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Book Reviews

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Book Reviews

The Indians of the Southwest: A Century of Development Under the United States. Edward Everett Dale. Norman: University of Oklahoma Press. 1949. Pp. xvi, 283. \$4.00.

The colorful Indians of the great Southwest at last have their historian—a recognized authority, Dr. Edward Everett Dale of the University of Oklahoma. Dr. Dale began an intimate study of the Southwestern tribes in 1926, when he served as a member of the Meriam Commission of the Institute for Government Research. His further study of these tribes, intensified by a grant from the Henry E. Huntington Library in 1944, has resulted in a “broad general survey of the more important aspects of one hundred years of Indian administration in the Southwest.” The tribes studied are limited to those who live in the present states of New Mexico, Colorado, Utah, Nevada, California and Arizona, essentially the territory of the “Mexican Cession” of 1848.

Dr. Dale sets an extraordinarily formidable task for himself in attempting a synthesis of the federal relations with the Indians of the Southwest. In his preface, after stating that he plans to give “special emphasis” to activities of “permanent value,” he further informs us that his “chief purpose . . . is to give to the general reader a better understanding of the Southwestern tribes as they are today by tracing briefly the story of the events which have helped to create present conditions.” He also hopes to give scholars a background of information “for the preparation of more detailed studies touching the Indians of this area.” Even with the aid of only a few such needed studies he has succeeded well. A great part of this study, it should be noted, is based on original research in primary sources.

In the first chapter of the book he discusses succinctly and brilliantly the general problem of Indian administration and its historical background. The second chapter is mainly a discussion of ethnological and geographic factors, sufficiently thorough to establish the immensity of the problem of Indian management in the vast Southwest.

Chapters 3-10 are largely chronological in nature, and in them he traces the story of federal relations from 1848 to early in the present century. In these chapters he penetrates deeply into the bedrock of the problems of Indian administration, and makes clear the almost insuperable difficulties caused by the diversity of tribes, the bureaucratic conflicts between the military and civilian officers, the chronic lack of funds and efficient personnel, the impossibility of effective transportation and communication, the hatreds and selfishness of the frontier white population and the general cussedness of the Indians themselves. In this tangled web of human and physical complexities he threads his way through the story with unusual skill, and arrives at conclusions particularly dispassionate for a student of Indian affairs.

The last part of the book, chapters 11-15, is essentially topical. The reviewer is of the opinion that Dr. Dale is at his best in these chapters; they show more originality, a greater personal interest and a heartening optimism for the future of the Indians. By an adequate discussion and an analysis of the agent and his work, the education of the Indians, their health and hygiene, and the current problems of Indian administration he effectively brings the subject up to the present time.

The merits of this book are many; the shortcomings are few. However, in having to deal with so many tribes and reservations and such a multiplicity of officials, the general mosaic naturally assumes in some instances a slight monotony. But there is no question that both the specialist and the general reader will find the book highly interesting throughout.

Mistakes are few in number. On page 70, it is implied that Arizona in 1857 existed as a territory with a territorial governor who acted as the superintendent of Indian affairs. Although its name was in common use, Arizona was not constituted a territory until 1863. Also, on page 98, Arizona is credited as being a state in 1871. Statehood, however, was not attained until 1912. Agent John P. Clum is given credit on page 104 for what appears to be a *complete* removal

in 1875 of all the Indians at the Fort Apache, while on page 127 the same removal is correctly stated to be *incomplete*. There was no organization such as the Arizona National Guard in 1877, as given on page 106. H. Bennett, referred to on page 126, was meant to be Dr. Herman Bendell. And in the case of General Crook's name, written George F. Crook on page 63, there was neither a middle name nor an initial. Obviously, errors such as the ones cited are trivial and might well remain unmentioned.

The limitations of the book, few as they are, are not due to dereliction on the part of the author. They are inherent in so vast a panorama. In the opinion of this reviewer his book will long stand as the authority in its field.

In conclusion, attention must be called to the valuable photographs, the generous bibliography, the excellent index, the useful maps and the attractive format of the book. All of these factors greatly enhance the value of this splendid volume. It is indeed a worthy addition to the University of Oklahoma Press's great Civilization of the American Indian Series.

R. H. OGLE

Phoenix Union High Schools
and Phoenix College

Oil! Titan of the Southwest. Carl Coke Rister. Norman: University of Oklahoma Press, 1949. Pp. xxiii, 467. \$5.00.

