Roughing It

Roughing It

[ILLUSTRATED]

By

Mark Twain

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OUR MORNING RIDE.

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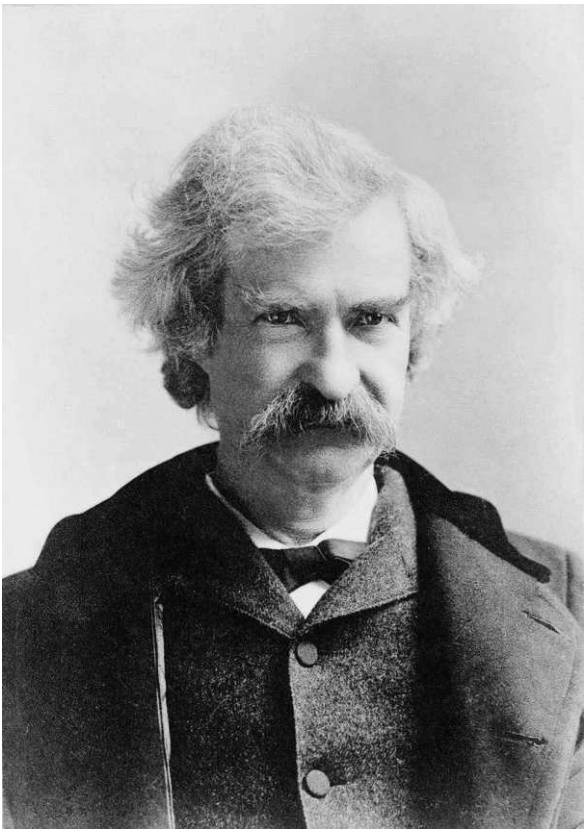
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About Author:



Samuel Langhorne Clemens (November 30, 1835 — April 21, 1910), better known by the pen name Mark Twain, was an American humorist, satirist, writer, and lecturer. Twain is most noted for his novels Adventures of Huckleberry Finn, which has since been called the Great American Novel, and The Adventures of Tom Sawyer. He is also known for his quotations. During his lifetime, Clemens became a friend to presidents, artists, leading industrialists, and European royalty. Clemens enjoyed immense public popularity, and his keen wit and incisive satire earned him praise from both critics and peers. American author William Faulkner called Twain "the father of American literature."

Prefatory

This book is merely a personal narrative, and not a pretentious history or a philosophical dissertation. It is a record of several years of variegated vagabondizing, and its object is rather to help the resting reader while away an idle hour than afflict him with metaphysics, or goad him with science. Still, there is information in the volume; information concerning an interesting episode in the history of the Far West, about which no books have been written by persons who were on the ground in person, and saw the happenings of the time with their own eyes. I allude to the rise, growth and culmination of the silver-mining fever in Nevada -a curious episode, in some respects; the only one, of its peculiar kind, that has occurred in the land; and the only one, indeed, that is likely to occur in it.

Yes, take it all around, there is quite a good deal of information in the book. I regret this very much; but really it could not be helped: information appears to stew out of me naturally, like the precious ottar of roses out of the otter. Sometimes it has seemed to me that I would give worlds if I could retain my facts; but it cannot be. The more I calk up the sources, and the tighter I get, the more I leak wisdom. Therefore, I can only claim indulgence at the hands of the reader, not justification.

THE AUTHOR.

Chapter I



My brother had just been appointed Secretary of Nevada Territory—-an office of such majesty that it concentrated in itself the duties and dignities of Treasurer, Comptroller, Secretary of State, and Acting Governor in the Governor's absence. A salary of eighteen hundred dollars a year and the title of "Mr. Secretary," gave to the great position an air of wild and imposing grandeur. I was young and ignorant, and I envied my brother. I coveted his distinction and his financial splendor, but particularly and especially the long, strange journey he was going to make, and the curious

new world he was going to explore. He was going to travel! I never had been away from home, and that word "travel" had a seductive charm for me. Pretty soon he would be hundreds and hundreds of miles away on the great plains and deserts, and among the mountains of the Far West, and would see buffaloes and Indians, and prairie dogs, and antelopes, and have all kinds of adventures, and may be get hanged or scalped, and have ever such a fine time, and write home and tell us all about it, and be a hero. And he would see the gold mines and the silver mines, and maybe go about of an afternoon when his work was done, and pick up two or three pailfuls of shining slugs, and nuggets of gold and silver on the hillside. And by and by he would become very rich, and return home by sea, and be able to talk as calmly about San Francisco and the ocean, and "the isthmus" as if it was nothing of any consequence to have seen those marvels face to face. What I suffered in contemplating his happiness, pen cannot describe. And so, when he offered me, in cold blood, the sublime position of private secretary under him, it appeared to me that the heavens and the earth passed away, and the firmament was rolled together as a scroll! I had nothing more to desire. My contentment was complete.

At the end of an hour or two I was ready for the journey. Not much packing up was necessary, because we were going in the overland stage from the Missouri frontier to Nevada, and passengers were only allowed a small quantity of baggage apiece. There was no Pacific railroad in those fine times of ten or twelve years ago—-not a single rail of it. I only proposed to stay in Nevada three months—-I had no thought of staying longer than that. I meant to see all I could that was new and strange, and then hurry home to business. I little thought that I would not see the end of that three-month pleasure excursion for six or seven uncommonly long years!

I dreamed all night about Indians, deserts, and silver bars, and in due time, next day, we took shipping at the St. Louis wharf on board a steamboat bound up the Missouri River.

We were six days going from St. Louis to "St. Jo."—-a trip that was so dull, and sleepy, and eventless that it has left no more impression on my memory than if its duration had been six minutes instead of that many

days. No record is left in my mind, now, concerning it, but a confused jumble of savage-looking snags, which we deliberately walked over with one wheel or the other; and of reefs which we butted and butted, and then retired from and climbed over in some softer place; and of sand-bars which we roosted on occasionally, and rested, and then got out our crutches and sparred over.

In fact, the boat might almost as well have gone to St. Jo. by land, for she was walking most of the time, anyhow—-climbing over reefs and clambering over snags patiently and laboriously all day long. The captain said she was a "bully" boat, and all she wanted was more "shear" and a bigger wheel. I thought she wanted a pair of stilts, but I had the deep sagacity not to say so.

Chapter 2



The first thing we did on that glad evening that landed us at St. Joseph was to hunt up the stage-office, and pay a hundred and fifty dollars apiece for tickets per overland coach to Carson City, Nevada.

The next morning, bright and early, we took a hasty breakfast, and hurried to the starting-place. Then an inconvenience presented itself which we had not properly appreciated before, namely, that one cannot make a heavy traveling trunk stand for twenty-five pounds of baggage —-because it weighs a good deal more. But that was all we could take —-twenty-five pounds each. So we had to snatch our trunks open, and make a selection in a good deal of a hurry. We put our lawful twenty-five pounds apiece all in one valise, and shipped the trunks back to St. Louis again. It was a sad parting, for now we had no swallow-tail coats and white kid gloves to wear

at Pawnee receptions in the Rocky Mountains, and no stove-pipe hats nor patent-leather boots, nor anything else necessary to make life calm and peaceful. We were reduced to a war-footing. Each of us put on a rough, heavy suit of clothing, woolen army shirt and "stogy" boots included; and into the valise we crowded a few white shirts, some under-clothing and such things. My brother, the Secretary, took along about four pounds of United States statutes and six pounds of Unabridged Dictionary; for we did not know—-poor innocents—-that such things could be bought in San Francisco on one day and received in Carson City the next. I was armed to the teeth with a pitiful little Smith & Wesson's seven-shooter, which carried a ball like a homoeopathic pill, and it took the whole seven to make a dose for an adult. But I thought it was grand. It appeared to me to be a dangerous weapon. It only had one fault—-you could not hit anything with it. One of our "conductors" practiced awhile on a cow with it, and as long as she stood still and behaved herself she was safe; but as soon as she went to moving about, and he got to shooting at other things, she came to grief. The Secretary had a small-sized Colt's revolver strapped around him for protection against the Indians, and to guard against accidents he carried it uncapped. Mr. George Bemis was dismally formidable. George Bemis was our fellow-traveler.

