

to union interests that direct and quick communication should be maintained with the Pacific coast, Congress in May, 1861, passed an act creating the "Central Overland" daily mail service, at the same time making an appropriation compensating Alvord Buckley, Fisher and others owners of the Southern Overland for removing their stock to the central route (west of this city) and for putting up stations, etc. The Western Overland as this section was called, secured the Corpening interests in the old semi-monthly line west, moved their southern stock up to the road, built and supplied their stations, the Eastern company doubled up their stock, put in intervening stations and, if my recollection is not at fault, the first Central overland daily coach, "a feeder," left here (from the west) at 2 o'clock on the morning of July 2, 1861, with Joe Sarrien as conductor and Dan Hardin as driver. The second coach at the same hour on the morning of July 3, 1861, with seventy-six sacks of mail and eleven passengers, with William P. Appleby as conductor and Dan Johnson as driver. For the first few weeks, there not being enough conductors employed, those going east from here ran to the foot of Rocky Ridge on Sweetwater and back without sleep other than that that they snatched on the "boot" while en route. In April, 1862, the mail stock on account of Indian upgradations was pulled off the route from Sweetwater bridge to Fort Bridger, and this condition existed for a short time, when the carrying of the mails was resumed, again to be interrupted in 1864, when for some time our valuable mail came by the way of Panama and California. In 1868 Ben Holiday, having acquired an interest in the Western Overland, and to emphasize his entrance upon his possessions or in dread of the resentment of the men holding his n. g. red stage coach drafts made the overland trip in an iron-clad coach. But at that time Indians were hostile and each coach carried reliefs of four soldiers between stations from Fort Crittenden to Fort Ruby. Eventually both lines come under the control of Wells, Fargo & Co., and as the gap between the Union and Central Pacific roads closed up, Gurner & Salisbury became the proprietors of the coach line and the stock was gradually absorbed in other lines owned by them.

The teams on the eastern line, except those running into towns and cities were mostly mules, the Western Overland employed horses exclusively. The home stations previous to the accession of the day service were from forty to fifty miles apart with relay stations as near half way as convenience to feed, fuel and water would permit. When the daily started these intervening stations were doubled up so that they averaged about ten miles apart. Most of the home stations were kept by individuals on their private account, charging so much a meal for passengers and transient employees of the company and boarding the drivers and boilers for so much per month. Some of them boarded the animals also. This relieved the company of the responsibility and expense of maintaining the station and it was

profitable to the station keeper; he had opportunity to trade for broken down immigrant stock and he usually kept a "store" mostly stocked with "wet" goods, which were salable to five or six hundred per cent profit, and there was no danger of demoralizing the road, especially in the winter, for if the boys started out with a package and desired to sample it they had it break the bottle and gnaw frozen chain lightning to even get the fear on.

WM. P. APPLEBY.

### DEATH OF SCHLATTER.

COLONIA, Juarez, Chihuahua, Mex., May 29, 1897.—On last Monday, May 24th, Mr. Charles Whipple of this place and two Mexicans found in the right hand fork of the canyon of the Piedras Verdas, the stream which flows through this place, and about twelve miles above town, the remains of a man who evidently had been dead as long as nine or ten months, as nothing but his skeleton remained, and his clothing was rotted by long exposure. There was nothing to indicate that he had been killed; he had unsaddled his horse, a large gray animal, and had turned him loose, and at the time of his death had been engaged in mending his pantaloons, as they lay beside the skeleton, with needle and thread. That his horse was gray and a large one was shown by gray horse hairs in the saddle blanket, and by some large horse shoes carried in his saddle bag, which contained also books and five suits of underclothing; the latter rotted by exposure. The books had been wet, but were in good preservation. With the remains were found a rope and picket pin, showing that the horse had been turned entirely loose to feed. His saddle, a good American article, was in good condition.

Several large and small memorandum books contained the addresses of parties who had written them, some of which are as follows:

John F. Whittington, Los Lunas, N. Mex.

J. Atkinson, Las Cerillas, N. M.

J. A. Summers, Albuquerque, N. M.

Adelaide C. de Boos, Albuquerque, N. M.

Also a number of names of Mexicans of New Mexico, not very plainly written.

He had a Spanish dictionary which had been given him with the compliments of Ada Morley Janett, of Datil, Socorro county, N. M., with date March 24th, 1896.

His Bible gave the proof of his identity in the following verses written upon a leaf next the title page:

Francis Schlatter:

God bless thy mission, may thy powers increase  
In works of healing never to cease;  
To the faithful hold forth thy light,  
Guide them safely through life's perilous night.

Sin, sorrow and selfishness soon will decay;  
We hail thee beacon light of the new day.  
When millions of souls shall arise in the night  
And enlist for the teachings of Christ and for right.  
Faithfully,  
CLARENCE J. CLARK,  
Oct. 27, 1895. Denver.

These lines would indicate that he was the celebrated "Schlatter the Healer," and still further proof con-

sists in the fact that his round copper rod, by which he healed so many, was found in its leather case attached to his saddle, a sketch of which, drawn to scale is enclosed. This rod was of copper, 36 inches long, 2 inches in

diameter at the bottom end, and a little smaller at the top or handle end, surmounted by a round knob about 3 inches in diameter. Just below the knob six or seven grooves had been cut around the rod, as sometimes seen on base ball clubs. The rod weighed 28½ pounds, and seemed to be a perfectly solid piece of metal, but at the bottom end there appeared to be an opening half an inch in diameter which had been neatly filled. At the top end was a strong loop of leather, as if to assist in holding such a weight.

The remains were buried where they lay, and the articles found intact were taken to Casas Grandes, ten miles from here, and delivered to the Mexican authorities.

How Schlatter came to such an out-of-the-way place is a mystery. There is no road through the canyon above this place, nor even a trail leading to any other settlement or ranch. The last that was seen of him alive was at Dog Springs, near the line between Mexico and New Mexico, where he healed a horse which

had a very large swelling upon his back. Schlatter passed his rod over the place a few times and the swelling at once subsided and the horse was perfectly healed. He would not take any payment or food, and departed without saying where he was going. He apparently wandered towards the foothills of the Sierra Maure mountains, and it may be was trying to reach our settlements in Chihuahua. There let him rest in peace until he shall come forth in his resurrection.

It should be known by all who wish to write to any one in this place, that unless a letter is addressed to Colonia Juarez it will go to Juarez, formerly called Paso del Norte, opposite El Paso, Texas, and never reach this place. Postmaster Romney informs me that much trouble occurs from this cause. Always write the word Colonia before the name Juarez.

J. H. MARTINEAU.

Boise, Idaho, Statesman, June 9: William T. Beard dropped dead in his yard last night just before dusk. He had been down town after a buggy which he had left at a blacksmith shop for repairs and had pulled it back by himself. He met his wife at the gate and as she opened it for him she chided him for taking so much exertion and he remarked that it had about tired him out. He finished putting the buggy in the barn and as he turned to step out reeled and fell almost at his wife's feet. The deceased was born in California 50 years ago last October. He came to Boise from Salt Lake some nine years ago and since then has resided in this city.