Professor Rister's thesis is all-embracing: Oil is the life-blood of the nation, and, as of 1947, the Southwest has been producing 70% of the nation's oil. Still, although the value of Southwestern "petroleum and petroleum products during 1948 alone . . . [was] greater than all the gold and silver mined in the United States since early colonial days," historians have neglected the oil industry's rise in the Southwest. This volume goes far to balance the historical deficiency, for it is the saga of Southwestern oil from copé the Spanish discovered on Gulf coast inlets to the mammoth refineries of present-day Port Arthur.

Research needs for such an ambitious project were

prodigious; the author travelled no less than thirty-five thousand miles to gather his sources. His investigations in the National Archives (especially in the records of the Bureau of Mines, the United States Geological Survey, the Office of Indian Affairs, the Federal Oil Conservation Board, the United States Fuel Administration, and the Petroleum Administration for War) might be cited as a model use of collections in our great national depository. State and county documents searched include everything from statutes to deeds. Trade journals and newspaper files received a thorough combing, as did the technological literature of oil geology and engineering. Of unique value are the manuscript letters and monographs from private collections. Personal interviews with oil men filled in the interstices. Standard Oil Company of New Jersey underwrote the expenses by a research grant to the University of Oklahoma Foundation.

Most of the book is a scholarly description of the successively developing Southwestern oil fields: the early Nacogdoches operations, "Choctaw-Chickasaw" operations, the Bartlesville well (1897), the Paola oil springs, the Neodesha field, Corsicana, Spindletop, Jennings, Red Fork, Caddo, Burkburnett, Cushing, Ranger, Desdemona, Mexia, Burbank, Smackover, Humble, Oklahoma City, Permian Basin, Panhandle, East Texas, Hobbs, and many others. The discovery, production, transportation, leasing, and storage problems of each have been examined with monotonous attention to detail. Flashes of colorful writing, however, do appear, as, for example, a description of the Greater Seminole boom towns.

Anyone but the technically informed will have difficulty with the oilfield jargon: rotary mud, cable tool rigs, Arbuckle formation, Simpson zone, Baumé gravity measurements, chokes, control heads, to mention but a few terms. A glossary offers some aid in this respect. Also there are tables of production for the various fields, and by years. A folding map locates the fields. One of the most interesting chapters discusses the role played by American oil in World War II,

with notice given to the construction of "big inch" and "little inch" pipe lines.

In such a thoroughgoing treatment of oil in the American economy it is difficult to find omissions either of details or essentials. Nevertheless one would perhaps expect to find more on the tidelands controversy. There also is a tendency to minimize the great oil corporations' financing and "interior" organization. To be sure these are considered, but only in footnotes, and in such a manner as to leave certain statements unexplained in the text. (See especially, pp. 40-41)

This work is dedicated to the "early-day oilman, America's greatest industrial pioneer." There is indeed a lusty appreciation of the courage, persistence, and daring of the pioneer adventurers in oil. But Professor Rister is primarily impressed with the progress of the industry from chaos to order. "The petroleum industry," he concludes, "has climbed out of early-day over-production, low markets, and oil-field chaos and waste, into a well-organized and scientifically equipped business." Eugene Holman, president of the Standard Oil Company of New Jersey, receives a notable tribute for his "progressive industrial ideas and his forthright expressions of a belief that business executives should administer their responsibilities with the broad public interests constantly in view." A comparison of the wasteful features—overproduction, offset drilling, devastating fires, escaping gas, sloppy storage in earthen tanks—that plagued the oil pioneers of early days with the constructive influences wrought by oil promotion in more recent times is explicit in this interpretation. The author contends that oil dividends have been moderate, that oil income stays largely in the producing States, and he elucidates his statements with specific illustrations ranging from the University of Texas to the Shamrock Hotel.

Conservation measures, Professor Rister admits, have been influenced by State laws, courts, and administration; but federal conservation received scant praise from him. Rather, he gives most credit for orderly development to

“reasonably circumspect corporate ethics . . .” in the oil industry. Descriptions (in the last chapters) of highly specialized laboratories, labyrinthine refineries of great scale, the increased cost of bringing in deep wells, “heavy equipment investments,” block leasing, expensive marine operations on the Gulf coast, and other characteristics of oil operations in the present Southwest, all would seem to point in the direction of control by a limited number of large corporations. At least these features of recent development cast doubt upon Professor Rister’s prophecy that it is unlikely such an industry “can become monopolistic, as was forecast in Theodore Roosevelt’s day.”

