

destination. It is a fact that a good many riders and station men were killed at different times at the stations, but not while traveling. It was a strange and notable truth that the Indians often stood by and looked with wonder upon the daring riders and almost flying horses. There was a mystery about it—something they didn't quite understand, and the Indian, full of superstitious fear as he always is, had no desire to solve it. Again every frontiersman knows the dread an Indian has of destroying anything in the shape of writing. I proved this once to the extent of saving my own life and I know of numerous other such incidents. It was this superstitious something that protected the brave mail carriers from the bullets and arrows of scalp hunting, blood thirsty Indians. Then again the boys were well armed and could take pretty good care of themselves. Time was seldom lost in their traveling. Station keepers and fresh riders were always on the lookout for them. In the daytime they could be seen at a considerable distance and in the night a few well known yells would bring everything into readiness for them and for the continuance of the dispatches on their way with the least possible loss of time. While one tier of riders was crossing the continent from Missouri to California another was crossing from California to Missouri.

"As a financial enterprise the Pony Express was a failure, and a big one notwithstanding that the charges for transmitting news were very high, being as much as \$5 for half an ounce. The loss to the promoters exceeded \$200,000. But as a news and information distributing medium it was the biggest kind of a success and will some day be given a prominent and deserving place on the pages of history. It has never been beaten except by electricity and steam."

"President Lincoln's message was carried across the continent by Pony express quicker than any other news item. It was simply bewildering when you stop to think of it. It was a very important document and everybody wanted to hear and know all about it. Great preparation was made against loss of time. The management of the Express was anxious to make a new record and did so. Think of it! I'll tell you it was great. I forget the exact time, but it was better than ten days from Washington to Sacramento. We often got news to Salt Lake from Washington in seven days but when you tack on the distance between here and the Pacific coast and get down fairly close to that figure for the whole route it is startling. It was done in this way: Horses were led out from the different stations across the continent and new men were added. On this occasion a fresh horse would be mounted about every ten miles and some times less than that. The animals were pressed to their fullest powers and it was a ride and a record such as was never made before nor since by the same means."

Commenting on the new order of dispatch transmission the DESERET NEWS editorially said in its issue of April 11, 1860:

The first Pony Express from the West

left Sacramento city, Cal., at 12 p. m. on the night of the 3rd inst., and arrived in this city at 11:45 p. m. of the 7th, inside of prospectus time. The roads were heavy and the weather stormy. The last seventy-five miles were made in five hours, fifteen minutes, in heavy rain.

The Express from the East left St. Joseph, Missouri, at 6:30 p. m. on the evening of the 3rd, arrived in this city at 6:25 p. m. on the evening of the 9th. The difference in time between St. Joseph and this city is some thing between one hour and fifteen minutes, bringing us within six days communication with the frontier, and seven days from Washington—a result that we Unionians, accustomed to receive news three months after date, can well appreciate.

Much credit is due the enterprising and persevering originators of this enterprise and, although a telegraph is very desirable, we feel well satisfied with this achievement for the present.

Some of the items in the first installment of pony express dispatches published in the DESERET NEWS under the heading "Latest News from the East!" are most interesting in these days of reminiscence resuscitation. Here are a few selections:

From a Washington correspondent it was learned

(1) "that a bill had been introduced to organize the Territory of Arizona instead of Arizona;" (2) also "a bill to organize the Territory of Jefferson, (Pike's Peak)."

3—A bill amendatory of the act organizing the Territory of Utah—by which the seat of government is to be removed from Salt Lake City to Carson valley and the name of the Territory changed from Utah to Nevada. * * *

The proposed amendments, it is understood, are not to interfere with our present delegate, the Hon. W. H. Hooper, or the present political status of the Territory.

The admission of Kansas into the Union is yet uncertain.

With many Democrats the motto is, "No more new territories."

On April 2, the bill for the suppression of polygamy was considered in the House, which elicited a lengthy debate, but no action was taken thereon.

This paragraph came from western Utah to the NEWS by mail:

The shooting business continued brisk, and there was no probability of there being any decline during the season as the floating population of California was pouring over the Sierra Nevada, and filling up the country by thousands wherever gold or silver had been found.

The early day stage coach once so common and useful to western travel, like the pony express, a thing of the past, except in a comparatively few isolated mining camps of the interior mountain country. Their sphere of usefulness was even more extended than that of the pony express as it carried not only news, but mail matter and passengers by the ten of thousands. With them remarkably good time was also made and many a man and woman in Utah today can remember the interesting and picturesque spectacle presented when the stage coach rolled into the station with its human freight and precious packages. They were days, now referred to as firming an epoch of limited opportunities and

circumscribed possibility; and so they were. Yet they were not as slow going and undesirable as some people imagine. They served their purpose and served it well. They brought the people of Utah and the rest of the transmissouri country in touch with the older and better developed states of the East and will ever be held in thoughtful remembrance for the great good that came from their use.

Among the uncounted thousands who made transcontinental trips by stage were some of the nation's most prominent men. One of them was Horace Greeley. It was a record breaking ride and the NEWS man interrogated Dr. Faust with the result that appears below:

"The great trip made by that great editor, Horace Greeley, in an overland stage in the year 1859 is still fresh in my memory, and as there has been a generation come to go in the past thirty-eight years, who know nothing about the remarkable event perhaps it would not be amiss this year of reminiscences and jubilee to recount it.

"To Horace Greeley must be given credit for the advice to a young man in New York: 'Go west young man, go west!' After many years and when he was of middle age, he too, concluded to act on his own suggestion and came west and see the people. He took the stage at the Missouri river and came to Denver traveling day and night. In crossing the Platte river all his baggage was swept from the heel of the stage coach into the stream and lost.

"At Denver he lectured on agriculture, looked the state over and established later on what is known as the Greeley colony in the northwestern part of the State of Colorado. Greeley City was also named after him. He came on to Utah and got acquainted with the people and their leader Brigham Young. From their plan of living he had this colony built up. While here he was entertained by President Young and the Salt Lake printer of that day. He stayed in Salt Lake for some time visiting the people and studying their system of agriculture and irrigation. From here he went to California.

"I was then living in Pleasant valley and keeping the station. There were three sleeping stations en route. One was ours, one Ruby, and the other Carson.

"The stage made good time and got to our place long before night. Greeley took from the little grip sack with which he had replaced his lost luggage, a Bulwer novel and read until dark. Then I built up a good fire and bid all the dip candles we had, for I was determined that no noted a man as he should talk to us. He did and related his going to the great city of New York with his clothing done up in a handkerchief, how he got along and what he thought of the other, then, great editors.

"He spoke of Bennet, a man with wonderful enterprise. He was greatly enthused over Bonner whom he called the "poor author's friend." Danna he was down on, the Harper Bros he admitted and Frank Leslie came in for his share of praise.

"The chair that he sat on was made out of a block of wood hewn smooth