

# The Happenings

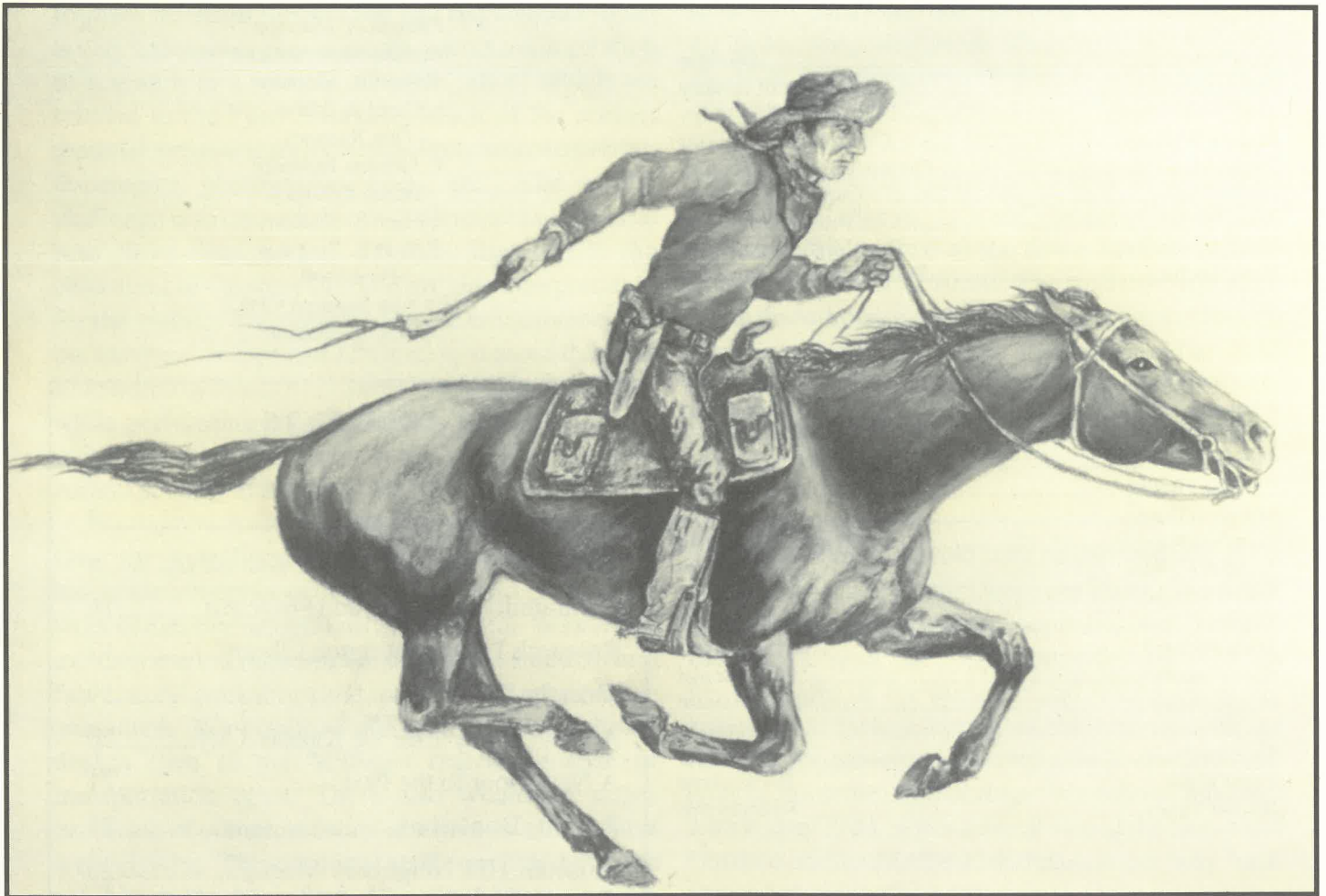
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Pony Express Museum

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**A Pony Express rider races against time to deliver the mail.**  
*From a watercolor painting by former museum artist George Flett*

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# From the Director

David Mead

On June 18, 1991, a field trip composed of Pony Express, Inc., trustees and their wives and several members of the curatorial staff went to the Iowa State Historical Museum in Des Moines, Iowa, to view the exhibits in that facility. The purpose of the trip was to show the trustees what good exhibit work utilizing current techniques looks like. The purpose was also to help the trustees to understand what is involved from start to finish in obtaining good exhibits. This information would be used by the trustees when selecting a firm to design and install the exhibits at the expanded Pony Express Museum.

In the last issue of the *Happenings*, the major article dealt with story lines. The story line for the Pony Express Museum Restoration and Expansion Project is very extensive. The work represents a compilation of research in a number of areas, all of which are relative to the Pony Express. Much of the artifact material remaining today is two-dimensional material: documents, photographs, maps, etc. The exhibit challenge is to convert this two-dimensional material into three-dimensional exhibits that fulfill the objectives of the story line and provide interpretation for the visitor. The complexity and extensiveness of the exhibits' design and fabrication is more than can be handled by this staff in a reasonable amount of time while performing regular ongoing tasks. Therefore, an outside exhibit design firm was sought to assist the curatorial staff in carrying out the project.

Over the preceding nine months, the curatorial staff has made a number of trips to view and critique the work of exhibits design/fabrication firms. We viewed exhibits work at museums, and we also visited several fabricators' workshops and spoke with representative personnel. We confined our search for an exhibits design firm to the Midwest region because of transportation costs. There also would be major problems of communication if a firm on either coast were chosen. The curatorial staff concluded that the exhibits at the Iowa State Historical Museum were closest to the type of work we wanted to see done at the Pony Express Museum. The quality of design and workmanship was excellent. Neil Deaton of Newton,

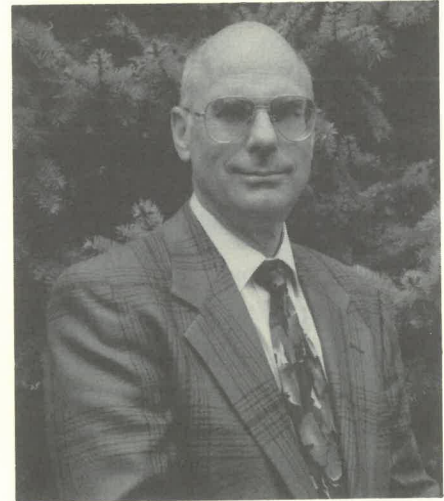
Iowa, and Display Masters of Minneapolis, Minnesota, were the two major contractors for the first phase of exhibits at that museum. These two firms subse-

quently merged to become Deaton Museum Services (DMS), a subsidiary of Display Masters. The merged firms have developed exhibits for the Iowa Historical Museum. Since the work at DMS was illustrated at the Iowa State Historical Museum, it became the ideal site for the trustees to visit to get an overview of what could be done at the Pony Express Museum.

The field trip participants gathered at the St. Joseph Museum at 7:00 a.m. to board a motor coach for Des Moines. We arrived at the Iowa State Historical Museum a little after 10:00. The staff used a portion of the three-hour trip as a time to alert the trustees on what to look for. We talked about different areas of the museum to be aware of, and we discussed the element and function of design. Another portion of the trip was devoted to coffee, orange juice and pastries.

The director and selected staff members of the Iowa State Historical Museum were our hosts. We really appreciated their gracious hospitality and the time they spent with us. They provided us with an in-depth tour of the museum and talked about the evolution of each of their main exhibit halls. We ate lunch at the museum and were able to continue our conversation during that time. We left the museum a little after 2:00. After a quick stop at the Botanical Gardens in Des Moines, we were on our way back home and arrived at 6:00.

In the early part of the return trip, we "debriefed." This is a technique that the curatorial staff uses to



critique a facility. Each person orally contributes pieces of information that they gained from the visit. When this is combined it provides an excellent overview of observations.

At the next board meeting, Tim Burner reported on the field trip. His report included the following points. He stated that the group was given the task of observing the strengths and weaknesses of the exhibits and the museum as a whole. The discussion on the way up had aided the trustees in what to look for from an exhibits design point of view. On the way back a debriefing was held giving each person the opportunity to identify their likes and dislikes regarding the exhibits. This was a new experience for all of the trustees. Tim realized that he was looking at the museum from a marketing standpoint while Bill Brunner was looking at it from an architectural viewpoint and Jim Lehr from a construction angle! This concept is excellent as various backgrounds have come together in Pony Express, Inc., to create a diversified and solid board of trustees. Tim concluded his report by saying that the exhibits at the Iowa museum were top quality, particularly Deaton's natural history work. The board then voted unanimously to invite Deaton Museum Services to make a proposal to the board of Pony Express, Inc. - A National Memorial, to assist in the exhibits design and fabrication for the Pony Express Museum Restoration and Expansion Project.



