

Corral Dust

POTOMAC CORRAL OF THE WESTERNERS



The above masthead was used on Corral Dust from Vol. IX, Spring 1964, No. 2 until the last copy Vol. XII, 1967, No.s 3 & 4

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Erin Russell

CORRAL DUST
is a publication of
The Potomac Corral of
Westerners International

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Corral Dust is printed and distributed from P.O. Box 441110, Fort Washington, MD 20749 to all Corral members and selected Western history organizations.

Corral membership is open to anyone interested in Western lore. Dues for area residents are \$15.00 single and \$20.00 family. Corresponding members dues are \$5.00 a year.

HERMAN VIOLA WINS THE WESTERNERS INTERNATIONAL BEST BOOK AWARD

The Westerners International judges selected Herman Viola's *Little Bighorn Remembered: The Untold Story of Custer's Last Stand* as the best book published by a member of Westerners International for the year. There was no question it was a great book and Herman deserves all accolades for this creation. The Potomac Corral did not place in any other categories, but at least they know we are out there.



Herman with his Best Book award

It is time to consider if we have any suitable submissions for the various categories this year. Besides best books there is the Danielson Award, the Coke Wood Award, and the Head's Up Award to be considered.

POTOMAC CORRAL LOSES TWO GOOD FRIENDS

Frank Goodman, long time Corral member and author of numerous books, died in St. Petersburg, Florida in early February.

Lloyd Swift, longtime active member, died February 25, in Alexandria, Virginia.

Both will be severely missed for their many contributions to the corral.

BOOK REVIEWS AND ANNOUNCEMENTS

Corral Dust would like to list your new books about the west and review them, if possible. To do that we need you to send us information on any books or articles that you feel are significant contributions to the field of Western History. We prefer publications by authors in the Washington area, but will consider any significant publications. Send to Dale L. Anderson, P.O. Box 441110, Ft. Washington, MD 20749. Tel: (301) 292-1970. Email: ANIMAG@LATTMAG.com

Westerners International has a first class web page at: <http://www.westerners-intl.org>. Look it up.

CORRECTION

For those perfectionists we appologize for the Volume number on the last (2000) Corral Dust.

It should have been XIV not IX. The first series ended with Vol. XII in 1967. We began to republish in 1999 with Vol. XIII.

WILL JAMES SITS DEEP IN THE LEATHER AS WE GALLOP INTO

THE NEW MILLENNIUM

by

*William Gardner Bell
Past Sheriff, Potomac Corral*

In 1930, with three Wyoming summers behind me and with my veins charged with that love of the West that often overwhelms a native New Yorker, I attended a performance of the Fifth Annual World Series Rodeo at Madison Square Garden and was awe-struck to find Will James sitting in the adjoining box. I essayed a few shy teenage pleasantries and, through the medium of the chat, laid the foundations for a decade of correspondence with him at his Montana ranch. The friendship led to some precious letters and three inscribed books to add to my building library on the American West: The Three Mustangers, In the Saddle With Uncle Bill, and the Illustrated Classics Edition of Smoky.

Through the years I have cherished the inscription James penned on the color endpaper of the deluxe edition of Smoky. The painting portrays a cowboy “fogging” after a bunch of wild horses, and in my not too far-fetched experiences as a dude wrangler in Jackson Hole, Wyoming, and World War II cavalryman at a number of historic frontier posts in Wyoming, Kansas, and South Dakota, I occasionally imag-

ined myself living up to his personalized injunction to me to “Head ‘em off’.”

As my years piled up, I gathered in a number of original Will James sketches and letters, many photographs, and all of his books. While I harbor a deep sadness over his wasted years and talent, I hold also a profound appreciation of what he was and what he did when he was at his best. It was that admiration that led me to write a biography of the cowboy artist/author: Will James: The Life and Works of a Lone Cowboy (Flagstaff: Northland Press, 1987).

Those who don’t give a hoot about such things as the details of copyright may well be unaware that, once again, we have moved from the brink of a 20th Century precipice to one that will confront us deeper into the millennium. Will James represents a classic ex-

ample of how authors, publishers, and the government mesh in the field of publication, and how complicated and troublesome the process may be for one or all of the participants.

What’s it all about? The United States Congress recently moved the copyright period forward by twenty years. Thus the Lone Cowboy’s books will enter the public domain progressively in the period 2019-2037 rather than the period 1999-2017 that would have closed out the 20th Century with Will James’s first book, Cowboys North and South (1924).

Readers may recall that, under earlier regulations, a published work could be regis-



Will James. "A Broken Cinch." James's sketches always told a story. This one, done while he was in prison for rustling cows, forecasts a painting that would later appear in Smoky. This pencil sketch is from the author's collection, now in the Gene Autry Museum.



Will James (1892-1942), cowboy artist and author of such popular rangeland works as Smoky and Lone Cowboy.

Informal portrait by noted rodeo photographer, R. R. Doubleday.

tered with the United States Copyright Office for a period of 28 years. Where desired by the originating source, it could have been renewed for an additional 28 years. At the end of 56 years, a work would have entered the public domain. But this changed on January 1, 1978, when the copyright term, revised by Congress, was extended to 75 years. Will James's works were thus phased into that arrangement. But things did not end there.

