

Susanville, Calif.
Sept. 1, 1923

Pony Express Celebration Committee
304 Native Sons Bldg.
San Francisco, Calif.

Gentlemen:

For several years I have been trying to locate some of the old C & P Pony Express riders. I had made up my mind that I was the only one left, but this late move has brought several old fellows to light. I cannot remember any of them. They must have been west of Ogden and I am truly glad to hear from them. My name is W. H. Richards, was born in Coshocton Co., Ohio, Dec. 19, 1833. I came to Iowa in 1856. In 1859 went west with the great gold excitement at Pike's Peak. Went back to St. Joseph, Missouri in the fall of 1859. I went to work for the Cook & Pistol Co., in the spring of 1860. Luke Benham was the General Manager sent me to Cottonwood Springs to keep that station. One of his riders, Buck Cole, took sick and I took his place. I rode from Cottonwood Springs to Alkali Lake 64 miles. This was the hardest route on the line, it was the turntable. Little Alex Diffenbacher was to meet me, here we had five minutes to rest, then we went back over our route. It was only tri-weekly. There was no one that stood this route very long. The little Dutchman stood it the longest of all. The regular time was ten miles per hour. The big ride was when we carried Old Jim Buchanan's last message to Congress in 1860. Our orders from Old Henry Clute was to make fifteen miles an hour or kill all the mules and ponies on the route. This dispatch was carried from St. Joseph, Missouri to San Francisco in seven days and fifteen hours and twenty odd minutes. I see a great many different stories about the Pony Express; some had it carrying mail in 1864. There was not a white man crossed the plains from the Missouri River to the Rocky Mountains, for over five months. 1864 was the great Indian War. The Pony Express had a short life. The C & P Express got the U.S. Mail from St. Joe to Frisco. The Pony had accomplished its work. I could tell you who originated this company, but it is too long a story. I will say the great freighters of the West, Majors Russell and Waddel, carried the financial end of it. I will give you a list of the riders from St. Joe to Cheyenne: Jack Keetley, Jack Fry, these were the two crack riders, Gus Lashense, Sam Fitekey, Bill Corbett, Buck Cole, J. Dodge, Alex Diffenbacher, this is all I can remember. John Keetley was my brother-in-law. They started from St. Joe, first Kinucuck, Sineca, Marysville, Big Sandy, then Midway, Cottonwood, Alkali Lake, Ofallans, Bluffs, Beaver Creek, Old Julesburg, the old California crossing, New Julesburg, 25 miles west, then up Lodgepole to Cheyenne. This is my fourth trip from Iowa to the Pacific Coast since 1913. I have been as far north as Vancouver, B.C., and south to San Antonio, Texas. I could give you a history of Colorado and the Plains from 1859 to 1867. I have a daughter at Avila, San Luis Obispo Co. I was there from the 8th of Feb. until the 7th of July. My health is something wonderful. I eat three good meals a day. Go to bed at 7 or 8 o'clock. I can walk four or five miles a day and my back never misses a note. Don't drink nor smoke, but I am a veteran tobacco chewer. I was made a Mason in the winter of 1864. I am a member of the Veteran Masonic Assn. I pay no dues as long as I live. I wish-I could be in Frisco when the Pony Express arrives. I could tell them all about some of the great riders that never rode a mile during its life. I can't see why they didn't follow the old trail. Denver never had any Pony Express. Cheyenne was the closest point to Denver, 60 miles. Salt Lake never had the Pony Express. I will go from here to Exeter to spend the winter. My home is in Hartford, Warren Co., Iowa. Find enclosed my picture. If there is anything you want to publish it is all right.

Fraternally yours,

W. H. Richards
Susanville, Calif.

January 30, 1982

Dear Mr. Reynolds,

I was in St. Jo a couple of years ago + talked with you briefly about a letter in the museum with some stamps on it, and about my great-grandfather, William M. Richards.

Since then you have had considerable correspondence with my cousin Tenney (Mrs. Robert) Brinkman + she has sent me a copy of your letter of January 16.

I had my son take some pictures of some of the pictures + have and am sending you the negatives. Please return them when you have finished with them. If you make any enlargements of Minor +/or Elizabeth (Keetley) I should like a copy.

The numbers on the negatives that apply are as follows:

- Opposite no. 12 - Minor Richards in the early 1920's.
- Opposite no. 3 - Jack Keetley
- Opposite no. 8 - Elizabeth (Keetley) Richards, sister of Jack + ~~his~~ first wife of Minor Richards. Around 1900
- Opposite no. 14 - Minor Richards + his second wife, Henrietta Gordon. He didn't marry her until about 1870.
- Opposite no. 19 - The Minor Richards half of the picture opposite no. 14. It may be a better impression.

If my identification is not adequate, feel free to ask me any questions.

Sincerely,
Harry Art
511 Franklin Ct.
Ashland
Kentucky 41101

February 20, 1982

Dear Mr. :

Your negatives of Minor Richards, Jack Keetley and Elizabeth (Richards) Keetley are in hand and awaiting processing. I will get them printed just as soon as the photo lab can be reopened, and return them to you.

