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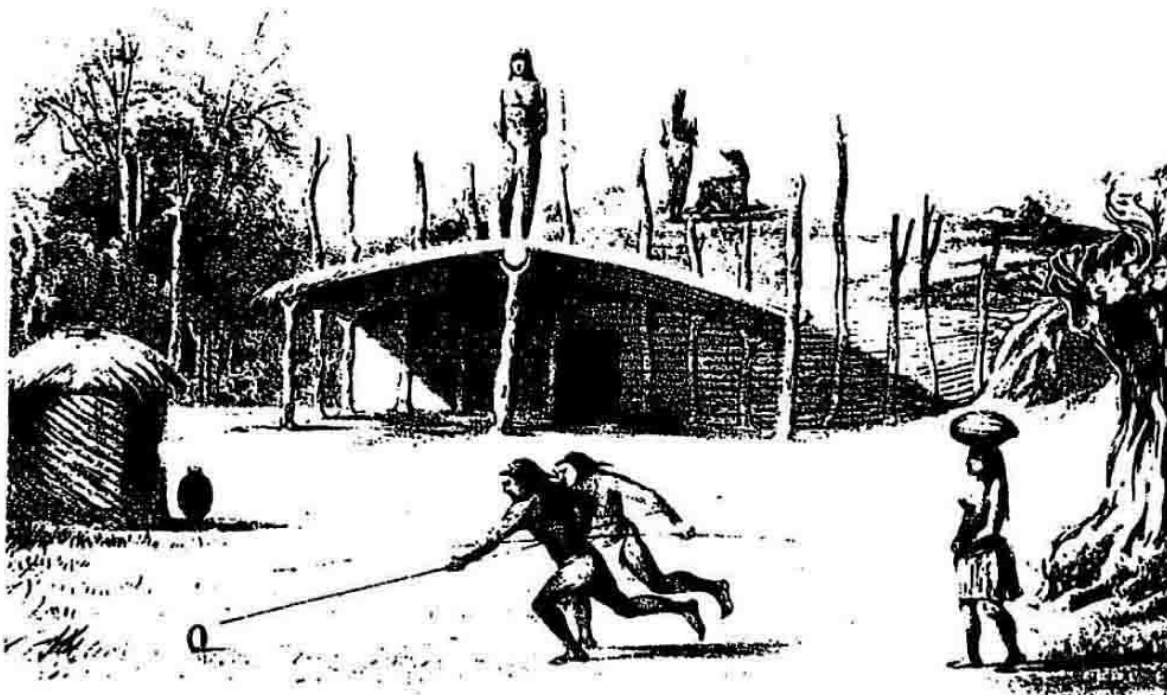


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"Dwellings of the natives of the Rio Colorado of the West." A scene in Mohave Valley drawn by artist Hemrich Baldwin Mollhausen who visited the valley with Whipple in 1854. From: *Diary of a Journey from the Mississippi to the Coasts of the Pacific with a United States Government Expedition (Vol.II)* by Baldwin Mollhausen.

THE MOHAVE INDIAN TRAIL, STORY ON PAGE 3

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PRESIDENT'S COLUMN

ORANGE SHOW DISPLAY

The citrus display exhibited by the City of San Bernardino Historical and Pioneer society at the 1991 National Orange Show was a rousing success. In addition to the many compliments received by the visitors to our display, the Orange Show judges awarded the Society with a 1st Prize "Blue Ribbon" along with a check for \$600.00.

The success of this project would not have been possible if it were not for the many people who donated their time in putting the display together and for being on hand to provide information and answer questions regarding the display and our Society.

A big thank you to John Cataldo, Wayne Heaton, Russ and Clara McDonald, Wayne, Brian, and Eddie Pirkle, Chris Shovey, Rich Levin, Mildred Hudson, Edith Crinklaw, David and Yvonne Wood, Louise Torta, Jessie Aaron, and Jeannie Stout.

CITIZEN OF THE YEAR

On Thursday, October 3 at 5:00 P.M., the "Citizen of the Year" award will be presented to J. David Wood.

Dave is a long time San Bernardino resident, former manager of Bank of America, and has contributed immensely to the City of San Bernardino Historical and Pioneer Society over the years.

Please join us in honoring J. David Wood on October 3 at the Christian R. Harris Memorial Hall. A wine and cheese reception will precede the award. There will be no cost for the affair, however, a donation to the Society will be greatly appreciated. If you would like to make a donation prior to the event, please make out your checks to "San Bernardino Historical and Pioneer Society", and mail the same to: San Bernardino Historical and Pioneer Society, POB 875, San Bernardino, CA. 92402

please put this on your calendar and plan to be with us that evening.
 Nick Cataldo



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THE MOHAVE INDIAN TRAIL

By Nicholas Cataldo

Long before the arrival of white men in the San Bernardino Valley, an ancient trade trail stretched across the Mojave Desert connecting the villages of the Mohave Indians on the Colorado River with the Pacific Coast—a distance of nearly 300 miles. Part of this "Mohave Trail" meandered through the San Bernardino Mountains before dropping into the area now known as Verdemon and Devore.

Sea shells were held in high regard by the Mohaves and, although the ocean was nearly 300 miles distant, these people had the desire and the strength to make the trip. On their excursions to the coast, they brought beans, squash, melons, corn, and wheat harvested during the early Summer in the retreating overflow washes and lagoons of the Colorado River. These crops combined with the native mesquite beans were used to barter for the shells. The Mohaves also acted as middle-men bringing blankets and other goods manufactured by the Hopis to trade with the coastal and mountain Indians far to the west of the Mohave villages.

In choosing their path over the desert and through the mountains the Mohaves naturally selected the most direct route. Traveling light and on foot due to the lack of knowledge regarding horses or wagons, shortness of distance was preferred to ease the grade.