In October 1998, Congress passed a new bill, sponsored by Congressman Sonny Bono of California, extending the copyright term by twenty years. Thus Will James's works have now been extended from 75 to 95 years under copyright protection. The same is true, it may be said, of my James biography.

Charles Scribner's Sons of New York published 24 Will James books, some in several editions, and held the copyright on all except James's last book, The American Cowboy (1942): Will held that on his own. In a generous gesture, Scribner's granted the renewal copyright to Will's brother, Auguste Dufault of Ottawa, Canada. When Auguste died in 1982, the rights passed to his wife, Albertine Dufault, and their sons. When Mrs. Dufault died in 1989, the central figure in copyright control became Robert J. Dufault, Auguste's son, Will's nephew.

When Scribners assigned the renewal copyright to Auguste and the Dufault family, it retained assignment rights to all of the books. Thus, over the years, Scribners has granted republication rights to such publishers as World, Forum, Grosset & Dunlap, the University of Nebraska Press, and, more recently, the Mountain Press Publishing Company.

There were other restrictions as well. Charles Scribner's Sons, which today is a part of the Simon & Schuster Consumer Group, retained the copyright to the most popular James book, Smoky the Cowhorse (1926), until 1999, when it granted the use to Mountain Press for inclusion in a reprint series of the full run of the original Scribner works. But the firm retained the rights to the color illustrations of James paintings which appeared in the Illustrated Classics Editions of Smoky (1929) and Lone Cowboy (1932); permission had to be requested from, and credit provided to, Charles Scribner's Sons in any reproduction of these attributed works. That continues today on the color illustrations in Smoky. Recently, Scribners passed the rights to Lone Cowboy in the first edition and the Classic edition to Will's Canadian family.

The Dufault family of Ottawa, Canada, has taken advantage of copyright renewal on James's work by executing contractual arrangements that license the use of the cowboy artist's work in the Scribner books to several entities, the most recent being the Will James Art Company of Billings, Montana. They in turn have provided permissions to the Mountain Press Publishing Company of Missoula, Montana, which is now a third of the way into reprinting cloth and paper facsimile editions of classic James work in a Tumbleweed Series. Its success has been evident in active sales and a requirement to reprint several volumes.

For my part, I look back with deep appreciation and distinct pleasure upon my friendship with Will James,

his brother Auguste, and his nephew Robert; upon personal visits, conversations, telephone calls, and letters over an extended period; and to Will's kindness in inscribing and signing several of his books to me.

As I have noted above, copyright regulations and registrations reveal that Will James's works will enter the public domain progressively in the period 2019-2037. His writing and art will thus become available to the general public as step-by-step copyright expirations occur, and his words and images will undoubtedly spread even further across the cultural landscape.

It would be fascinating to stick around to see how Westerners react to the Lone Cowboy's place in America's culture. Absent that, I hope my biography will become used and worn as it slides off and on the shelves of our nation's libraries. How nice if it became horse-eared instead of dog-eared!

THE AUTHOR

William Gardner Bell, resident member of the Potomac Corral since 1957 and from 1963 to 1966 the editor of its official publication *Corral Dust*, is a New Yorker whose interest in the West grew out of boyhood vacations in Wyoming's Jackson Hole country, was fostered during several following years as a dude wrangler, packer, and guide there, and fully matured in World War II military service at such great "frontier" posts as Forts Leavenworth and Riley in Kansas, Warren in Wyoming, and Meade in South Dakota. Following enlisted service as a horse trooper and noncommissioned officer in the 4th Cavalry, he was graduated from the United States Army's Cavalry School, and it was his destiny, as an officer in the mounted arm, to ride with American horse cavalry to its demise, going on to serve in the Italian campaign as an infantry platoon leader, company commander, and battalion staff officer.

Bill Bell has had a lifelong connection to cowboy artist and author Will James. He read the first couple of James books in the 1920s, met the Lone Cowboy in New York in 1930, corresponded with him through that decade, spoke on James before the Corral in 1984, and published his James biography in 1987. Over the years he has been published on his favorite subject in a variety



Photo: Robert Gauthier.

Will James's nephew, Robert J. Dufault, visits biographer William Gardner Bell at Bill's home in Arlington, Virginia in 1986 when Bill was well into Will James: The Life and Works of a Lone Cowboy.

of Western publications; indeed, another will appear in Old West early in the coming year. His James biography won first prize in Westerners International's CoFounders Award for the best nonfiction Western book of 1987.

Western Publications by Bell include:

Will James: The Life and Works of a Lone Cowboy, Flagstaff: Northland Press, 1987.

John Gregory Bourke: A Soldier - Scientist on the Frontier, Great Western Series No. 14, Potomac Corral, The Westerners, Washington

The Snake: A Noble and Various River, The Great Western Series No. 4, Potomac Corral, The Westerners, Washington D.C., 1969

Center of Military History:

Secretaries of War and Secretaries of the Army, 1980

Commanding Generals and Chiefs of Staff, 1983

Canoe Building

THEN . . .

