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SALT LAKE CITY, - JULY 14, 1908.

## THE PONY EXPRESS.

The illumination of the trail taken by the Utah pioneers in 1847, afterward by the gold seekers to California in 1848-9, and by Gen. Albert Sidney Johnston and his army of 5,000 men, who marched from Fort Leavenworth to Salt Lake City in 1857-8, promises to throw one of the most fascinating side lights upon western history.

Incidents of those remarkable journeys continue to enlist the investigation of contemporary writers. The bare recital of the deeds of the pony express riders thrills the heart of youth and occasionally holds the attention of all thoughtful readers with its strange, wild and heroic flavor.

As Elder Orson F. Whitney of the Council of the Twelve, remarked in a recent discourse, this part of the United States was at that time Mexican soil, roamed over by savage tribes, wild beasts, and a few hunters and trappers who, with their Indian wives and half-breed children, baited the bear, trapped the beaver, or guided the occasional emigrant train or chance traveler to and from the western ocean. The Missouri river was the frontier of the nation. Beyond lay the broad plains of the Louisiana Purchase, now divided into the states of Kansas, Nebraska, the Dakotas, and other commonwealths. Farther west was a region called the Great Basin, a broad stretch of elevated arid country, between the Wasatch and the Sierra Nevada mountains. Then came the fertile slopes of California and the wooded hills and vales of Oregon. Early in the "forties" a proposition was made in Congress to establish a mail route from Independence, Missouri, to the mouth of the Columbia river, for the accommodation of a few Americans who had settled there. Oregon was claimed by Great Britain, as well as by the United States, and a war seemed imminent between the two nations over the question of ownership. California, which included Utah and Nevada, belonged to the republic of Mexico.

Coincidentally with the publication in these columns of Prof. Paul's articles on Utah, dealing with the evolution of transportation and the journey of the pioneers, comes the announcement of a history of the pony express, filled with tales of the overland mail and famous rides and riders.

The book is written by William Lightfoot Visscher and published by a Chicago firm. It especially recalls how the hunter, freighter, emigrant, telegraph, the railroad and irrigation, each in turn blazed, opened, and improved the westward way, until now in this land of prosperity, only the memories of the pioneers are left.

The "central route," as it was termed, from the Pacific Ocean to the Missouri river, was by way of Sacramento, Salt Lake City, South Pass and down the Platte to St. Joseph.

Notwithstanding the strong desire of the West, then rapidly filling up with a busy people, to receive the news as fresh as possible from the East and the centers of civilization, it was found impossible, as late as 1859, to obtain any subsidy from Congress for the carrying of the overland mail. In that winter, Senator Gwin from California, who had been urging the establishment by the government of a Western mail route, met with several capitalists in Washington, and laid before them the plan of the afterwards famous "pony express"—one of the most romantic and daring business ventures ever known in this or any other country.

By this time a much faster travel had superseded the slow trains of the pioneers and of the gold-seekers of "the days of '49." News was now carried across the continent in twenty-one days. With the advent of the pony express, the time was reduced to ten days—a feat of horsemanship no doubt unparalleled in the annals of history.

To traverse the 3,500 miles of the most direct railway route from New York to San Francisco, in the earlier years of our railroad history, required several days, three hours and forty-five minutes by the fastest express trains. This fact gives a clear view of the skill, courage and endurance of the pony riders, who made the run in ten days.

In 1859 St. Joseph, Missouri, was the western terminus of railway communication, and between that city and the young city of the Golden Gate, there intervened but one city, Salt Lake, and 2,000 miles of wild, uninhabited country, infested with warlike Indians. Through this uninviting region led the trails over which it was proposed to ride the flying ponies.

It was in the spring of 1860 that Bolivar Roberts, superintendent of the western division of the Pony Express, went to Carson City, Nev., to engage riders and station agents for the route across the great plains. In a few days, fifty or sixty riders were engaged—men noted for their lithic, wiry physiques, bravery, and coolness in moments of great personal danger, and endurance under the most trying circumstances of fatigue.