GEORGE WINSTON SMITH

University of New Mexico

William Blackmore. Herbert Oliver Brayer. Vol. I: The Spanish-Mexican Land Grants. Pp. 381. Vol II: Early Financing of the Denver & Rio Grande Railway. Pp. 333. Illustrated. Denver, Colorado: Bradford-Robinson, 1949.

A little written-about phase of New Mexico-Colorado history in the 1870’s is given exhaustive treatment by the author after he had spent eight years in research in archives, libraries and family papers in this country and in Europe. It is a scholarly piece of writing centered around William Blackmore, British entrepreneur, counsellor, anthropologist, whose far-flung financial operations punctuated by a tragic end, make a fascinating international chronicle. The extensive Blackmore Collection of documents, lodged in the Library of the New Mexico Historical Society as a gift of Frank Stevens, nephew of William Blackmore and curator of the Blackmore Salisbury & South Wilts Museum, obtained through the intervention of Brayer, and classified and catalogued by him, form the basis for this “Case Study in the economic development of the West.” Mrs. Garnet M. Brayer, wife of the author, spent the better part of a year transcribing the Blackmore diaries, portions of which are in an obscure and archaic shorthand.

In his introductory chapter, Brayer outlines the eco-

nomics of the Rio Grande valley and its tributaries in the sixties and seventies of the last century as shaped by the Spanish-American settlers and at that time differing but slightly from the days of the change in sovereignty from Mexico to the United States. He tells how a coterie of attorneys, most of them in Santa Fe, had obtained control and even ownership of Spanish land grants, these having become the medium for the payment of legal services. However, the native "remained essentially a subsistence farmer, utilizing centuries-old agricultural methods and implements." It was this condition which led Blackmore to undertake in southern Colorado and northern New Mexico his most important operations. Incidentally, he left a permanent mark on American ethnological studies with his collection of Ohio Mound artifacts and other archaeological and anthropological specimens, now in the Blackmore Museum in Salisbury and in the British Museum. He assisted financially the Hayden expedition to the Yellowstone in 1872, supplied part of the funds to equip William H. Jackson, noted pioneer photographer, and Thomas Moran, famous painter of the Grand Canyon. The hundreds of photographs of American Indians collected by Blackmore formed the foundation of the Smithsonian Institution's wealth of western pictures of the days before the railroads had crossed the Rockies. Hayden reported: "The greater portion of the collection is derived from the magnificent liberality of William Blackmore, Esq., of London, England, the eminent anthropologist who has for years studied closely the history, habits, and manners of the North American Indians." Blackmore also was instrumental in aiding George Catlin to preserve his invaluable collection of Indian paintings.

British and Dutch capital was attracted by promoters, such as Blackmore, who had visions of development of mineral, agricultural and livestock resources, and of profit in railroad construction and the laying out of townsites. However, according to Brayer, "Blackmore and his cohorts failed to realize the basic immobility of the country itself . . . It was not an area that could be greatly altered by capital. After a hundred years of exploitation the land grant area

in northern New Mexico and southern Colorado is intrinsically the same as it was when General Kearny seized it from Mexico."

Blackmore was merely 37 years of age on his first visit to the United States early in 1864, when he proposed to the government in Washington, which was hard put financing the Civil War, that he would place in Europe half a billion dollars of five per cent bonds secured by public lands, an acre for each dollar of the issue. The proposal was rejected although at first favorably received. It is on this first visit that Blackmore formed friendships with eminent statesmen, legislators, financiers and military men, some of whom became associated later in his far-flung enterprises.