J. A. Gilkey

In nearly every part of the world, where there was water for navigation, primitive peoples made some sort of craft for travel on those waters. The highest development of such craft was by the Indians of North America. The birch bark canoe of the northern Atlantic coast excelled all others, and the log canoe of the Pacific Northwest was its nearest rival.



*A Northwest whaling canoe
American Museum of Natural History, S.S. Kyers, Neg. #3843*

There were three types of canoes used on Puget Sound, each admirably fitted for the use for which it was designed. All were made from cedar trees because that was the only material suited for that purpose, the white birch of the variety used in the East being unknown on the Pacific coast.

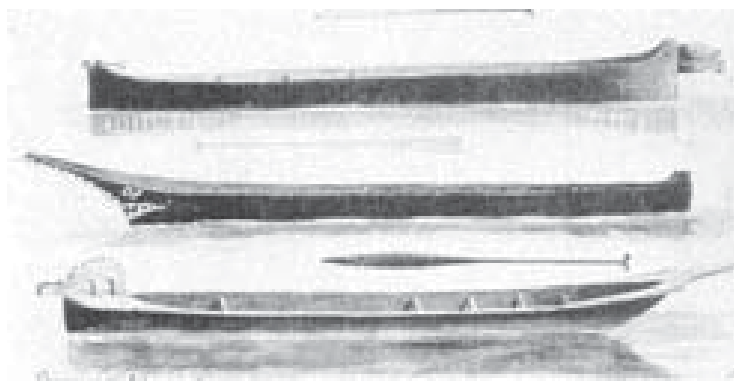
The racing canoe was much like the racing shell of the white man though made of a single tree like all the other types of canoes in this region. It was long and narrow, also shallow, and as light as it could be made without sacrificing strength. The process of construction was identical with that of the next to be described, so that need not be told here.

The shovel nose was the one used on rivers and streams. It was not so long and narrow as the racing, being from twenty to thirty-five feet in length and two to three feet in width. It was supposed to be described by its name, shovel nose, given it by white men, but that does not describe it very well, its ends being more like the narrow end of a teaspoon; yet not quite, for the ends did not come to a point, though quite narrow as compared with the middle, and were cut off square. It was deeper than the racing type and considerably thicker.

Manufacture: A suitable tree is found, that is, a tree that is not hollow, as many cedars are. The expert woodsman, whether red or white, knows a sound cedar by striking heavy blows upon it and by several well known tests that seem like instinct. It must be a tree large enough for two canoes of the desired size after the bark and sap wood are removed, for the sap soon rots.

The tree is chopped, in modern times by axes obtained from the white man; but imagine the labor required, from time immemorial, to cut down the tree and fashion the canoe with stone or elk horn tools. I have seen it done both ways so can testify to the cost in labor and patience. Then the tree is cut the required length and split in two parts, each for a canoe.

Now for the real construction. Half of the cut is put on skids. Usually, in making this smaller type it is first placed split side down and the outside shaped with hand chisels of horn, stone or more recently of steel. First, all of the sap is removed, then slowly the log is worked down to the shape of the outside of a canoe and left in the rough till the inside is completed. Next the log is turned over, levelled and securely propped.



Columbia River dugout canoes from a watercolor by Paul Kane. These fit the Lewis and Clark descriptions: a sea-going "Kilamox", the larger "Chinook" canoe found up to the Klickitat River, and the medium size canoe found up to The Dalles. Stark Museum of Art, Orange, Texas.

The inside: Small fires are built nearly the whole length on the flat or split side, cedar limbs and chips being used for the fire, which is kept going for several days. That burns a depression in the middle, care being taken not to burn it to the outside. After this space is thoroughly charred the coal is removed with a chisel and the fires started again, and again the coal is chipped off. This process is repeated till the inside is well along toward completion.

The canoe must be of even thickness on both sides at corresponding places, thicker at the bottom for strength and to serve as a keel. It is well known by white men as well as Indians that the thickness of any object can be quite accurately determined by holding a hand on each side. This the Indian would do, then going to the other side he could determine about how well the sides matched. Long experience made that test very good. It is remarkable how well he could make the measurements. I have seen wrecked canoes that were split into dozens of strips and they showed almost as much accuracy as if measured by calipers.

The canoe is brought approximately to its proper shape then filled with water, which is heated by putting in hot rocks, and it is kept hot for several days in order to soak and soften the wood.

Now two thwarts are sprung into place in the middle (the widest part) and gradually worked apart, one towards the bow and the other toward the stern. Obviously moving them from the widest part to narrower places spreads the canoe, which is the object -- to make a wider craft than the size of the tree. This goes on till the required width is obtained, when other and longer thwarts are put across the middle; then all are securely fastened to the gunwale by twisted withes of thongs.

These thwarts serve the double purpose of making the canoe wider and more rigid and greatly increasing its strength. The birch bark canoe of the east was treated the same, not to make it wider but to make it more rigid. In those canoes "Wickopy" was used to fasten the thwarts, that being the name given to the twisted inner bark of the basswood, it being nearly as strong as buckskin, and better where exposed to wet.

