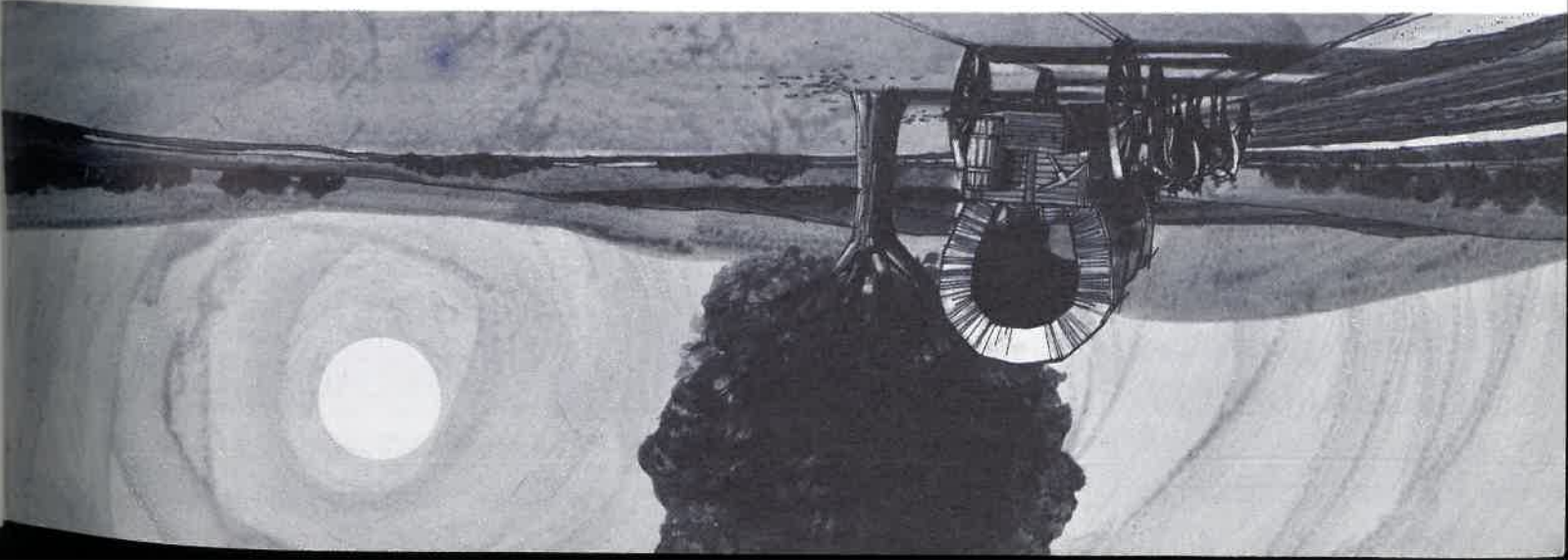


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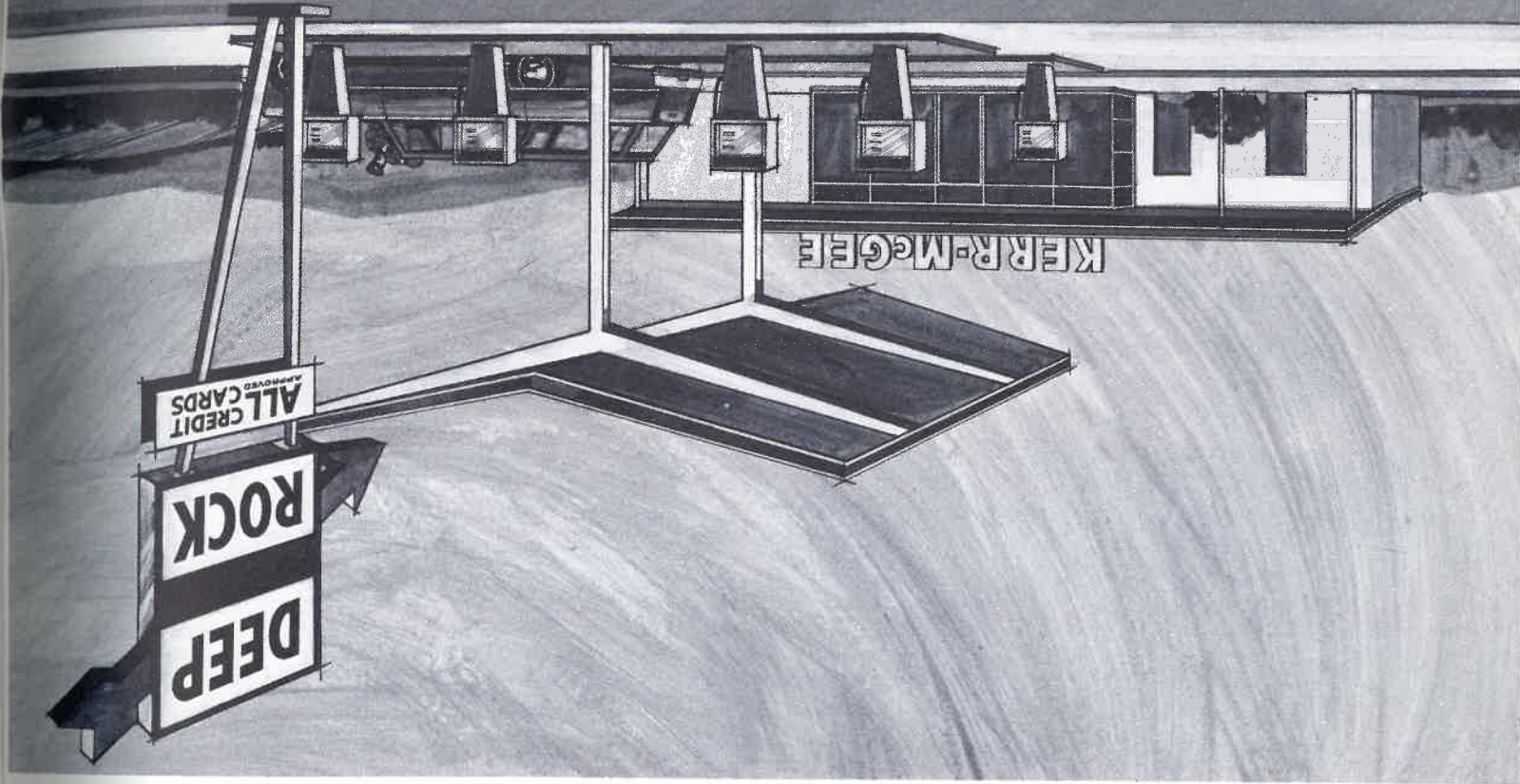
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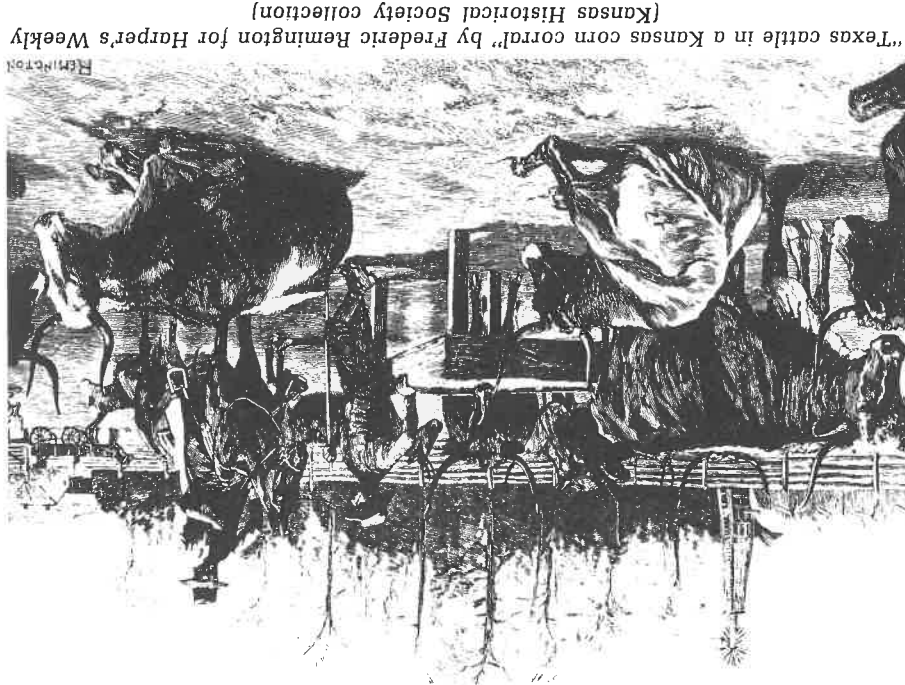
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A PUBLICATION OF THE
TRI-STATE CHISHOLM TRAIL CENTENNIAL COMMISSION
OF KANSAS, OKLAHOMA AND TEXAS

born.
I herded and I hollered and I done
very well,
Till the boss said, "Boys, just let
'em go to hell."
Stray in the herd and the boss said
kill it,
So I shot him in the rump with the
handle of the skillet.
We rounded 'em up and put 'em on
the cars,
And that was the last of the old
Two Bars.
Oh it's bacon and beans most every
day,—
I'd as soon be a-eatin' prairie hay.
I'm on my best horse and I'm goin'
at a run,
I'm the quickest shootin' cowboy
that ever pulled a gun.
I went to the wagon to get my roll,
To come back to Texas, dad-burn
my soul.
I went to the boss to draw my roll,
He had it figgered out I was nine
dollars in the hole.
I'll sell my outfit just as soon as I
can,
I won't punch cattle for no damned
man.
Goin' back to town to draw my
money,
Goin' back home to see my honey.
With my knees in the saddle and
my seat in the sky,
I'll quit punching cows in the
sweet by and by.
Come ti yi youpy, youpy ya.
Youpy ya,
Come ti yi youpy, youpy ya.

And my damned old slicker's in the
wagon again.
Crippled my hoss, I don't know
how,
Ropin' at horns of a 2-U cow.
We hit Caldwell and we hit her on
the fly,
We bedded down the cattle on the
hill close by.
No chaps, no slicker, and it's
pouring down rain,
And I swear, by god, I'll never
night-herd again.
Feet in the stirrups and seat in the
saddle,
I hung and rattled with them
long-horn cattle.
Last night I was on guard and the
leader broke the ranks,
I hit my horse down the shoulders
and I spurred him in the flanks.
The wind commenced to blow, and
the rain began to fall,
Hit looked, by grab, like we was
goin' to lose 'em all.
I jumped in the saddle and grabbed
holt the horn,
Best blamed cow-puncher ever was
born.
I popped my foot in the stirrup and
gave a little yell,
The tail cattle broke and the leaders
went to hell.
I don't give a damn if they never do
stop;
I'll ride as long as an eight-day
clock.
Foot in the stirrup and hand on the
horn,
Best damned cowboy ever was

THE OLD CHISHOLM TRAIL
Come along, boys, and listen to my
tale,
I'll tell you of my troubles on the
old Chisholm trail.
Come ti yi youpy, youpa ya,
youpa ya,
Come ti yi youpy, youpy ya.
I started up the trail October
twenty-third,
I started up the trail with a 2-U
herd.
Oh, a ten dollar hoss and a forty
dollar saddle,—
And I'm goin' to punchin' Texas
cattle.
I woke up one morning on the old
Chisholm trail,
Rope in my hand and a cow by the
tail.
I'm up in the mornin' afore daylight
And afore I sleep the moon shines
bright.
Old Ben Bolt was a blamed good
boss,
But he'd go to see the girls on a
sore-backed hoss.
Old Ben Bolt was a fine old man
And you'd know there was whiskey
wherever he'd land.
My hoss throwed me off at the
creek called Mud,
My hoss throwed me off round the
2-U herd.
Last time I saw him he was going
cross the level
A-kicking up his heels and
a-running like the devil.
It's cloudy in the West, a-looking
like rain,



"Texas cattle in a Kansas corn corral" by Frederic Remington for Harper's Weekly
(Kansas Historical Society collection)



Longhorn staging area on a South Texas ranch — scenes like this marked the beginning of many drives up the Chisholm Trail to Kansas shipping points. This picture from the famous Forbes collection is thought to be of 1878 vintage.

Chisholm: the long trail to glory by Joe B. Frantz

He grew up in the Moorish country of northern Africa and Andalusia to ride with Columbus on that explorer's second voyage. In 1521 the longhorn rode a little farther with Gregorio de Villalobos from Santo Domingo to the site of the true cross, Vera Cruz, just established by Cortes. Turned loose on the new continent, he learned to live off the land and multiplied. When in the 1540's Coronado's expedition set out on that incredible search for the golden cities of Cibola, the explorer included 500 head of cattle as his companions. In another generation Francisco de Ibarra was reporting that lower Sinaloa was teeming with cattle, and at the end of the century one Jalisco *haciendero* was reportedly branding 30,000 calves a year.

In the middle of the eighteenth century Spaniards trailed 200 head of longhorns from below the Rio Grande to a Texas mission they were establishing as a buffer against the French just west of the Neches River. In another three-quarters of a century, or just about the time that Mexico became independent of Spain, wild cattle roamed the entire area between the Rio Grande and the Red River. And wild they were.

The longhorn was something to see. His horns, his most conspicuous feature, ran usually between three and five feet in length, twisting every which way and frequently with one horn out of phase with the other. That fine symmetry of horn which decorates so many dens, offices, and taverns these days was seldom a product of nature but is available now because men have learned how to steam, stretch, and shape those crooked horns.

The longhorn was tall and leggy, built to walk and to range. He was bony and coarse-haired, thin-flanked and as gaunt as a cadaver, sway-backed, big-eared, lumbering, and dragging a tail in the dust behind him so heavy and long that in proportion would have done credit to a 'possum. Frank Dobie, who as a boy tried to pull the creatures out of the brush, described them this way:

"Mightily antlered, wild-eyed (a) herd of full-grown Texas steers must appear to a stranger seeing them for the first time as a parody of their kind. But however they appeared, with their steel hoofs, their long legs, their staglike muscles, their thick skins, their powerful horns, they could walk the roughest ground, cross the widest deserts, climb the highest mountains, swim the widest rivers, fight off the fiercest bands of wolves, endure hunger, cold, thirst, and punishment as few beasts of the earth have ever shown themselves capable of enduring."

Dobie continues:

"In picturesqueness and romantic realism his name is destined for remembrance as long as the memory of man

travels back to those pristine times when waters ran clear, when free grass waved a carpet over the face of the earth, and America's man on horseback . . . rode over the rim with all the abandon, energy, insolence, pride, carelessness, and confidence epitomizing the becoming West."

Accompanying the longhorn to New Spain had been another four-legged creature, the mustang. He too was of Spanish and North African descent, and had left Cadiz with Columbus on that second voyage of discovery. To adapt to the merciless New World, he had emerged not much larger than a stocky pony, but unequalled in endurance and stamina, with intuitive "cow sense." In the words of one Western historian, "Instinctively he knew how to control longhorns, as sensitive as a suitor to their changing moods." Frequently the mustang proved more skilled than his rider at doing the right thing at the right moment, which when you are chasing a stampeding herd through a yowling norther in a night as dark as the inside of a pocket is the sort of insurance a working cowboy likes to carry. The Indian had known this, and some of the delay in getting men permanently settled onto the grasslands of western America is undoubtedly attributable to the efficiency with which the Indian used this fast mount for hit-and-run forays on isolated groups of men and outlying ranches.

So two of the three ingredients that were to make conditions right for the range cattle industry showed up on this continent with the very earliest Spanish arrivals. All that was needed to forge a unique chapter in United States history was the addition of the kind of man who could perceive the opportunities inhering in steer and mustang and who could plan how to take advantage of such opportunity. Much more slowly than the cattle and the mustang, the third member of the trinity had been advancing on Texas from two colliding directions. The Spaniard and Indian in Mexico had learned to tend the wild longhorn, although beyond occasional *fiestas* in which the villagers gorged themselves on fresh meat and a steady trade in hides, Mexico under both Spanish and home governments had done little to organize the host of cattle within its borders. Another group, largely Anglo-American, had been working cattle from the Atlantic coast westward. Like the Spanish and Indians they were only following the experiences of herdsmen that go back to Biblical days, but they brought a much more sophisticated sense of the commercial possibilities in getting fresh meat to people who would pay for it.

The two races of men came together in Texas, notably from the 1820's on. The cattle and the horses were already there. The new Texans played with the cattle but

A typical chuck wagon scene on the Chisholm Trail, with remuda held in background. Each trail driver was allotted six mounts, and often changed horses several times daily. (A. A. Forbes Collection, University of Oklahoma).



a small line, the Hannibal and St. Joseph, on the idea of building a cattle town at the end of the railroad west of settlement. The spot, of course, was Abilene, Kansas, which McCoy described as a "small, dead place, about one dozen log huts," but well-watered and grassy. Thus the first cattle town at the end of a long trail came into existence. The railroad co-operated beautifully, built cattle cars, helped establish a shipping yard, installed a large pair of Fairbanks scales, erected a cattle barn and office, and even began work on a cowboy hotel. The town had everything, including a saloon, for the cattle industry except steers.

McCoy then sent an associate, W. W. Sugg, riding down into the Indian country to divert any Texans coming north with cattle to Abilene. As Sugg talked to the doubtful drovers, he assured them that they could get every facility a cattleman needed in Abilene, and without the annoyances and losses they would encounter if they headed for more eastern areas. Although he was not outstandingly successful, he did persuade a few drovers to change their course for this uncertain pot of gold.

By early August, one hundred years ago this year, 7,000 cattle had reached Abilene. By the end of the season 25,000 would arrive. This was not many, but it was a trickle that would erupt into a flood over the next generation. On September 5 the first shipment, twenty carloads, rattled off for Chicago, and McCoy, the railroad, and Abilene were telling themselves that their future was boundless.

For the next half dozen years, Abilene was to become a town the likes of which had never been seen before. Nearly a thousand miles from where most of the Texas cattle bred, it would become the commercial capital of Texas, the bootstrap by which that bankrupt state would pull itself back to economic glory. From then on, the number of cattle arriving doubled year after year, until Abilene was to carve its niche in the wall of history, displaying a legendary lustiness, prosperity, and greed which has made it the sentimental capital of the cattle kingdom from 1867 right down through 1967.

In Abilene then, the undying story of the range cattle industry was born, and on the road to Abilene the great romance of the trail found its way into the hearts of men throughout the world and throughout the generations since. The road from Texas to Abilene lay along the Chisholm Trail. Other trails have carried their share of cattle, but as the first truly successful trail the Chisholm Trail has been the one most storied, most talked about, and most sung about wherever gnarled, bow-legged trail

poor communication between Texas and the remainder of the United States was so poor that for forty years "play" was about all that Texans did with their bovine bounty.

Then after those four decades Texas was caught up in that great disaster known as the Civil War, and its men went off to fight for four years. Old men, children, Negro slaves, and women looked after the cattle. In fact, "looked after" is all that they did do, and the men came home to find between three and one-half and four and three-fourths million of cattle, largely in that Nueces valley somewhere south of San Antonio. You could buy the best steer for three to four dollars, but it was difficult to find many people with that much ready money. Losing the war had taken care of liquid capital. On the other hand, in a North swollen with war riches and the appetites of victory, buyers would pay thirty, forty, and even more dollars a head, except that purchasable beef was scarce. To Texans it must have looked like a pot of gold but as unreal and as unrealizable as an end of a rainbow.

Almost from the time that Texans had gained their independence from Mexico in 1836, they had tried to trail cattle to some market. In 1854 they had gone all the way to New York with one herd, where they had received as high as \$80 a head. But the Texas cattle carried a typhoid tick which was deadly to cattle in more settled portions of the United States. Very quickly Texas cattle became unwellcome and therefore uneconomic. Texans had also tried gold-rich California, where a steer could bring as high as \$160, but the California trail was a graveyard. If the Indians didn't get you, the desert would. If your cattle didn't poison on alkali water, then the **malpais** ridges would cut to pieces the hoofs of both cattle and mustangs. Nonetheless the effort had been made, so that by 1865 the trail drive was not unknown. It just didn't seem an easy way to make an honest dollar. In fact, in the first year after the Civil War about 260,000 cattle crossed the Red River heading for some-where, but because of Indians, prairie fires, and most of all farmer and bandit opposition few of those steers ever saw a slaughter pen.

With Texas cattlemen confused about their future in an impoverished State, an answer came unexpectedly in a tall, loud-talking Illinoisan named Joseph G. McCoy, a livestock commission man still in his twenties. McCoy, a hustler, needed cattle in order to get his commission. If Texas cattle could just come through, he could then take his percentage from the sale of each one delivered and life would be financially good. After some rebutt McCoy sold the Kansas Pacific and

drivers have hunkered around their reunion campfires to remember what life was like in those free ranging days of long ago.

The trail stretched across a thousand miles of grass, like an interminable flirt, doling out its favors grudgingly, a little at a time, but always promising much. For thirty years men trailed herds along the Chisholm and other trails, mostly between 1870 and 1885. Altogether about 40,000 cowboys took some trail northward, teaching men of caution that here in the Indian country of the West, the country that maps of a scant generation before had branded as the Great American Desert, this contrary land could support life and even bring riches to those men brave enough to dare.

They were like an army, these forty thousand men — "bold men, courageous men, aware that danger was real and that over the next swell of prairie might wait the untamed Comanche or that a sudden sound might send the herd stampeding, death in every hoof, so that not every companion who rode away that morning was guaranteed safe passage to the next morning."

Possibly no one else except the mounted cowboy could have taken on this Great American Desert with all its natural hostility and tamed it. But armed with steer and mustang, the man on horseback grappled with unfriendly nature and won. In winning he brought into being a myth and a glory that have never died. There are few things that are truly international — a friendly demeanor, classical music and jazz, art — and the cowboy. Nearly a thousand dude ranches dot the West, television stations in South America show Westerns, John Wayne is recognized everywhere, and hipless little boys in the residential areas of Moscow strap too-big holsters low down on their waists and sally forth to kill a bad man or rescue a fair maiden. Meanwhile in Tokyo some crooner who cannot pronounce his "r's" sings about "Little Joe the Wrangler," while from the sidewalks of London a misplaced buckaroo intones a nasal "Streets of Laredo," uncertain whether Laredo actually exists or ever did.

The American range cattle industry, celebrated across the world, is bound by no ideology — it soars above politics. It all started on the Chisholm Trail.

In one way the trail was a thousand-mile obstacle course, and not at all the somewhat languid protective canter around a pastoral herd that in the movies greets the eyes and warms the heart. The biggest hazzard was probably geography. En route from the Nueces country to Abilene the herd could cross all of the major rivers — the Nueces itself, Guadalupe, Colorado, Brazos, Trinity, and Red in Texas; the Canadian, North Canadian, and Cimarron in the Indian country; and the Arkansas in Kansas. Trying to get three thousand half-wild, fractious longhorns down high, uneven banks and across rivers washed by swift stream floods called for a combination of tenacity, skill, and luck that even in the comfort of a TV tavern seems well-nigh impossible. The jumping-off area was combed with all the care of a Marine colonel staging an amphibious landing on a Pacific atoll. The trail boss swam the river scanning for sink holes and quicksand, and a landing place was chosen to insure quick ascent of the opposite heights, far enough downstream to permit cattle to drift with the current. Once the staging area was chosen, the point riders, accompanied by their top sergeant — a proud old steer born to lead — would plunge into the water, hoping through a sort of visual persuasiveness that the other steers would join him in the crossing.

Cowboys naked from the waist up would try to con-

trol loosely the giant, incomplete U which the drifting cattle formed, for a steer couldn't swim in a straight line down a canal the width of a bathtub. If the herd began to mill in mid-stream, look out! — the steers in the center would be crushed and drowned. If you miscalculated your landing, and your steers came up out of the water to face sheer banks, you had lost again. And then again your charges would betray you, and half-way across, turn back. In that case you might lose a whole day, or you might lose half a herd. Cattle would not cross where they could not see the opposite bank nor would swim with the sun in their eyes.

Crossing rivers then was one major obstacle. Many a cowboy got tangled in the whorl of the herd, and in the lugubrious words of the balladeer, did not live to "see his mother when the work's all done this fall."

