

...allah! It is more than just a woman," said the negro. "It is she whom he wills to marry. Every night he takes her picture from his bosom and swears on it to take thee. His servants have spoken of this."

"He is young!" frowned Savaran, beginning to see.

"So young that only down ships on his cheeks," nodded Abotu.

"Als havi, tures 'A brea bla i to us mo'...

...in with guns, lion, hi-y 'S said old i cub: teeth the men wise from dred boys with mock lar d the i 'Nt edes Afric 'Sa Mbu- 'But gets, will, vent, 'I wi sel, 'M be i- grin couple.

...am Mrs. Blunt, Mrs. J. R. Under- and that Miss Tompkins, Gen. Hamilton the Gran P's, Col. S. R. H. Tompkins, Capt. hunting w's, Fort Bliss, Capt. Nelson and

...a Dallas entertained in Rex Sefton club on Saturday evening American, Lee Washi, Tompkins and Miss drowning man grabs at Lee Hoch and son guests over the sea.

Rex Sefton, one of those gill- viking bull, thrusting youngster, was having his best moment. Arriving at Bemoy City heady with the optimism of youth, he had abruptly been pancaked flat by one of those collapses of plan youth rarely foresees.

From the moment when he had realized that a subaltern's job in the Malacca coast police was no high road to swift advancement and quick marriage, he has seen that his only hope for both lay in gaining renown by some big and dramatic coup. To take Savaran single handed was quite obviously the largest item on the honor schedule. That journeyman king and trouble maker had again set all Africa a-sig by almost founding another fighting empire, and the desire to suppress him for good and all was universal and earnest. When, therefore, word came that the eagle faced man was making for Bemoy, the boy did not hesi- tate.

...very bad flop indeed. It was while he was in the midst of this bitter realization that Lee Washington even into his orbit. Rex Sefton had noted the man vaguely as a large opaque body, occasionally, in the same fly ematted lounge of Bemoy's one man hotel as himself. Being British his consciousness of brother man got no further. Lee Wash-

...any thing to do with the human life. But I do submit and agree to help labor, advise, guide, kick sense into black boys and generally prove myself indispensable to your caravan as far as the Great Fess border—as far as that, no more. Is a deal?"

Rex Sefton sat back, his strange fair fineness a shade whiter.

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Do you know that on MONDAY

roup of will be

v, you can't \$25.00! And st twice that nart women them . . . s, at \$25.00, ightly—but in

SAN ANTONIO EXPRESS: SUNDAY MORNING, MAY 11, 1930.

CHIHUAHUA TRAIL LINKED 2 COUNTRIES

Continued from Page 1-D

gan to smoke. At such times a picky-pear leaf would be shoved in around it, which eliminated the fire hazard.

"They had a bed 15 feet long and six feet wide, with five or six yoke of oxen could haul 5,000 pounds of freight. Competition between the cart-freighters and those using mules and the prairie schooner became so keen that it broke out in the "cart war," in which several people were killed at Goiland before the state quelled the disturbance. These carts had been used in Mexico from the earliest times and were of the same construction in 1870 as they had been 200 years before. Later, when Mr. Stankle introduced some with iron wheels and axles, the old cart disappeared.

Just after the Civil War many trains were in operation over this trail, and among those interested in transportation were Roeka Garrady, David and Daniel Sada of Monterrey, Harry B. Adams, E. D. L. Wickes, Nat. Lewis, Sr., Groesbeck, Edward Froese, August Santleben, A. Talamantes, Peter Jonas, Henry Bitter, Louis Oze, A. A. Wulff, Charles Guerquin, Jesus Hernandez, W. H. Edgar, Anastasio Gonzalez, Elmer Jones and John Garzin of San An-

tonio. John Garzin had the finest outfit in the Southwest. He ran 12 wagons of 14 mules each.

Practically all the merchandise freighted into Mexico was from Europe. It was shipped through the great bonded warehouses at Indianola and Galveston. The larger freighters were also bonded. In 1875 Indianola was almost completely destroyed by a storm and Galveston became the port of entry until the G. H. & S. B. was completed and bonded to Luling. That point then became the starting place for goods shipped into Mexico.

An average mule train consisted of 12 wagons, 23 men and 250 animals. This train was divided into two sections, with a captain in charge of each. A wagon-master had charge of the entire train. Mexicans proved to be the best drivers. They could pick out an individual mule from the herd on the darkest night and knew the peculiarity and endurance of every animal in the train.

All outfits were well armed; most of them used a heavy needle gun .50 calibre, imported through Elmerdorf & Co. of San Antonio. About 1870 the Winchester displaced all others, on account of its ability to shoot 18 times with one loading.

When halting, away from a settlement, the drivers would form a corral by half-circling and stopping with their wagon tongues opposite the rear wheels of the wagon in front. In this formation they were prepared to corral their animals and repel attacks. When ready to start, the caporal would enter the corral and crack his whip. Immediately each mule would walk through between the wagons, back up to his own and await the harness.

Starting at 1 o'clock, they drove till 6 p. m., when they stopped to eat and let the mules graze. Starting again at 10 p. m., they drove till 3 a. m., when they stopped for rest and sleep. On the road again at 7 a. m., they drove till 10 a. m., then let the animals graze until 1 p. m.