## FRONT RAILINGS AT LAST!

For a number of years, we had been aware that handrails were needed on the front steps of the St. Joseph Museum. We had been dragging our feet on the project because we were worried that handrails would detract from the symmetry of the front of the building. After all, the architect who designed the building had not included railings for a number of years, did not add railings to the front, although they did to the side and back steps. So, the need for railings on the front has existed for a long time.

During Prairie View Festival '90, Mrs. Nelson Hillix talked to me about her feeling that handrails were desperately needed on the front steps. A few weeks later when Mrs. Hillix was attending a meeting at the museum, she asked Marilyn to apologize to me because she had approached me with the problem during Prairie View Festival when she knew for sure I had many, many things on my mind. Mrs. Hillix reiterated to Marilyn that she felt railings were needed on the front steps, and she offered to pay for the project. Mrs. Hillix was correct on both counts. I did have a number of things on my mind during Prairie View Festival, and we did need handrails on the front steps.

With Mrs. Hillix acting as a catalyst, I proceeded to pull together a meeting with Marilyn, David, Robbie and Jack Jones of Midland Steel. Jack Jones is a very skilled ornamental iron worker and has designed and executed a wide variety of difficult construction jobs. Between the five of us, (we had experience in design as it relates to either exhibits, decorating or construction), we came up with a design that was architecturally compatible with the structure. Our design also called for the addition of railings on the entry landing at the top of the steps. Railings on the entry level were added because they would produce a level of safety for the crowds of school children that gather at the front door when entering and exiting.

After the design was agreed on, Jack added up the costs and gave me a figure. I felt at the time the figure was probably more than Mrs. Hillix had in mind to contribute, but I wasn't going to impede the completion of this project by quibbling over money. I simply felt that St. Joseph Museum, Inc., would contribute whatever balance was left after Mrs. Hillix's donation. I also didn't want to take any chance on compromising the design by compromising on money. Jack agreed to get to work on the project immediately. After several weeks, four of the planned six sections were delivered to the museum. Two large sections were to serve as handrails for

persons climbing up or down the steps and two smaller sections were to be retaining rails to prevent people from falling off the entry landing. We immediately set the railings in position, and although they looked OK, I was secretly concerned. I have considerable experience conceptualizing ideas into three dimensional forms because years ago, I took courses in the engineering department at the University of Iowa. Part of my course work was drafting. This drafting experience, which was considerable, has enabled me to visualize an object in three dimension when it is portrayed in a two-dimensional form. Therefore, I can usually visualize a finished product, but those railings bothered me. I bit my tongue about my concerns as I wanted to see the finished product.

By mid-July, the railings were at the top of our to-do list, and Robbie, David, Chris and Scott went to work. A core drill bit and hammer drill were obtained from Lehr Construction so the railing posts could be set down into the limestone steps and platform where they were to be anchored with a synthetic concrete material. The task started just before I left on a brief vacation, and when I got back, the first units had already been installed. I realized then that I had been wrong about my concerns. I had been thrown off by the fact that before they had been anchored, the railings stood much too high, but when they were set appropriately, they looked fantastic.

Jack did not make the last two units until the first four were installed. This is because they needed to fit exactly, as their function is to serve as a structural connection as well as a design feature. At this point, I was feeling good about what the outcome was going to be.

In late July, Jack called David and asked him how he liked the completed railings! David had to admit that he didn't know Jack had been over with the last two pieces. David quickly called us on the intercom, and we all met on the front steps. WOW!



Rhonda Clem

If I had any concerns about the completed project, they were totally removed. The railings were absolutely magnificent. Structurally, they were as sound as the Rock of Gibraltar. Design-wise, they were clean with simple lines that picked up the curvature of the front steps and matched the character of the railings at the back and side of the building.

David immediately called Jack back to tell him how delighted we were with the results. Jack let it be known that he was pleased with the job too, since it had been something of a challenge to him. After all, the heavy, flat, top bar rail had a double curvature, and that is real tough to put into heavy bar stock. After some discussion, Jack said he would knock \$100 off the overall price to help the museum out. We were, of course, very pleased by this offer.

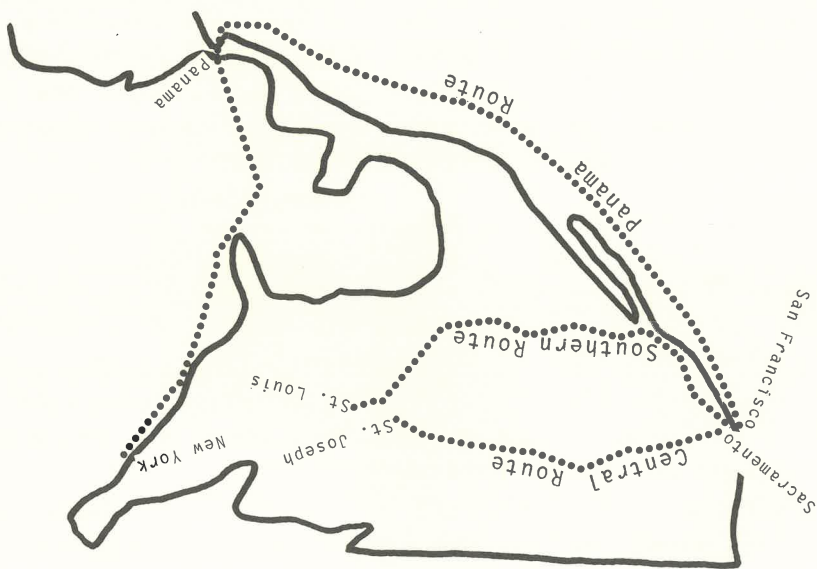
Marilyn and I felt that a letter to Mrs. Hillix was in order. We invited her to call us and set up a time when she could come and see the new railing. In the letter, we told her that the total cost was probably more than she had anticipated, and she could cover whatever portion of the total she wished. Mrs. Hillix called the same day that she got the letter to set up a time. She came the following day and was as pleased about the railings as we all were. Furthermore, she wanted to, and insisted upon covering the entire cost. We sincerely appreciate her generosity.

In reflection, here is a situation where there was a special need that two parties were aware of. That need was not met until the two parties got together, communicated and worked out the solution. I am so pleased when we are able to work with others in the solving of a problem or in meeting needs. Collaborative work is extremely fulfilling. In this particular project, Mrs. Nelson Hillix was the catalyst as well as the financier. From the trustees and the staff, thank you Mary Hillix.

*Rich Nolf, Director*

# THE PONY EXPRESS TRAIL IN KANSAS

By Jacqueline Lewin,  
Curator of History



*The three main mail routes to California were the sea route via Panama, the Southern Route and the Central Route.*

states - Missouri, Kansas, Colorado, Wyoming, Utah, Nevada and California. The organizers of the Central Overland and Pikes Peak Express Company developed the Pony Express as a way of advising to the country and Congress the benefits of the Central Route. The Pony Express started on April 3, 1860, and lasted into November 1861.

The Pony Express began in St. Joseph, Mo., and its western terminal was Sacramento, California. Relay stations, where the riders changed horses, were needed every 10 to 15 miles along the approximately 2,000-mile route. Home stations, where a new rider took over, were placed every 75 to 100 miles. This article will deal with the section of the

The 1860 United States census indicated that a half million people lived west of the Rocky Mountains. These people were becoming vocal and were demanding better communication with the east. The usual three to four weeks it took for mail to reach the west was no longer acceptable, especially with the threat of Civil War on the horizon.

Before 1860, three mail routes to California had been in use. On the most used route, mail was carried to Panama aboard a ship and across the isthmus by wagons, mules or stage coaches. Then it was loaded aboard a second ship to be taken to California. Mail from California to the east followed the same route in reverse. It was not until 1848 that mail was carried overland all the way to California.<sup>1</sup> From 1848 to 1860, the Southern, or Butterfield Route, was the most popular land route. The third route, the Central Route, received the least use because most people felt

1. LeRoy R. Hafen, *The Overland Mail, 1849-1869* (Cleveland: Arthur H. Clark Co., 1926), p. 54.

trail through Kansas. Along this part of the trail there were 10 relay stations and one home station. The entire trip through Kansas took about 14 hours.

Upon leaving St. Joseph, the rider and horse boarded the ferry to Elwood, a small town located in the Missouri River bottoms on the Kansas side. From there, the trail followed an old rock road across the thickly-wooded bottoms for five miles to the town of Wathena. Sir Richard Burton, an English adventurer and writer, followed this trail by stage coach in 1860, (four months after the start of the Pony Express), and made many comments about the road and stations.