Andy Adams spoke for all cowboys when he wrote of the Red River: "she was merciless, . . . for although this crossing had been in use only a year or two when we forded, yet five graves, one of which was less than ten days made, attested her disregard for human life."

Ninety days from Santone to Abilene — a month and a day from the Red crossing to the Kansas border — endless days and endless weeks of snailing along, eating dust, swilling black coffee, sleeping fitfully, and eternally nursing nervous steers put even the most innocent, most carefully raised cowboy in the mood for the tawdry delights and crudities of the trail's end. Small wonder.

Weather was a second obstacle. A cowboy circling a bedded herd, rolling a smoke from the ever-present Bull Durham makin's in his shirt pocket, singing softly if unmelodiously, and thinking ahead to when he went off night herd and could lay his head on his saddle for a few hours would suddenly have his little night world shot all to pieces by a sudden crackle in the brush, a vagrant arc of lightning, or even his own spitting. For cattle reacted to sudden noises and lights, no matter how quick or how soft. Weather was the worst offender in making cattle uneasy, and a threatening night almost invariably spelled trouble.

One minute the cowboy was slowly circling and the next minute his herd had left him, running wildly through an inky night whose devil darkness was broken only by the occasional lightning flashes that danced up and down the tips of the steers' horns. By that time every cowboy was aboard the hurricane deck of his pony, riding pell mell into nowhere, trying to turn the herd, and praying that no gopher hole or high bank, hidden by the night, would throw the horse and crack the rider's neck.

Sometimes the white-eyed herd could be turned quickly, made to mill so that its demon progress could be stopped. Frequently, though, the herd would scatter all over the plain, and the search for strays would occupy hours and even days. There would be no sleep and almost no food until the search had ended. The losses might ruin the boss's financial status.

By the time the Chisholm Trail had been marked, the Indian had become more of a nuisance than an obstacle. Not all cowboys would agree, for the Comanche rode on for two decades after the Civil War, and not a few cowboys left their bones to blend with the buffalo along the way.

And so the herd stretched out along the Chisholm Trail. Actually the word "herd" is misleading, for it suggests conformity and singleness of purpose. Like men, longhorns were individuals, each with his own ideas and reactions. A few were natural leaders who would take the lead at the beginning of the trail and never relinquish



Still standing, after almost 100 years, this elm tree marks headquarters of Skelton Creek Ranch near Enid. Pictured are the late John Vatter, Enid book dealer and historian, and the late Ed Stinnett, who rode the trail in his youth.

TODAY:

it the whole way to Abilene. A lead steer who set himself up as a proper monarch was as invaluable as an expert-enced cowhand. Still other steers would occupy the middle positions. And like men, there were the inevitable stragglers who never stayed up — the "drags" who came dragging out of the brush down below Santone, who dragged through Kiowa country, and who dragged into Abilene's pens with the same bovine stubbornness that characterized the lead steers. They seemed determined to be an eternal trail problem.

The cowboys rode in definite positions in relation to the cattle strung out along the trail for perhaps a mile or more. Two cowboys — "pointers" — rode in the lead who knew how to direct longhorns, how to keep the herd from mixing with other herds, and who could smell and stem a stampede before it happened. Behind the pointers came the "swing riders," followed in turn by the "flank riders." Just as the poorest steers provided the drags, so the poorest hands were usually the "drag riders," charged with looking out for the calves, the played-out, the sore-footed, and the lazy. No experienced cowboy would accept his pay for choking on the dust of the unit, and the outfit that assigned a good man to the drag would find itself needing another hand very shortly.

The trail boss was the man with the ultimate responsibility for getting the herd into Abilene and for the safety of the hands. He had to be seasoned and he needed judgment. He needed to know a day ahead of time where the herd could be watered. When the trail was unfamiliar, he needed to beat the sun to the horizon, prospecting for camp and water fifteen or twenty miles ahead. It is the trail boss whose profile you see silhouetted against the limitless sky as he sits like a centaur broadside to the herd, his outline on the rise giving the men behind the signal to drive ahead. He knew how to make signs, and he could read the stars. His timetable might be less precise than an airline's, but he knew his schedule to Abilene — twenty miles in this kind of country, eight or ten miles a day in that kind, but forever forward.

In a monotonous, never-ending trek up Jesse Chisholm's old trail, the cowboy and his longhorn somehow brought an enduring moment of glory to America. They stretched the herd across a thousand miles, "the gaunt, dust-caked, nervous longhorn coming over a rise . . . with dilated nostrils eagerly twitching for the smell of



Blinda Chisholm, University of Oklahoma co-ed and great granddaughter of Jesse Chisholm, joins the Centennial celebration with dedication of a marker to her famous ancestor at Amon Carter Air Port near Fort Worth. Here in 1942, Jesse Chisholm on his first trip to Texas served as interpreter at Texas and Plain Indian Treaty session.



Jesse Chisholm grave near Geary, Oklahoma, where he died March 4, 1868. His resting place remained unmarked until this monument was erected thru the efforts of Geary school children 60 years after his death.

"water," a narrow snake-like line stretching beyond the curvature of the world, a mass grouped so close together that their horns continually struck with sharp, popping noises, and always the beat of a thousand hoofs and the low cloud of powdered dust that surrounded and drifted behind the herd.

They could not fill up the Great Plains, for even the sprawling multitudes of 1967 have not been able to take away the feeling of amplitude that distinguishes the country from Texas northward. But they put life and romance into those grassy plains such as had been undreamed of before the founding of the Chisholm Trail. A little north of Abilene Teddy Blue Abbott recalls a moment in 1883 when he topped a rise looking for stray cattle, while eight more herds trailed immediately ahead. Across the river he could count the trail dust of thirteen other herds. All the cattle in the world, he remarked, seemed to be coming up out of Texas that year.

In 1967 men fly from San Antonio to Kansas City in a matter of hours, and drive that same distance without pushing in a little more than a day. As they flash along, they too often forget the thousands of hours and even lives that in broken bones, worn-out bodies, and even lives that were required to convince men that this wide world was suitable for settlement. The Chisholm Trail was the first effective means of dispelling the myth of the Great American Desert, it changed Americans everywhere into a beef-eating people, but most of all it gave us a continuing glimpse of a free, unconfined world in which the only thing that mattered was working with what you had — and delivering the goods.

Such is the glory, the romance, the undying story of the Chisholm Trail. This is what the United States is celebrating and commemorating in this Chisholm Trail centennial year of 1967.

Note on Sources: The material for this piece came from Walter Prescott Webb, *The Great Plains*, Boston, 1931; various issues of the *Southwestern Historical Quarterly*, Austin, Texas; J. Frank Dobie, *The Longhorn*, Boston, 1941; Dobie, *The Mustang*, Boston, 1952; Robert M. Denhardt, *The Horse of the Americas*, Norman, 1947; Wayne Gard, *The Chisholm Trail*, Norman, 1954; Andy Adams, *The Log of a Cowboy*, Boston, 1908; and Joe B. Frantz and Julian Ernest Choate, Jr., *The American Cowboy*, Norman, 1955.

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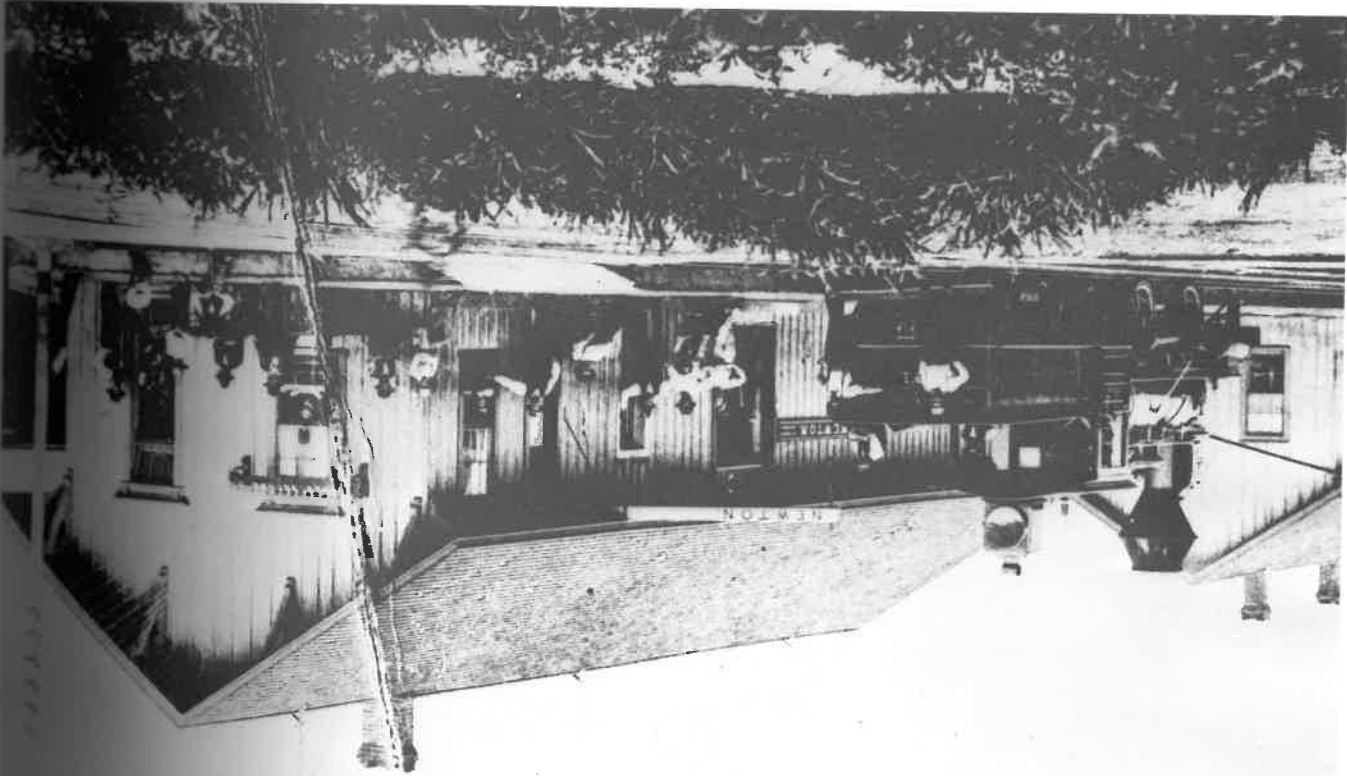
We are proud to be a part of Abilene and the historical background provided by the Chisholm Trail and the end of the railroad which made our town a booming metropolis from 1867 to 1871.

By the way — — Duckwall's General Office and Warehouse now occupy the same site used by Abilene shipping yards to move over 3 million head of cattle to the eastern markets between 1867 and 1867.



Santa Fe Railroad hauled relief train to Chicago

The Santa Fe Depot at Newton, Kansas as it appeared in 1871. This was Newton's big year as a shipping point for the longhaul up the Chisholm Trail from Texas. (Kansas Historical Society Photo).



Ninety-six years ago next October 8-10, the great Chicago fire and its consequent disasters, unified the hearts of Americans, north and south, who had so recently been locked in the death struggle of the Civil War. This touching story of aid extended by Texas cattlemen and the Santa Fe railroad, was written in November 1921 for THE SANTA FE MAGAZINE, by J. B. Dickey, Newton, Kansas historian, who was a witness to this event.

Your historian chanced to be present and saw what to him appeared the most generous deed ever done by any community, and all the glory and honor of it was given to Newton by those having a part in it.

At the time of the great Chicago fire there was gathered here a coterie of men eagerly reading every bit of news that came over the wire, and among the number, in fact almost the entire number, were Texas cattlemen, owners of the herds. Tall, angular men physically, clean morally, their integrity unswayed and financially their word was a bond. To do business with them was a pleasure and their friendship was something to be treasured. As a rule they were tender hearted as a child, generous and kind, with soft, low voices like a woman's with a sweet, southern drawl that was a pleasure to listen to.

The Majah (major) says: "Colonel, you allow to ship four or five hundred four-year-olds. (Drop the u and r and read it "fo'-yeah-olds.") Don't you think this awful Chicago fire will kill the market?"

"Well, Majah, I allow you is right, but I kinda want to send fo' cahloads of fo'-yeah olds to those dear people that have lost their homes, have no place to sleep and nothing to eat."

"Hello, Bob!" "Hello, John!" and soon grasped the need "Bring them in here right away." He greeted us with secretary, who in turn told it to Mr. Bancroft, who said Fe Railway—W. H. Bancroft. We told our story to the was the most restless, sleepless, tireless worker I have get order out of chaos." Well, but who was "Ban?" He on, Bob, I'm going over to see 'Ban.' He is the man who can Here is where your historian woke up and said: "Come will we send them to?"

"Can we get a train to ship these cattle? Can we get the to "spill the beans." So the doubters immediately said: "ter in Newton's history; but then, as now, and for all time This was then, and stands now, as the proudest chap Newton, Kan.

given by these kind-hearted cattlemen, and given as from about thirty carloads, 16 to 18 to the car, were generously In less time than it takes your historian to record the them over to your herd—fo' cahloads of the very best in my herd."

In a moment Colonel Number Two said: "Include for cohloads for me also, and I will have my fo'man drive them over to your herd."

"Majah, I am proud to do as you say."

that number for me, and I will have my fo'man drive too, wants to send fo' cahloads of fo'-yeah-olds, so put in The Major grasped the Colonel's hand and said: "I

of our story. Then he said:

"It is mighty nice of you gentlemen to come and tell me this and I'll go with you right now and meet these men." Turning to his secretary he asked him to put on his hat and come along.

In a few minutes the man who knew how to do things, and did do things, was being introduced to the cattlemen.

"Father, this is Mr. Bancroft, superintendent of the Santa Fe."

"I am mo' than glad to make your acquaintance," said Mr. H.

Next came the "majah," who insisted it was the proudest moment of his life. Then there were more introductions, and for downright courtliness and politeness those Texas cattlemen had the whole world backed off the map. Mr. Bancroft said:

"Gentlemen, can the Santa Fe or myself be of any service to you? If so, command me."

They told their story simply, then they told him their troubles. Could they get a train?

"Gentlemen, you shall have a train inside of thirty minutes."

Will the train be able to get through?

"Yes, your train will have the right of way over everything."

"Thank you, Mr. Bancroft, thank you; but who shall we consign this trainload of cattle to?"

"Give yourselves no uneasiness and I will have the general offices send their best men to receive the train and assist you. They will be notified within five minutes."

"Thank you, Mr. Bancroft. You are very kind, sah," was echoed from every voice and heart. "But where can we pay freight on this train?" was the next question.

I thought I saw tears in "Ban's" eyes as he answered promptly and proudly: "Gentlemen, the freight is already paid. The Santa Fe will consider it the proudest day of its life to be associated with you in this generous enterprise, and to do this service for you."

Just as Mr. Bancroft ceased speaking, in came the Colonel's foreman, who reported that he had about 600 head of the prettiest four-year-olds down on Sand Creek.

"I guess we will load and ship them tomorrow," he said. After hearing what had been done, he grasped the situation in a second and drawing his hand across his almost dazed brow, he slapped his sombrero against his chaps and exclaimed: "Then I'll hustle some cowpunchers and we'll load 'em now." Two cowboys riding up saw their

foreman and came in. They were asked if they could rustle up some more cowboys, cut out the cattle and load them.

"Can we? Watch us!" and in about one-half minute up the street went two streaks, each with a .44 in both his hands, and bang! bang! bang! The word was passed to the cowboys who swarmed out of the "Mint" the "Gold Room," and various other places.

"All you mavericks that want in on this job report to the Colonel's foreman."

A bunch went to Hyde Park and in less time than I can write it a bunch of cowboys were in the saddle riding like mad. Would they help? Well, rather! A cowboy's first, last and middle name is action, and plenty of it.

The train landed in Chicago a few minutes ahead of schedule and nosed its way carefully through the burned district. The helpers at the stockyards were nearly all away trying to save their families and belongings from fire and destruction, but this was the "Eli train," and the cowboys, nearly a score of them, unloaded it like magic. They had ridden on top of the train and on top of the two cabooses. They were there ready to help, and help they did. The Chicago papers said that firemen and police reported that a bunch of cowboys from Newton, Kan., was the best help they had—tireless and afraid of nothing.

When the train rolled into Chicago, one of the word painters stopped writing "death, destruction and despair," and wrote these words, "The first relief for panic-stricken Chicago came today from Newton, Kan. A trainload of thirty cars, about 500 head of fine beeves, donated by generous cattlemen located at Newton, Kan."

The Associated Press, just then coming into its own, sent out the burning words, "Help! Relief! We must have help. We have meat from far off Kansas, but we need almost everything else." America awoke with a jolt, Relief committees were organized and relief trains of food, clothing and household goods were rushed in from almost every state in the union.

Now, while you are thinking kind thoughts of the donors, please remember that these dead and gone cattlemen of fifty years ago were first to think of the sufferers—first to send relief—not for their own glory, for they gave all that to Newton, but from pure, disinterested kindness of heart. Your historian is the only one of the group who saw the deed accomplished left to tell the tale and he has tried to portray it in their language and just as it happened, that it might not forever be lost in oblivion.



During the Chisholm Trail Centennial, this traveling museum, provided by the Santa Fe railroad, will make scores of exhibit stops to acquaint modern America with a romantic phase of its past.

Up-to-date Railroad in America



Precision transportation is the key to up-to-date railroad. On the Santa Fe our precision operations are geared to provide the finest freight and passenger service.

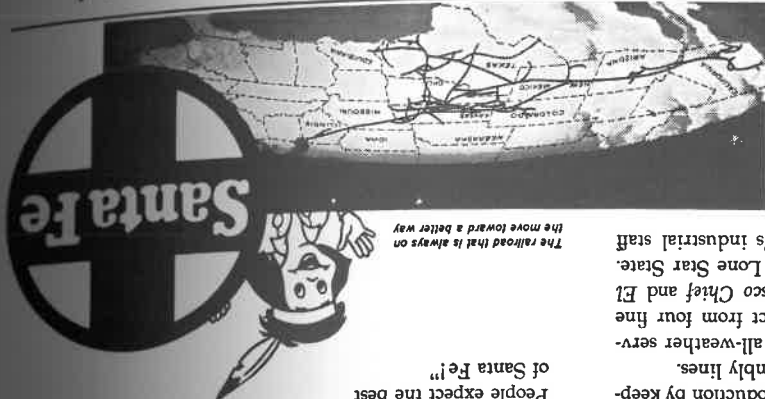
Freight schedules are planned to shippers' operations and distribution requirements.

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SANTA FE SYSTEM LINES
Serving the West, Midwest
and Southwest



Santa Fe Railway salutes the Chisholm Trail Centennial

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Southwest.

stands ready to assist with facts about plant sites across the vast 13,000 miles of territory we serve in the Midwest, West and



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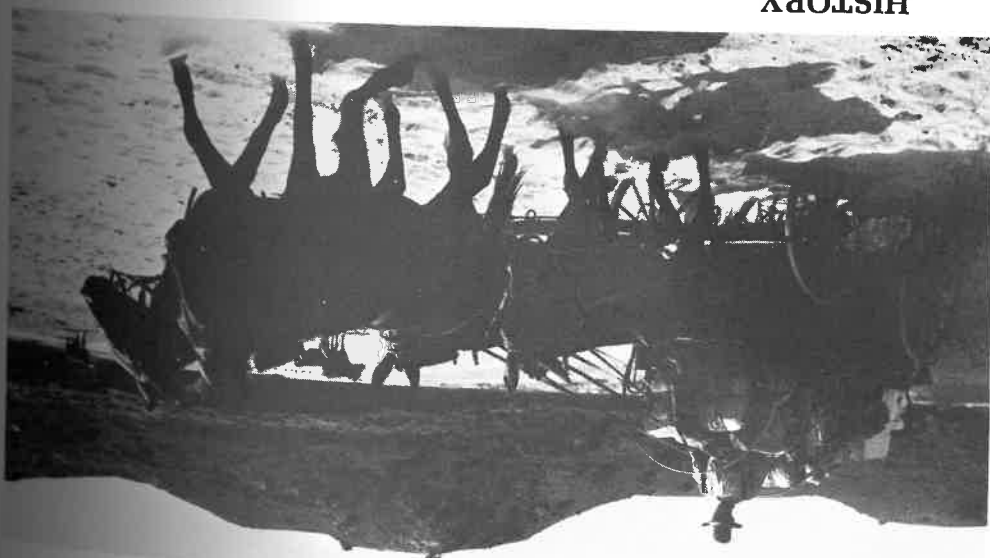
JERRY'S IGA

9 to 7 Monday Thru Saturday — Except Thursday 9 to 8
Abilene, Kansas 5th and Broadway

KINGFISHER OKLAHOMA "Buckle of the Wheat Belt"

There are 21 churches in Kingfisher, representing all major religious denominations. More than half the community's population is represented on the rolls of these churches. Kingfisher has a Great Artist Series organization which sponsors four programs of classical or semi-classical musical entertainment each winter. There are clubs for review of good books and for those interested in painting and other activities. Home talent is featured in local productions for special and fund-raising events. The state has purchased and restored the old mansion of territorial governor, A. J. Seay, and it is open to the public. A Chisholm Trail museum is planned nearby. Historical sites around the community are marked with descriptive plaques.

CULTURE



HISTORY

Kingfisher is located at the forks of Kingfisher and Johns Creeks, and was named for King Fisher, a frontier cattleman. It is a city that grew from a single building housing the United States land office to a city of several thousand people within a matter of a few hours after the guns had been fired officially opening "original Oklahoma" territory to settlement. That was on April 22, 1889. The Oklahoma Historical society was organized at a meeting of the Oklahoma Press Association in Kingfisher in 1893. In 1902, the society's library and collection was moved to Oklahoma City, where it now is in the Historical building. Until a territorial government was established several months after the opening, a company of soldiers was encamped here to maintain law and order. Kingfisher was the home of the territorial governor, A. J. Seay, and was voted by the legislature as the capital for a brief interval. The Chisholm Trail traversed Kingfisher city and county in the years before the country was opened to settlement. Millions of cattle were driven over the trail, leaving ruts and depressions still visible in several places in the county. A Chisholm Trail stage station was located here.

Jesse Chisholm: a biographical sketch



Dedicated
to
The Memory of
Jesse Chisholm.

Forty years a Good Samaritan in the Indian Nation—
Friend of All Men — Red, White or Black — First in
the Hearts of the Indians — Foe of Dishonesty, Greed
and Graft — Founder of the Chisholm Trail. Finder
of Unknown Paths. Father to the Poor Orphans.
Feeder of the Hungry. Faithful to the Best Blood of
the Scots and the Cherokees. Pioneer — Patriot —
Peacemaker — Pathfinder — Prophet — Protector.
Death came to Jesse Chisholm quite suddenly, just a few
hours after he was stricken and without benefit of a
doctor. He was buried in an old Indian burying ground,
near a spring which had been flowing for countless years.
A simple granite marker identifies his grave.

Jesse Chisholm was born in Tennessee in 1805. He
died in 1866 near the town of Geary, Oklahoma. Over
his grave is a marble marker which has this inscription:
"No one left his home cold or hungry."

Jesse Chisholm was an outstanding individual especially when the times and surroundings in which he lived are taken into consideration. Many historians have researched his life, habits, and experiences and although there are minor differences in the many books which have been written about him, all writers agree that he was an humble person. Never did he think he ever would be known as a historical character; to himself he was just an ordinary trader.

The famous Chisholm Trail was named for him and although he was a prominent and noted character of the Old West, he was neither a cattleman nor a cowboy. So far as has been determined the only cattle he drove were those yoked to his wagons. His only travel over the Chisholm Trail consisted on trips between where the city of Wichita, Kansas now is located and the Cimarron River crossing just south of the present town of Dover, Oklahoma, a total distance of about 150 miles.

Jesse Chisholm was in every respect an outdoor man and his headquarters and home changed at least seven times during his life. Much of his time was spent on the march or on trading trips. Among his activities, history records that he served as an interpreter between Indian tribes and the U. S. Army; as a guide for various expeditions, as a trader, and as a peace negotiator with the Indians.

Chisholm earned the reputation early in his life as being an honest trader and this reputation for honesty led to his acceptance as a peace maker between the white man and the Indians. It is obvious that he also was a great pathfinder.

