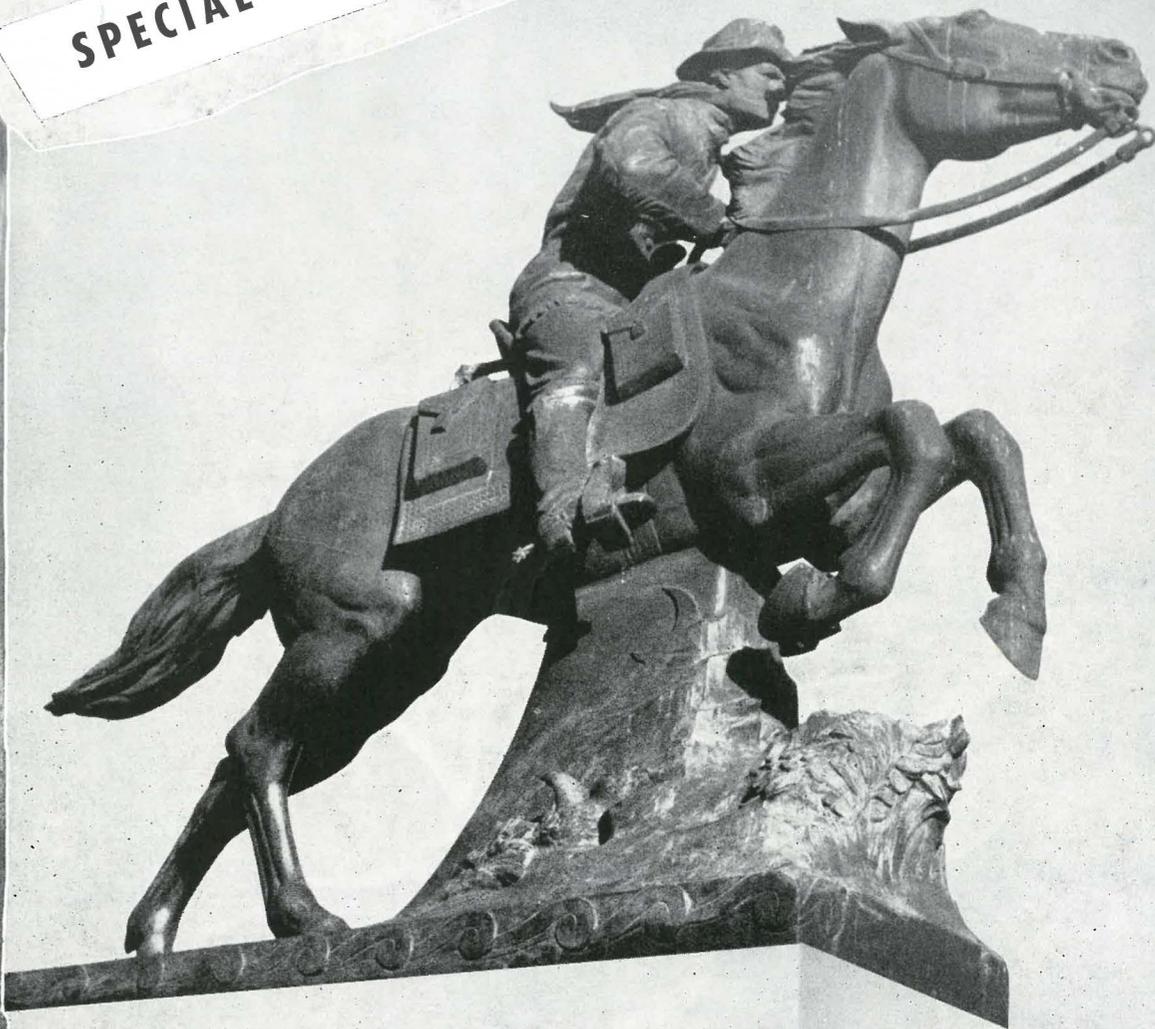


MUSEUM GRAPHIC

SPECIAL EDITION

ST. JOSEPH 1860





THE PONY EXPRESS

By BARTLETT BODER

April 3, 1860, a Pony Express rider on a bay mare named Sylph, the daughter of Little Arthur, galloped from the Pike's Peak Stables, now known as the Pony Express Stables, and either directly or with intervening stops, proceeded to the ferry at the foot of either Jules or Francis streets, and was ferried across the Missouri River, where in the gloaming he dashed, no fooling, into immortal glory, bearing his precious burden for Sacramento and the Golden Gate.

The railroad engine, Missouri, hauling one passenger coach bearing the mail messenger from New York, Detroit, and Washington, arrived. Dignitaries in top hats were also passengers. The train due to arrive in Saint Joseph at 5 o'clock in the afternoon didn't arrive on time. It had been forced to await the late arrival of the mail messenger from the east, hence its delay in reaching Saint Joseph.

The outlines of the history of the Pony Express are usually much the same no matter what author writes the story, though at San Francisco and Sacramento no skeleton of fact is surfaced more completely with fable, fancy, and fiction than its parallel story as told in Saint Joseph. On the eve of the War of Secession, and in its beginning, no city in the United States suffered more from fraternal disorders than Saint Joseph; records and newspapers were burned or stolen, and the drama and sheer poetry of this great adventure was lost to men.

We don't know positively who was the first rider out of Saint Joseph. We don't know the exact mileage on the trail which followed mostly the faded old tracks of the Forty-niners. We do know that these plucky young horsemen sometimes found soft riding on the mounds separating the two scars across the plains, the scars made by the lumbering conestogas of the freighters.

We do know that often they averaged ten miles an hour between some stations, and that they rode in stormy darkness when only the flashes of lightning permitted them to see their horses ears; and in the light of day when they became the moving targets of whooping archers craving their scalps. We can well believe that on April 4, 1860, the second rider east of Placerville, California, heading for Genoa, made 90 miles in 13½ hours in the heaviest snow of the season in the Sierra Nevada mountains. He was Warren Upson, a Sacramento editor's son. Once, a rider lost his scalp, but the Pony escaped with the mail to the next station. While we cannot be sure which of several riders, Johnny Fry, Henry Wallace, Billy Richardson, Alex Carlyle, or John Burnett carried the first mail out of Saint Joseph, we are reasonably sure that it was Johnny Fry who rode the last sixty miles of the home stretch from the west with the California and Salt Lake mail, the eastern finish of the longest relay race ever run in America. The last stretch after he came into view he made in one minute and fifty seconds to the ferry boat, Denver, on the Kansas shore. Five thousand persons lined the bank on the Missouri side and awaited his arrival.

The Pony Express was the culmination of a struggle to the death between two great overland stage and mail corporations, and the men who operated them. The southern Butterfield Overland route, called the Ox-Bow route to San Francisco from Saint Louis, passed through Fort Smith, El Paso and Los Angeles on the way to San Francisco. The John Butterfield interests had had, since 1858, the exclusive right of carrying United States mail to San Francisco under a six year contract. Pitted against Butterfield was the great firm of Russell,

Majors and Waddell, which controlled a staging and freighting empire out of Leavenworth, Atchison, St. Joseph, and Nebraska City. Majors had been freighting out of Independence, Missouri, since 1848, supplying military garrisons on the Western frontiers. In 1855, he joined William H. Russell and they continued to expand, first under the name of Majors and Russell and in 1858, the partnership became Russell, Majors and Waddell.

The wagon trains of the partners from Leavenworth accompanied the first western contingent of the 5,000 regular army troops of Brig. General Albert Sidney Johnson. They spent a very disastrous winter at Fort Bridger, Wyoming, losing most of their oxen and the freight as well. The next year, the army proceeded to Camp Floyd, south of Salt Lake City where it remained until the War of Secession began.

The three partners, on November 23, 1859, incorporated the Central Overland California and Pike's Peak Express Company at Leavenworth, Kansas. It was capitalized at \$500,000.00. Russell owned \$375,000 worth, three-fourths of the corporation. Majors, Waddell, John S. Jones and John W. Russell owned the rest. This company established its headquarters at the Patee House in Saint Joseph, a luxurious hotel which was begun by John Patee in 1856. It was at Twelfth and Penn streets. Ben Holladay, a great freighter, lent the firm the Pike's Peak stables near Tenth and Penn streets for the use of its Pony Express in 1860. The passenger station of the Hannibal and Saint Joseph railroad was south of Eighth and Olive streets on the Pony route from the Patee House and the Pike's Peak Stables, to the ferry landing on the Missouri river.

The Pony Express was a grand effort by the firm to prove to the government and the country that the Central Overland Pony Express route to California, which



Riders Billy Fisher, Michael M. Whalen and Erastus Egan (son of Major Howard Egan)

This photograph was given to the Saint Joseph Museum a few years ago by Billy Fisher's daughter, Mrs. Minnie Fisher Ellsworth who resides in Oakland, California. Fisher was a native of England and a Latter Day Saint as was Major Howard Egan, father of Erastus Egan. Major Egan had explored the route from south of Salt Lake City across the parched desert of present Nevada to Carson. Billy Fisher and Erastus Egan were Pony riders on this route by way of Ruby Valley and Fort Churchill. It was called Egan's route after the major, who was division superintendent for the Central Overland California and Pike's Peak Express Company owner of the Pony Express. Most of the Pony riders on this division were Latter Day Saints and the Pah-Ute Indians liked and respected them. Brigham Young had always befriended the Indians. When the Pah-Ute war began about a month after the Pony Express did, the Mormon riders did not suffer too badly at the hands of the Indians. Some white men, not Saints, had kidnapped two Indian squaws and kept them in captivity. This brought on the war which was costly to the Pony Express.

was 1,000 miles shorter than the Butterfield stagecoach route, was also a feasible route when deep snows were on the mountains. By succeeding in this, the partners hoped to secure the exclusive mail contract to California, the one then held by the Butterfield interests with four years yet to go.

In September 1949, this writer visited the Bancroft Library at the Univ. of California at Berkeley. Miss Bancroft showed us the following statement in the San Francisco Bulletin of April 10, 1860 which gives the true score. At that time three days before the first pony arrived in California from Saint Joseph, the Bulletin thought that Russell Majors and Waddell's firm had succeeded in its purpose to obtain Butterfield's contract. We

quote:

"The bill introduced by Mr. Colfax, in Congress having in view a revision of the overland mail service, becomes a matter of interest. Mr. Colfax has been assured by reliable parties that daily mail service between St. Louis and San Francisco can be performed for less than one million dollars, that is, for one and a quarter million less than now paid for semi-weekly service.

"I should be sorry to see Messrs. Wells and Butterfield superceded, but the difference is too great. There is little hope for continuance of the old Butterfield contract beyond July."

In their operating arrangements, Russell had offices in Washington

and in Fulton Street, New York. Secretary of War, Floyd gave contracts to Russell's firm, and for services rendered by them gave "Acceptances" of more than two million dollars. Congress failed to appropriate for this money spent by the War Department. The Postmaster General while using the Pony Express facilities to the very limit, and to his great advantage, couldn't contribute one penny towards support of the Pony Express, and continued to spend huge sums on the mails carried by the Butterfield Line. Due to the failure of the government to meet its obligations, Russell, now badly in need of funds, tried to save himself and his partners from ruin. Through influences within the administration unknown to us

now, he secured \$870,000 of government bonds from the Department of the Interior ear-marked as Indian funds. He borrowed money on them from New York banks. The banks would no longer lend on the "Acceptances" of the War Department. The news of this transaction became a major sensation throughout the nation. Russell was arrested in his New York office in December 1860 and indicted by the grand jury in the District of Columbia.

In January, 1861, the partners Russell, Majors and Waddell stripped themselves of their possessions by making assignments for the benefit of creditors. This included their stock in the Central Overland California and Pike's Peak Express Company and the Pony Express to Ben Holladay. March 2, 1861 the Overland Mail Company was moved by the government to the

Central Overland route from Placerville, California east, with its superintendent in charge of the whole route, including Ben Holladay's eastern half. The Pony Express continued to operate for about seven months more.

The post-office department held sacred its six year contract with the Overland Mail Company and John Butterfield, its president, from the date the first stagecoach left Tipton, Missouri in 1858 for California, until it expired, June 30, 1864. This included the period after the Overland Mail Company took over the Central Overland route early in 1861.

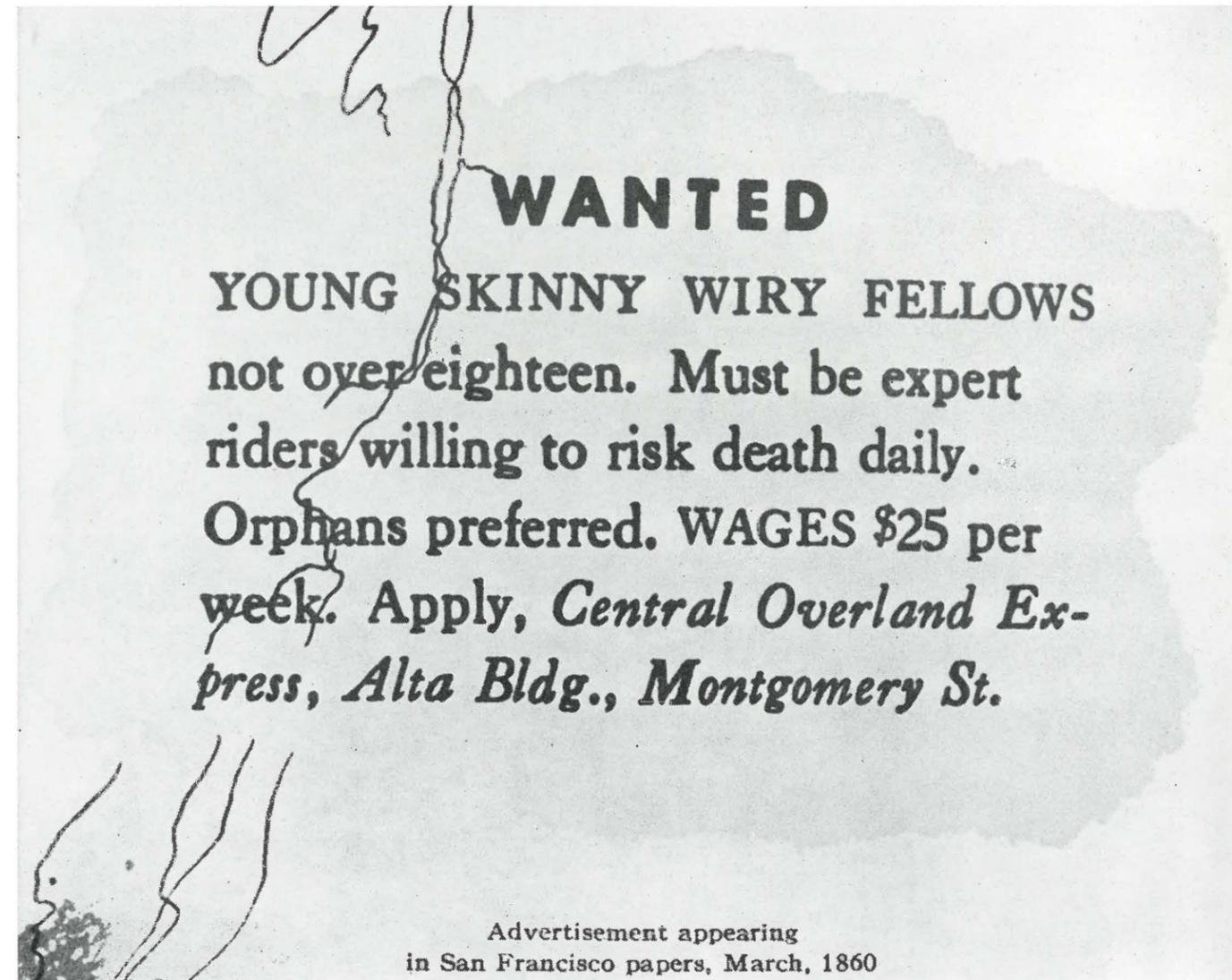
In Washington, William H. Russell was never brought to trial. Secretary of War John B. Floyd fled to Virginia. Lincoln was President, and the War of Secession was on.