We had never seen him before. He wore in his belt an old original "Allen" revolver, such as irreverent people called a "pepper-box." Simply drawing the trigger back, cocked and fired the pistol. As the trigger came back, the hammer would begin to rise and the barrel to turn over, and presently down would drop the hammer, and away would speed the ball. To aim along the turning barrel and hit the thing aimed at was a feat which was probably never done with an "Allen" in the world. But George's was a reliable weapon, nevertheless, because, as one of the stage-drivers afterward said, "If she didn't get what she went after, she would fetch something else." And so she did. She went after a deuce of spades nailed against a tree, once, and fetched a mule standing about thirty yards to the left of it. Bemis did not want the mule; but the owner came out with a double-barreled shotgun and persuaded him to buy it, anyhow. It was a cheerful

weapon—-the "Allen." Sometimes all its six barrels would go off at once, and then there was no safe place in all the region round about, but behind it.

We took two or three blankets for protection against frosty weather in the mountains. In the matter of luxuries we were modest—-we took none along but some pipes and five pounds of smoking tobacco. We had two large canteens to carry water in, between stations on the Plains, and we also took with us a little shot-bag of silver coin for daily expenses in the way of breakfasts and dinners.

By eight o'clock everything was ready, and we were on the other side of the river. We jumped into the stage, the driver cracked his whip, and we bowled away and left "the States" behind us. It was a superb summer morning, and all the landscape was brilliant with sunshine. There was a freshness and breeziness, too, and an exhilarating sense of emancipation from all sorts of cares and responsibilities, that almost made us feel that the years we had spent in the close, hot city, toiling and slaving, had been wasted and thrown away. We were spinning along through Kansas, and in the course of an hour and a half we were fairly abroad on the great Plains. Just here the land was rolling—-a grand sweep of regular elevations and depressions as far as the eye could reach—-like the stately heave and swell of the ocean's bosom after a storm. And everywhere were cornfields, accenting with squares of deeper green, this limitless expanse of grassy land. But presently this sea upon dry ground was to lose its "rolling" character and stretch away for seven hundred miles as level as a floor!

Our coach was a great swinging and swaying stage, of the most sumptuous description—-an imposing cradle on wheels. It was drawn by six handsome horses, and by the side of the driver sat the "conductor," the legitimate captain of the craft; for it was his business to take charge and care of the mails, baggage, express matter, and passengers. We three were the only passengers, this trip. We sat on the back seat, inside. About all the rest of the coach was full of mail bags—-for we had three days' delayed mails with us. Almost touching our knees, a perpendicular wall of mail matter rose up to the roof. There was a great pile of it strapped on top of

the stage, and both the fore and hind boots were full. We had twenty-seven hundred pounds of it aboard, the driver said—-"a little for Brigham, and Carson, and 'Frisco, but the heft of it for the Injuns, which is powerful troublesome 'thout they get plenty of truck to read." But as he just then got up a fearful convulsion of his countenance which was suggestive of a wink being swallowed by an earthquake, we guessed that his remark was intended to be facetious, and to mean that we would unload the most of our mail matter somewhere on the Plains and leave it to the Indians, or whosoever wanted it.

We changed horses every ten miles, all day long, and fairly flew over the hard, level road. We jumped out and stretched our legs every time the coach stopped, and so the night found us still vivacious and unfatigued.

After supper a woman got in, who lived about fifty miles further on, and we three had to take turns at sitting outside with the driver and conductor. Apparently she was not a talkative woman. She would sit there in the gathering twilight and fasten her steadfast eyes on a mosquito rooting into her arm, and slowly she would raise her other hand till she had got his range, and then she would launch a slap at him that would have jolted a cow; and after that she would sit and contemplate the corpse with tranquil satisfaction—-for she never missed her mosquito; she was a dead shot at short range. She never removed a carcase, but left them there for bait. I sat by this grim Sphynx and watched her kill thirty or forty mosquitoes—-watched her, and waited for her to say something, but she never did. So I finally opened the conversation myself. I said:

"The mosquitoes are pretty bad, about here, madam."

"You bet!"

"What did I understand you to say, madam?"

"You *bet*!"

Then she cheered up, and faced around and said:

"Danged if I didn't begin to think you fellers was deef and dumb. I did, b'gosh. Here I've sot, and sot, and sot, a-bust'n muskeeters and wonderin'

what was ailin' ye. Fust I thot you was deef and dumb, then I thot you was sick or crazy, or suthin', and then by and by I begin to reckon you was a passel of sickly fools that couldn't think of nothing to say. Wher'd ye come from?"

The Sphynx was a Sphynx no more! The fountains of her great deep were broken up, and she rained the nine parts of speech forty days and forty nights, metaphorically speaking, and buried us under a desolating deluge of trivial gossip that left not a crag or pinnacle of rejoinder projecting above the tossing waste of dislocated grammar and decomposed pronunciation!

How we suffered, suffered, suffered! She went on, hour after hour, till I was sorry I ever opened the mosquito question and gave her a start. She never did stop again until she got to her journey's end toward daylight; and then she stirred us up as she was leaving the stage (for we were nodding, by that time), and said:

"Now you git out at Cottonwood, you fellers, and lay over a couple o' days, and I'll be along some time to-night, and if I can do ye any good by edgin' in a word now and then, I'm right thar. Folks'll tell you't I've always *ben* kind o' offish and partic'lar for a gal that's raised in the woods, and I am, with the rag-tag and bob-tail, and a gal has to be, if she wants to be anything, but when people comes along which is my equals, I reckon I'm a pretty sociable heifer after all."

We resolved not to "lay by at Cottonwood."

Chapter 3



About an hour and a half before daylight we were bowling along smoothly over the road—-so smoothly that our cradle only rocked in a gentle, lulling way, that was gradually soothing us to sleep, and dulling our consciousness—-when something gave away under us! We were dimly aware of it, but indifferent to it. The coach stopped. We heard the driver and conductor talking together outside, and rummaging for a lantern, and swearing because they could not find it—-but we had no interest in whatever had happened, and it only added to our comfort to think of those people out there at work in the murky night, and we snug in our nest with the curtains drawn. But presently, by the sounds, there seemed to be an examination going on, and then the driver's voice said:

"By George, the thoroughbrace is broke!"

This startled me broad awake—-as an undefined sense of calamity is always apt to do. I said to myself: "Now, a thoroughbrace is probably part of a horse; and doubtless a vital part, too, from the dismay in the driver's voice. Leg, maybe—-and yet how could he break his leg waltzing along such a road as this? No, it can't be his leg. That is impossible, unless he was reaching for the driver. Now, what can be the thoroughbrace of a horse, I wonder? Well, whatever comes, I shall not air my ignorance in this crowd, anyway."

Just then the conductor's face appeared at a lifted curtain, and his lantern glared in on us and our wall of mail matter. He said: "Gents, you'll have to turn out a spell. Thoroughbrace is broke."

We climbed out into a chill drizzle, and felt ever so homeless and dreary. When I found that the thing they called a "thoroughbrace" was the massive combination of belts and springs which the coach rocks itself in, I said to the driver:

"I never saw a thoroughbrace used up like that, before, that I can remember. How did it happen?"