Climbing the hills that would have been impossible for vehicles, the Mohaves traversed open country whenever possible and followed mountain ridges rather than hollows in order to avoid being ambushed by enemies or lurking wild animals. At the same time they kept within easy reach of living water courses whenever possible. They did not leave the Mojave River branches until it was necessary to begin the steep ascent to the crest of the San Bernardino mountain range and on the south slope of the mountain they followed the ridge west of Devil Canyon into the San Bernardino Valley in preference to the shaded and more pleasant canyon itself.

It wasn't until March, 1776, that



the Mohave Trail would lead the first known missionary to travel across San Bernardino County and leave a record of his experiences. Traveling across the width of San Bernardino County from the Mohave villages on the Colorado River to and through the San Bernardino Valley on his way to Mission San Gabriel, Father Francisco Tomas Hermenegildo Garces arrived via the old Indian trail.

After leaving the Vanyume Indian settlement of Guapiabit in Summit Valley on March 22, Garces followed the route, now partly submerged beneath the waters of Silverwood Lake to the crest of the San Bernardino Mountains in the vicinity of what is now known as Monument Peak. Overlooking the San Bernardino Valley he noted in his diary: "After three leagues I crossed the (San Bernardino) mountain range southwest. The trees mentioned yesterday reached its top (Monument Peak) whence the ocean is in view, the Santa Ana River, and the San Jose (San Bernardino) Valley."

Descending a ridge between Cable and Devil Canyons, Garces wrote, "On the downslope of the range there are few trees. At its foot I found a rancheria where they received me gladly."

After visiting this rancheria, a Serrano Indian settlement located near the intersection of Cable and Cajon Creeks, he passed through the valley and was in San Gabriel within two days.

In 1826 the Mohave Trail led the first American to make the overland journey to California and also to cross what is now San Bernardino Valley. Twenty-seven year old Jedediah Strong Smith headed a fur trapping party of 18 from northern Utah. Anxious to trap and explore the country between the Rocky Mountains and Pacific Ocean, the party traveled southerly to the Mohave villages on the Colorado River, and like Father Garces, they took the old trail

to the San Bernardino Mountains and down into the San Bernardino Valley before continuing on to Mission San Gabriel.

The Mohave Trail witnessed its first wheeled vehicle when a portion of this route was transformed into the first lumber road in the San Bernardino Mountains.

Juan Bandini was in need of raw materials to construct buildings on his newly acquired land grant known as the Rincon and petitioned Mexican government officials for permission to obtain timber in the nearby mountains. Governor Alvarado granted Bandini a thirty year cutting privilege and work began in 1841 to improve the old Mohave Trail so that it could be used as a skid road. Bandini then began to fell trees on the summit of mountains at the head of Devil Canyon in the vicinity of what is now known as Sawpit Canyon, so appropriately named.

Getting logs down the mountain was no easy task due to the steepness of the revamped Indian trail. Logs had to be "snaked" down the old trail by oxen and slid into Cable Canyon where they were loaded on carretas for further transportation. On the downhill drag the log was placed in a fork made from the crotch of heavy limbs, apparently to prevent the log from rolling. These brakes, called "lizards", were then dumped at the foot of the trail.

Bandini continued lumbering until 1843 when he moved from the Rincon to San Diego. His lumbering interests were continued by Bernardo Yorba until 1846. At that time other parties took over the operation.

For years men on foot and with pack animals used the old Indian trail as it was often the most direct route. However, as evidenced by Bandini's difficult lumbering venture, when more men arrived with horses and oxen pulling wagons, a new route more suited for their vehicles had to be chosen and was done so through the Cajon Pass.

By the early 1900s when the Devil Canyon Toll Road, which utilized the portion of the Mohave Indian Trail from the mountain crest down the north slope to the Las Flores Ranch, ceased operations, the old route fell into disuse and soon reverted back to nature. Today all the traces of the trail have been obliterated and a fire break approximates its descent from Sawpit Canyon into the San Bernardino Valley.

In an effort to preserve the historic significance of the Mohave Indian Trail as well as for its two noted early visitors, Father Garces and

Jedediah Smith, a plaque was dedicated at Monument Peak on September 19, 1931 by the San Bernardino County Historical Society.

For this ceremony, former mountain man and early San Bernardino pioneer, George Miller, was escorted to the canyon area he had traversed while using the trail in expeditions against marauding Paiutes and Chemahuevis in the 1860s. George W. Beattie, history chairman of the California Federation of Women's Clubs, figured in the ceremonies, as did members of the Native Sons of the Golden West.

VOLUNTEERS REPAIR MONUMENT

By Barbara La Grange



John Cataldo, Wayne Heaton,
and Nick Cataldo

(Reprinted through the courtesy of the LEADER, Lucerne Valley)

CAJON PASS - A four wheel drive club and four historical societies joined forces in an unusual alliance by each offering to provide equipment, transportation and knowledge to repair and re-erect a destroyed monument at a remote site in the Cajon Pass.

Members of the Victor Valley 4-Wheelers, Jedediah Smith Society, Friends of the Mojave Road, Mohave Historical Society, and City of San

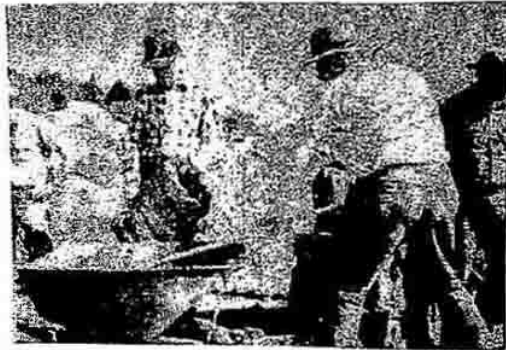
Bernardino Historical and Pioneer Society spent Saturday, Feb. 23, on 5290 foot elevation Monument Peak repairing an historical marker dedicated 60 years ago to the travels of Jedediah S. Smith and Father Francisco Garces by the San Bernardino Pioneer Society.

