

## 1: The last trail drive through downtown Dallas. By Ben K. Green

*The Last Trail Drive Through Downtown Dallas [Ben K Green] on [www.enganchecubano.com](http://www.enganchecubano.com) \*FREE\* shipping on qualifying offers. The true and humorous account of the author's early venture into big-time horse trading and the problems involved in driving over a hundred head of horses through the villages and cities of Texas.*

A cattle drive typically covered about 10 to 15 miles a day with a drive to western Kansas taking between 25 and a days. Cowboys and Hands on a Typical Trail Drive Trail drivers were cowboys who moved cattle from a home range to a distant market or another range. A typical trail driving outfit consisted of a boss, who might or might not be the owner; 10 to 15 hands, each of whom had a string of from 5 to 10 horses; a horse wrangler remudero , who drove and herded the cow horses and a cook, who drove the chuck wagon. A "hoodlum" wagon carried the bedrolls. During the day, the men drove and grazed the cattle and at night herded them by relays. Typical meals consisted of bread, meat, beans with bacon and coffee. The First Chuckwagon in Texas The trail drive began in the late spring when grass was plentiful. For three months, a handful of man rode herd over more than head of wild longhorn cattle, moving them less than fifteen miles a day. The centerpiece of any cattle drive was the chuck wagon. Charles Goodnight is given credit for inventing the first of these by taking an old army wagon and strengthening it with extra hard wooden axles, and having a chuck box mounted on the rear end. A storage area to the front carried supplies and bedrolls. In many ways the cook or "cookie" was the most important member of the drive, and he generally got paid better than the other men. The cook drove the chuck wagon ahead of the herd and was responsible for selecting campsites in the evenings and stopovers for the noonday meal. Besides the cook, there was the trail boss, an experienced cowboy who had been up the trail before, knew where the grass and water were and also knew the dangers along the trail. Some cowboys were positioned at the front of the herd while others rode "flank" on the sides of the herd and still others rode "drag" at the back of the herd. All cowboys shared the job of watching the herd at night, hoping that the cattle did not become spooked and begin running. Younger cowboys were often given the job of horse wrangler. Their job was to care for the horses used to herd the animals along the long drive north. Dangers Along the Trail On the trail, cowboys encountered the boredom and dangers of riding herd on more than head of cattle. Cowboys ran into unpredictable weather. Crossing treacherous rivers, some cowboys and cattle drowned. There were rattlesnakes, stampedes, and Indians. In the early days of the cattle drives, Indians still ranged across West Texas, leading a nomadic lifestyle chasing buffalo. When the cowboys finally reached the end of the trail, they celebrated in grand style. Then it was back to Texas for another drive the next year. 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, 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. 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. 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 whole contraption was crated and transported to Weatherford for burial. The term "trail" has been used in Texas to designate routes used by Indians, buffalo hunters, military expeditions, immigration movements and cattle drives. Drives to northern markets began after the "rise" of grass in the spring and continued through the summer. During the peak of the season many herds where on the trail at the same time, sometimes only a few miles apart. A herd of to was considered the most favorable size for long drives. Smaller herd required about the same crew and overhead expense; larger herds faced problems of watering facilities, grass along the trail and general unwieldiness in handling. Daily travel distances were gauged by grass and water, the object being to fatten cattle en route. Trail drivers were cowboys who moved cattle from a home range to a distant market or another range. A typical trail driving outfit consisted of a boss, who might or might not be the owner; from 10 to 15 hands, each of whom had a string of from 5 to 10 horses; a horse wrangler remudero , who drove and herded the cow horses; and a cook , who drove the chuck wagon. During the day the men drove and grazed the cattle and at night herded them by relays. The first among the cow hands to arrive at Doans established in each spring were the trail cutters, men who represented the big cattle interest and who were ready to begin cutting out the strays from the big herds. Some of the trail cutters were J. The coming of the trail cutters was anticipated with much pleasure by the belles of Doans and Vernon,; it meant the social activities would be stimulated. The coming of the herds meant a time of business activity at Vernon and Doans. It might be likened to a good cotton fall. Supplies were purchased at Denison, Sherman, Gainesville and later Wichita Falls, and were freighted in. John Lytle, who with a cousin operated one of the most outstanding trailing firms in Texas, and his secretary would spend a month each year at Doans outfitting his herds and everything would be shipshape when they crossed Red River. Furnaces and corrals were erected at Doans for branding purposed, and other herds where outfitted there. Taylor Creager, who came as a settler in , first went through with a herd of cattle in on his way to Mobeetie. His herd was watered on Paradise Creek south of Vernon while the men got water and supplies at Condon Springs the present-day site of Hillcrest County Club. The cowboys had to get off their horses and wade out in the river to drive the cattle off sand bars to cross Pease River. Mallow, who became a frontier cowboy when he was a 12 year old boy, "went up the trail" with a big herd through Vernon and Doans several years before coming back in to settle in this county. Pease Flats would sometimes be covered with cattle for miles if the river was too high for the cattle to ford. Walter Lorange, who for many years was chief horse wrangler for Waggoner Ranch, once noted that in early days thousands of cattle were gathered on the prairies around Harrold waiting for shipment to market when that was the terminal of the Fort Worth and Denver Railway. First Hand Account of What it was Like to Go On a Traildrive The following first hand account of what it was like to go on a trail drive came from an interview in Waco with an elderly gentleman in a retirement home in The five month drive averaged 15 miles a day under the leadership of foreman Jim Flood, boss foreman for Don Lovell, cowman and drover. A new ferry had been established for wagons. The majestic grandeur of the river was apparent on every hand, with its red bluff banks, the sediment of its red waters marking the timber along its course, while the driftwood, lodged in trees and high on the banks, indicated what might be expected when she became sportive or angry. The crossing had been in use only a year or two when we forded, yet five graves, one of which was less than ten days made, attested her disregard for human life. It can safely be asserted that at this and lower trail crossings on Red River, the lives of more trail men were lost by drowning than on all other rivers together. The trail led up a divide between the Salt and North forks of Red River. Very few herds had ever passed over this route, but buffalo trails leading downstream, deep worn by generations of travel, were to seen by hundreds on every hand. Basing his action on the well founded

