



giant inflatable toys of pre-historic monsters who

ruled the earth millions of years ago



POOLS? LANDES

THE EXPRESS KIDER OFTEN SAN BLACK JACK WATCHING MAGET ACROSS THE VALLEY. THE MAIL POLICHE'S FROM NUGGET RIDGE POUNDED HIS MORESS FLANKY. YOUNG TOM CATO GOTTO BE A FRIEND. IN A WAY .. AND BLACK JACK NEWER LET A BUIDDY COWN ...



IN TRAIL

THE MAIL SERVICE HIMSELF HE CARRIED URGENT MAIL AND GOLD SACKS TO THE CITY TRICE A WEEK... IN THAT CASE. WE BOTH LOSE - YOU LOSE YOUR S'POSIN' AND & LOSE





























Mom and Dad!

This Toy set of 10 goyly colored plastic pins and two bells will give endless hours of fun to everyoned Unbreakbells No C.O.D.? Send \$1.25 imms-distrible for your set! Satisfaction governated—or your money back!

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Goof Is shis Xeen from ded worts to play neith of

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Casadian enders Send \$1.50 Festel Mossy Order with chapen

BLACK JACK

BLACK









BLACK JACK
THE SCHOL WAS GIGHT, AND THE FIRST BLACK JACK
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THAT THE SCHOLAR SCHOOL SCHOOL THE SCHOOL











THE CHASE!

THE MESCALERO APACHE WAS WEAKENING... FIVE DAYS OF FLIGHT ACROSS THE WHITE MOUNTAINS DAYS IN THE WATERLESS DESERT MISTATS WITHOUT SHEETER PROM THE GITTER WIND... IT WAS TOO MUCH EVEN FOR A BRANE IN HIS PRIME!















TOOK A



















BLACK JOSEPH JOS





















BLACK JACK















THE COLASE WAS ARRIVE CITYE - BLACK JACK THE COLASE WAS ARRIVE CITYE - BLACK JACK WAS BE STORE - BLACK ARRIVED THE WAS ARRIVED CORE. SOFT A RESOLUTION - BLACK SOFT A RESOLUTION - BLACK TOTAL RES













BLACK JACK EW THEY'D ROPE NO MEN WAS WARY -- HE KNEW THEY'D ROPE HORSE THEY BOTH RODE WAS THE KEY -- BG RED! BLAST IT, RED, CALM DOWN! THE WILD HOSS IS GAIN! YUH IDEAS! WE'RE IN TROUB! E ENOUGH DUCKIN! THE SHERPE'S POSSE! BLACK JACK HAD TRAILED THEM FOR TWO DAYS ... I WANTED BIG RED FREE THEY NERE IN TROUBLE, THEY WERE IN TROUBLE, SHE RED SAN BLACK JACK, AND KNEW HIM AT CHCE! AND HE SAN HORSES AND MEN! NO PAIN HAD FALLEN IN MONTHS. SOMETHING ELSE .. RECOGNIZED BIG RED-THEYD BEEN CAREFREE COLTS TOGETHER ONCE, AND REMEMBER BLACK JACK'S COAT WAS GLISTENING, WET WITH WATER ... ONCE . AND REME ED BIS RED TO JOIN





Traders Transportation

So you want to know more about the fur trade in the Old West? The Old Timer at the Frontier Museum is just the man to give you all the information. Now he's going to speak so you better eive him your full attention.

so you better give him your full attention.

"E. Louis, the principal mert and outfitting point for the for trade was from one to two grounds. The matter of transportation to and from regions to remote in those days was of two great principal contracts. All that portion of the traffic which was confined to the immediate which were not read to the confined to t

— mostly in steambours or keelbours. In downstream avaigation use was made of mackinaws, bull-boars or zanoes which were borne along by the current with but slight assistance from the oars. The interior expeditions to the valleys of the Greac Salt Lake and Green rives were at first conducted by pack rasins, later largely with account. The heart South Fernies was created.

principally with wagons.

The keelboat, the historic predecessor of the steamboat, was extensively used down to 1830 and did not disappear from the Missouri river for several years thereafter. It was a boat of no mean dimensions, averaging from sixty to seventy-five feet long, fifteen to eighteen feet beam and three to four feet depth of hold. It was built on a regular model, with a keel runnine from how to stern, whence its name Rising from the deck some four or five feet was the cargo box which was cut off at each end about twelve feet shorter than the boat. This part of the boat as the name implies was eenerally used for freight, but was occasionally fitted up with staterooms when used for passenpers only. The bost was built on thorough principles of ship craft and was a strong sub-

The means of propulsion was various and were intended to utilize all the forces which man and nature rendered available. The cordeils was the main reliance — a long line attached to the top of a high mast which stood a little to the top of a high mast which stood a little through a ring which was fastened by a short line to the how to help guide the boat and was drawn by twemp to forty men strong along the short. The reason for attaching it to the mast was that it might weing deter of the branch was the time tight weing deter of the branch was that it might weing deter of the branch was that it might weing deter of the branch was that it might weing deter of the branch was that it might weing deter of the branch was the time of the branch was the

It often happened at river crossings and elsewhere that the cordell could not be used. In such cases poles had to be used instead. They were of various lengths mitted to convenient handling and were quipped with bills or knobs at the upper ends to real in the hollow of the upper ends to real in the hollow of the project, the vogazina were ranged its single file on each side of the deck near the bow, facing At. Planting that poles on the river bottom, pointing down stream, they pushed steadyly not the term along the passe awart — a narrow walk some fifteen inches wide on each side of the cargo low while the boat, yetleding to their cargo low while the boat, yetleding to their

pressure, moved anead.