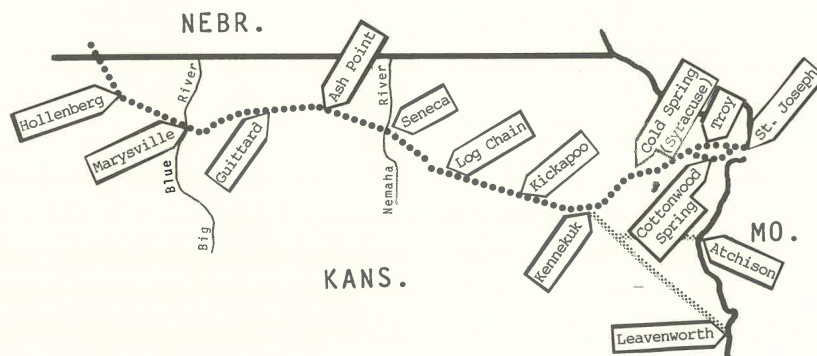
He described this first five miles as "A deep tangled wood-rather a thicket or jungle than a forest-of oaks and elms, hickory, bass-wood, and black walnut, poplar and hackberry, boxelder, and the common willow, clad and festooned, bound and anchored by wild vines, creepers, and huge Ilianas, and sheltering an undergrowth of wild alder and red sumach, whose black mire, strongly suggestive of chills,-fever and ague."<sup>2</sup> The road was also described by rider Charles Cliff as

being "about 40 feet wide and very mucky and hard to travel when wet."<sup>3</sup> If you travel in this vicinity today, you will notice that the appearance of the countryside between the Missouri River and Wathena has changed. The "thicket or jungle" seen by Burton has been replaced by open fields.

By looking at the accompanying map you can see that the trail split at Wathena. It is likely that the southern branch was used during the early part of the Pony Express, and later the northern branch, which went through the town of Troy, became the more popular. The southern branch of the trail forded Peter's Creek near where the bridge in Wathena now crosses

the creek. This was part of the old Pottawatomie Trail which had also been used by the earliest emigrants to California and Oregon.<sup>4</sup> In this area, the trail, which usually followed ridges, left the Missouri River bluffs to continue onto the rolling prairies of Kansas Territory. Since Kansas had been a territory since 1854, many settlers had already moved in and established farms. This stretch of the trail was not like the desolate sections of the trail farther west. The first relay station was at Cottonwood Spring. Local residents claim that a part of the original station was incorporated in a house that was built on the site (N.E. Sec. 26, T3S, R21E).<sup>5</sup> That house is still standing today.<sup>6</sup>

Jackie Lewin



Ten stations were located along the Pony Express Trail in Kansas.

2. Sir Richard Burton, *The Look of the West, 1860: Across the Plains to California* (Lincoln: University of Nebraska Press, 1963), p. 20-21.

3. *St. Joseph Gazette*, August 26, 1923. Article entitled "Troy Highway Once Trail of Pony Express Racers."

4. The Pottawatomie Trail initially ran from Joseph Robidoux's Blacksnake Hills Trading Post to the Pottawatomie Reservation near present-day Holton, Kansas.

5. The legal method of describing property locations (section, township and range) will be used to identify station sites. A section is a one mile square piece of land. Thirty-six sections make up one township. Ranges are made up of several townships. Township and range designations are on county road maps which can be obtained from county courthouses.

6. Francis Burbridge, private interview held at Troy, Kansas, September, 1987.

7. *St. Joseph Gazette*, August 26, 1923.
8. C.M. Clark, M.D. *A Trip to Pike's Peak & Notes by the Way* (San Jose: The Talisman Press, 1958), p. 10.
9. Lewis is the station name that appears on the Mail Contract for Route No. 10733. *U.S. Executive Documents*, 46th Congress, 3rd Session, 1, No. 21, pp. 7-8. It is listed between Troy and Kennekuk at the appropriate mileage for Cold Spring.

Streets.

The northern branch of the trail on the summit of a hill, is the Thompson's Ranch, a well-known lodging place, to the relay station is surrounded by a well settled Although a monument on the courthouse square at Troy commemorates the relay station, the actual site was at Smith's Hotel, met just west of Troy. Rider Johnny Fry had relatives and friends in this area, and it is here that the story originated of the Dooley girls handing him pies and cakes as he rode by. They found that putting holes in the pastries made it easier for Fry to hold on to them. These were supposedly the first "donuts." Another story is that the girls were making a log cabin quilt and wanted Fry's red necktie in the quilt. Johnny said no, but one of

the girls rode up beside him and grabbed at it. The best she could do was to get a piece of his shirt which she did use in the quilt.

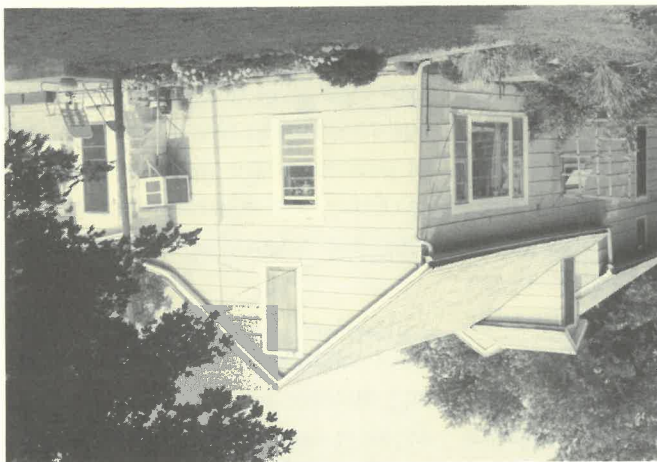
The next relay station was at the Cold Spring Ranch near the town of Syracuse (Sec. 1, T. 4S, R. 19E). It is possible that this station may have also been known as Lewis.<sup>9</sup>

*Smith's Hotel in Troy as it appeared around the time it was used as a relay station for the Pony Express.*



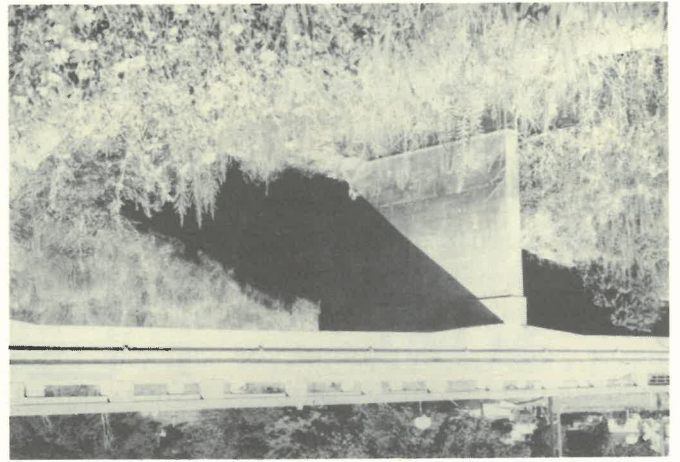
St. Joseph Museum Archives

*Local historians believe that this house, southeast of Troy, contains a part of the original Cottonwood Spring Station building.*

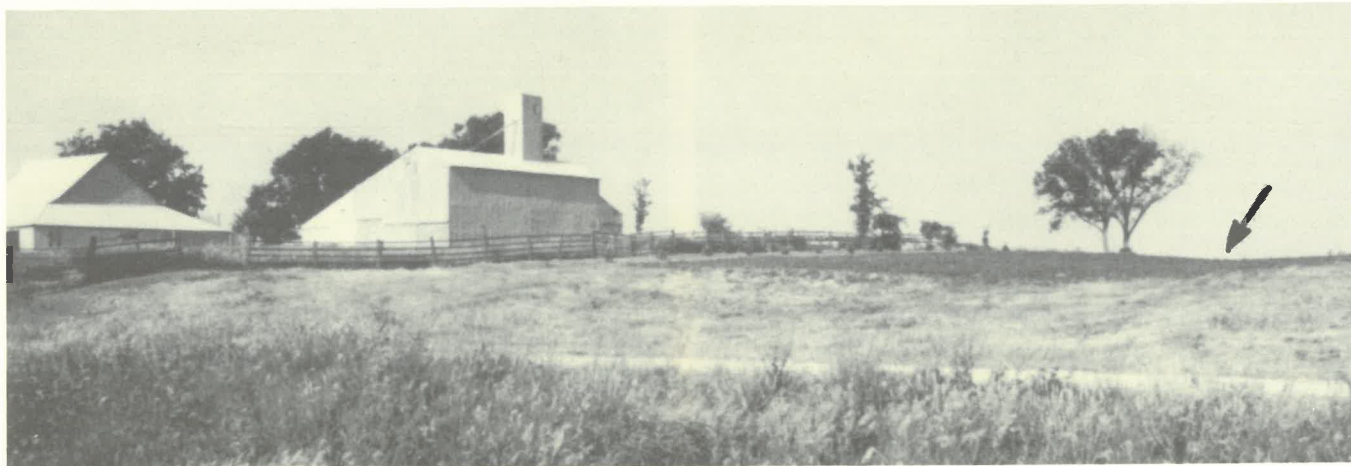


Jackie Lewin

*Pony Express riders crossed Peter's Creek where the present-day bridge in Wathena spans the creek.*



