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## PONY EXPRESS AND STAGE COACH.

Steam has had its triumphs and electricity its conquests. The generation of both has accomplished wonderful results. The former has played and continues to play its part as a motive and transporting power. The latter does more. It not only has the trans-

be refuted or questioned. In Utah, as elsewhere, the "old" had its day and the "new" is now having its turn in time.

In Pioneer times there was no electric telegraph—there were no railway trains, in Utah. The means of transmitting news was at first most difficult. It frequently meant weeks and

news in much closer communication with the outside world than ever before. News was borne across the continent—east and west—with the highest speed that fleet and hardened horseflesh was capable of. The result was astonishing. So, too, with the contemporaneous overland stage coaches. Passengers who desired quicker and better transit than was afforded by the emigration trains and caravans got it as did Horace Greeley in his memorable trip from the East to the Pacific coast. For the benefit of persons desiring to reflect upon past conditions in Utah and contrast them with the present the News today publishes the following highly interesting reminiscences of Pony Express and stage coach travel.

Dr. Henry J. Faust from whom the data for this article was principally obtained was born in Prussia, near Bingen on the Rhine sixty-four years ago. While not an actual Pioneer he knows much of Pioneer customs and hardships. He came of sturdy stock and has had more experience in fifty years of his life than many persons who might live to be a hundred. When 6 years of age he came to the United States with his parents who settled in Missouri. Within a month after their arrival in this country the father sickened and died leaving the family in a strange land, without a knowledge of the language and with but little means. As a young boy Henry learned the saddler's trade. Later he studied medicine and while at school his health broke down and he came west. He went to California and under the magic spell of that day engaged in mining. He did not make a fortune out of it or become a millionaire, but saved enough to become one of the proprietors of Bartholomew's circus, which soon after ceased to exist. At Los Angeles he concluded to return to Missouri. He reached Fillmore, Utah, May 12, 1856, the year after the devastating grasshopper war. From that day till this he has been a citizen of Utah, and in conversation with a News man this week he said, "I've never been sorry of it for a single minute."

"That very year," says he, "I burned the first brick ever burned in Utah. That was at Fillmore in June after my arrival in May. Some time after I cast my lot with the Latter-day Saints and married. In 1857 I went to carrying mail to the Pacific coast. It happened in this way: The mail carrier before me got into trouble with the Indians. His route was via the Muddy through southern Utah. At Fillmore we learned that the Indians were going



DOCTOR H. J. FAUST.  
(From a Photo by Johnson.)

porting power of steam, with limitless amplification and addition, but it is the greatest known means of the age in transmitting thought, information, news—everything in the shape of intelligence that man desires transmitted. It is a marvelous improvement over the so-called "old order of things" and that it has "come to stay" will not

months of weary work and waiting to deliver messages in remote parts of the United States or to receive messages in response thereto. After some years the Pony Express idea was evolved and gradually put into execution. It was a brilliant thought—a wonderful accomplishment and put the people of this far away and forbidding wilder-