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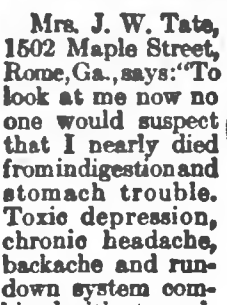
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Read About This Generous Money Back Guarantee

When you have any trouble with your stomach such as gas, heaviness and distention, why fool with things which at best can only give relief.

Why not get a medicine that will build up your upset, disordered stomach and make it so strong and vigorous that it will do its work without any help.

Such a medicine is Dare's Mentha Peppin, a delightful elixir that is sold by your local dealer and druggists everywhere with the distinct understanding that if it doesn't greatly help you your money will be gladly returned. It has helped thousands—it will no doubt help you.

**BLACKHEADS**

cannot be hidden. Get rid of them now by regular treatments with

**Resinol**

Convict Uniform Restored

The black-and-white striped prison garb, which was abolished a generation ago, has been reinstated at the Oregon state prison. Due to trouble with "hard-bolled" prisoners, Warden Little has ordered that incorrigible prisoners shall wear the striped uniform. There are 534 at the institution, but very few have been placed in the striped class.

An Unexcelled Remedy

for Cuts, Burns, Wounds and Sores. Hanford's Balm of Myrrh prevents infection; heals quickly. 35c all stores.—Adv.

**Misquotation**

"Why does a locomotive say 'choo-choo'?"

"It doesn't," answered Miss Cayenne. "I never heard any such expression. Even a locomotive is liable to be misquoted nowadays."

They are never alone who are accompanied by noble thought.—Sidney.

**The Trail Drivers of Texas**



ANDY ADAMS, Author of 'The Log of a Cowboy'

**THE TRAIL DRIVERS' MONUMENT FOR SAN ANTONIO**  
Courtesy San Antonio Chamber of Commerce

By ELMO SCOTT WATSON  
Whoopie-ti-ti-yo, git along little dogies,  
It's your misfortune, and none of my own.  
Whoopie-ti-ti-yo, git along little dogies,  
For you know Wyoming'll be your new home!  
—Old Cowboy Song.

AN ANTONIO, where stands the Alamo, the sacred shrine of liberty in the Lone Star state, is to have another memorial before which Texans will bow in homage to the historic past. It is to be a monument to the trail drivers upon whose mighty labors the prosperity of the state is based and whose deeds form one of the most romantic incidents in American pioneer history. The memorial is to cost \$100,000 and Gutzon Borglum of Stone mountain fame is now at work on it. Citizens of San Antonio have raised \$50,000 of that amount and the other \$50,000 is to be raised by contributions from all parts of the state.

When it is completed and dedicated the dream of the Old Trail Drivers' association, that rapidly dwindling band of men who rode the ranges of the Southwest more than half a century ago, to commemorate the service of their comrades who in the sixties and seventies drove nearly 10,000,000 head of beef cattle out of Texas to the railroad towns of Kansas and brought back with them approximately \$100,000,000 to save Texas and the cattle industry will be realized.

Last year the annual reunion of the Old Trail Drivers' association was a three-day affair with the selection of the site for the Borglum monument as one of the main features. The sculptor himself was there, put on a cowboy costume and rode in the parade which was the climax of the reunion. Other interesting figures in the parade were "Uncle Charley" Goodnight, former owner of the famous Goodnight ranch, whose experiments in crossing buffalo and Galloway cattle to produce the "catalo" gave him the nickname of "Catalo" Goodnight; "Uncle George" Glenn, a seventy-five-year-old negro and one of the most-beloved members of the association, who led a "riderless horse," in memory of his "boss" who had perished on the trail, and Mrs. Amanda Burks, the only woman alive known to have made the trip over the old Chisholm trail to Abilene, Kan., who is said to be the original of Talsie Lockhart, the heroine in Emerson Hough's "North of 36."

The president of the association is George W. Saunders of San Antonio and he has been the mainstay of the organization and the force behind the movement to erect the memorial in San Antonio. The association is an offshoot from the Texas Cattle Raisers' association, which meets every year to discuss ways and means for the improvement of the cattle business. At one of these meetings (in 1915) Mr. Saunders proposed an auxiliary organization of old-time trail drivers to be composed of men who "went up the trail" in the early days. "The organization was formed that year and in 1918 the first annual convention was held in Houston. Mr. Saunders became president in 1917, and has been the head of the association since that time.

