four years earlier, working among the cowboys who painfully drove away half-dead and terrified horses struck by the poisonous loco weed that threatened to spread death to other horses and cows. The image of another Panhandle cowboy has lasted the test of time. In one bunch we had over seven thousand steers. Am a veteran of the Civil War and an ex-Texas Ranger. Have had some exciting times in my career. Tintypes are rarely identified by photographers, but others entered the scene later on and made names for themselves capturing on camera the open range days up to the early s. These recorders of history included Charles Belden, L. Huffman and Erwin Smith, the latter whom historians at the Amon Carter museum in Fort Worth have memorialized as one of the greatest photographers of cowboy life who ever lived. Without them, we would have a far-sighted notion of one of the most dramatic periods of American history. Throughout this issue, the editors bring to you the best cowboy photographs of the frontier American West. Bottom row, from left Billy Riggs, J. Mclelme and Judge John Blake. A wealthy whiskey distiller in Scotland, James Cree attempted to improve local longhorn stock by importing Angus bulls from his homeland to the railhead near Socorro, New Mexico. McCubbin Collection —” Definitive Drivers Working cowboys engaged in trailing longhorns to markets or to a new range, these drovers appear to date to the s. They have not yet adopted traditional cowboy clothing and are wearing military frock coats, pinstriped pants and nondescript hats. The cowboy on the right held up his pants with a military belt and buckle. Such cowboy stag dances were mainly a source of humor and reflected good times. Grabill opened his first photography studio in Sturgis, Dakota Territory, in Two years later, he photographed North Dakota cowboy Ned Coy on his bucking bronco, Boy Dick, during a cattle roundup.

Get this from a library! Cowboys on the Western trail: the cattle drive adventures of Josh McNabb and Davy Bartlett. [Eric F Oatman] -- Recounts events of an cattle drive from southern Texas to Ogallala, Nebraska, through the letters and journals of two boys and an older member of the crew.

Timeline of Texas History No single endeavor has marked the image of Texas in the national mind more than the cattle drive. For more than a century, writers have romanticized the work and the life of the cowboy. Cattle have been raised in Texas from the time the Spanish attempted to establish missions and domesticate the Indians, beginning in the mid-17th century. It was primarily a small-scale industry during the Republic and early statehood. Most cattle were slaughtered for their hides and tallow, since the meat could not be preserved for long with the methods then used. Many of the early cattle were longhorns, descendants of Spanish ranch and mission herds, with horn spreads of four to eight feet. Some had become crossed with Mexican cattle, shorter-horned and dun-colored. Most drives to California took five or six months. These drives slowed by 1840, as the cattle market in California reached a glut. By 1850, only a trickle of cattle moved to the West Coast. After gold was discovered in the Rocky Mountains, some cattle were driven to the gold fields there, starting about 1848. Some ranchers held contracts to supply beef to frontier forts and to Indian reservations in West Texas, Oklahoma and New Mexico beginning in the late 1840s. Cattle ranching virtually halted during the Civil War years, as the frontier retreated. Beginning in 1865, however, ranching and cattle trailing expanded rapidly. Use of Brands and Earmarks Before the widespread use of fencing to separate cattle herds belonging to different owners, cowmen used brands and earmarks to identify their cattle. The use of brands to identify domestic cattle is an age-old practice. Burning identifying marks into the hides of animals and cutting a distinctively shaped piece out of one ear of each head of livestock were, until the relatively recent use of tattoos, the only methods of marking that would last the lifetime of the animal. The practice came to this country with the first Spanish. In Spanish Texas, brands and earmarks were registered in brand books maintained by the ayuntamientos, or municipal councils. After 1821, the provincial government in San Antonio maintained an official brand book for all of Spanish Texas. Brands on the early Anglo-Texas frontier were at first applied with "dotting irons," which required several applications to get an entire brand. There were basically three shapes of dotting irons: To make a "D," for instance, the straight line would be used vertically, then the large half-circle would be applied to form the curved part of the letter. Later, the more familiar stamping iron was used, in which the entire brand was placed in one application. After 1840 in Texas, the brand and earmark of each rancher could be registered with the county clerk, and theft of cattle with unregistered brands would not be prosecuted. The Peak Period for Cattle Drives Cattle drives to northern and western markets, and later to railroad-loading facilities, started in earnest in 1865, when an estimated 1 million head of cattle crossed the Red River. The drives were conducted for only about 20 years, becoming unnecessary with the advent of the railroads and refrigeration in the 1880s. Cattle drives usually began in the spring after roundup, as grass was available then and the herd could be delivered to its destination in the north before cold weather set in. Livestock from several different owners was usually included in a trail herd. Then all animals in the drive were branded with the same road brand, regardless of ownership. A man crew could manage a herd of 2,000 to 3,000 head. Legendary ranchman and trail driver Charles Goodnight invented the chuckwagon in 1865 for use by his crews. A fold-out counter, supported by one or two hinged legs, was used for food preparation. The wagon contained several drawers and shelves, with a "boot" or storage compartment underneath, all covered by a canvas top. The cook served beef and bison steaks, SOB stew made from calf parts, "chuckwagon chicken" bacon, "Pecos strawberries" beans, "sourdough bullets" biscuits and cowboy coffee. There were nine or 10 wranglers and drovers—sometimes called "thirty-dollar men"—per crew. The wrangler managed the herd of spare horses, known as the remuda, made up of eight or 10 horses for each man. The remaining drovers were appointed to their posts along the line of cattle in the drive. Cattle do not trail in a group, but strung out in a long line. Several natural leaders usually take their places in front, while all the others fall into an irregular line behind them. A herd of 1,000 head might stretch out one to two miles on the trail. The drovers worked in pairs, one on either side of the line of