conclusions, he devoted his efforts to creating a large herd. We located on the Brazos River, where we operated for two years and then moved to Coryell county on the Colorado River, just south of Gatesville. Because of this fact, there took form a sort of gentlemen's agreement to govern the branding of the Mavericks and the only logical rule, it was that a rancher had the privilege of branding the unbranded cattle which were found with his critters or grazing on the range under his control. Many individuals started a herd by the simple process of locating a watering place, adopting a brand and then going out on the range to hunt and brand Mavericks. I, at the time, was about 11 years old and large enough to help ride the range. Father hired two hands, with whom I worked and all we did was to gather and brand mavericks. When the weather was element, we slept outside. Blankets were kept in the area of the chuck wagon and when nights were chilly, we would roll in a cover, otherwise, we did not. It consisted principally of beef, beans, both corn and wheat brand and dried fruit. We also, generally managed to have some canned vegetables. Black coffee was supplied in large quantities as was necessary to satisfy the appetite of our waddies and they drank a large amount of the beverage. He varied the manner of cooking the beef and beans, so the two foods did not become tiresome. One would arise each morning with an excellent appetite and would relish the broiled steak, sour-dough bread, sop, lick and black coffee. After the herd bedded down at night we left just one rider one duty at a time to keep watch, unless inclement weather was existing or threatening.