Thank you for your time and trouble and for sending them along to us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

March 8, 1982

Mr. W. R. Art

Dear Mr. Art:

We are returning to you (enclosed herewith) the black and white photographic negatives of Mr. and Mrs. Minor Richards and Jack Keetley. Also an 8 x 10 enlargement of Minor and Elizabeth Richards as you requested. We want to thank you once again for your help and for making these negatives available to us.

The enclosed copy of a news clipping about Mr. Minor Richards may be of interest to you if you have not already seen it. Artist Benton Clark sent it to us about twenty-two years ago from his home in Coshocton, Ohio. He neglected to date it, but evidently it was sometime in 1960.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Bony Express Museum

DLR:mst
Enc.

January 16, 1982

Mrs. Louise Richards Pilmer

Dear Mrs. Pilmer:

We have been searching for any information on (and photographs of) Wm. Minor Richards. Of primary importance to us is information on his participation in the Overland Pony Express operation, and of course about his life before and after.

We have been corresponding with Mrs. Robert P. Brinkman in Michigan and hope to hear from Mr. Harry Art of Ashland, Ky. concerning pictures of Wm. M. Richards.

We have learned in our recent letter from Mrs. Brinkman, that you have written a comprehensive paper on the Richards family and that it includes 8 pages of information on Wm. Minor Richards life. Is it possible for us to get a copy of that portion of the family paper? We would, of course, expect to pay for copying and for postage.

The name of Wm. Minor Richards seems to have never been included in the list of Pony Express riders that were employed by Russell, Majors and Waddell on the line between St. Joseph, Mo. and Sacramento, Calif. At least it had not appeared on our list nor on some others that we have seen. We cannot understand exactly why not, nor can we reach backward a century plus to men in his name, but hope to include that name on an updated roster of riders.

We have a copy of the letter from Wm. Minor Richards to the Pony Express Celebration Committee in San Francisco, Calif. that he wrote in 1923. We hope that you may be able to provide further information and look forward to your reply.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

INFORMATION ON PONY EXPRESS OR STATION KEEPERS

As furnished to the Pony Express Stables Museum, 914 Penn St., St. Joseph, Mo. 64503
and the St. Joseph Museum, 11th and Charles Sts., St. Joseph, Mo. 64501

Name William Minor Richards

Rider or Station Keeper? Rider

Where he rode Pony Express or tended station Cottonwood Springs to Alkali Lake, Nebr.

How long? April 3, 1860 - October 26, 1861

Where born Coshocton County, Ohio Date December 19, 1838

Where he died Exeter, California Date February 4, 1927

Cause of death Pneumonia

Where buried Hartford, Iowa

Was the above person's service with a Pony Express known to be on the Overland Pony Express
(between St. Joseph, Mo. and Sacramento, Calif.) or was it possibly with a branch line
extension as from Sacramento to remote towns and mining camps? Overland Pony Express

Did he ever write of experiences? (Letters, diary, etc.) Letter to Pony Express
Celebration Committee

Is any article of clothing, equipment, weapon, etc. that was used when a Pony Express rider
known to exist anywhere at present? None.

Do photographs exist? None of Pony Express or young days--only 1910 - 1927

Were any newspaper or magazine articles ever written about him? None.

Comments: (Incidents while a rider? Civil War military service? Occupation in later
life? etc., etc. Incidents included in biography. Had no Civil War Service

Occupation later-- Brickmason and farmer

For additional space use back of sheet.

THE ABOVE INFORMATION SUBMITTED BY:

Name Louise Richards Pilmer

Valid information will be considered
and/or filed for future reference in
an effort to verify the connection of
names submitted with the 1860-61
Overland Pony Express Service

Address 210 West Girard Indianola, Ia.
50125

Phone 515-961-4805

Your relation to above subject if any
Granddaughter

THE RICHARDS RACE
from Maryland to Iowa
1750 - 1978

by
Louise Richards Pilmer
Indianola, Iowa
1978

William Minor Richards, born December 19, 1838, was my grandfather. In later life he lived in the home of his son, Will Richards, born July 25, 1877, for four or five months of each year. I am Louise Richards Filmer, born April 19, 1909, a daughter of Will Richards and granddaughter of William Minor Richards.

Grandpa was forty years old when my father was born. My father was thirty-two when I was born. Consequently, the events of Grandpa's early life that he so often related to me during the years 1918-1927 were of an era seventy years previous. Some of that life included the colorful Pony Express days and details of his rides while employed by Russell, Majors and Waddell.

Sometime about 1920-1924 while Grandpa was at our home, Cappers Weekly Magazine published a request for articles written and submitted by any living Pony Express Riders. Grandpa wanted to send an account of his reminiscences. However, since he never wore eyeglasses, his eyesight was not equal to the task. I agreed to write for him. We spent many evenings together with Grandpa slowly relating his story as I wrote it on several pages of a "Big Chief" pencil tablet. The story was completed and sent to Cappers Weekly. Nothing was ever heard of our efforts. No copy was kept by us. It really was such precious material--but all was lost.