"Why, it happened by trying to make one coach carry three days' mail —-that's how it happened," said he. "And right here is the very direction which is wrote on all the newspaper-bags which was to be put out for the Injuns for to keep 'em quiet. It's most uncommon lucky, becuz it's so nation dark I should 'a' gone by unbeknowns if that air thoroughbrace hadn't broke."

I knew that he was in labor with another of those winks of his, though I could not see his face, because he was bent down at work; and wishing him a safe delivery, I turned to and helped the rest get out the mail-sacks. It made a great pyramid by the roadside when it was all out. When they had mended the thoroughbrace we filled the two boots again, but put no mail on top, and only half as much inside as there was before. The conductor bent all the seat-backs down, and then filled the coach just half full of mail-bags from end to end. We objected loudly to this, for it left us no seats. But

the conductor was wiser than we, and said a bed was better than seats, and moreover, this plan would protect his thoroughbraces. We never wanted any seats after that. The lazy bed was infinitely preferable. I had many an exciting day, subsequently, lying on it reading the statutes and the dictionary, and wondering how the characters would turn out.

The conductor said he would send back a guard from the next station to take charge of the abandoned mail-bags, and we drove on.

It was now just dawn; and as we stretched our cramped legs full length on the mail sacks, and gazed out through the windows across the wide wastes of greensward clad in cool, powdery mist, to where there was an expectant look in the eastern horizon, our perfect enjoyment took the form of a tranquil and contented ecstasy. The stage whirled along at a spanking gait, the breeze flapping curtains and suspended coats in a most exhilarating way; the cradle swayed and swung luxuriously, the pattering of the horses' hoofs, the cracking of the driver's whip, and his "Hi-yi! g'lang!" were music; the spinning ground and the waltzing trees appeared to give us a mute hurrah as we went by, and then slack up and look after us with interest, or envy, or something; and as we lay and smoked the pipe of peace and compared all this luxury with the years of tiresome city life that had gone before it, we felt that there was only one complete and satisfying happiness in the world, and we had found it.

After breakfast, at some station whose name I have forgotten, we three climbed up on the seat behind the driver, and let the conductor have our bed for a nap. And by and by, when the sun made me drowsy, I lay down on my face on top of the coach, grasping the slender iron railing, and slept for an hour or more. That will give one an appreciable idea of those matchless roads. Instinct will make a sleeping man grip a fast hold of the railing when the stage jolts, but when it only swings and sways, no grip is necessary. Overland drivers and conductors used to sit in their places and sleep thirty or forty minutes at a time, on good roads, while spinning along at the rate of eight or ten miles an hour. I saw them do it, often. There was no danger about it; a sleeping man will seize the irons in time when the coach

jolts. These men were hard worked, and it was not possible for them to stay awake all the time.

By and by we passed through Marysville, and over the Big Blue and Little Sandy; thence about a mile, and entered Nebraska. About a mile further on, we came to the Big Sandy—-one hundred and eighty miles from St. Joseph.

As the sun was going down, we saw the first specimen of an animal known familiarly over two thousand miles of mountain and desert—-from Kansas clear to the Pacific Ocean—-as the "jackass rabbit." He is well named. He is just like any other rabbit, except that he is from one third to twice as large, has longer legs in proportion to his size, and has the most preposterous ears that ever were mounted on any creature but a jackass.

When he is sitting quiet, thinking about his sins, or is absent-minded or unapprehensive of danger, his majestic ears project above him conspicuously; but the breaking of a twig will scare him nearly to death, and then he tilts his ears back gently and starts for home. All you can see, then, for the next minute, is his long gray form stretched out straight and "streaking it" through the low sage-brush, head erect, eyes right, and ears just canted a little to the rear, but showing you where the animal is, all the time, the same as if he carried a jib. Now and then he makes a marvelous spring with his long legs, high over the stunted sage-brush, and scores a leap that would make a horse envious. Presently he comes down to a long, graceful "lope," and shortly he mysteriously disappears. He has crouched behind a sage-bush, and will sit there and listen and tremble until you get within six feet of him, when he will get under way again. But one must shoot at this creature once, if he wishes to see him throw his heart into his heels, and do the best he knows how. He is frightened clear through, now, and he lays his long ears down on his back, straightens himself out like a yard-stick every spring he makes, and scatters miles behind him with an easy indifference that is enchanting.

Our party made this specimen "hump himself," as the conductor said. The secretary started him with a shot from the Colt; I commenced spitting

at him with my weapon; and all in the same instant the old "Allen's" whole broadside let go with a rattling crash, and it is not putting it too strong to say that the rabbit was frantic! He dropped his ears, set up his tail, and left for San Francisco at a speed which can only be described as a flash and a vanish! Long after he was out of sight we could hear him whiz.

I do not remember where we first came across "sage-brush," but as I have been speaking of it I may as well describe it.

This is easily done, for if the reader can imagine a gnarled and venerable live oak-tree reduced to a little shrub two feet-high, with its rough bark, its foliage, its twisted boughs, all complete, he can picture the "sage-brush" exactly. Often, on lazy afternoons in the mountains, I have lain on the ground with my face under a sage-bush, and entertained myself with fancying that the gnats among its foliage were liliputian birds, and that the ants marching and countermarching about its base were liliputian flocks and herds, and myself some vast loafer from Brobdignag waiting to catch a little citizen and eat him.

It is an imposing monarch of the forest in exquisite miniature, is the "sage-brush." Its foliage is a grayish green, and gives that tint to desert and mountain. It smells like our domestic sage, and "sage-tea" made from it taste like the sage-tea which all boys are so well acquainted with. The sage-brush is a singularly hardy plant, and grows right in the midst of deep sand, and among barren rocks, where nothing else in the vegetable world would try to grow, except "bunch-grass." —-["Bunch-grass" grows on the bleak mountain-sides of Nevada and neighboring territories, and offers excellent feed for stock, even in the dead of winter, wherever the snow is blown aside and exposes it; notwithstanding its unpromising home, bunch-grass is a better and more nutritious diet for cattle and horses than almost any other hay or grass that is known—-so stock-men say.]—-The sage-bushes grow from three to six or seven feet apart, all over the mountains and deserts of the Far West, clear to the borders of California. There is not a tree of any kind in the deserts, for hundreds of miles—-there is no vegetation at all in a regular desert, except the sage-brush and its cousin the "greasewood," which is so much like the sage-brush that the difference

amounts to little. Camp-fires and hot suppers in the deserts would be impossible but for the friendly sage-brush. Its trunk is as large as a boy's wrist (and from that up to a man's arm), and its crooked branches are half as large as its trunk—-all good, sound, hard wood, very like oak.

When a party camps, the first thing to be done is to cut sage-brush; and in a few minutes there is an opulent pile of it ready for use. A hole a foot wide, two feet deep, and two feet long, is dug, and sage-brush chopped up and burned in it till it is full to the brim with glowing coals. Then the cooking begins, and there is no smoke, and consequently no swearing. Such a fire will keep all night, with very little replenishing; and it makes a very sociable camp-fire, and one around which the most impossible reminiscences sound plausible, instructive, and profoundly entertaining.

Sage-brush is very fair fuel, but as a vegetable it is a distinguished failure. Nothing can abide the taste of it but the jackass and his illegitimate child the mule. But their testimony to its nutritiousness is worth nothing, for they will eat pine knots, or anthracite coal, or brass filings, or lead pipe, or old bottles, or anything that comes handy, and then go off looking as grateful as if they had had oysters for dinner. Mules and donkeys and camels have appetites that anything will relieve temporarily, but nothing satisfy.