### 2: The Last Trail Drive Through Downtown Dallas by Ben K. Green

*The Last Trail Drive Through Downtown Dallas has 7 ratings and 1 review. Suzy said: This is the funniest (long) short story I believe I've ever read. !!*

This one road served pioneers, stage coach lines the Butterfield Overland being the most famous, soldiers, Native Americans, and, of course, cattle. The Shawnee Trail formed out of older Indian paths and military roads that linked forts from Kansas Territory to Texas. In Texas, this trail was called "Preston Road," as its official survey from began at Preston Point on the Red River, then terminated south at Cedar Springs now an intersection in downtown Dallas. Before the railroads crossed west of the Mississippi River, Texas cattle were usually driven east to New Orleans through heavy timber and thick underbrush. Using the rails, live cattle could then be shipped to slaughter houses in St. Louis and Chicago much quicker than when traveling by steam ship. Texas cattlemen used this road from the late s until a few years after the Civil War. Most cattle trails are quite famous. In Indian Territory, the trail first entered the Choctaw Nation. It skirted east of Fort Washita and into Boggy Depot, where the drovers bought, traded, or sold more cattle. The tribe demanded payment from the cowboys for the use of their lands, which irked a lot of the Texans. In more than one first-hand account, drovers would whine about the "usury" found in the Cross Timbered prairies. This small town at the southeastern corner of Indian Territory, Missouri, and Kansas Territory became the first true "cow town," with all the vice and excitement that the title implies: The Shawnee Trail crossed Missouri to Sedalia, but its time as a cow town was short lived. During the Civil War, drives ceased due to the violent unrest; after the war, most drovers brought their cattle to St. Within a few years, the cattle drives on the Shawnee Trail halted altogether - Illinois cattle trader Joseph McCoy had surveyed a far-less populated route to the west, which he named the Chisholm Trail. Cowboys abandoned the Shawnee Trail and routed their cattle instead through Wichita to Abilene, Kansas. While certainly the most historically interesting, the Shawnee Trail is not the best preserved. This is one road that has history written all over it! Frisco, a suburb just north of Dallas, sits on Old Preston Road. Its Heritage Museum displays an exhibit on the Shawnee Trail. Nothing much remains of old Preston, a trading post and trail crossing point that was drowned by Lake Texoma. The wagon ruts on the Military Road that ran through the grounds of Fort Washita can still be discerned. Drovers on the Shawnee Trail trailed east of the fort, as their cattle were not welcomed inside the post. Marcy, who laid it out as the famous "Gold Road" that took Gold Rushers to California in the late s. The original barns for the Pony Express in St. Joseph, Missouri, have been converted into an educational, and interactive museum. The old post hospital right still stands. While the Shawnee Trail took cattle to their doom from Mexico all the way to Missouri, the trail is easiest to follow north of Dallas. The West Bottoms in Kansas City once held industry, but now house trendy lofts.

# THE LAST TRAIL DRIVE THROUGH DOWNTOWN DALLAS pdf

## 3: Last Trail Drive Through Downtown Dallas, The - Texas Authors Institute of History

*The last trail drive through downtown Dallas. [Ben K Green; Joe Beeler] -- Take a feisty teen-ages with a saddle pocket full of money, a herd of unbroken, but cheap horses in West Texas, and a shortage of horses in East Texas and you have the beginning of a trail drive to.*

History[ edit ] Interstate 20 in Texas was designated in , and was to replace or run parallel to U. Initial construction began from east to west and as bypass loops around larger cities. By , the highway was complete from the Louisiana border to the western side of Fort Worth on a route to the south of US 80, with slower construction in the lesser populated areas of West Texas concurrent with US In , the entire concurrent designation of US 80 was removed from the I interchange to Dallas. I leaves the interchange with I with a speed limit of 80 until Milemarker Interstate 20 also generally heads to the east-northeast passing by the cities of Odessa and Midland while transitioning from the West Texas desert to the prairie. Near Sweetwater , I begins to head east as it heads towards the city of Abilene. In Abilene, I curves towards the north and transverses the northern part of the city while also forming the northern arc of the loop around the city. I continues heading east from Abilene until the town of Eastland when I takes a more northeasterly route towards Weatherford while transitioning from the West Texas prairie to the central plains of North Texas as the terrain grows hilly. I heads back towards the east when it interchanges with Interstate I forms the southern arc of the complete loop around the city of Fort Worth , and serves as the southernmost westâ€”east freeway in the Dallas-Fort Worth Metroplex. The interstate varies from 4 to 10 lanes from its I junction near Weatherford to its US junction near Terrell. I begins heading to the east as it passes to the north of the city of Canton. The intersection of I at US 69 in Lindale just north of Tyler is the highest traffic count intersection on I east of Terrell to the Louisiana state line. Auxiliary route[ edit ] Interstate 20 has one auxiliary route in Texas. Interstate is a I absorbed the southern section as part of its relocation to the south and I being extended westward over the old alignment of I through the center of town. Interstate 20 has fifteen business loops in the state, all located in western Texas. Along Texas Interstates, the alphabetic suffixes on business route names ascend eastward and northward. There are gaps in the alphabetic values to allow for future system expansion. The alphabetic naming suffixes are included as small letters on the bottom of route shields. Texas State Loop takes the place of a business route in Ranger, Texas , and follows the original route of U. I business routes in Texas generally follow the path of the former US 80 through the central portions of towns now bypassed by the Interstate route.

