

enough to string 502,000 miles of 3 strand wire.³

The settlement of the West was dependent on barbed wire: invented by a Yankee tinkerer and a manufacturing firm from the industrial heart of New England.

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- 1, 2, 3: The three quotations are from: *THE WIRE THAT FENCED THE WEST*

CABRILLO'S GALLEON? IT WAS A CARAVEL!

By Jerry MacMullen
Director, Sierra Museum

If all of the pictures which have been drawn and painted and etched depicting the ships of Cabrillo's time were to be laid end to end, it would be an excellent idea — especially if someone were to come along about then with five gallons of gasoline and a match.

There seems to be nothing which so fires the imagination as a Spanish galleon, and, as a result, that hapless form of vessel probably has suffered more greatly at the hands of imaginative and mischievous artists than anything else afloat, even including the sea serpent. The situation always has been bad, and it got much worse during the Roaring Twenties. At that time, you may recall, there was introduced what might be termed the Hollywood, or Mantlepiece galleon. No stucco bungalow of the "Contractor's Spanish" school of

architecture was complete without one, in a niche over its plaster-of-paris fireplace. And all too many people thought they were authentic.

Cabrillo, of course, never sailed in any such contraption; he didn't even sail in a legitimate galleon. There is every reason to believe that the largest of his two vessels was a caravel, which is far smaller than a galleon, and rigged much differently. The galleon was a huge, lumbering affair which was square-rigged on her foremast and mainmast, and carried a lateen sail on her mizzen. She was anything but handy in getting to windward, and if Cabrillo had sailed in that kind of a packet, he probably would still be trying to get past Cedros Island, on his way up the Lower Coast.

Serious research by such maritime historians as Henry Culver and the top-flight marine artist, Gordon Grant, reveal the caravel as longer and lower than a galleon, and having four masts: she carried a square foresail and fore topsail, but her main, mizzen and jigger masts were lateen-rigged. You might without stretching things too far, call her a four masted barkentine. Some years ago William Bowles,

who lives on a mountain out Ramona way, did a model of the Cabrillo-type vessel, with its one square-rigged and three lateen-rigged masts. He worked from drawings obtained from Spain, so his model has authenticity — and checks with the completely independent research of Culver and Grant. Unfortunately, those Spanish drawings are no more. When Spain was temporarily "liberated" by the Communists some years ago, they were all burned as being symbols of the wicked right-wingers.

We are pretty much in the dark about Cabrillo's other ship. It has been indicated she was much smaller than the reputedly 200-ton flagship, and possibly was not even decked. In those days, a "ship measurement" ton was not 100 cubic feet as it is today; it was around 42 cubic feet, and even a ship of 200 tons would be rather small.

At the time he was director of the Sierra Museum, Jerry MacMullen wrote a historical column, The Southwest Corner, for the San Diego Union. This article appeared in the November 27, 1960 issue and was printed by permission of the Maritime Museum Association of San Diego.



This model of Cabrillo's largest ship is on display at the Cabrillo National Monument. Photographed by Marshall Harrington, courtesy of the Cabrillo National Monument.