Alexander Majors

Alexander Majors was the able

operating executive who went into the Pony Express with regret, but did so in order to carry out the firm's pledge to Senator William W. Gwin of California made by Russell. Once the word of the firm had been given, he backed it up, though he thought that Russell was too daring. Majors feat of arranging the details for the Pony Express in 60 days compares favorably with the work of any great military tactician. He bore the title of colonel. A Kentuckian by birth, he was a gentleman in the better sense. He gave to each pony rider a small Bible with the firm's name on it, upon which each took an oath of good behavior and loyalty to the company. He felt a moral obligation for the welfare of all who worked for him.

After the Pony Express changed managers early in 1861, it continued to operate with shortening distances, and finally ceased with



WANTED

YOUNG SKINNY WIRY FELLOWS
 not over eighteen. Must be expert
 riders willing to risk death daily.
 Orphans preferred. WAGES \$25 per
 week. Apply, *Central Overland Ex-
 press, Alta Bldg., Montgomery St.*

Advertisement appearing
 in San Francisco papers, March, 1860



FORT BRIDGER

Named for Jim Bridger, pioneer trapper and guide in Wyoming. It has numerous mementos of Pony Express days of which this covered wagon is one.

the completion of telgraph lines to the Pacific. Ben Holladay five years later sold his interests in the Central Overland California and Pike's Peak Express Company acquired from Russell, Majors and Waddell to Wells-Fargo for reportedly \$2,000,000 only to lose most of this fortune himself later on.

HOW IT ALL BEGAN

Back in 1859, there were three mail routes to California. The great bulk of the mail was sent by ships by way of the Isthmus of Panama on a twenty-two day schedule from New York to San Francisco. The Butterfield route from Saint Louis and Memphis to San Francisco by way of El Paso and Los Angeles carried through mail and stage coach passengers, while the Central route west from the Missouri river carried only local mail. In California these arrangements were not satisfactory, for in case of a war of secession both the Butterfield Overland route and the Panama route would be liable to interruption.

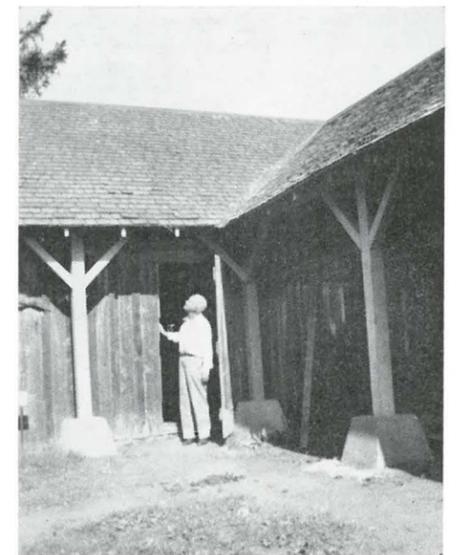
Called to Washington in connection with their government mail contracts, William H. Russell of Russell, Majors and Waddell, overland freighters and stagecoach operators, was approached by Senator Gwin of California about increased and quicker mail facilities

by the Central route. Mr. Russell hurriedly returned west. He met his partners Alexander Majors and William B. Waddell at Leavenworth, Kansas.

Committed to the enterprise by Russell, the three partners proceeded to incorporate the Central Overland California and Pike's Peak Express Company in Kansas Territory, with capitol of five hundred thousand dollars. Their stage line from Atchison to Salt Lake City was also turned over by the partners to the new company, which purchased the Chorpensing stage line and mail contract from Salt Lake City to Sacramento. They turned over to the Central Overland company the Leavenworth and Denver daily stage line across Kansas Territory to the Pike's Peak region.

Neither Majors nor Waddell was an officer in the Central Overland California and Pike's Peak Express Company. They did not approve of Russell's Pony Express venture in the first place and may have declined the offices. The officers were William H. Russell, president, and his son John W. Russell, secretary. Jerome B. Simpson of New York was vice-president.

From Saint Joseph, the start of the Pony Express westward began as soon as the Hannibal and Saint Joseph engine "Missouri" drawing



PONY EXPRESS STALLS AT FORT BRIDGER, WYOMING

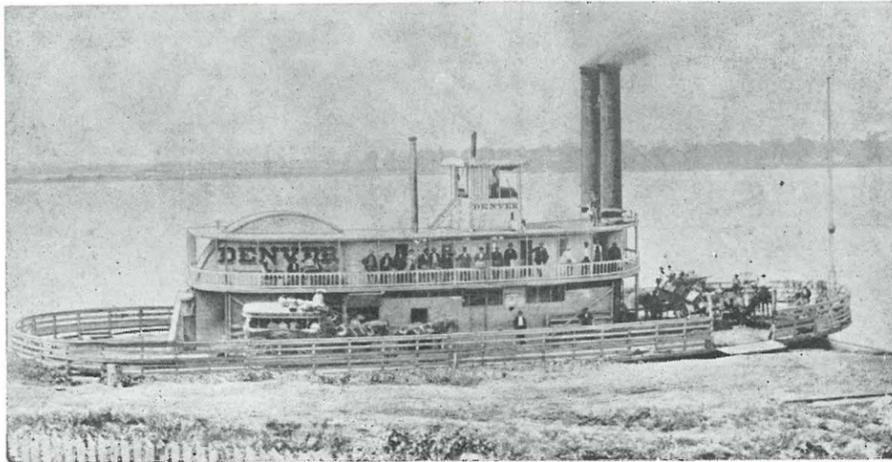
This was not a home station but a relay station where the Pony Express riders changed horses and went on.

Photo 1953 by Mrs. V. P. Boder

only one passenger coach arrived from Palmyra, Missouri with the mail messenger aboard. The start proper was made from the original Pike's Peak stables, south of Patee Park in Saint Joseph according to Chris L. Rutt, St. Joseph historian. The restored building is now known as the Pony Express stables.

CALIFORNIA GREETED THE PONY EXPRESS

When the last westward bound Pony Express rider and his horse reached Sacramento late in the afternoon of April 13, 1860 they were escorted into town by a cavalcade of riders and their horses. They had met the Pony Express out at Sutter's fort east of town. The Pony Express rider and his horse were nearly suffocated with dust stirred up by the wildly racing animals which got in front of the business-like mail carrier. Sacramento had declared a holiday. Telegrams from Carson had given the tidings. Bands were out, top hatted dignitaries were out, as they had been in Saint Jo, and, Spanish style, the women and girls stood or sat in balconies. Hamilton, the rider, was noisily escorted to the Alta Telegraph office where the Sacramento mail was delivered. Telegrams had again reached the office from Placerville telling that all was well and that the Pony Express



THE DENVER

This was the ferryboat which at 7:30 P.M. on April 3, 1860 carried the bay mare and the first pony rider out of Saint Joseph and across the Missouri river into Kansas Territory at Elwood. The Denver on a smaller scale was the prototype of the river steamer Antelope which carried the Pony Express mail back and forth on the Sacramento river between Sacramento and San Francisco. After the initial runs the incoming horse from the west was left in a stall at Elwood and the horseless rider with his mochila crossed to Saint Joseph on the ferryboat.

would reach Sacramento on time from Missouri.

The side-wheeler steamboat Antelope was waiting at its levee in the Sacramento river. With wild cheers the rider, his pony and the San Francisco mail were escorted aboard. The whistle tooted but not enough to waste steam and down the river she went as fast as her two paddle wheels could take her. The tired rider and his mount got some rest, maybe, until all the steamers in San Francisco bay began tooting a welcome.

JESSIE BENTON FREMONT WAS THERE

No carriages were to be allowed on Market and Montgomery streets in San Francisco the night of the parade of welcome. There were great cries of protest when a carriage appeared with a distinguished-looking woman in the back seat of the open Phaeton. (See illustration on back cover)

The officials discovered it was Jessie Benton Fremont, wife of John C. Fremont, and permission was hurriedly given for her to follow in line.

A woman rushed out from the crowd, placed her bonnet on the head of the tired pony and tied the ribbon under his neck.

Many accounts say that the rider and his "pony" arrived in San Francisco shortly before midnight of April 13, 1860, the mail being from Saint Joseph a few hours more than ten days en route.

There was much speech making at the Alta Telegraph office at the

corner of Merchant and Montgomery streets with singing and dancing and music by the band. The fun lasted until near daybreak of April fourteenth.

The Pony Express after thirteen years had answered California's great need. At hand were telegrams that had taken only ten days from New York and Washington to arrive and as Saint Joseph on the east had a telegraph office and Carson and Placerville had telegraph offices connecting with Sacramento and San Francisco, messages by magic wires had taken only the time the horses could gallop from Old Saint Jo to the Sierra Nevada mountains.

A San Francisco newspaper account appeared on April 14, 1860:

"The pony having been trotted into the center, the procession moved up to the office of the Alta Telegraph Company at the corner of Montgomery and Merchant streets, in the following order:

California band playing "See the Conquering Hero Comes"
Engine Company No. 2;
Hook and Ladder Company No. 2;
Engine Company No. 5.
Engine Company No. 6. The fire wagons were well mounted and lighted, the firemen bearing torches. The Pony Express, a bay horse with Spanish saddle, the rider James Hamilton, his mochilas stuffed with letters brought overland. Citizens on foot and mounted followed.

This stirring welcome of the Pony Express in San Francisco

that night carried out the original objective of William H. Russell. On March 26th, nineteen days before, Russell had inserted advertisements in the New York Herald in New York and the Missouri Republican in Saint Louis. They read in part as follows:

TO SAN FRANCISCO IN EIGHT DAYS
by
The Central Overland California
and
Pike's Peak Express

The first courier of the Pony Express will leave the Missouri River on Tuesday, April 3rd, at 5 o'clock p.m., and will run regularly weekly thereafter, carrying a letter mail only. The point of departure on the Missouri River will be in telegraphic communication with the East and will be announced in due time.

Telegraphic messages from all parts of the United States and Canada, in connection with the point of departure will be received up to 5 o'clock p.m. of the day of leaving, and transmitted over the Placerville and St. Joseph telegraph wire to San Francisco and intermediate points, by the connecting express in eight days.

The letter mail will be delivered in San Francisco in ten days from the departure of the Express. The Express passes thru Ports Kearny, Laramie, and Bridger, Great Salt Lake City, Camp Floyd, Carson City, the Washoe Silver Mines, Placerville, and Sacramento.

Letters for Oregon, Washington Territory, British Columbia, the Pacific Mexican ports, Russian possessions, Sandwich Islands, China, Japan, and India will be mailed in San Francisco.

In the Saint Joseph Weekly West published April 7, 1860 in Saint Joseph by F. M. Posegate while the pony mail was headed for California, the time schedule for the first run was listed as follows from Saint Joseph: Marysville, 12 hours; Fort Kearny, 34 hours; Fort Laramie, 80 hours; Fort Bridger, 108 hours; Great Salt Lake, 124 hours; Camp Floyd, 128 hours; Carson City, 188 hours; Placerville, 226 hours; Sacramento, 234 hours; San Francisco, 240 hours.

JESSIE BENTON FREMONT AND THE PONY EXPRESS.

Lieutenant John C. Fremont, United States Corps of Engineers, had been married to Jessie Benton in Washington, October 19, 1841. The marriage was performed by a Catholic priest. Jessie was the daughter of United States senator Thomas Hart Benton of Missouri. Already a famous explorer and map maker, Fremont was then placed in charge in 1842 of an exploratory expedition to the Wind

River range of the Rocky Mountains. Senators Benton and Lewis Linn of Missouri were interested in obtaining Oregon territory for the United States. Lieutenant Fremont was aided by Cyprian Chouteau of Saint Louis and secured Kit Carson as his guide. When he got back to Washington his wife Jessie, who was a gifted writer, helped write his report which was widely acclaimed.

California, still a province of Mexico, was included in his second objective. He explored Salt Lake and reached the Sierra Nevada mountains in the dead of winter. With his 24 men he suffered great hardships but got to Sacramento in March 1844. He was received by Captain John August Sutter who had secured vast land holdings from the Mexican government. Sutter, a Swiss, had also bought Bodega Bay from Russia. Fremont returned by the way of Bents Fort on the Arkansas river. He arrived in St. Louis. With the War with Mexico approaching, Senator Benton got congress to appropriate money for a third Fremont expedition. Fremont secured sixty armed men and Kit Carson again. Soon he received word from Senators Benton and James G. Buchanan that war was about to begin. Fremont moved on to Monterrey with his California battalion which included American California settlers. He took an American ship to Los Angeles which he captured in 1846. From then on he was a hero in California.

He accepted the surrender of the Mexican government early in 1847 and served as civil governor of California for two months. Gold was discovered at Sutter's Mill at Coloma early in January 1848, a year before the gold rush of the 49ers.

Prior to that, Fremont had purchased seventy square miles of the Sierra foothills known as the Mariposa estate. In a short time Fremont's income from the gold diggings became enormous. He acquired large real estate holdings in San Francisco. And in 1850 he was elected United States senator.

He was born in Charleston, S. C. out of wedlock and this may have given him the neurotic energy which was his eventual undoing. In 1856 he was nominated at Philadelphia for president by the new Republican party, its first candidate. He was beaten by James Buchanan, Democrat of Pennsyl-



PONY EXPRESS SADDLE

This saddle with its overlaying mochila was presented to the Saint Joseph Museum by the Wyeth Company many years ago. At the same time a similar one was presented to the History Room of the Wells Fargo Bank at San Francisco where it is also exhibited. The Museum saddle has recently been removed to the Pony Express stables where it will be part of a collection of items pertaining to the times of the Pony Express.

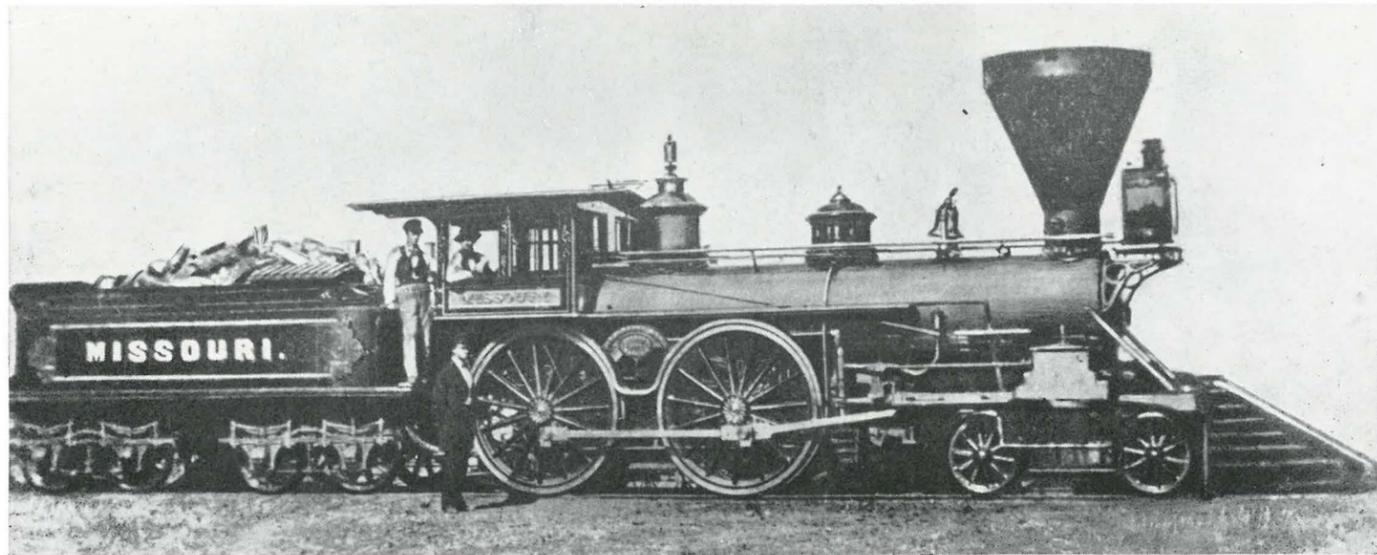
Dr. Arthur Woodward, retired director of the Los Angeles County Museum told us ten years ago that the correct way to pronounce mochila is as though it were spelled mokela. Doctor Woodward told us the name came to us from New Mexico and is Spanish.