## 4: The Last Trail Drive Through Downtown Dallas (Limited Edition) by Green, Ben K -

*The last train out / From A lifetime in a year. PAu () Variant title: A lifetime in a year. Title appears in Document: miles & 89 other titles; songs.*

## 5: The last trail drive through downtown Dallas ( edition) | Open Library

*Flagstaff, Arizona: Northland Press, Joe Beeler. Limited Edition. Hardcover. Red and brown cloth with gilt and black lettering. Extremities rubbed. Small paper label on rear paste-down endpaper.*

## 6: GREEN "THE LAST TRAIL DRIVE THROUGH DOWNTOWN DALLAS" 1ST LTD ED HC/DJ NF/VG | eBay

*Auto Suggestions are available once you type at least 3 letters. Use up arrow (for mozilla firefox browser alt+up arrow) and down arrow (for mozilla firefox browser alt+down arrow) to review and enter to select.*

## 7: The Shawnee Trail

## THE LAST TRAIL DRIVE THROUGH DOWNTOWN DALLAS pdf

*The last trail drive through downtown Dallas by Ben K. Green, , Northland Press edition, in English.*

### 8: Texas History|Texas Trail Drives|Chisholm & Goodnight-Loving Trails

*This is "The Last Trail Drive Through Downtown Dallas" by Ben K. Green, in a first limited edition of copies published by Northland Press in This edition features the true and humorous account of the author's trail drive of over a hundred head of horses from West Texas through the towns and cities of Texas.*

### 9: Loft on the Katy Trail Available for Immediate Move

*A pristine copy in a fine dust jacket of Ben Green's last book with illustrations by Joe Beeler. The account of young teenager who wants to manage a horse drive in an era with towns, cities, highways coupled with inexperience of the dreamer and his band of friends who knew no more than he did.*

*The significance of life. Great Essays and Short Stories of Edgar Allen Poe Conversations with god part 3 XVII The Great Plague Insurance institutes in Australia, 1884-1984 Harlem Renaissance Remembered Meant for each other Official abap programming guidelines Flight of Marie Antoinette IP communications and services for NGN Mel Bay Easiest Rock Guitar Book Lewis Henry Morgan and the Invention of Kinship, New Edition Life Begins At Ninety Off the Motorway/Britain The infinite sea espa±ol Oral presentations. Light sources and instruments The drama of trine Picture of Dorian Gray, The (Classic Collection (Brilliance Audio)) Research in Education Management and Policy The secret memoirs of Lemuel Gulliver: satire, secrecy, and Swift / Audio radio handbook national semiconductor 1980 Instant Notes in Medicinal Chemistry Charles Clark in Memoriam Liturgy of the medieval church Fingerprint of an angel Curry and Rice on Forty Plates. Or the Ingredients of Social Life at / Foxfire confessions of a girl gang Imaging inflammation in Parkinsonian syndromes David J. Brooks Basic Guidance Set 2005 Direct Stock.Com (Direct Stock) Love in the morning Andre Dubus Tolerability of risk : the regulators story Tony Bandle An act to authorize the incorporated village of Trenton to impose and collect harbor dues, and for other Pension Benefits Law, 1996 The Pesticide Book The complete tax planning handbook for educators Valves and devices Save xps ument as How to run a hard disk PC Knight of the Basilisk*