He was adopted into several of the Indian tribes in Oklahoma and it has been said that the wild Comanches knew they could capture white or Mexican children in Texas and sell them to Jesse Chisholm.

He operated stores at various places; one near the present town of Asher, Oklahoma, another one a few miles west of the present site of Oklahoma City, and another near the present site of Purcell, Oklahoma. Additionally, he spent many days on the trails with his pack train, which in reality was an ambulatory department store. He took his merchandise, such as red calico, beads, paints and other items direct to the Indians. He did not take them whiskey.

In 1861 he conducted the Shawnee Tribe and other Indians to a place of safety on the Arkansas River at the present location of Wichita. Four years later he laid out a trail from Wichita to the Wichita-Caddo Agency where the city of Anadarko now is located. This trail, which was 220 miles in length, soon became known as the Chisholm Trail and afforded a wagon route to southwestern Oklahoma. It also was used by Texas cattle drivers and by wagons hauling supplies to troops stationed at Ft. Sill, Ft. Reno and for the Indian agencies at Darlington and Anadarko. This cattle trail varied in length during different times of its existence. In the beginning it extended, and was traveled, all the way from San Antonio, Texas to Abilene, Kansas, approximately 800 miles.

Much of the information contained in this biographical sketch was obtained from a book published in 1939 by T. U. Taylor, a professor of engineering at the University of Texas.

Black Beaver,

Harbinger of the Chisholm Trail

By Paul L. Bennett



But for the loyal courage of a 55 year-old Delaware Indian guide, there might never have been a Chisholm Trail. And, carrying "maybe's" just a step further, Oklahoma could have been permanently lost to the Union in 1861.

Deep in Confederate territory and surrounded on all sides, Colonel William H. Emory abandoned Fort Washita with his 400 Union troops on April 16, 1861. Marching toward Fort Cobb, he captured an advance guard of Texas Confederates, but this was small consolation for a commander whose near-impossible problem still lay ahead and unsolved. Arriving at Fort Cobb, Emory found other troops and civilian refugees that swelled his cavalry to more than 900. The established routes through the "nations" that led northward to Union territory were straddled by Indian allies of the South.

Here entered Black Beaver (Se-Ket-Tu-Ma-Quah), already known as America's most reliable Indian guide and western explorer. Seven times he had seen the Pacific. For a decade he had been a trusted employee of the American Fur Company in the Pacific Northwest. But by 1861 his days of association with Audubon, Dodge, Marcy and Fremont were behind him. The California Trail, over which he had guided Marcy in his first expedition in 1849, now carried thousands of migrants yearly; and many of these passed near Black Beaver's prosperous farm at Fort Arbuckle.

Ten years earlier, Black Beaver had taken the "white man's road" and prospered in its path. His land and livestock reached a value of \$25,000 by the time Colonel Emory summoned him to guide his troops north to safety. Abandoning all this to the Confederacy, Black Beaver led the command into the Cherokee outlet, near where the Chisholm Trail crossed the southern border of Kansas. The South confiscated all his property, and the compensation he finally received from the Federal government was less than 25% of his actual loss.

"Of all the Indians on whom the Federal government has lavished its bounty," wrote Colonel Emory, "Black Beaver was the only one who would consent to guide the column."

Wagons Hitched to a Star

We pointed the wagon tongue each night
Straight at the old North Star
And started on at the deep of dawn
And tried to travel as far
As the cattle could walk in a single day
And still keep frisky and fat,
Though the days were few when we really knew
Exactly where we were at!
But the boss would say: "We are on our way
And the grass is fresh and green,
And we'll follow that tongue 'till we bust a lung
Or get to Abilene."

From Cow Country, by Edward
Everett Ruess.
Copyright 1942 by the University
of Oklahoma Press.

Black Beaver and the Emory retreat on the journey south from Fort Cobb. But, likely, they crossed into the Cherokee Strip north of the present Hennessey and passed near the sites of Bison, Waukomis, Fair, Madill, Caldwell and Wellington. Others believe they turned east somewhere near the location of Fair and entered Kansas where South Haven now stands. But regardless of route, the command arrived at Fort Leavenworth with the loss of a man, horse or wagon, according to George Rainey in his *The Cherokee Strip*.

Did Black Beaver and Chisholm meet? Probably they did on many occasions. They were born in the same year (1806) and their careers ran parallel in time, geography and endeavor. Chisholm, too, was famous as a guide and interpreter. Of Black Beaver, it is said he knew French, Spanish, English and more than a dozen Indian dialects and languages. In fact, the late E. B. Johnson of Norman, who knew Black Beaver well, was told by the chief that he was with Chisholm when the latter died at Left Hand Springs, March 14, 1868. This could well be true. For Black Beaver spent the war years on the Walnut River in Kansas near Chisholm's trading post, and he made many journeys to Kansas following the war.

Superintendent James Wortham sent for Black Beaver to come to Lawrence, Kansas in June of 1867 and employed him as interpreter for the Indians relocated on the leased lands west of the Chickasaw nation. Beaver secured with approximately 40 other members of his Delaware band in the area where Anadarko now stands. He was prominent in the Medicine Lodge Peace Council. August 1870, he spoke out boldly against activities of the plains tribes who were then raiding into Texas.

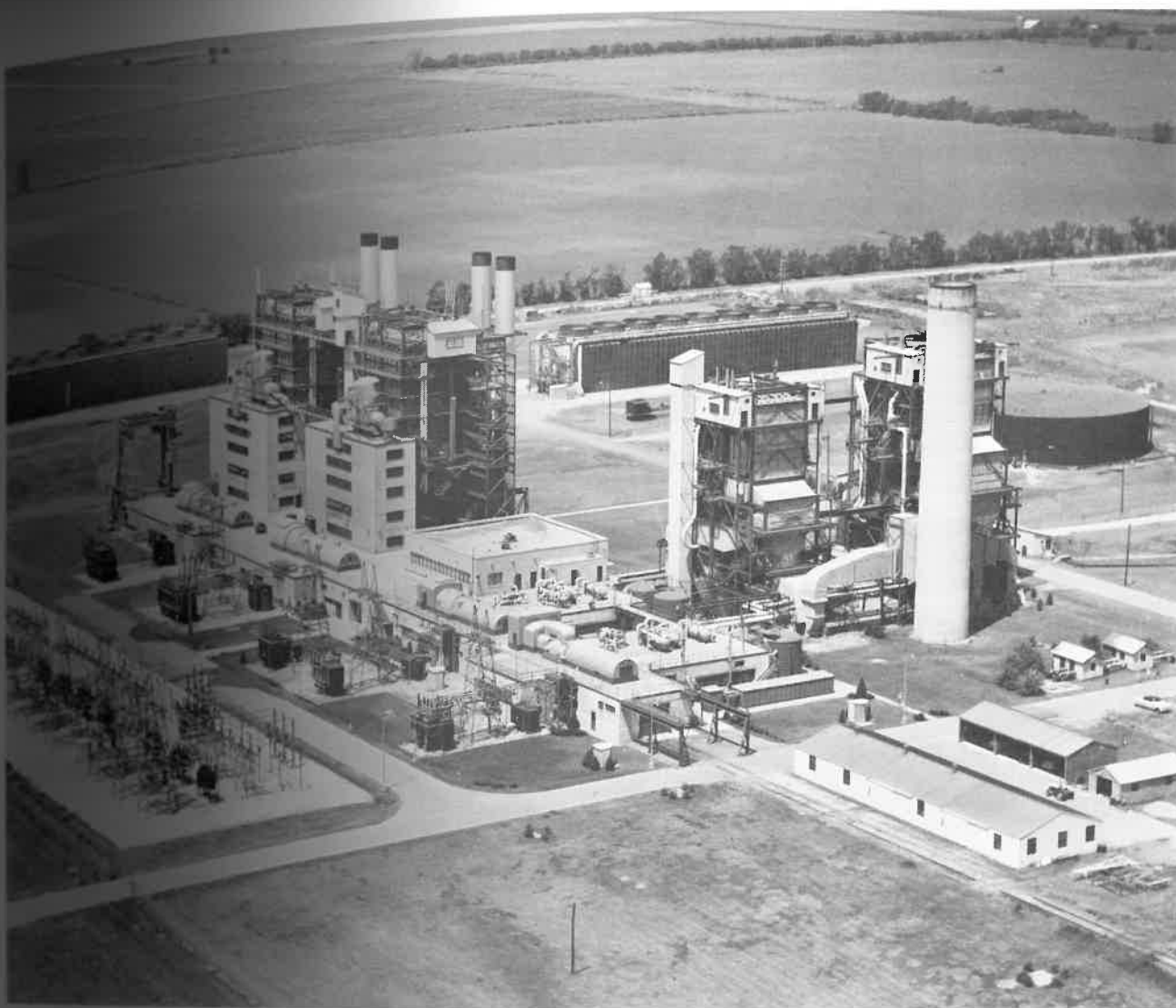
Two years later he accompanied Captain Henry E. Alvord's delegation of plains Indians to Washington and New York. At the Capitol he had a private audience with President Grant; and in New York the Grand Central Hotel was thronged with people wishing to meet the guide of John James Audubon in his western tour 40 years earlier.

At Anadarko, Black Beaver again achieved something of the prosperity he left behind at Fort Arbuckle before the war. A visitor there in 1874 records that he found the Delaware with a 200-acre farm in high state of cultivation. Two of his four daughters married white men who shared with the chief in his elaborate farming endeavors.

At seventy, Black Beaver was baptized into the Baptist Church and soon became one of its ordained ministers. But his church participation was not a pleasant one. He, and others of the Indian congregations, learned that only native ministers should be sent to the Indians. In the end, after bitter controversy, they gained their desire.

Death came unexpectedly to Black Beaver at the home near the Anadarko agency on May 8, 1900. His grave, protected by the United States government, lies a short distance southwest of his farm, most of which is now in the limits of the city.

On May 14, 1954, Black Beaver's statue was dedicated as the first for placement in the American Indian Hall of Fame at Anadarko.



KG&E SALUTES THE CHISHOLM TRAIL CENTENNIAL!

One hundred years ago, the land on which this modern electrical plant stands felt the pounding beat of thousands of head of Texas Longhorn cattle as the fabulous story of the Chisholm Trail began! Across this land poured "gold on the hoof" — beef from Texas headed for Abilene and market in Chicago — and bringing with them an unprecedented economic boom for the states through which they passed. In the same spirit of enterprise, installations like this Murray Gill plant of KG&E add to the prosperity of this area, providing dependable, low-cost power and proving that ***you live better — electrically!***





Jesse Chisholm

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ABILENE

NEWTON

WICHITA

MEDFORD

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HENNESSEY

KINGFISHER

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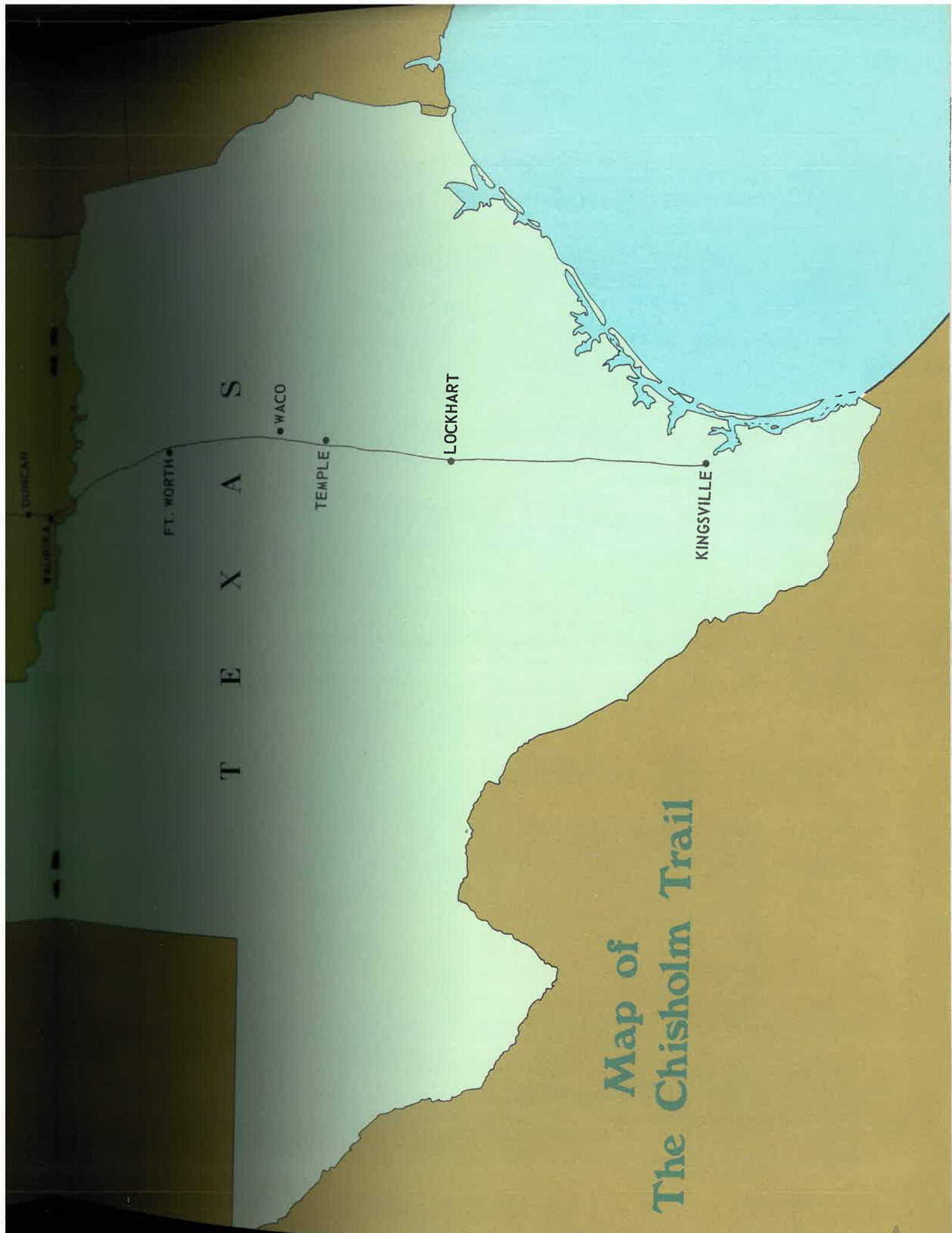
WALWORTH

PAWNEE



Joseph McCoy

Map of The Chisholm Trail



FT. WORTH

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WACO

TEMPLE

LOCKHART

KINGSVILLE

west to spread the word. With amazing speed during the heat of the summer the Great Western Stockyards was built. Switching facilities could handle 40 cars in two hours. The famous Drovers Cottage Hotel, which boasted such prime luxuries as plaster on the walls and venetian blinds, was built two blocks west of the yards. It could bed 50 guests and feed three times that number.

It was too late in the season to expect much trade in 1867. But the word of a market spread like a prairie fire. The efforts that McCoy's fast-growing organization put into promoting Abilene got results faster than expected. The herds started to move. Clouds of dust began to rise over the great southwest cattle country. Some drivers turned their cattle toward Abilene.

By the time the stockyards was ready, historians say there were 5,000 to 10,000 head of cattle waiting within 20 miles of Abilene. Before the end of that first season more than 35,000 head of Longhorns had been used along to the new boom town over what was to become known as the Chisholm Trail. More than 3,000,000 more head were to follow during the next five years.

In developing the spectacular cattle McCoy encountered one rough spot after another. Many of his own cattle deals turned sour; he was the one who lost the money promoting the Longhorns for the eastern dot many cattle died of fever and Longhorns were outlawed in several states. McCoy had to pay large sums of "bush money" to homesteaders to keep the trails open.

McCoy's biggest blow resulted from a dispute with the railroads with which he had "contracted" to get the cattle and a great promoter but in his eagerness he made one costly mistake — he did not have a written contract with the railroads. They refused to pay and at one time McCoy had claims of \$200,000 against them. He sued and won and eventually was paid in full — but not until after he had lost all of his holdings in Abilene, including the stockyards and hotel, and was in debt for almost the total amount.

Wild Bill Hickok and Tom Smith became great heroes in Abilene and elsewhere throughout the country. Their names legendary from one generation to another. But the name of Joseph McCoy — the man who really brought the Chisholm Trail into being — has been all but forgotten in less than a century.

That's the way it was going west.

McCoy said, bitterly, "Financial ruin. The men who came after me reaped the profits."

McCoy was too well known and too highly respected however, to be lost by the cattle trade. He moved with the trade to Wichita, Newton and Kansas City as a buyer and trader. He died in Kansas City on October 19, 1913.

McGoy's deal with the railroad was that he was to build a large stockyard adequate to handle 1,000 or more cattle at a time, loading chutes, scales, a first class hotel for the drovers and other facilities necessary to convert

1867.
McCoy, with assistance from two brothers and a small syndicate of friends, was determined to build at some accessible point a stockyards and market to which Texas drovers could drive their cattle unmolested and with reasonable assurance of finding an honest buyer. He came west and looked over many sites, then settled on Abilene — just a dot of log cabins on the prairie beside the new railroad. It didn't even have a depot yet. However, McCoy's great vision was to turn Abilene

Following the Civil War the state of Texas was cattle poor, with herds of Longhorns building up far faster than they could be slaughtered or moved. Longhorns worth \$2.00 to \$4.00 a head in Texas would bring \$30.00 to \$40.00 a head in Chicago, New York and other eastern markets. The big need was a market to link the growers with the feeders, packers and consumers. It was at this point that Joseph G. McCoy and the famous Chisholm Trail came



Joseph McCoy



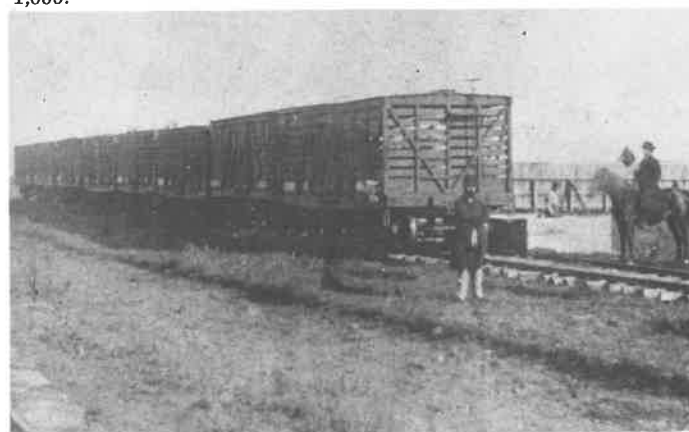
Working cattle on a Texas ranch about 1884 (Forbes Collection, University of Oklahoma).



The Chicago Stock Yards as seen in 1875. This was journey's end for the Longhorns, up the trail from Texas. (Courtesy, Chicago Historical Society).



Last buffalo killed on the Chisholm Trail, about 1881. Over the space of ten previous years, the American bison population had dwindled from an estimated 20,000,000 to less than 1,000.



McCoy's stock yards at Abilene. Mounted figure at right is thought to be Joseph J. McCoy, whose work and vision inspired the great Chisholm Trail drives. But others were to make the money.

Wild and evil deeds along the Trail



It cost him! Early day peace officers frequently worked both sides of the law. Bill (Bully) Brooks was marshal of Newton when this 1872 picture was taken. Two years later he was hanged as a horse thief in nearby Sumner county Kansas. (Kansas Historical Society Collection).

To the Editor of the Commonwealth.

The air of Newton is tainted with the hot steam of human blood. Murder, "most foul and unnatural," has again stained the pages of her short history, and the brand of Cain has stamped its crimson characters on the forehead of men with horrible frequency.

The cessation of travel on the railroad and the want of telegraphic communication from this town on the Sabbath, have prevented the data contained in this letter from reaching you until the present date; but with the exception of a single dispatch transmitted yesterday to the mother of McCluskie in St. Louis, announcing his death, no particulars have passed on the wires, and your readers will consequently have as prompt and complete a narrative of the tragedy of Sunday morning as is possible under the circumstances.

Your exhaustive and highly graphic article of a few days since, in which Newton, and particularly that part of it known as "Hide Park," appeared as the central figure, created a flutter of excitement in this community, and notwithstanding the caustic, even stern criticisms on the general looseness of morals and disregard of both state and municipal laws, the almost unanimous verdict was that it was "true, temperate and unbiased." Nay, more than that: the wish has been loudly and earnestly expressed that the Editor of the **Commonwealth** had been an eye witness of the tragedy in order that, with its horrible features ever fresh in his recollection, his indignant pen might be persuaded to cut still deeper into the rottenness which underlies and pervades the social and political system of Newton. I may be pardoned for the statement that it will not be thrown away.

It will be remembered that about ten days since a Texas desperado by the name of (Wm.) Baylor, a man who is reputed to have killed at least two men in drunken brawls, met his death while murderously assaulting one McCluskie, lately in the employ of the Atchison, Topeka & Santa Fe railroad. The common belief is, and the probabilities are, that McCluskie fired the fatal shot; whether true or not, however, such was the impression that ob-

tained among the Texas men, nearly all of whom in the vicinity, are cattle owners or drivers. These latter are large and distinctive element of the population, and though generally of a rough and forbidding exterior, will show some sterling qualities of character; standing by one another with a dogged obstinacy that might be called chivalrous, were it not so often exercised in a bad cause. The deceased was popular among his fellows. Good natured, generous, dangerous only when maddened by liquor, his bad qualities were forgotten and Texas sympathy was oblivious to ought but what endeared him to them. Sympathy, strengthened by bad counsels, intensified itself into rage; rage feeding on itself, verged into revenge; revenge, muttered and whispered and finally outspoken, culminated in murder. Of murder we have now to deal. It was past midnight. The moon had sought her couch, and the stars alone were nature's watchers. Away out on the prairie from among a cluster of low-roofed houses, twinkled lights and issued sounds of revelry and mirth. The town was buried in repose and naught animate was visible save an occasional pedestrian, hurrying home to his the ghostly outline of a distant horseman returning to his camp.

To the casual looker-on, the scene was bewitching; bewitching through its quietness and natural beauty; bewitching through its promise of quiet rest. Of a sudden, however, the scene changes. Groups of men walking hastily and conversing in low, hurried tones, are seen approaching the town along the road leading to the place where the lights still twinkle and the sound of mirth flows on unbroken.

Of what are they talking?

"There will be a fracas to-night, boys, and Mac is a dead man," says one, a heavily bearded man, around whom his companions cluster in respectful attention. "Texas is on the rampage to-night in dead earnest, and before morning there will be lively music over yonder." Pointing with his thumb to the place they had just left, "We haven't more than quit in time. I would have told Mac, but they were watching me, and I didn't get a chance."

Another group crosses the railroad track and passes to look back. "I shouldn't wonder but what there will be shooting at Perry's before long," remarks one. "I know it," says another; "and I," "and I," so echo the rest. "The boys have sworn to kill McCluskie, and they are going to do it to-night! You see, if they don't, says a bushy-haired man, with two revolvers in his belt, and a huge bowie-knife protruding from his shirt front. These were Texans who knew what was on foot, but who by their criminal silence, have made themselves "necessaries before the fact."

Still groups and stragglers came along the road, the majority talking in the same vein, and nearly all actuated by the one motive of self preservation. They wanted to take no risk of chance bullets, and they hurried away. But did any one try to avert the impending danger? No, not one. "It's no business of mine," was the common sentiment. "Every one for himself, and the devil for the hindmost." "I'm sorry, but it can't be helped."

A walk of a few minutes brings us to the dance houses, one kept by Perry Tuttle, and another, the Alamo, by E. P. Crum. They are but thirty yards apart, and around them are the other houses, built and used for purposes

which the reader can define without unnecessary explanation. Women are the attraction and—. The grass is stubbed and yellow hereabouts, and dim lanes, worn by the feet of customers, radiate in every direction. Men are continually crossing from one house to the other to seek occasionally a change of music, but oftener a fresh partner. The proprietors of these houses are all men who have many friends, and who by their personal qualities are universally popular. Quiet, never intoxicated, and generous to a fault, their constant aim has been to keep quiet and orderly establishments; and they or their employees have always suppressed any signs of tumult or disorder immediately on their inception. It must be said, to their credit, that no disturbance would ever occur could their efforts quell it. One of the houses, the Alamo, had closed shortly after midnight. The music had been discharged, and business for the night was over. In the other house the dance was prolonged until after 1 o'clock, when, the crowd thinning out, the proprietor gave the signal for closing.