Jackie Lewin



*When the railroad was built several years after the end of the Pony Express, it followed the old Pony Express Trail in the vicinity of Syracuse and Cold Spring Station. The arrow in this picture is pointing to where the old railroad bed topped the hill. The railroad, (and earlier Pony Express trail,) would have crossed diagonally across this picture from the arrow to the lower left corner of the picture. The buildings on the left side of the photo are on the site of the relay station.*

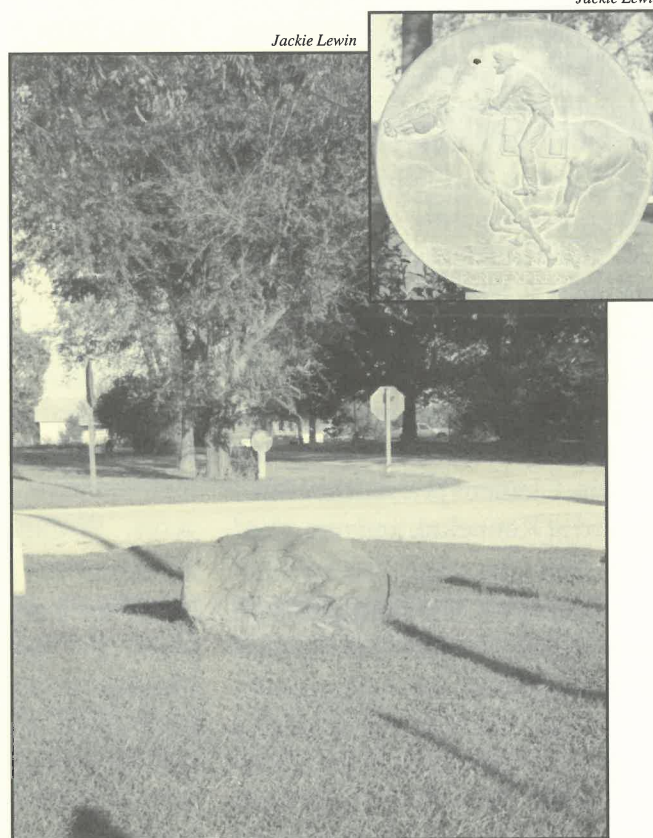
Jackie Lewin

Syracuse, now non-existent, was named by an area farmer, William Vickery, after his home town in New York. The local schoolhouse was near the trail and Millie Vickery recalled that on the days that the rider went by at 9 a.m., the teacher did not start school until the rider passed.<sup>10</sup> Burton described this station as being run by a widow in a "log-hut, which ignored the duster and the broom."<sup>11</sup>

Just before the next station, Kennekuk, the Pony Express trail was joined by the freighting and stagecoach trail from Atchison and the military road from Fort Leavenworth. Plated in 1859, Kennekuk was named for the prophet and chief who led his tribe, the Kickapoo, west to Kansas Territory from their former home on the Wabash River. The town was the site of the headquarters of the Kickapoo Agency, a trading post and a mission. Since Kennekuk (Sec. 3, T5S, R17E) was on a branch of the California Trail, a hotel had been in operation there since 1848. The town's high point was 1860 when Kennekuk had a population of 100, two large hotels, a livery barn, blacksmith shop, harness shop, wagon shop, two general stores, post office, two churches and a number of residences. During the peak emigration years, residents were outnumbered by emigrants camping in the area.

10. *St. Joseph Gazette*, August 26, 1923.

11. Burton, p. 23.



*A Pony Express marker was placed in Kennekuk by the Oregon Trail Memorial Association. Directly across the road to the west of the marker is a large granite stone which denotes the site of the relay station operated by Tom Perry.*

12. Daniel Fitzgerald, *Ghost Towns of Kansas* (Lawrence: University of Kansas Press, 1988), p. 193
13. Frank A. Root and William Elsey Connelley, *The Overland Stage to California* (Topeka: Published by the Authors, 1901), p. 191.
14. Frank W. Blackmar, ed., *Kansas: A Cyclopaedia of State History Embracing Events, Institutions, Industries, Counties, Cities, Towns, Prominent Persons, Etc.*, Vol. 11 (Chicago: Standard Publish Co., 1912), p. 295.

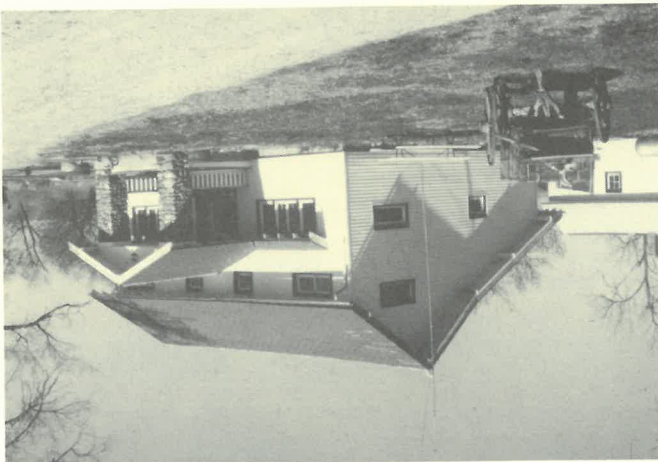
Today, Kennekuk is a quiet place with a few houses and a marker to the Pony Express placed there by the Oregon Trail Memorial Association. A granite stone marks the site of the relay station which was operated by Tom Perry and his wife. The Perrys provided meals for stagecoach passengers and were particularly famous for their coffee. Sam Clemens passed through Kennekuk. In recounting his trip, Clemens praised the coffee served at Kennekuk and remarked upon Mrs. Perry's skill as a cook.<sup>12</sup> At Kennekuk, the Pony Express rider was approximately 35 miles from St. Joseph.

From Kennekuk, the trail continued west over land that was gently rolling prairie and well-watered with springs and creeks. It was described by Frank Root, a stage driver, as "quite well timbered for a western prairie country, having a goodly supply of walnut, elm, oak and cottonwood. In short, it is one of the garden spots of northern Kansas."<sup>13</sup>

Noble Rising was also connected with the next relay station, Log Chain (Sec. 19, T3S, R14E). In 1861, Rising built a home on the site. It was larger than most of those in the area. The house measured 24 x 40 feet and the barn was 70 feet long. Lockkane's Creek ran by the station, and there is a question as to whether or not the name Log Chain might be a corruption of the creek's name. Another theory for the name came from the fact that Log Chain was land was plowed and any apparent traces of the relay station were obliterated. Noble Rising and Lockkane Creek with its wagons often had trouble crossing on the old military road where

*Plum Creek still flows past the spot where the Pony Express relay station called Kickapoo was located. The site is on the Kickapoo Reservation.*

*Although altered at various times, this house was the Log Chain Station at Lockkane's Creek. A Pony Express Trail marker is above the front porch.*



Jackie Lewin



Jackie Lewin



*A remnant of the Pony Express Trail still exists near Seneca. This swale, or depression, is on a stretch of the trail about 3/4 mile southeast of the town.*

swamp-like bottom land. Wagon chains often broke during the difficult crossing - hence the name Log Chain. Log Chain still stands, although in an altered form, and a Pony Express marker is above the front door. Often Log Chain is the site of neighborhood celebrations when the National Pony Express Association holds its annual rerun of the Pony Express Trail.

The next stretch of trail covered about eleven miles and a section of that trail (SE Sec. 35, T2S, R12E) is still visible today just east of Seneca. Emigrant Clark, referred to earlier, described this Kansas road as it appeared in 1860: "The road itself, is, from the nature of the soil, hard and smooth in dry weather, the soil being a mixture of clay and sand; but a little rain changes it materially, it becoming soft and slippery and difficult to travel."<sup>15</sup>

The first home station west of St. Joseph changed locations several times during the operation of the Pony Express. The first riders said they stopped at Seneca. Later ones referred to stopping at Guittard Station or Marysville. At Seneca, the trail approached the town from atop a hill to the southeast. The town consisted of well-constructed buildings that came into sight as the rider topped the hill. The station keeper, John Smith, had been operating a hotel in Seneca since 1858. It was the first building in the town, and in addition to serving as a restaurant and school, it was a home to the Smiths. It was described as being two stories tall, white and in good order.



