

#### 4. STATEHOOD AND BEYOND:

##### ***“Longshoreman’s” Cotton Bale Hook***

This widely used tool features a tapered steel hook and wooden handle with the letters “J.R.” carved into it (likely the initials of its owner). Bale hooks such as this were used to move large bales of cotton and other crops, such as hay. There were several different styles of bale hooks—specialized in accordance with their particular use—including New Orleans Pattern/Texas Cotton Hooks, New York Pattern Hooks, Hay Hooks, and Box/Freight Hooks. The men who worked at warehouses, presses, and wharves moving cotton bales with such tools were called “cotton jammers,” and those who loaded the ships were called “longshoremen.”

Prior to the advent of shipping containers, cargo ships were loaded by lifting the freight through a combination of block and tackle pulley systems and manual labor. The longshoreman’s hook was so central to that process that when they went on strike or retired they were said to be “hanging up/slinging the hook.” Additional evidence of the extensive use of the bale hook by longshoremen was the presence of “Use No Hooks” warning signs on certain freight that could otherwise be damaged by the application of a bale hook. Longshoremen used their hooks from shipboard to reach out and grab the cargo from the nets being lifted by the block and tackle systems. The combination of the hook with the human hand, wrist, and arm created an effective and powerful tool that allowed the longshoremen to grasp and move large, heavy bales and other items that would otherwise be too cumbersome and hazardous to take hold of directly with their hands and fingers.

##### **Late-19<sup>th</sup> century**

##### ***Goodnight’s Design Women’s Side-Saddle***

This saddle is made in accordance with the Goodnight Design. It features a slightly inclined seat, a small stirrup, and a vestigial horn or “grab handle.” Charles Goodnight designed this working side-saddle for his wife, Molly. It was meant to be used in day-to-day ranching life.

##### **Edward H. Bohlin (1895 – 1980)**

**n.d.**

##### ***Silver Saddle from the Marshall-Cullen Estate at Las Palmas Ranch***

This black, leather saddle features much leather tooling and is studded with silver accents. It has a silver horn and long black dusters with silver designs, such as birds. Also with matching bridle.

The saddle came from the Doug Marshall Estate. Marshall’s wife, Margaret Cullen, was the daughter of Hugh Roy Cullen, of oil fame. He was also a major contributor to the new campus of the University of Houston.

**c.1870**

### **28 Apache Rawhide Playing Cards**

The Apache Indians created these playing cards. Most Apache card decks are from the 19th or 20th centuries. Spanish explorers first introduced playing cards to Native Americans sometime during the 17th century. Native Americans adopted the cards began to make their own games. During the early 1800s, trade between Mexico and the Apache slowed due to hostilities. The Apache began crafting their own cards out of rawhide (leather). Early rawhide cards resembled Spanish designs but as time went on the images took on Apache attributes. The human figures on these cards are drawn in the traditional Apache style.

**Charles M. Russell (1864 – 1926)**

**1896**

#### ***Nancy Cooper Russell's Gold Saddle Wedding Ring***

This distinctive wedding ring was designed by Charles Marion Russell, famed American artist. It was cast from a 24k gold nugget and shaped as a western saddle. It is likely one of the first three-dimensional sculpture works by Russell. Two years later, in 1898, spurred on by Nancy's support, Russell cast his first bronze at the Roman Bronze Works in New York. The ring is approximately a size six.

**Colt's Patent Fire Arms Manufacturing Co.**

**1882**

#### ***Colt "Wells Fargo" Shotgun, 12-gauge***

Coach drivers along the Western trails carried shotguns such as this firearm for protection from a variety of dangers: robbers, American Indians, and the occasional wild animal. The term "riding shotgun" came from the role of the stagecoach guard who rode with the driver, holding a double-barreled shotgun for his protection and the safety of the passengers and the goods the wagon carried. Stagecoaches also transported United States mail, money for banks, gold for prospectors, and goods for merchants and ranchers.

Wells, Fargo & Company started in 1852 to provide express mail and banking services to California while the Gold Rush was still occurring. Eventually the company developed its transportation business and controlled the Overland Mail Company and the Pony Express, beginning in 1866. Wells, Fargo & Company operated all mail routes between the Missouri River and the Pacific Ocean, running twice weekly mail and passenger services between St. Louis, Missouri, and San Francisco, California, as well as routes from Utah, Montana, and Idaho. The Butterfield Line ran nearly 3,000 miles, through the Texas towns of Fort Worth and El Paso, Tucson, Arizona, and Los Angeles, California.

Stagecoaches ran day and night, stopping only to take meals. The distinctive red and gold Wells, Fargo & Company coaches rested on unique leather-strap systems, called thoroughbraces, for a more comfortable ride than a simple covered wagon. A trip from St. Louis to San Francisco lasted about twenty-five days, moving five to twelve miles per hour!