In Syria, once, at the head-waters of the Jordan, a camel took charge of my overcoat while the tents were being pitched, and examined it with a critical eye, all over, with as much interest as if he had an idea of getting one made like it; and then, after he was done figuring on it as an article of apparel, he began to contemplate it as an article of diet. He put his foot on it, and lifted one of the sleeves out with his teeth, and chewed and chewed at it, gradually taking it in, and all the while opening and closing his eyes in a kind of religious ecstasy, as if he had never tasted anything as good as an overcoat before, in his life. Then he smacked his lips once or twice, and reached after the other sleeve. Next he tried the velvet collar, and smiled a smile of such contentment that it was plain to see that he regarded that as the daintiest thing about an overcoat. The tails went next, along with some percussion caps and cough candy, and some fig-paste from Constantinople.

And then my newspaper correspondence dropped out, and he took a chance in that —-manuscript letters written for the home papers. But he was treading on dangerous ground, now. He began to come across solid wisdom in those documents that was rather weighty on his stomach; and occasionally he would take a joke that would shake him up till it loosened his teeth; it was getting to be perilous times with him, but he held his grip with good courage and hopefully, till at last he began to stumble on statements that not even a camel could swallow with impunity. He began to gag and gasp, and his eyes to stand out, and his forelegs to spread, and in about a quarter of a minute he fell over as stiff as a carpenter's work-bench, and died a death of indescribable agony. I went and pulled the manuscript out of his mouth, and found that the sensitive creature had choked to death on one of the mildest and gentlest statements of fact that I ever laid before a trusting public.

I was about to say, when diverted from my subject, that occasionally one finds sage-bushes five or six feet high, and with a spread of branch and foliage in proportion, but two or two and a half feet is the usual height.

Chapter 4



SURF-BATHING—SUCCESS.

As the sun went down and the evening chill came on, we made preparation for bed. We stirred up the hard leather letter-sacks, and the knotty canvas bags of printed matter (knotty and uneven because of projecting ends and corners of magazines, boxes and books). We stirred them up and redisposed them in such a way as to make our bed as level as possible. And we did improve it, too, though after all our work it had an upheaved and billowy look about it, like a little piece of a stormy sea. Next we hunted up our boots from odd nooks among the mail-bags where they had settled, and put them on. Then we got down our coats, vests, pantaloons and heavy woolen shirts, from the arm-loops where they had been swinging all day, and clothed ourselves in them—-for, there being no ladies either at the stations or in the coach, and the weather being hot, we had looked to our comfort by stripping to our underclothing, at nine o'clock in the morning.

All things being now ready, we stowed the uneasy Dictionary where it would lie as quiet as possible, and placed the water-canteens and pistols where we could find them in the dark. Then we smoked a final pipe, and swapped a final yarn; after which, we put the pipes, tobacco and bag of coin in snug holes and caves among the mail-bags, and then fastened down the coach curtains all around, and made the place as "dark as the inside of a cow," as the conductor phrased it in his picturesque way. It was certainly as dark as any place could be—-nothing was even dimly visible in it. And finally, we rolled ourselves up like silk-worms, each person in his own blanket, and sank peacefully to sleep.

Whenever the stage stopped to change horses, we would wake up, and try to recollect where we were—-and succeed—-and in a minute or two the stage would be off again, and we likewise. We began to get into country, now, threaded here and there with little streams. These had high, steep banks on each side, and every time we flew down one bank and scrambled up the other, our party inside got mixed somewhat. First we would all be down in a pile at the forward end of the stage, nearly in a sitting posture, and in a second we would shoot to the other end, and stand on our heads. And we would sprawl and kick, too, and ward off ends and corners of mail-bags that came lumbering over us and about us; and as the dust rose from the tumult, we would all sneeze in chorus, and the majority of us would grumble, and probably say some hasty thing, like: "Take your elbow out of my ribs!—-can't you quit crowding?"

Every time we avalanched from one end of the stage to the other, the Unabridged Dictionary would come too; and every time it came it damaged somebody. One trip it "barked" the Secretary's elbow; the next trip it hurt me in the stomach, and the third it tilted Bemis's nose up till he could look down his nostrils—-he said. The pistols and coin soon settled to the bottom, but the pipes, pipe-stems, tobacco and canteens clattered and floundered after the Dictionary every time it made an assault on us, and aided and abetted the book by spilling tobacco in our eyes, and water down our backs.

Still, all things considered, it was a very comfortable night. It wore gradually away, and when at last a cold gray light was visible through the puckers and chinks in the curtains, we yawned and stretched with satisfaction, shed our cocoons, and felt that we had slept as much as was necessary. By and by, as the sun rose up and warmed the world, we pulled off our clothes and got ready for breakfast. We were just pleasantly in time, for five minutes afterward the driver sent the weird music of his bugle winding over the grassy solitudes, and presently we detected a low hut or two in the distance. Then the rattling of the coach, the clatter of our six horses' hoofs, and the driver's crisp commands, awoke to a louder and stronger emphasis, and we went sweeping down on the station at our smartest speed. It was fascinating—-that old overland stagecoaching.

We jumped out in undress uniform. The driver tossed his gathered reins out on the ground, gaped and stretched complacently, drew off his heavy buckskin gloves with great deliberation and insufferable dignity—-taking not the slightest notice of a dozen solicitous inquires after his health, and humbly facetious and flattering accostings, and obsequious tenders of service, from five or six hairy and half-civilized station-keepers and hostlers who were nimbly unhitching our steeds and bringing the fresh team out of the stables—-for in the eyes of the stage-driver of that day, station-keepers and hostlers were a sort of good enough low creatures, useful in their place, and helping to make up a world, but not the kind of beings which a person of distinction could afford to concern himself with; while, on the contrary, in the eyes of the station-keeper and the hostler, the stage-driver was a hero—-a great and shining dignitary, the world's favorite son, the envy of the people, the observed of the nations. When they spoke to him they received his insolent silence meekly, and as being the natural and proper conduct of so great a man; when he opened his lips they all hung on his words with admiration (he never honored a particular individual with a remark, but addressed it with a broad generality to the horses, the stables, the surrounding country and the human underlings); when he discharged a facetious insulting personality at a hostler, that hostler was happy for the day; when he uttered his one jest—-old as the hills, coarse, profane, witless, and

inflicted on the same audience, in the same language, every time his coach drove up there—-the *varlets* roared, and slapped their thighs, and swore it was the best thing they'd ever heard in all their lives. And how they would fly around when he wanted a basin of water, a gourd of the same, or a light for his pipe!—-but they would instantly insult a passenger if he so far forgot himself as to crave a favor at their hands. They could do that sort of insolence as well as the driver they copied it from—-for, let it be borne in mind, the overland driver had but little less contempt for his passengers than he had for his hostlers.

The hostlers and station-keepers treated the really powerful conductor of the coach merely with the best of what was their idea of civility, but the driver was the only being they bowed down to and worshipped. How admiringly they would gaze up at him in his high seat as he gloved himself with lingering deliberation, while some happy hostler held the bunch of reins aloft, and waited patiently for him to take it! And how they would bombard him with glorifying ejaculations as he cracked his long whip and went careering away.

The station buildings were long, low huts, made of sundried, mud-colored bricks, laid up without mortar (*adobes*, the Spaniards call these bricks, and Americans shorten it to 'dobies). The roofs, which had no slant to them worth speaking of, were thatched and then sodded or covered with a thick layer of earth, and from this sprung a pretty rank growth of weeds and grass. It was the first time we had ever seen a man's front yard on top of his house. The building consisted of barns, stable-room for twelve or fifteen horses, and a hut for an eating-room for passengers. This latter had bunks in it for the station-keeper and a hostler or two. You could rest your elbow on its eaves, and you had to bend in order to get in at the door. In place of a window there was a square hole about large enough for a man to crawl through, but this had no glass in it. There was no flooring, but the ground was packed hard. There was no stove, but the fire-place served all needful purposes. There were no shelves, no cupboards, no closets. In a corner stood an open sack of flour, and nestling against its base were a

couple of black and venerable tin coffee-pots, a tin teapot, a little bag of salt, and a side of bacon.