I wish I could recall those tales but only a few stories lingered well enough in my memory for me to include them in the life story I wrote of Grandpa William Minor Richards. The story is accompanying this report.

in the activities of the Presbyterian Church where he and his wife, Belle, had been members since youth. His death, due to one sudden and final heart attack occurred November 14, 1949, at his farm home. He was buried in the family plot located in the northeast corner of the Hartford Cemetery, Hartford, Iowa near his parents, Minor and Henrietta Richards.

WILLIAM MINOR RICHARDS

William Minor Richards, father of Bill Richards, was born in Coshocton County Ohio, December 19, 1838. He was the first of two children of Samuel J. Richards and his first wife, Sarah Winn. He was known as "Minor." His mother died June 26, 1842, probably in Coshocton County Ohio when Minor was about three years old. His maternal grandmother, Elizabeth Roseman Winn Carhart, took Minor and his one year old brother, John C. into her home. Minor's father, Samuel J. Richards, was re-married March 17, 1844 to Margaret Adrew. The small boys then went to live with their father and stepmother. Sometime between 1847 and 1850 the family moved to Wabash County, Indiana. (Determined from 1850 census of Wabash County, Indiana)

The history of Wabash County, Indiana tells of

the Wabash plague or "plank fever" that took many lives. This refers to an illness that broke out among workmen and adjacent farmers along the plank-covered road built between Wabash and Urbana. Samuel Richards and family lived in that area. His second wife, Margaret McGrew Richards died at Wabash in 1854. The father Samuel J. Richards died August 15, 1855, at the age of thirty-six years. It is not known what caused the death of either Margaret or Samuel Richards. Grandpa Minor for the fourth time in his life of seventeen years was taken into still another home. This his uncle, William Richards, Jr.

Several Richards families, including William Richards and Grandpa Minor migrated to Pleasantville, Marion County, Iowa, to make their homes in 1856. Most of them remained and developed good farms northwest of Pleasantville in the rich ground of Pleasant Grove Township near Wild Cat Creek (Section 2).

Grandpa Minor Richards had dark hair and brown eyes. He was a medium-sized man about 5'10" in height. He liked pioneer life, adventure, people and travel. He enjoyed fishing but disliked guns and hunting. He was a veteran chewer of tobacco but abhorred smoking.

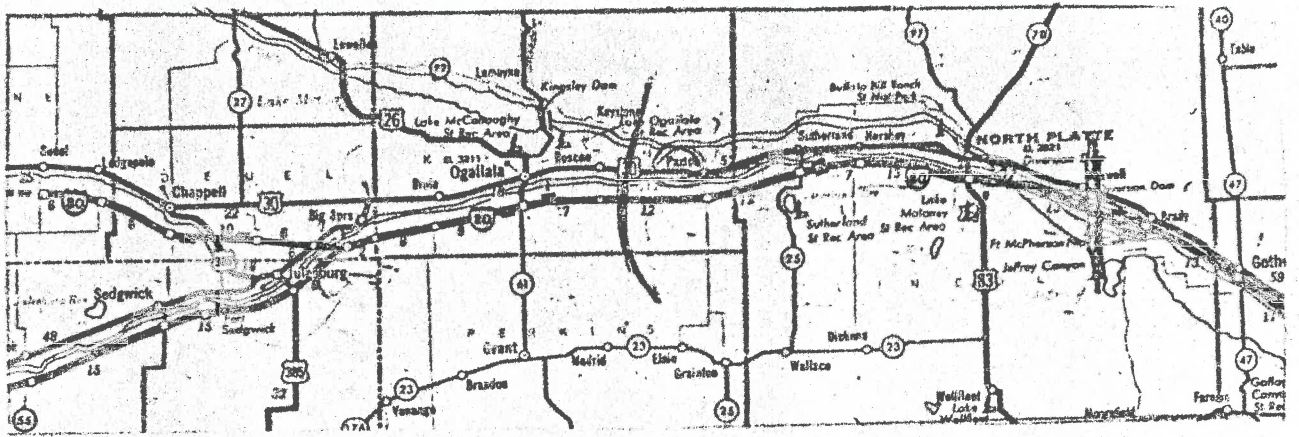
Minor's youthful physique was slim, lithe and wiry with a minimum weight. He was perfect in physique and pioneer spirit to become one of the Pony Express riders. His desire for adventure and travel had already drawn him west to Pike's Peak, Colorado, with the exciting gold rush in 1859. He had returned to St. Joseph, Missouri, where he had met and married Elizabeth Keetley. On April 3, 1860, Minor and Elizabeth's brother, Jack Keetley, were accepted as riders when the Pony Express deliveries began. Minor was assigned to a sixty-four mile sector of the route in western Nebraska, between Cottonwood Springs and Alkali Lake. (Letter: William Minor Richards to Pony Express Celebration Committee, San Francisco, California, September 1, 1923 published in The American Philatelist, New York, N.Y. 1960 pp. 901-902). On current maps this sector would be found from approximately twenty miles east to forty-four miles west of North Platte, along the Platte River.