At the 1917 reunion Mr. Saunders reported that the association had a membership of 500. Since then sons of the old trail drivers have been made eligible for membership. It also has a ladies' auxiliary, of which Mrs. R. R. Russell is chairman, and this auxiliary has had a large share in the work of raising money for the San Antonio memorial.

But the monument and the annual reunion are not the only memorials which the surviving trail drivers have erected to the comrades of their youth. There is one which is more durable than bronze or stone and which, even more strikingly than the sculptor's art, is an accurate picture of the lives and times of the men who engaged in the epic cattle trade. That is the book called "The Trail Drivers of Texas," compiled and edited by J. Marvin Hunter and published under the direction of President Saunders. The book was originally issued in two volumes, the first appearing in 1920 and the second in 1923. This year the two volumes have been issued as one by the Cokesbury Press of Nashville, Tenn.

When the second volume appeared three years ago, J. Frank Doble, a Texan, wrote of it: "The Trail Drivers of Texas" is not literature. Neither is Hakluyt's "Voyages" literature. Yet I have long thought the latter far superior in reality, in dramatic interest, in the reflection of a great body of men of a great age—the English seamen of the "spacious times" of Queen Elizabeth to Kingsley's "Westward Ho!" which is literature. "The Trail Drivers" is the very stuff from which literature is



A HERD ON THE TRAIL (From Harper's Weekly, 1874) In "The Pageant of America," Yale University Press

made, as Emerson Hough acknowledged and demonstrated in his "North of 36." Yet these volumes are more than mere source books. They are a remarkable social document. A hundred years hence people will read them for a picture of the men and times they record as we now read the diary of Samuel Pepys for its reflection not only of Pepys, but of the age of the Restoration.

"This is high praise; it is meant for such. Take these sketches from 'The Trail Drivers of Texas,' take Andy Adams' 'The Outlet,' take 'North of 36,' and if nothing else had been written on the subject, if nothing else had ever written, yet we should have a full and a just picture of the most picturesque and probably the most epic movement of men in the Western hemisphere—the movement of 9,800,000 cattle and 1,000,000 horses by 85,000 men in 28 years' time (estimate given by Saunders) over a weedy and beless and an uncharted land, stretching from the Gulf of Mexico—nay, in some instances from far into Mexico—clear to the Dominion of Canada."

This book, a collection of true stories of the actual experiences of these old-time cowmen, is proof again that "truth is stranger than fiction." Do you remember when Emerson Hough's "North of 36" appeared some three years ago and an Eastern critic took him to task for "historical inaccuracy" and kindred sins? Perhaps you remember, too, the furors that was raised by this critic's words. A great chorus of protest against the critic's aspersions went up. Such noted writers as Andy Adams, Charles Siringo, Eugene Manlove Rhodes, William McLeod Raine, J. Frank Davis, E. E. Harriman and Hugh Pendexter, Charles M. Russell, the noted cowboy painter, President Saunders of the Old Trail Drivers' association and other members of that association, as well as dozens of old-timers in every part of the country who had ridden the cattle trails, rallied to Hough's defense and had a hand in "taking several yards of skin" off of that particular critic before they were through with him. The fact was that Hough had obtained much of his data for his novel from "The Trail Drivers" book. Some of his "fiction" which seemed improbable or untrue was based on solid fact as told by the old-timers whose narratives appear in this book, and in some cases he actually toned down fact because it would have seemed too improbable!

In fact "The Trail Drivers of Texas" is full of material which a writer of fiction might hesitate to let his tale be considered improbable. In it are hundreds of stories of human endurance tested to the limit, of countless perils along the trail, from stampedes, from thirst, from hunger, from hostile Indians and even more desperate white men, of heroic deeds by men of whom President Saunders has well said, "I fear there will never be another set of men with such traits of character." Andy Adams' "Log of a Cowboy" has well been called the "epic of the cattle trade." In this compilation of the experiences of hundreds of other old-timers there is material for a dozen epics of the cattle trade, even though to Andy Adams must go the credit for having written the first one.