By the door of the station-keeper's den, outside, was a tin wash-basin, on the ground. Near it was a pail of water and a piece of yellow bar soap, and from the eaves hung a hoary blue woolen shirt, significantly —-but this latter was the station-keeper's private towel, and only two persons in all the party might venture to use it—-the stage-driver and the conductor. The latter would not, from a sense of decency; the former would not, because did not choose to encourage the advances of a station-keeper. We had towels—-in the valise; they might as well have been in Sodom and Gomorrah. We (and the conductor) used our handkerchiefs, and the driver his pantaloons and sleeves. By the door, inside, was fastened a small old-fashioned looking-glass frame, with two little fragments of the original mirror lodged down in one corner of it. This arrangement afforded a pleasant double-barreled portrait of you when you looked into it, with one half of your head set up a couple of inches above the other half. From the glass frame hung the half of a comb by a string—-but if I had to describe that patriarch or die, I believe I would order some sample coffins.

It had come down from Esau and Samson, and had been accumulating hair ever since—-along with certain impurities. In one corner of the room stood three or four rifles and muskets, together with horns and pouches of ammunition. The station-men wore pantaloons of coarse, country-woven stuff, and into the seat and the inside of the legs were sewed ample additions of buckskin, to do duty in place of leggings, when the man rode horseback—-so the pants were half dull blue and half yellow, and unspeakably picturesque. The pants were stuffed into the tops of high boots, the heels whereof were armed with great Spanish spurs, whose little iron clogs and chains jingled with every step. The man wore a huge beard and mustachios, an old slouch hat, a blue woolen shirt, no suspenders, no vest, no coat—-in a leathern sheath in his belt, a great long "navy" revolver (slung on right side, hammer to the front), and projecting from his boot a horn-handled bowie-knife. The furniture of the hut was neither gorgeous nor much in the way. The rocking-chairs and sofas were not present, and never

had been, but they were represented by two three-legged stools, a pine-board bench four feet long, and two empty candle-boxes. The table was a greasy board on stilts, and the table-cloth and napkins had not come—-and they were not looking for them, either. A battered tin platter, a knife and fork, and a tin pint cup, were at each man's place, and the driver had a queens-ware saucer that had seen better days. Of course this duke sat at the head of the table. There was one isolated piece of table furniture that bore about it a touching air of grandeur in misfortune. This was the caster. It was German silver, and crippled and rusty, but it was so preposterously out of place there that it was suggestive of a tattered exiled king among barbarians, and the majesty of its native position compelled respect even in its degradation.

There was only one cruet left, and that was a stopperless, fly-specked, broken-necked thing, with two inches of vinegar in it, and a dozen preserved flies with their heels up and looking sorry they had invested there.

The station-keeper upended a disk of last week's bread, of the shape and size of an old-time cheese, and carved some slabs from it which were as good as Nicholson pavement, and *tenderer*.

He sliced off a piece of bacon for each man, but only the experienced old hands made out to eat it, for it was condemned army bacon which the United States would not feed to its soldiers in the forts, and the stage company had bought it cheap for the sustenance of their passengers and employees. We may have found this condemned army bacon further out on the plains than the section I am locating it in, but we found it—-there is no gainsaying that.

Then he poured for us a beverage which he called "Slum gullion," and it is hard to think he was not inspired when he named it. It really pretended to be tea, but there was too much dish-rag, and sand, and old bacon-rind in it to deceive the intelligent traveler.

He had no sugar and no milk—-not even a spoon to stir the ingredients with.

We could not eat the bread or the meat, nor drink the "slumgullion." And when I looked at that melancholy vinegar-cruet, I thought of the anecdote (a very, very old one, even at that day) of the traveler who sat down to a table which had nothing on it but a mackerel and a pot of mustard. He asked the landlord if this was all. The landlord said:

"All! Why, thunder and lightning, I should think there was mackerel enough there for six."

"But I don't like mackerel."

"Oh—-then help yourself to the mustard."

In other days I had considered it a good, a very good, anecdote, but there was a dismal plausibility about it, here, that took all the humor out of it.

Our breakfast was before us, but our teeth were idle.

I tasted and smelt, and said I would take coffee, I believed. The station-boss stopped dead still, and glared at me speechless. At last, when he came to, he turned away and said, as one who communes with himself upon a matter too vast to grasp:

"Coffee! Well, if that don't go clean ahead of me, I'm d——-d!"

We could not eat, and there was no conversation among the hostlers and herdsmen—-we all sat at the same board. At least there was no conversation further than a single hurried request, now and then, from one employee to another. It was always in the same form, and always gruffly friendly. Its western freshness and novelty startled me, at first, and interested me; but it presently grew monotonous, and lost its charm. It was:

"Pass the bread, you son of a skunk!" No, I forget—-skunk was not the word; it seems to me it was still stronger than that; I know it was, in fact, but it is gone from my memory, apparently. However, it is no matter—-probably it was too strong for print, anyway. It is the landmark in my memory which tells me where I first encountered the vigorous new vernacular of the occidental plains and mountains.

We gave up the breakfast, and paid our dollar apiece and went back to our mail-bag bed in the coach, and found comfort in our pipes. Right here we suffered the first diminution of our princely state. We left our six fine horses and took six mules in their place. But they were wild Mexican fellows, and a man had to stand at the head of each of them and hold him fast while the driver gloved and got himself ready. And when at last he grasped the reins and gave the word, the men sprung suddenly away from the mules' heads and the coach shot from the station as if it had issued from a cannon. How the frantic animals did scamper! It was a fierce and furious gallop—-and the gait never altered for a moment till we reeled off ten or twelve miles and swept up to the next collection of little station-huts and stables.

So we flew along all day. At 2 P.M. the belt of timber that fringes the North Platte and marks its windings through the vast level floor of the Plains came in sight. At 4 P.M. we crossed a branch of the river, and at 5 P.M. we crossed the Platte itself, and landed at Fort Kearney, fifty-six hours out from St. Joe—-*three hundred miles*!

Now that was stage-coaching on the great overland, ten or twelve years ago, when perhaps not more than ten men in America, all told, expected to live to see a railroad follow that route to the Pacific. But the railroad is there, now, and it pictures a thousand odd comparisons and contrasts in my mind to read the following sketch, in the New York Times, of a recent trip over almost the very ground I have been describing. I can scarcely comprehend the new state of things:

"*Across the continent*.