The portion of the route described in his letter to the Pony Express Celebration Committee is further described as: beginning at the NE $\frac{1}{4}$ Sec. 15, Twp 12 Range 28W (about one mile southeast of the present Fort McPherson National Cemetery to Alkali Lake. This is forty-four miles west of North Platte along

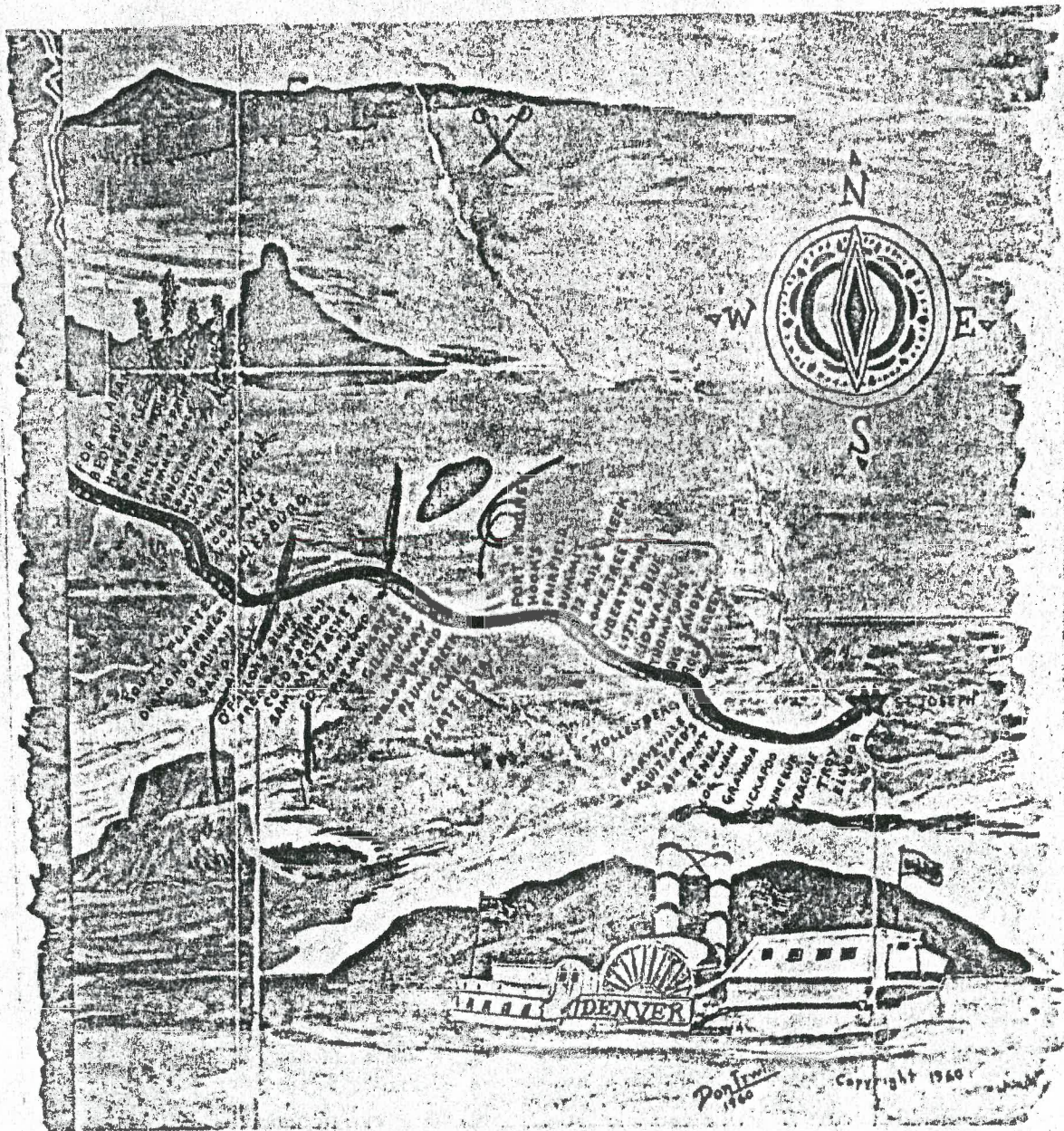
the Platte River and about two miles southwest of Paxton, Keith County, Nebraska or to the middle of Sec. 12, Twp 13N, Range 37W (Mattes and Henderson, The Pony Express: Across Nebraska from St. Joseph to Fort Laramie; Reprint from Nebraska History, Vol. 41, No. 2, June, 1960 pp. 103-105).

The Pony Express route passed through miles and miles of Indian country. Some Indians were friendly but others were hostile. Grandpa Minor always contended that an Indian's attitude depended a great deal upon previous treatment and trading experiences they had received from white men.