animals. The best of the men were usually assigned to be "pointers," working near the head of the line. The remainder of the men worked the flank and swing positions farther back, with drag men bringing up the rear. Communication was by hand signals, adapted from Plains Indian sign language, or gestures with hats. The drive would cover about 10 to 15 miles a day and, depending on what delays were encountered, a drive to western Kansas would take between 25 and days. On the Western Trail, through Fort Griffin, Comanches and Kiowas were threats until they were finally defeated and driven onto their reservations in Indian Territory. Other hazards included delays caused by flood-swollen rivers or, during droughts, thirsty animals becoming crazed at the smell of water. The major cause of stampedes was lightning, but the herd could be spooked by any number of sights, smells and noises. To stop a stampede, the drovers nearest the head of the herd would get in front of the leaders and turn them to the right, causing them to move in a circle, then bring the rest of the herd into the circle as they approached. The riders would then make the circle smaller and smaller, until the entire herd was moving slowly in a tight circle. When calves were born on the trail, the early practice was to kill them, because they could not keep up with the herd on their own. When calves came to have cash value, Charles Goodnight had a wagon made that would hold 30 to 40 calves. At night, they would be turned out with their mothers. A cow knows her calf by its smell, and Goodnight found that when he had several calves on the wagon, their scents got mixed. So he had his cowboys place each calf in a sack and number the sacks so that the same calf went into same sack each morning. They spent the day in sacks on the wagon and spent the night with their mothers. While on the trail, the Goodnight outfit made use of home remedies for illnesses. Coal oil was used to combat lice, and prickly-pear poultices were thought to help wounds heal. The trail was named for Indian trader Jesse Chisholm, who blazed a cattle trail in between the North Canadian and Arkansas rivers. That initial trail was expanded north and south by other drovers. The trail was not one fixed route. As one historian remarked, "trails originated wherever a herd was shaped up and ended wherever a market was found. A thousand minor trails fed the main routes. Another popular route approximately paralleled the main trail, but lay farther east. The peak year on the Chisholm Trail was After interstate railroads came to Texas in the mids, trailing cattle to the Midwest became unnecessary. The Chisholm Trail was virtually shut down by the season. The Goodnight-Loving Trail was one of the first of the post-war trails to be blazed across part of West Texas. After serving in the frontier militia during the war, Goodnight rounded up his cattle in the spring of and headed for the Rocky Mountain mining region. To avoid Indians, he decided to use the old Butterfield stagecoach route to the southwest, follow the Pecos River upstream and proceed northward to Colorado. This route was almost twice as long as the direct route, but it was much safer. While buying supplies for this trip, he encountered Oliver Loving, and the two decided to join forces. The combined herd numbered about 2, head when they left their camp 25 miles southwest of Belknap on June 6, With this drive, the Goodnight-Loving Trail was born. Goodnight and Loving used this trail several times before Loving was mortally wounded in an Indian attack in New Mexico in September Just before he died, Loving made Goodnight promise to see that he was buried in his home cemetery in Weatherford. Returning to New Mexico, Goodnight had his cowboys flatten out all the old oil cans they could find and solder them together to make a tin casket. Powdered charcoal was packed between the two containers, and metal lid was sealed, and the whole contraption was crated and transported to Weatherford for burial. Texas Fever Quarantines Cause Problems Soon after the cattle drives began, stockmen and farmers in Missouri, incensed at outbreaks of "Texas fever," demanded that Texas cattle be banned from the state. Although called Texas fever, the tick-borne splenetic fever was first noticed in Pennsylvania as early as , when cattle from the South were introduced. In the early s, cattle from Georgia and South Carolina were banned from Virginia and North Carolina because they carried the disease. Texas fever was noticed in Arkansas and Missouri after cattle from Texas were driven through in the s, but since the Texas cattle remained healthy, their role as the carrier of the disease was discounted at first. But the rangy, tough longhorn was immune to Texas fever; cattle in other states were not. When the South Texas longhorns were trailed through, the ticks dropped off and found local cattle to feed on, transmitting the deadly disease. Some cattle drives from Texas were met with armed mobs in southeast Kansas, southern Missouri and northern Arkansas. Even Texas cattlemen, principally Charles Goodnight and other Panhandle ranchers, posted cowhands armed with rifles at the southern boundaries of their lands to keep out tick-infested South

Texas cattle, in what has come to be called the "Winchester Quarantine," in honor of the weapon used to enforce it. It was not until that researchers isolated the tick *Margaropus annulatus* as the carrier of Texas fever. An immunization was finally developed in by Dr. By the turn of the century, a dipping process to rid the cattle of ticks had been developed and was widely used. When Missouri banned Texas cattle, thus putting the Sedalia trail off-limits to drives originating in Texas, the trails moved west to go through Kansas Territory, and as settlement in Kansas moved ever westward, the cattle trails were pushed before them. As the cattle drives were pushed westward, many trail bosses started using the Western or Dodge City Trail, also called the Fort Griffin Trail. It became the principal route north after Other major trails crossed other areas of the state. The wily merchants of Fort Griffin sent a representative to Belton to intercept cattle drives to persuade the trail bosses to use the Western Trail, thereby bringing more business to Fort Griffin. Demise of the Cattle Drives Cattle prices increased fairly steadily from through As a result, the drive to Midwestern markets was the largest ever: But in , the general economy was slack, and there were few buyers. Half the cattle remained unsold and had to be wintered on Kansas ranges at great expense.

Chapter 3 : Hard Times Along the Chisholm Trail | HistoryNet

The Great Western Cattle Trail was used during the 19th century for movement of cattle and horses to markets in eastern and northern states. The trail was also known as the Western Trail, Fort Griffin Trail, Dodge City Trail, Northern Trail and Texas Trail.

There were no markets for the abundant cattle abandoned during the Civil War. The demand of the cattle in the North was high and the North had already established railways to accommodate the cattle, thus the Great Western Cattle Trail was developed on the simple theory of supply and demand. In Captain John T. Lytle and several cowboys left South Texas with 3, head of longhorn cattle and a remuda of saddle horses. Five years later, the route Lytle cut out of the prairie to Ft. Robinson, Nebraska, had become the most significant cattle trail in history – the Great Western Cattle Trail. Though less well known than the Chisholm Trail, the Great Western Cattle Trail was longer in length and carried cattle for two years longer than the Chisholm. The Great Western saw over seven million cattle and horses pass through Texas and Oklahoma to the railheads in Kansas and Nebraska, therefore, developing the cattle industry as far north as Wyoming and Montana. A typical head would move 10 miles a day and included the trail boss, a wrangler, and a cook. Below are sources for information about the price that cattle sold for at the markets on the Great Western Cattle Trail: *The Trail Drivers of Texas*, by J. Marvin Hunter, a collection of true accounts of trail driving, by the men who went up the trail. Withers, "I sold the steers to W. One of the best books written about the trail drives. It is believed that the main streets of Throckmorton, Seymour, and Vernon run north and south because of the trail. Seymour was a major supply center and became a popular campsite for cowboys. Cowboys and Indians alike camped out on the Salt Fork tributary of the Brazos River where Seymour is quietly nestled today. The herds were bedded on high grounds on the east side of the Seymour Creek that runs through the City Park. In the Seymour Historical Society placed a marker at the northern edge of the community commemorating the trail passing through Seymour. In addition to its marker, Seymour now has four cement markers more closely marking the trail through Baylor County. Another marker was placed on Highway as the trail meandered through rough terrain passing where Lake Kemp is located today. The last marker in Baylor County is located on Highway north as the trail travels toward Vernon crossing Waggoner Ranch, one of the largest ranches in Texas. Traffic on the Great Western Trail began to decline in with the introduction of barbed wire. By this time an estimated six million cattle and one million horses had left Texas, crossing the Red River into Oklahoma, as it continued up the trail. For many years prior to, Seymour had been the rallying point for cowmen from all over the West. A retired cowboy named Jeff Scott broached the idea of a Cowboy Reunion. Scott proposed contests and diversions that vividly recalled old scenes and old associates. The following year, , Indian Chief Quanah Parker with three to five hundred of his braves performed war dances for the occasion. The Seymour Rodeo and Reunion continues today, and is celebrated the second weekend of each July. In a project was launched to mark the entire Great Western Trail with cement posts being placed every six to ten miles along the trail from the Rio Grande to Ogallala, Nebraska. Oklahoma set the first post south of the city of Altus and challenged Texas to follow suit. The mold and the challenge was passed on to the Vernon Rotary Club. As you travel the Western Trail today, one can not be amazed how the cattle drovers traversed the different land formations and survived the many adversities to drive 7 million cattle approximately miles across the United States starting at the Southern most Mexico border leading up to the Northern most Canadian border. Visit the almost mythical cowboy legend trail called the Great Western Cattle Trail, visibly marked for your pleasure.