Blackmore's second visit to the United States occurred in 1868 when he joined an official party inspecting the Union Pacific as far as it had been built in Wyoming. From there, he proceeded to the Mormon capital and studied the unique economy developed by the Church. Before returning to England he made several investments in railroads, lands and mines in the East and "established important contacts in political, financial and industrial circles in America." He had engaged Dr. Ferdinand V. Hayden to make a survey of the Sangre de Cristo Grant, a domain of vast extent in southern Colorado and northern New Mexico, which had been owned by Carlos Beaubien and confirmed to him by Congress in 1860. Lucien Maxwell and his wife, Luz Beaubien, Joseph Pley and James H. Quinn, acquired a three-sixth interest in the Grant. Pley's one-sixth was sold to Ceran St. Vrain for \$1,000, the latter selling for \$20,000 to Col. William Gilpin, who had been governor of Colorado. The Maxwells sold their interest to Gilpin for \$6,000. Beaubien's widow and other heirs received \$15,000 for their portion, so that Gilpin became owner of the Grant, excepting the minor interest of James Quinn, whom he could not locate, for something like four cents an acre. Maxwell, two years later, made a much better bargain in disposing of the Maxwell Grant, the story of which is told by W. A. Keleher in his recently published interesting book, "Maxwell Land Grant."

It was the sale of the Sangre de Cristo Grant to European capital which Blackmore undertook upon his return to England late in 1868. The Colorado Freehold Land and Emigration Company was incorporated in London to purchase the northern half of the Grant designated as the Trinchera Estate, the southern half being named the Costilla Estate, which was conveyed to the United States Freehold and Emigration Company.

Though deeply involved also in floating the bonds of the Denver & Rio Grande Railway in 1871, Blackmore, nevertheless, embarked upon other land and financial enterprises in which purchase and development of the Cebolla, Los Luceros, Mora, Sebastian Martin, Ocate, Agua Negra, Rio Grande, Rio Colorado, Conejos, Ojo del Navajo, Tierra Amarilla, Preston Beck, Cieneguilla, Canyon de Chama and other land grants, covering millions of acres, were promoted. He visited Santa Fe and Taos repeatedly, contacting important political figures such as Elkins, Catron, Holly, Joseph, Brevoort, Clever, Spiegelberg, Houghton, Watts, Wadingham. Blackmore later entertained Elkins and his bride in England, Elkins at that time being president of the First National Bank of Santa Fe, in which Catron, Holly and Watts were also financially interested.

Brayer describes vividly the astounding manipulations, machinations, the multiplication of corporations, the colorful propaganda to dispose of securities and lands to English, Dutch and French investors and colonists, at the same time planning a great educational institution in the Rocky Mountain region which was to engage in scientific research and archaeological exploration. Blackmore's endeavor to find an "intelligent young Englishman" to take over the management of the Sangre de Cristo Grant and other properties, resulted in the selection of his young brother-in-law, Arthur Boyle, who had spent several years as a sheep operator in Australia and had also served as secretary to Sir Charles Johnson Brooks, second white Rajah of Sarawak. Boyle's salary was set at three hundred pounds sterling annually. The youthful manager and his wife arrived in the United States in 1877 and settled on the Sangre

de Cristo Grant east of the San Luis Valley. Blackmore's financial difficulties and entanglements on three continents by that time had become embarrassing. His health broke and on April 12, 1878, when Blackmore was only 51 years, Blackmore's assistant in England reported that he had found "Blackmore slumped over his desk with a bullet in his head." Boyle, deeming his task hopeless, soon thereafter took up his residence in Santa Fe where he gained prominence. There Brayer was given access to Boyle's letters, ledgers, bills and miscellaneous materials by the late R. Veer Boyle, son of Arthur Boyle.

Appendix, bibliography and index add to the importance of Volume 1 as a source for historical study. The illustrations from old photographs, some of them of Santa Fe, add to the interest of the book.

In Volume II, Brayer traces the inception in 1870 of the Denver & Rio Grande Railway which was planned to link Denver and Santa Fe and thence to be built to El Paso into Mexico, Brayer's narrative covering the period to 1878, the year of Blackmore's death. The first papers of incorporation were filed in Santa Fe, providing for capitalization of \$20,000,000. The incorporators included Governor Pile, Joseph G. Palen, Stephen B. Elkins, Thomas B. Catron, John Pratt, General Asa B. Carey, the moving spirit of the enterprise being General William Jackson Palmer, son of Quaker parents. Although only 34 years of age, he had already achieved prominence. Several years before, he had directed a survey of a feasible route from the Rio Grande to the Pacific along the 35th parallel by way of Albuquerque.