"At 4.20 P.M., Sunday, we rolled out of the station at Omaha, and started westward on our long jaunt. A couple of hours out, dinner was announced—-an 'event' to those of us who had yet to experience what it is to eat in one of Pullman's hotels on wheels; so, stepping into the car next forward of our sleeping palace, we found ourselves in the dining-car. It was a revelation to us, that first dinner on Sunday. And though we continued to dine

for four days, and had as many breakfasts and suppers, our whole party never ceased to admire the perfection of the arrangements, and the marvelous results achieved. Upon tables covered with snowy linen, and garnished with services of solid silver, Ethiop waiters, flitting about in spotless white, placed as by magic a repast at which Delmonico himself could have had no occasion to blush; and, indeed, in some respects it would be hard for that distinguished chef to match our menu; for, in addition to all that ordinarily makes up a first-chop dinner, had we not our antelope steak (the gormand who has not experienced this —-bah! what does he know of the feast of fat things?) our delicious mountain-brook trout, and choice fruits and berries, and (sauce piquant and unpurchasable!) our sweet-scented, appetite-compelling air of the prairies? "You may depend upon it, we all did justice to the good things, and as we washed them down with bumpers of sparkling Krug, whilst we sped along at the rate of thirty miles an hour, agreed it was the fastest living we had ever experienced. (We beat that, however, two days afterward when we made twenty-seven miles in twenty-seven minutes, while our Champagne glasses filled to the brim spilled not a drop!) After dinner we repaired to our drawing-room car, and, as it was Sabbath eve, intoned some of the grand old hymns—-"Praise God from whom," *etc*.; "Shining Shore," "Coronation," *etc*.—-the voices of the men singers and of the women singers blending sweetly in the evening air, while our train, with its great, glaring Polyphemus eye, lighting up long vistas of prairie, rushed into the night and the Wild. Then to bed in luxurious couches, where we slept the sleep of the just and only awoke the next morning (Monday) at eight o'clock, to find ourselves at the crossing of the North Platte, three hundred miles from Omaha—-fifteen hours and forty minutes out."

Chapter 5



Another night of alternate tranquillity and turmoil. But morning came, by and by. It was another glad awakening to fresh breezes, vast expanses of level greensward, bright sunlight, an impressive solitude utterly without visible human beings or human habitations, and an atmosphere of such amazing magnifying properties that trees that seemed close at hand were more than three mile away. We resumed undress uniform, climbed atop of the flying coach, dangled our legs over the side, shouted occasionally at our frantic mules, merely to see them lay their ears back and scamper faster, tied our hats on to keep our hair from blowing away, and leveled

an outlook over the world-wide carpet about us for things new and strange to gaze at. Even at this day it thrills me through and through to think of the life, the gladness and the wild sense of freedom that used to make the blood dance in my veins on those fine overland mornings!

Along about an hour after breakfast we saw the first prairie-dog villages, the first antelope, and the first wolf. If I remember rightly, this latter was the regular cayote (pronounced ky-o-*te*) of the farther deserts. And if it was, he was not a pretty creature or respectable either, for I got well acquainted with his race afterward, and can speak with confidence. The cayote is a long, slim, sick and sorry-looking skeleton, with a gray wolf-skin stretched over it, a tolerably bushy tail that forever sags down with a despairing expression of forsakenness and misery, a furtive and evil eye, and a long, sharp face, with slightly lifted lip and exposed teeth. He has a general slinking expression all over. The cayote is a living, breathing allegory of Want. He is always hungry.

He is always poor, out of luck and friendless. The meanest creatures despise him, and even the fleas would desert him for a velocipede. He is so spiritless and cowardly that even while his exposed teeth are pretending a threat, the rest of his face is apologizing for it. And he is so homely!—-so scrawny, and ribby, and coarse-haired, and pitiful. When he sees you he lifts his lip and lets a flash of his teeth out, and then turns a little out of the course he was pursuing, depresses his head a bit, and strikes a long, soft-footed trot through the sage-brush, glancing over his shoulder at you, from time to time, till he is about out of easy pistol range, and then he stops and takes a deliberate survey of you; he will trot fifty yards and stop again—-another fifty and stop again; and finally the gray of his gliding body blends with the gray of the sage-brush, and he disappears. All this is when you make no demonstration against him; but if you do, he develops a livelier interest in his journey, and instantly electrifies his heels and puts such a deal of real estate between himself and your weapon, that by the time you have raised the hammer you see that you need a minie rifle, and by the time you have got him in line you need a rifled cannon, and by the time you have "drawn a bead" on him you see well enough that nothing but an

unusually long-winded streak of lightning could reach him where he is now. But if you start a swift-footed dog after him, you will enjoy it ever so much—-especially if it is a dog that has a good opinion of himself, and has been brought up to think he knows something about speed.

The cayote will go swinging gently off on that deceitful trot of his, and every little while he will smile a fraudful smile over his shoulder that will fill that dog entirely full of encouragement and worldly ambition, and make him lay his head still lower to the ground, and stretch his neck further to the front, and pant more fiercely, and stick his tail out straighter behind, and move his furious legs with a yet wilder frenzy, and leave a broader and broader, and higher and denser cloud of desert sand smoking behind, and marking his long wake across the level plain! And all this time the dog is only a short twenty feet behind the cayote, and to save the soul of him he cannot understand why it is that he cannot get perceptibly closer; and he begins to get aggravated, and it makes him madder and madder to see how gently the cayote glides along and never pants or sweats or ceases to smile; and he grows still more and more incensed to see how shamefully he has been taken in by an entire stranger, and what an ignoble swindle that long, calm, soft-footed trot is; and next he notices that he is getting fagged, and that the cayote actually has to slacken speed a little to keep from running away from him—-and then that town-dog is mad in earnest, and he begins to strain and weep and swear, and paw the sand higher than ever, and reach for the cayote with concentrated and desperate energy. This “spurt” finds him six feet behind the gliding enemy, and two miles from his friends. And then, in the instant that a wild new hope is lighting up his face, the cayote turns and smiles blandly upon him once more, and with a something about it which seems to say: “Well, I shall have to tear myself away from you, bub—-business is business, and it will not do for me to be fooling along this way all day”—-and forthwith there is a rushing sound, and the sudden splitting of a long crack through the atmosphere, and behold that dog is solitary and alone in the midst of a vast solitude!

It makes his head swim. He stops, and looks all around; climbs the nearest sand-mound, and gazes into the distance; shakes his head reflectively,

and then, without a word, he turns and jogs along back to his train, and takes up a humble position under the hindmost wagon, and feels unspeakably mean, and looks ashamed, and hangs his tail at half-mast for a week. And for as much as a year after that, whenever there is a great hue and cry after a cayote, that dog will merely glance in that direction without emotion, and apparently observe to himself, "I believe I do not wish any of the pie."

The cayote lives chiefly in the most desolate and forbidding desert, along with the lizard, the jackass-rabbit and the raven, and gets an uncertain and precarious living, and earns it. He seems to subsist almost wholly on the carcases of oxen, mules and horses that have dropped out of emigrant trains and died, and upon windfalls of carrion, and occasional legacies of offal bequeathed to him by white men who have been opulent enough to have something better to butcher than condemned army bacon.

He will eat anything in the world that his first cousins, the desert-frequenting tribes of Indians will, and they will eat anything they can bite. It is a curious fact that these latter are the only creatures known to history who will eat nitro-glycerine and ask for more if they survive.

The cayote of the deserts beyond the Rocky Mountains has a peculiarly hard time of it, owing to the fact that his relations, the Indians, are just as apt to be the first to detect a seductive scent on the desert breeze, and follow the fragrance to the late ox it emanated from, as he is himself; and when this occurs he has to content himself with sitting off at a little distance watching those people strip off and dig out everything edible, and walk off with it. Then he and the waiting ravens explore the skeleton and polish the bones. It is considered that the cayote, and the obscene bird, and the Indian of the desert, testify their blood kinship with each other in that they live together in the waste places of the earth on terms of perfect confidence and friendship, while hating all other creature and yearning to assist at their funerals. He does not mind going a hundred miles to breakfast, and a hundred and fifty to dinner, because he is sure to have three or four days between meals, and he can just as well be traveling and looking at the sce-

nery as lying around doing nothing and adding to the burdens of his parents.

We soon learned to recognize the sharp, vicious bark of the cayote as it came across the murky plain at night to disturb our dreams among the mail-sacks; and remembering his forlorn aspect and his hard fortune, made shift to wish him the blessed novelty of a long day's good luck and a limitless larder the morrow.