Damage brought on by vandalism to the 1931 monument was recently discovered and, not long after, a task force of volunteers gathered to bring concrete mix, tools, water, four-wheel drive vehicles for transportation, a motorized winch and a little brawn. Their mission was to set the monument upright and patch the granite marker's halves together.

Good weather and a variety of tools and expertise made the "monumental task" much easier than first anticipated.

"One of our biggest problems was getting the equipment up the rugged logging trail with vehicles to handle the loads," said past President of Mohave Historical Society John Swisher. He was the one to help organize the volunteers, 19 in all, from these diverse groups.

Jedediah Smith, with a small band of 14 men, was one of the first recorded hunters and trappers in 1826 to enter San Bernardino County's rugged mountain range from the east. He followed many of the Indian's seasonal trails across the desert, one of them being the Mojave Trail, this remote footpath from the



John Swisher of Mohave Historical Society mixing cement



"Mojave Indians" as they appeared to the Whipple railroad survey party in 1854. From: *Reports of Explorations and Surveys, to Ascertain the Most Practicable and Economical Route for a Railroad from the Mississippi River to the Pacific Ocean* (Vol. III). By Lt. Amiel W. Whipple and others.

mountains to the shore.

The Mojave Trail transects another historical toll road, now called Bailey Canyon Road, established by the Swarthout Brothers of Lucerne Valley to transport timber down to San Bernardino's bustling early population in 1867 to 1872, providing much needed lumber for houses.

Nearly 100 years earlier, explorer/traveller, Father Garces, travelled the trail in 1776 on his way to San Gabriel Mission. By writing in his journal, he provided historians the first impressions of the remote timberlands, narrow canyons, and wildlife of the region.

Dr. Raymund Wood, retired professor at UCLA, and historian/writer has

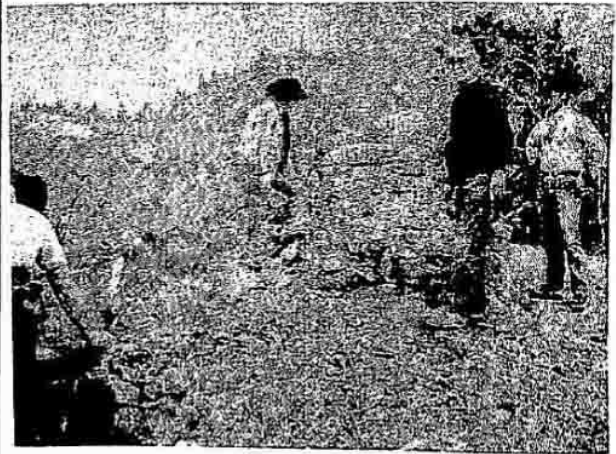
provided much of his time to research Jedediah Smith for the Society, and was on hand to reestablish the historical monument.

Nick Cataldo, president of San Bernardino Historical and Pioneer Society, was pleased to find so many dedicated volunteers for the job. By late afternoon the group had finished erecting the monument but planned to return for final cement work on a broader-designed base.

(Ed. note. The project was completed on April 20, 1991)



Hard at Work



John Tye (Mohave Historical Society), Wayne Heaton, John Cataldo and Nick Cataldo.



WE DID IT!

Left to right;

John Swisher (Mohave Historical Society), Nick Cataldo, Wayne Heaton, ?, John Tye (Mohave Historical Society), John Cataldo, Bob Martin (Friends of Mojave Road), Wes ?, (Victor Valley 4-Wheelers).

HISTORICAL SOCIETY MEETINGS

The meetings during the next six months are as follows:

7:00 P.M., Thurs, May 2
 J. DAVID WOOD long time resident and collector of Civil War memorabilia will give a presentation on the "CIVIL WAR" and how it affected San Bernardino.

3:00 P.M., Wed., May 29
 DIRECTORS MEETING

7:00 P.M. THURS., JUNE 6
 FLOYD McDONALD, collector of nearly 1,500 citrus labels, will entertain us with a slide show exhibiting labels throughout California—entitled "Beauty on the Box."

3:00 P.M., Wed., June 26
 DIRECTORS MEETING

July- NO MEETINGS
 AUGUST- NO MEETINGS

7:00 P.M., Thurs., Sept. 5
 BILL MYERS will take us back in time with a fascinating program on the "Big Red Cars."

3:00 P.M., Wed., Sept. 25
 DIRECTORS MEETING

5:00 P.M., Thurs., Oct. 3
 CITIZEN OF THE YEAR-WINE AND CHEESE RECEPTION. This years recipient will be long time San Bernardino resident and former Bank of America manager, J. David Wood.

3:00 P.M., Wed., Oct 30
 DIRECTORS MEETING

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This is a pleasant bitters. As before explained, it is made from a wine distilled from the fruit of the Seville orange tree in combination with herbs well known for their tonic and healing effects on the stomach. As an appetizer there is no bitters made that will equal it, and it is a guaranteed cure for dyspepsia when its use is continued for some time. As a general bracer up of the whole system it has no equal, and the taste is so delicious that the most fastidious enjoy taking it. Owing to the intrinsic and widely established therapeutic value of its chief constituents, which are necessary to good digestion, this preparation stands unequalled. It is furnishing admirable means for treating gastric ailments, indigestion, want of appetite, malarial diseases, low spirits, and nervousness. It removes that tired feeling and heals the derangements generally; will purify the blood, the bones, muscles, and the nerves receive new force, brain power is supplied and health and vigor restored. It exerts a most wonderful power in sustaining the system during arduous labors and journeys. It stimulates respiration and the brain by increasing the blood supply, increases the heart's action, and under its daily use an extra amount of labor can be borne without suffering. It is an agreeable and wholesome stimulant, and imparts a pleasant taste with an agreeable sense of warmth which permeates the entire system. Don't buy bitters from your local druggist, unless you are acquainted with the reputation of the manufacturers, and thus know that the ingredients contained are of the highest grade.