In seeking to follow up the various ramifications of these early years of railroad building, Brayer was given "free and complete access to the corporate records of the Denver and Rio Grande Western Railroad Company," the only condition made by Henry Swan and Judge Wilson McCarthy, co-trustees of the railroad, being to "tell the truth—all of it." And what a story of financial prestidigitation it discloses of those pioneer days when companies were organized under various names to finance the building of links of the road,

when townsites were surveyed and bonded, including such eventually successful sites as present day Colorado Springs and Pueblo! In addition to the main line, seven branch routes were planned. The chief problem, of course, was one of finance and the solution had to be sought abroad. The Maxwell Grant, of which General Palmer was president, became the first instrumentality to furnish a credit basis. Wilson Waddingham, one of the then owners of the Grant, subscribed \$50,000 cash and authorized Palmer to sell his Grant stock abroad, for a quarter million or so.

A Colorado corporation, the Denver and Rio Grande Railroad, was now chartered with capital stock of \$2,500,000. It was proposed to create a \$6,500,000 thirty year 7% gold bond issue secured by a mortgage on "a non-existent railroad with non-existent rolling stock and a non-existent right of way" as the author puts it, although the values were later to be realized by the creation of a construction company "pool." Denver, at the head of the proposed line, had a population of 4,759, and Santa Fe, its proposed first terminus 4,765, according to the 1870 census. "Between these contemplated terminals there were some 10,000 widely scattered persons." To lessen the cost of construction and operation it was decided to make the railroad narrow gauge. General Palmer and his bride in England entrusted to William Blackmore the task of placing the bond issue. Blackmore's success in marketing Union Pacific securities and his disposing of a million dollars of bonds of the Costilla Estate to Dutch capitalists had marked him as a financial wizard who would be especially motivated to sell the Denver & Rio Grande bonds by the fact that the proposed narrow gauge road would pass over his land grant holdings and prospects in Colorado and New Mexico. The Union Contract Company was given the contract to build the entire line, 875 miles, from Denver to El Paso, for which it was to receive \$14,000,000 first mortgage 7% gold bonds, \$14,000,000 in capital stock, plus such municipal, county, state and U. S. bonds as might be received in aid of construction, together with lands acquired by the railroad not needed for its fi-

nancing and maintenance. Construction got under way promptly and the site of the future Colorado Springs was reached in what seemed record time, on October 27, 1871.

The vicissitudes met, the difficulties overcome, the colonization systems pioneered, the financing put over, as told by Brayer, make fantastic reading in this day and age. Blackmore kept in close touch with developments including plans for working coal deposits and settlement of the Arkansas Valley. Lands were transferred from one syndicate to another, and various land improvement companies were organized and financed. Pueblo became a boom town in which "building is going on with a rapidity never before known here, and 80 and 100 acre additions are extending the corporate limits," says one newspaper item. Promotion pamphlets described in glowing terms the resources of the country tributary to the railroad and its branches.

Then financial depression struck. A three year grasshopper plague destroyed crops and brought on a complete lack of demand for farm lands. Travel and immigration was curtailed. "When the railway company on April 30, 1877, announced that it was necessary to default the interest due on its bonds on May 1," subsidiary corporations also felt the strain. Blackmore and his associates demanded an accounting, Blackmore's tragic death in 1878 providing only a temporary truce. It was not until 1902, that "thirty years of financial discord and contention" were brought to successful conclusion.

The final chapter under the heading "The End Justifies the Means," reviews the phenomenal growth and development that came to Colorado from 1870 to 1880 and later years. It also speculates on what might have been had the British bondholders gone along with the enterprise to its probable eventual success, instead of forcing it into receivership which for the time being stopped most expansion and development planned by the original builders. Today, the growth and prosperity of the cities, towns and country tributary to the railroad and its branches in Colorado from Denver to the San Luis valley, are a justification of the faith, persistence and daring of the courageous men

who had envisioned the present results of their enterprise three quarters of a century ago, even though some of their desperate methods to achieve their end might not meet with the approval of present day financial ethics, laws and regulations.

As in Volume I, appendices, bibliography and index attest to the workmanlike talents of the author. The two volumes printed in a limited and numbered edition of 500, are attractively bound. As source material on the economics and history of the Southwest they are indispensable to the present day student of the history of the Rocky Mountain region.

P. A. F. W.

Marshal of the Last Frontier: Life and Services of William Matthew (Bill) Tilghman—for 50 years one of the greatest peace officers of the West. Zoe A. Tilghman. Glendale, California. Arthur H. Clark Co., 1949. Pp. 406. \$7.50.