Now the canoe is allowed to dry thoroughly and the finishing is begun. Sand-stone is used to rub it smooth and the torch also to burn off all inequalities and bring it to a fine finish. Now the canoe is oiled inside and out and the fine oil driven in by the heat of the torch. Again and again this is repeated till the craft is saturated with oil and burned till it is almost black, and the canoe is finished.

It will be observed that this type has no sharp prow or



Photo: Dale Anderson

One of the few gigantic spruce trees preserved on the Olympic Peninsula



Photo: Dale Anderson

A Puget Sound canoe preserved at the Suquamish Tribal Museum at Quilcene, Washington

stern, both ends being something like a spoon in shape, sloping up from about one-fourth the length to both ends. This is of greatest importance. The prow being out of the water lets the swift current of mountain streams slide under it, otherwise it would be almost impossible to steer it in such waters.

Propelling: The shovel nose is propelled by paddle in deep and comparatively still water, but in swift streams the setting pole is used; that is a peeled fir about ten or twelve feet in length and 1 3/4 inches in diameter. It is invariably used, but the paddles are generally carried to use in event that deep and still water is encountered.

In using the pole, two men are often employed, one in the stern the other in the bow; both stand, otherwise they could not use the long poles.

It is thrilling to ride a horse that thinks he is boss, that is positive that he can throw his rider. It is thrilling to skim over miles of smooth ice on a New England lake. It is thrilling to ride on a smooth glassy road for miles in a sleigh "made just for two." But there is nothing that thrills one like standing in the stern of a shovel nose canoe and "shooting the rapids," where a slight mistake in any one of a dozen things would be fatal. To turn in and out among the rocks or half-sunken snags, missing them by a scant inch, shooting around a threatening whirlpool, eyes alert, muscles taut, nerves tingling, to emerge triumphant from half a mile of boiling cauldron, every inch of which was a threat, is a thrill almost unknown except in that experience.



*Photo: Dale Anderson
The design and construction methods of Northwest Indian canoes is so similar to those of the South Pacific that one has to presume some of the voyages to Hawaii may have missed and followed the Japanese Current on to the American continent. This is a canoe being constructed on Oahu by a preservationist group.*

The Chinook Canoe: In this type the Indians of the Northwest reached the highest development of their skill.

The process of construction is in most respects about the same as in the preceding, except that to get the thickness of both sides alike it is obvious that they cannot reach, with one hand on the outside and the other on the inside, for this canoe is many times larger. They reach as far as possible then, with an ingeniously made drill, somewhat like a bow and arrow, with an obsidian point, they drill small holes in corresponding places in both sides and with a small stick measure the thickness and chisel off where needed to make them alike.

Since the tree is too large to turn over as in the case of the smaller one, the log is felled onto skids large enough to permit the men to work underneath till it is reduced enough to let them roll it over somewhat.

Instead of the sloping stern, and prow, the Chinook type has sharp ends that extend down into the water. This holds the craft steady in storms and prevents it from being driven sidewise.

In the bow there is firmly fastened a high prow or figurehead from two to three feet in height, at a distance resembling the head and neck of a giraffe. It is supposed to have some superstitious significance but perhaps no white man knows what.

This canoe is spread the same as the others. A tree six feet in diameter will make a canoe eight feet wide amidships. Canoes are reported that were ten feet in width. I cannot vouch for that but there were trees large enough for that size. In length they were from fifty to seventy-five feet, though many smaller ones were in use on small bodies of water. The Chinook was propelled by paddles and oars.

The trees from which all these are made are mostly *Thuja plicata* (western red cedar) but further north, in British Columbia and Alaska, *Chamaecyparis nootkatensis* is used but few of them are large enough for the largest canoes.

The largest canoes were made by the Macahs, a coast tribe which lived near the ocean where cedars were very large. These canoes were used in pursuit of whales, which were often captured by the Macahs.

The Chinook canoe probably got its name from first having been seen on the lower Columbia, the home of the Chinooks, but that type of canoe was at its best much further north on Nootka Sound, the inside passage to Alaska, the Gulf of Georgia, Puget Sound and the coast of Washington.

Only in the making of canoes do the Indians of the Northwest show any artistic talent. Months are required to complete one of the large canoes and with a patience that would put a white man to shame they would work till the model seemed perfect and every touch seemed a caress, just as the Arab would caress his steed, and indeed the canoe was the Indian's steed, on the water, just as the horse was to the Arab's on the desert.



John A. Gilkey, House member in the 1897 Washington Legislature, listed himself as a Silver Republican. He was actively engaged as a speaker and writer in the cause of bimetallism and financial reform. Family tradition also has listed him as a strong supporter of higher education and Washington State College.

(See the 1999 *Corral Dust* for his article on the last great potlatch.)

Note from Buelha Gilkey to Dale Anderson in 1975:

“My father, John A. Gilkey, was born in 1853 and it was in 1873 that he and his Father went to Seattle to spy out the land, and it was here that the family settled. So it was no doubt about this time that he had his first experience of hearing the Indians on the Sound in their canoes. Doubtless this was about one hundred years ago, but these stories were written about 1930--1933.