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Jedediah Strong Smith

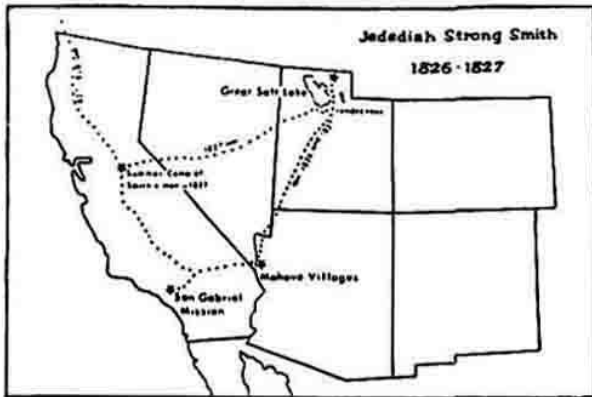
This portrait of Jedediah Smith was done by George Mathias for the Jedediah Smith Society. The portrait was painted from research done by the staff of the society on the physical appearance of this famous man of whom there are no photographs. *Courtesy, Jedediah Smith Society, Pacific Center for Western Historical Studies, University of the Pacific.*

JEDEDIAH SMITH

(From *MEN AGAINST THE MOUNTAINS*, by Alson J. Smith.)

It is a great pity that the journals of Jedediah Smith and Harrison Rogers covering this part of the entrada into California have been lost. From both of them one could have expected intelligent comment on the plant and

animal life that clung to a precarious existence in the searing desert heat. For the desert is not dead; rather it provides us with the most impressive examples of the ability of the living organism to adapt to even the most hostile environment. The creosote bush, the short galleta grass, the salt bush or desert holly, the crimson-tipped ocotilla, the bladed cholla, the deerhorn cactus, the huge saguaro cactus, the mesquite, the paloverde, smoke and weird Joshua trees—these are the steady arborea of the desert.



There is flora, too—over seven hundred flowering plants have been counted in the desert. A little rare rain over the Mohave, and overnight some parts of the blistered wasteland become gardens of purple lupines, pink verbena, white primrose, mariposa lilies, and thousand-hued cactus flowers.

There is fauna, adapted like the flora to lots of sun and very little water. The Gila monster lizard covered with scaly armor that withstands the lack of water and food by ingesting the fat from its tail. Little elf owls gorge themselves on white-footed mice in the moonlight. Buzzards and vultures hover overhead, flying jackels seeking the carrion the desert supplies in abundance. The sidewinder ripples through the sand, the rattlesnake lurks in the shade of the black rock; the roadrunner strikes it a half second before it can strike. There are hordes of ground crickets, slinking coyotes.

For these first Americans to cross it, the worst part of the Mohave was the lack of water, Black storm clouds rolled far overhead, and the parched men could see the rain falling, only to evaporate before it reached the earth, leaving the atmosphere clammy and oppressive. At the springs, the first mouthful of water was like a shot of Mr. Turley's skull varnish; the head swam, the earth teetered alarmingly. This was a sign of progressive dehydration; in a situation where a quart of water or more an hour was little enough, the men could afford only a few sips in the course of a day or a night. Finally there was no water at all. They chewed tobacco, rolled bullets in their mouths, and moistened their lips with their own urine, all to no avail. With progressive dehydration came progressive weakness, not only to men but to horses.

From Soda Lake on, the trail was somewhat easier, for it followed the course of the Mohave River almost to the headwaters in the San Bernardino Mountains. Jedediah named the Mohave "Inconstant River," for it repeatedly disappears into the desert, only to reappear a few miles further.

It was a day in late November when the Indian guides brought the exhausted, parched Americans through the San Bernardino Mountains at a point not far from Cajon Pass; they emerged just above what is now Etiwanda.

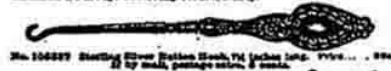
Their red-rimmed, desert-weary eyes now beheld a vision of loveliness, a land flowing with milk and honey—the California of the legends. To the north and west were the rugged San Gabriel Mountains; to the south was a series of pleasant, rolling hills. Before them a vista of green plain stretched westward as far as the eye could see. Clear streams, bordered with willow, sycamore, and elder trees, flowed out of the mountains and across the plain on their way to the sea. The bright green of the first winter grass and the brilliant color of the fields of wildflowers made the scene memorable to men whose eyes for days had beheld only the Mohave wastes. Strange long-horned, long-legged cattle cropped at the new grass, and hundreds of horses roamed unprotected on the unfenced range. The late November air was warm yet exhilarating, and overhead the sun, an implacable foe of the Mohave, shone lazily out of a clear blue sky.

The asistencia, or branch of the San Gabriel Mission on the Rancho San Bernardino was only a short distance away to the south. Their spirits bolstered immensely by what they saw, the men of the South West Expedition pushed doggedly on.

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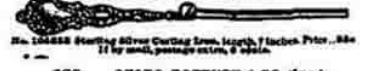
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PADRE TOMAS ESTENAGA

LAST MISSIONARY TO SAN BERNARDINO

By R. Bruce Harley

It was a scene reminiscent of similar ones fifty years earlier at the beginning of the mission era. Indians from the desert attacked a mission outpost and assaulted a mission priest. In this case, the missionary was a new assignee, Padre Tomas Estenaga at Mission San Gabriel, who was the victim of an attack on the estancia at Rancho San Bernardino in 1834.

Circumstances of the affair are not completely clear, for accounts vary concerning the near-fatal episode. The historical factors are not confined to one day but stretch over the first half of the 1830's. In 1819, San Gabriel established the rancho as one of many stretching eastward from Puente to San Geronio eventually. During the late 1820's, the padres made the decision to upgrade San Bernardino beyond sitio status with minimum facilities to an estancia with a better ranch headquarters layout and chapel. Construction began in 1830 on the new quadrangle located three kilometers east of the first headquarters, but the project was never finished due to circumstances beyond the control of the builders.