Chapter 4 : Cattle Drives and Cowboys / What It Was Really Like | TRIPS INTO HISTORY/ Historic Sites

In Captain John T. Lytle and several cowboys left South Texas with 3, head of longhorn cattle and a remuda of saddle horses. Five years later, the route Lytle cut out of the prairie to Ft. Robinson, Nebraska, had become the most significant cattle trail in history - the Great Western Cattle Trail.

Despite the currents of the swollen river, one trail boss was determined to get his herd of Longhorn cattle across. With as many as 25, cattle from a dozen herds bunched up in a few square miles of rolling terrain, a full-blown stampede could be disastrous, and in any case the ground would soon be overgrazed. Frank Dobie later said. The lead steers were driven into the river, but about halfway across began swimming in a circle. The jam of milling cattle had to be broken before the animals at the center were pushed under and drowned. Foster stripped to his union suit and drove his horse into the river. He climbed off the horse and onto the backs of the Longhorns, walking across the herd as if it were a logjam. Straddling one of the biggest steers in the herd, he forced it to swim to the far bank. The rest of the herd followed, and Foster spend the remainder of the dayâ€”from 9 a. All of these real places have become so romanticized and fictionalized over the last century that it is often difficult to separate fact from fancy. The real-life experiences of those who rode the trail, though, need little embellishment to convey its lively story. The Chisholm and other cattle trailsâ€”such as the Western, Goodnight-Loving and Shawneeâ€”were born of economic necessity, for there was a tremendous demand elsewhere in the country for Texas cattle. During the decade before the Civil War, sporadic efforts already had been made to move cattle from Texas ranges to these lucrative markets, which ranged from the gold fields of Colorado and California to the tables of New York City and even Europe. In the s, cattle were ferried across the Mississippi River to Illinois, where they were fattened on the lush prairie grass, then driven east and down the very streets of New York City. Drives toward Western gold fields ran afoul of dry deserts and marauding Indians. For a time, New Orleans served as a major market, then the railhead at Sedalia, Mo. There, cattlemen ran into a stone wall. Many of their cattle carried Texas fever, a tick-borne ailment that could quickly spread to other stock in an area. Counties in the two states enacted their own quarantine laws, effectively creating a bottleneck for cattle drives. At the same time, outlaws and confidence men preyed upon the incoming Texans. Gunplay was common, and tension between cattlemen and local residents was at fever-pitch when war intervened. After the Civil War, there were many young men at loose ends in Texas and an enormous number of unclaimed wild cattleâ€”5 million of them, by one estimate. All that needed to be done was to round up the cattle, which were longhorned descendants of livestock brought in long ago by Spanish Conquistadors, and then brand them and deliver them to market. In , Charles Goodnight, 30, and year-old Oliver Loving did just that. They pushed a herd of cantankerous Longhorns from Texas toward the Colorado mining camps. Loving had successfully made the trip before by driving north through Indian Territory present-day Oklahoma , then west along the Arkansas River. But in , the Kiowas and the Comanches were on the warpath. Instead, the two cattlemen, with the help of 18 cowhands, moved southwest along the Pecos River, then into New Mexico Territory. Goodnight returned to Texas, leaving Loving and more than a dozen hands to complete the drive into Colorado with the remaining stock. The following year, in another drive out of Texas, Loving was fatally wounded by Comanches. Goodnight went on to do perhaps more than any other individual to spread the cattle-raising industry into Colorado , Montana and Wyoming. Through their dealing with him, such men as Western cattle-barons-to-be John Chisum and John Iliff prospered. The route followed by Goodnight and Loving in came to be known as the Goodnight-Loving Trail, and hundreds of thousands of Texas Longhorns moved over it for the next few years. Because big herds from Southern states were not welcome in populated areas, the railroads quickly extended their lines into unpopulated central Kansas. There, towns like Abilene and Wichita boomed overnight, catering to the seasonal cattle trade with barbers, baths, bars and bordellos. The man who breathed new life into the handful of cabins called Abilene was Joseph McCoy. Realizing that increased settlement around Sedalia was the death-knell for the cattle industry there, he began building shipping pens at Abilene, beside the Kansas-Pacific Railroad. From there, the railroad hauled the animals to meatprocessing plants in Chicago and Kansas City. The most famous of