The saddle manufacturing department of the Wyeth Company was only discontinued on December 1, 1958. Mr. John Wyeth, the 100 year old firm's president, tells us that the saddle makers all got so old that they had to retire and no younger craftsmen were available. The firm still sells saddles wholesale. B. B.

vania by a popular vote of 1,838,169 to 1,341,264. By his daring mismanagement he frittered away his vast wealth. His lovely Missouri wife, Jessie Benton, stood with him loyally. It was her great popularity in San Francisco and California that enabled her to be driven in her carriage to Montgomery and Merchant streets when the first Pony Express mail was arriving from Sacramento. Carriages had been forbidden that night.

Her husband, like William H. Russell and Ben Holladay, took too many chances. It brought them all to financial disaster.

Though already thirty-four years old Colonel John C. Fremont, after his capture of Los Angeles in the war with Mexico, rode horseback to Monterrey, California. The first day he rode 125 miles, the second day the same distance, the third day he rode eighty miles and that fourth day entered Monterrey at



STEAM ENGINE "MISSOURI"

It was the locomotive which made the dash across the state of Missouri April 3, 1860. The smokestack reminded people of Jenny Lind's hoop skirts, only upside down, and such smokestacks were called Jenny Linds, after the Swedish Nightingale.

three in the afternoon after a late start. He made equally good time returning. He used relays of California mustangs accompanied by two aides. He thereby set an example to the Pony Express riders of thirteen years later. No wonder

that Jessie Benton Fremont, his wife, was welcome at the Pony Express night-time reception ceremonies in San Francisco.

Jessie Benton Fremont had another connection with the Pony Express. Joseph Robidoux, the

fur-trading founder of Saint Joseph, and her father, Missouri's Senator Benton, were very warm friends. Senator Benton had years before often interceded for Joseph Robidoux in the dealings he had with the various Indian agents.

A PONY EXPRESS WAS NEEDED

The lack of rapid communication such as was later furnished by the Pony Express caused much friction in 1846 between John C. Fremont and Brigadier General Stephen Kearny who had come overland from the Missouri river in command of the 1660 Missourians, the Army of the West. Hearing that California had already surrendered to Lieut-Col. John C. Fremont, he had taken with him from New Mexico only 100 dragoons. At

San Pasqual near San Diego he was attacked by a large force of Spanish Californian lancers and was wounded twice. His guide and interpreter, Antoine Robidoux of Saint Joseph was also wounded. They were saved by a field force sent by Commodore Robert F. Stockton from San Diego.

The combined force of 600 men, mostly marines, marched on Los Angeles and accepted the surrender of that town June 10, 1848. Three

days later it surrendered a second time to Lieut. Col. John C. Fremont and his Californians.

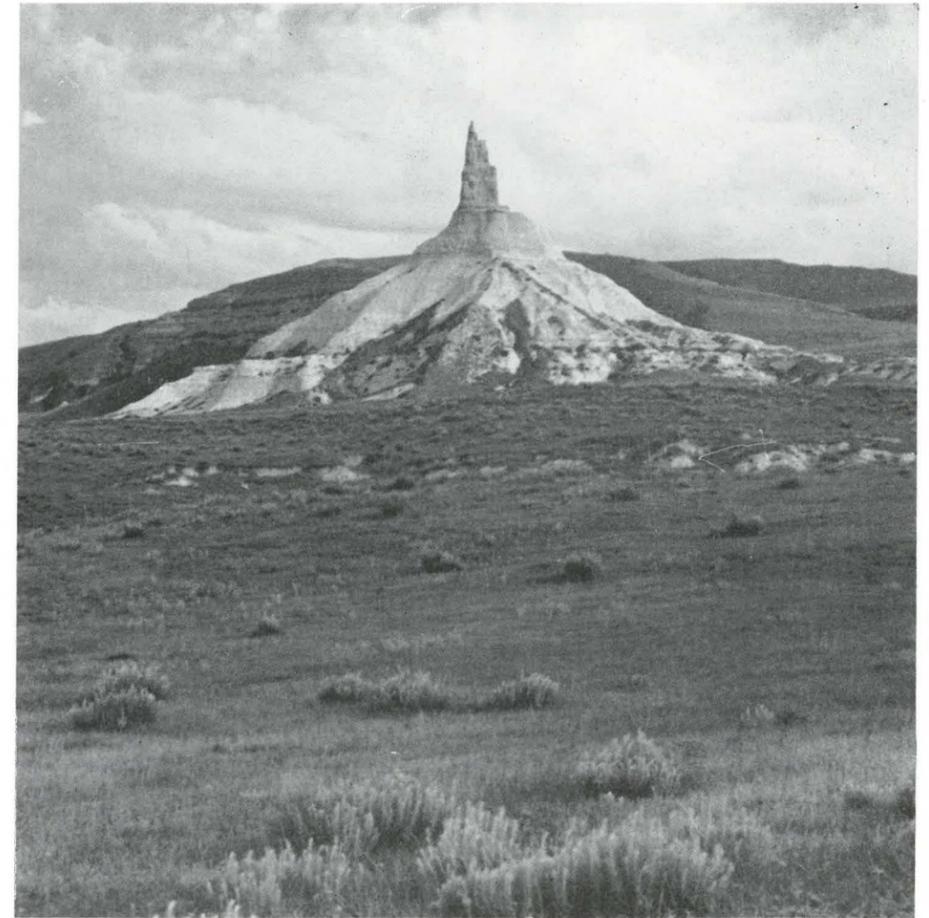
A question of authority arose and the eccentric Fremont was arrested and accused of insubordination. Later on in Washington he was court-martialed and convicted of that charge. He then resigned his army commission as a lieutenant colonel. General Kearny was the great grandfather of Judge Stephen Kearny Owen of

St. Joseph. A story of his life with photographs is contained in 1951 Winter number of this magazine.

Commodore Stockton had about the same temperament as John C. Fremont. He was self-confident, impulsive and missed no opportunity to glorify himself. On his flagship Congress he had reached Monterey on July 15, 1846. There he issued a dramatic war time proclamation which alienated the Mexican friends that his predecessor, Commodore Sloat, had made. He assumed command of land operations and enrolled the Bear Flag battalion of John C. Fremont. The Bear Flag Californians from the states wanted to make California an independent republic such as was Texas. Stockton was relieved of his post for his belligerent acts and returned to Washington overland. He resigned from the navy as Fremont had from the army. Their unrestrained power in California had gone to their heads.

Despite his trouble with the administration at Washington John C. Fremont was elected United States Senator when California was admitted to the Union in 1850 for the two year short term. It was not until eight years later that decent mail service from the eastern states was furnished California in 1858 by the Wells Butterfield interests with their Overland Mail Company.

On the incorporation of the Overland Mail Company the directors were: William G. Fargo,



CHIMNEY ROCK

It is a striking landmark of the Pony Express trail in northwest Nebraska. It can be seen for miles and miles in its spectacular beauty. Earlier it was on the Old Oregon trail.

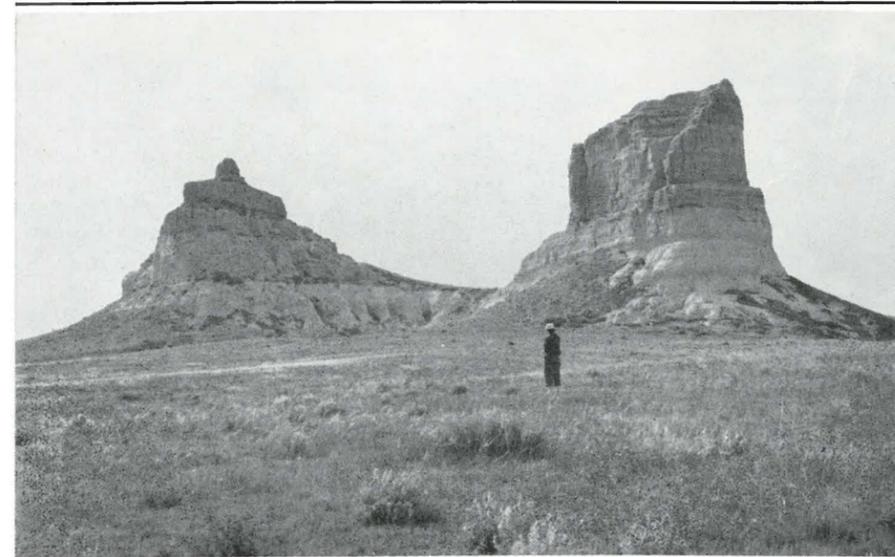
Photo by DON REYNOLDS

Hamilton Spencer, D. N. Barney, William B. Dinsmore and John Butterfield who was elected president. He resigned in 1860.

THE PONY EXPRESS

HEADS EAST

The first rider out of San Francisco and his mount left the Alta Telegraph office before 4 P. M., April 3, 1860. They scampered to the wharf and boarded the river steamer Antelope bound for Sacramento and due to leave at 4 o'clock. The rider was James Randall, said to be an experienced horseman. He could not resist the temptation to do a little "horseplay". He got on the Pony on the right side which is the wrong side and was greeted with a jeering roar from the crowd. This was the start east of the "Horse Express" as the newspaper Alta California termed it. When they got to Sacramento, Randall turned the mochila over to the first rider out of Sacramento . . . to whom do you think? Harry Roff? No, to Billy Hamilton. So the confusion about the first Pony Express rider east is



COURT HOUSE ROCK

It is near Bridgeport, Nebraska and on the stage, freighting and Pony Express trails of the Central Overland California and Pike's Peak Express Company. Not far away on the bank of the North Platte River was Robidoux Fort, a trading post operated by Michel Robidoux of Saint Joseph. In the early 1850s Robidoux became a trader at Fort Bridger across the line in present Wyoming.

about as bad as that at old Saint Jo going west.

FROM SACRAMENTO EAST

In his memoirs, *Seventy Years On The Frontier*, Alexander Majors stated that Harry Roff was the first Pony Express rider out of Sacramento with east-bound mail. The memoirs were published in 1893 thirty-three years after the events related. We quote:

The day of the first start, the third of April at noon and covered the first twenty miles, including one change, in fifty-nine minutes. On reaching Folsom he changed again and started for Placerville at the foot of the Sierra Nevada mountains, fifty-five miles distant. There he connected with "Boston" who took the route to Friday's station, crossing the eastern summit of the Sierra Nevada. Sam Hamilton next fell in line, and pursued his way to Genoa, Carson City, Dayton, Reed's Station and Fort Churchill, seventy-five miles. The entire run, 185 miles was made in fifteen hours and twenty minutes, including the crossing of the western summits of the Sierras, through thirty feet of snow. This seems impossible, and would have been had not pack trains of mules and horses kept the trail open.

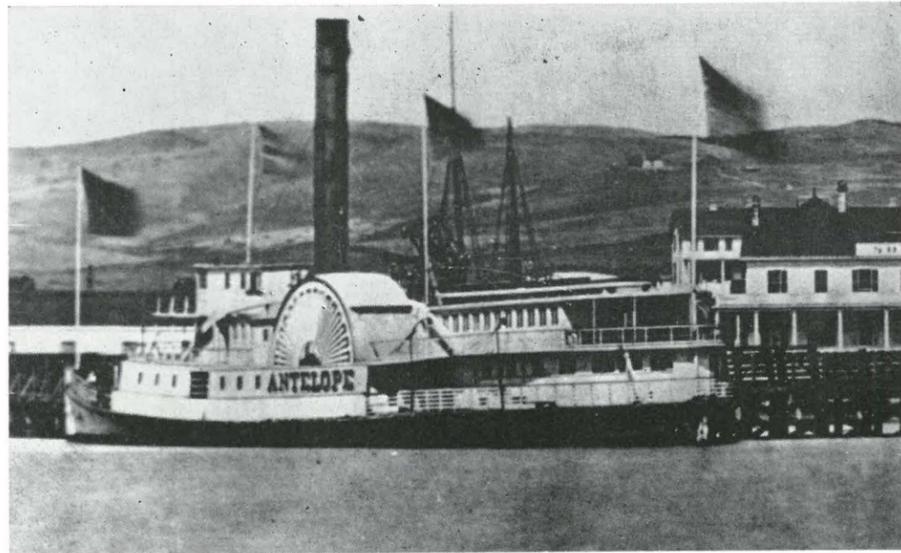
He, "Pony Bob" — Robert H. Haslam — took the road from Fort Churchill to Smith's Creek, 120 miles distant, through hostile Indian country. From this point Jay G. Kelley rode to Ruby Valley, Utah, 166 miles; from Ruby Valley to Deep Creek, H. Richardson, 105 miles; from Deep Creek to Rush Valley, Old Camp Floyd, eighty miles; from Camp Floyd to Salt Lake City, fifty miles. George Thatcher, the last end. This ended the Western Division, under the management of Bolivar Roberts, now in Salt Lake City.

The Thatchers of Utah are relatives of the Josiah Beattie descendants in Saint Joseph.

JOHN FRY and

BILLY RICHARDSON

At the eastern end of the Pony Express, the first rider out probably was Billy Richardson. This is not the majority view, however, in Saint Joseph and in northeast Kansas. According to the 1860 directory of Saint Joseph John Fry was foreman of the Fish and Robidoux Livery Stable, and William Richardson was his hostler. According to Lee Starnes of Saint Joseph, a day or so before the



THE ANTELOPE

As the river steamer Antelope carried the first pony and rider out of San Francisco on April 3, 1860 bound for Sacramento, on the Sacramento river, so did the ferryboat Denver at Saint Joseph on the same date carry the first pony and rider out of Saint Joseph to Elwood in Kansas Territory.

first start of the Pony Express, Johnny Fry injured his arm when riding a fractious horse, but he had recovered sufficiently to make the first ride into Saint Joseph with the western mail ten days later. He was on the bay mare Sylph, doubtless the same bay mare that

the first rider out of Saint Joseph was on when M. Jeff Thompson, Saint Joseph's mayor gave her his good luck pat on April 3rd. It is Mr. Starnes' view that John Fry assigned Richardson to take his place and to have the honor of being the first rider.

JOHN FRY WAS A MISSOURIAN

John Fry was born in Saint Joseph according to Mrs. Margaret Larzelere Rice of Troy, Kansas. Her father's farm adjoined that of Reason Fry on the Pony Express trail. Reason Fry was the brother of John Fry's father of Saint Joseph, Jacob Fry. Both are shown in the 1860 city directory. Mrs. Rice still believes that Johnny Fry was the first Pony Express rider out of Saint Joseph.

The Pony Express ceased to operate in October, 1861 when the telegraph lines to California were completed. John Fry joined the Union Army of General Blunt as a mounted scout. Some Arkansas Rangers surrounded him there on the Canadian River. It is said that Fry accounted for five of his assailants before he was killed. That is a feat that only one other Saint Joseph resident could have equalled . . . Jesse James himself, who was killed on another historic April third, just twenty-two years

after the start of the Pony Express.

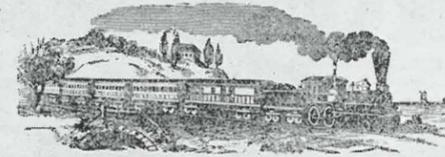
Johnny Fry had a brother named Dick Fry. He also was a Union soldier. He was honorably discharged at the end of the war, and wrote his parents in Saint Joseph that he was expressing his trunk home from Saint Louis and would follow it in a few days. Those few days stretched to countless years, but Dick Fry was never heard of again. These facts were given us also by Mrs. Margaret Larzelere Rice, former president of the Doniphan County, Kansas, Historical Society. She believes the Fry families came to this region from Kentucky.

The first rider out was relieved late that night at Seneca, Kansas, a "home" station where both riders and horses were changed. The rider awaiting him there is said to have been Don Rising. The mochila with its mail and telegrams was switched to the saddle of

New Short Route to the East, North and South,

BY THE

HANNIBAL & ST. JOSEPH



RAILROAD.