The first attack occurred in 1831 or 1832 when the Piute Indians realized that the missionaries apparently intended to stay permanently and attempt to spread Christianity to the desert tribes, or, as

rumor had it to enslave the natives. The damaged buildings were rebuilt, and construction proceeded somewhat slowly on the others shown in the ground plan. Meanwhile, there were changes in the missionary force. Mission San Gabriel's asistencia (assistant mission) at Los Angeles' Old Plaza Church was elevated in 1832 to the status of an independent parish with its own resident pastor. About this time also, the two missionaries comprising the cadre at San Gabriel died. After 60 years, a manpower shortage had developed in the mission force, so only one padre was available for reassignment to the vacant post.



Padre Tomas Estenaga making tiles at Mission San Gabriel.

Drawing from
Englehardt's San Gabriel Mission.

Fray Tomas Eleuterio Estenaga was destined to be the last Franciscan at Mission San Gabriel and as a consequence the last missionary to serve at San Bernardino. He was born in the province of Vizcaya, Spain, in 1790. After preparatory studies he went to Mexico in 1810 for further study and ordination and thence to the California province in 1820. Initial service was at Mission San Miguel for a year, followed by a lengthy assignment at San Francisco, 1821-1833. He moved to San Gabriel by April 1833 and served there for the remainder of his fairly short life until 1847. Father Payeras, mission prefect, described him soon after the former's arrival as a "pious and worthy missionary, but in bad health." Bancroft describes Fr. Estenaga as "tall, slender and of fair complexion; bad health always impaired his usefulness, though there was an improvement after his transfer to the south. He was generally well-liked by his neophytes (converts) and not unpopular with others."

Father Estenaga visited the San Bernardino outpost shortly after his move from the north. San Gabriel's Book of Baptisms showed he performed five baptisms there between April 29 and May 2, 1833. Rather than making the trip on horseback as his predecessors had done, he drove a horse-drawn vehicle. This allowed him to carry more conveniently the portable equipment required to celebrate Mass. There is no evidence that San Bernardino became an asistencia after Los Angeles was raised to parish status in 1832. If so, this would have required the padre to make the lengthy eastern trip every Sunday and holy day; such an altered situation

was not reflected in the records during the brief time remaining in the short history of the rancho.

Also, on August 17, 1833, a Mexican rump congress, in the absence of President Santa Anna, passed a decree to secularize the California missions despite a previous law just two years before which declared such church property not to be considered as belonging in the public domain. The California legislature agreed with this approach (which amounted to confiscation), and the decree was promulgated on August 9, 1834, followed by a local supplementary decree on November 3, 1834, which made San Gabriel a state-supported parish. The legal Mexican government repudiated all the actions by the rump congress and provincial legislature on November 7, 1835. But the damage was done. Mexico was far away and unable to curb the politicians and their henchmen who wanted extensive rancho grants for almost nothing. The surrender of San Gabriel's management made the missionary "practically homeless" as Father Zephyrin Engelhardt, the well-known Franciscan church historian wrote a century later. Padre Estenaga was assigned a room and had to take his meals at the table of the civilian administrator "and his numerous family."

While the mission system was collapsing in the latter half of 1834, and from Padre Estenaga's standpoint, reducing him to the status of an ill-paid state servant, Indian raiders struck again in San Bernardino Valley. Two attacks on the rancho in the late summer of that year were beaten back. Another band passing through the area in October seized ornaments and sacred vessels at the chapel,

along with grain intended as food for the neophytes. This act became known to Fr. Estenaga, who went to the rancho near Puente to meet the marauders. Accounts differ as to what happened next. It appears that the padre was taken prisoner and bound. A war council was held at which "it was determined to give him a whipping, which they did, and let him go," according to a quotation used by George Beatie in his history of the valley.

A second uprising in late December sealed the fate of San Bernardino. The mission outpost's buildings were sacked and set on fire. More than a dozen persons were killed, wounded or captured. Survivors took refuge at San Gabriel or other ranchos still belonging to the mission. The band continued westward to attack the mission itself. Once again, Padre Estenaga bravely went out "to meet them, to speak to them, and to pacify them" according to an 1837 letter written by the mission system president, Fr. Narcisco Duran. "Instead, they bound him and insulted him, and carried him off to the mountains to sacrifice him." Fortunately, he was liberated by Los Angeles area colonists before becoming a martyr to the faith.

Thus, Fr. Estenaga closed out his active pastorate at the rancho. He did not, however, disappear forever from the local scene, and he certainly remained very engaged with his new parish duties after returning from a brief, self-imposed exile in 1835. In addition, he had to resume ministering to the Los Angeles congregation when that parish had no priest assigned between 1837 and 1843. As fortune

would have it, the New Mexico colonists who formed the Agua Mansa and La Placita communities during the 1842-1845 period were at that point in need of a missionary priest. This meant that his added duties were switched from Los Angeles to the beginnings of the first parish east of the coastal missions at San Salvador de Jurupa on the land of the Bandini Donation, a former San Gabriel holding -- which closed the circle of historical continuity.

After a couple of years, the padre's health failed. He made his last entry in San Gabriel's baptismal register on December 28, 1846. Shortly thereafter, he became quite ill and was removed to San Fernando where he died in March 1847. He was buried in the San Fernando Mission church near the sanctuary but far from his native land.

Help Preserve Diocesan History



St. Bernardine Preservation Fund

St. Bernardine Parish, San Bernardino, which is over 100 years old, is in need of major structural repair. If the parish does not receive desperately needed financing it may lose its history. The many saints of city parishes. We are asking the good people of the Diocese of San Bernardino to assist us in helping preserve diocesan history. Please send any amount you can to the address below.