Chapter 6



Our new conductor (just shipped) had been without sleep for twenty hours. Such a thing was very frequent. From St. Joseph, Missouri, to Sacramento, California, by stage-coach, was nearly nineteen hundred miles, and the trip was often made in fifteen days (the cars do it in four and a half, now), but the time specified in the mail contracts, and required by the schedule, was eighteen or nineteen days, if I remember rightly. This was to make fair allowance for winter storms and snows, and other unavoidable causes of detention. The stage company had everything under strict discipline and good system. Over each two hundred and fifty miles of road they placed an agent or superintendent, and invested him with great authority. His beat or jurisdiction of two hundred and fifty miles was called a "division." He purchased horses, mules harness, and food for men and beasts, and distributed these things among his stage stations, from time to time, according to his judgment of what each station needed. He erected station buildings and dug wells. He attended to the paying of the station-keepers,

hostlers, drivers and blacksmiths, and discharged them whenever he chose. He was a very, very great man in his "division"—-a kind of Grand Mogul, a Sultan of the Indies, in whose presence common men were modest of speech and manner, and in the glare of whose greatness even the dazzling stage-driver dwindled to a penny dip. There were about eight of these kings, all told, on the overland route.

Next in rank and importance to the division-agent came the "conductor." His beat was the same length as the agent's—-two hundred and fifty miles. He sat with the driver, and (when necessary) rode that fearful distance, night and day, without other rest or sleep than what he could get perched thus on top of the flying vehicle. Think of it! He had absolute charge of the mails, express matter, passengers and stage, coach, until he delivered them to the next conductor, and got his receipt for them.

Consequently he had to be a man of intelligence, decision and considerable executive ability. He was usually a quiet, pleasant man, who attended closely to his duties, and was a good deal of a gentleman. It was not absolutely necessary that the division-agent should be a gentleman, and occasionally he wasn't. But he was always a general in administrative ability, and a bull-dog in courage and determination —-otherwise the chieftainship over the lawless underlings of the overland service would never in any instance have been to him anything but an equivalent for a month of insolence and distress and a bullet and a coffin at the end of it. There were about sixteen or eighteen conductors on the overland, for there was a daily stage each way, and a conductor on every stage.

Next in real and official rank and importance, after the conductor, came my delight, the driver—-next in real but not in apparent importance—-for we have seen that in the eyes of the common herd the driver was to the conductor as an admiral is to the captain of the flag-ship. The driver's beat was pretty long, and his sleeping-time at the stations pretty short, sometimes; and so, but for the grandeur of his position his would have been a sorry life, as well as a hard and a wearing one. We took a new driver every day or every night (for they drove backward and forward over the same piece of road all the time), and therefore we never got as well acquainted

with them as we did with the conductors; and besides, they would have been above being familiar with such rubbish as passengers, anyhow, as a general thing. Still, we were always eager to get a sight of each and every new driver as soon as the watch changed, for each and every day we were either anxious to get rid of an unpleasant one, or loath to part with a driver we had learned to like and had come to be sociable and friendly with. And so the first question we asked the conductor whenever we got to where we were to exchange drivers, was always, "Which is him?" The grammar was faulty, maybe, but we could not know, then, that it would go into a book some day. As long as everything went smoothly, the overland driver was well enough situated, but if a fellow driver got sick suddenly it made trouble, for the coach must go on, and so the potentate who was about to climb down and take a luxurious rest after his long night's siege in the midst of wind and rain and darkness, had to stay where he was and do the sick man's work. Once, in the Rocky Mountains, when I found a driver sound asleep on the box, and the mules going at the usual break-neck pace, the conductor said never mind him, there was no danger, and he was doing double duty—-had driven seventy-five miles on one coach, and was now going back over it on this without rest or sleep. A hundred and fifty miles of holding back of six vindictive mules and keeping them from climbing the trees! It sounds incredible, but I remember the statement well enough.

The station-keepers, hostlers, *etc*., were low, rough characters, as already described; and from western Nebraska to Nevada a considerable sprinkling of them might be fairly set down as outlaws—-fugitives from justice, criminals whose best security was a section of country which was without law and without even the pretence of it. When the "division-agent" issued an order to one of these parties he did it with the full understanding that he might have to enforce it with a navy six-shooter, and so he always went "fixed" to make things go along smoothly.

Now and then a division-agent was really obliged to shoot a hostler through the head to teach him some simple matter that he could have taught him with a club if his circumstances and surroundings had been different. But they were snappy, able men, those division-agents, and when they

tried to teach a subordinate anything, that subordinate generally "got it through his head."

A great portion of this vast machinery—-these hundreds of men and coaches, and thousands of mules and horses—-was in the hands of Mr. Ben Holliday. All the western half of the business was in his hands. This reminds me of an incident of Palestine travel which is pertinent here, so I will transfer it just in the language in which I find it set down in my Holy Land note-book:

No doubt everybody has heard of Ben Holliday—-a man of prodigious energy, who used to send mails and passengers flying across the continent in his overland stage-coaches like a very whirlwind—-two thousand long miles in fifteen days and a half, by the watch! But this fragment of history is not about Ben Holliday, but about a young New York boy by the name of Jack, who traveled with our small party of pilgrims in the Holy Land (and who had traveled to California in Mr. Holliday's overland coaches three years before, and had by no means forgotten it or lost his gushing admiration of Mr. H.) Aged nineteen. Jack was a good boy—-a good-hearted and always well-meaning boy, who had been reared in the city of New York, and although he was bright and knew a great many useful things, his Scriptural education had been a good deal neglected—-to such a degree, indeed, that all Holy Land history was fresh and new to him, and all Bible names mysteries that had never disturbed his virgin ear. Also in our party was an elderly pilgrim who was the reverse of Jack, in that he was learned in the Scriptures and an enthusiast concerning them. He was our encyclopedia, and we were never tired of listening to his speeches, nor he of making them. He never passed a celebrated locality, from Bashan to Bethlehem, without illuminating it with an oration. One day, when camped near the ruins of Jericho, he burst forth with something like this: "Jack, do you see that range of mountains over yonder that bounds the Jordan valley? The mountains of Moab, Jack! Think of it, my boy—-the actual mountains of Moab—-renowned in Scripture history! We are actually standing face to face with those illustrious crags and peaks—-and for all we know" [dropping his voice impressively], "our eyes may be resting at this very moment

upon the spot *where lies the mysterious grave of Moses*! Think of it, Jack!" "Moses who?" (falling inflection). "Moses who! Jack, you ought to be ashamed of yourself—-you ought to be ashamed of such criminal ignorance. Why, Moses, the great guide, soldier, poet, lawgiver of ancient Israel! Jack, from this spot where we stand, to Egypt, stretches a fearful desert three hundred miles in extent—-and across that desert that wonderful man brought the children of Israel!—-guiding them with unfailing sagacity for forty years over the sandy desolation and among the obstructing rocks and hills, and landed them at last, safe and sound, within sight of this very spot; and where we now stand they entered the Promised Land with anthems of rejoicing! It was a wonderful, wonderful thing to do, Jack! Think of it!" "Forty years? Only three hundred miles? Humph! Ben Holliday would have fetched them through in thirty-six hours!"

The boy meant no harm. He did not know that he had said anything that was wrong or irreverent. And so no one scolded him or felt offended with him—-and nobody could but some ungenerous spirit incapable of excusing the heedless blunders of a boy.

At noon on the fifth day out, we arrived at the "Crossing of the South Platte," alias "Julesburg," alias "Overland City," four hundred and seventy miles from St. Joseph—-the strangest, quaintest, funniest frontier town that our untraveled eyes had ever stared at and been astonished with.