*The Smith's Hotel in Seneca was often used as a home station.*

Joseph Schroeder



*Although moved a few blocks west of its original location, Smith's Hotel in Seneca survived for over 100 years. The old building was razed in 1972.*

The hotel, and Mrs. Smith's cooking, were well-known throughout the area. One visitor commented, in contrast to the earlier description at Cold Spring, that Mrs. Smith's housekeeping was so good that the "floor was clean enough to eat off it."<sup>16</sup> Today, a boulder at the corner of 4th and Main streets in Seneca (S34, T2S, R12E) marks the original site of Smith's Hotel. Around the turn of the century, the building was

15. Clark, p. 8.

16. Root and Connelley, p. 196-197.

20. Burton, p. 34.

19. Richardson as quoted in *Ghost Towns of Kansas*, p. 157.

18. Albert Richardson, May 22, 1860, letter, as quoted in *Ghost Towns of Kansas* by Daniel Fitzgerald, 157.

17. *Topeka State Journal*, August 10, 1972.

Ash Point, the next relay station, On the trail between Seneca and Ash Point, the next relay station, settlement was scarce. However, there were a few cabins and tents whose tenants were trying to make a profit from the Colorado gold rush. One early emigrant, Albert Richardson, described these people as "enterprising gentlemen of commercial turn who inform the public through very primitive signs that they are in the grocery business and sell beer and gingerbread."<sup>18</sup>

was razed.<sup>17</sup>

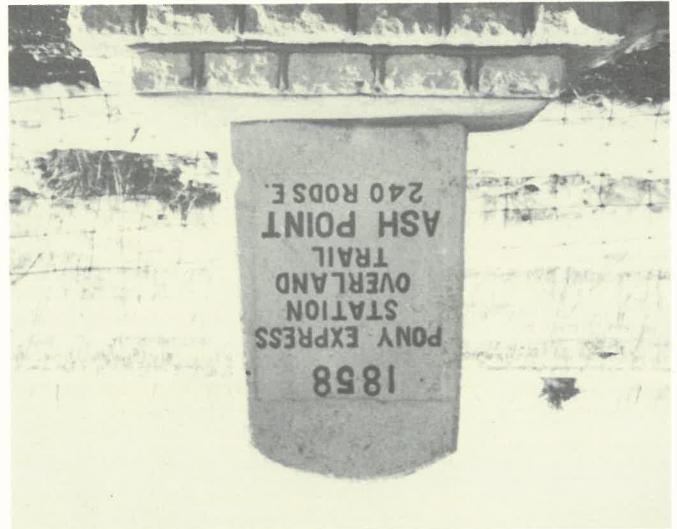
Ash Point (SW corner, SE 1/4, Sec. 8, T2S, R11E) was at a junction of the route the Pony Express was following and a branch of the California Road from St. Joseph. James Parsons and Josiah Blacett had founded a short-lived town at that junction. At its peak in 1860, the town had about 30 inhabitants, some dwellings, a post office, general store, hotel and overland stage buildings. Storekeeper, John O'Laughlin, was also the stationkeeper. On May 22, 1860, Emigrant Richardson wrote that the Ash Point store sign read: "Flower & Mell, Chase, Egge: Lager Bear, Liker, 5 cents a glass." in 1857. This station was the first

He added that the store was not overtaken with customers that day.<sup>19</sup> Sir Richard Burton reported seeing "hang-dog Indians, squatting, standing, and stalking about."<sup>20</sup> Ash Point died in the late 1870s when it was no longer a stage stop, and today the only remnant of the town and station is a marker which was placed in the 1930s.

been found on the actual site.

Ash Point Station monument stands 3/4-mile west of the location of the relay station. A well, covered with stones, has

Just to the east of the Guitard Station, a remnant of the Pony Express Trail can be seen in this deep eroded swale.



Ray Ellenbecker



Don Reynolds

# SIXTH ANNUAL AUDUBON BIRDSEED SALE

The Midland Empire Audubon Society will host its sixth Annual Birdseed Sale on November 9 in Butner's Nursery Parking Lot, 806 S. Belt. To be sure you get the birdseed you need, use the form below to pre-order. Orders should be placed by October 29 and picked up on sale day from 9:00 A.M. to 5:00 P.M. A variety of birdseed will also be available on sale day on a first-come, first-serve basis.

The Midland Empire Audubon Society is committed to providing the lowest prices available with top quality selections. Compare our prices and you'll see we can't be beat!! Stock up now for the long winter ahead so our feathered friends flourish. Our selection of feeders, field guides and supplies are the biggest yet!! Order your supplies now - stop by the day of the sale to pick them up! Your support is greatly appreciated!!!

## PRODUCT DESCRIPTION

- 100% Black oil sunflower seed - Thin shells and high oil content are preferred.
- Wild Bird Feed Mix - Designed to attract a maximum number of bird species, this product contains sunflower, milo, and cracked corn.
- Premium Finch Mix - A blend of Niger seed (USDA approved nonviable) and sunflower chips that finches devour.
- 100% Pure Niger Seed - Sometimes inaccurately labeled "thistle", this favorite food for the finches and siskins will bring 'em in by the dozens.
- Suet Cakes - A blend of cooked beef suet and seeds in a mesh string bag, a favorite of woodpeckers, chickadees and other birds.
- Birdfeeders - A wide variety of feeders including thistle tube, peanut, Droll Yankee, platform, suet, and box-type feeders will be available.

\*\*\*\*\* MAIL THIS FORM BY OCTOBER 29 TO THE ADDRESS BELOW \*\*\*\*\*

YOUR NAME \_\_\_\_\_ PHONE \_\_\_\_\_  
ADDRESS/CITY/STATE/ZIP \_\_\_\_\_

| AMOUNT | ITEM                        | PRICE   | TOTAL |
|--------|-----------------------------|---------|-------|
| _____  | 25#Black Oil Sunflower Seed | \$ 8.25 | _____ |
| _____  | 50#Black Oil Sunflower Seed | 14.95   | _____ |
| _____  | 20#Wild Bird Seed Mix       | 4.50    | _____ |
| _____  | 50#Wild Bird Seed Mix       | 8.95    | _____ |
| _____  | 10#Niger Seed               | 11.90   | _____ |
| _____  | 25#Niger Seed               | 27.50   | _____ |
| _____  | 10#Premium Finch Mix        | 8.25    | _____ |
| _____  | 25#Premium Finch Mix        | 19.75   | _____ |
| _____  | Suet Cake                   | 3.99    | _____ |

AUDUBON & ST. JOSEPH MUSEUM MEMBERS 10%OFF \_\_\_\_\_

TOTAL \_\_\_\_\_

PLEASE MAIL THIS FORM AND YOUR CHECK TO:

MEAS BIRDSEED SALE  
c/o Barbara Crouser  
4506 Stonecrest Terr  
St. Joseph, Mo 64506

Printed on Recycled Paper



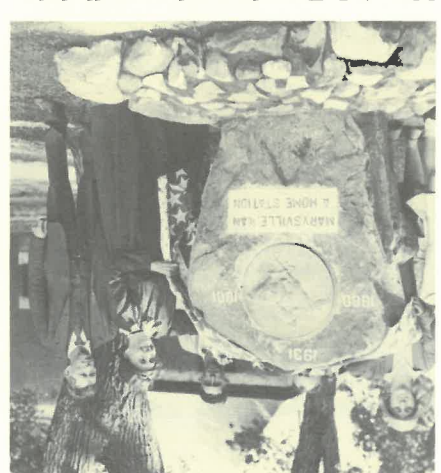
25. Reminiscence of Mrs. A.J. Travelute (Kansas State Historical Society archives, Travelute file), p. 5.