Once, while on a Pony Express ride, Minor's horse became lame and could not go on at any pace. Minor realized he was in "bad" Indian Country but he had no choice but to dismount. Very soon, as if from nowhere, three Indian men appeared. Minor could speak a few Indian words. His few words and gestures, and the sight of the horse's sore foot convinced the Indians of his emergency. As the Indians worked with the horse's foot and then began easing his horse away from the trail, Minor was uneasy as to his plight. Not too far away, they reached the Indians' camp. They motioned for Minor to sit down and eat from the stew pot. The



Minor's Pony Express route on today's road map.



Minor's route Cottonwood Springs to Alkali Flats

meat in the stew was fine-grained. He felt a little nauseated when he learned he was eating snake meat. Minor spent the night at their camp. The next morning his horse seemed better and he got back to the trail where another Pony Express rider overtook him and rushed Minor's mail bag on to the next station. Minor stayed with his horse and finally much later they got to the station where the horse could rest and Minor could get a fresh horse. On other occasions he was halted and held captive for brief periods by Indians. Luckily, he was never really harmed by them during the months he rode for the Pony Express.

Minor crossed the plains three more times by wagon in the next year or two. He worked for a wagon freight company and transported goods westward from St. Joseph. Once a storm came suddenly upon him in the Platte River valley. He needed to cross the river to get tethering poles to tie to his horses. He thought the river was too deep to wade so he carried his axe in his teeth and swam across. When nearly to the opposite side, his knees struck bottom to his surprise. He waded the rest of the way, cut the tethering poles and again, much to his surprise he waded all the way back. The

storm was terrible. He decided it was not wise to stay in the wagon. He got out and crawled under the wagon. Huge hailstones riddled the canvas on his wagon. (Letter: Clarence Richards to Louise Pilmer, April 24, 1978).

Minor and wife Elizabeth and daughter, Julia Ann, age three years returned to Pleasantville, Iowa; sometime before January 14, 1863, when a son John Carhart Richards was born near Pincney, Marion County, Iowa. Later a third child, Albert, was born but died in infancy. The family had been apart too much. Elizabeth left Iowa and returned to her home in St. Joseph. Julia Ann and John remained in Iowa with their father.

Minor went to Des Moines to work in a brick factory. Where the small children stayed is not known. He learned his trade well and used it during his entire working years.

On March 15, 1869, in Des Moines, Iowa Minor was married a second time to Henrietta Gordon. Sometime between March and September the family moved to Hartford, Iowa. (Minor is recorded in the Hartford School Register of Parents and Guardians, September 1869). They bought an acreage on the south edge of Hartford which included land east and south of the cemetery.

For the next twenty years the family lived here and grew in number until there were seven children: Retta, Coral, Josephine, Will, Elmo, Faye, Fern and Marguerite. By 1889 Retta was living away from home and teaching piano students. Times were hard and money-making jobs in Hartford were scarce.

Minor, Henrietta and the remainder of the children, plus Grandma Henrietta's aged father, Samuel S. Gordon, moved to Des Moines. Minor and the three eldest children, Coral, Josephine and Will all went to work and all contributed to the family funds. Minor and his son Will worked as brickmakers. Coral became a seamstress in a millinery factory and Josephine worked as a seamstress in a clothing factory. (Des Moines City and Polk County Directory, 1890). The family lived in Des Moines for about six years. During this time, on February 1, 1893, great grandpa Gordon died. Burial was in the Hartford cemetery. (The Daily Iowa Capital, February 1, 1893, Des Moines, Iowa).

Sometime during the year 1895 the Minor Richards family moved back to the Hartford community and bought a small farm about two miles ^{south east} northeast of Ford. The four eldest children, Coral, Josephine, Will and Elmo remained in Des Moines, but Will also left the city

for the farm in 1900. (Des Moines City and Polk County Directory, 1895 to 1900).

The family lived for about five years in an old house already on the farm. In the summer of 1900 Minor began firing kilns of bricks for a new house. It was completed and moved into in December, 1900. (Indianola Herald, December, 1900). From 1900 to 1913 when his second wife died, Minor lived a semi-retired life. Even during those years he built a few stone and vegetable caves that remain in that community now in 1978.

After Grandma Richards' death, Grandpa Minor sold the farm and household furnishings and lived several months at a time with first one child and then another. Josephine lived in Seattle, Washington, Faye, Fern and Marguerite in California, Coral in Denver, Colorado, and Elmo in Des Moines. Retta, Will and the half brother John continued to reside in the Hartford community. Minor usually spent the summers in Iowa and the winters in California. He enjoyed many trips back and forth across the western plains and mountains, riding then on the fine Atlantic-Pacific trains. However, until the end of his eighty-eight years, some of the old pioneer and adventure spirit glowed within him. Only a few

minutes visiting with him would reveal the zest with which he had lived those early years.

Grandpa Minor died at the home of his daughter, Fern Shepherd (Mrs. Fred) in Exeter, California, on February 4, 1927. Burial was at the Hartford cemetery, Hartford, Iowa.