Early New England preachers frequently warned their congregations against migrating to the West. They predicted that such a move would have a disastrous effect on the children of the emigrants. The fallacy of such reasoning is shown by the story of Bill Tilghman's career.

Bill spent his early years in Iowa and Kansas, but his parents emigrated from the East—from Maryland. At the age of eight, he became "the man of the family" when his father left the Kansas farm to fight for the Union. At home the boy learned to do the daily tasks, to forgive those who had wronged him, and to control himself. He developed into a man of powerful build and exceptional courage, but was generous and kindly and fond of children. Something in his family history warned him against liquor, and a quiet resolve on his part led him to become known later as "the man who refused a million drinks."

Having taken a profitable part in the slaughter of the buffalo, the experienced young plainsman found himself in the early seventies in southwestern Kansas. Dodge City was just getting started as a gay town where the cowboys turned their charges over to the railroad and went on a spree.

Half the population were gamblers or prostitutes. In such a region where there was little respect for law, Bill might have become a daring outlaw. Balzac, whose knowledge of human nature is said to have been second only to that of Shakespeare, has said that "a crime, in the first instance, is a defect in reasoning power." If the great French novelist was right in this, it seems likely that Tilghman could think as straight as he could shoot. His home life had given him a high standard of personal conduct, while a chance encounter with "Wild Bill" Hickok gave him a hero of whom he talked for weeks. Constant practice in shooting from his hip perfected a quick flick of the wrist and a coordination that made him a dangerous man with a gun.

There was something in his eyes that made wrong-doers pause. Again and again society turned to him as the man to reduce a wild town or region to law and order. He was recognized not only as a picturesque character, but as one of the most noted peace officers of the Southwest. He served two Kansas counties as under-sheriff, then became marshal of Dodge City. When Oklahoma was opened up in the spring of 1889, Bill took part in the spectacular rush of settlers, and staked out a claim at Chandler, where he was soon raising thoroughbred horses. However, the chance to sell liquor to the Indians made the region an attractive one to outlaws, so Bill was soon pressed into government service. As deputy United States marshal, he helped to break up various gangs which overran the new territory.

As Zoe Tilghman was Bill's second wife, it is not surprising to find that the biography is laudatory rather than critical. In all probability Mrs. Tilghman drew her husband a few shades more perfect than he was in actual life. While she claims to have made "extensive studies in the collections of the historical societies of Kansas and Oklahoma," she adds that the greater portion of her book is based on her husband's note-books and manuscripts. The book has an index, but no bibliography and few foot-notes. It is well-written, and will find readers wherever people are interested in the spectacle of a strong man fighting for the right.

University of New Mexico

MARION DARGAN

CONSTITUTION
OF THE
HISTORICAL SOCIETY OF NEW MEXICO

(As amended Nov. 25, 1941)

Article 1. *Name.* This Society shall be called the Historical Society of New Mexico.

Article 2. *Objects and Operation.* The objects of the Society shall be, in general, the promotion of historical studies; and in particular, the discovery, collection, preservation, and publication of historical material especially such as relates to New Mexico.

Article 3. *Membership.* The Society shall consist of Members, Fellows, Life Members and Honorary Life Members.

(a) *Members.* Persons recommended by the Executive Council and elected by the Society may become members.

(b) *Fellows.* Members who show, by published work, special aptitude for historical investigation may become Fellows. Immediately following the adoption of this Constitution, the Executive Council shall elect five Fellows, and the body thus created may thereafter elect additional Fellows on the nomination of the Executive Council. The number of Fellows shall never exceed twenty-five.

(c) *Life Members.* In addition to life members of the Historical Society of New Mexico at the date of the adoption hereof, such other benefactors of the Society as shall pay into its treasury at one time the sum of fifty dollars, or shall present to the Society an equivalent in books, manuscripts, portraits, or other acceptable material of an historic nature, may upon recommendation by the Executive Council and election by the Society, be classed as Life Members.

(d) *Honorary Life Members.* Persons who have rendered eminent service to New Mexico and others who have, by published work, contributed to the historical literature of New Mexico or the Southwest, may become Honorary Life Members upon being recommended by the Executive Council and elected by the Society.

Article 4. *Officers.* The elective officers of the Society shall be a president, a vice-president, a corresponding secretary, a treasurer, and a recording secretary; and these five officers shall constitute the *Executive Council* with full administrative powers.