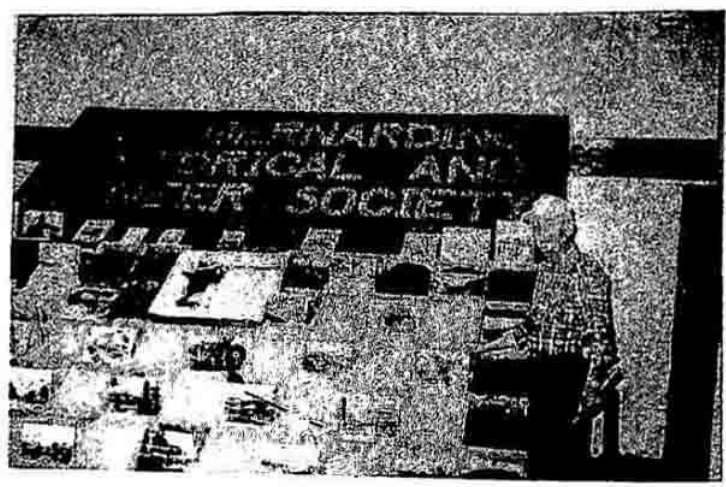
Please mail the coupon below with your check or money order (Please do not send cash!)

St. Bernardine Preservation Fund
St. Bernardine Parish
531 N. F Street, San Bernardino, CA 92410

Dear Mr. John J. Bradley,
Please accept the following donation of \$ _____ for the preservation of St. Bernardine Parish.

Name _____
Address _____
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CITY OF SAN BERNARDINO HISTORICAL AND PIONEER SOCIETY WINS BLUE RIBBON AT 1991 NATIONAL ORANGE SHOW



John Cataldo lends a hand in creating Orange Show display



City of San Bernardino Historical Society's Blue Ribbon display at Orange show.



Edith Crinklaw and Nick Cataldo



Russ McDonald at Orange Show display



CHRISTMAS GIFTS.
Hobby Horses, Velocipedes,
Sleighs, Carts, Wagons, Sleds,
&c., Wholesale and Retail, by
the Manufacturer,

J. A. YOST,
214 DOCK Street, and THIRD Street, and GIRARD
Avenue. 4p2-11-2m

Where to get your favorite velocipede or bicycle? During the sixties, American manufacture of either was unknown, but in this old advertisement of Yost's, you could find velocipedes mentioned alongside sleighs, carts, wagons, or what else will you have?

While cumbersome contraptions like the velocipede below were typical of the 1860's, as early as 1869 the Frenchman, Ernest Michaux, conceived the idea of making the front or drive wheel larger than the rear wheel, and only five years later Mercey showed that the weight would be reduced by using a large front wheel and small rear wheel, and that the rider should be mounted directly over the axle of the front wheel.



In the gay nineties the ladies really started climbing aboard the bicycle, with the manufacturers belatedly recognizing comfort and safety features that are now commonplace. The new 1892 Ladies' Hartford offered a few fancy frills on the rear wheel, while at the same time clothing manufacturers offered bicycle trousers and tights (also fine for fencing, as the advertisement notes).

And as the bicycle grew in popularity, from some pulpits came warnings that bicycling on Sundays was even more vicious than the smoking habit.



**Ladies'
Bicycle
Trousers.**

HERBY FITTING.

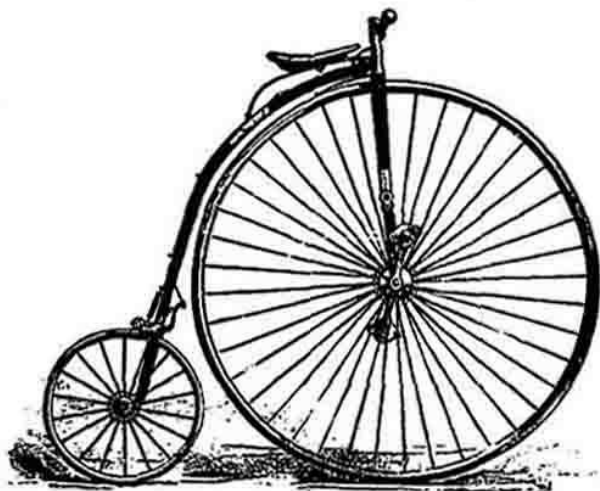
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Navy, or in any color
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Tennis, Croquet,
Rolling, Yachting,
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and all outdoor sports
will find comfort in
the garment.

Fencing has become
a very fashionable
sport among the ladies
and we would call
their attention to this
garment.

A perfect fit and
warranted to give
perfect satisfaction.

Holmes & Co.,
109 Kingston St.,
BOSTON, MASS.
Send stamp for Catalogue and Price List



THE BICYCLE OF 1870.

Now, in the seventies, if you felt the need to get somewhere faster than ever before, how could this be accomplished? Well, if a large front wheel of a bike would help, why not another wheel just a bit larger... and larger... and larger.

And so, front wheel diameters increased to as much as fifty inches, then sixty or more, and along with this came the great sport of bicycle racing, or cycling.

The high wheel bikes were also called "ordinaries," and an observer might have summarized the era of high-wheelers something like this:

1. With the slow emergence of roadways, however bumpy, all kinds of new speed records were set, both informally and in contests that helped to satisfy our insatiable appetites to get somewhere faster than someone else.
2. With the saddle built over the higher-than-ever front wheel, it was easier than ever for the rider to go flying over the handle-bars onto the roadway or ditch, while hoping for nothing worse than a loss of pride or dignity.



1892 LADIES' HARTFORD.



Hartford Ladies' Pattern D.
WITH RUBBER TREADS
THE HARTFORD CYCLE CO.,
Hartford, Conn.



NADJI TIGHTS.
PATENTED.

Brushes and Soakings in one place—no
sewed seams, nothing to chafe—no
chafe over them.

THE BICYCLE & THE GAY NINETIES COME ROARING DOWN THE ROAD

It was almost as though the inventors had been waiting the 1890's to create the kind of bicycle that most everyone had been waiting for—whether they knew it or not. Regardless of the manufacturer, the great new bike was the safety bike—an outgrowth, perhaps, of the Rover of ten years earlier.

The particular feature among several was that front and back wheels were approximately or exactly the same size. At first glance, one might note, this kind of progress left the bicycle about where it was before they started making the high-wheelers some twenty years or so earlier.