SAMUEL J. RICHARDS

Samuel J. Richards was born May 1, 1816, probably in Bedford County, Pennsylvania. He was one of eight children of William Richards and Anna Rose. He was born in a log cabin with a clapboard roof. He attended school in a log cabin. (Deduced from the biography of Samuel's brother, William Jr.) The family migrated to Bedford Township, Coshocton County, Ohio sometime during 1815-1820.

Samuel married Sarah Winn December 28, 1837 in Coshocton County, Ohio. They lived in Washington Township, Coshocton County. (Ohio Census 1840) They had two sons: William Minor born December 19, 1838 and John C. born July 16, 1841. Sarah died June 26, 1842 when the sons were only one year and three years old. Sarah's mother, Elizabeth Mossman Winn Cornhart took

January 16, 1982

Mrs. Robert P. Brinkman

Dear Mrs. Brinkman:

We have your letter of January 7, 1982 with the 9/3/1912 Salt Lake Tribune copy on the death of John Keetley, copy of his death certificate, Salt Lake City cemetery burial plot deed information and copy of Keetley clipping provided by the Wells-Fargo Bank History Department. This material will, of course, be added to our Pony Express historical files and we thank you for sending it along to us.

Also, thank you for the review sheet on PUMP ON THE PRAIRIE. I, myself, already have a copy that was given to me by Paul Jenkins of Gothenburg, Nebraska awhile before he went to the beyond. I expect that we shall order a copy for the museum library.

I never did get to meet Paul Henderson. I drove back to Bridgeport, Nebraska from Wyoming to see him one time only to find that he had left the day before for Wyoming.

We look forward to hearing from Mr. Harry Art and have hopes that he can provide a picture of Wm. Minor Richards, if only a snapshot. We have means in our museum photo department to copy and enlarge portions of small pictures and thereby can possibly come up with a head and shoulders print.

We would indeed like to have a copy of the 8 pages of information on Wm. Minor Richards as written by Louise Richards Pilmer. If, with your persuasion, she could make same available to us we would be most appreciative. I will write to her also.

Yes, we would like to have a copy of the photo of Elizabeth Keetley Richards! We are already indebted to you, however, but if at some time you should have extra copies made, please include us. Again, thank you for the material that you have provided us.

Sincerely,

DLR:js

Don L. Reynolds, Asst. Director

Mrs. Robert F. Brinkman
5740 Bloomfield Glens
West Bloomfield, Michigan 48033
January 7, 1982

Don L. Reynolds

Dear Mr. Reynolds,

Thank you for your letter of November 24, 1981 in which you requested a photo of Great Grandfather William Minor Richards, station keeper, and substitute rider of the Pony Express.

I have referred your request to cousin Harry R. Art, 511 Franklin Court, Ashland, Kentucky 41101, as he has the family collection of original snapshots, and I, only copies.

To the family's knowledge, no photos of W.M.R., as a young man, exist, and the same report comes from his second family, with whom we share research, and photos. All snapshots appear to have been taken by the family in the 1900's.

Your letter was timely, awaiting me upon our return from a Thanksgiving visit with Harry in Ashland where we exchanged genealogical data and sorted through a box of old photos from our Richards' grandparents attic. Interestingly, in the collection, was a studio photograph, taken in later life, of Jack Keetley, brother of Elizabeth Keetley, our Great Grandmother, and William Minor Richards' first wife. Also found, a new snapshot or two of "Minor", as he is known in our family.

I am certain if you have not already heard from Harry, you will soon, as he is equally interested in this colorful, fun-loving adventurer, and family favorite, receiving credit for his part in the Pony Express.

In this regard, sharing research with us for ten years is our step-cousin, Louise Richards Filmer, who also lived near Harry and I, in Hartford, Iowa, a daughter of the eldest son of Minor's second marriage. She has first-hand knowledge of his adventures as he spent time in their home when she was growing up.

In your files should be notes from a lengthy interview she gave Mr. Coyle in the 70's. Since then, as a retired school teacher, and an active member of the local and state genealogical groups, she participated in a State of Iowa Writer's Project in which she wrote a comprehensive paper on the Richards Family, including eight pages regarding W.M.R.'s life. I think you would find it helpful. Most of

the information asked for on your information form is included in her well written history. I have a copy, but would not wish to send it without her permission. You might write her, requesting a copy of the W.M.R. material at 210 West Girard, Indianola, Iowa, 50125.

Harry and I have appeared in St. Joseph the past couple of summers mainly to research the Keetley family. Elizabeth lived in St. Jo with her family before she married Minor in June 1860 and after their Iowa divorce in 1868.

Through the years we have done considerable research on her famous brother, Jack Keetley, in Denver's Western History Room, the Bancroft Library in Berkeley, Ca., the Wells Fargo History Room in San Francisco, and the Nebraska Historical Society in Lincoln, as well as Utah Historical sources, hoping through him to find clues to unravel the mystery of when and where in the U.S.A. the Keetley family came to from England. Consequently, we know alot about him as a rider, and his life as a miner in later years, but, so far, the above information eludes us!

Enclosed from my files, photo-copies of some of what I've found concerning his death, which might be of interest to the Museum.