cattle trails bore the name of Jesse Chisholm, a trader who set up a post on the Canadian River in Indian Territory about halfway between Texas northern border on the Red River and the Kansas state line. His father was a Scot, his mother a full-blooded Cherokee. In Chisholm charted a straight, level wagon road through the wilderness from his main trading post near present-day Wichita into the middle of Indian Territory. Chisholm died in , at about 63, before the trail he began became part of the legend of the Old West. His epitaph read, very simply: As it was level and crossed rivers at easy fords, Wheeler and other cattle drivers who followed began using the trail as they crossed the Indian Nations. Soon a long, worn depression ran almost due north from San Antonio, passing through or near Austin, Waco and Fort Worth. There the trail branched three ways toward Wichita, Abilene, and Ellsworth, the western railhead of the storied Kansas-Pacific Railroad. A drive up the trail began with a roundup in the south-and-central-Texas brush country, where the Longhorns continued to roam freely. The roundup might last a week or 10 days, after which the cowboys would spend several days cutting out the animals previously branded by their employer and branding those young animals not yet claimed—a favorite tactic of early Texas rancher Sam Maverick, whose name fell into common usage. Typical of the open-range ranchers of the region was Sam Johnson, who, with his brother Tom, settled on the Perdenales River west of Austin in the s and quickly built a sizable and very profitable ranching business. Johnson lived to an old age, in witnessing the birth of his grandson Lyndon Baines Johnson. The farther the herd moved from settled areas, the rougher the life on the trail—and the rougher the relations among the men. One new hand learned just how rough his comrades could be in ridding themselves of an unwanted hand. Lindsey, 18, joined a drive moving up the Chisholm Trail by lying about his experience in handling cattle. Although his scheme was soon found out, his willingness to work and learn won him a place on the crew anyway. Another green hand was not so welcome. At 30 years and pounds, the cowboys thought him too old and heavy for trail work, and they soon devised a plan to run him off. Lindsey and his older co-worker were each told that one was spreading lies about the other, and soon an open animosity sprang up between the two. Apparently unhurt, the man turned and ran for the camp, leaving a trail of wispy smoke in his wake. At camp he collected his pay and stomped off toward Fort Worth to begin his journey home. After that, Lindsey and the other men got along famously. Every morning before dawn the last night watch woke up the cook as they left the camp. The cow ponies were more wild than tame, and the best cutting and night horses were mustangs. Cutting meant intercepting an animal and separating it from a group. These wild horses were becoming hard to find in Texas in the s, but every cowboy managed to find one or two for his string. As the drive moved onto the trail every morning, each man would point out the horse he wanted from his string and the wrangler or perhaps a more skilled roper would lasso and hold the animal while it was saddled. A horse you could walk up to and saddle was a horse easily stolen. By dawn the cook had breakfast ready. As the cowboys rose from their bedrolls, they put on their hats and boots—in that order—and straggled over to the chuck wagon for their morning coffee. Invariably the coffee was the same, the cook throwing a fistful of Arbuckles Roasted into a pot of boiling water. According to trail tradition, occasionally the cook threw a horseshoe into the pot. During the early years of the trail, the men often came across vast herds of American bison, or buffalo. The trail boss often sent a scout ahead to locate and drive off buffalo herds in the area. If the cattle stampeded and got mixed with the buffalo herd, there would be little hope of cutting them out again. Faced with seemingly endless numbers of these animals, the cowboys made great sport of hunting buffalo when they had the chance. By the mids, however, the professional buffalo hunters had all but exterminated the big herds from the southern plains, and even a lone bison bull became a rare sight along the Chisholm Trail. Usually their request were granted; rejected tribesmen might start a stampede and carry off lost animals, a situation that in the long run would be more costly than turning over an undesirable animal in appeasement. It took several seasons for the cowboys to figure out what she was up to. The going was best when the herd strung out to a formation of only three or four abreast. The body heat given off by animals on the trail was terrific, and cattle in closely packed herd lost weight quickly. Riders on the downwind side of the herd compared the experience to standing beside an open furnace. Blistered faces and hands were not uncommon among the unfortunate downwind riders. Worse than the heat was the dust. The drag riders—usually the newest hands—at the end of the herd often came off the trail so thickly covered that the color of their

clothing was obscured. Theirs was the most tiresome and menial job on the trail, prodding along the sick, lame and lazy animals that constantly dropped back. As soon as the calf was born, the drag rider shot the newborn and drove its mother back into the herd. Up ahead of the drag riders rode the flankers on either side of the moving column—and ahead of them the swing-men. These riders were responsible for keeping the cattle spaced properly along the trail. The flankers and swing-men switched positions every day, but that helped little; unless the trail boss ordered a change in direction, these men had little to do, and so they fought boredom all the way to Kansas. Consequently, he spent most of his time well ahead of the herd, scouting out open, flat bed grounds for the cattle and clear, nonalkaline streams for watering both men and animals. Watering was a crucial test of the trail boss. The cowboys on the near side of the herd moved out, and those on the far side closed in, guiding the Longhorns off the trail. Once on the bed ground, the point men at the head of the column continued turning the steer until the herd formed a huge, moving circle that slowed and stopped as the animals at last spread out to graze. By this time the cook, who had driven the chuck wagon ahead of the drive, was well on his way to finishing supper. The staples of the trail—beans, cornmeal, sowbelly and biscuits—got old after a while, and on the rare occasion when a beef was killed for the crew, the cook was sure to prepare a dutch oven of Sonofabitch Stew. This mysterious concoction used parts of the animal not ordinarily eaten—brains, tongue, liver, kidneys, lungs and marrow gut. White horses were never used as night horses—the old-timers said they attracted lightning. After supper the hands might play cards around the dying embers of the campfire, but they soon went to bed, for each man had to stand a two-hour watch as night guard. They stood watch in pairs, slowly riding around the entire herd in opposite directions. As the drive moved north, the frequency and severity of thunderstorms seemed to increase. The Longhorns drifted before the storm, slowly moving away from the approaching weather front.

Chapter 5 : Great Western Trail – Review | The Opinionated Gamers

The Western Cowboy and the Cattle Drive. The book Trail Driving Days, by Dee Brown and Martin F. Schmitt, offers a very detailed look at the mechanics of driving a herd of cattle hundreds of miles to a rail head.

In short, the game is a true Euro, it incorporates several mechanisms and as a whole makes an interesting and challenging game. A brief summary of the game play is a bit hard to do. Since the rules are easily found elsewhere this is a general summary. Each player must manage their cattleman, their train and their hand of cattle. Players have individual player boards where they can hire cowboys to help with cattle, craftsmen to build and engineers for their train. Player boards also give benefits like supplemental actions. Players move their cattlemen across the board, stopping along the way at buildings either neutral ones seeded at the beginning of the game or buildings built by players during the game. Buildings give players special actions such as to help manage their hand of cattle, move their train, hire more workers etc. When the cattlemen arrive at Kansas City they sell cattle. Cattle are represented by cards, they have values and suits. You build a deck of cattle by buying and adding more cows during the game. Cattlemen may sell cattle in their hand and gain money equal to the value of each different cow. Money is used for hiring, gaining more cattle and to build stations for your train. Players receive an objective card at the beginning of the game and can obtain more during the game. Objective cards are sources of points but could also potentially lead to negative points if uncompleted. There are multiple ways to gain VP, from objective cards, cattle cards, buildings, train stations, to name a few. The player with the most VP wins. Downsides, the game has a lot of actions and it can take a while to explain, fortunately the game play is not complicated. There may be some potential for AP. The theme may feel pasted on to some. There is some indirect interaction as you can place hazards and buildings to try and slow your opponents. Also there is competition for station masters along the train track. What I like about GWT is that it meshes the mechanisms together quite nicely. The planning needed as you move your cattleman is interesting but not overwhelming. Moving your train and the possible negative points that may be generated especially at the beginning of the game are challenging. I also like that your starting position can be the same or different from your opponents. GWT is a good middleweight game that will see several plays. Thoughts from Other Opinionated Gamers: While Great Western Trail had some interesting elements, on the whole felt as long and repetitive as a real cattle drive probably would. With all the other games in the world, most of them at the convention where I tried GWT, I decided to mosey on down the road to seek something better. It offered me the same sensations of Mombasa, one of the best game last year. What I like most is the wide range of choices that seems to offer different paths to victory. Dan Blum 1 play: I thought it generally worked but seemed overstuffed with little mechanisms; each one can provide additional decision points but, while having decisions in a game is good, adding more little decisions does not necessarily make a game better. I am also concerned that the game can be affected by a skewed setup. Since cowboys make the better cows cheaper and make it possible to buy the best ones, and your income comes from the cows, there seems to be a definite rich-get-richer problem if there are few cowboys available early. In our game there was just one cowboy available early, and the player who got that won easily; admittedly she was the only one who had played before, but the income disparity was definitely there and I think would have been an issue regardless. There are many mechanisms that are woven together that make for interesting decisions, maybe too many. I felt as if many of the decisions are red herrings. The rest of the game is just window dressing. Doug Garrett 2 plays: GWT is the hit of Essen for me so far. Straightforward actions and clear iconography speed up play once they are understood, and the choices as you proceed through the rondel-esque pathways are interesting and quick to do. I STRONGLY recommend playing this as a 2-player for your first play, rather than with a full contingent of 4 players, as the game can drag painfully with that many newbies. Shelley and I reviewed it in Episode Ratings from the Opinionated Gamers I love it!