"Wild Bill" Hickock as marshal at Abilene. (Kansas Historical Society Collection).

Now begins the tragedy. The victim was ready and the sacrificial priests stood waiting to receive him. The victim was Mike McCluskie, or, as he afterwards on his deathbed stated his name to be, Arthur Delaney. The priests were all Texans, Hugh Anderson, Solado, Belle county, Texas; Jim Martin, Rufugio, Texas; Wm. Garrett, Solado, Texas; Henry Kearnes, Texas, Jim Wilkerson, Kentucky, and J. C. U., Solado, Texas. One of the priests sat talking to the victim with the evident intention of distracting his attention in order to allow one of the order to give the death blow. The order stood back watching, and waiting for the entrance of the high priest, their eyes turning alternately from the victim to the door. The high priest enters, and striding along the room, confronts his victims and begins the death song. His weapon is in his hand, with death looking grimly from its muzzle. His words come hot and hissing, beginning low and rising with his passion until they are shrieked out with demonstrative force. "You are a cowardly s-n of a b—h! I will blow the top of your head off", are the words that fall from his lips, at the same time the hammer falls, and a ball goes crashing through the neck of the victim. The latter rises partially to his feet and presenting his weapon full at the breast of his adversary, presses the trigger. Maladiction! The cap hangs fire, and the victim, bathed in his own blood, but still discharging his weapon, falls to the floor. The high priest now gives the death stroke

and reaching over, again taps the fountain of life by sending another bullet through the back of the prostrate man. The work is done, that is partially.

As the leader rises to his feet, the attendant priests discharge their weapons. Whether they found another victim, no one can say. Murder has already accomplished its mission, and the days of McCluskie are numbered. But there is an avenging Nemesis on the track. A stalwart figure suddenly appears on the scene. For an instant he remains motionless, as if studying the situation. Then a sheet of flame vomits forth, apparently from his hand, and a Texan staggers from the room across the area and falls dead at the door of the "Alamo." Another and another and another shot follows, until six men, all priests, have bowed to his prowess.

There were others injured, one, Patrick Lee, a brakesman on the railroad, who was a quiet and inoffensive looking on, shot through the bowels, and another, Hickey, a shoveler on the same road, wounded in the leg.

There was work enough for the doctors. The only two in town were immediately summoned. They were Drs. Gaston and Boyd, and they were untiring in their professional efforts.

By the time they arrived, the dead man, Martin, had been taken into the Alamo, where he lay saturated with his own blood. McCluskie had been taken upstairs as soon as he was shot. Both dance houses were turned into hospitals. The dying and wounded have received every care and attention. The women nursed them with touching assiduity and tenderness. The floors and sides of both halls were everywhere sprinkled with blood, and the gory stains yet remain. The magistrate of Newton declares his intention to suppress all dance houses in the future. Many question his authority to do so, but the citizens will nearly all support him in case a demonstration is made to that effect. Coroner C. S. Bowman held an inquest over the remains of Martin and McCluskie yesterday morning, and a verdict was returned that Martin came to his death at the hands of some person unknown, and that McCluskie came to his death at 8 o'clock a.m., this 20th day of August, by a shot from a pistol in the hands of Hugh Anderson, and that the said shooting was done feloniously and with intent to kill McCluskie. A warrant was accordingly issued and served by Marshal Harry Nevill upon Anderson. It is ascertained what will be the fate of some of the wounded men. Two at least, it is thought, will die. The following is a list of the names of the sufferers in the fracas: Arthur Delaney, St. Louis, neck, back and leg, dead. Jim Martin, neck, dead. Hugh Anderson, high priest, thigh and leg, doing fairly. Patrick Lee, bowels, critical. Jim Wilkerson, nose, slight. ——— leg, slight. ——— Hickey, leg, slight. Henry Kearnes, right breast, fatal. William Garrett, shoulder and breast, fatal.

Last evening, some of the Texans having made threats that they would kill Tom Carson, a nephew of the late Kit Carson, if he were appointed on the police, a large number of the citizens went about thoroughly armed to preserve the peace. No disturbance arose, however, and never is likely to arise, as the number of law abiding citizens is fully equal to that of the desperadoes, and the latter unless they think they have an overwhelming majority, will never initiate a disturbance.

By to-morrow's mail I hope to be able to send you further particulars.

Allegro.

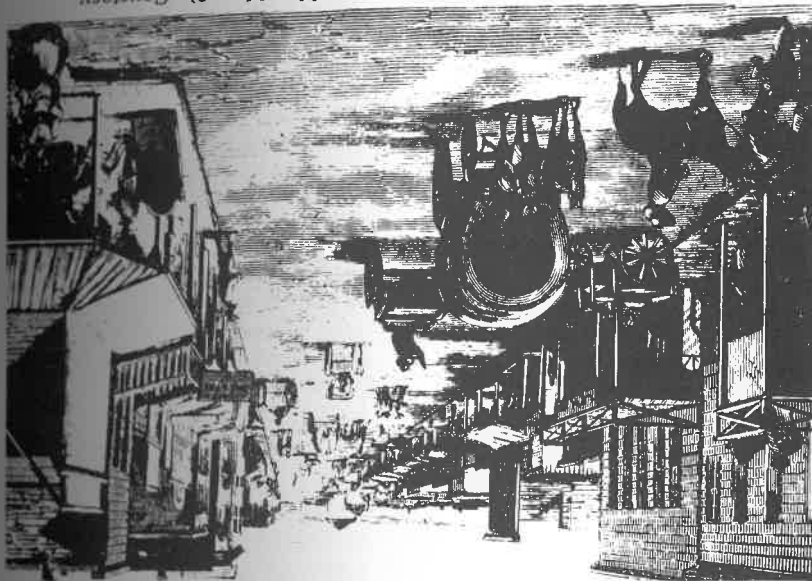
—Topeka KANSAS DAILY COMMONWEALTH, August 22, 1871.

Cowboys and lawmen



The typical cowboy wears a white hat, with a gift cord and tassel, high-top boots, leather pants, a woolen shirt, a coat, and no vest. On his heels he wears a pair of jingling Mexican spurs, as large around as a tea-cup. When he feels well (and he always does when full of what he calls "Kansas sheep-dip"), the average cowboy is a bad man to handle. Armed to the teeth, well mounted, and full of their favorite beverage, the cowboys will dash through the principal streets of a town, yelling like Comanches. This they call "cleaning out a town."

—D. W. WILDER, ANNALS OF KANSAS (Topeka, 1886), p. 304



Wichita in 1874 (From Harper's Weekly, May 2). Courtesy Kansas Historical Society.

Wichita: cattle metropolis

about three years ago by some gentlemen of Topeka, among whom were Hon. W. H. Lawrence and A. F. Horner, Esq. I believe that Hon. A. R. Bancroft, of Emporia, was also one of the projectors. About three years since some enterprising gentlemen, among whom were Hon. J. R. Mead and Wm. Griffenstein, were anxious to invest in the town and push it, but owing to the fact that a large portion of the lots had passed from the hands of

Wyatt Earp, a Wichita policeman and owner of a great personal legend, didn't live up to it while in Kansas. Careless handling of a six-shooter almost cost him his life. (Kansas Historical Society Collection).

Last Sunday night (January 9), while policeman (Wyatt) Earp was sitting with two or three others in the back room of the Custom House saloon, his revolver slipped from its holster and in falling to the floor the hammer which was resting on the cap, is supposed to have struck the chair, causing a discharge of one of the barrels. The ball passed through his coat, struck the north wall then glanced off and passed out through the ceiling. It was a narrow escape and the occurrence got up a lively stampede from the room. One of the demoralized was under the impression that some one had fired through the window from the outside.

—Wichita WEEKLY BEACON, January 12, 1876.

This town is competing with Emporia for the title of "the metropolis of the southwest." It is the liveliest and fastest town I have seen in Kansas since the days of '67. All is excitement, stir and activity. It is situated on the Arkansas river about ninety miles southwest of Emporia, and is the county seat of Sedgwick county. The original town site, adjoining Griffenstein's addition (which latterly constitutes the business portion of the town) was settled

Wichita, Oct. 11, 1872

the original owners, these gentlemen could not secure enough for their purposes. Accordingly Mr. Griffenstein purchased a quarter-section joining the original town site on the south end. Mr. Mead also purchased a quarter-section just east of Griffenstein's. Mr. Griffenstein paid \$10 per acre for his quarter, and Mr. Mead purchased his at the government price of \$1.25 per acre. Mr. Griffenstein immediately laid out his quarter into town lots and commenced giving away to parties who would build. The result was that a town sprung up there as if by magic and the original town site, upon which fifty or seventy five houses had been erected, began to be depopulated.

The town has a population of between two and three thousand. Much of it is floating, consisting of cattle drivers and herders, cattle buyers, land speculators and sporting men; but doubtless it has a resident population of at least two thousand. Most of the buildings are of wood and of a cheap style of architecture. Those of the latest construction are of a better class. The Eagle block, with a frontage of one hundred feet on Douglas avenue, is a two-story building, of brick and stone, which would be an ornament to any town in the state. Surmounting the front, in the center, is a large gilt spread eagle. The block was named in honor of the Eagle, Col. Murdock's excellent paper, which is printed in one of the rooms of the upper story. A fine three-story brick building is being erected on Main street, for the National bank. If the town continues to move at its present pace it will be as substantially built as Topeka or Emporia within the next five years.

There is probably more money in circulation at Wichita than in any town of three times its size in Kansas. The bulk of the circulation is due to the Texas cattle trade, though the business of this and contiguous counties, which is done here, is sufficient of itself to give a town of this size a handsome support. The grocery trade is immense. Callen, Moore, & Co. sold one hundred and ninety tons of groceries in one month. Next to the grocery trade I should suppose that the clothing was the best.

The Texas cattle trade is prodigious. Previous to this year, Abilene and Newton were the principal shipping points for Texas cattle. No attempt was made to make a cattle market at Wichita until the railroad was completed here, which was in May last. The Wichita and South-western branch of the A. T. & St. F. R. R., about thirty miles in length, is an enterprise that was worked up and pushed to a success by the public-spirited citizens of the place whose names I have heretofore mentioned. Upon its completion to this place in May last, Mr. Bryden and J. G. McCoy were employed by the citizens of the town to divert hither the Texas cattle business. Mr. McCoy had already proved himself to be a competent man for that situation, as he had previously built up the cattle trade at Abilene and Newton. He has sunk a fortune in the business, but still follows it with his characteristic energy, pluck and perseverance. He will no doubt soon regain his lost fortune. Mr. McCoy visited eastern states to draw higher buyers, and Mr. Bryden rushed to the "Chisholm trail" to talk Wichita to drovers. Their efforts were successful. The drovers were bound to seek the locality where buyers assembled, and the latter must of course seek the drovers. Immense stock yards were erected by the railroad company, and the hotel accommodations were at once increased for the benefit of cattle operators. Three hundred and fifty thousand head of cattle have been driven into this section this year. Four-fifths were stockers and the other fifth beeves. Up to date twenty five hundred car loads of cattle have been shipped, and

the expectation is that a thousand more car loads will be shipped this year, making the total shipments from this point this year seventy thousand head. The average shipment from here already accomplished is larger than was that from Abilene during its palmiest days, and the probability is that there will be an excess of shipments from here this year of five hundred car loads over the best year's shipment from Abilene. The prices for beeves this year have ranged from \$2 to \$2.50 per 100 gross weight. The prices for stock cattle have ranged low. Ninety per cent of the beeves driven to this market has already been sold. Thirty per cent of the stock cattle is yet unsold. They are here awaiting purchasers. Over one hundred thousand head have been driven from here to Colorado.

Owing to cold weather and lack of feed, over one hundred thousand head died in western Kansas last year. This disaster will put an effectual check on the wintering of cattle in that section for years. The disposition among cattle men is to send their unsalable stock to winter in Iowa, Missouri, southern Nebraska, and eastern Kansas, to be fed on corn, and this disposition is anticipated by feeders, who are flocking here from those sections, where immense crops of corn were raised this year. The demands of these cattle feeders have added one-half per cent to the value of stock. The shipments by rail from here daily are from fifty to seventy-five car loads, and the pressure for more stock cars is immense. Orders are ahead for two hundred and fifty cars, and orders are still increasing. The railroad company is deficient in stock cars to meet the present pressure. The price per car for shipment to the Missouri river is \$30; to Chicago, \$100.

The cattle business of Wichita this year will exceed two million dollars.

The town is overrun with buyers and sellers. The business is now so well established here that stupendous efforts will be required to draw it away. There is supposed to be sixty thousand head of cattle at present in this neighborhood.

The general prices realized this year have been fair and satisfactory to the sellers. No disasters have occurred to drovers this year, like the last. They have all made money and are feeling complacent.

This Texas cattle business is of immense benefit to all Kansas. It is the means of distributing millions of dollars in the state.

Caldwell: city beautiful

As this issue of the COMMERCIAL will go into the hands of many who know little or nothing about our city, it will not be inappropriate, at this time, to give a short description of the place, glance at its past, review its present and set forth what is confidently expected to be its future.

CALDWELL is situated on a high, rolling prairie, in Sumner county, two miles and a half north of the line dividing the State of Kansas from the Indian Territory. Between it and the Territory line flow the waters of Fall and Bluff creeks, two streams fed with springs from where they take their rise on the broad prairies of Kansas, to the point where they unite and mingle with the muddy waters of the mighty Mississippi on their rapid flight to the sea. These streams are high of bank, and in many places their waters cut through the solid limestone rock

formation peculiar to this whole section of the country; and they are bordered with fine groves of elm, ash, cottonwood and other timber.

On the east and west sides of the town small branches, skirted with noble trees, flow into Fall creek, giving the city the appearance of being surrounded with a cordon of green that seems almost perpetual in the long summers

this delightful climate enjoys. Standing in any part of the city where the view is uninterrupted by buildings, looking south the eye takes in one of the most pleasant pictures that ever came from the pencil of nature. In front

are the grand, broken and scarred bluffs and banks of Bluff creek, the green of the trees lining the stream as a frame to a picture of exquisite setting. On either hand the emerald fringe extends as far as the eye can reach, with the glaring white of comfortable looking farm houses

dotted over the valleys, and the dark green of the growing grain rippling to the soft murmur of the south winds. But the most enchanting view is from the "Sentinel,"

a high, huge bluff that rises majestically from the south shore of Bluff creek. Standing on the highest point of the "Sentinel," just as old Sol is preparing for his daily

bath in the waters of the Occident, the scene which breaks up the vision is at once sublime, beautiful and restful. Dimly in the north, beyond the rising and falling billows of the flower-spangled prairies, may be seen a

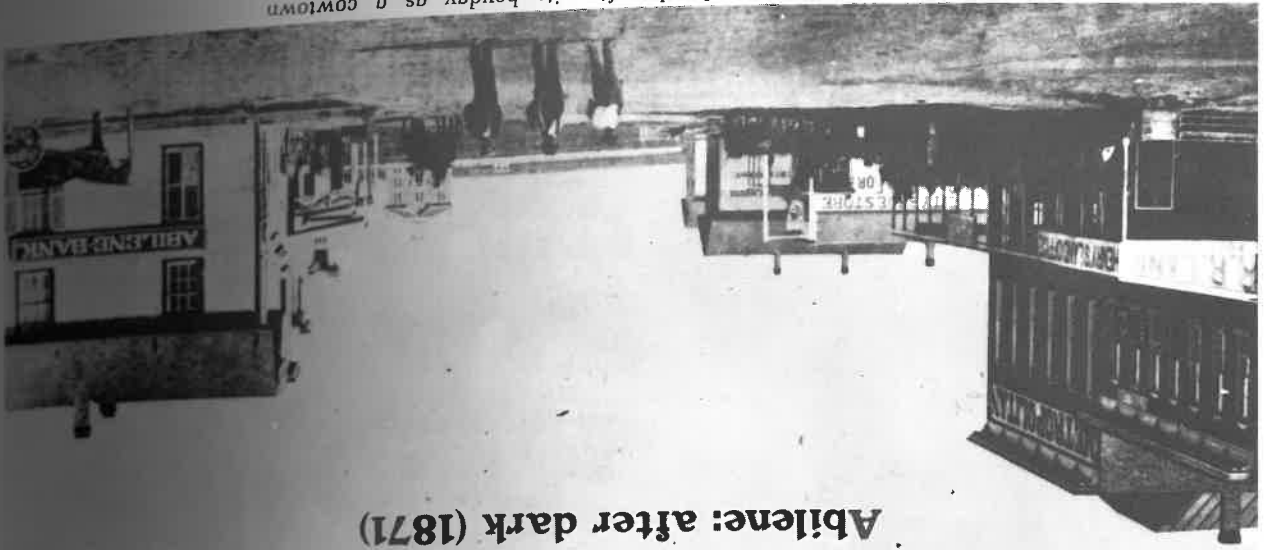
dark line of timber skirting the sandy shores of the Chisca, with here and there a white speck upon its rich bottoms, showing that the husbandman has found a land

which, if not now flowing with milk and honey, is destined at no distant day to become richer and fairer than Canaan seemed when it broke upon the expectant vision of the faint and food sore Israelites at the end of their

forty years' journey. To the right the long line of stately trees seem to wander into the shade of fast approaching Night, while on the left the sun is lavishing a wealth of color upon the

fleecy clouds floating lightly in the sky, and the balmy

Abilene: after dark (1871)



Abilene, Kansas, shortly after its heyday as a cowtown

(Courtesy Denver Public Library).

religious and commercial, and possesses (V. P.) W. stores of various description; the south side of the road son's Chronicle, the churches, the banks, and several large

air of a brilliant May evening presses the cheek softly as in its effects upon the beholder. The whole scene is peculiar as does the faint murmur from unseen harps, now stirring the soul as will the double diapason of a grand old organ. Let us descend from the "Sentinel" and take a hasty glance at the more commonplace things of earth. Caldwell was laid out in the early spring of 1871. Among the original founders was Capt. C. H. Stone, who still owns large property interests in and surrounding the city. Capt. Stone established the first store in Caldwell. The old Chisholm trail passing through the place, he did a good business and laid by in store for a rainy day. Others followed into the new town, but its growth was very slow until about six months since, when the prospect of the Santa Fe railroad building one of its branches to it, in order to secure the cattle trade gave it new life. Since that time it has grown until now it counts a population of fully 800, which is receiving large accessions every day. It is well supplied with hotels, grocery, dry goods, clothing, hardware and furniture stores, and is not without its due proportion of saloons. A more complete and perfect knowledge of the various branches of business carried on here can be gathered from our advertising and local columns than we are able to present in this article. Suffice it to say that all branches of business and the professions of medicine and law are fully represented by gentlemen in every way qualified to conduct the lines they have adopted. The Methodists, Presbyterians and one or two other denominations have church organizations. The Methodist purpose on Market street, are each making preparations to erect church buildings. For the present they hold services on alternate Sabbaths in the school house, and to the credit of the place it can be said these services are largely attended by our citizens. CALDWELL COMMERCIAL, May 6, 1880.

in the Abilene of "story and song," and possesses the large hotels, the saloons, and the places where the "dealers in card board, bone and ivory" most do congregate. When you are on the north side of the track you are in Kansas, and hear sober and profitable conversation on the subject of the weather, the price of land and the crops; when you cross to the south side you are in Texas, and talk about cattle, varied by occasional remarks on "beeves" and "stock." Nine out of ten men you meet are directly or indirectly interested in the cattle trade; five at least out of every ten, are Texans. As at Newton, Texas names are prominent on the fronts of saloons and other "business houses," mingled with sign board allusions to the cattle business. A clothing dealer implores you to buy your "out-fit" at the sign of the "Long Horns"; the leading gambling house is of course the "Alamo," and "Lone Stars" shine in every direction.

At night everything is "full up." The "Alamo" especially being a center of attraction. Here, in a well lighted room opening on the street, the "boys" gather in crowds round



the tables, to play or to watch others; a bartender, with a countenance like a youthful divinity student, fabricates wonderful drinks, while the music of a piano and a violin from a raised recess, enlivens the scene, and "soothes the savage breasts" of those who retire torn and lacerated from an unfortunate combat with the "tiger." The games most affected are faro and monte, the latter being greatly patronized by the Mexicans of Abilene, who sit with perfectly unmoved countenances and play for hours at a stretch, for your Mexican loses with entire indifference two things somewhat valued by other men, viz: his money and his life. . . .

It may be inferred from the foregoing that the Texan cattle driver is somewhat prone to "run free" as far as morals are concerned, but on the contrary, vice in one of its forms, is sternly driven forth from the city limits for the space of at least a quarter of a mile, where its "local habitation" is courteously and modestly, but rather indefinitely designated as the "Beer Garden." Here all that class of females who "went through" the Prodigal Son, and eventually drove that young gentleman into the hog business, are compelled to reside. In the amusements we have referred to does the "jolly drover" while the night away in Abilene.

Day in Abilene is very different. The town seems quite deserted, the "herders" go out to their herd or disappear in some direction, and thus the town relapses into the ordinary appearance of towns in general. It is during the day, that, seated on the piazzas of the hotels, may be seen a class of men peculiar to Texas and possessing many marked traits of character. We allude to the stock raisers and owners, who count their acres by thousands and their cattle by tens of thousands. . . .

—KANSAS STATE RECORD (Topeka), August 5, 1871.

An outstanding portrayal of life on the trails of early Texas may be seen when visiting the Undergraduate Library and Academic Center Building at The University of Texas. The famous doors on public display were commissioned by Major Geo. W. Littlefield in 1912 and created by the world renowned sculptor, H. Daniel Webster. Upon completion, they were cast in bronze by Tiffany's in New York and hung as the main doors of The American National Bank of Austin. In 1964, the heirs of Major Littlefield and The American National Bank donated the doors to The University of Texas as a memorial to Major Geo. W. Littlefield.



THE

AMERICAN NATIONAL BANK

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION □ SIXTH AND COLORADO □ GREENWOOD 7-5581 OF AUSTIN

Welcome to Medford

Medford is a progressive and dynamic county seat city located on the Chisholm Trail in the heart of the best wheat and cattle country and offers industry outstanding location advantages along with easy small town living and big city conveniences.

Early day historian S. P. Ridings, author of "The Chisholm Trail", now a collectors item, lived in Medford and copies of his book are in the library here.

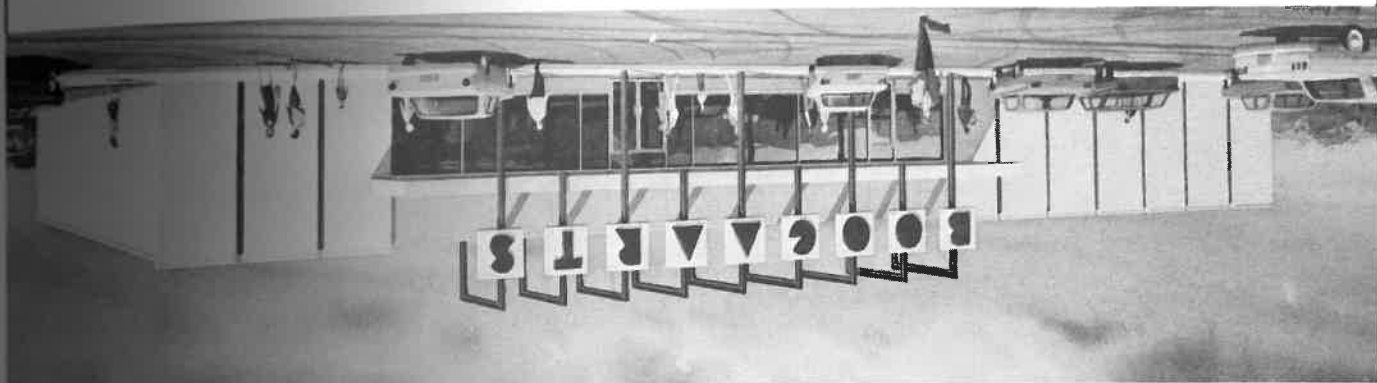
MEDFORD JUNIOR CHAMBER OF COMMERCE
MEDFORD CHAMBER OF COMMERCE

NEWTON, KANSAS Hub of Rail and Trails

Newton was settled in 1871 and with the coming of the Santa Fe it was soon the cattle capital of the west.