24. Clark, p. 19.

An early Marysville resident recalled the excitement of the pony rider's approach: "I can still

the town."<sup>24</sup> on the north-eastern extremity of two-story stone dwelling situated with the single exception of a large bluffs. The buildings are all frame, valley from the river bank to the scattered in patches across the town: ". . . the buildings being Emigrant Clark described the 1854 on the Big Blue River. established by Frank Marshall in (N.W. Sec. 33, T.2S, R.7E), a town The next station was Marysville plains.

prairie began to give way to the the ground was rockier as the more frequently and the surface of to change. Stone ledges appeared terrain of the trail in Kansas began Around Guitard Station, the riders come galloping down from Schmidt's pasture at the east edge of what was then the town. Just before they came in sight at the top of the hill, they blew a horn. It was a large shiny tin horn and the rider carried it in the back of his saddle bag."<sup>25</sup> This horn signaled the postmaster to have the mail ready. The rider entered Marysville, changed horses (and was sometimes relieved by another rider), picked up the mail at the post office and then went on to Shibley Knoll where Robert Shibley operated a ferry. This rope ferry over the Big Blue River was used during high water. Otherwise, the river, which is normally about 50 feet wide and two and a half feet deep, was easily forded. Although the banks were steep and sandy, the soil was solid.

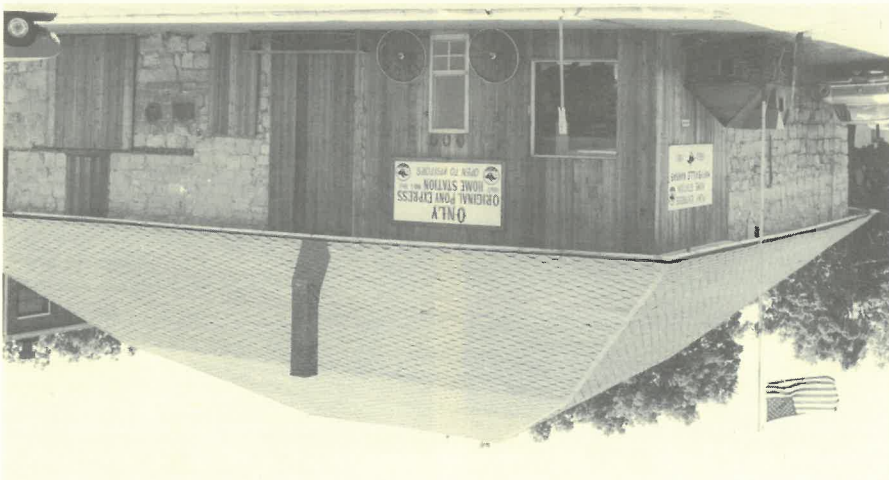


Ray Ellenbecker

Mrs. A.J. Travelute, who recalled that as a child she saw the Pony Express riders at Marysville. In 1931, she unveiled this monument at the Marshall County Courthouse.

Trail joined with the St. Joe Road At Marysville, the Pony Express markers could still be seen between Marysville and the junction of the trail in Kansas. One of these marker at every mile along the goal of placing a Pony-Express often traveled the trails. He set a of the history of the Pony Express, Memorial Association and student president of the Oregon Trail In the 1930s, Howard Driggs, miles of lonely trail.

The city of Marysville operates a Pony Express museum in the old barn which served as a station.



Ray Ellenbecker



**Above:** In the 1930s and 1940s, these signs were placed along the Pony Express trail. Howard Driggs, president of the Oregon Trail Memorial Association, is shown at the right. Others in the photo are unidentified.

**Above right:** German born, Gerat Hollenberg and his wife, Sophia, settled along Cottonwood Creek in Kansas Territory. They encouraged other Germans to come and live in the town of Hanover which they established about a mile west of Hollenberg Station.

**Right:** The Hollenberg Station is the only unaltered Pony Express station on the trail on its original site.



Don Reynolds



roads from St. Joe and Independence until around 1990 when it disappeared.

The last station in Kansas was Hollenberg Station (SE corner, Sec. 3, T2S, R5E). This was also called Cottonwood Station because it was near Cottonwood Creek. Gerat Hollenberg, the station keeper, had an interesting history. He came to the United States from Hanover, Germany, in 1823 and in 1849 decided to go to California. He jumped off at St. Joseph and traveled on the St. Joe Road through what was to become Kansas. After three years in California, he had made \$3,000. Hollenberg then decided to sail to Australia to prospect for gold. A

short time later, he headed to Peru for the same purpose. However, due to native hostility in Peru, he soon sailed for New York, via Panama. Off the coast of Florida, he almost lost his life in a shipwreck. While living in New York, he was advised to go west for his health and came to live on Cottonwood Creek, a site he had passed just five years earlier on his way to California. His was the first house in Washington County.

By 1860, Hollenberg had quite an establishment supplying clothes, food, livestock and livestock feed to emigrants. Twenty-four men could be bedded down on his second floor, and often, over 100 emigrants were camped on his

grounds. Since he had a barn which could stable 100 horses, A.E. Lewis, Eastern Division Superintendent for the Pony Express, arranged to use this site as a relay station. Hollenberg was later elected to the Kansas Territorial Legislature and founded the nearby town of Hanover. In 1874, on a trip to his native Germany to encourage immigration to his new town, he became ill just four days out of New York. He died at age 51 and was buried at sea. Hollenberg Station is extremely important today since it is believed to be the only unaltered Pony Express Station on its original site. In 1941, Hanover citizens encouraged the Kansas Legislature to restore

### THE HUNTINGTON LIBRARY

Because the Pony Express played an important role in St. Joseph's history, information gathering and research about the 1860-61 mail service has always been a priority at the St. Joseph Museum. Now, with the expansion plans for the Pony Express Museum, Pony Express research has become even more important.

Jackie Lewin has been contacting all possible sources of information. Some organizations do not have a great deal to offer, and in those instances, Jackie can usually request duplications or photocopies to add to our files. However, there are some institutions which have large amounts of material, requiring a first-hand look to determine what is integral data to add to our knowledge of the Pony Express.

Local and area sources that have been surveyed include Buchanan County records, the collections of the Kansas State Historical Society, various archives in Kansas City, etc. Now, repositories of Pony Express material at a greater distance need to be examined. Recently, staff members Jackie Lewin and Marilyn Taylor were in San Marino, California, at the Huntington Library researching the Pony Express.

The Huntington is a cultural and educational center founded in 1919 by Henry E. Huntington, who had built a financial empire in Southern California from railroads and real estate. During Huntington's lifetime, he amassed the core of one of the finest libraries in the



*The Huntington Library building was constructed in 1920 on the San Marino estate of Henry Huntington.*

world. Today the Huntington continues to add to its collections using money from contributions, memberships and the endowment left by Henry Huntington to insure the continuation of the library. The Huntington consists of the library, art collections and botanical gardens. The library is housed in a structure built specifically for that collection. The art collections are shown in what was the Huntington mansion, and the botanical gardens cover 130 acres of the total 207 acres that comprise the Huntington.

College and university faculty members who hold a Ph.D. in the field of their proposed research only have to present their faculty identification card and verification of their signature for "reading privileges." Other individuals, such as Jackie and Marilyn, who have a legitimate purpose for using the library's collections, apply for reading privileges by filing a formal application. In addition to the typical information usually requested on such a form, they also had to provide the names and addresses of two people of scholastic standing, preferably Californians, who would recommend them. Through their

association with the national organization, Oregon-California Trails Association (Jackie is a board member), they knew two Californians of scholastic standing who would vouch for them. The Huntington did contact their references and asked each to write a letter of recommendation.

The applications were approved, and Jackie and Marilyn went to California for a week, June 16 to 23. Reasonable housing was available at the faculty club on the campus of the California Institute of Technology - about a mile from the Huntington.

From 8:30 to 5, Monday through Saturday, Jackie and Marilyn searched the files and called for material relating to the Pony Express and any other information the Huntington might have about St. Joseph.

They filled out approximately 70 call slips - some call slips represented one item such as a book or pamphlet, but others represented many items such as the Waddell collection that they most wanted to see. The Waddell collection consisted of 508 pieces divided among 5 boxes. The boxes

containing the Waddell collection were brought from their environmentally controlled storage area two at a time so their contents could be studied.

The paper was prepared for the Civil Engineers' Club of the Northwest, and was read at their meeting, April 8, 1872.

Jackie and Marilyn worked at individual tables in a large room where approximately 30 other "readers" were working. All readers were watched over constantly by a Huntington staff member sitting on a raised dais. Jackie and Marilyn signed for everything that was handed to them and as the items were returned, they were carefully checked off. Laptop computers made it possible to record many details quickly. Pencils - no pens - were also used to make notes. Jackie and Marilyn also made an extensive list of items to be photocopied or put on microfilm for the museum's files.

Each day as Jackie and Marilyn left the library facilities, a guard searched their purses, computer totes, camera bag or anything else that had been carried in. The rules and regulations were strict, but if they were complied with, the Huntington staff was friendly and extremely helpful.