"Horse and human flesh," writes Mr. Visscher, "were strained to the utmost of physical tension. Day or night, in sunshine or storm, under the darkest skies, in the pale moonlight, and with only the stars at times to guide him, the brave rider must speed on. Rain, hail, snow or sleet, there was no delay. Sometimes his pathway lay across level prairies, straight as the flight of an arrow. It was often a single trail hugging the brink of aw-

ful precipices and dark, narrow canyons infested with watchful savages, eager for the scalp of the daring man who had the temerity to enter their mountain fastnesses.

The ponies employed in the service were splendid specimens of speed and endurance; they were fed and housed with the greatest care, for their meat must never fail the test to which it was put. Ten miles distance at the limit of the animal's pace was exacted from him, and he came dashing into the station flecked with foam, nostrils dilated, and reeking with perspiration, while his flanks thumped at every breath.

How in a very few seconds the mail and saddle were changed from horse to horse at each station; how, for example, Harry Roff would ride from Sacramento to Folsom, 21 miles, in 50 minutes; thence to Placerville and across the eastern summit of the Sierra Nevada to Friday's Station, where Sam Hamilton would take his place, riding to Genoa, Carson City, Dayton, Reed's Station and Fort Churchill, 75 miles, in fifteen hours and twenty minutes; how Robert Haslam would here fall in line and dash to Smith's Creek, 120 miles, through a hostile Indian country; how Jay G. Kelley would then gallop to Ruby Valley, Utah, 116 miles; H. Richardson to Deep Creek, 105 miles; George Thatcher to Camp Floyd, 80 miles, and to Salt Lake City, 50 miles; how Alex Carlyle starting out from St. Joseph, Missouri, on the same day that Harry Roff left Sacramento, would be relieved by successive riders along the plains to Fort Kearney and thence to Salt Lake—these are the thrilling scenes brought to mind by reading the stories of the dangerous rides of these strong and fearless men, who covered in all 650,000 miles and lost only one mail in that entire distance and period!

The receipts from the pony express service reached \$500,000, but the cost to the owners was \$700,000.

The names and personalities of the men who rode the mail racers are fast passing out of memory; but they deserve to live in the hearts of men, and their deeds ought to be recorded among the annals of honor in the history of the Republic.

## HOT ENOUGH?

Do not quarrel with the hot wave. It is one of nature's great boons to humanity. To the man of sedentary habits, it furnishes the benefits of exercise, and to all it gives a fine Turkish bath. The doctors tell us that the principal cause of diseases is the accumulation of poison in the system. Professor Metchnikoff says we should take lactic acid to cleanse our interiors and prevent the storage of poisons in the intestines. Others advise the causation of a free flow of perspiration to drain the poison from the skin. An English doctor declares that hot waves in temperate climates reduce the death rate. A cool summer is unhealthy because it does not force us to "sweat." Let us be thankful, therefore, for the hot wave, especially in this highly blessed mountain region where the snow-cooled breezes from the canyons and the purified air from the Lake make days and nights pleasant.

## COST OF HATRED.

The San Francisco Chronicle, speaking of the bond issue authorized by that city recently, calls attention to the fact that financiers claim that San Francisco will have to pay more for the money it wants to borrow than other cities, because of the discredit brought upon it by the quarrels and "mutual hatreds of our people." It is also alleged, the Chronicle says, that the city must fall to grow, not only by reason of the dissension among its people, but by the exorbitant insurance rates extorted from the city, which tend to drive industries away and to prevent merchants and manufacturers from carrying insurance to the amount necessary to properly protect their credit. That such things are said can be verified, we are told, by any one who is well acquainted with any banker in the city.

In consequence of this situation the proposition is to offer only one-sixth of the total issue authorized, for sale just now, to ascertain just what the credit of the city is. But for the mutual hatreds of the population, San Francisco's credit would be exceptionally good, it is thought.

There should be a pointer in this of value to the people of this city. No community can come to the full enjoyment of the rights to which its natural advantages entitle it, until hatreds and unreasonable rivalries, jealousies and heart-burnings shall be made to give way for unity of effort and harmony of spirit. And such unity is possible even where differences of opinions and beliefs exist.