The conditions which produced these men now seem very remote and it is difficult to realize that it all began only sixty years ago, well within memory of many men now living. Consider first the cause and then the result will be more easily understood. At the close of the Civil war Texans who had served in the Confederate armies came home to find their state in a deplorable condition. It was virtually bankrupt. Texas possessed great wealth, but it was wealth which could not be

realized upon. Here's why: During the war the old men, small boys and negroes had taken care of the stock on the range, but the range was overstocked and there was no market for it. The western railroads had just begun to push west into Kansas and many hundred miles separated the Texas herds from the railroad towns in Kansas from which the cattle could be shipped east to the markets which wanted the cattle.

In 1868 one or two small herds had ventured north over a trail which later became famous as the Chisholm trail (it was named for Jesse Chisholm, a Cherokee cattle trader who had supplied the frontier posts before and during the war), and despite many hardships had proved that such a linking of demand and supply were possible. But the real impetus to the trade came about as the result of a conference in Junction City, Kan., in 1867 between Col. J. J. Meyers, a former member of the Fremont expedition and a Texas cattle hunter, and Joseph H. McCoy, a business man of Illinois. The arrangement was for Meyers to gather cattle in Texas, drive them overland to Abilene, Kan., where McCoy was to take charge and arrange for the shipment east. The news of the success of these two men spread like wild-fire among the Texas cattlemen and each successive year saw the mighty army of cattle men and horses marching north. And this continued for more than a quarter of a century!

One of the points in Emerson Hough's "North of 36" to which the critic took exception was Hough's having a herd of 4,500 go over the trail. Yet the fact remains that herds of that size or even larger (5,000 and 6,000 in later years) did go north over the Old Chisholm trail. For they dealt in big numbers in those days. In this book is the description of a trail herd strung out for 20 miles from "point" (the leaders) to "drag" (the rear). One old-timer tells of the joining of three herds thus: "When the two other herds came up with us we threw all three together and had about 9,000 in the bunch. Four thousand head of picked cattle were to be selected from this main herd and we started cutting early in the afternoon. By quitting time we had 500 head cut and the boss and his men took this bunch to hold for the night."

"At sundown, when we bedded down the cattle, there were eleven trail herds in sight. Along in the night a terrible storm came up. It was the worst for wind, rain and lightning I ever experienced. The cattle in all the herds broke and the next morning they were scattered over the plains as far as the eye could see in every direction. All the eleven trail herds were mixed up together. There were about 120 cowboys in the combined outfits and when we had made the general roundup we had about 88,000 head in one bunch. We worked for ten days before we could get the cattle separated and in shape to get under way."

One old-timer tells of swimming herds across the Red river when it was half a mile wide and doing it 13 times in one day! Another tells of riding three days and nights on one horse without sleep and with very little to eat. There is the story, too, of one outfit which arrived in Kansas with its cowboys actually on foot—they lost their horses but they brought the herd through!

No wonder Texas is proud of these men—that first trail driver who set forth in 1867 and, Columbus-like, dared the unknown to drive his cattle over the trackless waste to the north and of the hundreds who followed in his footsteps and endured all manner of hardship and danger—and wishes to pay her meed of honor to them while some of them still live.

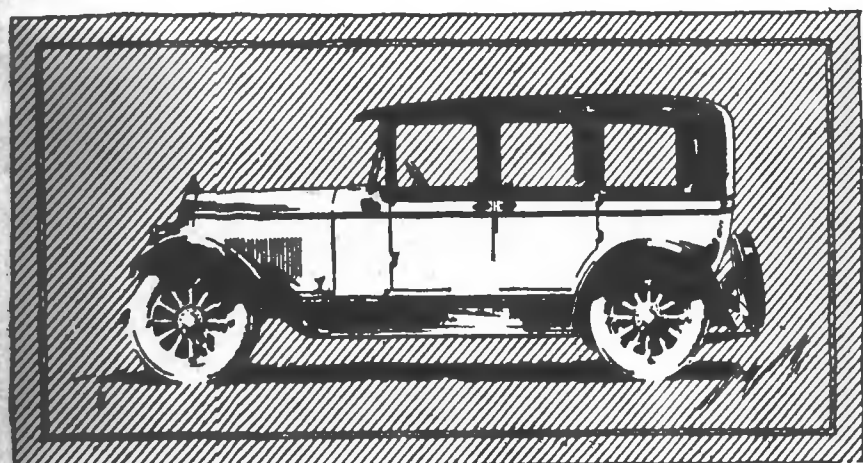
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