TO CHICAGO, ST. LOUIS, & POINTS EAST, NORTH & SOUTH

SAVING FROM

5 TO 7 DAYS TEDIOUS NAVIGATION

Of the Missouri River, and Fire-ome Staging.

J. T. K. HAYWARD, Superintendent.

D. C. SAWIN, General Agent, St. Joseph.

This advertisement appeared in the 1860 City Directory of Saint Joseph

Rising's mount. Off they went into the dark.

Home stations were where a new rider relieved his predecessor. Usually the home stations were more than seventy-five miles apart. For example the first home station out of Saint Joseph was usually Seneca. The following stations between Saint Joseph and Seneca were Troy station, Syracuse, Kennekuk, Granada and Log Chain. They were smaller and were known as relay stations where horses only were changed. At home stations both rider and horse changed.

Some claim that Jack Keetley had taken the mochila at Marysville, Kansas Territory. He is said to have changed horses at Hollenberg and at Rock Creek in Nebraska Territory. The next home station where the riders changed was Big Sandy where Jack Keetley surrendered his mochila. On August 21, 1907 Mr. Huston Wyeth, a wealthy Saint Joseph industrialist received a letter from that same Jack Keetley, a businessman in Salt Lake City, stating that Alex Carlyle was the first pony rider out of Saint Joseph, being a nephew of Ben Fickland, the able superintendent of the entire Pony Express trail. Keetley's letter to Mr. Wyeth also stated that John Fry was the second rider, and he himself was the third rider outbound from Saint Joseph, and that Gus Cliff was the fourth.

Keetley also stated that the home station where both horse and rider changed was at Guittard's in Kansas. He stated that the ride was shortened later on to eighty miles to Seneca as the home station instead of 125 miles to Guittard's. Mr. Keetley in his letter then got slightly mixed up as to facts. He stated that the Pony Express, if he remembered correctly, started on April 16, 1860. We know that April 3, 1860 is the correct date. He stated that the first pony started from the one story brick express office on the east side of Third street between Felix and Edmond streets, which office was later moved to the Patee House. The consensus now is that the Pony Express stables was where the first rider left April 3, 1860.

The mochila with its mail and telegrams reached Salt Lake City in the evening of April 9th. The site of the Pony Express headquarters was where the building of the Salt Lake Tribune now is. The mail was sharply behind schedule at that point. Erastus Egan, a Latter Day Saint, carried the mail south to Rush Valley, formerly Camp Floyd, in record time. It was William Frederick Fisher, a Mormon of English birth who carried the mochila into Ruby Valley, Nevada. Most of the riders in this region were English Mormons and they made up for the time lost east of Salt Lake City.

THERE WERE THREE

JOHN FRYS

One was killed by Quantrill guerillas at Baxter Springs, Arkansas, October 6, 1863, during the War of Secession. One was killed at a night spot near Atchison, Kansas in the war days, and the third one died at Santa Ana, California December 7, 1913 at the age of seventy years. This writer had known of the first two John Frys, but it took a recent telephone call from James Curry at Cameron, Missouri to learn of the third one. Mr. Curry recently retired as publisher of the Holt County Sentinel at Oregon, Missouri. He said that his paper on January 2, 1914 had carried an article about the death of John Fry, Pony Express rider which had occurred in December, 1913 at Santa Ana, California, near Los Angeles. Inquiry of Mrs. Isabel Evans at Central Public Library revealed that the Saint Joseph News-Press and Gazette had carried similar articles on December 22 and 23, 1913 respectively. Both papers stated that John Fry was the first pony rider out of Saint Joseph, April 3, 1860 and the Gazette told of Fry bringing in the California mail ten days later. Both papers stated that John Fry was seventy years old which would have made him about seventeen in 1860. However, Mrs. Margaret Larzelere Rice of Troy, past president of the Doniphan County Historical Society tells us that the John Fry who died in California was the first cousin of John Fry of Saint Joseph, the Pony Express rider. That California John Fry was the son of Reason Fry of Mount Airy school district of Doniphan County, who was a neighbor of the Larzelere family. Besides John Fry, the older children of Reason Fry were Charles, Joseph, Marquis de Layayette (Mark), William and Kate Reason Fry. His widow later lived on a farm across the road from the Vories place on old highway 36. Mrs. Rice tells us that Joe and Charles once lived near Dearborn, Missouri, as well as Kate. She did not remember that John Fry, their brother, ever lived at Rushville or DeKalb, Missouri, as stated in the above mentioned articles, but that Joseph did do tobacco farming at Weston.

According to Mrs. Rice the Pony Express John Fry of Saint Joseph joined the 10th Kansas Volunteer Infantry as a scout and was with the 3rd Kansas Indian regiment



Monument across Penn street from the Pony Express stables in Patee Park in Saint Joseph. It was dedicated with Buffalo Bill and Charlie Cliff being present, April 3, 1913.

when he was killed at Baxter Springs, Arkansas in 1863. She said his unit had so many Indians in it that it was given the name Indian regiment.

Mrs. Rice tells us that the Santa Ana, California John Fry engaged in developing irrigation methods and became quite well off.

The Pony Express John Fry of Saint Joseph on one occasion rode from Saint Joseph to Marysville, Kansas, to attend a dance. He danced all night and the next day he rode back without sleep or rest . . . all in less than thirty-six hours.

Mr. A. D. Blythe, of Atchison, Kansas, a banker at Rushville, Missouri and at Atchison, sent us a copy of the Atchison Globe a few years ago which contained the

account of the death of John Fry, "the Pony Express rider", at a night spot near Atchison. The account stated that a man had a grudge against John Fry and followed him outdoors and shot him. The owner of the place fearing a scandal, buried John Fry and said nothing about it. Later on the facts came to light.

THE SKULL OF JOHNNY FRY

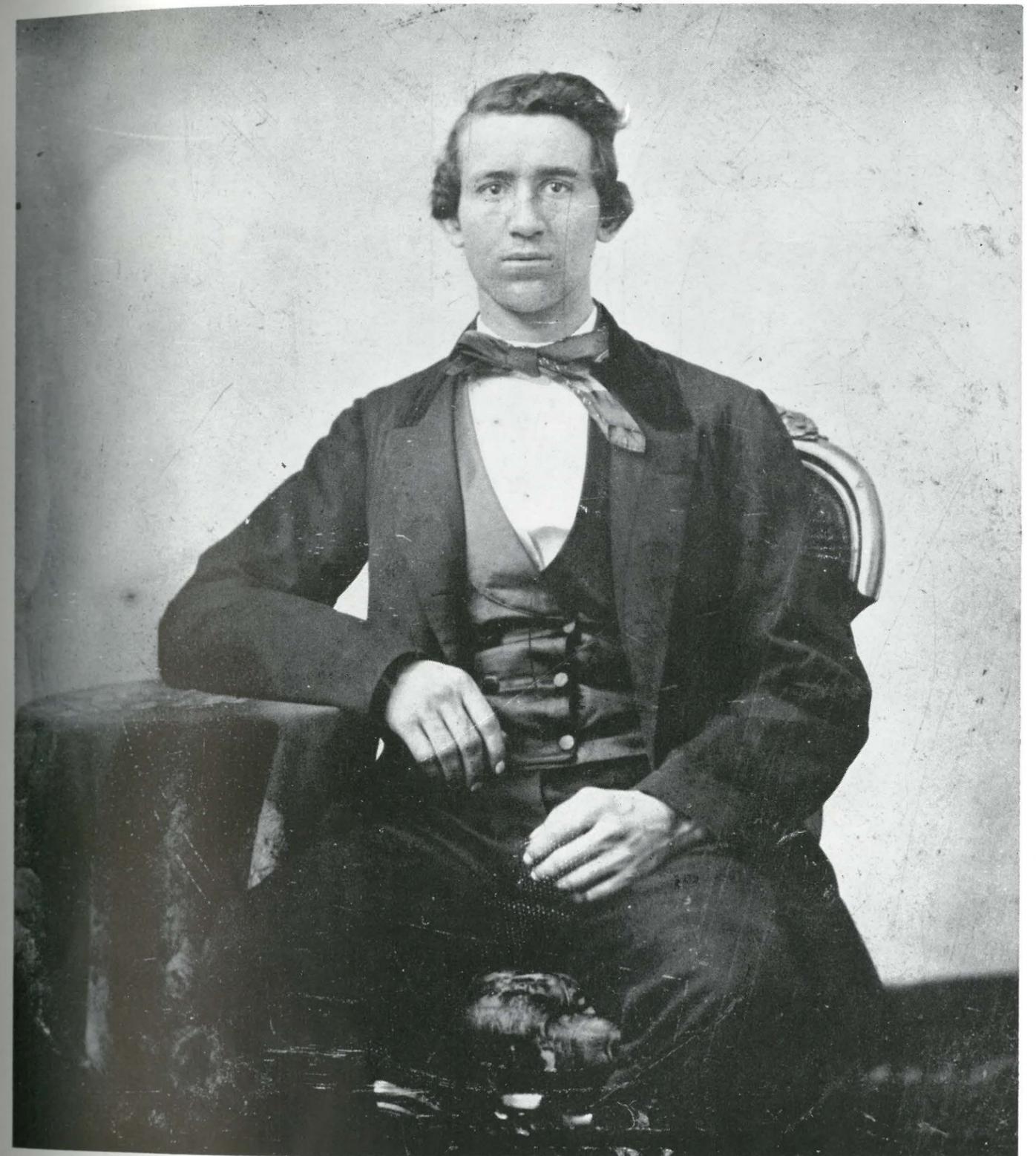
From the Atchison Globe of October 7, 1954 we learn of the deathbed confession of Mrs. Kingston in Oklahoma City in 1892 to Fred Sutton, a former Atchison resident who visited her there when she was at the point of death. She had operated in the 1860s a night spot which was west

of Atchison on "Holladay's Overland Stage lines, Butterfield's Overland Dispatch and Russell Majors and Waddell's overland routes and other freight and transportation enterprises." Mrs. Kingston's deathbed confession said Johnny "Frey" was buried at her residence. The lead of the Globe article stated that "the residence at 1119 Riley street in the news recently is reported to be the burial place of Johnny Frey, famous Pony Express rider."

MRS. KINGSTON'S CONFESSION

as reported in the Atchison Globe is as follows:

"Sutton, I am going to die. I have lived a long and eventful life. I have done a thousand
(Continued on Page 17)



JOHNNY FRY

This youthful likeness was dug up in the old historical files at the Saint Joseph Museum weeks after work on this Pony Express issue of the Museum Graphic was begun. As recited elsewhere, he was born in Saint Joseph, the son of Jacob Fry. The Fish and Robidoux livery stable at which he was listed as foreman in the

1860 City Directory, was at the northeast corner of Main and Faraon streets. Johnny Fry was small in build and had served as a jockey at the racetrack near Sparta, Missouri for Camp Lynch of Agency, Missouri. Lynch in the 1880s was foreman-partner of the Lynch and Boder ranch in the Cherokee strip.

In this photograph Fry has the look of a crusader in his eye. He was adored by young women but he did not marry. One time while riding near Troy, Kansas, a young woman on a fresh horse overtook Fry and tore off a corner of his loose shirt which she included in a patchwork quilt she was making. With one

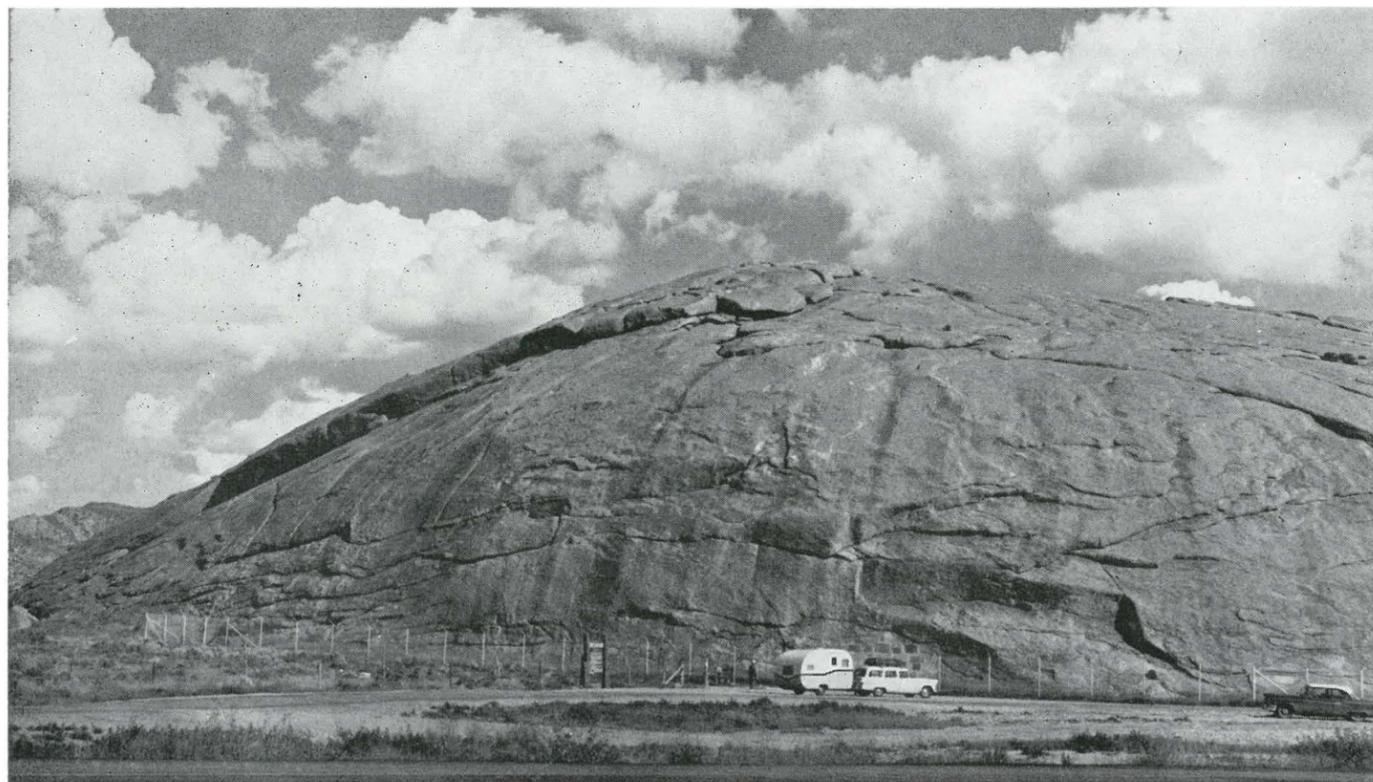
exception practically all writers on Pony Express history misspell Johnny Fry's name. They either spell it Frey or Frye.

The listing in the Saint Joseph 1860 City Directory, which includes listings through May 1861, makes it seem likely that Fry retained his job as the livery stable foreman during his Pony Express career. In his position he could assign riders other than himself to make the

runs to the Seneca or Guittard's Kansas home stations. Margaret Larzelere Rice, of Troy, tells us that her great uncle, Charles Larzelere often took Johnny Fry's place in the rides westward from Elwood, Kansas.

Many persons think that Fry assigned his hostler at the livery stable, Billy Richardson, to take the first mail out of Saint Joseph because of an injury Fry had sustained to

his wrist. We cannot ignore the possibility that Alex Carlyle was assigned that job as set forth in Keetley's letter to Mr. Huston Wyeth. After all Carlyle was the nephew of Ben Fickland, the general superintendent of the Pony Express. This photograph strongly resembles the News-Press photograph of Johnny Fry in his uniform as a Union scout taken two years later.



Photograph by Don Reynolds

INDEPENDENCE ROCK

Buffalo Bill Cody's rides in Central Wyoming in the early 1860's took him by this formidable freak of nature. It lay between Red Buttes on the east to Three Crossings on the west, Cody's home stations. He was only fifteen years old when he started riding Pony. The rock itself is flanked on the southwest by some rocky defiles which

invited ambush attacks by indians or white ruffians. In one of the Mormon handcart migrations in the 1850's many Latter Day Saints, their wives and children were trapped there by a blizzard. Many froze to death and the rest were saved by a rescue party sent out from Salt Lake City by Brigham Young.