## A DARWIN ANNIVERSARY.

It was just fifty years ago the first day of this month, since the famous essay "On the Tendency of Species to Form Varieties and on the Perpetuation of Varieties and Species by Natural Means of Selection," was read before the Linnean Society of London. The essay embodied conclusions which had been arrived at independently by Darwin and Wallace. It was the basis of Darwin's "Origin of Species," published in the following year, and the prelude to his "Descent of Man," which appeared in 1871.

When Darwin's theory first appeared, it was combated by advanced thinkers and scientists. Sir Richard Owen wrote against it in the Edinburgh Review; Bishop Wilberforce declared in the Quarterly that "natural selection was incompatible with the word of God; Cardinal Manning denounced it as a brutal philosophy." Sir John Herschel called it the "law of mightly-piggledy."

Gradually, however, it has been admitted that the Divine agency is just as necessary in the process of creation taught by Darwin, as in any other process. It has been found that the inspired writers, while tracing the existence of everything to the creative power of God, have left for human research to ascertain the Divine methods employed in the work of creation. Darwin taught the hypothesis of evolution by natural law through a process of selection, the representatives of species specially fitted to survive propagating a harder kind, and these in turn transmitting their superiority to their progeny, with

the result of an improvement of species through successive generations. It is perfectly clear to the enlightened mind of today that, as far as this hypothesis is true, it is perfectly consistent with the belief in the Divine agency. It has its grave defects, but it furnishes no valid reason for atheism.

Taft is quite fond of sports. He plays golf and the game of politics.

The day we all hate—the day we return from our summer outing.

Teachers set good examples but they don't follow them; they follow the pupils' work.

An optimist is one who thinks that sooner or later things are bound to come his way.

Judge Taft stands pat on the stand he took on injunctions when he was on the bench.

When the airship comes into general use what fun it will be to drop down on one's friends unexpectedly.

The Panama election passed off in good style, in a style that would have done credit to the best regulated American states.

A Mr. Redwine has been removed from office by the governor of Kentucky. On the theory, possibly, of look not upon the wine when it is red.

When an automobilist rushing along at express train speed bumps into a tree or a post, and smashes his machine, he learns, if he survives the bump, that haste makes waste.

So Mr. Moran is looking for a job on the Los Angeles aqueduct. He should not fail to get the endorsement of the property owners on Second avenue, who are contemplating his mastery effort on that street, with mixed emotions.

It is not often that we see so well Englished a journal as Collier's stumbling in its literary facts, and when in explaining how it came to make a certain grammatical error, it makes still another "break" by speaking of "Squeakers" in "Oliver Twist," we are led to suggest that the office copy of

## UTAH

By J. H. Paul.

Brief Notes on Its Physical Features, Resources, and Development.

## XI. FROM HAND-CARTS TO STEAM RAILROADS THE EVOLUTION OF TRANSPORTATION.

SCATTERING travel to California and Oregon commenced in 1845, but it became an unparalleled movement in 1849. The Mormon battalion, enlisted for the Mexican war, came into California from the south and was there mustered out. Some of the battalion men discovered the first gold in the sands of a California stream.

## THE DAYS OF '49.

Soon the gold rush began. National hard times prevailed. Ministers, doctors, lawyers, merchants and farmers with their families, caught the new yellow fever, and betook themselves to a journey fifty times as long and hard as they had ever taken before. A party of five Frenchmen pushed a hand wagon from Missouri to the coast; one man trundled his possessions in a wheel barrow. At its best, it was a journey that can scarcely be understood by the present generation; at its worst, with Indian massacres, thirst, snows, "ten-footedness" and disease, it was one of the ghastliest highways in history. In the height of this migration from 4,000 to 5,000 immigrants died of Asiatic cholera, which, as Lummis says, "crawled in upon the plains and left a gray, walled the way with trains; and if there was a half mile which the Indians failed to punctuate with a grave, the cholera took care to remedy the omission." In 1849, 42,000 people took this journey. Great freight enterprises sprang up. By the sixties, 500 heavily laden wagons sometimes passed Fort Kearney in one day. One firm employed 75,000 oxen, 4,330 wagons—mostly "prairie schooners" with huge boxes, 6 feet deep, often 17 feet long, carrying from 5,000 to 15,000 pounds each, and drawn by from 6 to 12 yoke of oxen. "But," we are told, the ox drivers were termed; the mule drivers, "Jehus."