Chapter 6 : Great Western Cattle Trail - Wikipedia

*Cowboys On The Western Trail: The Cattle Drive Adventures Of Joshua Mcnabb & Davy Bartlett (I Am American) [Eric F. Oatman] on racedaydvl.com *FREE* shipping on qualifying offers. Recounts events of an cattle drive from southern Texas to Ogallala, Nebraska, through the letters and journals of two boys and an older member of the crew.*

The Chisholm Trail Ride with us! February 6, 0 0 0 0 In , cattle-shipping entrepreneur Joseph G. McCoy, with permission from the state governor, built chutes and stockyards next to the rail line in the town, and soon Texas cattlemen were driving their longhorn herds to Abilene. From Texas statehood in 1845 until 1869, Texas drovers trailed over 12 million longhorns out of their state to mining camps, to Confederate enclaves, to railheads, to northern ranches and to Indian agencies. Of the various trails used by the drovers, the Chisholm Trail remains the most famous. This pathway that carried over four million longhorns to the Kansas railheads, and later to Caldwell on the border, became known as the Chisholm Trail. The heaviest population of longhorns lived in the southern triangle of Texas, south of San Antonio. In early spring, cowboys gathered the wild animals, bunched them into herds, branded the longhorns and prepared them for the trail to Kansas, a trip of 2,000 miles that, at 12 to 15 miles a day, would take two or three months. It is a wonderful sight to see a thousand steers swimming all at one time. All you could see was the tops of their horns and the ends of their noses as they went through the water. The Staging Area Drovers trailed their herds over various feeder routes from the southern Texas triangle into San Antonio. There, as the herds grazed in the area, trail bosses and contractors prepared for the journey north, acquiring supplies and hiring trail hands. Through four decades, the city remained a staging area for drovers on the Shawnee, Chisholm and Western trails. A Major Feeder Route Capt. Richard King and Texas Ranger Capt. Lewis set up a cow camp on Santa Gertrudis Creek in Kingsville. Eventually the Running W-King Ranch encompassed 100,000 acres and became one of the most influential ranches in Texas. Located on a major feeder route to the Shawnee Trail, the King Ranch was among the earliest ranches to send longhorns to Missouri river towns. Visitors can access the ranch from State Highway 161 West in Kingsville. Also visit the King Ranch Museum in downtown Kingsville. Deriving its name from Fort Brown, which was built ten years later, the river city faces Matamoros, Mexico, on the other side of the Rio Grande. As the trail-driving industry developed, cattlemen expanded their herds by purchasing Mexican cattle and funneling them through Brownsville. On Two Spanish Roads This community on the banks of the Atascosa River was originally settled near the junction of two old Spanish roads. By the Chisholm Trail days, the settlement had grown to 100 persons. The Capital of the New Republic This capital city that sits on the Chisholm Trail started from the tiny settlement of Waterloo, which in 1837 was selected to be the capital of the new Republic of Texas. Austin, its grand capitol building was being built in the mid-1840s while cowboys trailed their herds up the trail toward Kansas. The Trail Splits At Waco, the trail split. The older established Shawnee Trail toward Missouri and eastern Kansas pointed to Dallas, while the new trail of toward Abilene, Kansas, headed northwest to Fort Worth. The challenge, however, was the crossing of the Brazos River with a herd of longhorns. Highsmith, Courtesy Library of Congress " Old Suspension Bridge In Indian Springs Park, walk across the old bridge which during the trail days provided a way across the unruly Brazos River for cowboys, their wagons and herds. During the times of the cattle drives, Fort Worth was a rough-and-tumble frontier town of soldiers, frontiersmen and cowboys. Wear your boots and cowboy hat and walk the boardwalk. The longhorns trail through daily. Now a museum, stop by for a visit and order a sarsaparilla. Drovers with their herds moved from trading post to trading post across the Indian Territory. Young Texas cowboys felt uneasy after crossing the Red River out of Texas. They were now in the Indian Nations and did not know what to expect. In order for Kansas interests to stay connected with Fort Sill and Fort Reno in Indian Territory, road ranches or stations were built along a pathway between the forts and Caldwell and Arkansas City, Kansas. Passengers in stagecoaches, military personnel and cowboys from off of the nearby Chisholm Trail visited these frontier outposts for a change of horses, for refreshments and for rest and conversation. Highway 81 closely follows this pathway. One man was always sent ahead to keep the buffaloes out of the herd and scout for Indians, for they were very savage at the time and we never knew when they would attack us. We landed in Wichita,