THE SKULL OF JOHNNY FRY—

(Continued from Page 14)

things I should not have done, but too, in a manner to offset them, I have made and given away a million dollars.

"This you know to be true, for the money was given to the poor of Atchison when we both lived there.

"There is one thing on my mind which sort of bothers me. I am going to tell it to you, and you will be the only other person in the world who knows this secret.

"Shortly after I opened my resort, known as The Farm in the early 60s, it was my custom to give a grand ball about once a month. They were attended by persons for hundreds of miles around.

"We had a wonderful ballroom and a stable large enough to care for a hundred teams. Many times I have seen the stables full, and the balls would last from two days to a week.

"One of the women at The Farm was an attractive Irish girl with many admirers, one of them a man by the name of Cleveland. He was known throughout the south and west as 'Cleveland the Outlaw'.

"He would nearly always drop in about midnight, would monopolize the company of this woman for a time, then would disappear and not be heard from until the next ball.

"On the night of which I am speaking, one of the attendants at the ball was Johnny Frey, who came down from St. Joe early in the evening to spend the night. He immediately became infatuated with the Irish girl.

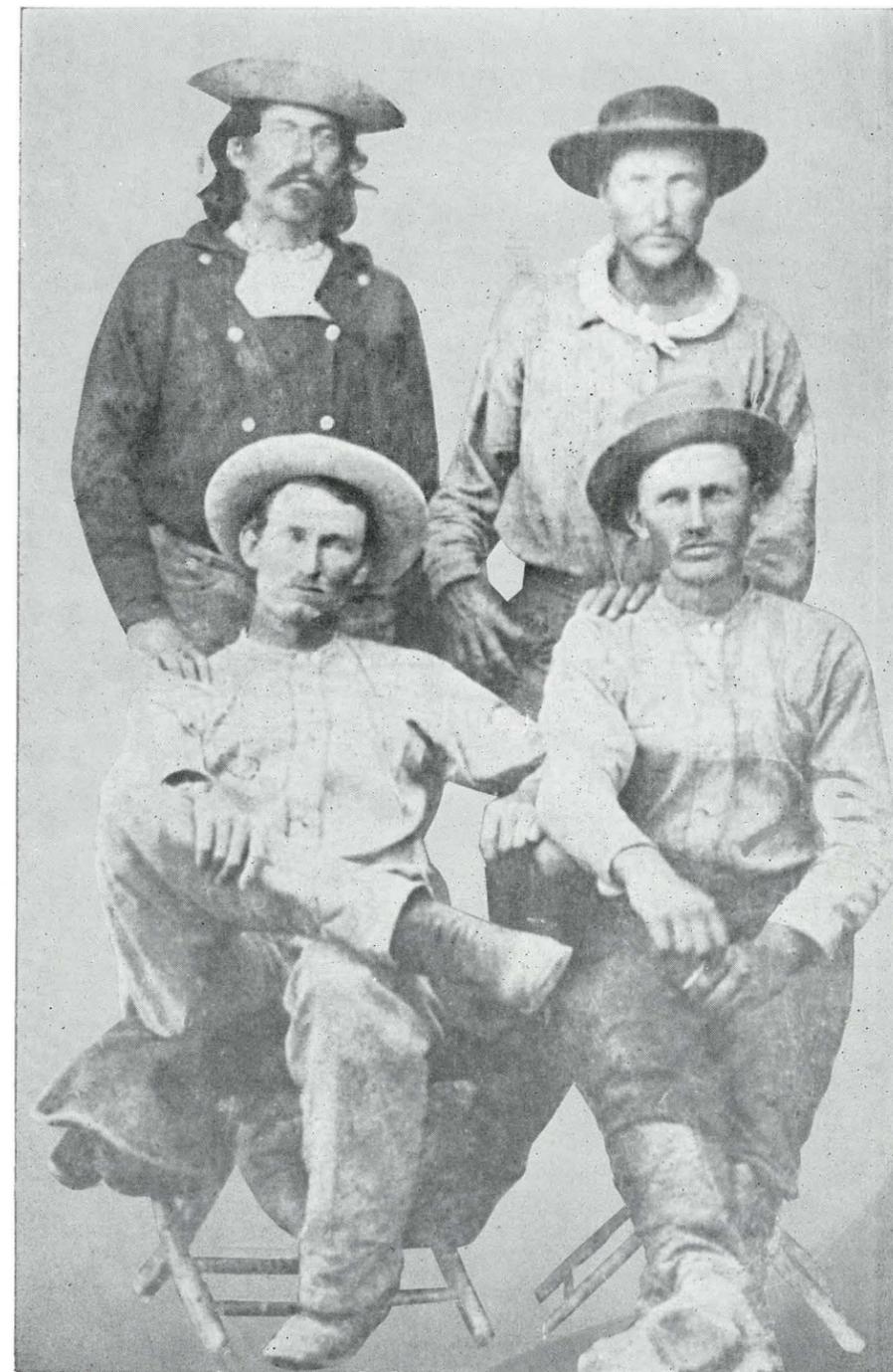
"Between dawn and 1 o'clock Cleveland dropped in, and when he asked this particular girl to dance, she told him she was engaged to dance with Frey.

"Cleveland became sullen and sat in a corner with his eyes on the dancing couple continuously. About 3 a.m. Frey excused himself from his companion and went outdoors. In a moment Cleveland followed."

Frey never returned to St. Joe to resume carrying mail, Mrs. Kingston related and many stories were told concerning what became of him, including one that he was killed by Indians.

"As I lie here now on what I know to be my death bed," Mrs. Kingston continued, "I will tell you the truth about what became of him."

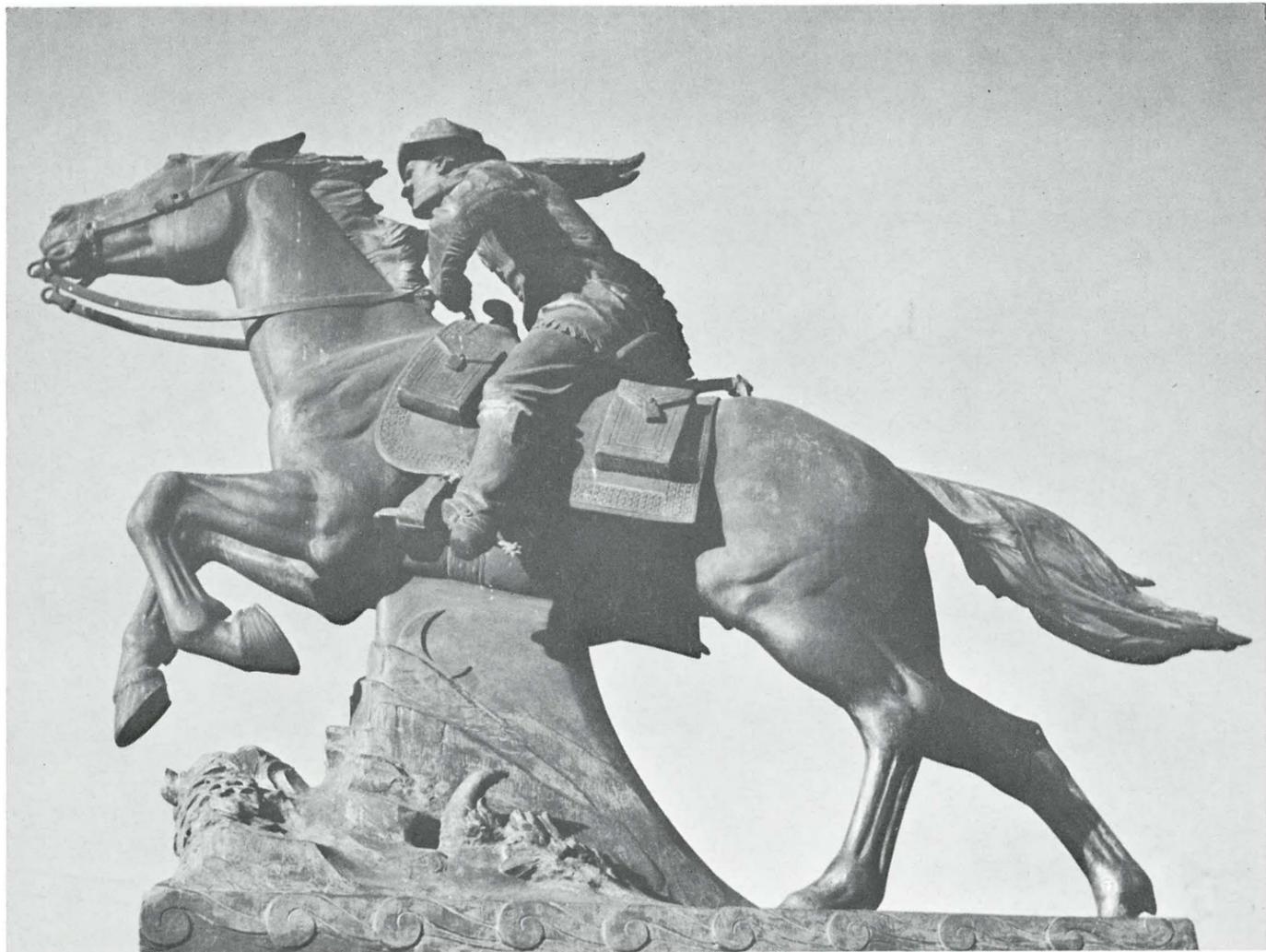
"Cleveland killed Johnny Frey between the back door of my



FOUR SAINT JOSEPH RIDERS

From a photograph of William (Billy) Richardson, upper left, and John (Johnny) Fry. Below are Charlie Cliff and Gus Cliff.

Richardson, still wearing his uniform had been a sailor, and Johnny Fry had formerly been a race track jockey at Sparta, Missouri. The 1860 City Directory of Saint Joseph shows John Fry as foreman of Fish and Robidoux livery stable. Richardson is listed as hostler at the same livery stable.



PONY EXPRESS MEMORIAL STATUE

It graces the civic center of Saint Joseph. It was dedicated by Federal Judge Merrill E. Otis April 20, 1940. While the mural painter George W. Gray was doing his historical work at the Hotel Robidoux in the 1930s one of his helpers in research was Lee W. Starnes of Saint Joseph. In those days Starnes used to show an effigy of a Pony rider on his horse he had carved out of a bar of yellow laundry soap. Some believe it was Starnes who gave birth to the idea of the above statue. The statue was done by the late H. A. MacNeil of New York.

St. Joseph abounds in historical markers. One of the best known and most photographed is the Pony Express Memorial. The marker is a life size bronze statue of a Pony Express Rider and his mount. The monument was unveiled April 20, 1940 and weighs 7,200 lbs. Frederick Avenue at Ninth.

Photo by Don L. Reynolds

kitchen and the barn, and strange as it may seem, I was the one who discovered the body. I called a big Negro man who was working for me, and together we carried the body into the basement.

"The Negro dug a hole six feet deep and placed the body in the hole. He died very mysteriously a short time later, and that left me the sole possessor of the secret.

"I have told you this as it occurred. If you have any doubts as to its truth and have interest enough, you may go to the old farm and dig in the basement. There you will find Johnny

Frey's skeleton with a bullet hole through his skull."

End of quotation.

B. B.

WELLS FARGO and the PONY EXPRESS

Many writers on the Pony Express have erroneously stated that Wells Fargo & Company owned the Overland Mail Company when it was transferred to the central route on March 2, 1861.

The facts are that four express

companies, the National, Adams, American and Wells Fargo did own the Overland Mail. Henry Wells and William G. Fargo were president and secretary of the American Express Company respectively as well as being officers in the Wells Fargo Company.

Benjamin P. Cheney of New Hampshire was a large stockholder in the National Express Company, a New England concern. He was interested in the Overland Mail Company to San Francisco and in the American and Wells Fargo express companies.

From these facts it is apparent

that the American and Wells Fargo interests controlled at least half of the capital stock of the Overland Mail Company when it was moved north to the central route.

In 1844 Henry Wells operated Wells and Company between Buffalo and Detroit with William G. Fargo as messenger.

In 1850 Wells and Company, Butterfield Mason and Company, and Livingston Fargo and Company merged into the American Express Company. Wells became president, and in 1852 William G. Fargo became secretary and so remained for eighteen years. In 1852 they organized Wells Fargo

and Company for business in California where Adams and Company were dominant, and Adams was forced out of the California field in 1855, because of financial losses.

John Butterfield partly representing the Wells Fargo interests in June 1858 was awarded the contract of the Postmaster General for a mail line between Saint Louis and San Francisco by way of El Paso and Los Angeles. It was known as the Overland Mail.

It was this route that Russell Majors and Waddell sought to supercede by incorporating the Central Overland California and Pike's Peak Express Company in

Kansas in 1859. This company owned the Pony Express as a subsidiary.

Instead of granting the central overland mail contracts to the Russell company, President James Buchanan and the Democratic congress, dominated by southerners, had the Overland Mail Company transferred to the Central Route. This spelled ruin for the Russell company.

April 24th, 1861 Ben Holladay's cousin Bela M. Hughes, a Saint Joseph banker, was elected president of the Central Overland California and Pike's Peak Express

(Continued on Page 22)



MUD SPRINGS

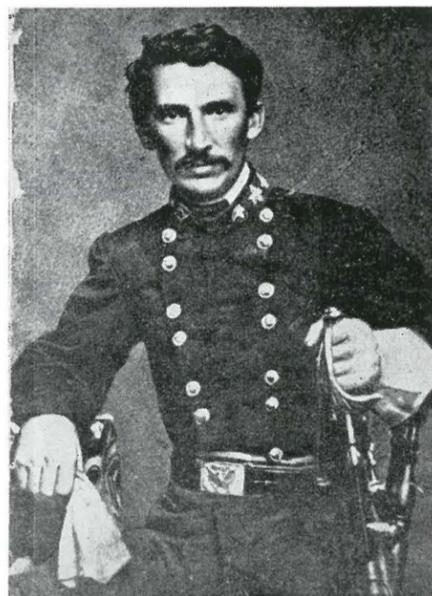
This photograph of the limpid pool was taken for the Saint Joseph Museum by Don Reynolds.

Probably in Pony Express days oxen from wagon trains rushed to the springs for fresh water and speedily turned it into a mud puddle. Hence its name. The springs were between Julesburg, Colorado and Chimney Rock, Nebraska.



PONY EXPRESS PLAQUE

It is attached to the Gothenburg, Nebraska Pony Express station. Originally the station was on the Williams Ranch south of the Platte river in Nebraska. A number of years ago the American Legion post at Gothenburg moved it to the city park in Gothenburg north of the river which is near U. S. highway 30. The old Pony Express trail south of the river is no longer in use. Similar plaques are used along the Pony trail where interest in history prevails.