“Grandpa William Gilkey bought a farm bordering on Lake Washington (in the 1870s); and our parents were married in Seattle and spent their early married life on a farm also on the lake where our brother, Norman, was born. Father and Mother later lived on an Indian Reservation for a couple of years. Father was Superintendent of the Indian boys and Mother, of the girls. When they moved to Montesano, Indians were still living there and enjoyed coming to our home as my parents could talk the Chinook. I well remember “Indian George,” who often came to our home but later moved to a reservation. His only daughter died in Montesano and was buried there and, as was the custom, everything of hers was also buried with her.

“One day about 1899 Vernice, Claire, and I had been wading in the Vynoochee River near the cabin of Indian George, and we had climbed upon a log to dry our feet, when one of us noticed something shining in the dirt below us. We climbed down to investigate. Buried were thousands of blue beads. We took home what we could carry. I still have half a dozen of them.

“All of this by way of explanation as to why Father knew so much about the ways of the Indians. His sympathy was always with them.”

This article is one of several J. A. Guilkey wrote in the 1930's about his experiences as an Indian Agent among the Skokomish Indians sometime during the 1870's. These articles had never been published and his daughter (My cousin) passed them on to me before she died. John Gilkey was my great uncle. He started writing after the age of seventy and become the “Poet Lariat” of the Northwest and frequently had poems published in the Oregon Journal and other papers including one called “The Lariat.” (The term “Poet Lariat” was later adopted and used by Will Rogers.

He had a great interest in the Northwest and its flora and fauna and was a student of the habits of the Indians. His sympathies were with them and he spoke and wrote on the subject for years. In 1903 he became the groundskeeper for Oregon State College and one daughter (Dr. Helen) a botanist, became the director of the OSC Herbarium, and authored a number of scientific books on the subject. John planted a coastal redwood tree in his backyard that is now a dominant feature of the neighborhood.

*He was probably one of the earliest “Tree Huggers.”
Dale L. Anderson, Past Sheriff, Potomac Corral.*

BOOK REVIEW

The Great Canoes - Reviving a Northwest Coast Tradition

by David Neel with Tom Heidlebaugh

“The cedar canoe was central to the lives of the Northwest Coast’s first peoples. With the increased use of gasoline driven boats in the late 19th century, the tradition of canoe building almost disappeared. But in the mid-1980s the great canoes began to be built again. They returned transformed, sacred vessels bearing ancient knowledge to the people.

This book, by Kwagiutl photographer David Neel, explores the rebirth of the Northwest Coast canoe. Neel combines 70 of his most spectacular photographs with words from elders, builders, paddlers, chiefs and young people. The photos and the text document the impressive canoe gatherings of the last few years, including the landmark Qatuwas Festival hosted by the Heiltsuk Nation of Bella Bella in 1993, which brought together more than 3,000 people from thirty nations, and the 1994 Tribal Journey’s paddle to Victoria for the opening of the Commonwealth Games.

Neel’s photographs capture quiet moments -- carvers engrossed in their work, elders bestowing traditional blessings, paddlers preparing for their journeys -- as well as the celebrations that greeted the crews in the villages they visited,

Throughout the book, people of many nations speak personally about how important the resurgence of the canoe has been to them and their communities.



Maiden voyage of the Weiwaikum nation canoe (Lightening Speed)



Colorful prows depict Northwest Indian themes

An afterthought by Tom Heidlebaugh explores the “Canoe Way of Knowledge.”

Full of hope, energy and spirit, *The Great Canoes* depicts the exciting rediscovery of an art -- and a way of life -- that once seemed lost forever.”

This book is notable because it shows that a lost skill and way of life can be recovered if people are dedicated enough and willing to sacrifice to retain ancestral skills and customs. Coming after the rather dismal prospects depicted by John Gilkey well over a century ago, it is truly an encouraging development.



Crews beach their canoes at Pauquachin, B.C.



Crews are resplendant with colorful costumes and paddles

David Neel, a member of the Fort Rupert Kwangiuatl Nation, is a photographer, writer and visual artist who comes from a

long line of visual artists. His work has been exhibited and collected internationally by galleries and museums, including the Smithsonian Institute, The Canadian Museum of Civilization and the Seattle Art Museum.

His book *Our Chief and Elders* was published in 1992.

He lives in Campbell River, BC. He built his own 25-foot cedar canoe in 1994.

Tom Heidlebaugh, an Algonquin/Amish/Irish writer and storyteller, spent over two months paddling to Bella Bella, BC, and back to Washington State in 1993.

The Great Canoes, ISBN 1-55054-185-4, 1995

Publish simultaneously by
The University of Washington Press
P.O. Box 50096
Seattle, WA 98145-5096

\$27.95



Calvin Hunt uses an elbow adze to hollow out the Comax nation's canoe. The sides will be steamed out to add a foot to the beam.