It is located at the crossroads of the Nation. Highway 81, following closely the location of the Chisholm Trail, had its inception in Newton by the late John C. Nicholson, who was known from north to south and from coast to coast as the Grandfather of Highways. He blazed it as the Meridian Road from Canada to southern Texas.

Newton has some of the world's best water, supplied through three pipe lines from an unlimited source in the Equus Beds equal to none.



HOME OF BESTYET FINE FOODS
Abilene, Kansas

"they changed the trail . . . when the road ran out . . . but they could not change the sky above them." Dickinson



MIDWESTERN LIFE
Serving Oklahomans Since 1923
Enid, Oklahoma
INSURANCE COMPANY

The Hennessey Story



A Brave Irishman

Pat Hennessey's last fight against the Cheyenne Indians. His body lies under a monument erected out of native stone on the trail northwestward from Oklahoma City where the town of Hennessey stands today named after him.

May his soul rest in peace.

The death of Patrick Hennessey, 37-year-old Irish immigrant, by marauding Cheyenne, Arapaho and Osage Indians on July 4th, 1874, on the Chisholm Trail, has left an imprint in history. It marked the spot for a town to blossom on the Oklahoma prairie following the opening of the "Unassigned Lands" for settlement on April 22, 1889.

Hennessey, born in Diocese of Cloyne, County Cork, Ireland, on March 10, 1837, migrated to this country in the early 1860's. In searching records of bygone days, little can be found of Hennessey's activities from his arrival here to the time of his death.

When he was killed, he was in charge of a three-wagon train loaded with supplies consisting of corn, oats and some provisions bound for the Indian country. When the train reached here along the eastern rim of the red shale beds at the west side of what is now Hennessey, it was attacked by the war party. Three men accompanying Hennessey, George Fant, Thomas Calloway and Ed Cook, were killed outright. The wagon master himself was killed and tied to the wheels of his wagon. His body was mutilated and covered with the oats and grain and set ablaze.

The holocaust was found the following day by a party led by Indian Agent John D. Miles of Darlington near the present city of El Reno. Hennessey's remains were buried nearby where he fell.

Following the death up to the time of the opening of Oklahoma for homes, those traveling up the trail would pause to leave a stone upon the shrine. Many of these carried the names or initials of those depositing the rocks.

Hennessey, Oklahoma

LOCATED ON

The Chisholm Trail

MARKS 78 YEARS OF PROGRESS

From Cattle Trails to Wind-Whipped Vapor Trails

Hennessey-produced petroleum fuels modern transportation today as did the grass and water a century ago make possible the movement of millions of trail hungry cattle to Eastern markets.

Our area presents you a wide range of Oklahoma history with nine historical markers located nearby.

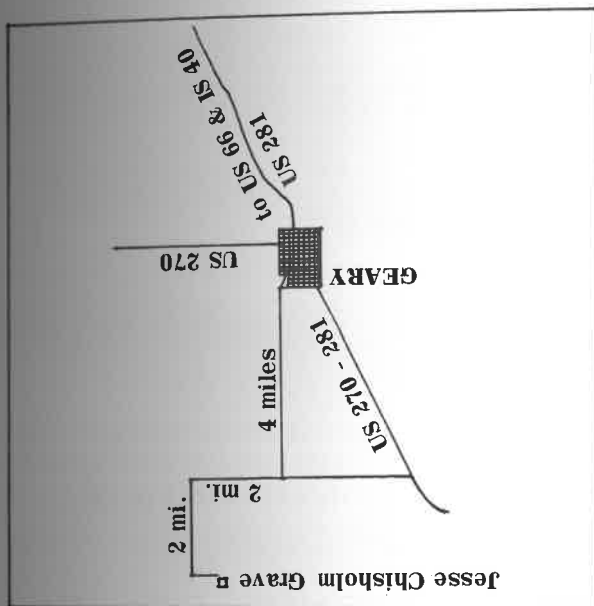
This advertisement made possible by Hennessey professional and business men.

GEARY CHAMBER OF COMMERCE

Geary, Oklahoma

At Arapaho Chief Left Hand's camp, near a spring on a knoll overlooking the North Canadian River, Jesse Chisholm died March 4, 1868, and was buried near by. The land is still owned by Left Hand Heirs and is being proposed for development by the Bureau of Indian Affairs as a memorial to the Plains Indians.

8½ miles North East of Geary



Visit
LEFT HAND
SPRING
Burial Place of
Jesse Chisholm



Welcome to
GEARY
and the
JESSE CHISHOLM
Grave Site

Congratulations to

The Chisholm Trail Commissions on their Centennial Celebration.

We are proud to be located in Newton, the city of Rails and Trails, which played a dominant part in the history of the Chisholm Trail.

Midland National Bank

NEWTON, KANSAS

Member FDIC

Charter 1893

Guerdon Industries, Inc.

**Manufacturers of
Great Lakes**

— Van Dyke

— Hacienda
Mobile Homes

Newton, Kansas

Kansas State Bank

NEWTON, KANSAS

1902 - 1967

Each Account Insured
up to \$15,000 by
Federal Deposit
Insurance Corporation

From the mesquite covered banks of the Rio Grande to the blue stem covered plains of Kansas, we have worked along the Chisholm Trail longer than any other builder.



Founder of the Company



Nine great-grandchildren of D. C. Bass under a cottonwood tree standing on the Chisholm Trail. From this tree D. C. Bass began his run into the Cherokee Strip on September 16, 1893.

"BUILDERS SINCE 1893"
D. C. BASS & SONS
CONSTRUCTION COMPANY

ENID, OKLAHOMA

Waukomis State Bank

"BANK WITH US AND YOU
CAN BANK ON US"



SERVING GARFIELD COUNTY SINCE
1894

WAUKOMIS, OKLAHOMA



**"MY FULL VISION CAB IS RIGID,
ROOMY and WELL INSULATED"**

says Max Elder, Lake City, Iowa

Mr. Elder is right. Full Vision cabs are good and they do the job. A Full Vision cab is your field office on wheels. They're rugged and equipped to stand up under the toughest field conditions. The inter-locking structural members of a Full Vision cab are practically indestructible yet trim enough for you to enjoy full visibility. The Full Vision people are primarily farm people, they know tractors, they know how to build a cab that will protect your health and safety.

You'll find many extras on a Full Vision cab. You may not always see them, but they're there . . . just what you want in a cab.

**FULL VISION
INC.**

BOX 523—DEPT. Z-5—NEWTON, KANS. 67114



Coach House Inn

ABILENE, KANSAS

PHONE CO 3-1220 FOR RESERVATION OR PARTY GROUPS

FINE FOODS - MODERATE PRICES
 "The Finest of Steaks, Chops, Seafoods,
 and Fried Chicken"



One Mile West on Old U.S. 40

ABILENE, KANSAS

Fried Chicken Steak Sea Foods

OPEN SUNDAYS—11:30 a.m. to 2 p.m.; 5 to 8 p.m.
 Wednesday—Thursday—Friday—Saturday 5 to 10 p.m.

THE UNITED TRUST CO.

Complete Insurance Service

* Trust Department

* Investment Department

* Loan Department

Phone CO 3-1920

300 N. Cedar

Abilene, Kansas

ABILENE, KANSAS

Telephone CO 3-1132

212 N. Broadway

Hamburg's
 DRY GOODS & READY-TO-WEAR

See Old Abilene Town ABILENE, KANSAS

**Don't
Miss:**

THE COWBOY GUNFIGHTERS
THE CAN CAN GIRLS
PRAIRIE DOG VILLAGE

Visit: THE WESTERN MUSEUM
THE LITTLE RED SCHOOL HOUSE

Ride: THE BUTTERFIELD STAGE



Check: WILD BILL HICKOCK'S JAIL
TWO STORY LOG CABIN
PIONEER LOG CABIN CHURCH
GREAT WESTERN CORRAL

FREE ADMISSION - OPEN DAILY

1867 ABILENE, KANSAS 1967

End of Chisholm Trail

COMMEMORATIVE PISTOL

\$73.50
with Holster

\$83.50
in presentation
box

Beautiful Chrome with Pearl Handle



300 Only - Nos. 1 to 300
22 Cal. Made by H & R Arms Co.

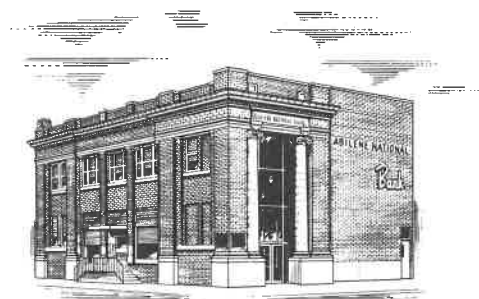
Available Only At

Viola's R.H.V. Store

Abilene, Kansas

Come in and visit us when you reach
Abilene, The End of Trail

**THE
ABILENE NATIONAL BANK**



ABILENE, KANSAS

Every Sound Banking Service

Member F.D.I.C.

RCA VICTOR

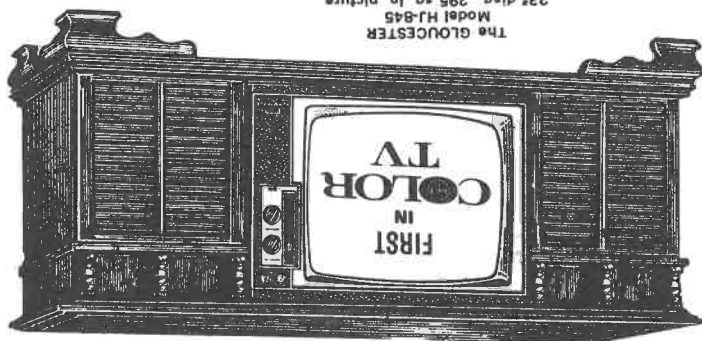


PIONEERS TOGETHER

Whirlpool

You can be
a fabric care
expert when you
do your laundry with
WHIRLPOOL

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New Vista Color TV featuring automatic fine tuning and Super Bright Hi-Lite Tube. Six speakers: two 15" oval duo-cones, two 7" oval mid-range, two 3 1/2" tweeters. 75-watt peak power stereo amplifier. FM-AM and FM Stereo radio. Studiomatic 4-speed record changer.

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WE HONOR THE CENTENNIAL OF THE CHISHOLM TRAIL
AND ALL OF US AT THESE NEWSPAPERS ARE HAPPY TO
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SEVENTY-FIVE YEARS.

THE WACO NEWS TRIBUNE

THE WACO TIMES HERALD

THE WACO SUNDAY TRIBUNE HERALD

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HESSTON, KANSAS

March 1, 1972

Mr. Steve Brehe
906 North Garth Avenue
Columbia, Mo.

Dear Steve:

I am sending, as mentioned, the MUSEUM GRAPHIC, Vol. II, No. 2 containing information on Richard Cleve as written in his letter to Mrs. O. L. Loving in 1913. Other articles in the issue may be of interest too.

Also from our files are copies of writings from two other riders, G. G. R. Sangiovanni and William Campbell. Please return the latter after you have copied them.

If we can be of further service to you with the MISSOURI TODAY Pony Express article, please advise.

Sincerely,

Don Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DR:js
Enc.

Mr. Murray Alford, Jr.
Pony Express Museum
St. Joseph, Missouri 64501

906 N. Garth Ave.
Columbia, Mo. 65201
8 March 1972

Don Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum
St. Joseph, Mo. 54501

Dear Don:

Thank you very much for the additional information. What I have done for the story is put together a composite pony express rider from my research. In a sense, it is a lot like the Richard Cleve letter in the GRAPHIC, vol. 2, no. 2.

Incidentally, the photographs came out fine. John and I want to thank you again for your assistance. When the story comes out I'll send you several copies.

Sincerely,

Steve

Steve Brehe
for MISSOURI TODAY

Enc.

Mr. Burton Albert, Jr.
August 30, 1982
page 2

August 30, 1982

Some could not write, others were probably too much otherwise concerned with their plight and occupied by their duties to do so.

I hope that from this you may filter out something of interest. We can recommend Saddles and Spurs by Settle and Settle (University of Nebraska Press, 1955) as a good source of information about the Pony Express. If you cannot find it in your local library, our book shop can mail a copy for \$2.95 plus \$1.00 postage and handling.

Mr. Burton Albert, Jr.
3 Narrow Brook Road
Weston, Connecticut 06883 Sincerely,

Dear Mr. Albert:

I am sorry that your first letter went unanswered. It seems to have been misplaced somewhere on its path between the St. Joseph Museum and the Pony Express Museum.

DLR: In response to your inquiry - records of the Overland Pony Express were either lost or destroyed. At least, a good history of the day to day operations does not exist. Much of the information that is now written came from memories of the participants half a lifetime later. I am not aware of secrets or codes that riders might have had for their own protection while riding. One of the many dangers that the Pony Express rider faced was the constant possibility of attack by Indians along the trail, especially on the western end of the line. The Indians through the Great Basin country of Utah and the desolate regions of Nevada were a constant threat to the pony mail operation. Horses were run off, stations were burned and men killed. Indians would attack without warning in such places as narrow canyons, quaking aspen groves and from blind spots on the trail where they could hide. Maybe it was such secret places where the Indians could conceal themselves that might be of some interest in your book Secrets of Hiding.

The riders on approaching a relay station would signal the station tender of their coming so that a fresh horse could be made ready. A halloo, a whistle or maybe a secret call (?) could have been used as the alert. In Indian country the call could have been disguised as that of a bird or coyote. Who knows?

No one involved seems to have written much of those lonely and dangerous times while waiting for the mail rider to come.

P.F. exposure - Books etc

BURTON ALBERT, JR.

3 NARROW BROOK ROAD

WESTON, CONNECTICUT 06883

(203) 226-5769

24 Aug 82

Mr. Don Reynolds
Curator
PONY EXPRESS STABLES MUSEUM
914 Penn Street
St. Joseph, MO 64501

Dear Mr. Reynolds:

Here are the three questions I called you about a minute ago. I would like to include the answers--if possible--in my forthcoming book, The Secrets of Hiding (Macmillan).

1. Did riders share any secrets that helped protect them in their travels?
2. Did riders develop any kind of secret code among themselves? If so, what was the code like?
3. Did riders have any secret for keeping a horse going a distance greater than would be expected?

If you could send me a few sentences in answer to one or more of these questions or to any other that they may spark, I'd be delighted. And if I am able to use your material, I will, of course, credit you appropriately.

As I mentioned on the phone, I'd be happy to receive an immediate reply since my deadline is impinging upon me.

Sincerely yours,

Burton Albert, Jr.

Mr. Craig Aurness
February 3, 1982
Page 3

February 3, 1982

We are making a pitch lately for more tour bus business. Senior citizens are taking to the road in increasing numbers in that market it seems. Guess California never ever needs to worry about more people! Unless they get too many.

Light bulb! Just now thought of a couple of needs in your state after the National Geographic article (one of hundreds of free-lance writers) and expressed an interest in believe that they had done a booklet on Old Sacramento and they wanted to know about possibilities for same on St. Joseph. Dear Craig: possibility of writing something about the trail. They mentioned that they had sold a piece to AMERICAN HERITAGE not long before. He has an M.I. I thought that I wrote you a note when you sent me the set of Pony Express Trail slides some time ago, but no copy in files so guess I didn't. Is that anything that might be of interest? A joint venture that is. If maybe so, the address is:

Soooo, hello out there to the Aurness-zz. And thanks for sending the slides along. Your wishes as pertains to the slides will be met. I will also keep in mind that you are interested in publishing and let you know if any possibility for such that may come by this way.

The Pony Express re-run came off very well again last June but without the zip of the year before. Done yearly it seems to lose impact, and also as you will remember, the first time (1980) gained a lot of steam from the National Geographic article. Next year plans may have gotten into somewhat of a tangle. E.R.A. forces have come to bear on this end since females are forbidden by the National Pony Express Association. The trouble seems to be just here in Missouri for the most part though, and I am told the riders may just start on the Kansas side of the river and that will be that. Guess time will tell.

Big doings in store for here in old St. Jo come the first part of April. The Pony Express started on April 3, 1860 and that scoundrel Jesse Woodson James came to his violent end at the hands of Robert Ford on April 3, 1882. Another centennial--We can't forget Jesse even if some local folks would like to. Patee House, the Jesse James House and the Pony Express Stables will all observe the two occasions of the past with extra hours, activity and excitement.

Had a good season last at the Stables. Up some in attendance from the year before. We have to work harder for any increase - more promotion is needed to get a share in dwindling numbers of auto tourists.

Mr. Craig Aurness
February 3, 1982
Page 2

We are making a pitch lately for more tour bus business. Senior citizens are taking to the road in increasing numbers in that manner it seems. Guess California never ever needs to worry about more people! Unless they get too many.

Light bulb! Just now thought of a couple of people in your state that wrote to me after the National Geographic article (one of hundreds of letters). They are free-lance writers and expressed an interest in the Pony Express. I believe that they had done a booklet on Old Sacramento and they wanted to know about possibilities for same on St. Joseph. Also the possibility of writing something about the trail. They mentioned that they had sold a piece to AMERICAN HERITAGE not long before. He has an M.A. in history from Berkeley and is an alumnus of the Wall Street Journal. That was last June. One or the other of them is a photographer I believe. Is that anything that might be of interest? A joint venture that is. If maybe so, the address is:

Mr. Dean Robertson
4303 Rio Tinto Ave.
Sacramento, Ca. 95821

I am still very interested in seeing a book on the Pony Express, and I feel

very strongly that the museum should be the publisher with me as editor. Incidentally I am told that your name is on the list of valuable people whose membership has almost expired. We don't want to lose you so hope you will fill out and return the enclosed membership card.

Best regards from all here (including Maude). Hope you and your family are well and happy.

Sincerely,

Let's keep pushing.

As ever,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

Craig Aurness

CA:da

March 15, 1982

Mr. Don L. Reynolds
St. Joseph Museum
11th and Charles Street
St. Joseph, MO 64501

Dear Don:

Thank you very much for your letter and for your referral to Dean Robertson.

I have not renewed my membership primarily because the activities of the museum and the newsletter are of little value to me here in Los Angeles. I think you do good things, but in Los Angeles I can't take advantage of them.

I am still very interested in seeing a book on the Pony Express, and I feel very strongly that the museum should be the publisher, with you as the editor. Soft cover with color on the cover and a little on the inside, but the rest black and white would probably be best. An introduction by a well-known person would help sales. It should be contemporary in style but have the solid data of a textbook. It should act as a fun guide to the actual Pony Express route, useful to travellers and amateur scholars alike. I am very confident that it would sell well if designed with the market in mind. I feel it would recover its cost in two years. Frankly, it needs an investor who cares about history.

Let's keep pushing.

As ever,



Craig Aurness

CA:da

February 4, 1982

Mrs. Mildred Grenier
1811 Lovers Lane Heights
St. Joseph, Mo. 64505

Dear Mrs. Grenier:

I expect that the easiest and quickest way to select the 12 pictures needed for a calendar as described in your letter of 2/2/82 would be for you to select them from the book and list them by page and description. Then send the list to me here. Pick 2 or 3 extra in case. I can then pull them from the files, or if necessary, print them from the negatives. I would notify you as soon as they are ready.

Incidentally we were never able to get any of the copies of the book except for the 3 you so kindly made available to us and for which we are appreciative. We had hoped to get a number of copies for use as special gifts, etc., and had some hope of getting a few copies for our sales desk. We had a few copies promised to special people who were more than generous to us. We thought that such a gift would be a nice gesture in some cases. Had to go out to the bank and buy one copy for a former St. Joseph citizen, now a publisher in Tucson, Arizona who gave us \$1,500 worth of books to use in our membership promotion. Will need to do the same for another that gave us a gift of 18,000 postcards for our sales desk. We had hoped to get at least a couple of dozen copies (at discount) for us to use for such purposes if not enough for sales. Rich has several times tried to buy 25 copies with some discount from the American National Bank but no luck yet. Oh, well!

Sincerely,

I forgot to explain that the company wants the emphasis to be on the old rather than on modern shots.

Donning wrote that the calendars range from \$3.95-5.95. They didn't explain who they were for; I wrote them and asked and also asked if a soft cover. They asked me if I could get enough photos for a second edition of ST. JOSEPH: A PICTORIAL HISTORY but I wrote that I was afraid I could not do that.

DLR:js

Of course the calendars wouldn't come out until January 1983 but they said they would begin their marketing efforts in March. I'll let you know when by mail. As soon as I hear from them again, I'll let you know. I just wanted to explain what they want and I thought it would be better to do it by letter than by phone. If you get time, I'm appreciative (by calling me, or writing) and tell me your thoughts on the matter.

Thank you again for your and the St. Joseph Museum's help on the book and for the 3 copies. I really appreciate this. The book has brought me so much pride and satisfaction and I'm glad I had it. I think the calendar will be very nice, too.

Sincerely,

St. J. History Reference

M. B. GRENIER
1811 LOVERS LANE HEIGHTS
ST. JOSEPH, MISSOURI 64505
TELEPHONE (816) 279-8184

February 2, 1982

Dear Mr. Reynolds:

I have a letter from the Donning Company Publishers, publishers of PICTORIAL HISTORY OF ST. JOSEPH and they are now putting out calendars based on the pictorial histories of some of the cities that they have covered. They have chosen our ST. JOSEPH book as one of the favored books (thanks to you--they tell me our book was one of the best book manuscripts and photos that they have received).

They want me to select 12 photos from the book and send them the originals (if possible)--one photo for each month of the year. They would like a good mix of easily recognizable buildings, striking people shots (preferably groups) and unusual items such as old cars, boats, etc. I don't mean that the photo has to pertain to any certain month of the year. Since I would like to use photos from the St. Joseph Museum again (if you will be so kind to loan to us again) and it will really be a St. Joseph Museum calendar, I am wondering if you would like to select the 12 photos to go on the calendar--they will use the captions from the book or we can write other ones, and will give credit to whoever supplied the photos. If you don't want to do this, I can come up some morning of your choosing and we can select the photos together--either way is okay with me--I would just as soon that you do it if you don't mind. I did like that picture of the Gross Grocery Store and think it will make a good selection. Or if you'd rather not loan the photos again, Donning Company said they would select the pictures and use negatives directly from the book.

I forgot to explain that the company wants the emphasis to be on the old rather than on modern shots.

Donning wrote that the calendars would be priced in the \$3.95-5.95 range. They didn't explain who would sell them; I wrote them and asked and also asked if a soft cover edition of the book was coming out, but I haven't heard from them yet. They asked me if I could get enough photos (all new ones) for a second edition of ST. JOSEPH: A PICTORIAL HISTORY but I wrote that I was afraid I could not do that. *(I mean non-repetitive)*

Of course the calendars wouldn't come out until January 1983 but they said they would begin their marketing efforts in March (whatever they mean by that). As soon as I hear from them again, I'll let you know; I just wanted to explain what they want and I thought it would be better to do it by letter than by phone. If you get time, I'd appreciate you calling me (or writing) and tell me your thoughts on the matter.

Thank you again for your and the St. Joseph Museum's help on the book and this. I really appreciate this. The book has brought me so much pride and satisfaction and I'm glad I did it. I think the calendar will be very nice, too.

Sincerely,

M. B. Grenier

Mr. Gregory M. Franzwa
February 9, 1982
Page 2

February 9, 1982

made by a photographer named Harspool at the time when the stations were still in use. Coaches, wagons, people and buildings show. I was delighted to get such a look at these places even via faded photos.