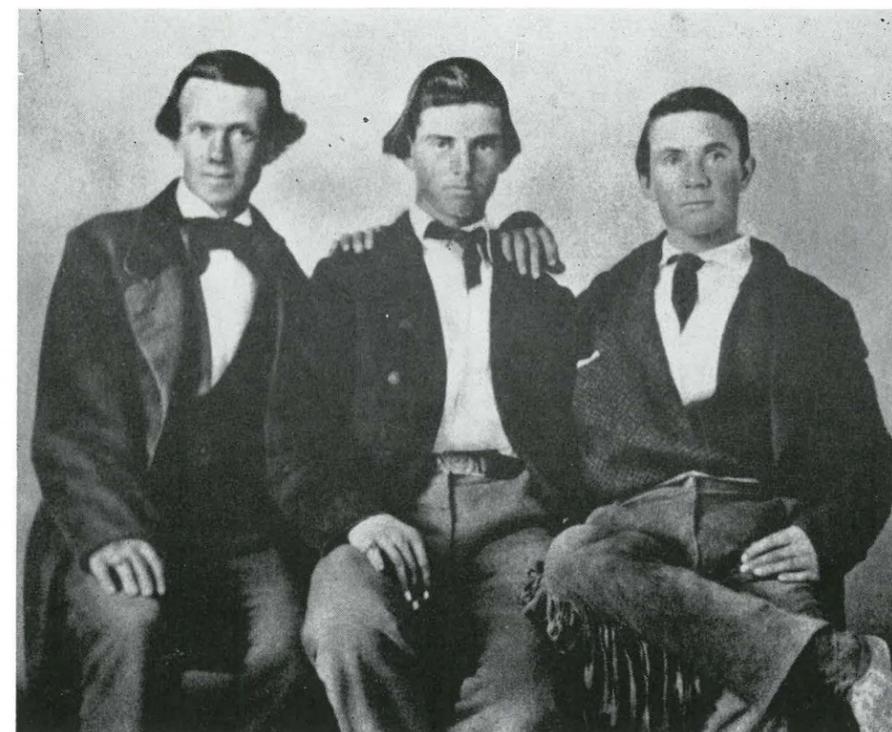


M. JEFF THOMPSON

M. JEFF THOMPSON

He was mayor of Saint Joseph April 3, 1860. That evening he gave the bay mare the spank that sent her and her rider on the way to the ferryboat Denver waiting to carry them westward to the Kansas shore. Thompson was a colonel in the Missouri state guard. He was candidate to succeed himself as mayor but the day or so later he was defeated for the office by Armstrong Beattie, the town's first banker. The ceremony took place at the Pony Express stable.

Here the colonel is shown wearing the uniform of a brigadier general in the Missouri state guard which he became when he cast his lot with the South in 1861.

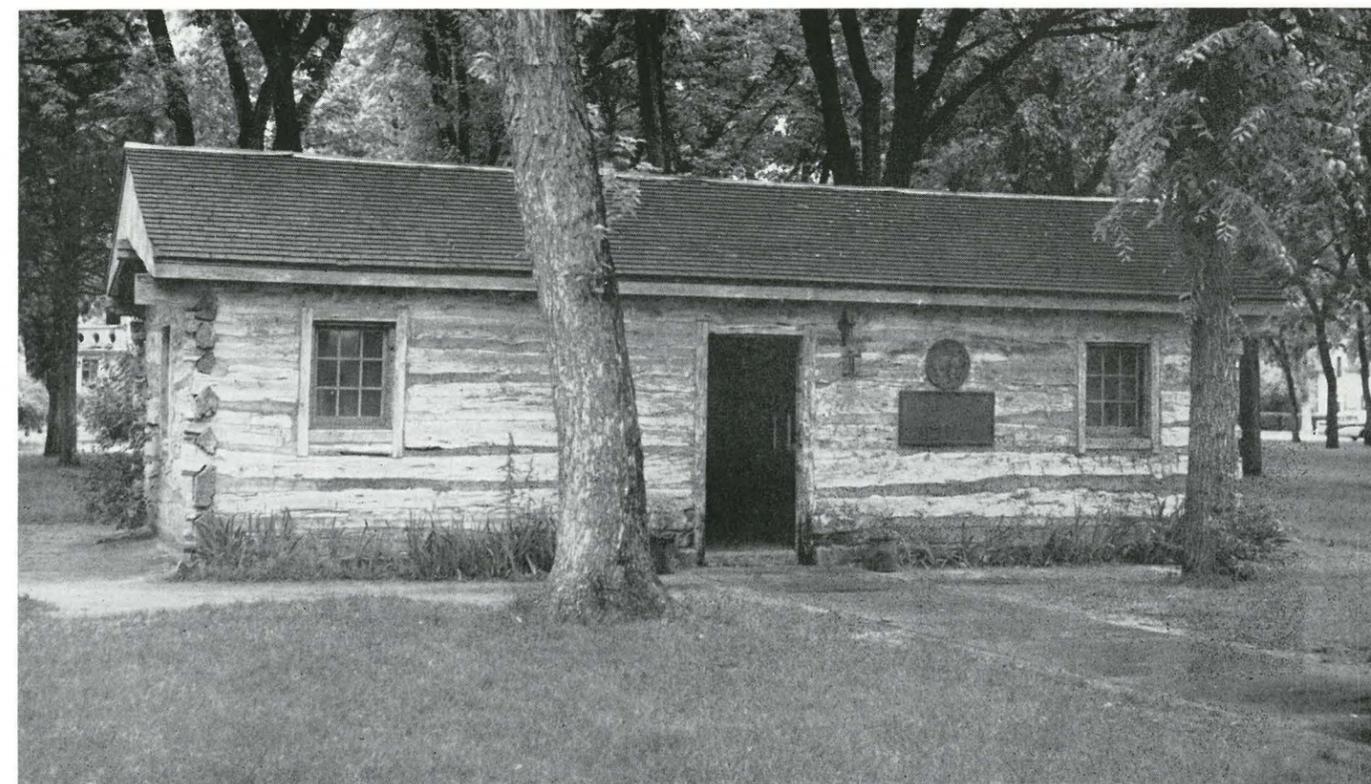


Billy and John Fisher and Johnny Hancock

BILLY AND JOHN FISHER AND JOHNNY HANCOCK

This is another photograph sent to us from Oakland, California by Billy Fisher's daughter Mrs. Minnie Fisher Ellsworth, the niece of John Fisher. Doubtless John Hancock was a Pony rider too although his name is omitted from most lists of Pony Express riders. They rode on Egan's route across the desert between Salt Lake and California. The Fishers were Latter Day Saints, as Hancock probably was also. Note the fringes on his leather pants. The Fisher brothers were natives of England.

The mustangs ridden on Egan's route were the descendents of wild horses. These horses resembled Arab stallions in build and were smaller but tougher than the Kentucky type race horses used out of Saint Joseph. The wild horses were descendents of animals brought by the Spaniards to Old Mexico. Great herds of wild horses still roamed the western plains in Pony Express days.



GOTHENBURG PONY EXPRESS STATION

This photograph was taken by Don L. Reynolds on his recent visit to Pony Express landmarks as far west as Scotts Bluff, Nebraska. This original station was moved from the Williams ranch south of the Platte river to City Park at Gothenburg, Nebraska, north of the Platte river. The moving was the project of the American Legion there.



PONY BOB carrying the election returns of Abraham Lincoln to the first Telegraph Station on The Overland Pony Express, riding 120 miles in 8 hours and 10 minutes, from Smith Creek to Fort Churchill, Nevada, 1860.

WELLS FARGO AND THE PONY EXPRESS—

(Continued from Page 19)

Company at Leavenworth in place of W. H. Russell, its principal stockholder. On behalf of this company a contract had previously been signed by Russell with the Butterfield interests by which the half of the route from Salt Lake City east would be operated under the general supervision of the Butterfield interests. Ben Holladay, who had lent the Pony Express stables in Saint Joseph to Russell, Majors and Waddell, and huge sums of money in addition, was from April 1861 in effective control as far west as Salt Lake City while the Butterfield interests operated from Placerville, California eastward to Salt Lake City, the alliance of the American

(Continued on Page 26)

ROBERT H. HASLAM (PONY BOB)

One of the three most widely known Pony Express riders. The other two were Buffalo Bill Cody and Johnny Fry. Haslam rode in Nevada and California, the west end of the Pony Express. Cody rode in Wyoming near the center, while Johnny Fry rode out of Saint Joseph.

In December 1860 the Pah-Ute Indian War still waged. Pony Bob later said that he reached Reed's station on the Carson river but found no change of horses. He fed the horse he was riding and started for Buckland, later known as Fort Churchill, fifteen miles further on. He had already ridden 60 miles. Because of fear of the Indians, the other rider refused to take the mochila. Haslam continued with the mail to Smiths Creek, 190 miles. He rested there and started back with the return express. When he arrived at Cold Springs he found the keeper killed. He continued on and reached Sand Springs safely.

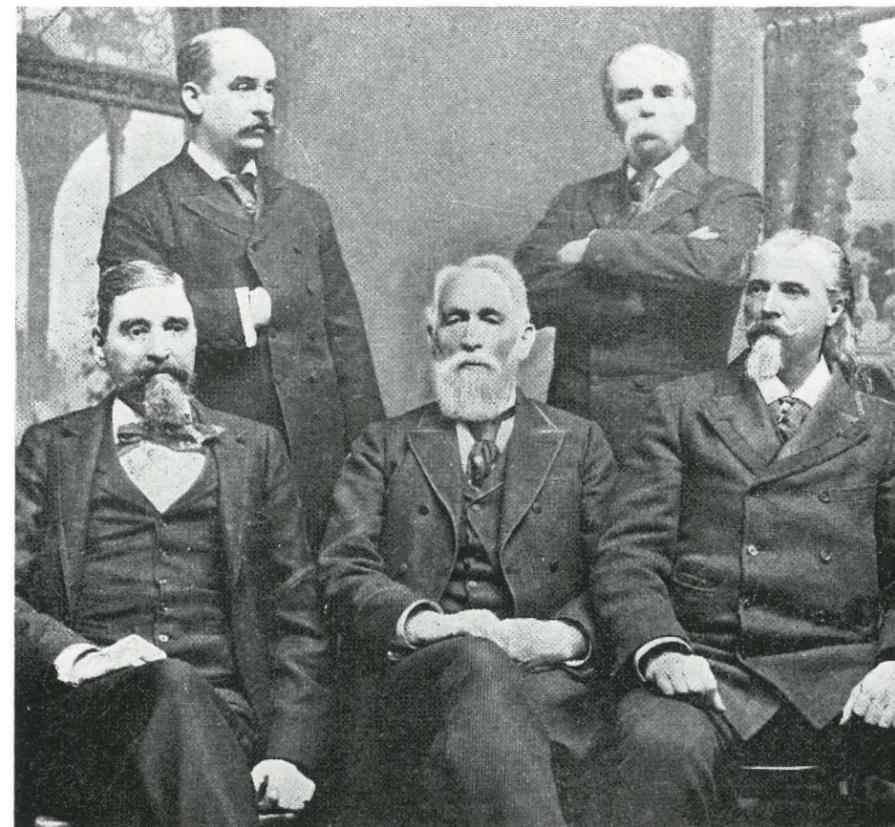
After the Pony Express ceased to operate, Pony Bob was employed by Wells Fargo as a pony express rider. He was sent by them to Idaho as a pony express rider there over a 100 mile route using one horse only. Haslam, about thirty years later was the successful manager of the Congress and Auditorium hotels in Chicago. He was just another of the many Pony Express riders who became successful businessmen in later years. Charlie Cliff of Saint Joseph was another example and Harry Roff, manager of the Home Insurance Company at San Francisco, was another.

The above drawing has been lent us by the Wells Fargo History room in San Francisco. Haslam had it done long after he had retired from riding Pony. Note the size of the horse compared to the rider. Most artists make the rider much too big for the horse he rode.



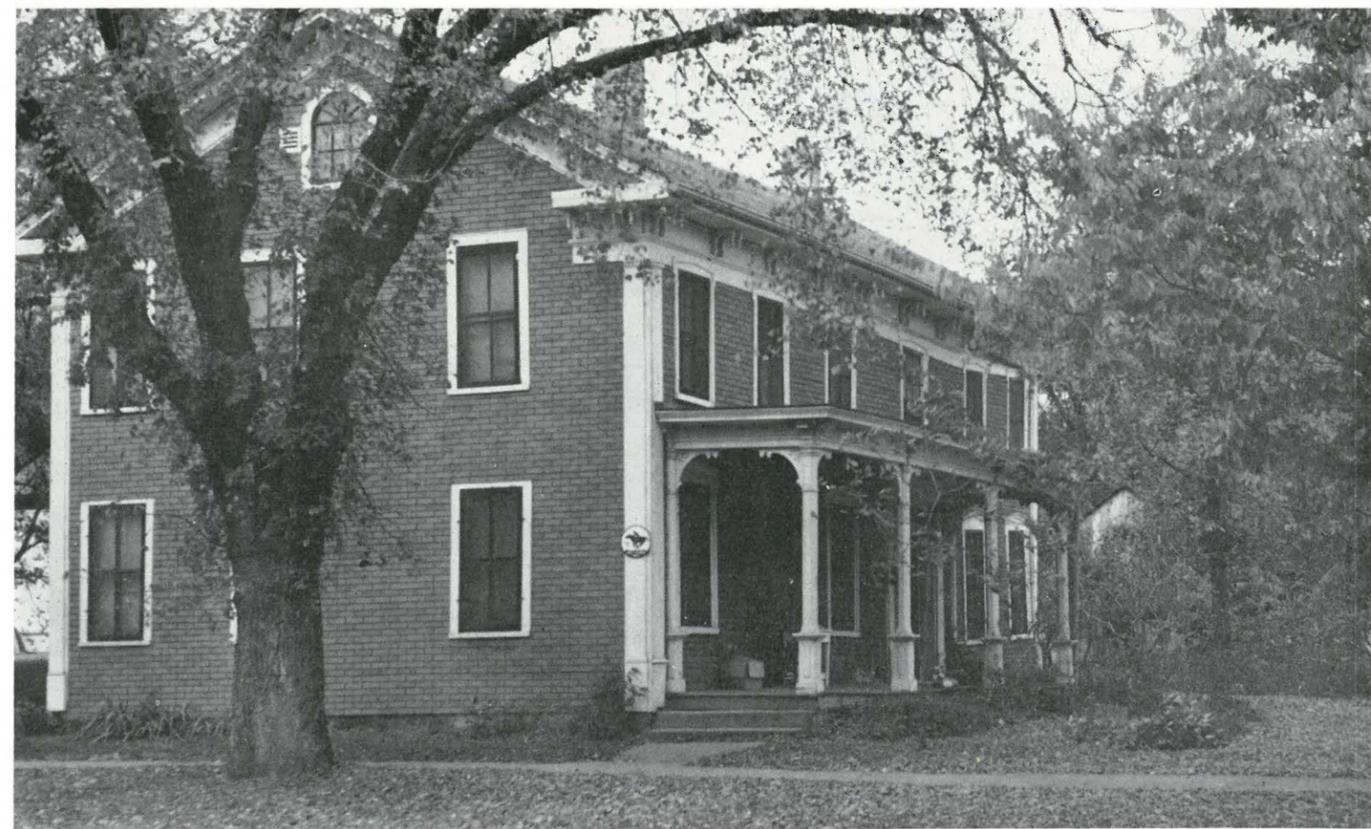
MRS. J. W. CAVANDER

She is the outstanding authority on Pony Express history at Julesburg in northeastern Colorado. Pony Express riders were forced to ford the South Platte river here to proceed north to the North Platte river at Fort Laramie, Wyoming. From Julesburg, a branch line of the Pony Express followed the South Platte river into Denver.