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HOMESTEADS, DRY LAND FARMS, AND THE RAILROADS

by
Dale L. Anderson,
Past Sheriff, Potomac Corral

The great westward movement was not all totally spontaneous. From Horace Greeley's exhortation to "Go west young man" to reports by missionaries and explorers, the eastern press was a significant factor in causing many pioneers to go west. Most of these pamphlets and news articles tended to create the illusion of a great paradise that was largely true for many early settlers. However, many late comers found to their sorrow that much of the west was no paradise for small homesteaders. .

After gold, and some cattle ranching to support the miners, the next important change was homestead-

ing and the development of a new form of farming. The developer, or at least an early proponent, of this system was a



Harvey Webster Campbell who was actively writing from the 1890's. His 1902 *Soil Culture Manual* "Explains how rain waters are stored and conserved in the soil; how moisture moves in the soil by capillary attraction, percolation and evaporation, and how these conditions may be regulated by cultivation." Followers of his procedures of letting land lie fallow every other year were called "Campbellites." (1) The methods were promoted to Easterners who were prospective settlers as a means of selling vast lands held by the railroads. The Chicago, Burlington & Quincy Railroad was the publisher of many of Campbell's manuals and other railroads pushed this concept of dry-land farming. Thus many areas previously bypassed by land hungry settlers were now purchased or homesteaded.

(1) Not to be confused with the religious movement created by Alexander Campbell, 1788 - 1866, founder of Bethany College, West Virginia, and leader of the Disciples of Christ movement.

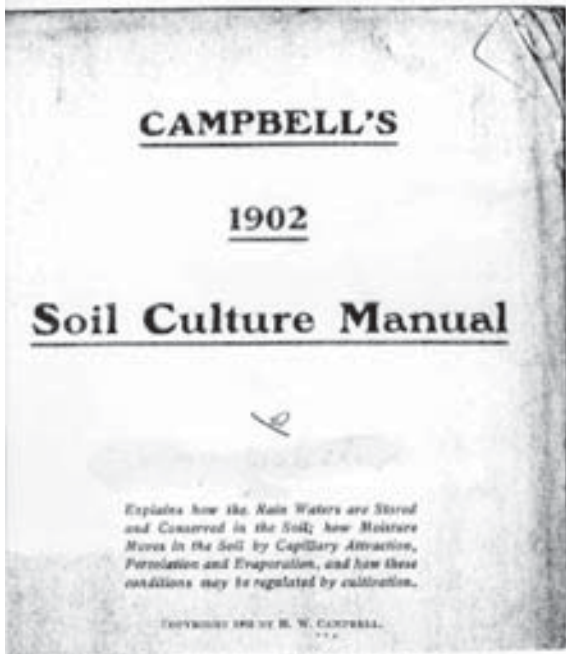
The westward movement of settlers looking for farm lands was, in itself, something of a religious movement. Followers of this westward agricultural philosophy supported the Granger movement and granges are still prevalent in Washington State. The author was master of the Endersby Grange in 1940 (It was in decline) and when I arrived in Washington, D.C. I joined Grange #1. As an economist, I was recruited to draft the Grange's National Agricultural Policy. Needless to say, the Grange strongly supported my marketing programs at the U.S.D.A.

This agrarian movement is still felt in the politics of Minnesota and other Northwest states.

MARVELS OF THE NEW WEST

A VIVID PORTRAYAL OF THE STUPENDOUS MARVELS IN THE VAST WONDERLAND WEST OF THE MISSOURI RIVER.
SIX BOOKS IN ONE VOLUME,
COMPRISING
MARVELS OF NATURE, MARVELS OF RACE, MARVELS OF ENTERPRISE, MARVELS OF MINING, MARVELS OF STOCK-RAISING, AND MARVELS OF AGRICULTURE,
GRAPHICALLY AND TRUTHFULLY DESCRIBED
BY
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AUTHOR OF OVER TWENTY STANDARD WORKS, INCLUDING "THE WHITE HOUSE SERIES OF BIOGRAPHIES," AND "YOUTH'S HISTORY OF THE REBELLION," in 4 VOLS.
ILLUSTRATED WITH OVER
THREE HUNDRED AND FIFTY FINE ENGRAVINGS AND MAPS.
NORWICH, CONN.
THE HENRY BILL PUBLISHING COMPANY.
1889.

Apparently you modern day historians are just too modest



This dog eared copy of Campbell's Soil Manual shows plenty of use.

Other western railroads were actively pushing settlement across the west. One example was *Dry Farming In West Texas - - Beyond the Pecos*, compiled and issued by the Passenger-Industrial Department of the Sunset Route, Houston, Texas. In 1904 the Oregon Railroad & Navigation Company (Southern Pacific Company Lines in Oregon) published a booklet *Oregon, Washington, Idaho and Their Resources - Mecca of the Homeseeker and Investor - A Land of Promise and Opportunity, Where the Soil, Climate and All Conditions Are Unsurpassable For the Successful Pursuance of Varied Industry.* (And that was just the title). The author states that “the movement of homeseekers and prospectors to the pacific Northwest in 1903 was one of the most phenomenal within its history. Oregon alone receiving about 40,000 new settlers. At the end of the year The Dalles Land District had 3,437,357 acres of unappropriated land ready for entry.” (This district included Wasco, Sherman, Gilliam, and part of Crook, Morrow, Grant and Clackamas counties).