Well, nice to hear from your way and to learn that you haven't given Mr. Gregory M. Franzwa rail. Good luck!
Box 42
Gerald, Mo. 63037
Dear Greg:

No one here at this museum has ever worked with Paul Henderson on a book that would show the location of sites along the Oregon or California Trails. Many years back, in the late 1950's, Henderson worked with Clark Bishop on a Pony Express map. Could be that Bishop is the one you have in mind. I think that he was a surveyor from Wyoming. do could be that any locations that they made could be expected to be professionally accurate. The map they published does not, of course, show range, township, etc. but I feel sure that their notes would show such information. You might contact Mrs. Henderson in Bridgeport, Nebraska. She has in the past, I know, allowed certain people to examine his works. You might also contact Joseph Schroeder, 5415 Boy Scout Road, Indianapolis, Ind. 46226. He was one I know Mrs. Henderson let look at some of her husband's records. Mr. Schroeder is a trail buff that each year makes a trip west. I am sure that you are aware that both Bishop and Henderson are now dead. St. Joseph to Fort Laramie) Write to the Nebraska Historical Society in Lincoln, Nebraska.

You mention ground plans and stations--I have a drawing of the layout of the old Gilman's Ranch Station that was given to me by one of the Gilman's in 1959. Could xerox it for you if it is of interest. I think it also was published in PUMP ON THE PRAIRIE (you should read this if you have not already).

PUMP ON THE PRAIRIE
By Musetta Gilman
Harlo - Detroit, 1975

I can check to see if the copy they gave me is the same as the one in the book. The Gilman's gave the St. Joseph Museum a bullet riddled stump that was behind the rifle pits of the Gilman Station. It is now in the Pony Express Stables Museum being used as a prop in the HAZARDS OF THE PONY EXPRESS exhibit(with no reference to its history).

We also have some rather recently acquired old photographs of stations River Bed, Deep Creek and one of either Willow Springs or Fish Springs. (The Bagley people who own the land and building at Willow Springs think the photograph is actually of Fish Springs.) All three pictures were

P.F. Books, Trail etc

Mr. Gregory M. Franzwa
February 9, 1982
Page 2

made by a photographer named Harspool at the time when the stations were still in use. Coaches, wagons, people and buildings show. I was delighted to get such a look at these places even via faded photos.

Well, nice to hear from your way and to learn that you haven't given up on the California Trail. Good luck!

I guess I haven't contributed enough herein to qualify for the complimentary copy of the Haines book. Too bad--would have been nice. See ya.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

P. S. I have just come across papers (copies enclosed) of Clark Bishop's station list with locations described. I believe that it was published but do not have a copy. The same type of information was published by Merrill Mattes and Paul Henderson in 1960. (The Pony Express: Across Nebraska from St. Joseph to Fort Laramie) Write to the Nebraska Historical Society in Lincoln, Nebraska.

The book is being bound on the 11" side of an 8 1/2" x 11" trim size, but the maps are all horizontal. The base map is to be screened down somewhat, but still will be readable as it will be actual size, and the trail appears as a .031" red line, alternatives appearing in .015" red lines. As you hold the book, the binding will be at the top and the maps will be on the bottom, leaving the top blank. That is where I intend to lay in supporting data, such as Henderson's little thumbnail maps showing details of a particular site, within marked section lines. Do you have anything like that which might be helpful? How about ground plans of long-gone stations?

Any help you can give me would be most appreciated, Don. Want a copy of the new book?

Best wishes,


Don L. Reynolds

THE PATRICE PRESS

BOX 42 GERALD, MO 63037

TELEPHONE (314) 764-2801

February 3, 1982

Mr. Don Reynolds
St. Joseph Museum
11th & Charles Streets
St. Joseph, MO 64501

Dear Don:

Well, we are hoping to get back on the California Trail project this summer -- I think Laura and I are over our spooks. It will be really fun to get back out there again. Especially in the High Sierra. Since I saw you last I have been to the National Archives, to view the shingle overlays of the aerial shots taken in the late 1930s and early 1940s (to enforce the AAA legislation). From them I was able to locate another 25 or 30 miles near the route indicated by the drunken surveyor of 1855-56. Then in late November I was able to fly it with a friend, but his plane is very fast and I could pick out only a few yards leading down to Clear Creek plus some Alcove Spring verification on the Oregon Trail. Otherwise, zilch. But at least I can say we tried.

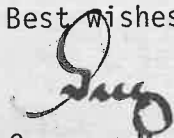
In the meantime, I have committed myself to issuing a book of maps of the Oregon Trail, including the Independence Road, but not the St. Joe Road. On it I have spotted all the sites in the Haines book, which Haines had copied from Henderson. However, Haines is a professional historian and as such is unbelievably sloppy. He copied many of them wrong and they ended up on the north side of the Platte. On others he was very imprecise. That's where Don Reynolds comes in.

I understand you and Paul put out a book, which locates the sites. I need a copy of that book so please have the museum mail one to me and enclose the bill. I am using the county highway maps $\frac{1}{2}$ " : 1 mile as drafted by the various state highway departments -- I find them more accurate than the USGS maps and more inclusive too, as far as obscure roadways are concerned. It is my intention to locate the sites by the 1/16th section ($NE\frac{1}{4}$ of $NW\frac{1}{4}$, T5N, R6E, for example) or closer (153 yards S of the mouth of Coal Creek).

The book is being bound on the 11" side of an $8\frac{1}{2}$ " x 11" trim size, but the maps are all horizontal. The base map is to be screened down somewhat, but still will be readable as it will be actual size, and the trail appears as a .031" red line, alternates appearing in .015" red lines. As you hold the book, the binding will be at the top and the map will be on the bottom, leaving the top blank. That is where I intend to lay in supporting data, such as Henderson's little thumbnail maps showing details of a particular site, within marked section lines. Do you have anything like that which might be helpful? How about ground plans of long-gone stations?

Any help you can give me would be most appreciated, Don. Want a comp of the new Haines book?

Best wishes,



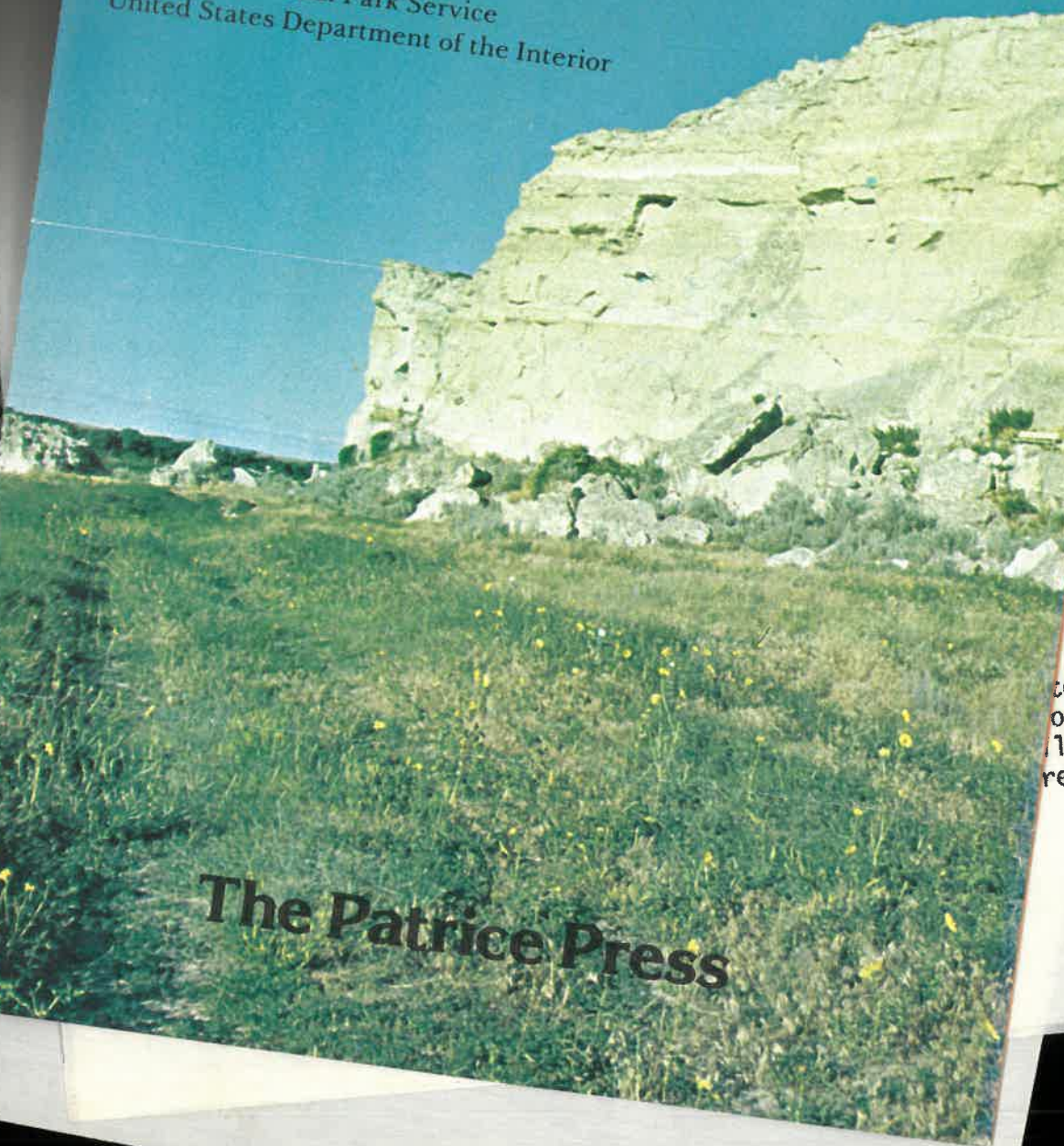
Gregory M. Franzwa

February 9, 1982

Historic Sites Along THE OREGON TRAIL

Aubrey L. Haines

Foreword by Russell E. Dickenson
Director, National Park Service
United States Department of the Interior



The Patrice Press

July 23, 1981

July 16, 1981

Mr. Wally Nally
10625 Bryant St.
Yucaipa, Ca. 92399

Dear Mr. Nally:

This letter is an answer to your letter of July 16, 1981 seeking information on John Fry. Yes, we do have photographs of John Fry, one a portrait of him and another as one of four St. Joseph riders. You will see these photographs on pages 15 and 17 in MUSEUM GRAPHIC, Spring 1959. We have many of the photographs that are used in this Graphic. We also have a picture of the front of the Stables showing the departure of the first rider on April 3, 1860, a painting by artist Charles Hargems.

As for background material on Fry, I think you can get what you need from this same Graphic. I am sure there are some people descended from Fry but we have lost contact with them. At the time the MUSEUM GRAPHIC was written, Mr. Bartlett Boder our museum president and local historian, had contacted some people in Doniphan County, Kansas. We do not know who the young women were who were involved in making the donut-like cookies. It may be mentioned in the Graphic story. Nor do we know the whereabouts of the quilt you mentioned.

Providing we have photographs you might select from the Graphic, the charge would be \$3.50 each for printing.

Thank you for your inquiry.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

↑
P.F. appraised - Authors - J. Fry

July 16, 1981

Curator
St. Joseph Museum
St. Joseph, MO

Dear Sir:

I am enclosing an information request (see attached sheet) on a young Pony Express rider of 1860, named John Frye.

I would greatly appreciate it if you would examine the material available in your museum for anything that would be of benefit in illustrating a story about this young man.

If you could pass the request along to any local historical societies or to the local libraries, I would be very pleased.

thank you very much

Wally Nally

Wally Nally
10625 Bryant St
Yucaipa, CA 92399

714/797-4180

RESEARCH REQUEST

June 20, 1981

REQUESTED BY: Wally Nally
10625 Bryant Street
Yucaipa, CA 92399
714/797-4180

SUBJECT: John 'Johnnie' Frye (sometimes spelled Frey).
Pony Express rider, 1860's, lived in Northeastern Kansas.

BRIEF DESCRIPTION:

Johnnie Frey lived on a ranch in Kansas and was one of the original Pony Express riders. He was well known in the vicinity of St. Joseph and he had the St. Joseph to Seneca, Kansas run.

Although he was killed a few years later, this colorful youngster made a host of friends during his short life.

Young female admirers are said to have helped invent the do-nut by making cookies with holes in them to facilitate his eating them on the run.

His shirt-tail is said to have figured in the making of a 'Log Cabin' quilt.

MATERIAL NEEDED:

1. Photographs or sketches of Johnnie Frye.
2. Photographs or sketches of Pony Express days -- rigging, offices, etc.
3. Background material on Johnnie Frye.
4. Are there persons who are descended from Johnnie who may know some of the stories about this young man, and are willing to share their knowledge.
5. Who were the young women involved in making the do-nut-like cookies. Has this story survived in detail.
6. Has the quilt survived the years -- or any information on the quilt.

MATERIAL TO BE USED AS FOLLOWS:

Young adults of today often tend to drift aimlessly through life, without direction and without goals.

I would like to write a short story about Johnnie Frye. A story that will show one young man's devotion to his duty, and also show that there are significant rewards when one does his duty.

I would like for more people to know the story of this young man.

REFERENCE:

Raymond and Mary Settle, in their excellent book, Saddles and Spurs (Stackpole Co., Harrisburg, Pa, 1955, pages 94-95, give a very brief sketch of Johnnie Frye.

I have been unable to locate any other references to this young man.

M. B. GRENIER
1811 LOVERS LANE HEIGHTS
ST. JOSEPH, MISSOURI 64505
TELEPHONE (816) 279-8184

August 6, 1981

Dear Mr. Reynolds:

The Donning Publishing Company has at last found the picture of the Goetz building (taken in the 1940s) and returned it to me--this was the only photo that was not returned when they sent all the others back.

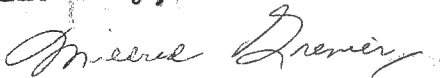
Unless you let me know that you want it sooner, I will wait to return this photo until I hear from you that you have had time to sort out the photos to illustrate the article I'm doing on the Pony Express Museum for the Antiques USA Magazine. The editor wants pictures of antiques (100 years old, if possible) in the museum. But anything used during the Pony Express era would fit into that category. I would particularly like to use some of the photos of the restored blacksmith shop that you renovated for the museum. The ed would like from 8 to 10 photos from which to choose.

While you are looking for these, if you run across the photo of the apartment house (American Apartments) where Eugene Field and bride lived while they were in St. Joseph, I would like a copy of that for the Missouri Life Magazine. Don't go to a lot of bother looking for it as I ~~can get along without~~ it, but I think it would add to the article.

Thanks so much for doing this for me. I am caught up on my other assignments and can work on this article now but I realize this is a busy season for you so take your time.

Best wishes, always.

Sincerely,



Mildred Grenier

Please excuse faulty typewriter ribbon.

Called 8/20 at 8:30
Said she would pick
up next week

1/1
Renders Digest
200 Park Ave
N.Y. 10011

10166

Send:
Diophantine
Maps
Brochures
Bibliography
etc.

(C.V.I.R.)

... sheets of what to see along the trail. Most of the books should be available in any good public library. We have checked the ones that we can provide from our book shop here if you should need them.

If we can be of further service, please contact us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

January 15, 1981

... ne call this day, we are sending
FOR your possible use in research
RS DIGEST. Also enclosed is a
Wanted Riders" ad that appeared
rs. A route map of the Pony Express
arate cover. You are welcome to
his material in any way you choose

... ks and publications on the Pony
se to you, as well as our hand-out

Renders Digest

P.E. exposure

April 1966

Received from you
\$500.00

6 in the amount of \$500.00

500,000 W. 100th

Wanted 1000

Bar Friday

Robert Regal

Francis Douglas

Mr. Francis Lostys
Reader's Digest
200 Park Avenue
New York, N. Y. 10166

Dear Mr. Lostys:

Pursuant to your telephone call
you copies of MUSEUM GRAPHIC FOR YC
of the April article in READERS Digest
poster with the text of the "Wanted"
in the San Francisco newspapers
trail is being sent under separate
use information from any of
in your forthcoming article

The bibliography of
Express, we hope will be
be available in any
ones that we can print
need them.

If we can

January 15, 1981

January 15, 1981

Mr. Francis Lostys
Reader's Digest
200 Park Avenue
New York, N. Y. 10166

Dear Mr. Lostys:

Pursuant to your telephone call this day, we are sending you copies of MUSEUM GRAPHIC FOR your possible use in research of the April article in READERS DIGEST. Also enclosed is a poster with the text of the "Wanted Riders" ad that appeared in the San Francisco newspapers. A route map of the Pony Express trail is being sent under separate cover. You are welcome to use information from any of this material in any way you choose in your forthcoming article.

The bibliography of books and publications on the Pony Express, we hope will be of use to you, as well as our hand-out sheets of what to see along the trail. Most of the books should be available in any good public library. We have checked the ones that we can provide from our book shop here if you should need them.

If we can be of further service, please contact us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

PE. *express*

Reader's Digest



Miami Springs Villas
& Kings Inn

January 23, 1981

Mr. J. D. Saunders
P. O. Box 681
JFK Airport Sta.
Jamaica, N. Y. 11430

Dear Mr. Saunders:

Enclosed is a list of current publications on the Pony Express as you requested. Many of the books can be found in good public libraries. Those that are in print that we have in our own book shop are checked with a red pencil and may be ordered for the designated price plus postage.

Thank you for your inquiry and if we can be of further service, please call on us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

Outreach

exposure

P.F.



Miami Springs Villas & Kings Inn

500 Deer Run, Miami Springs, Florida 33166 • Phone: (305) 871-6000

J.D. Saunders
PO Box 681
JFK ARPT STN
Jamaica 114
11430

Mr Don Reynolds
St. Joe Museum
11th & Charles Streets
St. Joseph Mo.

Dear Mr Reynolds,

It was with great joy that I just sent my membership application
to Mr Lorne Barton in Placerville Calif. Mr Barton had related to
me you could supply a list of publications and their contacts
that are for sale concerning the Pony Express — I would
certainly appreciate this information. Thank you

Most Sincerely
J.D. Saunders

February 10, 1981

Mr. J. Caruso
February 10, 1981
Page 2

We will make adjustments for the deletions. Please credit the "Pony Express Stables Museum, St. Joseph, Mo." for the photographs when published.

Also, if you would be so kind, we would appreciate a copy of the published article for our files.

Mr. J. Caruso
P. O. Box 13352
Tucson, Az. 85732

If you need any further assistance, please call on us.

Sincerely,

Dear Mr. Caruso:

We are enclosing the Pony Express photographs as you requested except for the following changes:

Your #2 choice (photo of the Pony Express Stables). In addition to that one we are also enclosing a painting of the stables by Charles Hargens that hangs in the Pony Express Stables Museum. Since it shows the start of the first Pony Express and the stables it may be another choice.

#6. We do not have a photograph of the drawing of Pony Bob carrying election returns. It might be possible for your engraver to lift the drawing directly from the MUSEUM GRAPHIC page. This has been done before and we hereby give permission for such if you wish.

#10. "Frederic Remington" painting entitled "Changing Horses." Since Remington did not paint a picture with that title. I believe that a William H. Jackson painting is the one referred to. We do not own the Jackson painting. I believe that the Pioneer Village Museum in Minden, Nebraska owns it. If not, the Scotts Bluff National Monument at Gering, Nebraska could own it. They both have Jackson paintings. You would need to contact the owner for print and permission to publish. We have substituted a photo of a changing horses night scene by Benton Clark, the painting of which we own. If you wish to use it permission is granted for one-time reproduction along with the other photographs.

#13. (Wells Fargo news clipping announcing the end of the Pony Express) We also do not have a photograph of this clipping, nor do we have the clipping as far as I can determine.

P.E. exposure

P.O. Box 13352
Tucson, AZ 85732
February 6, 1981

Mr. Don L. Reynolds, Asst. Director
St. Joseph Museum
11th and Charles Street
St. Joseph, Missouri 64501

Dear Mr. Reynolds:

Thank-you very much for your letter and information of January 27, 1981. You were most helpful. I would like to order the following 8 x 10 glossy photos from you:

- ✓ 1. Photo of a painting entitled, "San Francisco Welcomes The Pony Express. The Night of April 13-14, 1860." See back cover of your magazine, Museum Graphic.
- ✓ 2. Photo of the Pony Express Stables, formerly the Pike's Peak Stables.
- ✓ 3. A photo of the Pony Express saddle showing the mochila. I prefer not to have the photo shown in Museum Graphic with the boy on the saddle. A photo of the saddle alone is more suitable.
- ✓ 4. The photo of four Saint Joseph riders as seen on page 17 of Museum Graphic.
- ✓ 5. Photo of the Pony Express Memorial Statue as shown on page 18.
6. Photo of a painting of Pony Bob carrying the election returns of Abraham Lincoln to the first telegraph station. See page 22 of Museum Graphic.
- ✓ 7. Photo of Buffalo Bill Cody, Majors, Coulton, Ingram, and Pony Bob as seen on page 23.
- ✓ 8. A photo of a hand-stamped Pony Express envelope. I prefer either one of the letters carried on the first run or an envelope that announced Lincoln's election. If these are not available, any hand-stamped Pony Express envelope showing the running horse will do.
- ✓ 9. The Hollenberg Pony Express Station as shown on page 25.

Mr. Don Reynolds

February 6, 1981

- 2 -

(BENTON CLARK)

- ✓ 10. Photo of the ~~Frederic Remington~~ painting entitled, "Changing Horses".
- ✓ 11. Photo of the Steamer Antelope.
- ✓ 12. Photo of the first advertisement to appear anywhere announcing the beginning of the Pony Express, as reproduced from the San Francisco Evening Bulletin of March 17, 1860. If this one is unavailable, another advertisement announcing the coming of the Pony Express will do.
- 13. Photo of a newspaper clipping written by Wells Fargo announcing the end of the Pony Express, as appeared in the San Francisco Evening Bulletin of March 17, 1860.
- ✓ 14. Photo of Chimney Rock as appears on page 11 of Museum Graphic.

As you indicated in your letter, I am enclosing a check in the amount of \$29.00 to cover the cost of 14 photos @ \$2.00 each and \$1.00 for the Museum Graphic.

Again, I want to thank-you for being so helpful. I'd appreciate these photos at your earliest convenience. Thank-you very much.

Sincerely,

J. Caruso
J. Caruso

Enclosure

Don:

We also rec'd
a letter from Mr.
Caruso. You have
already answered it.

ST. JOSEPH PUBLIC LIBRARY

TELEPHONE (816) 232-7729

ST. JOSEPH, MISSOURI 64501

DOROTHY SANBORN ELLIOTT
DIRECTOR

26 January 1981

enclosed is the promised letter from Mr. Caruso.
I sent the request to you. Have told him that
I'll be in return for credit in his article.

He also suggested tactfully that he might offer
me \$5. I'm a little "burned" that so many
people are so important! I like helping people when they

come in. I resent the long-distance bit!

(Mrs. D.R.) *Don Riley*
Reference
St. Joseph Public Library

at your earliest convenience. I would appreciate your reply

Thank-you very much for your kind cooperation and
assistance.

Sincerely,

J. Caruso
J. Caruso

ST. JOSEPH PUBLIC LIBRARY

TENTH AND FELIX STS.

TELEPHONE (816) 232-7729

ST. JOSEPH, MISSOURI 64501

DOROTHY SANBORN ELLIOTT
DIRECTOR

26 January 1981

St. Joseph Museum Staff:

Enclosed is the promised letter from Mr. Caruso. I have informed him that I sent the request to you. Have told him that you give photographic service in return for credit in his article.

I also suggested tactfully that he might offer remuneration for your services. I'm a littled "burned" that so many writers think credit is so important! I like helping people when they come in. I resent the long-distance bit!

(Mrs. D.R.) *Lena Riley*
Reference
St. Joseph Public Library

...on a ... I would appreciate your reply at your earliest convenience.

Thank-you very much for your kind cooperation and assistance.

Sincerely,

J. Caruso
J. Caruso

P.O. Box 13352
Tucson, AZ 85732
January 21, 1981

Doris Finley, Reference
St. Joseph Public Library
Tenth & Felix
St. Joseph, Missouri 64501

Dear Ms. Finley:

I am in the process of writing an article regarding the Pony Express. I need as many historical photos to accompany this piece as possible, and was hoping you could be of some help in this regard.