ALEXANDER MAJORS

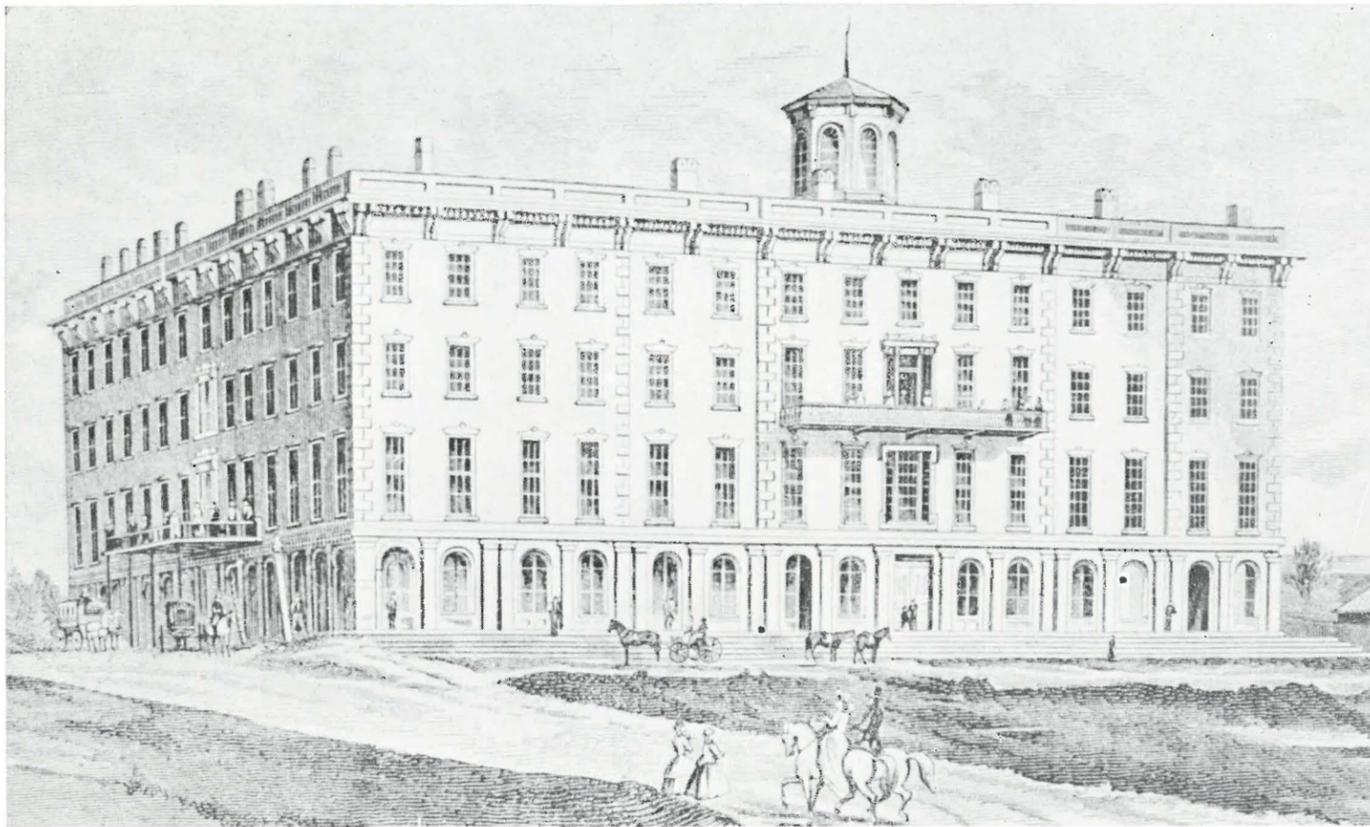
This photograph was probably taken in Chicago in 1893 at the time of the Columbian Exposition, or Worlds Fair. Alexander Majors had gone from his poverty-stricken shack in Denver where Buffalo Bill had found him alone trying to earn something by writing his life's story, *Seventy Years on the Frontier*. Cody, an accomplished showman, secured the services of a skilled writer, Prentiss Ingram, to help Majors produce the book. Shown to the right is Ingram and to the left is Pony Bob Haslam, former Pony Express rider, and a successful hotel manager in Chicago. In the front row from right to left is Buffalo Bill Cody, Alexander Majors and John B. Coulton, probably a business associate of Cody's. Majors' book paid him handsome royalties the rest of his life. All American lovers of history should read it.



THE HOME STATION AT SENECA, KANSAS

At home stations both the riders and the horses were changed while at the several intervening way stations only the horses were changed. According to Jack Keetley in his letter to Mr. Huston Wyeth of Saint Joseph written at Salt Lake City in 1907, the first home station out of Saint Joseph was at Guittard's 125 miles from

Saint Joseph but later the home station was shortened to Seneca, Kansas Territory 80 miles away. The Smith hotel and its adjoining barn furnished luxurious quarters for the station keeper, the stock tenders, the riders and of course their good friends the horses. Photo taken by Don Reynolds of the Saint Joseph Museum.



PATEE HOUSE

This hotel was built by John Patee. It was begun in 1856 and completed in 1858. It became the headquarters in 1860 of the Pony Express. William H. Russell and Alexander Majors were present

on April 3, 1860 when the Pony Express was launched in Saint Joseph. The building is still standing at Twelfth and Penn streets just two and one-half blocks east of the Pony Express stables.



JACK KEETLEY

He is one of the early Pony Express riders out of Saint Joseph and in 1907 wrote the famous letter to Mr. Huston Wyeth of Saint Joseph which we have referred to elsewhere. He rode Pony for almost all of the eighteen months the Pony Express existed. Most of his career his home station was not Saint Joseph. On one occasion he rode from Marysville, Kansas to Big Sandy in Nebraska, a home station, then doubled back for another rider to as far as Seneca, Kansas. In all he rode 340 miles in thirty-one hours. How many relay stations he visited on that ride is not known, nor how many horses he used. He died at the age of 71 in Salt Lake City in 1912. He had been a successful superintendent of mines in Utah. He is another of the Pony riders who turned out to be a successful businessman.



THE HOLLENBERG PONY EXPRESS STATION

It was built as a ranch house in 1857 by G. H. Hollenberg. It became a Pony Express way station or horse changing point on the trail to Sacramento, California on April 4, 1860, the day after the first westward bound rider left Saint Joseph. It was one and one half miles east of Hollenberg, Nebraska which was laid out and named by Mr. Hollenberg. It was already the scene of much stage coach and freighter traffic for it was a stage coach stop on the Central Overland trails to California and Pike's Peak.

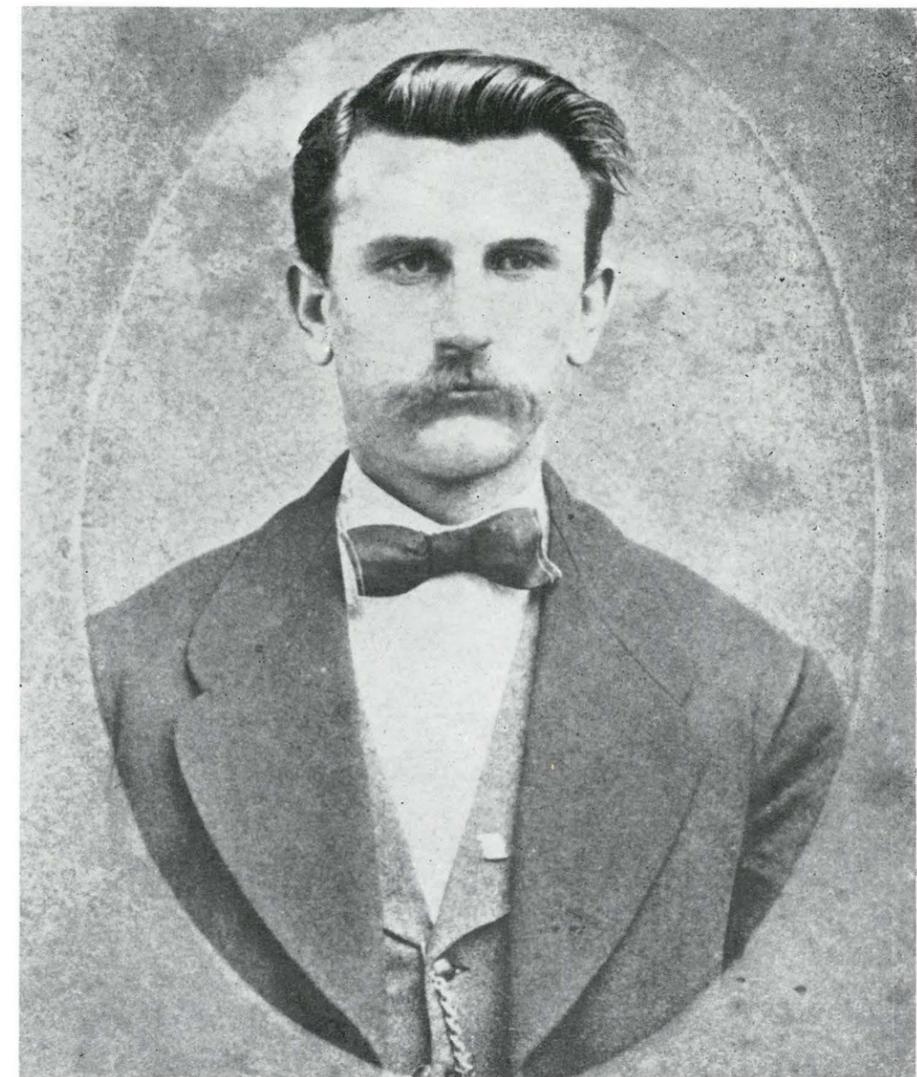
The state of Kansas maintains it as a state historical monument and park. It is claimed to be the only remaining unaltered Pony Express station in the United States.

From a photograph taken by Don Reynolds of the Saint Joseph Museum.

JOHN BURNETT

Perhaps the first rider out of Saint Joseph, according to J. Earl Holman of Saint Joseph whose great uncle he was. Mr. Holman tells us that shortly after his service here terminated that Mr. Burnett went west and was engaged by Wells Fargo and Company. Mr. Holman has had a photograph of John Burnett standing by one of the Wells Fargo stagecoaches but it has been lost. Mr. Holman is business representative in Saint Joseph of the International Brotherhood of Electrical Workers.

B. B.



tem were superior, and got along better in every way than those working under the old idea of ruffianism.

"It is my firm conviction that where men are born commanders or managers there is no need of the cruelty and punishment so often dealt out by so many in authority. With men who have the key of government in their natures there is little trouble in getting employees to conform strictly to their duty.

"In later years, when my business had so increased and the firm of Majors and Russell was formed, I insisted on carrying my system and management into the business of the new firm, and the same course was pursued by the firm of Russell, Majors and Waddell as I have above narrated."

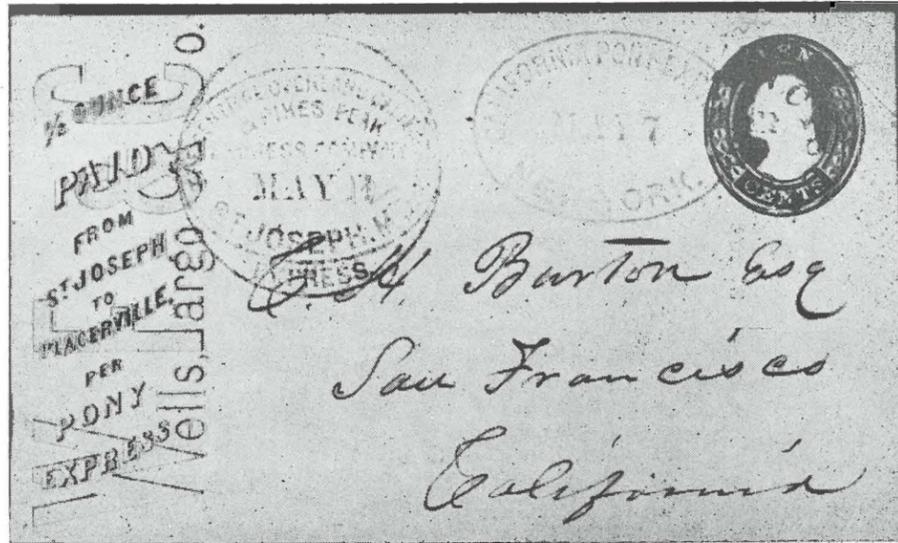
"Notwithstanding the disagreeable features mentioned I selected this vocation and on the 10th day of August 1848, with my first little outfit of six wagons and teams, started in business."

WILLIAM F. CODY

Later known the world over as "Buffalo Bill", William F. Cody was born in Iowa January 10, 1846. His parents moved to Salt Creek Valley near present Effingham, Kansas in 1854, the year that Kansas Territory was opened for settlement. His grandniece lives at Effingham and is notable for her ability as a square dancer in old time dresses and bonnet.

When his father died in 1857 Billy Cody at the age of eleven took his place as bread-winner for his mother and her younger brood. He secured employment as a cavy boy when eleven years old with one of the supply trains of General Albert Sidney Johnson headed for Utah. Cavy is short for cavalier servant. He served in that capacity with the U. S. troopers. Later he was a mounted messenger for Russell Majors and Waddell with their freighting trains. In 1857-8 he returned home and attended school where he learned to write his name and to read a little. He went to Denver in 1859 in the Pike's Peak gold rush. He came home empty-handed. He was hired as a rider for the Pony Express in April 1860. He had just turned fourteen. The extent of his riding in not known. Many years later his press agents for the Buffalo Bill's Wild West show told such fantastic tales of his performances as a Pony rider that it is difficult

(Continued on Page 20)



The above Pony Express envelope hand-stamped at New York May 7 was formerly in the Crocker collection at San Francisco. It went to San Francisco via Saint Joseph. The envelope recently was sold at auction for a high price. On the upper right at the edge of the ten-cent stamp, the hand stamp says California Pony Express, May 7, New York. The hand-stamp at Saint Joseph says Central Overland California and Pike's Peak Express Company May 11. On the outer rim it recites Pony Express.

LL
Coutesy, Harry A. Nelson, Miami, Texas

FROM BUSY SAINT JO TO SACRAMENTO, MAGIC CITY OF GOLD

by

Ex-Governor Charles R. Mabey of Utah

Poet laureate of the Pony Express

*I swing to the saddle at busy Saint Jo
Where the sinuous river is muddy and slow;
My knife and my pistol are strapped to my side
And the letters I carry are covered with hide;
A word from the agent, a fervent "Good-bye",
And away to the West speed my pony and I.
We canter, we gallop, we race like the doe,
And the wind whistles music to us as we go.*

*I gallop through Kansas, I glide o'er the lea,
Where billowing prairies roll on like the sea;
The hills of Nebraska loom up; as I pass,
The timorous cottontail hides in the grass,
The lumbering buffalo bellows his wrath,
The fleet-footed antelope flees from my path,
And only the flowers in stately array
Nod their sun-spangled heads in a friendly "Good Day".*

*I burst into Kearney all feathered with foam;
I skim up the Platte and the prairie dog, gnome
Of desert and dune, a mute sentinel stands,
A penguin transported from Antarctic lands,
O'Fallon slips by and, beyond the blue haze,
The Chimney's bald crest now unfolds to my gaze;
I streak up the steppes with the sureness of fate
And soon I am knocking at Laramie's gate.*

From aspen and boulder, from bracken and hill,

*The redskins come howling like wolves to the kill;
With war-paint and bonnet, with ax and with gun,
They gallop like demons, they shoot as they run;
The bullets are pattering under my steed
Whose hoofs are unturning the turf in my need;
One ear is bent forward, the other turns back
To heed my cajoling, to keep in the track.*

*I gain the last summit, I climb the last hill,
There bursts on my sight, O, ineffable thrill!
A shimmering view of my heavenly home,
All canopied o'er with a blue vaulted dome.
As lovely a vale as resplendent Cashmere
Lies encircled my mountains, and, crystalline clear,
A salty lake gleams 'neath the sun's burning ire,
A platter of silver aglitter with fire.*

*Not even a chipmunk is startled in flight,
As the feet of my mustang incessantly pound
In staccato-like cadence over the ground;
But the things that inhabit the primitive wild
Know nothing of humans by passion begiled,
For I lope into Egan and there I behold
The end of a drama. The story is told
By the wreckage thrown loosely all over the ground;
The post a red shambles, the dead lying 'round.*

*The agents and redskins may lurk in my path
With weapons more dread than Goliath's of Gath.
On, On, I ride without wait or avail
For I am in charge of the Government mail.
Over blistering sand, over alkali flat,
Too dreary to nourish a little brown rat,
Over sweltering waste, over desert and dune,
Through dust storms that blow like a raging typhoon.*

*And now we draw nigh to the end of the trail,
My pony and I, with the government mail.
As a war-wearied charger increases his stride,
Approaching the close of a furious ride,
And, the nearer he comes to his hay and his home,
The faster he goes and the whiter the foam,
So, heedless of danger, forgetful of need,
Adown California we, thundering, speed.*

*Sacramento, the magic city of gold,
Reclines on the plain as its features unfold,
The feathery foliage swaying in tune
With the song of the birds in the full flush of June,
The masts on the river as thick as the trees
That harbor the swarming, assiduous bees,
The people that dwell in log cabin and tent
As lively as merchants on patronage bent.*

*No conquering hero of Venice or Rome,
Rich-laden with spoils for his city and home,
And returning with honor, the darling of fame,
Was ever accorded more royal acclaim,
By the wealthy, the poor, the wise and the clown,
Than I on attaining the streets of this town,
FOR I HAVE COME THRU TO THE END OF THE TRAIL
AND I HAVE DELIVERED THE GOVERNMENT MAIL.*



EX-GOVERNOR CHARLES R. MABEY

Poet Laureate of the Pony Express

The photograph was taken when he was a sergeant of the Utah Light Artillery which served in the Phillipines in 1898 in the Spanish American War. He was subsequently given the silver star citation for gallantry in action at that time. He is a graduate of the University of Utah, and later attended Chicago University. He resides at Bountiful, Utah where he is president of that town's only bank.