With the completion of the transcontinental railroad in 1869 the railroads carried thousands of immigrants into the west. Public land had been offered for some years at \$1.25 an acre.

The railroads ran special immigrant trains besides their regular passenger trains and freight trains to bring settlers to the west cheaply. Since most of these people had come to America stowage class on ocean liners this was a natural extension of their westward trek.



Some of the pioneers could find no timber and had to build underground sod huts

In 1875, William Harris Rayner described his trip from Missouri to California. “The immigrant train was simply a freight train with some cheap box cars hitched on behind, and they were cheap too. The seats were made of four inch strips nailed together and the backs were



Wasco County Historical Society

The Bert Wyatt Eastern Oregon homestead cabin, 1900



Oregon State University Archives

This Frank Gifford photograph shows an Eastern Oregon homestead that apparently had found some available water

reversible so two seats could be thrown together. Some crates were stacked in a corner of each car which could be laid across the seats to form a bed. Each passenger had his own bed pack.

“The immigrant ticket cost \$15.00 as compared to passenger car tickets of \$60.00. There were six cars hooked on behind thirty-two freight cars. Two were reserved for men only, the others for families or single women.

After leaving Omaha seventy-five miles behind there was nothing but plains as far as I could see. About every fifty miles was a coaling station, water tank and a little house for the attendant. At times we would be switched off for passing trains and would wait for an hour or two. The passengers would unload and promenade the countryside. The only sign of vegetation was ball cactus and buffalo grass, frequently there was a large pile of bones piled by the track for shipment east as fertilizer. We saw a lot of antelope.

“One day we saw Pikes Peak. Another engine was hitched on for the pull through the mountains. There were no towns, but at coaling stations a woman would get on the train with a basket of doughnuts and sandwiches. There would be a man with her with a basket of pint and half pint bottles of whiskey.

“At Ogden we were permitted to change our paper money for gold coin, beyond there paper money was discounted. Our next stop was Sacramento.”

Another writer, Jonathan Raban, in his book *Bad Land - An American Romance*, described the immigrant trains going west through Montana in 1909. Conditions had not changed materially in 35 years.

“The roadbed was still soft, and when the emigrant train pulled out of Marmarth, North Dakota, its speed didn’t rise above that of a reasonably agile man on foot. As usual, it was already running more than five hours late; the published timetable was another railroad fiction.

“At the back of the train were the emigrant cars, each with a family, its livestock, furniture and farm implements snugly boxed into a single wagon. Whenever the train stopped at a station, these families could be seen living the life of Reilly; they slept in brass bound feather beds, tipped luxuriously



Union Pacific Historial Collection

back in rockers, played cards around their dining tables, while their cattle grieved and snorted at the bars of their compartments.

“To rent an emigrant car was relatively expensive. From Chicago to Miles City, Montana it cost 49 cents per hundred pounds, with a minimum charge of \$98 a car.

“The polyglot crowd in the coaches had to stow their belongings as best they could. Their stuff parceled in blankets, cardboard boxes, old flour sacks and flimsy suitcases lashed shut with rope, spilled into the gangways of the carriages, where it served as seat-



Union Pacific Historial Collection

The Union Pacific Archives billed these photos as “Immigrant Trains.”

They look more like regular passengers. About 1886

ing for children and beds for household cats. The toilets (one at each end of every coach), the poorly trimmed oil lamps, improvised cooking arrangements, and scanty opportunities for washing, gave the coaches a powerful and complicated smell that many settlers children would be able to recall in their nonage.

“The journey had to be survived on a bare wood-slatted seat with the temperature outside close to 90 degrees and the train barely moving.”

The Homestead Act said any person over 21 could have 160 acres if they lived on it for 5 years and improved it (added a building). In 1873 they modified the law to allow larger acreages. Congress also granted the railroads alternate sections for six miles on either side of the new roadbeds. Additional public land was also granted the states to establish agricultural colleges.

Of course, this open land the newcomers found did not include much of the rich bottom land of the Willamette or other valleys. Also, most of the lands with creeks or other water sources were taken. This sales booklets talked about the development of diversified farming and the breaking up of the great ranches into smaller acreages of family farms. What this meant was dry hills and elevated pastures, as it turns out, largely unsuited to small farms. These attracted many of these late coming homesteaders and settlers who expected to find their fortune with general agricultural production. In the long run it didn't happen. Shortage of water and specialized production made these small dryland farms uneconomical. By the 1930's most of these settlers had “starved out” and the cleared land was merged into larger and larger acreages economically suited to wheat farming, leaving behind the ruins of many homesteaders' dreams.

We presume this homestead deed for William J. Means was completed in 1900 (note the lack of a year after one thousand nine hundred) giving him clear title to the land. We think he filed his Donation Land Claim in 1894. He was one of the lucky ones, only one in six ever completed their contract.

This is what they came for, a land title, although few achieved it



(4-405 a.)