Chapter 7



It did seem strange enough to see a town again after what appeared to us such a long acquaintance with deep, still, almost lifeless and houseless solitude! We tumbled out into the busy street feeling like meteoric people crumbled off the corner of some other world, and wakened up suddenly in this. For an hour we took as much interest in Overland City as if we had never seen a town before. The reason we had an hour to spare was because we had to change our stage (for a less sumptuous affair, called a "mud-wagon") and transfer our freight of mails.

Presently we got under way again. We came to the shallow, yellow, muddy South Platte, with its low banks and its scattering flat sand-bars and pigmy islands—-a melancholy stream straggling through the centre of the enormous flat plain, and only saved from being impossible to find with the naked eye by its sentinel rank of scattering trees standing on either bank. The Platte was "up," they said—-which made me wish I could see it when

it was down, if it could look any sicker and sorrier. They said it was a dangerous stream to cross, now, because its quicksands were liable to swallow up horses, coach and passengers if an attempt was made to ford it. But the mails had to go, and we made the attempt. Once or twice in midstream the wheels sunk into the yielding sands so threateningly that we half believed we had dreaded and avoided the sea all our lives to be shipwrecked in a "mud-wagon" in the middle of a desert at last. But we dragged through and sped away toward the setting sun.

Next morning, just before dawn, when about five hundred and fifty miles from St. Joseph, our mud-wagon broke down. We were to be delayed five or six hours, and therefore we took horses, by invitation, and joined a party who were just starting on a buffalo hunt. It was noble sport galloping over the plain in the dewy freshness of the morning, but our part of the hunt ended in disaster and disgrace, for a wounded buffalo bull chased the passenger Bemis nearly two miles, and then he forsook his horse and took to a lone tree. He was very sullen about the matter for some twenty-four hours, but at last he began to soften little by little, and finally he said:

"Well, it was not funny, and there was no sense in those gawks making themselves so facetious over it. I tell you I was angry in earnest for awhile. I should have shot that long gangly lubber they called Hank, if I could have done it without crippling six or seven other people—-but of course I couldn't, the old 'Allen's' so confounded comprehensive. I wish those loafers had been up in the tree; they wouldn't have wanted to laugh so. If I had had a horse worth a cent—-but no, the minute he saw that buffalo bull wheel on him and give a bellow, he raised straight up in the air and stood on his heels. The saddle began to slip, and I took him round the neck and laid close to him, and began to pray. Then he came down and stood up on the other end awhile, and the bull actually stopped pawing sand and bellowing to contemplate the inhuman spectacle.

"Then the bull made a pass at him and uttered a bellow that sounded perfectly frightful, it was so close to me, and that seemed to literally prostrate my horse's reason, and make a raving distracted maniac of him, and I wish I may die if he didn't stand on his head for a quarter of a minute and

shed tears. He was absolutely out of his mind—-he was, as sure as truth itself, and he really didn't know what he was doing. Then the bull came charging at us, and my horse dropped down on all fours and took a fresh start—-and then for the next ten minutes he would actually throw one hand-spring after another so fast that the bull began to get unsettled, too, and didn't know where to start in—-and so he stood there sneezing, and shovelling dust over his back, and bellowing every now and then, and thinking he had got a fifteen-hundred dollar circus horse for breakfast, certain. Well, I was first out on his neck—-the horse's, not the bull's—-and then underneath, and next on his rump, and sometimes head up, and sometimes heels—-but I tell you it seemed solemn and awful to be ripping and tearing and carrying on so in the presence of death, as you might say. Pretty soon the bull made a snatch for us and brought away some of my horse's tail (I suppose, but do not know, being pretty busy at the time), but something made him hungry for solitude and suggested to him to get up and hunt for it.

"And then you ought to have seen that spider legged old skeleton go! and you ought to have seen the bull cut out after him, too—-head down, tongue out, tail up, bellowing like everything, and actually mowing down the weeds, and tearing up the earth, and boosting up the sand like a whirlwind! By George, it was a hot race! I and the saddle were back on the rump, and I had the bridle in my teeth and holding on to the pommel with both hands. First we left the dogs behind; then we passed a jackass rabbit; then we overtook a cayote, and were gaining on an antelope when the rotten girth let go and threw me about thirty yards off to the left, and as the saddle went down over the horse's rump he gave it a lift with his heels that sent it more than four hundred yards up in the air, I wish I may die in a minute if he didn't. I fell at the foot of the only solitary tree there was in nine counties adjacent (as any creature could see with the naked eye), and the next second I had hold of the bark with four sets of nails and my teeth, and the next second after that I was astraddle of the main limb and blaspheming my luck in a way that made my breath smell of brimstone. I had the bull, now, if he did not think of one thing. But that one thing I dreaded.

I dreaded it very seriously. There was a possibility that the bull might not think of it, but there were greater chances that he would. I made up my mind what I would do in case he did. It was a little over forty feet to the ground from where I sat. I cautiously unwound the lariat from the pommel of my saddle———-"

"Your saddle? Did you take your saddle up in the tree with you?"

"Take it up in the tree with me? Why, how you talk. Of course I didn't. No man could do that. It fell in the tree when it came down."

"Oh—-exactly."

"Certainly. I unwound the lariat, and fastened one end of it to the limb. It was the very best green raw-hide, and capable of sustaining tons. I made a slip-noose in the other end, and then hung it down to see the length. It reached down twenty-two feet—-half way to the ground. I then loaded every barrel of the Allen with a double charge. I felt satisfied. I said to myself, if he never thinks of that one thing that I dread, all right—-but if he does, all right anyhow—-I am fixed for him. But don't you know that the very thing a man dreads is the thing that always happens? Indeed it is so. I watched the bull, now, with anxiety —-anxiety which no one can conceive of who has not been in such a situation and felt that at any moment death might come. Presently a thought came into the bull's eye. I knew it! said I—-if my nerve fails now, I am lost. Sure enough, it was just as I had dreaded, he started in to climb the tree———-"

"What, the bull?"

"Of course—-who else?"

"But a bull can't climb a tree."

"He can't, can't he? Since you know so much about it, did you ever see a bull try?"

"No! I never dreamt of such a thing."

"Well, then, what is the use of your talking that way, then? Because you never saw a thing done, is that any reason why it can't be done?"

"Well, all right—-go on. What did you do?"

"The bull started up, and got along well for about ten feet, then slipped and slid back. I breathed easier. He tried it again—-got up a little higher—-slipped again. But he came at it once more, and this time he was careful. He got gradually higher and higher, and my spirits went down more and more. Up he came—-an inch at a time—-with his eyes hot, and his tongue hanging out. Higher and higher—-hitched his foot over the stump of a limb, and looked up, as much as to say, 'You are my meat, friend.' Up again—-higher and higher, and getting more excited the closer he got. He was within ten feet of me! I took a long breath,—-and then said I, 'It is now or never.' I had the coil of the lariat all ready; I paid it out slowly, till it hung right over his head; all of a sudden I let go of the slack, and the slipnoose fell fairly round his neck! Quicker than lightning I out with the Allen and let him have it in the face. It was an awful roar, and must have scared the bull out of his senses. When the smoke cleared away, there he was, dangling in the air, twenty foot from the ground, and going out of one convulsion into another faster than you could count! I didn't stop to count, anyhow—-I shinned down the tree and shot for home."

"Bemis, is all that true, just as you have stated it?"

"I wish I may rot in my tracks and die the death of a dog if it isn't."

"Well, we can't refuse to believe it, and we don't. But if there were some proofs———-"

"Proofs! Did I bring back my lariat?"

"No."

"Did I bring back my horse?"

"No."

"Did you ever see the bull again?"

"No."

"Well, then, what more do you want? I never saw anybody as particular as you are about a little thing like that."