During World War I he, as a major, was artillery instructor at the School of Fire at Fort Sill, Oklahoma. He is a Latter Day Saint and fulfilled his duty by serving as a missionary in Germany. He is a writer and accomplished public speaker. His first poem was published in 1903. The photograph and accompanying material has been supplied to us by the Utah State Historical Society of which Governor Mabey is a trustee. Dr. A. Russell Mortensen is director of the society.

WILLIAM F. CODY—

(Continued from Page 21)

to separate fact from fiction.

He gained his nickname Buffalo Bill by furnishing buffalo meat for the men building the Kansas Pacific railroad. He had served as a mounted scout for the Union Army in Missouri and Tennessee in the War of Secession, and later on the plains as Chief of the scouts with the 5th U. S. Cavalry in its tussel with the Indians.

His Wild West Show toured Europe and America for many years with great success. He is buried on top of Lookout Mountain near Golden, Colorado.

THE FIRST MAIL WEST

A copy of the Saint Joseph Gazette printed on tissue paper was carried to California on the first Pony Express out of Saint Joseph. A photostatic copy of that number was given the Saint Joseph Historical Society ten years ago by Caroline Wenzel of the California State Society. Tissue paper issues of the New York Tribune and New York Herald were carried to California in the same mail.

The first mail to California took ten days en route. The all time record was less than eight days when Lincoln's inaugural address was carried in seven days and seventeen hours. Using the branch Pony Express from Julesburg to Denver in Kansas Territory they received the Lincoln address in sixty-nine hours out of Saint Joseph.

To perform these services required 190 relay and home stations, and over 400 employees including station keepers and stock or horse tenders. The Central Overland California and Pike's Peak Express Company had purchased 480 horses or mustangs, engaged about 80 Pony riders.

There was a spiritual zeal among the riders which amounted almost to a religion, perhaps helped by the tiny Bibles given the riders by Alexander Majors. It is probable that in most cases the riders would have performed their jobs without any recompense, save food and lodging, due to their high morale.

After Fort Sumpter was fired on, starting the War of Secession, Alexander Majors required that each of the Pony Express riders

take an oath of allegiance to the United States. He set the example by taking the oath himself.

It was realized that California with its gold would weigh heavily for or against the Union forces in the war. There was still a large element of American settlers in California who wished the state to become an independent republic. The United States had not treated with much respect the property rights they had secured under the preceding Mexican owners. It had allowed John Sutter, on whose land gold was discovered in 1848, to be stripped of his possessions.

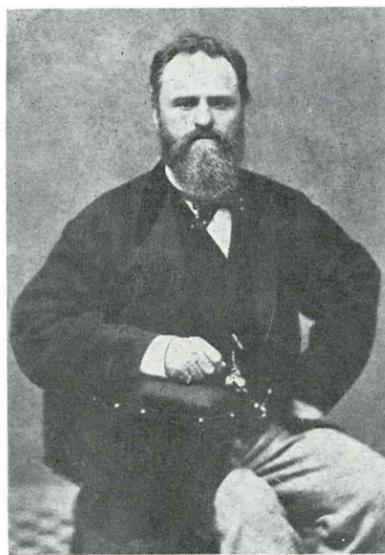
B. B.

LIST OF PONY EXPRESS RIDERS

The list of riders presented here has been lent to us by Herbert S. Hamlin, veteran historian and publisher of Sonora, California. After years of painstaking research he published this list April 15, 1955 in his monthly publication known throughout the west as The Pony Express. Originally the Central Overland Company had hired eighty riders who were not to be more than thirty years old and to weigh not more than 125 pounds. In the year and a half that Pony Express lasted many riders must have retired and many

other riders must have taken their places. This list contains 108 names, which large as it is, probably falls far short of naming all the riders. Herb Hamlin's list:

- | | |
|---------------------------|-------------------------|
| Henry Avis | Jay G. Kelley |
| Melville (Mel) Baughn | Thomas O. King |
| James W. Brink (Doc) | John Phillip Koener |
| James (Jim) Beatley | "Little Yank" |
| Charles Becker | "Tough" Littleton |
| James (Jimmy) Bucklin | Montgomery Maze |
| "Black Tom" | Charles B. (Broncho |
| Jim "Boston" | Charley) Miller |
| John Burnett | William (Bill) |
| John Brandenburger | McNaughton |
| William Boulton | James (Jim) McNaughton |
| Hugh Brown | James (Jim) Moore |
| Ed Bush | (?) Macaulas |
| William F. (Bill) Cody | Robert (Bob) Martin |
| Alexander Carlyle | J.G. McCall |
| Charley Cliff | Pat McEneamy |
| Gustavas (Gus) Cliff | James (Jim) McDonald |
| William (Bill) Carr | Jeremiah H. Murphy |
| William A. (Bill) Cates | Josh Perkins |
| James (Jimmy) Clark | William (Bill) Pridham |
| William Carrigan | Harry Roff |
| James (Saw-off-Jim) | Johnson, or William |
| Cumbo | Richardson |
| Richard Cleve | Donald C. (Don) Rising |
| James Danley | Theodore (Yank) Rand |
| Louis Dean | Barf Riles |
| William (Bill) Dennis | Edward Rush |
| Joseph (Joe) Donovan | Thomas J. Reynolds |
| W. E. Dorrington | James Randall |
| Calvin Downs | Thomas (Happy Tom) |
| James E. Dunlap | Ranahan |
| Howard R. Egan | William H. (Billy) |
| Richard R. (Ras) Egan | Steeper |
| J. K. Ellis | Jack Slade |
| Johnny Frey, or Frye | William Sfrohm |
| John Fisher | G. G. Sangiovanni |
| William (Billy) Fisher | John Seerbeck |
| H. J. Faust | John Sinclair |
| Frank Gould | George Spurr |
| James (Jim) Gilson | Robert C. Strickland |
| Samuel (Sam) Gilson | John W. Suggest |
| James (Jim) Gentry | George Thatcher |
| George Gardner | George Towne |
| Theodore (Thee) Hawkins | Charles P. Thompson |
| Robert (Pony Bob) | James M. Thompson |
| Haslam | W. S. Tough |
| Samuel (Sam) Hamilton | Warren Upson |
| Martin Hogan | William E. Van Blaricon |
| Lester (Let) Huntington | Henry Wallace |
| Charles Higginbotham | Daniel (Dan) Westcott |
| "Irish Tom" | Michael M. Whelan |
| "Irish Jim" | "Whipsaw" |
| Samuel S (Sam) Jobe | Joseph E. Wintle |
| David R. Jay | Nicholas (Nick) Wilson |
| William (Bill) James | H. C. Willis |
| William D. (Will) Jenkins | Henry Worley |
| J. H. (Jack) Keetley | Jose Zowgaltz |
| Mike Kelly | |



BEN HOLLADAY

He was reared at nearby Weston, Missouri. He was born in Kentucky. His grandniece, Mrs. Maud Barton Poss, a member of the Platte County Historical Society, still lives at

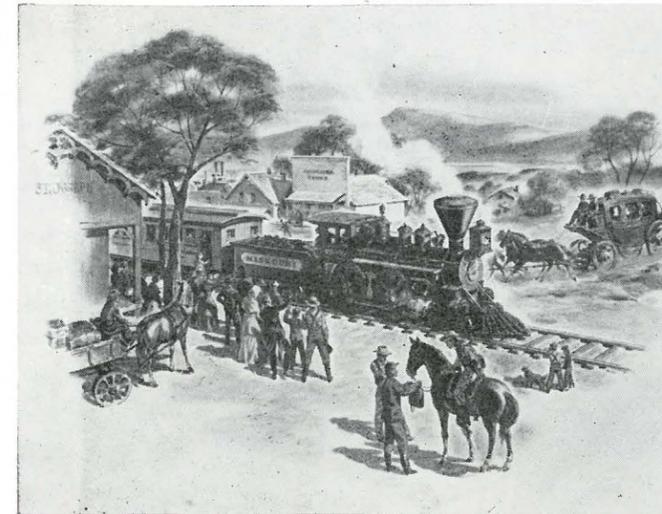
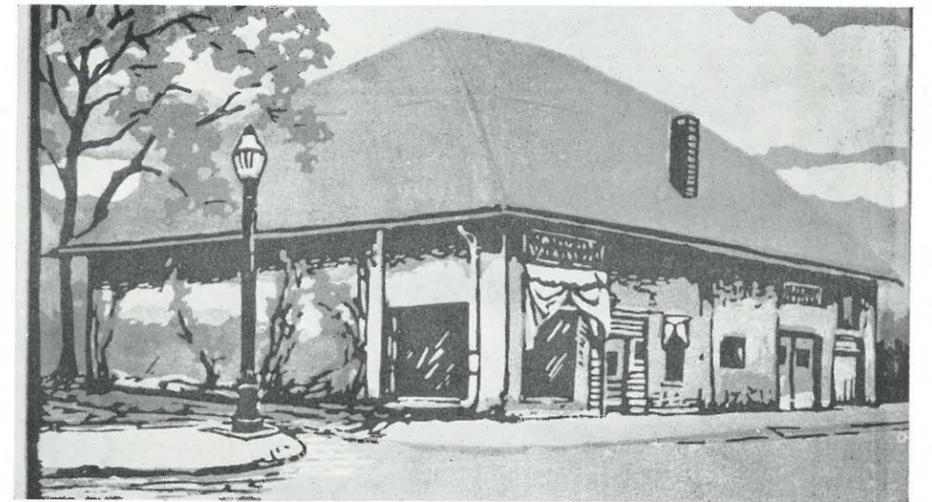
Weston. Ben Holladay furnished supplies to General Stephen Kearney's Army of the West in the War with Mexico, and to General A. W. Doniphan, brother-in-law of Robert W. Donnell of Saint Joseph. General Doniphan had befriended the Latter Day Saints in their troubles in Missouri in the 1830s. He wrote a letter of introduction for Ben Holladay to Brigham Young in Utah. Through his career as a freighter, stagecoach king and Pony Express sponsor he did a huge business in Utah.

He had lent the Pike's Peak stables to the Central Overland California and Pike's Peak Express Company and at the very beginning of the Pony Express had purchased feed for the ponies in far away California on credit. His cousin Bela M. Hughes, Saint Joseph banker, was elected president of the Central Overland company in Leavenworth April 24, 1861, and then as creditor, Ben Holladay effectively controlled the company for large sums he had advanced it. In 1866 he sold his half west to Salt Lake City to Wells Fargo & Company for a huge sum. He built Ophir Hall at Purchase, New York, as his country seat. It is now in 1959 the administration building there of Manhattanville College of the Sacred Heart. He owned steamship lines in the Pacific but his financial undoing came when he lost control of his Oregon Central Railroad on the Black Friday stock exchange panic of 1873. He was sixty-eight when he died in Portland, Oregon in 1887.

B. B.

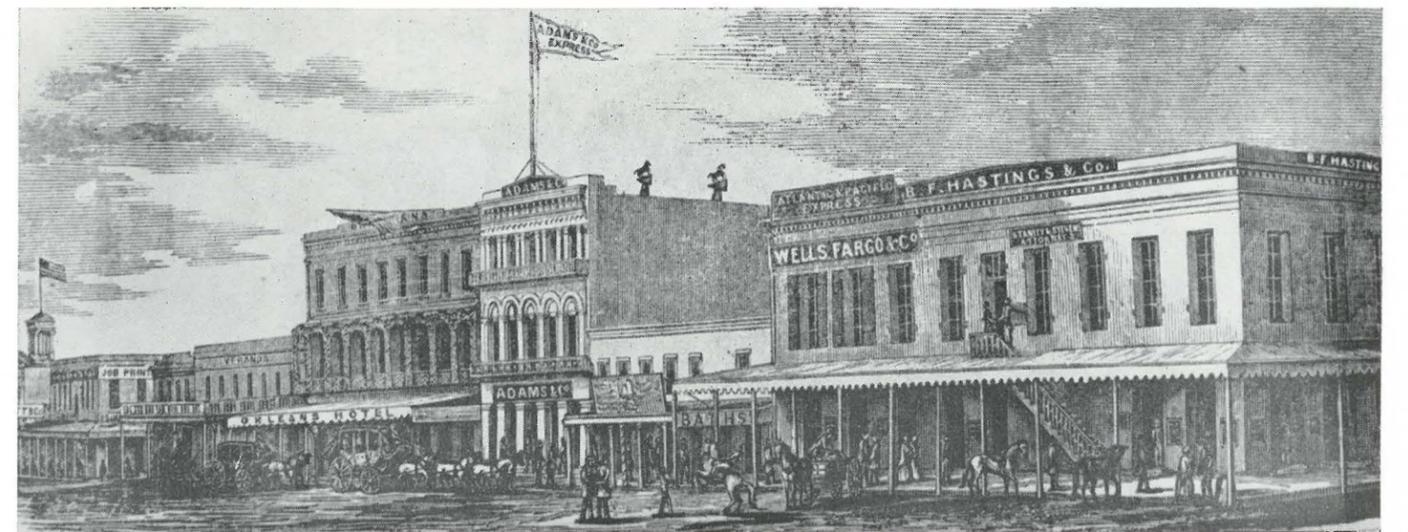
**PONY EXPRESS STATION,
MARYSVILLE, KANSAS**

In 1860-61 this building in Marysville was a Pony Express and stagecoach stop of the Central Overland firm. It is now occupied by the produce business of James G. Swim. This is reproduced through the courtesy of Roy Lewis of Home, Kansas. The original roof has been changed and the rock walls are now covered with stucco. As Martin's Hotel it was the luxury stop on the Pony Express.



THE PONY EXPRESS MEETS THE TRAIN

The Pony Express meets the Hannibal and Saint Jo train at the railroad station near Eighth and Olive streets. In the background is one of the Concord stagecoaches of the Central Overland California and Pike's Peak Express Company. These stages also called at the Patee House before starting across the plains. Such men as Horace Greely, Mark Twain, William G. Fargo, Ben Holladay and Sir Richard Burton took stage coaches at Saint Joseph for Salt Lake City or California. The latter received his Godspeed from Alexander Majors at the Patee House on August 7, 1860.



THE PONY EXPRESS AT SACRAMENTO

Above is a view of the Hastings building at the southwest corner of Second and J streets in Sacramento, California. Recent research reveals that it was the site of the Alta Telegraph Office where the Pony Express delivered the eastern mail April 13, 1860. The drawing was doubtless made prior to November 23, 1855. At that time the Adams Express Company left the California field to its competitor Wells Fargo and Company.

The Alta Telegraph Office continued as the office of the Overland

Pony Express mail as long as the pony riders rode into Sacramento, which was the first part of July three months later. Placerville then became the objective of the pony riders. The Pony Express eastern mail was then carried by stagecoach from Placerville to Sacramento and to San Francisco by river steamer.

The drawing and principal facts above have been furnished the Museum Graphic by Senator Swift Berry at Sacramento.



SAN FRANCISCO WELCOMES THE PONY EXPRESS THE NIGHT OF APRIL 13-14, 1860.

This copy of the painting was given the Saint Joseph Museum in September, 1949 by the History Room at the Wells Fargo bank in San Francisco.

Please read description on page 8 within.