In case you also gather information on Station Keeper's wives, we have found a photo of Elizabeth, taken in St Joseph, ca 1885, showing this plucky, prim, little English lady dressed in her best, wearing jewelry I now own. I theorize they may have been at Cottonwood Springs after their marriage in June 1860 until the end of the Pony Express, as their daughter, Julia, was born at Cottonwood Springs in June 1861.

Also from my files, a review of the book PUMP ON THE PRARIE recommended to me by Paul and Helen Henderson of Bridgeport, Nebraska as a well researched account of life on a station, in the era of the Pony Express 1859-1868. I did not see it in the Museum library this summer and thought it might add to your collection. Mrs. Gilman is wife of an Associate Professor Emeritus of the University of Nebraska.

Thank you for your continued interest in our Great Grandfather, William Minor Richards. If I can be of further help, please advise.

Sincerely,

Jenny R. Brinkman

DEPARTMENT OF HEALTH

PLACE OF DEATH

County Salt Lake

State Board of Health File No. 1201

Township _____

STATE OF UTAH - DEATH CERTIFICATE

or Village _____

City Salt Lake

(No. 169 W 6th South St.; Ward _____)

(If death occurred in a hospital or institution give its NAME instead of street and number.)

FULL NAME John A. Keetley

PERSONAL AND STATISTICAL PARTICULARS

MEDICAL CERTIFICATE OF DEATH

3 SEX Male 4 COLOR OR RACE White 5 SINGLE MARRIED Married WIDOWED OR DIVORCED (If state the year)

16 DATE OF DEATH Oct 2, 1912
(Month) (Day) (Year)

6 DATE OF BIRTH Nov 28, 1841
(Month) (Day) (Year)

17 I HEREBY CERTIFY, That I attended deceased from several years, 1911, to Oct 2, 1912.

7 AGE 70 yrs 10 mos 4 ds. If LESS than 1 day, _____ hrs. or _____ min?

that I last saw him alive on Oct 1, 1912 and that death occurred, on the date stated above, at 6 a. m.

8 OCCUPATION (a) Trade, profession or particular kind of work Miner (b) General nature of industry, business, or establishment in which employed (for employer)

The CAUSE OF DEATH* was as follows: Mitral Insufficiency of Heart & Chronic of Tubercula

9 BIRTHPLACE (State or country) England

For several yrs (Duration) yrs. mos. ds.

10 NAME OF FATHER John Keetley

Contributory old age (Reason) (Duration) yrs. mos. ds.

11 BIRTHPLACE OF FATHER (State or country) England

(Signed) Edith Keetley (Address) _____

12 MAIDEN NAME OF MOTHER Don't Know

* State the DISEASE CAUSING DEATH, or, in deaths from VIOLENT CAUSES state (1) MEANS OF INJURY, and (2) whether ACCIDENTAL, SUICIDAL OR HOMICIDAL.

13 BIRTHPLACE OF MOTHER (State or country) England

18 LENGTH OF RESIDENCE (FOR HOSPITALS, INSTITUTIONS, TRANSIENTS, OR RECENT RESIDENTS) At place of death _____ yrs. mos. ds. In the State _____ yrs. mos. ds.

14 THE ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE (Informant) Marquette G. Keetley

Where was disease contracted if not at place of death? _____ Further medical reference _____

(Address) 169 W 6th

15 Filed 10/5 1912 REGISTRAR _____

19 PLACE OF BURIAL OR REMOVAL City Cemetery DATE OF BURIAL Oct 8, 1912

REGISTERED NUMBER H 1167 DR. OF BURIAL PERMIT F 952

20 UNDERTAKER O'Donnell & Co ADDRESS Salt Lake

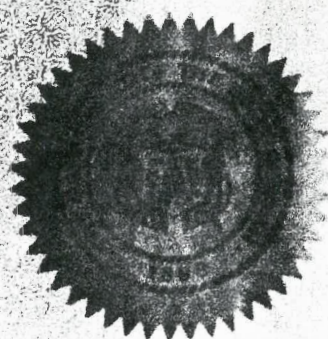
READ CAREFULLY INSTRUCTIONS ON BACK OF CERTIFICATE

This is to certify that this is a true copy of the certificate on file in this office. This certified copy is issued under authority of Section 26-15-26 of the Utah Code Annotated, 1953 as Amended.

Date Issued:

John E. Benbow
John E. Benbow
DIRECTOR OF VITAL STATISTICS

AUG 21 1930



CAUSE OF DEATH to be stated EXACTLY. PHYSICIAN should be stated EXACTLY. AGE should be stated EXACTLY. PHYSICIAN should be stated EXACTLY. Exact statement of OCCUPATION should be stated EXACTLY. See instructions on back of certificate.