THE UNITED STATES OF AMERICA,

To all to whom these presents shall come, Greeting:

Homestead Certificate No. *34621*

Application *5038*

OF THE LAND OFFICE at *The Dalles Oregon*

Whereas There has been deposited in the GENERAL LAND OFFICE of the United States a CERTIFICATE OF THE REGISTER whereby it appears that, pursuant to the Act of Congress Approved 20th May, 1862, “To secure Homesteads to Actual Settlers on the Public Domain,” and the acts supplemental thereto, the claim of *William J. Means* has been established and duly consummated, in conformity to law, for the *North half of the South West quarter and the North half of the South East quarter of Section twenty-three in Township one South of Range twelve East of Willamette Meridian in Oregon containing one hundred and fifty acres.*

according to the OFFICIAL PLAT of the Survey of the said Land, returned to the GENERAL LAND OFFICE by the SURVEYOR GENERAL:

Now know ye, That there is, therefore, granted by the United States unto the said *William J. Means*

the tract of Land above described: **To have and to hold** the said tract of Land, with the appurtenances thereof, unto the said *William J. Means* and to his

heirs and assigns forever; subject to any vested and accrued water rights for mining, agricultural, manufacturing, or other purposes, and rights to ditches and reservoirs used in connection with such water rights, as may be recognized and acknowledged by the local customs, laws, and decisions of courts, and also subject to the right of the proprietor of a vein or lode to extract and remove his ore therefrom, should the same be found to penetrate or intersect the premises hereby granted, as provided by law. And there is reserved from the lands hereby granted, a right of way thereon for ditches or canals constructed by the authority of the United States.



In testimony whereof I *William Mc Kainley*, PRESIDENT OF THE UNITED STATES OF AMERICA, have caused these letters to be made Patent, and the seal of the GENERAL LAND OFFICE to be hereunto affixed.

GIVEN under my hand, at the CITY OF WASHINGTON, the *twelfth* day of *November*, in the year of our Lord one thousand nine hundred and *twentieth*

BY THE PRESIDENT: *William Mc Kainley*

By *A. M. Mc Bean* Secretary,

Recorded *Oregon*, Vol. *106*, Page *220* Recorder of the General Land Office.



THE OLD BOOK COMPANY OF MCLEAN
McLean, Virginia

Chet Hanson, Past Sheriff and current Chuck Wrangler & Registrar of Marks and Brands, certainly looks the part of a Western peace officer (or badman). His bookstore in Mclean, Virginia (The Old Book Company of Mclean) houses a fine collection of old books on the west, military history, and a host of other interesting subjects. The address is: 6829 Redmond Dr., Mclean, VA 22101. Tel.:703/734-0858, Home: 703/912-6124. Email: oldbkco@erols.com.

Books available from the Potomac Corral of Westerners:

To all Potomac Corral Members and Friends:
The Potomac Corral has a number of publications available for purchase or for donation to a favorite school or historical organization. If you have a donation you wish to make, donation copies are FREE. To purchase a book, the price is \$5.00/hardcover or \$2.50/softcover. It is interesting to note that our Potomac Corral publications are collectors items. A Phoenix book dealer (July 1997) offered one of the Corral's soft cover editions for \$20.00!

Publication number, title and quantities available are listed below. Hardcover quantities are denoted in [] while softcover quantities are denoted by () . Dick Fulton, Sutler, 5410 Ellzey Drive, Fairfax, VA 22032-2906, Tel: 703/278-8209.

Potomac Corral soft and hard cover publications:

2. Charles Marion Russell: Greatest of all Western Artists [0], (12)
 3. Charlie Siringo: Cowboy Detective [0], (32)
 4. The Snake: A Noble and Various River [0] , (29)
 5. Law on a Wild Frontier: Four Sheriffs of Lincoln County [0], (15)
 7. The Arkansas: Lifeline of Empire [9], (64)
 11. The Life of a Horse and Buggy Stage Line Operator [20], (69)
 13. Poems About the West [8], (1)
 14. John Gregory Bourke: A Soldier-Scientist on the Frontier [0], (13)
 15. Will Craft Barnes: A Westerner of Parts [0], (1)
 16. Remittance Men, Second Sons, and other Gentlemen of the West [44], (6)
- Special Publication 1: Companion and Colleague [0], (45)
Special Publication 2: A Brief History and Membership Roster, 1992 [0],(7)

Copies of the current Corral Dust 1999 and 2000 are available.

Book Listings and Reviews:

Indian Country, God's Country - Native Americans and the National Parks by Philip Burnham, 384 pages, maps, photos, timeline, index, Hardcover:\$27.50, ISBN: 1-55963-667-X, Island press, Dept. 2AU, P.O. Box 7, Covelo, CO 95428, Inquiries: 1-800-828-1302.

Burnham traces the complex relationship between native Americans and the national parks, relating how indians were removed, relocated, and otherwise kept at arm's length from the lands that have become some of our nation's most hallowed ground.



The Potomac Corral of Westerners International meets at the Cosmos Club, 2121 Massachusetts Ave., NW on the fourth Wednesday of each month, September through May.

Visitors are welcome but advance reservations are required.

Contact Chet Hanson (703) 734-0858. Cocktails are served from 6:30 p.m. Dinner at 7:00 p.m. followed by a speaker and a Western book raffle.