However, the huge success and great popularity of the safety bike came about also because of related advances that assured good performance and comfort and speed, along with safety. The application of power to pedals, in turn directed to the axle by chains and sprockets; improvements in sturdiness of the frames; reduction of weight; the use of heavy steel rims; and most importantly, Dunlop's pneumatic tires—all of these things now seemed to come together for one great decade of cycling and bicycling.

SEE THE
**1890
VICTOR.**



IT IS A
**WORLD
BEATER!**

You have choice of many wheels this year. Do you know the VICTORS?

All highest grade! All interchangeable! All right!! Ask VICTOR riders.

OVERMAN WHEEL CO., MAKERS.

Office and Factory, Chicopee Falls, Mass.

BOSTON.

ILLUSTRATED CATALOGUE FREE.

WASHINGTON.

SPECIAL AGENTS: A. G. SPALDING & BROS., New York, Chicago and Philadelphia.

One of the up-and-coming manufacturers, and one of the leaders in establishing the rapid acceptance of the safety bike, was the Overman Wheel Company, of Chicopee Falls, Mass. This advertisement for their popular Victor line of bicycles appeared in the June, 1890 issue of Outing magazine.

WHITTEN GODDING & CO., PROVIDENCE, R. I.

Manufacturers and Importers of

SAFETY BICYCLES,

Parts, Fittings and Accessories.

THE VULCAN SAFETY BICYCLES.

Best material, best workmanship and latest designs. The Vulcan Juvenile leads them all. Our Vulcan Light Roadster and Vulcan Ladies' cannot be surpassed. Price \$115.00. Live, responsible agents wanted. Send for catalogue and terms.



Vulcan Juvenile No. 1, 21 1/2 in. front wheel, 20 in. back wheel, rubber, stainless forks and frame, adjustable cross springs and Girard handle.

THE NEW ROVER SAFETIES.

For ladies and gentlemen. Five speeds. The most elegant line in the market. LAWN TENNIS and BASEBALL GOODS, TENTS, FISHING TACKLE, SEINES, NETS, CAMPING OUTFITS, &c.

See our One Year Service Catalogue.

THE JOHN WILKINSON CO., 55 State Street, Chicago.



NEW RAPID BICYCLES,

with our memorable **TRIP YANKEE** Spokes. Patent Rubber Indestructible Handle Bars, &c. See our catalogue to be the highest grade wheels on the American market. 1 1/2" We have in stock 7000 Second Hand Bicycles, Tricycles and Motorcycles, all made, all kinds, at prices far below value. You will seize an opportunity of your life and bid our lives before purchasing.

THE CLARK CYCLE CO., Baltimore, Md.



With the advent of the nineties, you could make your choice from the offerings of many manufacturers. The high-wheel "ordinary" was still the bike for cycle racing, but the "safeties" filled the needs for men, women, and children. Above, the Vulcan wanted "live, responsible" agents, while the Wilkinson people offered the "most elegant" line, and the Clark Cycle Company offered safeties for "old or young, slender or corpulent, Ladies or Gentlemen."



SEND FOR CATALOGUE.
LAWN TENNIS, RACE BALL-GUNS, & TEXTS
RIFLES
FISHING TACKLE.

NOTE: 25 in. SAFETY, with Rubber and Steel Spokes, \$15.00
21 1/2 in. SAFETY, with Rubber and Steel Spokes, \$12.00
21 in. SAFETY, with Rubber and Steel Spokes, \$10.00
E. C. MEACHAM ARMS CO., ST. LOUIS, MO.

In the 1890's, many if not most bicycle manufacturers and dealers also offered such items as typewriters, firearms, baseball equipment, fishing gear, and sporting-related paraphernalia. New bikes sometimes cost \$150 or more.

BICYCLES AND TYPEWRITERS.

In different styles of Bicycles, High, Medium and Lower grades, ranging in price from \$15 to \$125. The best are made between New York and Chicago. Wholesale and retail dealers in the city and Herff's Typewriter, the best all Typewriter made. Send for Catalogue and Circulars.

STANDARD CYCLE CO., Buffalo, N. Y.



While all kinds of competitors reached out for the great new interest in biking and cycling, the Pope Manufacturing asserted itself in 1890 with this smartly designed Columbia, and almost smugly labeled it "The Lion among Safeties."

COLUMBIA LIGHT ROADSTER—"The Lion among Safeties."

Third Step in the Evolution of the Bicycle

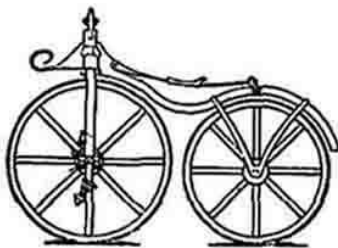
The third step consisted in the invention of a bicycle which was capable of being steered and which was propelled without touching the feet to the ground. This machine was credited to a Scotsman, Gavin Dalzell. The motion of the pedals was downward, the feet describing a small segment of a circle. The motion was transmitted to a crank attached to the axle of the rear wheel by levers. For a long time it was supposed that this invention dated from 1834, but in 1892 it was established that another Scotsman named MacMillan had anticipated Dalzell's invention.

Pierre Lallement and His Velocipede

Enter the young French locksmith, Ernest Michaux, who conceived the idea of applying cranks directly to the front wheel of a velocipede—a great step forward, and one which was developed and improved by another Frenchman of note, Pierre Lallement. From an 1881 article in Harper's Monthly, we can gain a good idea of his work.

In 1866, Pierre Lallement, a French mechanic came over to this country, and in New Haven, Connecticut, made and used a two-wheeled machine to be propelled by cranks upon the front wheel. He had previously made such a one in France, which was exhibited in the Paris Exposition of 1865, but had attracted no attention. His use of it in New Haven was observed by a Mr. Carrol, who induced Lallement to join with him in getting a patent for it, which was granted in November, 1866.