The Chihuahua Trail

This was the usual procedure, it varied to meet the condition as occasion demanded: to get to water, grass, etc. Most of the American outfits depended on grazing alone, while the best Mexican trains carried their forage.

The Chihuahua Trail closely followed the present route of the Southern Pacific as far as the Pecos River. After crossing this river, just above where the bridge now stands, it turned northward and joined the old trail at Horsehead Crossing. Then due west through Fort Stockton to Leno, where it turned sharply southward going through the present towns of Limpia, Fort Davis, Marfa and Shafter to Presidio Del Norte. The San Antonio-El Paso stage usually took the east bank of the Pecos, but on account of water, freighters took the route on the west side.

Custom houses had been established on both sides of the river, but as the officials were friendly, no trouble of a serious nature was ever experienced there. From this crossing to Chihuahua was about 250 miles, going through El Rancho de la Mula, Chupadero, Julimes, Ruchamba Ranch to Chihuahua. The last 150 miles of this was through a desert country, where water and grass was scarce.

After unloading, most trains would go on to Parral, 175 miles south, and load up with silver bullion, which they brought to the mint at Chihuahua. This would be coined in about 10 days, it would then be loaded on the wagons and carried to Indianola, Galveston or Luling for shipment to Europe.

Gay Times, Too Chihuahua City is situated in

the valley of the Conchos River, the longest river in Mexico. In this section, apples and Irish potatoes grow wild. Many loads of them were gathered by freighters, hauled to Texas and sold to army posts. The city at the time of the Trail's greatest popularity, was very prosperous and its purchasing power was almost limitless. The great Santa Eulalia Mine had turned \$111,000,000 into circulation in Northern Mexico, and was directly responsible for the establishment of the Chihuahua Trail.

The trips were by no means dull affairs. When in Chihuahua freighters usually stopped at the Meson de Massarre, near the great market of the city, and took in all the sights and entertainments that the place offered, during the 10 or 15 days they remained before hitting the trail again. Passengers were carried on most of the trips—ladies sometimes made them—and at times, when an all-night haul was made, a heavy canvas was spread on the ground, the Mexican drivers formed an orchestra with their guitars and there, in the camp fire light, inside the corral made by the wagons, a regular hoe-down was enjoyed.

Game, of course, abounded all

along the trail. Buffalo were plentiful on the Concho River until 1878. Deer could be shot from the wagons without the trouble of having to hunt for them. While escorting the San Antonio-El Paso stage, Big Foot Wallace once shot a deer high up on the canyon wall, and as it came tumbling down it rolled under the mule's feet, almost causing a stampede. One train, returning empty from Chihuahua, came by Fort Concho, where they remained three weeks, in the fall of 1872, killing and packing buffalo meat and hides. These they hauled to San Antonio and offered for sale. The hides were disposed of for a fair price, but there was no market for buffalo steak, so the whole cargo—about 50,000 pounds—was hauled 10 miles south of town and dumped out.

Delivers Treasure Safely

The Indian, of course, was an ever present curse, and threat. It has been estimated that over 300 persons were killed by them during the time the trail was dominated by Texans—1857 to 1880. Countless herds of mules and cattle were stampeded and driven off by them, and they continued to be a source of considerable danger till freighting along this route was abandoned.

August Santleben made one of

the last profitable trips over the Trail. In 1876 he brought out the largest shipment of gold and silver ever hauled from Chihuahua City; \$350,000 in coin and 40,000 pounds of copper; \$24,000 was added to this before he crossed the Rio Grande. To protect this valuable cargo against robbers, he engaged a Mexican captain to accompany the train, with a company of dragoons. To the Rio Grande, General Ord, commanding the Department of Texas, stationed at San Antonio, furnished an escort of cavalry to that point. Upon arriving in San Antonio, Mr. Lockwood added \$50,000 to the amount to be taken to a bank in Galveston. It was all safely delivered; over \$500,000. Mr. Santleben earned on this round trip \$17,500.

The Chihuahua Trail ended in 1877, when the G. H. & S. A. was completed into San Antonio. In 1833 trains were running through to San Francisco over the Sunset Route. In 1885 the railroad was completed to Laredo, where it connected with the Mexican Central. Cost of the Trail.

Thus passed from usefulness one of the country's greatest arteries of commerce. Like all great pioneer enterprises, its establishment and development was at the price

of human blood. However, in all the recorded history of Texas, we search in vain for instances where in our forefathers hesitated to pay this price when even the smallest matter of duty or of honor called for it. Men rode the Old Chihuahua Trail. No weakling dared face the uncertainties of the waterless, Indian infested wastes west of the Pecos. From San Antonio to the City of Chihuahua graves and bleaching bones marked the iron boundary of its winding course.

A few of the old freighters are still living. They have seen chances wrought by the hand of man, that no human can possibly hope to see again. Nothing like this transformation is possible on any part of the earth. Frontiers of the world have disappeared. Everywhere, when the hand of the savage is raised against the white man, his punishment is swift and sure. No more will the two battle for supremacy over a choice piece of land, and we are indeed proud to have a few of these old pioneers with us as we ride a peaceful, but swift, trail into a complete subjugation of a disordered world. In riding, we can hope for nothing better to leave to our posterity, than records such as those left by our forefathers when they rode The Great Chihuahua Trail.

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