It now and then happened that deep water
was found in places where neither pole nor
cordelle could be used. Cars were then resorved
to, of which there were five or six each side of
the bow. A very important aid, strange as it
may seem, considering the character of a stream
like the Misoann, was the sail. It was at times
of great assistance and even sufficient in itself to
proped the boat against the outrent.

The wooden canoe, dug out from the trunk of the cottonwood, and hence often called a "dugout" was a very useful craft. Many a journey was made in these crude boats — from the heart of the wilderness two thousand miles away to St. Louis. They were extensively used for local traffic in the neighborhood of the

tor to

The mackings was a flat-horrowed boar pointed at both ends. Sometimes forty to fifty feet long with twelve feet beam and three to four feet depth of hold. The oursmen, four in number, were in the how and the steersman was on a high perch in the stern, while the cargo was piled up in the space between them. The current was the main reliance for propulsion.- The cargo was about fifteen tons. The rate of progress was seventy-five to one hundred miles per day. And the cost about two dollars per day or about one and a half mills per mile ton. The boats were cheaply made and were intended only for downstream navigation. then were shandoned at St. Louis. They were the cheapest of all methods for carrying freight The bull hour was made of buffalo skins

willow and cottonwood poles. The size was commonly about twelve by thirty feet and twenty inches deep. It had the least draught of any river craft and was therefore best adapted to such shallow streams as the Platte The cargo generally consisted of robes and amounted to ewo and a half tons weight, causing a draught of only four inches. These boats, in one form or another, saw extensive service on Western

No feature of frontier life is more intimately biended with the history of the Wessern that the bistory of the Wessern that the Wessern the Wessern that the Wessern that the Wessern that the Wessern the Wessern that the Wessern the Wessern the Wessern the Wessern the Wessern the Wessern the

the stern. The freight storage was in the hold. Everything else — boilers, engine, cabins was above the main deck. The annual voyages of the steamboats were great events both at St. Louis and the various posts. The boat carried the necessary outfit for a year's trade and generally also a

hundred or more people for service in the Indian country.

The cravans, which followed the land rour to the mountains or to Stant Fe were generally started from Independence, Missouri. In the earlier years pack trains were exclusively used Later wagons were resorted to for a part of the distance. Mules were used as pack animals. The cravans moved fifteen to twenty-five miles per day. They camped at the end of each days pourney wherever good grass, wood and water were to be found. Great caution was always.

taken to guard against Indian attacks.
After about a mount's wanderings, the caravan attried at the annual renderwous in some
sulley, where it had been arranged the previous
that particular date. From all directions came
the roving population of the country. First
there were the bands of trappers who were in
the regular employment of the companies, and
who had passed a long and tone-some winter
who authered with the rest to dispose of the

fruits of their labors. To the same spot came numerous Indians with furs or horses to sell. In transporting the furs to market they were nade up into packs weighing about one hundred pounds each. They were very securely packed and so wrapped as to protect them from

falor obes, fourteen bear, sixty otter, eighty beaver, eighty raccoon, one hundred and twenty foxes, or six hundred muskrat skins. A common unit of price in the easiler years of the trade was a first class beaver skin worth in the neighborhood of six dollars. It was called a PLUS and was much used at that time.

Along the Missouri valley communication by Express was had at intervals throughout heyar with St. Louis. Such was the case occasionally from the mountains. The express down the valley was generally by canoe, except in winter when dog trains were used above Council Bluffs

and saddle horses below. The express was an important matter.

It gave the officials at St. Louis news from their remote establishments, brought down requisitions from the various posts for the next year's supplies, and reported the state of the winter; also the approximate depth of snow in

the mountains and the probable time of its moting.

Of the many terms peculiar to the fur rands no one was of more common use than the word not not not to the property they had to abundon temporarily the property they were carrying — with the intention of returning for it at a more convenient time. The property so abundoned was cached or conceased to as to prevent its loss or injury. The coche so ordinarily prepared, consisted of a deep pit as ordinarily prepared, consisted of a deep pit and the property of the property

It was fined with sticks and Itenes. After which the goods were carefully placed inside.

The greatest difficulty was to conceal it after everything had been hidden. From the sharp eyes of the sons of the prairies no trace however minute would esteps. The trick was no leave the ground looking just as it did before. In rurf, the soil was replaced, in other places, in rurf, the soil was replaced, in other places. This obliterated all evidence of the work. Cache Valley in Uluh got its name from the

caches created by the traders.

More than a century had passed since the four trader was an important person in this country. Wonder what he would bave thought had he ever dreamed of a day when synthetic



WII I IF

WILLE WARN'T BIG - HE DIDN'T LOOK TOUGH HI A COUNTRY. WHERE BIG, TOUGH MEN GWARNE BIG TOUGH MEN GWARNED HE WAS CHANDS - HE WAS CHILD WAS CHANDS - HE WAS QUICK WITH A ROPE AND THE BEST SHOT ON THE RAIKEH WITH A SIX GUIN GTILL. HE WAS CHAND TO BE WARN HE WAS TO BE WAS CHAND TO SKOW UP OR DIE!









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BEACK JACK
DOWN GO THAN
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BIFACK JACK

ROCKYLANES

"M. STORM'S WARNING"

"STORM'S WARNING"

"THE MINING SHE TO THE MEADONS AND TH







BLACK JACK

























BLACK JACK THE BRRATIC FUNNEL MONED ON, DARTING, STOPPING, TEARING ENERYTHING APART THAT FELT ITS DEADLY TOUCH...



























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