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Trails South: The Wagon-Road Economy in the Dodge City-Panhandle Region

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remote and diverse locations as Tascosa, Texas, and Fort Supply, Oklahoma, were linked to Dodge by various wagon roads which facilitated commerce and eventually permanent settlement of the region.

Haywood traces this "wagon-road economy" through three economic periods: "the buffalo-hide prosperity and decline [a period which included the military displacement of indigenous Indian tribes], the cattle-town bonanza and decline, [and] the land rush of homesteading farmers." Further, he shows the breakup of the region as an entity by the advent of rail lines south of Dodge. Thus *Trails South* is not only a regional study, but it also recapitulates the familiar pattern of Great Plains exploitation and settlement.

Haywood's principal focus, however, is on the region's economic lifelines, the wagon roads, and on the people who were in any way involved with the transportation of freight, mail, or passengers along these routes. Included are studies of individual contractors, freighters, and way-station operators, ranging from entrepreneur P. G. Reynolds to the English Cator brothers, proprietors of the Zulu Stockade road ranch. Well supported and enlivened with anecdote and incident, the book presents a readable as well as complete picture of business enterprise on the frontier.

On balance, *Trails South* is a valuable addition to both the literature of Great Plains development and the history of frontier wagon freighting. In the latter case, it augments such works as Henry Pickering Walker's *The Wagonmasters* and Oscar Osburn Winther's *The Transportation Frontier*, both of which focus principally on the extended overland freighting routes, such as the Santa Fe Trail. The more localized Dodge City-Panhandle wagon-road economy, though perhaps unique in its stability and duration, had many regional analogues, for the study of which *Trails South* may well stand as a model.

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Trails South: The Wagon-Road Economy in the Dodge City-Panhandle Region. By C. Robert Haywood. Norman: University of Oklahoma Press, 1986. Maps, illustrations, notes, bibliography, index. xv+303 pp. \$19.95.

The Dodge City-Panhandle Region, as C. Robert Haywood defines it, encompassed a "ragged, imprecise triangle" with its base in the upper panhandle of Texas and its apex at Dodge City. Haywood persuasively argues that for two formative decades—1868 to 1888—this region was unified not only by "common physiographical and demographical characteristics" but by an economic interdependence that transcended state and territorial boundary lines. As a market, shipping point, and source of supply, Dodge City was the effective, if not political, capital of the region. Such