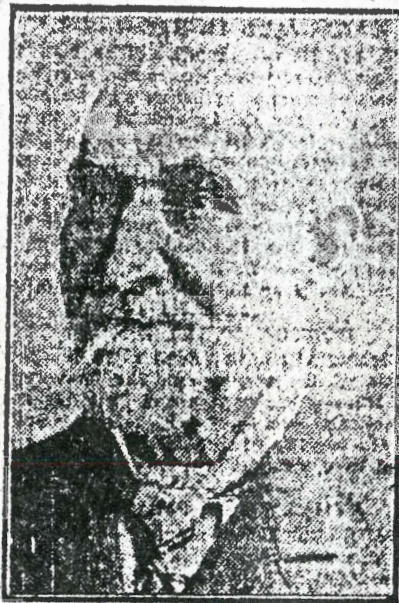
from catalogue # 5399F

From: St. Joseph, Mo. News - Press Thursday, April 3, 1913

Richards herself lived at Cottonwood Springs, Neb., when the express was in operation and speaks interestingly of the hardships and discomforts of those early days on the prairies, though the riders used to think she made the best biscuits and cooked the best meals of anyone on the route.

Keetley lived in St. Joseph several years and was a superintendent of tunnels and later of the Ontario mine, after going to Utah. He lived in Salt Lake City a long time before his death and was

was unmarried. He used to send her \$5.00 each month and the cry of his surviving wife later filled with tears as she told how kind-hearted he was and how broken-hearted she was to hear of his death a few months ago.



JACK KEETLEY,

The Pony Express rider who died several months ago in Salt Lake City.

noted for his broad smile and sunny disposition. While his mother lived and he

THE LATE JACK KEETLEY.

A sister of Jack Keetley, the Pony Express rider who is supposed to have made the longest ride on record—300 continuous miles in one ride, is Mrs. Elizabeth Richards, 113 North Twelfth street, St. Joseph. Mr. Keetley died six months ago in Salt Lake City and his invalid widow is now in a hospital there. Mrs. Richards says she never heard her brother talk much about the days of the Pony Express, but at the time the heroism of the riders was described in the papers of England and France, she says their relatives in England, where the Keetleys were born, wrote and wanted to know if it was "little red-headed" her brother who was such a rider. Mrs.

foundations and large manufacturing corporations, rather than a handful of individuals, are the dreamers and promoters. The electrical producing windmill of tomorrow is probably on its way, though its form has not yet been found.

The book has many illustrations, though few of them deal with the farm windmill most commonly known on the Plains, which is a disappointment. It is an interesting addition to mechanical literature, but the author has not produced a major study of American windmills and their production. For those interested in the subject, however, this is an interesting beginning.

Paul D. Riley

Nebraska History

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Pump on the Prairie. By Musetta Gilman. (Detroit: Harlo Press, 1975. Illustrations, appendixes, maps, bibliography, index; 223 pp., \$7.95.)

The Platte River valley through Nebraska long has been one of the nation's historic highways. Interstate 80 follows for many miles the same natural path taken by the wagon trains, stage coaches and Pony Express riders. For three decades this route was the main artery of our nation's western advance. Tens of thousands of people traveled its miles from the early 1840's until the late 1860's. During about the last decade of the trail's main use, establishments termed road ranches were spaced along its length, as closely as today's motels. They loosely served the function of the motels—catering to the needs of travelers.

Pump on the Prairie is the history of the Gilman brothers' road ranch, one of the best known and most efficiently run of its kind. The book also is a history, the most detailed available, of road ranches along the Nebraska portion of the Oregon-California-Colorado trail. The preparation of this work obviously has been a labor of love for the author, wife of a grandson of one of the Gilman brothers, not only because of the family connection, but for the painstaking research which led her down the adventuresome trails of American frontier history.

John and Jeremiah Gilman, New Hampshire men, established their road ranch on the south side of the Platte River in 1859. They located it at a natural camp site close to water, grass and timber. It was situated between the present towns of Brady and Maxwell. Before they bowed to the irresistible competition of the railroad in 1868, the Gilmans had provided a trading post for whites and Indians, a stage and Pony Express station, a post for army detachments, as well as the regular functions of a road ranch in selling supplies, stock and repairing wagons. John Gilman had installed an iron pump to bring up the good water, a unique feature not found at other such establishments.

The Gilman ranch existed during exciting times. Although the brothers enjoyed good relationships with many Indians, the ranch was attacked several times and employees and neighbors killed, during the perilous Indian troubles of 1864-1865. Famous frontier characters, including John Y. Nelson, Hank Clifford and others, were employees or visitors at the ranch.

Mrs. Gilman in text and appendixes offers a wealth of information on road ranches and ranchers not easily available elsewhere. She describes some of the events of the times, especially the Indian wars, drawing from contemporary accounts and reminiscences of participants. There is enough of the latter to make the book exciting reading for those interested in more than road ranches. However, the book is a bit stronger on the Gilmans and road ranches than on more general history because of the reliance on contemporary records and patient research in recording the former and upon not so reliable secondary accounts for the latter. There are no footnotes although sources are usually readily identified in the text.

Pump on the Prairie is a worthwhile addition to an important facet of the history of the American West and a tribute to a lady whose knowledge of Nebraska road ranches is second to none.

Donald F. Danker

The reviewer, former State Historian of Nebraska, is a professor of history at Washburn University, Topeka, Kansas.

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