As stated earlier, Jackie and Marilyn wanted to look at anything mentioning St. Joseph, if they could get through the Pony Express material, and they did find several interesting items. One item illustrates the range of the Huntington's collections. It is a: "Description of the Method of Founding the Piers for the Bridge Over the Missouri River at St. Joseph, Missouri."

by Willard S. Pope, President and Engineer of the Detroit Bridge and Iron Works.

The paper was prepared for the Civil Engineers' Club of the Northwest, and was read at their meeting, April 8, 1872.

Pope's company was constructing the railroad bridge that is still in use today. His description of the Missouri River here is very interesting.

He had been discussing the width, depth and current at St. Joseph and went on to say:

"... the bed of the river is changing constantly - the only certainty being uncertainty - the only stability being utter instability. The Missouri is a very cat among rivers - sly, treacherous, false, cruel. The only way to treat it is always to suspect it; always to be armed and vigilant against it."

"The Pony Express from the East arrived on Saturday evening, between ten and eleven o'clock, with very interesting dispatches from Charleston and Washington, and the principal cities of North and South.

"The South Carolinians commenced an attack upon Fort Sumter, at 4 o'clock in the morning of the 12th inst."

From *The Weekly Alta California*, April 24, 1861.

"By Telegraph and Pony Highly Important News From the States  
The Commencement of Hostilities  
Fort Sumter Taken by Southern Troops  
President Lincoln Calls for 75,000 Militia  
An Extra Session of Congress Called for the Fourth of July -  
Great Excitement Everywhere in the States"

War:  
received from eastern newspapers this is how Californians learned about the outbreak of the Civil

The Huntington has allowed us to photocopy many of the documents and papers for the permanent records of the St. Joseph and Pony Express Museums. Our research certainly added depth to our understanding of the time period of the Pony Express, the vast business interests of Russell, Majors and Waddell, and the daily operations and occurrences of the Pony Express. Many of these insights will be illustrated in the new exhibits at the expanded Pony Express Museum.

Marilyn Taylor, Curator of Ethnology

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## MEET THE STAFF

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David Mead



Mary Packard, staff assistant, came to the St. Joseph Museum three years ago to attend a Girl Scout workshop about museum work and almost immediately began volunteering. Within three months, she was hired. Mary has done extensive work with the

collections and recently helped to complete the document section. She is currently working with Sarah Elder with the photographic files, categorizing and documenting each photo. Mary also works as a receptionist at both museums.

As a senior at Missouri Western State College, Mary is majoring in history, with a minor in sociology. Her true interest, however, lies in archaeology, specifically in the area of medieval archaeology. Mary's dream since she was a little girl has been to go to England and study medieval archaeology.

Knowing that she did not want to teach, Mary attended the Girl Scout workshop searching for something that she would really like to do. After the workshop she was truly hooked on museum work, and her love for it has continued to grow as she has been able to work in different areas and become involved in the St. Joseph Archaeological Society. When asked what she enjoyed most about working at the museums her immediate response was "everything," but later admitted her favorite thing is working in collections.

Mary grew up in Cameron, Mo., has lots of cats and dogs, enjoys reading Sci-Fantasy, and attending the Renaissance Festival. This year she plans to make a costume and enter the costume contest.

Mary's warm smile and personality are a wonderful asset as she meets the public in the museum gift shops, and her willingness to pitch in wherever needed is a true asset to the museum.

Jackie Lewin



Gail Rose, Secretary/Receptionist, is one of the newest members of the staff. Her primary responsibility is with the Pony Express Museum. However, she always lends a helping hand no matter what task is at hand.

A woman who wears many hats, Gail not only works 20-25 hours at the museums, she is currently attending Northwest Missouri Community College full-time pursuing an Associate Degree as a professional secretary.

Gail has had the opportunity to live in Illinois, North Dakota and Montana. She and her family have lived in St. Joseph for one year. Gail and her husband, Barry, have two children, Shawn, age 20, who is a freshmen at Missouri Western State College, and Amy, age 18, who is a senior at Central High School.

Although Gail currently does not have a lot of free time, when she does, she enjoys reading and doing crafts. When asked what she liked about being in St. Joseph and working at the museum, Gail responded that she liked meeting the tourists, learning about the history of St. Joseph and realizing all the behind-the-scenes work in running a museum.

Gail's ability to learn quickly and her positive attitude have helped her step right into the hectic schedule of activities with the museums at one of the busiest times of the year.

*Reva Rocha, Public Relations Assistant*

## A Day in the Life... of Kansas City

The St. Joseph Museum's most recent field trip was on July 16 and 17. Although the weather was hot, the trip was extremely enjoyable for the 20 people who participated. For the first museum-sponsored "overnighter," it was decided to visit sites in Kansas City that had not been covered on previous field trips.

The first stop in Kansas City was Tuesday morning, July 16, at the Federal Reserve Bank. There, the group was given an explanation of how the "Fed" works. It was especially interesting to learn that numbers preprinted with magnetic ink on checks enable the checks to be sorted electronically according to federal reserve district, bank, individual account, etc. During a visit to the vault, everyone was fascinated to see stacks of \$1 bills amounting to about \$500,000. That fascination turned to awe when we saw the same number of stacks made up of \$20 bills.

After lunch on the Plaza at Houston's, the group traveled to the Wornall House Museum for a tour of the 1850s residence that served as a field hospital during the Civil War. We were very fortunate in being led on the tour by the director, Jennifer Sturbois. Her descriptions of the house and daily life in the mid-1850s were extremely vivid and made the era come alive for everyone who listened to her.

The Green Mill Candy Factory added yet another dimension to sites visited on Tuesday. A Board of Trade, to our group, we were pleased to learn that he is a St. Joseph native. Mr. Braude and several field trip participants shared mutual friends in St. Joseph so it was like "old home week." Both Mr. Hansen and Mr. Braude stayed with our group through the opening bell to help clarify trading procedures.

After checking into the Embassy Suites (just north of the Plaza), everyone had several hours to relax before convening in the lobby for the short trip to Tiffany's Attic Dinner Theatre. The dinner was excellent and the play, "American Excess," was hilarious. Billy Byrd and Dennis Allen were the stars of "American Excess," a revue which poked fun at the American lifestyle.

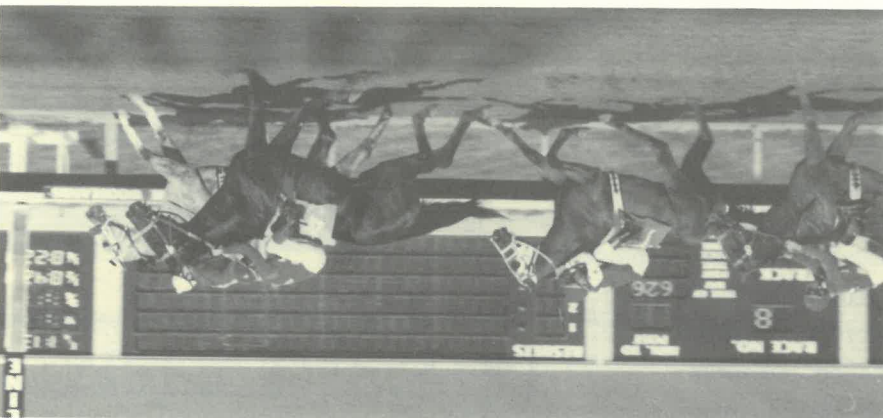
Wednesday morning, after a complimentary breakfast at the Embassy Suites, our group arrived at the Federal Board of Trade at 9:00. John Hansen, our host, showed us a short film that explained some of the ins and outs of trading so we would have a better grasp of what was happening in the "pit" when the bell rang at 9:30 to signal the start of trading.

When Mr. Hansen introduced Mike Braude, the president of the Board of Trade, to our group, we were pleased to learn that he is a St. Joseph native. Mr. Braude and several field trip participants shared mutual friends in St. Joseph so it was like "old home week." Both Mr. Hansen and Mr. Braude stayed with our group through the opening bell to help clarify trading procedures.

Guided tours are not provided at the Liberty Memorial and World War I Museum, our next stop, so it was a delightful surprise when we were met by Doran Cart, the director. He welcomed us and gave us some background information on the memorial and took the elevator to the top of the 217-foot high memorial for a spectacular 360-degree view of Kansas City.

After our busy morning, everyone was ready for lunch at Grandma's Pie Pantry which is located in the newly-renovated City Market area. A brief tour of the City Market included a glimpse of the Arabia Museum that is currently under

*A great finish in the 8th race for Crafty Pass in the St. Joseph Museum Run.*



construction. When completed, the museum will house the "Arabia," a steamboat which sank in the Missouri River in the mid-1850s and was covered by tons of silt until its recent unearthing.