## THE MAIL COACH.

The first mail route, from Independence, Mo., to Salt Lake, 1,200 miles, was a monthly stage. The news of the creation of Utah territory by Congress in September, 1850, reached Salt Lake City the following January; but it was sent by fast route via Panama to San Francisco, and thence to Utah by private messenger. The eastern mails for November, 1850, reached California in March 1851. The overland stage to California began as a semi-weekly. To traverse this wilderness with its deadly deserts and sand storms, malarious swamps, and the most dangerous Indian tribes, required shrewd drivers of iron nerve. Then came the ever dashing pony express, which carried mail faster, further, and than it has ever been transported by horse power before or since. The time of these riders from Independence to San Francisco, 1,800 miles, was ten days. At 180 stations, 10 or more miles apart, according as water changed, the riders changed horses and mails. "Buffalo Bill," the most famous of them, made a record of 34 miles, stopping only to change horses and swallow a hard meal. Jack Keetley made a run of 340 miles in 11 hours. Overland messengers galloped six days and nights without taking off their clothes. As for the stage drivers, they were the best whip in history. One made 619 miles in 119 hours, without sleep. There were no roads. The famous Concord coaches ploughed across the prairie sward, forded rivers, climbed mountains, and pitched down them again. In 1856, the government tried canals for the southwestern service, and imported oriental drivers with them. But the canals could not stand the journey; several died of thirst, and the rest were finally turned loose in Arizona.

## EFFECT ON UTAH.

It was this vast traffic to which the cultivated fields of the Wasatch valleys gave needed succor, and from which, by exchange of products—mostly through barter, for there was almost no money—some of the necessities of life were supplied to the hard working agriculturists. Barter was universal among the settlers. Presently storekeepers grew up, and the business of the merchant began. A man who had saved enough might go east and return with a schooner or a train of wagons bearing the products of civilization. But no one dreamed that the railroad was coming so soon. How could it cross mountains and deserts, hauling ties from 100 to 1,000 miles? To change a journey that required five months into one of only three and one-half days—this was what was done. The Union Pacific built 65 miles in one month! 25,000 men and 500 teams all working at once made the dirt fly on the Utah grade, and in the completion of the Utah Central rail-

Dickens be rescued from the shelves and dusted up a bit.

Mayor Bransford removed Fire Chief Vall "for the good of the service." Then he sent in the name of Mr. Devine as his successor and the Pseudo-American members of the City Council rejected Mr. Devine "for the good of the service." In politics "for the good of the service" is as handy as a pocket in a shirt. Long may it live!

The bond issue is a strictly public measure, entirely free from political bias, but the appointment of Mr. James Devine to be chief of the fire department is a strictly party measure in which the public has no interest whatever. What business is it of the public's whether or no this city has a competent fire chief? In this matter the attitude of the Pseudo-American party is, "The public be damned." And the party's attitude on the bond question, once the public is unwise enough to vote the bonds, will be precisely the same.

A pontifical order removing this country from the jurisdiction of the Propaganda and giving it full standing in papal affairs, such as has been accorded to France, Spain or Austria, is a recognition of the growth of the Roman church in this Republic. It will not make any perceptible difference in the relation of the individual communicant with the papal power, but it is thought it will have an important effect in the affairs of the American hierarchy, increasing American influence at Rome, if not, at the same time, Roman influence at Washington.

Wonderful politics! It appears that the so-called Socialist Labor party selected as its presidential candidate a fellow who is serving a term in some penitentiary, for murder. One of his New York supporters being asked how, if the Socialist-Laborites should elect their candidate, they would ever get him from the State prison to the White House, responded that the President being prevented from discharging the duties of his office, the vice president would act in his stead, and the latter's first official performance would be to pardon the president, who would thereupon take up his constitutional functions.

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John E. Clark, Manager.

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