Kansas, some time near the middle of July without serious mishaps or the loss of very many cattle. A Crossing The natural crossing of the Red River had been used for decades by the local Indians before a frontier trading post was built. When cowboys with their herds started using the crossing, a small community developed. There is nothing there today. The army played a key role in the trail drives across Indian Territory. Shannon Springs Park, they say, was a watering spot for the cattle and cowboys on the Chisholm Trail. After drovers started north with their large Texas herds, William Duncan purchased the property, expanded the store and laid out the town of Duncan. Cowboy Camp with historical re-enactors; April 8: Chisholm Trail Celebration Gala; July National Day of the Cowboy; November Campfires, Cattle and Cowboys Gathering. Texas drovers delivered herds to the agency to feed the Indians. In , a military encampment was built near the issue pens. The camp became Fort Reno. Visitors will learn about the military involvement in this part of Indian Territory during the Chisholm Trail era. Learn more about the Chisholm Trail at this outstanding museum. The spot later became known as Pond Creek Ranch. For exact dates and details, check the official website. Following the disappointing season, Texas cattle drovers faced an uncertain future. The cattle-trailing industry had faltered. In June of , year-old Joseph G. McCoy advertised his Abilene stockyards and Drovers Cottage in Texas newspapers to attract cattlemen and their herds to the Kansas railhead. The Border Queen This border town that sits one mile north of the Indian Territory Oklahoma line, was established astride the then new Chisholm Trail in The Border Queen opened up the Chisholm Trail again in Indian Territory and became one of the most important railheads for cattle until the unassigned lands south of Caldwell opened up in the famous Land Run of Be sure to visit the Opera House shows, each of the three museums and view the 11 historic markers throughout town. To reach Ellsworth, drovers created a more westerly branch starting at Pond Creek Station. Oh, the tales each one can tell! Here trail-weary cowboys could take their rest and recreation in the many saloons and brothels. Longhorns were trailed down Douglas Street on the Wichita side of the river to the holding pens. Learn more about this historically recognized neighborhood and the cattle town with its many activities throughout the year. Celebrating the Chisholm Trail From October , , Delano will come alive with many family activities to celebrate the trail that brought the Texas cowboys into its neighborhood. Check the website for times and places for the cowboy parade, gunfights, re-enactments, food and games. Abilene will once again become the Cattle Capital of the World throughout with many events. Kicking off the celebration year on April 1, the town will host a symposium at the Eisenhower Presidential Museum, and on Labor Day Weekend its Trails, Rails and Tales event will take place. What do you think?

Chapter 7 : The Great Western Trail

Here's a look at frontier cowboy recipes and trailside cooking. Did you know that a ranch's cook shack was a private realm ruled over by a cantankerous master cook? He was a permanent member of the outfit and wielded even more power than the itinerant cooks who filled in on western cattle roundups and on the trail.

While these were entertaining, quite a bit about the daily life of the western cowboy and the actual mechanics of a cattle drive were romanticized to the point of being inaccurate. This is to be expected. A motion picture or television show was made to entertain, not to necessarily educate. With that being said, the real life of a working cowboy was more adventuresome and dangerous and with much less glamor than you might think. A cattle ranch was a business and the work of a western cowboy was part of that business. American Cowboy, circa One of the best places I know of in the U. The exhibition wing houses a turn-of-the-century town and interactive history galleries that focus on the American cowboy, rodeos, Native American culture, Victorian firearms, frontier military and western performers. The museum opened in and honors men and women who have excelled in the sport and business of rodeo and the western lifestyle. Lots of excellent artifacts and information about the cowboy way of life. After the end of the American Civil War there were three trails established from Texas to the rail heads and markets to the north. Because of the Civil War, there was an abundance of cattle in Texas that under normal circumstances would have already been driven to market. The trail went north parallel to the Chisholm but about miles further west. Jesse Chisholm of whom the Chisholm Trail was named after. Schmitt, offers a very detailed look at the mechanics of driving a herd of cattle hundreds of miles to a rail head. A typical drive of 3, head of cattle, and there were drives of many more head, might require eighteen cowboys. The remuda was a herd of tame riding horses which the cowboys chose to use. Many horses were required because the cattle drive was a long distance affair over rivers and ever changing terrain. To start the cattle drive, cowboys would have to gather all their equipment together and report to the trail boss. The trail boss essentially ran the operation. The trail boss would select one dominant steer to act as a lead for the herd. The drive would not begin all at once. Typically, the steers would be left to graze in the morning and then slowly led down the trail. This type system of grazing and driving would be employed for the purpose of getting the cattle used to the drive. After days of this, the herd would be accustomed to the routine and automatically begin to follow the lead steer who would be led by the point cowboys. The placement of the cowboys in relation to the herd was very important. In addition to the two point riders at the lead steer, there were swing and flank riders. The swing riders would be on each side of the herd about one-third of the way back. The flank riders would be two-thirds of the way back. The tail riders rode behind the herd. This was the least desired position. This might be the job less highlighted in cowboy western movies. Their job was to keep the weaker steers moving. As you can imagine, the tail riders rode in a cloud of dust not to mention the smell. April 14, through March 16, This is a stop you want to put on your trip planner if your travels take you to New Mexico. Using artifacts and photographs from its wide-ranging collections, along with loans from more than people and museums, Cowboys Real and Imagined April 14, , through March 16, blends a chronological history of Southwestern cowboys with the rise of a manufactured mystique as at home on city streets as it is in a stockyard. More on the Western Cattle Drive At his point you can see how the western cowboys, each with their particular assignment, kept the herd moving and in the right direction. The trail boss and the chuck wagon cook would ride perhaps two or three miles ahead of the herd. The trail boss would be looking for a suitable location for the noon rest. A suitable location would include a good watering hole. At the end of a typical day, the herd might have advanced perhaps fifteen miles. This could vary because of rivers to cross and terrain. The herd needed to be bedded down. Watches were scheduled throughout the night. A watch might be two to four hours long. At night you wanted quiet and peace. You wanted to avoid a stampede at all costs. A stampede, if one did occur, would more likely occur at night. Any sudden noise if just right had the potential of causing a stampede. In addition to causing the drive to lose valuable time, a stampede could be a deadly affair for a cowboy. More than one cowboy was crushed to death in a stampede after his horse stepped into a prairie dog hole and fell over. A stampede was serious

business. Keeping the camp as quiet and peaceful as possible at night was important. To be sure, stampedes could also happen during daylight. Causes could be everything from a violent thunderstorm to an Indian waving a blanket at the herd. The possibility of being caught up in a stampede would be the most dangerous thing that could happen to a cowboy on a cattle drive. Relaxing on the Drive Most accounts of old western cowboys on cattle drives say very little about relaxing. For all intents and purposes there was very little relaxing. A trail drive was a tough and dangerous business. The trail boss was under a lot of tension and the drovers were weary from the hard riding. Two constant threats were weather and Indians. What relaxing there was might be card games at night if time allowed. Poker would usually be played using match sticks as chips since the cowboys pockets were empty. They would not see money until the end of the drive. Relaxing for the western cowboy was at night when things were hopefully quiet and the herd contented. It might very well be this quasi-relaxation while on the long cattle drive that culminated in the celebrations at trails end. In other words, the real relaxing was after the drive ended and the cowboy received his wages. The book, Trail Driving Days, does mention one diary kept by an early cowboy on a south Texas to Iowa trail drive in the year This was about ten years before cattle were driven up the long Western Trail to Dodge City. This particular drive in consisted of a herd of about one thousand. The diary makes special mention of two big fears, weather and stampedes. The diary was kept by a man named George Duffield. George Duffield continued to drive the cattle through Texas and after a difficult crossing of the Brazos River near present day Waco attempted to cross the Red River into Indian Territory. We worked all day in the river and at dusk got the last beefe diary spelling over. I am now out of Texas This day will long be remembered by me. The cattle drive continued north. On June 19th, Duffield recorded an encounter with Indians. Would not let them. Had a big muss. One drew his knife and I my revolver. George Duffields cattle drive finally ended when the herd reached Ottumwa Iowa on October 31st. There he sold his herd. The Cowboys Celebrates the End of the Cattle Drive Again, the best way to learn the truth about cowboy rowdiness or lack thereof is to compare real eyewitness accounts and statistics to what you may have seen watching the old westerns at the movies or on television. There is a statistic of shooting deaths in Dodge City Kansas during the year In fact, the shipping east of buffalo hides was the trade of Dodge City before the cowboys arrived. In the year there was a recorded twenty-five murders in Dodge City resulting from fights. Out of these twenty-five, only one involved a cowboy. While on the trail, cattle drive trail bosses were the law. Rules to follow were known before the drive ever started. Breaking of the rules would be dealt with harshly. Murder could result in a hanging. The cowboys during the drive would usually follow the rules and regulations to the letter. Some ranchers would forbid gambling and drinking during a drive. Once the trail drive ended, the cowboys would be paid and they would let off steam. Depending on the length of the drive, a cowboy might have eighty or ninety dollars in his pocket when paid. There were many saloons and gambling halls more than willing to relieve the young cowboy of his new found wealth. In fact, the large Texas influence was not lost on saloon keepers and others in Dodge City. Some establishments advertised Russian Caviar, anchovies and ice cold beer. Quite a departure from the beans, biscuits and beef served on the trail drive. The cowboys had money in Dodge City and the merchants had delicacies.