Before heading back to St. Joseph, one more stop was scheduled - the Woodlands. Our group was seated in the air-conditioned clubhouse and provided with a buffet while we enjoyed the horse races. The highlight at the Woodlands was the eighth race, which was designated as the St. Joseph Museum Run. Several members of our group were invited to the winner's circle to be photographed with Crafty Pass, the horse

that won the St. Joseph Museum Run. It was a tired but happy group that reached the St. Joseph Museum at 9:04 p.m. on Tuesday.

The first overnighiter was a success. A portion of the success was due to the meticulous planning of staff members Kathy Reno and Bonnie Watkins, and a portion of it was due to the entertaining destinations they chose. A major reason for the success was the field trip participants themselves. They were a special group of friendly, cheerful, adventurous and inquisitive people who have made us look forward to another overnighiter.

*Kathy Reno, Gift Shop/Membership*

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## A New Door to the Past

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In 1879, when William Wyeth built his castle on the hill at 11th & Charles Streets, he undoubtedly did not have any idea what would become of his beautiful home. Now, more than a century later, it houses the St. Joseph Museum. As maintenance engineer at the St. Joseph Museum, it is my job to keep the building looking as good as possible.

However, when you are dealing with a building that is over 100 years old, you are sometimes up against overwhelming odds. Since new handrailings were being installed on the front porch of the building, it was decided that the front doors should be restored to their original finish. After doing some research, I found out it had been over 20 years since any kind of finish had been applied to the front door. I was put to the task.

My first step was to remove the old finish. After applying a varnish remover and scraping off the old finish, I sanded the wood. It is a beautiful native walnut, the same wood used in the interior of the structure.

After sanding will come the application of the new finish. Because of the added summertime workload, I have yet to apply the new finish. The job should be completed by the end of October..



*Rhonda Clem*

I would like to invite everyone to come to the museum to see the work in progress and to come back when the restoration is complete. In all modesty, I guarantee it will be beautiful.

*Chris Fisher, Building Supervisor*

## RECENT DONATIONS

**ROGER KEETING** - A United States postage stamp commemorating the 80th anniversary of the Pony Express and a Pony Express cover/envelope that was carried from Lake Oswego to Timberline Lodge, Oregon, in the 1941 Pony Express rerun.

**JOHN G. HOFF** - Two books, *The Parker Lyon-Harrah's Pony Express Museum* by Greg Martin and *Hoofs to Wings-the Pony Express* by Nolie Muney. Also, a medal issued for the Oregon Trail Memorial Association-Pony Express Diamond Jubilee.

**DR. ALLEN A. HEFLIN** - Mammoth tooth found in Brazos County, Texas.

**ROGER T. MACKAY** - An ivory-colored fan with floral design that was brought to the United States from Japan and given to the donor's mother after World War II. Also, an implement, possibly made of ivory, whose use is unknown.

**DEBBIE EDWARDS** - An American flag with 46 stars.

**WILLIAM GROGG, JR.** - A plastic bag from the Hotel Robidoux. It was used for returning laundered shirts to guests of the hotel.

**MELVIN D. & DELLA M. SHAFFER** - Four maps of Missouri and part of Kansas with the Pony Express route shown. The maps were reprinted from an atlas published around 1860.

**ADAMS DAIRY PARKWAY CRR #2** - A book, *Phase II Testing of Archaeological Site 23JA361 Within the Proposed Adams Dairy Parkway, City of Blue Springs, Jackson County, Missouri*, by Jim Feagins; a sack of artifacts from the above survey; and 12 slides and 18 negatives taken by Jim Feagins.

**MARY PACKARD** - A book, *Cathy and Carl Ride the Pony Express*, by Dorothy Grunback Johnston.

**FATHER HENRY R. DETERS, O.S.B.** - A book, *125 Years of History - 125 Years of Glorifying God, St. Mary's Catholic Church, St. Benedict, Kansas 1859-1984*.

**ROBERT DUNNIGAN** - One hundred three books all relating in some way to jewelry, jewelry making, gemstones and various minerals.

**ELIZABETH & ALICE PHELAN** - An earring found at the site of the Battle of Little Big Horn by the great uncle of the donors, and two books, *The Battle of the Little Big Horn* and *Crazy Horse*, both by Mari Sandoz.

We thank all of these donors for their donations to the collections of the St. Joseph Museum.

## MUSEUM HILL NEIGHBORS MEET

The Museum Hill Neighborhood Association held its monthly meeting at Barbosa's on Wednesday, July 10, with Jan Bumgardner, president, presiding. Plans were finalized for the members of the association to attend, as a group, the St. Joseph Cardinals baseball game which was played on July 14. It was also announced that because of the picnic to be held at the home of Ginnie and Tom Rinderknecht on August 24, there would be no August business meeting.

## SHOP TALK

In August, we received several copies of a book that is new to the St. Joseph Museum book store. The book is called *The Encyclopedia of North American Tribes*. This book is a comprehensive study of the diverse lifestyles of those Indian tribes that have existed in North America since prehistoric times, from the Abittibi to the Zuni. The individual entries include the region, language, dwelling and subsistence type for each tribe as well as a discussion of their history, culture and way of life.

*The Encyclopedia of North American Indian Tribes* is a beautiful large-format hardback that includes illustrations and photographs of the religious and decorative art of the various tribes as well as photographs of their homes, beadwork and clothing styles.

The St. Joseph Museum has an impressive Native American collection that prompts many questions and requests for books on Native American traditions and culture. This is a good reference book for students and museum visitors who want to learn more about the subject.

Kathy Reno, Gift Shop/Membership

## NEW AND REINSTATED MEMBERS

The St. Joseph and Pony Express Museum board of trustees and staff would like to welcome **Mary Conrad** of Kansas City, Kansas, and **Mr. and Mrs. Roger Young** of Garden City, Michigan, as new members. We would also like to thank the **Pony Express Neighborhood Network** for reinstating their membership. We are very grateful for their interest in the museums and we appreciate their generous support.

### Coming in December. . .

**Pony Express Veterans Day Celebration. Check your mailbox for details!**

## JOIN THE ST. JOSEPH MUSEUM!

The St. Joseph Museum and the Pony Express Museum are cultural institutions established for the purpose of preserving our history. We strive to provide top quality interpretive exhibits, preserve our priceless collections and act as an educational resource for our community and beyond. Our goal is to keep abreast of current exhibit techniques, provide educational programs for youth and continue our work in the areas of collection and research. To succeed, we need you. You can contribute through a donation of your time (as a volunteer), materially (adding to our collections), or your membership donation (monetary contribution.) Together, we make the St. Joseph Museum and the Pony Express Museum institutions we can all be proud of. All monetary contributions are equally divided between the St. Joseph Museum and the Pony Express Museum unless otherwise specified.

## BENEFITS OF MEMBERSHIP:

Members of the St. Joseph and Pony Express Museums have the benefits of receiving museum publications, free admission throughout the year, museum gift shop discounts and discounts on museum sponsored field trips. Members who contribute \$100.00 or more also receive twelve issues of *Smithsonian* magazine. (\$20.00 is allocated for this publication and is not tax deductible.) Members also have the opportunity to attend "Members Only" events such as exhibit openings, autograph sessions and tours of storage areas.



## Saint Joseph Museum

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MR. & MRS. EDWARD BARLOW  
2731 JULES ST.  
ST. JOSEPH, MO 64501

also visit the  
**Pony Express Museum**



### MEMBERSHIP FORM

Your Name (s) \_\_\_\_\_

Address \_\_\_\_\_ Box No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

#### *I wish to make the following membership donation:*

|                                    |         |                                   |             |
|------------------------------------|---------|-----------------------------------|-------------|
| <input type="checkbox"/> \$1000.00 | Patron  | <input type="checkbox"/> \$100.00 | Donor       |
| <input type="checkbox"/> 500.00    | Fellow  | <input type="checkbox"/> 50.00    | Subscribing |
| <input type="checkbox"/> 250.00    | Sponsor | <input type="checkbox"/> 25.00    | Sustaining  |

I wish to help by pledging to donate \_\_\_\_\_ hrs. per week.

I prefer \_\_\_\_\_ (time) on \_\_\_\_\_ (day of week).

Please make your check payable to the St. Joseph Museum or Pony Express Museum and mail to:

**ST. JOSEPH MUSEUM**

1100 Charles Street

St. Joseph, Missouri 64501-2874

Please call me at \_\_\_\_\_ (phone #)  
at \_\_\_\_\_ (time of day).

I wish to help materially. I have a (Historic)(Ethnological)(Scientific) material contribution which I would like you to consider.

NOTE: If you have questions, please call the St. Joseph Museum at 232-8471 and ask for the Coordinator of Volunteers to make an appointment.