I am looking for any photos pertaining to the Pony Express. These can include photos of Pony Express stations, riders, statues, cancelled letters, newspaper announcements, advertisements, the saddle showing the mochilla, the Bible, the Steamer Denver and the New World Steamer, etc. Maps would also be helpful. These can be either reprints of original photos or photos of prints, paintings, engravings, etc. While photos are preferred, photocopies of historical photos and other data are acceptable if necessary.

Any assistance you can give me on this will be greatly appreciated. Of course, I will give you photo credit for any of your photos used and will return them as soon as possible. Since I am working on a deadline, I would appreciate your reply at your earliest convenience.

Thank-you very much for your kind cooperation and assistance.

Sincerely,

J. Caruso
J. Caruso

January 27, 1981

Mr. J. Caruso
P. O. Box 13352
Tucson, Az. 85732

Dear Mr. Caruso:

Your letter of January 21 has been referred to me. We do have many photographs pertaining to the Pony Express that are available for publication. There is a printing charge of \$2.00 for each of these 8 x 10 photos. They include pictures of riders, stations and newspaper clippings of the time. The enclosed MUSEUM GRAPHIC sells for \$1.00 or it can be returned. It will give you some idea of what we have in our files. We do have other pictures such as riders' photographs that are not in this MUSEUM GRAPHIC but none of these pictures are cataloged, so you would have to request your needs. Thank you for your interest, and if we can be of further assistance please let us know.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

P.O. Box 13352
Tucson, AZ 85732
January 21, 1981

Richard A. Wolf, Director
St. Joseph Museum Library
11th & Charles
St. Joseph, Missouri 64501

Dear Mr. Wolf:

I am in the process of writing an article regarding the Pony Express. I need as many historical photos to accompany this piece as possible, and was hoping you could be of some help in this regard.

I am looking for any photos pertaining to the Pony Express. These can include photos of Pony Express stations, riders, statues, cancelled letters, newspaper announcements, advertisements, the saddle showing the mocha, the Bible, the Steamer Denver and the New World Steamer, etc. Maps would also be helpful. These can be either reprints of original photos, or photos of prints, paintings, engravings, etc. While photos are preferred, photocopies of historical photos and other data are acceptable if necessary.

Any assistance you can give me on this will be greatly appreciated. Of course, I will give you photo credit for any of your photos used and will return them as soon as possible. Since I am working on a deadline, I would appreciate your reply at your earliest convenience.

Thank-you very much for your kind cooperation and assistance.

J. Caruso

Sincerely,

1
CURRICULUM PRESS 20
44-76
January 27, 1981

Ms. Jean Cihlar
Modern Curriculum Press
13900 Prospect Rd.
Cleveland, Ohio 44136

Dear Ms. Cihlar:

In response to your phone call of Monday, Jan. 26, we are sending as requested four 8 x 10 prints of Pony Express riders, etc. We have a printing charge of \$2.00 each for any that are satisfactory for your needs. Those not needed may be returned.

If we can be of further help, please call on us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js

Enc. Photos: Pony Express rider & telegraph poles
Rider leaving Pony Express Stables
St. Joseph news account
Richard Erastus Egan-Pony rider

P.E. exposure (Booker T.)

JEAN CILLAZ
MODERN CURRICULUM
PRESS
13500 PROSPECT RD.
CLEVELAND, OHIO
44136

Rt. 1 Box 164
Sequin, Texas 78155
Jan. 28, 1981
(512) 379-2499

February 5, 1981

Ms. Charlene Read Fulks
Route 1, Box 164
Sequin, Tx. 78155
914 Penn St.
Dear Ms. Fulks:

In response to your request of January 28, we are sending the enclosed pictures as listed:

An article I wrote about the Pony Express has been accepted. Russell, Majors and Waddell are now looking for photographs which would be suitable for illustration. I would appreciate your help in this project:

- Ad for Express riders, "Wanted Young Skinny Wiry....."
- 1) Ad, St. Joseph to San Francisco in 10 days
- Saddle and mochila
- 2) Departure of first Pony Express
- Four St. Joseph riders
- 3) Pony Express Memorial

The one showing the three founders of the Pony Express, Russell, Majors and Waddell, was copied from EMPIRE ON WHEELS by Raymond & Mary Settle, Stanford University Press, 1949. The only picture of any of these three that we own is the one of Majors, also enclosed, taken in Chicago just before his death. It was probably the last photograph of him. We do not have a picture of Pony Bob Haslam but are enclosing another copied picture in which he was included along with Majors, Prentiss Ingraham and Buffalo Bill. This we had permission to use in the Spring 1959 MUSEUM GRAPHIC so I presume it would be o.k. for you to use it. The Pony Express saddle is on display at our Pony Express Stables here in St. Joseph. We have taken the liberty to include the other three, Monument, St. Joseph riders and departure of the first Pony Express. If any are not satisfactory they may be returned. Those that you wish to keep will be \$2.00 each for the printing charge.

You hereby have one time publication rights on all of these photographs except possibly the one showing Russell, Majors and Waddell. I am not sure about this one. You might have to contact Stanford University Press.

Sincerely,

DLR:js
Enc.

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

P.F. exposure (articles etc.)

Rt. 1 Box 164
Seguin, Texas 78155
Jan. 28, 1981
(512) 379-2499

Curator
Pony Express Stables Museum
914 Penn St.
St. Joseph, Missouri 64503

Dear Sir:

An article I wrote about the Pony Express has been accepted for publication and I am now looking for photographs which would be suitable for illustration. I would appreciate your help in locating the following subjects:

- 1) William Russell
- 2) Alexander Majors
- 3) William Waddell
- 4) Robert "Pony Bob" Haslam
- 5) Advertisements for Express riders
- 6) Photos of mochilla and other gear used by Express riders

Please quote costs for 8x10 black and white glossies with one-time publication rights. Thank you for your help.

Sincerely,

Charlene Read Fulks
Charlene Read Fulks



MODERN CURRICULUM PRESS, INC.

13900 PROSPECT ROAD • CLEVELAND, OHIO 44136 • PHONE (216) 238-2222

February 10, 1981

Mr. Don L. Reynolds
Assistant Director
St. Joseph Museum
Pony Express Museum
11th and Charles Street
St. Joseph, Missouri 64501

Dear Mr. Reynolds:

Upon review of the four photos submitted, we have selected "The Departure of First Pony Express Mail From the Pike's Peak Pony Express Stables On Penn St. in St. Joseph, Mo., April 3, 1860. From oil painting by Charles Hargens in the Pony Express Stables Museum," for use in our book entitled "Building Language Power with Cloze," Level B. I am enclosing our check in the amount of \$2.00 to cover the printing charges for this photo.

Also enclosed is our standard permission letter requesting your preferred photo credit listing for completion and return at your earliest convenience.

I am returning the other three photos herewith. As soon as the book is available, I will send you a complimentary copy for your review. I am assuming that we are allowed to keep the print of the photo to be used in our files for future consideration, and if we decide to use this photo or any other of yours, we will again submit a permission letter to you. (I have made photocopies of the three returned to keep in our files.)

If you have any questions, please call. Thank you for your help in this matter.

Sincerely,

Jean H. Cihlar
Production Assistant

jc

Enclosures: \$2.00 check
3 black and white photos
permission letter

file
P.E. exposure - books

February 27, 1981

Mr. Don L. Reynolds
Assistant Director
St. Joseph Museum
11th and Charles Street
St. Joseph, Missouri 64501

Dear Don:

This slide was sent to me by accident.

I hope all is well with you.

Sincerely,

Craig Aurness

Craig Aurness
Photographer

CA/tt

enclosure

(Note: See)

*(Only exp. material of
7th & 8th on model)*

February 18, 1981

Ms. Suzanne Flynn
READERS DIGEST
200 Park Ave.
New York, N. Y. 10166

Dear Ms. Flynn:

We are enclosing as requested 8 x 10 photos showing Pony Express hand stamps that were used during the first part of the Pony Express - also a stick stamp that was used during the latter part of the Pony Express. There will be a \$2.00 printing charge on each of these prints.

If we can be of further service, please feel free to call on us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

P.F. exposure

Peg Schwabel
FREE-LANCE WRITER

5287 WILLOW LAKE COURT
CLARENCE, NEW YORK 14031

5287 Willow Lake Court
Clarence, NY 14031
June 16, 1981

Mr. Don L. Reynolds, Asst. Director
Saint Joseph Museum
11th and Charles Street
St. Joseph, MO 64501

Dear Mr. Reynolds:

Thank you so much for your prompt reply to my letter concerning acts of heroism performed by young riders for the Pony Express. The materials you sent to my office were most helpful, and I am enclosing a check to cover your costs.

Again, thank you for everything!

Sincerely,

Peg Schwabel

Peg Schwabel

Enclosures
Statement
Check for materials forwarded

*Writers-authors
file →*

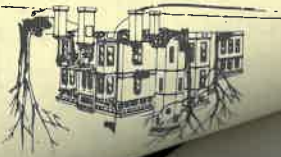
P.E. exposure



am Pony Express Museum
Extension of the Saint Joseph Museum
914 PENN STREET
ST. JOSEPH, MISSOURI

<u>Saddles and Spurs</u>	
<u>Museum Graphic</u>	
\$2.95	<u>1.00</u>
	\$3.95 Total due St. Joseph Museum

Sent under separate cover



Director: Richard A. Noll
Assistant Director: Don L. Reynolds

Saint Joseph Museum
11TH AND CHARLES STREET
ST. JOSEPH, MISSOURI 64501

816/232-8471

March 11, 1981

St. Joseph Museum
Pony Express Stables Museum
11th and Charles
Ms. Ruth A. Coates
4340 Knollton Rd.
Indianapolis, Inc. 46208

Dear Ms. Coates:

Enclosed, as requested, please find three 8 x 10
photographs of Pony Express subjects as listed:

Traill map	2.00
Christmas Mail	2.00
First Pony Express Departure	2.00
	<u>6.00</u>

Please credit as follows:

PONY EXPRESS STABLES MUSEUM
ST. JOSEPH, MO.
Sincerely,

I will be glad to pay for these or the expense of any
Xeroxing.

Many thanks.

DLR:js
Enc.

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

Cordially,

Ruth A. Coates
Ruth Allison Coates

enc/

P.F. exposure - Writers - authors file →

4340 Knollton Road
Indianapolis, Ind. 46208
Feb. 28, 1981

St. Joseph Museum
Pony Express Stables Museum
11th and Charles
St. Joseph, Missouri 64501

Dear Curator:

I am a writer working on an article about the history of the Pony Express for a juvenile magazine.

Do you have any reproductions of maps of the Pony Express route that could be reproduced in the magazine, or copied by an artist for reproduction purposes?

Have you any "action" pictures available of a Pony Express rider on his horse--again for reproduction purposes?

Any additional pamphlets or booklets about the Pony Express that you might have for the general tourist would be appreciated.

I'll be glad to pay for these or the expense of any Xeroxing.

Many thanks.

Cordially,

Ruth A. Coates

Ruth Allison Coates

enc/

SUSAN SPIES, Articles Editor
Genco Courier (circulation 4.8 million)

March 30, 1981

Genco Department Stores

2117 24th St (work)

212 4th St (home)

Ms. Susan Spies

WORDS

309 Santa Monica Blvd.

Suite 309

Santa Monica, Ca. 90401

Dear Ms. Spies:

We are mailing to you this day three 35mm color slides of Pony Express Stables Museum exhibits and one of the Charles Hargens painting of the departure of the first Pony Express rider with mail leaving the Stables April 3, 1860.

After you have made a possible choice and made your copy, please return the slides promptly.

The Charles Hargens painting is a permanent display at the Stables Museum. You hereby have permission for one time publication should any of the slides meet your needs. If used we would appreciate a copy of the publication article for our files.

If we can be of any further assistance, please call on us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

P. S. The enclosed copy of the Centennial Pony Express issue of MUSEUM GRAPHIC may be of some assistance as a source of information.

Winters

exposure

P.F.

March 30, 1981

SUSAN SPIES, Articles Editor
Gemco Courier (circulation 4.5 million)

Gemco Department Stores

213/394-2141 (work)

213/454-1681 (home)

Call her collect at home Monday.

If you can't get her at home call her at work

Address is:

Words
309 Santa Monica Blvd.
Suite 309
Santa Monica, Ca. 90401

Photos

Colors

Pony
mail

ation
reciate

tor

MUSEUM

National Geographic Magazine

April 22, 1981

WASHINGTON D.C. 20036

ILLUSTRATION STAFF

Ms. Bentley R. Andrews
National Geographic Society
Washington, D. C. 20036

April 14, 1981

Dear Bentley:

Nope, we do not have the missing picture of
1880 inscription of those pioneers beside the
Colorado River. Sorry! Would like to help you
out from your small dilemma. Maybe you could get
National Geographic to send me out for more pics.
Maybe about next June at vacation time? No?
Oh well!

Dear Don:

Sincerely,

Once again I call upon your indulgence in assist-
ing me in unravelling a mystery.

I would greatly appreciate it if you could check
through the prints from the Express story which I re-
turned to you way back when. There is a print
of a rock inscription carved into a
wall in Register Passage, Pony Express Museum.

DLR:js

The picture may have gotten into the Pony pictures. We
were using it in connection with an article on the
Hornedys.

Many thanks for helping me out with this.

Hope your spring is as lovely as ours.

Regards,

Bentley R. Andrews

Dear Bentley

Hope we will have the missing
picture of 1880 inscription of those
pioneers beside the Colorado River. Sorry!
I would like to help you out from your
small dilemma. Maybe you could get
National Geographic to send me out for more pics.
Maybe about next June at vacation time? No?
Oh well!

National Geographic Magazine

WASHINGTON, D. C. 20036

ILLUSTRATIONS STAFF

April 14, 1981

Don L Reynolds
Asst. Director
St. Joseph Museum
11th and Charles St.
St. Joseph MO 64501

Dear Don:

Once again I call upon your indulgence in assisting me in unravelling a mystery.

I would greatly appreciate it if you could check through the prints from the Express story which I returned to you way back when and see if there is a print of a rock inscription of pioneer names carved into a wall in Register Passage, 1880 beside the Colorado River. This picture may have gotten into the Pony pictures. We were using it in connection with an article on the Mormons.

Many thanks for helping me out with this.

Hope your spring is as lovely as ours.

Regards,

Bentley
Bentley R. Andrews

Here Bentley
Hope we do not have the missing
picture of 1880 inscription / three
pioneers beside the Colo R. Sorry
Would like to help you out from
your small dilemma. Maybe you
could get Hall to send me out
for more pics. Maybe about next
time at vacation time? No? Ok well
Sincerely
Don



Saint Joseph Museum

May 28, 1981

Peg Schwabel
5287 Willow Lake Court
Clarence, New York 14031

Dear Ms. Schwabel:

Your letter seeking information on possible heroic acts or service by young people is in hand. You have mentioned the Pony Express, and I also believe that many of the young riders in that short lived but dangerous effort should qualify. There ~~many~~ many instances where life was a gamble and some where life was lost. The ad for riders for the Pony Express read as follows:

WANTED

Young, skinny, wiry fellows. Not over eighteen.
Must be willing to risk death daily.

Orphans preferred
Wages \$25 per week

There were so many instances of possible heroism that it would be difficult to seek out and list each. We are thus sending books that you may yourself read. As you have suggested this material on the Pony Express including a book, Saddle and Spurs, will give a good account of the Pony mail service between St. Joseph, Missouri and Sacramento, California.

We also have many of the pictures that you will see in the enclosed Museum Graphic. These and others we can furnish for a printing fee of \$3.50 each and a credit line.

If we can be of further assistance please call on us.

Sincerely,

Pony Express Museum

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

Enc.
DLR:mst

Feb 1

Writers - Authors

P.F. exposure

816/232-8421



Director: Richard A. Nelf
Assistant Director: Don L. Reynolds

Saint Joseph Museum



11TH AND CHARLES STREET
ST. JOSEPH, MISSOURI 64501

Saddles and Spurs

\$2.95

Museum Graphic

1.00

\$3.95 Total due St. Joseph Museum

aam Pony Express Museum

Extension of the Saint Joseph Museum

914 PENN STREET

ST. JOSEPH, MISSOURI



Peg Schwabel

FREE-LANCE WRITER

5287 WILLOW LAKE COURT
CLARENCE, NEW YORK 14031

5287 Willow Lake Court
Clarence, NY 14031
May 20, 1981

Office of the Director
Pony Express Stables Museum
914 Penn Street
St. Joseph, Missouri 64503

Dear Sir or Madam:

I am currently researching a magazine article for children which will focus on heroic acts performed by children or young people. Therefore, I am writing to ask if you are aware of information in your files which describes act(s) of heroism performed by the young riders for the Pony Express.

Any information (booklets, etc.) or photocopies of materials which you feel would be of interest will be greatly appreciated. Naturally, I will be happy to reimburse you for the costs of any materials mailed to my office; simply forward an invoice with any information that is mailed to me.

Thank you for your time on this matter; I hope to hear from you shortly and am enclosing a SASE for your convenience in replying to this letter.

Sincerely,

Peg Schwabel

Peg Schwabel

Enclosure

P.S. Are photos from your collection available for one-time magazine publication if the author pays all costs and gives proper credit upon publication?

CLINICAL PSYCHOLOGY

BY APPOINTMENT

KENNETH S. HINES, Ph.D.

3110 Karnes Rd. - Suite 220
St. Joseph, Missouri 64506

Phone 232-1680

December 11, 1981

Don L. Reynolds, Assistant Director
St. Joseph Museum
Pony Express Museum
11th & Charles Streets
St. Joseph, MO 64501

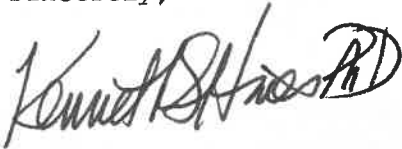
Dear Mr. Reynolds:

Thank you very much for your prompt response to my request for information regarding the Pony Express. As I explained to you, I am going to be the editor of the Pony Expressions, which is our organizational bulletin. This will be a monthly publication and I fully intend to utilize excerpts of the materials you provided in various editions of this bulletin, as they are published. Naturally, I will extend credit for those items to the Pony Express Museum and, with your permission, would like to include you and your organization on the mailing list for our bulletin.

I am returning, herewith, the photos that you sent me and asked to be returned. Since ours will be a somewhat amateur publication, we will not be able to include photographic reproductions. Nonetheless, I appreciate the opportunity to look at these photographs and I have especially enjoyed reading the brochure literature. With your permission, I would like to keep that brochure information, but would be glad to return it at the end of my tenure as editor.

Again, I thank you for your prompt cooperation and appreciate your offer of being further assistance. I may have to call upon that offer at some later point.

Sincerely,



Kenneth S. Hines, Ph.D.
Bulletin Editor, S.P.E.B.S.Q.S.A., Inc.
KSH:de

↑
F.H. exposure file

Sue Macy
Apartment 27L
6040 Boulevard East
West New York, New Jersey 07093
(201) 868-5205

Cobblestone
any changes in
statement, call
(603) 532-7567
— FBW

THE FASTEST MAIL IN THE WEST

by Sue Macy

On January 27, 1860, John W. Russell received a telegram from his father. John, 24, worked for Russell, Majors & Waddell, a supply-hauling firm in Leavenworth, Kansas. His father, William H. Russell, was one of the company's founders.

William Russell's message, sent while he was traveling home from Washington, D.C., was brief. He wrote: "Have determined to establish a Pony Express to Sacramento, California, commencing 3rd of April. Time 10 days." Two days later, Russell arrived in Leavenworth to help put his ideas into action.

What he really wanted, Russell admitted to one of his partners, was "to build a world-wide reputation, even at considerable expense." He planned to do that by creating the fastest mail service the West had ever seen. Russell, Majors & Waddell would buy 400 of the best horses on the frontier, hire 120 of the bravest young men available, and build station houses every 12 miles or so on a 1,966-mile route. The men would carry the mail in a giant relay race across the West, changing horses at every station house and surrendering the letters to a new man ~~every~~ every 75 miles.

Russell's scheme was the latest in the attempt to bring the West Coast "closer" to the East. California had become the nation's 31st state in 1850, but communication between it and the

PF exposure file ↑

rest of the U.S. was impossibly slow. In 1860, the nation's telegraph lines reached only as far west as the Missouri River. Messages to California could be tapped out on the telegraph from New York to Missouri in a matter of seconds. Then, they had to be brought by stage or rider across 2,000 miles of mountains and deserts.

In the early 1850's, several small companies delivered the mail to settlements in various parts of the West. This service was usually slow and unreliable. Then, in 1857, the U.S. Congress hired a man named John Butterfield to ship letters and small packages west from St. Louis, Missouri. Butterfield's Overland Mail Company ran stagecoaches along a 2,800-mile route which cut across the southern part of the West. Mail was carried for 10 cents per $\frac{1}{2}$ -ounce, and reached San Francisco, California in 25 days. Passengers could come too, for a fee of \$100 in gold.

Although Butterfield's service was a success, William Russell was sure he could do better. While in Washington in late 1859, Russell met with Senator William Gwin of California and got the push he needed. Gwin told Russell that his 380,000 fellow Californians needed quicker mail service than Butterfield's. ^{He} suggested that a route through the central U.S. might provide it. The central route was about 800 miles shorter than Butterfield's, although it was more mountainous and more likely to be blocked by snow in winter.

Gwin said there was another need for a central mail route, too. At the time, the country was alive with talk of war. Some Southern, pro-slavery states were threatening to secede from the Union if Abraham Lincoln, the anti-slavery Presidential candidate,

was elected in November. If the South seceded, said Gwin, they would probably take over John Butterfield's southern mail route. This might help them convince California to secede, too. A central mail route would keep communications open between California and the North, and would probably ^{help/} keep California in the Union.

After hearing Gwin's arguments, Russell decided that a central mail route was a good gamble. On his way home from Washington, he got ready to sell his two partners on the idea. William Russell, Alexander Majors, and William Waddell had been together for five years now. In that time, they had become the most well-known supply-haulers in the West. In 1855, their first year together, the partners had sent out 20 wagon trains carrying 2½ million pounds of supplies to Army forts and California settlements. In that year and 1856, they had made \$300,000 from their Army deliveries alone.

Then the tide had changed. In 1857, Russell, Majors & Waddell had lost half a million dollars when one of their wagon trains was destroyed. Although they had done well in other projects since then, they had never made up the loss. If the partners agreed to go ahead with the Pony Express, they would first have to raise the \$100,000 needed to get the mail service off the ground.

Majors and Waddell weren't happy about Russell's scheme, but they gave in when Russell told them he'd given his word to Senator Gwin. That was all Russell needed. He quickly found an old friend, Ben Holladay, who was willing to put up the money for supplies and salaries. Then, he divided the 1,966-mile route

into five parts, and chose a division leader for each one.

It was up to these leaders to hire the riders and station managers, buy the horses, and see that the station houses were built and stocked with food. They had a head start when it came to the station houses. About 90 were already standing, serving as stops for California-bound stagecoaches and supply wagons. The division leaders only had to build 100 more in the 65 days before the Pony Express was scheduled to start running.

When it came to men and horses, the Pony Express took the best they could find. Division leaders paid as much as \$200 each for Iowa thoroughbreds and California mustangs--horses known for their power and speed. The riders had to be light and strong and fearless. Most were about 20 years old, and weighed under 125 pounds. They were paid from \$50 to \$150 a month, plus room and board. All of them had to sign ^{a pledge} written by Alexander Majors, in which they promised not to drink liquor, fight, or use bad language.

As April 3 approached, people on both ends of the Pony Express route started wondering whether the service would succeed. One California newspaper warned that the route was too dangerous, what with unfriendly Indians and untraveled trails. Russell and his partners, the paper said, were "simply inviting slaughter upon all the foolhardy young men who had been engaged as riders."

At the same time, some more optimistic people in California and the East prepared letters to be carried on the first run. Easterners put their mail on a special railroad train to St. Joseph, Missouri, the eastern starting point of the Pony Express.

One of those who was not scared away by the high price of \$5 per $\frac{1}{2}$ -ounce was President James Buchanan. He sent a message to California's Governor Downey, congratulating him on the "Pony's" success.

On April 3, the first rider left St. Joseph at 7:15 p.m.--two hours late. It wasn't the speeches, the music, or the crowds of people gathered in the streets that delayed him. It was the messenger with the mail from the East. The man missed one of his train connections, and had to be rushed in on a special express.