Officers shall qualify on January 1st following their election, and shall hold office for the term of two years and until their successors shall have been elected and qualified.

Article 5. *Elections.* At the October meeting of each odd-numbered year, a nominating committee shall be named by the president of the Society and such committee shall make its report to the Society at the November meeting. Nominations may be made from the floor and the Society shall, in open meeting, proceed to elect its officers by ballot, those nominees receiving a majority of the votes cast for the respective offices to be declared elected.

Article 6. *Dues.* Dues shall be \$3.00 for each calendar year, and shall entitle members to receive bulletins as published and also the *Historical Review*.

Article 7. *Publications.* All publications of the Society and the selection and editing of matter for publication shall be under the direction and control of the Executive Council.

Article 8. *Meetings.* Monthly meetings of the Society shall be held at the rooms of the Society on the third Tuesday of each month at eight P. M. The Executive Council shall meet at any time upon call of the President or of three of its members.

Article 9. *Quorums.* Seven members of the Society and three members of the Executive Council, shall constitute quorums.

Article 10. *Amendments.* Amendments to this constitution shall become operative after being recommended by the Executive Council and approved by two-thirds of the members present and voting at any regular monthly meeting; provided, that notice of the proposed amendments shall have been given at a regular meeting of the Society, at least four weeks prior to the meeting when such proposed amendment is passed upon by the Society.

PUBLICATIONS FOR SALE

OLD SANTA FÉ (the quarterly published in 1913-16), 3 volumes unbound. A complete set may still be had at \$20.00. The seventh issue is not sold separately; the tenth issue, \$5.00; the others, \$1.00 each. The Society will pay \$5.00 for reasonably clean copies of Vol. II, no. 3.

NEW MEXICO HISTORICAL REVIEW (quarterly, from January 1926)

Vol. I, no. 1, out of print. Nos. 2, 3, 4, each	\$2.00
Vol. II, no. 1 (sold only in sets)	\$3.00
Vol. II, Nos. 2, 3, 4, each	\$1.00
Vols. III to current year, per volume	\$4.00
By subscription, during current year	\$3.00
COMPREHENSIVE INDEX, Vols. I-XV	\$2.00

Papers, Nos. 1 to 38 (1888 to 1935) List of titles sent on request.

ST. FRANCIS AND THE FRANCISCANS IN NEW MEXICO, 44 pp., ill. \$1.50

REPRINTS from the HISTORICAL REVIEW, each \$0.25

Titles sent on request. Some studies which appeared serially may be had as:

PUBLICATIONS IN HISTORY

- | | |
|---|--------|
| Vol. I—Fray Marcos de Niza's <i>Relación</i> , Span. and Eng. ed. by Percy M. Baldwin. 59 pp. (1926) | \$1.00 |
| Vol. II—Juan de Oñate and the Founding of New Mexico. Geo. P. Hammond. 228 pp., maps, bibliog., index. (1927). Out of Print. | |
| Vol. III—New Mexico in the Great War, ed. by L. B. Bloom. 166 pp., index. (1927) | \$1.50 |
| Vol. IV—The Gallegos Relation of the Rodríguez Expedition to New Mexico, ed. by G. P. Hammond and Agapito Rey. 69 pp., maps, index. (1927). Out of print. | |
| Vol. V—Barreiro's <i>Ojeada sobre Nuevo Mexico</i> (1832), ed. by L. B. Bloom. 60 pp., ill. (1928) | \$5.00 |
| Vol. VI—Indian Labor in the Spanish Colonies. Ruth Kerns Barber. 135 pp., bibliog., index. (1932) | \$1.50 |
| Vol. VII—Church and State in New Mexico, 1610-1650, France V. Scholes. 206 pp., bibliog., index. (1937). *Out of Print. | |
| Vol. VIII—The American Occupation of New Mexico, 1821-52. Sister Mary Loyola. 166 pp., bibliog., index. (1939). *Out of Print. | |
| Vol. IX—Federal Control of the Western Apaches, 1848-1886. R. H. Ogle. 259 pp., bibliog., index. (1940). *Out of Print. | |
| Vol. X—Franciscan Missions of New Mexico, 1740-1760. Henry W. Kelly. 94 pp., bibliog., maps. (1941). *Out of Print. | |
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