

officials have had him mounted on a cob with docked tail, "human" saddle, web girth and iron stirrups, the express "bag" depending horizontally from the rider's neck, reminding one of "John Gilpin was a citizen," etc. Others having illustrated him as a full rigged buccaro with the addition of an arsenal of small arms. I have seen him pictured as mounted on a hunter in full jockey rig, apparently making ten miles an hour. He has been pictured beside an emaciated rat with sombrero and buckskin suit, a pair of revolvers in his holsters protruding from his belt, a bowie knife sticking out of each leggin and a rifle across

even "store clerks" before they "went out the road."

The idea of an overland pony express was conceived by William H. Russell, and early in the spring of 1860, under the control and direction of Russell, Majors and associates, their plans were matured, the line was stocked, and simultaneously on April 1, 1860, from Sacramento, Cal., and St. Joe, Mo., the pony started. A. B. Miller of Miller, Russell & Co., merchant, as local agent, J. E. Bromley, agent of the first division east and Howard Egan as agent of the first division west, and this company was soon merged into the "Central, Over-

almost impassable from the breaking up of the winter's snow. Anticipating the importance of the Presidential election of 1860, the company made special efforts to send the reports through on reduced time, and the first express from the east announcing the results of the election was brought in from Echo by Joe Parrish, a "store clerk," new at the business, with his ballast not properly adjusted, and having a small circus coming down the Big Mountains begained no time on his route. This express overtook the regular express away out west and instead of the rider taking it and rushing along, the two rode together and lost the time that had been made on this end of the western section. A special confirming the returns having been dispatched from St. Joe soon after the first, it was but a few hours behind and it was brought from Echo to this city at the rate of thirteen miles an hour with three relays. Much has been said and written about the fast time made on the pony. Perhaps the average time of a through trip unless impeded by circumstances over which the riders had no control, was about ten miles an hour. Dispatches of extraordinary importance were put through on reduced time, the express announcing the bombardment of Fort Sumpter on the 11th of April, 1861, was rushed through with all the speed that could be obtained from the horses. It was brought from Echo to this city in three hours and forty-five minutes, the rider using three horses, and the first run from Echo being twenty-two miles, it was in a heavy storm of rain and snow, it had to cross the Big and Little mountains, and from East canyon to the summit, the winter snow was breaking up, was soft and slushy and in some places more than two feet deep, besides in this stretch the horses laid down several times from fatigue. This pony made the trip from St. Joe, Missouri, to Sacramento, California, in eight days.

The animals on the road were made up of half bred, American and California horses and a few ponies on the light routes and our best horses on the mountain roads were American and Church Island horses, and it was our custom to trot them up hill and lead them down. The relays were calculated to be about ten miles apart, but were often more than twenty, as convenience to fuel grass and water would allow. The schedule time over the mountain districts was eight miles an hour, over the rest of the line ten miles an hour. Each rider had his bridle and saddle or saddle-tree rather, which was of Moor or California pattern, with sweet leathers, stirrups and large, wide horse hair cinch attached, for the reason that a saddle that would be easy and comfortable to horse and rider would be unsuitable for another to ride. And if the saddle had passed from rider to rider, many a rider would have found himself going over the route bare-backed as it was not uncommon for a horse to stumble and throw or "buck" his rider off and get away, of course the covering of the saddle containing the express would fall off the first jump or two after the rider was out of the saddle. About these times the



MRS. MELISSA CORAY KIMBALL.

Mrs. Melissa Coray Kimball, who resides at 156 south Second West street in this city, is the only survivor of the five women who made the trip from Fort Leavenworth to California with the male company of the Mormon Battalion. Her first husband, William Coray, to whom she was married when eighteen years of age, enlisted in the Battalion shortly after their marriage and served as first sergeant to company B. The army arrived in San Diego, California, January 29, 1847, and when the Battalion was disbanded at this point, Sister Kimball (then Coray) and her husband, remained there until '48, when they returned to Utah where the lady has been ever since. Brother Coray died in 1849 and later the subject of this sketch was married to William H. Kimball. Sister Kimball was born March 2, 1823, and is a sister to Bishop Robert T. Burton. The picture here given is from a photograph taken nearly ten years ago.

his saddle. This individual is described as coming with a sorecob and yell, and the horse rider is seen in the distance with a pony ready saddled least he should be punctured for delay in changing looks. And one gentleman that gets \$1 per hundred words, conceiving that he had caught him on the fly, pictured him as mounted Hurn taking a bird's eye view of Roman civilization.

I was well acquainted with many of those express riders, and they were mostly decent fellows of respectable parentage, and some of them were

land, California & Pike's Peak" Express Co., with Wm. Bell as agent in this city. The first express arrived from the west on April 4, a few hours ahead of time, Major Egan bringing it from Faust's station in Rush valley and it was taken east to Bear river by Thos. King. On the sixth of April the first express from the East arrived, inside of six days. Henry Worley bringing it from Bear river, and this was considered remarkable time, as it had to cross the South Pass and Wasatch ranges at a season of the year when the mountain roads were