Chapter 8 : PBS - THE WEST - Songs of the Plains : A Selection of Cowboy Folk Songs

The cowboys on the near side of the herd moved out, and those on the far side closed in, guiding the Longhorns off the trail. Once on the bed ground, the point men at the head of the column continued turning the steer until the herd formed a huge, moving circle the slowed and stopped as the animals at last spread out the graze.

Barbara Vaupel; Oklahoma Senate Artwork When driving between Lone Wolf in Kiowa County and Granite in Greer County, on Highway 9, or west out of Sentinel on Highway 55, even the natives of the area has trouble imagining six million Texas Longhorn cattle with hundreds of trail bosses, chuck wagons, and remudas of 40 to 50 horses ambling through and grazing contentedly in the lush, green grass during the period from until In addition to the many enormous drives, cattle herds also traveled in fewer numbers until when homesteaders located and began fencing Oklahoma Territory. Some even confused it with the Chisholm or Chisum Trail, which actually lay further east near El Reno. Doan kept a perfect record of the herds crossing. He kept the name of the trail bosses, the number of cattle, and who they belonged to. One of the largest was the King Ranch, shipping 30, head divided into 10 herds in a single season. The trail drivers could see one of the Wichita Mountains that stood out from the rest and looked like a huge Tepee. Webster, but the named was later changed to Mt. NW of this crossing was a little mountain with a large grove of pecan trees on the south and good grass. It made a good windbreak and the herd bedded down for the night. The next morning, the herd was headed north through a large sea of grass, 12 miles wide and 20 miles long, stretching from the North Fork of the Red River to Big Elk Creek. This crossing was a mile north of old Highway 9 west of Hobart. This ford later became known as the Big Four Crossing, so named because it was located on land that was leased from the Kiowa by the Big Four Cattle Co, which was owned by the 4 largest Ranches in North Texas. Their brand was the 4. After the Big Four crossing, the cattle were allowed to graze the good grass in the fertile bottoms of the twin Elk Creeks, and actually grazed where the present town of Hobart is. It is an exciting and eye-catching formation not yet destroyed by man, floods, or time. Universally, trail bosses hunted and hoped for rock crossings in all creeks and rivers to prevent bogging down and miring of herds of 2, to 3, head of cattle. A mud crossing became a disastrous quagmire for weak and straggling animals which always trailed at the end of the herd. Whoever discovered Big Elk Crossing found an ideal place. To the south where the herd entered the crossing, a horseshoe bend in the creek assisted cowboys riding point to direct the leaders. The entrance to the crossing was almost like having a previously built corral in the middle of a gigantic pasture. The bend also aided the swing or flank riders to keep the herd moving smoothly. And finally, the curve made it easier for amateur drag riders to push slow and sore-footed animals across the creek. After entering Big Elk Creek from the south, the cattle waded upstream on a rock and gravel bed around a small turn in the creek until they reached another rock formation. The exit from the creek bed is also evident where the old cut remains distinctly lower than other parts of the steep bank. The remuda of horses, usually tended by a young boy, crossed after all the cattle. The cook with his chuck wagon preceded the herd so he would have the meal prepared and ready to eat after every man and animal made the crossing. At Big Elk Crossing the cook drove his four mules pulling the chuck wagon down the bank at the cattle crossing. He then drove further upstream in the creek bed to a place without rock bluffs and which had a more gradual upward incline, this old wagon exit was located one half mile directly south of Port, which came into being after the big cattle drives ceased. The wagon exit became the mail freight crossing on Big Elk Creek for that particular area, and an educated guess would be this freight crossing created the development of Port. Many early pioneers used used it for years, entering at the old cattle crossing and pulling out at the wagon exit. Eventually a wooden bridge was constructed at almost the same location where it is now. A sad incident might be included in the Big Elk Creek Crossing history. Leonard, had the unhappy experience of having to bury a young 18 year old at the crossing. The young fellow was making his first trail drive and died during the night while they camped there. His horse fell on him two days south at Briggs Ranch Crossing, injuring him internally. The men cared for him the best they they could. He lay in the chuck wagon as they moved northward, but was too seriously injured to survive. Next morning the cowboys buried him atop a hill to the east of the cattle trail, wrapped in his blanket and