As will be seen, this machine was heavy and clumsy, while it failed to realize the majority of the points which make the bicycle so distinctive. The front wheel was made the driving-wheel, operated by cranks, but reliance was still had upon using the feet on the ground for support or for starting the machine. Yet it aided in the discovery, as the patent expressed it, that "the greater the velocity, the more easily the upright position is maintained."



LALLEMENT'S VELOCIPEDE, 1866.

In the 1860's, bicycles were called velocipedes or boneshakers, the latter a description in part reflecting the condition of the roads in those days. Lallement's work was vital, but the big era of bicycling still lay ahead.



A New England manufacturer of firearms, also prominent in the bicycle field in the gay nineties, was the John P. Lovell Company of Boston. This \$40 "cushion tire" bike weighed about 37 pounds, and had 26-inch wheels. The young man from age 8 to 15 could have it without any cost except shipping, merely by selling forty-seven new subscriptions to the Youth's Companion. Other Lovell bikes for ladies and gents were somewhat more handsome, and the 28-inch Number 6 Lovell Pneumatic for Ladies sold for \$115.



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Strength and Beauty, Speed and Comfort.



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In accordance with the regulations of design and trade mark—hereby high grade in all its details and all parts are made in U.S.A. Price, \$123.00. WATER AND WIND RESISTANT.

UNION CYCLE MFG. CO., Highlandville, MASS.

In Union there is strength, so this advertisement tells us. But considering the price of \$135 in the early nineties, we might conclude that our Twentieth Century bike costs are not so bad, after all.

HOLIDAY PRESENTS.

For Invalid Soldiers and for Children's amusement,

VELOCIPEDES,

manufactured and for sale of the most approved style by

WM. QUINN,
1005 SANSON ST.

Also, Gent's Wagons, in variety. For sale, one large Velocipede for railroad track. 4pd16 lm




Early advertisements of the 1860's call attention to the virtues of the velocipede—a word which then could mean either bicycle or tricycle, with the latter offering much greater stability.

TANDEM VELOCIPEDE OF 1868.

The tandem bike appeared as early as 1869, while the famous song romanticizing the bicycle-built-for-two didn't arrive on our scene until 1892. In the late 1860's, the ride was still rough and adventuresome, and the riders had yet to know the joys of chain drives, pneumatic tires, braking systems, gearing, and other developments that would soon speed the growth of bicycling. Rubber tires were used as early as 1869, but Dunlop's pneumatic tires represented the real breakthrough in comfort, some twenty years later.





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Are the world's best bicycles, and so acknowledged by experts who make bicycle construction a study. They are made to endure years of usage, possessed of every desirable feature that makes a bicycle best.

OUR PRICES WILL INTEREST YOU.

SEND FOR CATALOGUE

AMES & FROST COMPANY, CHICAGO



WINTON MOTOR CARRIAGE
PRICE \$1000
EXTRA PATENTS

THE WINTON MOTOR CARRIAGE is a demonstrated success. A full year's service in the hands of the public proves its complete practicability. Safe, simple, durable and easy to operate.

Hydromotor 1 1/2 Cent per mile.

Available only by order on term and under perfect contract. Write for literature.

THE WINTON MOTOR CARRIAGE CO.,
422-428 Boston St., Cleveland, Ohio.

Late in the nineties, these two advertisements ran side by side in Cosmopolitan, with the Winton motor carriage symbolizing in this case a whole new threat to the two-wheeler which had fought so long to win its proper place in the sun.

But shed no tears—for historians would someday note that, while the bicycle at first had to make way for the automobile, in the long run they learned to live together, and if the bikes and trikes of long ago never made a Twentieth Century comeback, it was simply because they never really went away in the first place.

EDITOR'S COLUMN

Several months ago I decided to do a little research work in Laughlin, Nevada. The truth is, I was checking out the connection of swear words with the pay off of nickel slot machines.

I was fortunate enough to pick up a copy of **FRONTIER CHRONICLES**, the history magazine of the desert southwest. It is an excellent little magazine, published monthly and dedicated to entertain the broad spectrum of history enthusiasts through stories and photographs that relate to the pioneering days of the Desert Southwest, including California and San Bernardino County, Nevada, Arizona and Utah. The subscription rate is \$20.00 per year.

For subscriptions or information, write to;
Paul Taylor, Publisher
Frontier Chronicles
POB 2569
Bullhead City, Ariz. 86430-2569

Last June 28th I attended the 1991 convention in Oklahoma City of Western Writers of America. I met with Wallace Clayton, the publisher and editor of the **TOMBSTONE EPITAPH**, a national historic monthly journal of the old west. We discussed the precious articles I had sold him as well as the future ones.

We discussed the **ODYSSEY** and **HERITAGE TALES** and he graciously offered to place a free ad in the Epitaph for sale of back issues of the Society's publications.

Hopefully this might lead to sales and memberships as well. We'll see. For those who might wish to subscribe to this superb account of the old west and its people and their lifestyles for \$12.50 a year write or send check to;

TOMBSTONE EPITAPH
Box 1880
Tombstone, Arizona 85638

I took the liberty of placing **ODYSSEY** on the mailing list to Doris Meredith, editor of **The West in Print**, a column in **THE ROUNDUP**, the quarterly publication of the Western Writers of America. Maybe we'll get out name mentioned once in a while.

Russ McDonald

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THE GREAT TRADEBLE with most of the Beef, Wine and Iron found in the market at the present day is the poor quality of materials used in making it. It is often found in a state quite unfit for use on that account. We take great pains with this preparation, using only Liebig's Extract of Beef (freshly prepared), the finest imported Sherry Wine and Pure Iron in a form specially prepared for assimilating with and enriching the blood.

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No. 5100 Price for full pint bottles... \$0.35
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"History in the Making"
Series in San Bernardino SUN,
1951-1964. \$7 total. Bette
Jochimsen, c/o Ontario City
Library, 215 East C Street,
Ontario, Calif. 91764-4198.