waterproof sleeping tarpaulin tied with a rope. They covered the grave with red rocks with one larger headstone engraved R. Trail boss John said a few appropriate words, then read a brief passage from his trail worn Testament. For many years early pioneers who saw the grave believed that R. All traces of it are now erased. Continuing directly north from Big Elk Creek Crossing of the Great Western Trail, there is a colorful bit of history that is almost lost forever. Soldier Spring was an excellent campsite for the cattle drives even though it had only one lone cottonwood tree at the time. The lowlands along Soldier Creek and Elk Creek provided abundant grazing in the tall bluestem. Night riders could easily guard the cattle as they roamed the crests of the surrounding hills all night. Two riders usually circled the herd during the evening after the cattle bedded down to sleep. This was the time when so many cowboys sang to keep the animals calm. Many of them had fine voices with a large repertoire of old songs. Their singing had a soothing effect on the cattle and also tended to cover up any unexpected or sharp noises that might create a stampede. Two more riders relieved them before midnight when some of the cattle moved around to drink and graze. In case of a stampede the night remuda of horses were saddled and ready. All the cowboy need do was pull on his boots and hat, run to his mount, and attempt to halt the running cattle by making them form a circular mill before they scattered too far. All that remains visible today, however are a few outcroppings of red rock and one small spring fed pool. There is nothing remaining of the high rock bluff. No one seems certain when these names were carved on the rocks since they were there when the first settlers arrived in . One plausible solution leads back to the spring and summer of , when soldiers from Fort Supply, Fort Sill and Fort Elliott began patrolling Cheyenne - Arapaho lands to remove all intruders, unauthorized cattle and men. However the most important and dreaded duty of these troops was to safely escort cattle herds traveling north on the Trail. During these years the Indians became more hostile and belligerent and also demanded a larger bounty of beef from the trail boss than they had in the years past. The last of their buffalo disappeared in , so the Indians had little food and skins for making shelter and clothing. It is easily understood why the Indians harassed and attacked the cattle drives as the herds passed through and grazed the grasslands of their territory. Soldier Springs was a likely bivouac for these troops while they monitored the trail in the particularly dangerous area. It can be presumed that any or all of these troops may have carved names at Soldier Spring. As the name denotes, Fort Supply was responsible for providing Indians and soldiers with necessities of food, supplies, and ammunition. The ghost town of Yandell, which began in east of Altus, was the division point for this old supply route. Here horses were exchanged for the return trip. However, even before the Army troops were necessary to conduct cattle drives safely through the Indian Lands, Soldier Spring was the evening destination after leaving Big Elk Creek Crossing in the morning. Cattle grazed northward along the distance which cut through the grassy hills parallel to Big Elk Creek. Curly mesquite and buffalo grass covered the rolling red uplands and lush bluestem grew in the sandy lowlands of the creek. None of the Indians were ever known to be hostile to the early cattleman. These Indians supplemented their wild game, fruit and fish diets with Texas Longhorn Beef from the trail herds after the white man destroyed their antelope and buffalo. At that time the trail drivers anticipated giving the hungry Indians beef, a cheap toll charge for the repayment of excellent grazing as they passed through Indian Territory. Usually the Indians asked for 7 or 8 head, but no trail boss was ever that generous. He bargained with the Indians and then gave them 3 or 4 thin, weak or lumpy jawed animals, which would die on the trail or fail to bring a good price at Dodge City. Later drives that came through during a season would pick up the strays from the herds that went before, and these cattle were given to the Indian for their toll. If the Indians did not receive beef from the trail boss, they stampeded the cattle during the night. A stampede created misery for both cowboys and cattle, and a much greater loss resulted than from peacefully giving the Indians 2 or 3 beef. A stampede is well-remembered by an early settler whose parents homesteaded in , 3 miles NW of Soldier Spring. Two thousand head of full grown Longhorn steers rushed through their yard and field and destroyed everything in their path. Luckily, the family had just moved into their sturdy new frame home. Every family member was safely inside as the maddened animals surged by on all sides of the house. The dugout the family had previously lived in was completely demolished as were the few things they left stored in it. Had it not been for the new house, the entire family would have been killed. The day of the stampede had been wash day. They never found one piece of clothing, not even a tattered rag! Kind neighbors shared with

them as no one had money to buy anything new. Early settlers never actually knew if Indians stampeded the herd or if they spooked at some unusual noise. The night before the stampede had been stormy, and cattle were always more nervous during unsettled weather. The cowboys rounded up cattle for days. No one ever knew if they found all of them. It is likely that the Indians managed to dispose of any that may have been left behind. The Texas Longhorn was tough, cunning and mean. He was on his own from the minute he was born, and after living several years in the brush, he did not take kindly to being roped. The cowboys that came up the Great Western Trail behind these herds were a tough breed. They contributed in no time at all to the new Boot Hill Cemetery of Dodge City, some of them occupying lots themselves, and others adding Dodge City names to the grave markers, and The guns he packed were those he fetched home from the Civil War. Remington made more than , of these big revolvers during the Civil War, and many of them ended up in Texas and later, Dodge City. The cowboy strapped on his gun belt when he put his pants on in the morning.

Chapter 9 : The Great Western Cattle Trail - The Life of the Cowboys - Reality versus Myth

From the beginning, America's pioneer image makers followed the cowboy on the ranges or in trail towns, transporting heavy cameras, tripods and wet-plate equipment, and developing their negatives in makeshift darkrooms that ranged from tents to a canvas blanket.

Arizona Cowboy by Frederic Remington Cowboys played an important role in the settling of the west. Ranching was a big industry and cowboys helped to run the ranches. They herded cattle, repaired fences and buildings, and took care of the horses. The Cattle Drive Cowboys often worked on cattle drives. This was when a large herd of cattle was moved from the ranch to a market place where they could be sold. A lot of the original cattle drives went from Texas to the railroads in Kansas. Cattle drives were tough work. Cowboys would get up early in the morning and "guide" the herd to the next stopping point for the night. The senior riders got to be at the front of the herd. The junior cowboys had to stay at the back where it was dusty from the large herd. There were usually around a dozen cowboys for a good size herd of cattle. There was also a trail boss, camp cook, and wrangler. The wrangler was usually a junior cowboy who kept track of the extra horses. The Roundup Each spring and fall the cowboys would work on the "roundup". This was when the cowboys would bring in all the cattle from the open range. Cattle would roam freely much of the year and then the cowboys would need to bring them in. In order to tell what cattle belonged to their ranch, the cattle would have a special mark burned into them called a "brand". The saddles were often custom made and, next to his horse, was probably the most valuable item a cowboy owned. Horses were so important that horse stealing was considered a hanging offense! Clothing Cowboys wore special clothing that helped them with their jobs. They wore large gallon hats to protect them from the sun and the rain. They wore special cowboy boots with pointed toes that helped them to slip in and out of the stirrups when riding a horse. Many cowboys wore chaps on the outsides of their legs to help protect from sharp bushes and cacti that their horse may rub up against. Another important piece of clothing was the bandana which could be used to protect them from the dust kicked up by cattle. Cowboy Code The cowboys of the Old West had an unwritten code that they lived by. Rodeo The rodeo became a sports competition with events based around the daily jobs of a cowboy. Events include calf roping, steer wrestling, bull riding, bareback bronco riding, and barrel racing. Interesting Facts about Cowboys When living on a ranch, cowboys lived in a bunkhouse with a lot of other cowboys. Cowboys often sang songs at night for entertainment and to soothe the cattle. Other names for cowboys include cowpunchers, cowpokes, buckaroos, and cowhands. A new person to the Old West was called a tenderfoot, pilgrim, or greenhorn. The harmonica was a popular musical instrument to cowboys because it is so small and easy to carry. Activities Take a ten question quiz about this page. Listen to a recorded reading of this page: Your browser does not support the audio element.