Despite the delay, the first westward Pony Express run brought the mail to Sacramento in nine days and 23 hours--an hour early. The eastbound run to St. Joseph took 10 days to the minute. In the months to come, Pony riders would knock hours and even days off these records. In March, 1861, they would make their fastest trip ever, bringing copies of President Lincoln's inauguration speech from St. Joseph to Sacramento in seven days and 17 hours. Riders would set amazing personal records, too, when they rushed west with news of Lincoln's election, the secession of the Southern states, and the outbreak of the Civil War.

During their 18 months in the saddle, the Pony Express riders lived by the motto, "The mail must go through." As Indian war in the spring of 1860 made this goal impossible for a few weeks, but in the end, it was not the Indians or the weather that stopped the Pony Express. It was the telegraph.

On May 27, 1861, a construction crew put up the first telegraph pole in Omaha, Nebraska, connecting that city with the East Coast. As they worked their way west, another crew started east from

Sue Macy
Apartment 27L
6040 Boulevard East
West New York, New Jersey 07093
(201) 868-5205

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the history magazine for
COBBLESTONE

Cobblestone Publishing, Inc. • 28 Main Street • Peterborough, N.H. 03458



Don Reynolds
St. Joseph Museum
11th and Charles
St. Joseph, MO 64501

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Waddell's scheme was the latest in the attempt to bring the

PF. exp

July 22, 1980

Mr. Rowe Findley
Senior Editor
National Geographic Society
Washington, D. C. 20036

Dear Mr. Findley:

I am writing to pass along to you the feeling of so many favorable comments on your Pony Express article that appeared in the July, 1980, issue of National Geographic. Not a day goes by that some of our museum visitors do not mention the article. They have all commented favorably except for one. He thought that the article was far too short.

It was indeed an absorbing and enlightening article that made us all relive those other times when life was not so easy--times when our country's solidarity depended, perhaps, on the heartbeats and hoofbeats of man and beast.

I can agree with that one person who said that the article was far too short. With such popular appeal it could have been longer. If for one would like to see the article expanded and published in book length form.

Again, congratulations on a job well done!

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js

Full of P.E. article

National Geographic Magazine

WASHINGTON, D. C. 20036

RESEARCH DIVISION

March 26, 1980

Mr. Don Reynolds
St. Joseph Museum
11th and Charles
St. Joseph, MO 64506

Dear Mr. Reynolds:

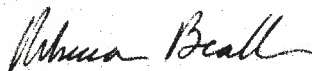
Here's the last installment for you to review...the remaining 2 panels for the Pony Express story.

You have already seen the map notes and have probably made comments on them, but we wanted you to see the map proof. As before, if you see anything out of place or in error, please let me know as soon as possible.

As our deadline is early next week (April 2), I would appreciate a phone call with your comments. If you have any written remarks, I'd like them for my files.

Thanks for your continued patience. You have been a great help.

Sincerely,



Rebecca A. Beall
Research Staff
(202) 857-7217

RAB/kpm
Enclosures

April 1, 1980

Ms. Rebecca A. Beall
Research Staff
National Geographic Society
1145 17th St., N. W.
Washington, D. C. 20036

Dear Rebecca:

Enclosed please find answers to your questions of March 26, 1980 that we also discussed on the telephone yesterday.

I am somewhat concerned about the artist's conception of the revolver used by the Pony Express as shown on the map. It does appear to be an 1860 Army model Colt, so maybe if no time is left to change the art work, it could be labeled as such. Your idea to check with the National Rifle Association up the street is a good one.

We have searched high and low in both our library and the St. Joseph Public Library for any other reference of military presence along the trail during Pony Express time. Did not come up with anything other than the four.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

"Reese Valley"

Robert's Creek

Can't find the "Reese Valley" reference that Rowe used.

Settle & Settle state that Major Egan's division ended at Robert's Creek.
(I don't know their exact source.)

Arthur Chapman in THE PONY EXPRESS, in describing conditions after the Indian uprising in early 1860 quotes from the Deseret News (Salt Lake City newspaper). The article tells how Bolivar Roberts (Supt. of the western end of the line) brought mail and a party of men from Carson City to Robert's Creek where they met Major Egan and his party with the mail (Major Egan was Division Supt. from Salt Lake City to Robert's Creek) (I told Rowe about Robert's Creek)

1849 Navy Colt

The revolver that you have shown on your map appears to be an 1860 Army model Colt. It is described as an 1849 Colt Navy. The favorite of the Pony Express riders is said to have been the 1851 Colt Navy revolver.

18½ month life

The Pony Express officially started on April 8³, 1860. It officially ended on October 24, 1861. It is said to have continued several days into November of 1861 so that mail that was still in the line could be carried through.

If the 3 days in the first part of April of 1860 and the remainder of October are deducted, your 18½ month statement on the map is near correct. The 19 month duration as usually stated would take into consideration the time in November said to have been required to clean out the line.

"U.S. Military Outposts"

Kearny, Laramie, Bridger and Churchill, so far as we can determine, were the only military outposts on the line at the time of the Pony Express.

Julesburg is listed on our maps. Not Jules.

Seneca is listed on our maps. Not Smith's Hotel. Smith's Hotel was the station, however, so it could be correct. Seneca, Kansas still exists as a town.

Hollenberg is the correct spelling for Hollenberg ranch on which was located the "Cottonwood" Pony Express station.

July 28, 1980

Dear Don -

Just a note to thank you for all you did for us while we were in St Joe.

Ken said he had called you and Richard after the ride was completed, but I wanted to add my thanks also.

I understand we were in your town before the heat wave, have been hearing in the news about all the hot weather. Glad we left before it got too hot. We have been having our share of hot weather, but today is cooler down to 82°.

Thanks again Don it was good to see you again. As Ever
Rallie.





Steed College

K. R. THOMSON, Chairman

Division of Business Administration

(615) 928-7332 Johnson City, Tennessee

et
64501

Dear Mr. Reynolds:

Your very kind letter of July 13, the map and other enclosures is most gratefully acknowledged.

Thank you for your effort and interest in my behalf. And thank you for your research integrity by the map and your own interest in the subject area.

The question of station names has always been an illusive one; and I am distressed with the author's who "play" with the list.

I well recognize a number of problems attendant the effort to definitively identify and sequently list the established stations. Most writers whose works I have seen - seem to sooner or later get lost in their own verbiage when discussing this particular subject.

I have a strong interest in Western and frontier history and I may decide to "do a book" in this area; I have lived in 17 States, am a mid-westerner by both birth and inclination - and was born at the Canadian border in Pembina County, North Dakota 50 years ago.

How great it would be if an agency like the National Park Service, for example, would decide to preserve the heritage and integrity, insofar as is possible, of both the concept - and the route.

Your kind efforts are very appreciated. I suspect that my journeys will take me again into your country - and I should welcome the opportunity to meet and visit with you when that occurs.

Sincerely,

K.R. Thomson

Kenneth Roberts Thomson
Chairman
Department of Business Admn.
Steed College

P.O. Box 3464 CRS
Johnson City, TN 37601

July 30, 1979

Check inc 7

*↑
file
envelope
P.E.*

July 13, 1979

July 31, 1979

Mr. K. R. Thompson

Steed College

P. O. Box 3464 CRS

Johnson City, Tenn. 37601

Dear Mr. Thompson:

Thank you for your telephone inquiry to the Pony Express Stables seeking information on stations along the Pony Express trail of 1860-61. We are sending to you a copy of our trail map that we hope will be of use to you in your research. I believe I may have told you it is the result of our own knowledge of the trail compared to four other maps. We were able to weed out many mistakes and duplications and to also fill in a few commissions, but probably not all. It is too bad that the Pony Express was not considered to be as important as it really was, and is now realized, so that more effort could have been made to properly record it for history. It was just a temporary operation before a Civil War.

We are sending a complimentary copy of our Pony Express MUSEUM GRAPHIC. The cost of the map plus postage and handling is \$2.00.

If you are ever on your way through Northwest Missouri we hope that you will include St. Joseph and the Pony Express Stables Museum in your itinerary.

Sincerely yours,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.



Davis Publications, Inc.

Books for Art Education

Printers Building - Worcester, Mass., 01608

July 31, 1979

Penny Peters
215 Pearl St.
Cambridge, Mass. 02139

Dear Ms. Peters:

As requested in your letter of July 24, we are mailing to you two photocopies of photos that might be suitable for your children's textbook. One of the photos would require a release for publication from the Oregon Trail Museum. All photos are \$2.00 which includes the cost of mailing.

If we can be of further assistance, please let us know.

Sincerely,

June M. Swift, Exec. Secretary
St. Joseph Museum
Pony Express Museum

I have an extremely large collection of photographs and illustrations in this book so it would be most helpful if you could send some xeroxes of possible choices. I could then make a selection and order a print. Please send the xeroxes to;

Penny Peters
215 Pearl Street
Cambridge, Mass. 02139

Thank you very much for your assistance.

Sincerely,

Penny Peters

Penny Peters
Art Editor

exp. purchase fee

Phi





July 24, 1979

Pony Express Stables Museum
914 Penn Street
St. Joseph, Missouri 64503

Dear Sir:

Davis Publications will soon be publishing People Create Technology, a textbook for children in grades 5-7 about the history of technology. I am looking for black and white prints or photographs to illustrate the text and would like to use a drawing or old photo of a Pony Express rider in a section of the book explaining the developments in transportation. I would prefer that the photo be a rider in action, but this may be impossible. As long as the mail bags are visible and there is a pony along with the rider evident, it would give the idea. I have an extremely small budget for photographs and illustrations in this book so it would be most helpful if you could send some xeroxes of possible choices. I could then make a selection and order a print. Please send the xeroxes to:

Penny Peters
215 Pearl Street
Cambridge, Mass. 02139

Thank you very much for your assistance.

Sincerely,

Penny Peters

Penny Peters
Art Editor



jay sadler,

co-author,

August 23, 1979

Mr. JEFFERSON, ARCHITECT with Demand Form
PALLADIO - A WESTERN PROGRESS
Architecture of 18th C. Newport
ONLY PROPER STYLE with color photo

Mr. J. Sadler
Box 55
Litchfield, Ct. 06759

Dear Mr. Sadler:

Enclosed are the photos you requested in your letter of August 20, 1979. If possible we would like to have these photos returned to us when you are finished with them.

Also enclosed are some brochures and a copy of our former publication MUSEUM GRAPHIC which dealt with the Pony Express. This should give you some background information.

We, of course, would like to receive a copy of your forthcoming book THE STABLE TOUR for our reference library when it is completed. Please let us know the date available and the publisher.

Thank you for your interest.

Sincerely,

June M. Swift, Exec. Secretary
St. Joseph Museum
Pony Express Museum

Enc.

Many thanks!

Yours, etc.

J. Sadler

Box 55
Litchfield Ct
06759

co-author,

MR. JEFFERSON, ARCHITECT with Diamond Business
RADIO - A Western Progress
the Architecture of 18th C. Newport
THE ONLY PROPER STYLE with Golden Lott

recalling D.J. Sadler
and gathering material for
a forthcoming book

THE STABLE TOUR

New York Graphics Society
Boston 1980

and would like, please, an 8"x10" B&W glossy

of the St. Jo Perry Square Station
at gas & Rain Streets
(See in Chronicle of the Horse, July 14, 1972)
and a bit of background material.
Any interiors?

Many thanks!

Yours, etc.

J. Allen

Box 55

Litchfield Ct.
06759

Authors

NUTRITION TODAY

a publication of Nutrition Today, Inc.

101 RIDGELY AVENUE, ANNAPOLIS, MARYLAND 21404
TELEPHONE • (301) 267-8616 P. O. Box 1829 CABLE • CORTENLOE ANNAPOLIS

January 9, 1979

Mr. Don L. Reynolds
Assistant Director
Pony Express Museum
914 Penn Street
St. Joseph, Missouri 64501

Dear Mr. Reynolds:

I am embarrassed to learn that you have never been paid for sending me the map showing "The Extermination of the American Bison." It arrived when I was in far-off Siberia (really), and should have been turned over to my assistant editor for her immediate attention. In any event, please accept this \$25.00 check as payment for the use of the print and also as a very modest contribution to the Pony Express Museum.

You are doing a great job! I'm sure Karl would be proud of it if he were only with us.

Warmest personal regards, I remain,

Faithfully yours,

C. F. Enloe, Jr. -ma

Cortez F. Enloe, Jr., M.D.
Editor and Publisher
(signed for Dr. Enloe in his absence)

CFE/ps

Enclosure

Dear Sir:

As a writer I would like
information about the Pony
Express and, also, photos.
Please inform me of any
charges.

Thank you.
Sincerely,
Ned Kirkham

Ned Kirkham
606 E. Magnolia Blvd. F
Burbank, CA 91501

We are sending to you a Centennial MUSEUM GRAPHIC
that will give you some information on the Pony Express and also
some brochures and a bibliography listing other source material
on the Pony Express service. Books checked in red are available
from our museum book shop at the price shown. There would, of
course, be an additional charge for postage. It may be possible
to find the out-of-print books in your local library.

If you wish to keep the MUSEUM GRAPHIC, the price is \$1.00,
or it may be returned.

We also have photographs (some shown in the Graphic) that
we can provide at \$2.00 each, postage included.

If we can be of any further service, please call on us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

(Writer)

P.F. exposure file →

November 2, 1979

Mr. Ned Kirkham
606 E. Magnolia Blvd. F.
Burbank, Ca. 91501

Dear Mr. Kirkham:

We are sending to you a Centennial edition MUSEUM GRAPHIC that will give you some information on the Pony Express and also some brochures and a bibliography listing other source material on the Pony Express service. Books checked in red are available from our museum book shop at the price shown. There would, of course, be an additional charge for postage. It may be possible to find the out-of-print books in your local library.

If you wish to keep the MUSEUM GRAPHIC, the price is \$1.00, or it may be returned.

We also have photographs (some shown in the Graphic) that we can provide at \$2.00 each, postage included.

If we can be of any further service, please call on us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

(Written)
P.L. exposure date

Mar 6, 1979

Dear Don Reynolds -

Thank you for

your prompt response.

Yes, I will keep

the "In process graphic"

and I'll contact you

from time to time.

Thank you -

Sincerely -

Ned Kirkham

Ned Kirkham
606 E. Magnolia Blvd. F
Burbank, CA 91501

January 19, 1979

Authors

Mrs. Edith Thompson Hall
1547 South 22nd Street
Lincoln, Nebraska 68502

Dear Mrs. Hall:

I hope you will please excuse my lack of response. I have not been at the museum of late. Some of us here are working at the Pony Express Stables in an effort to insulate the interior so that we may keep the winter heat in and the summer heat out. We had both Christmas and New Years holidays amounting to a week and some snow days off. I made my winter trek to the Rio Grande Valley for two weeks to see my father. I have checked back and your book did arrive and is in our library amongst the other river history volumes. We know it will find a welcome reception among researchers and students alike. Thank you very much for this gift. I have not had a chance to read it but look forward to that opportunity. If you have not already received an accession form you will be receiving it shortly. We will get caught up some day around here, we hope. I guess a poor excuse is better than none!

I suppose Lincoln has been having their share of this wonderful winter weather. I could describe it in another way, and I know you would agree, but such things should not be set down on paper!

Again, thank you for the book and for autographing it for us. Our best to you.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js

Edith Thompson Hall
1547 South 22nd Street
Lincoln, Nebraska 68502

January 10, 1979

Don L. Reynolds, Asst. Director
St. Joseph Museum
11th and Charles Street
St. Joseph, Mo.

Dear Mr. Reynolds

I wrote you a letter November 27, 1978 but did not mail it until I could get to a postoffice December 5th. On that date I mailed you a gift copy of Doubleday's Anthology WATER TRAILS WEST which I promised the Museum.

To date I have received no acknowledgment of the book which I autographed to the Museum. I thought the book was insured but find no receipt. The book, addressed to you, was in heavy cardboard, taped and tied. August Lenniger, the New York Agent who handled it for Doubleday wrote me the Missouri River chapter was the best in the book.

I did receive a letter from Marilyn Taylor Dec. 16 who acknowledged the \$5.00 check I sent. She wrote we would receive the Newsletter "every other month for the next month." I know she meant year. I make the same sort of typing errors.

Would you please write me if you saw the letter or received the book. I've been worried about it. It was a \$12.95 book.

With all good wishes for you, the Museum and the Pony Express Museum,

Sincerely,

Edith Thompson Hall

May 26, 1979

Mrs. Foster Walk
Neoga, IL 62447

Dear Mrs. Walk:

Thank you for your letter of inquiry. Sorry to be tardy in answering it. We also thank you for your check and your copies of the Pony Express MUSEUM GRAPHIC will be in the mail at once.

Mr. Boder passed away several years ago but the museum does have the right to give you permission to reproduce parts of the anniversary MUSEUM GRAPHIC. This letter will give you that permission to reproduce the picture of John Fry on page 17. If the picture from that page is not clear enough for your engraver to reproduce, we can if needed, furnish an 8 x 10 print. The charge would be \$1.50 plus 50¢ postage. As far as we know we do not have samples of John Fry's handwriting. At present I do not know where to tell you to inquire. I do believe that the John Fry killed and buried in the basement as related by Mr. Boder was possibly less than accurate. As best as we know he was killed in Arkansas during the Civil War. We will keep your letter filed hoping for more information on the Fry family. We would also appreciate any further connection that you might come across.

Membership in the St. Joseph Museum has for quite some time been \$15 per year. We are enclosing a copy of our most recent publication "The Happenings." For the \$3 that you have sent, this could be mailed to you for one year, or if you wish to remit the additional \$12 you could become an Associate Member. This would entitle you to also receive the quarterly publication, THE EXPLORER, a fine quality natural history magazine. We will await your answer as to what you wish to do.

Again, thank you for your inquiry, and if we can be of further service please let us know.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

Meigs, W. 62447
3-28-1979

Dear Editor,

It is to become a member

of the Museum and receive

material. Enclosed is check for \$12.00

year as of purchase several

copies of the Long of Press and an

interested in getting more. I still

hope to visit and Springfield

group to meet your museum.

On page 17 in a picture of

early modern. I had relatives

who resemble Johnny Day.

Thank you for your permission and

my Mr. Baker to print some.

Thank you even for a

copy of the handwriting of

Johnny Day. I am great grandfather

received a letter before the

came from Johnny (Herman)

sent from me. stating he was

the son of his deceased brother

John (Herman) Day. Name changed

Day. Day through years.

Note The Address had to be

an orphan which gave him

one credit.

(over)

I am enclosing The
one penny letter and have
in the basement, at the
back. (page 15)

There has been ever
day up, about on 22
at that basement place
around 2

837 to for membership
and the other 9 for copies

Sincerely,

Mrs. Jester (Mary Ann) Hall
Past president of
Clyffington
Protestant Society

STATEMENT

SILVER SAGE SERVICE

COSETTA CASTAGNO

PHONE 882-9925

BOX 39

VERNON, UTAH 84080

DATE May 15 1978

Dear Mr. Reginalds,

When Mr. Rowe Fenndley,
of National Geographic Magazine
was here working on the
Pony Express story, he told
me you could get me a
pony Express buckle. I would
like a round Bronze.

I lived for 15 yrs. on the
Old Faust Station and have
done some history on the
stations in western Utah.

Thank you.

Coetta Castagno

September 29, 1978

Mr. Bill Nunn
Missouri Life Magazine
1209 Elmerine
Jefferson City, Mo. 65101

Dear Mr. Nunn:

In response to your telephone request of this date, we are sending information, photographs, etc. pertaining to the Pony Express, the Pony Express Stables and the St. Joseph Museum. If you wish to keep the 8 x 10 photographs, please remit \$1.50 each, or if they are for some reason unsatisfactory, you may return them.

The MUSEUM GRAPHICS will contain information on the Pony Express and St. Joseph history and you may keep them for your files.

If we can be of any further service, please call on us. We are also enclosing a Pony Express Map in color, and for this there will be no charge.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

P.F. exposure

List of photos enclosed @ \$1.50 each: (21)

Mural map
4 St. Joseph riders
Pony Express Stables Museum
First rider leaving Pony Express Stables
Pony Express saddle and mochila
Pony Express monument
Alexander Majors in 1899
San Francisco Welcomes Pony Express
William B. Wadell
Alexander Majors
W. H. Russell
Wanted Young Skinny Wiry Fellows
Pike's Peak Express Co. ad
San Francisco Herald of April 16, 1860
Patee House
St. Joseph Museum
Front Hall, St. Joseph Museum
Eskimo Room, St. Joseph Museum
Indians of the Northwest Coast Exhibit,
Iroquois Exhibit
African Leopard, St. Joseph Museum

10-27-25 No info at St. Joe Pub Library

? Walden Cummings

Woman who wrote
book of trip west at
age 16 - When she
was 87 in 1914 -
left from St. Joe
on trip.

(Book was mentioned
in obit at time of death)

NUTRITION TODAY

a publication of Nutrition Today, Inc.

703 GIDDINGS AVENUE

~~XXXXXXXXXXXXXXXXXXXX~~

ANNAPOLIS,

MARYLAND 21404

TELEPHONE • (301) 267-8616

P.O. Box 1829

~~XXXXXXXXXXXXXXXXXXXX~~
CABLE • CORNELIUS ANNAPOLIS

October 11, 1978

**KINDLY NOTE OUR
CHANGE OF ADDRESS**

Mr. Don L. Reynolds
Assistant Director
Pony Express Museum
914 Penn Street
St. Joseph, Missouri 64501

Dear Mr. Reynolds:

Your letter of October 2nd enclosing the copy of the map "The Extermination of the American Bison" and the two issues of the Museum GRAPHIC has been received in our office.

Dr. Enloe is presently on assignment out of the country but will return to this office on or about October 16th. I am sure he will be in touch with you shortly thereafter.

Sincerely,



/ma

Mildred S. Arnall
Secretary to C. F. Enloe, Jr., M. D.

Authors file ↑

Cortez R. Enloe, Jr., M.D.
October 2, 1978
Page two

October 2, 1978

There is a standard charge of \$2.00 for an 8" x 10" print. If we can be of further help, please call on us.

Cortez R. Enloe, Jr., M.D.
Editor and Publisher
NUTRITION TODAY
703 Giddings Avenue, P. O. Box 1829
Annapolis, Maryland 21404

Sincerely,

Don L. Reynolds
Assistant Director

Dear Mr. Enloe:

We are enclosing herewith a copy of the map illustrating "The Extermination of the American Bison" as prepared by W. T. Hornaday. It was copied from The Extermination of the American Bison written by Hornaday in 1887 as a report of the National Museum. At the beginning of Chapter One Mr. Hornaday is listed as "Superintendent of the National Zoological Park"/

Since no color shows in the black and white copy photo the following information may be needed:

Outer extent boundary - red

Range of two great herds
in 1870

and also scattered survivor
of herd in 1875
()

}
}
} - Blue

Range of herds in 1880 - green
(small inner circles and square)

Mr. Karl Goetz was indeed the motivating force in saving the Pony Express Stables from complete ruin. He lived to see it become the Pony Express Stables Museum but passed on with many things yet undone. He had further plans, one was to procure an overland stage coach for the stables. We hope to see to this wish some day if at all possible.

Cortez R. Enloe, Jr., M.D.
October 2, 1978
Page two

There is a standard charge of \$2.00 for an 8" x 10" print. If we can be of further help, please call on us.

Sincerely,

Don L. Reynolds
Assistant Director

DR/mh
encl.

Cortez F. Enloe, Jr., M. D.
Editor and Publisher
(signed for Dr. Enloe in his absence)

247 Lake Dr - ma
Cortez F. Enloe, Jr., M. D.

splendid tribute to Karl Goetz.

"Extermination of the American Buffalo" (by W. T. Hornaday?) and I'm writing to ask where I could get a copy of this map. If you do not know, could you possibly have a photo copy made in St. Joseph -- let me know the cost ahead of time -- and then send it on to me. I'm extremely interested in this because I'm writing a book on the American West and this map is brand new to me and it is excellent -- a great addition to your fine museum.

This summer I had the great pleasure of visiting your fine museum. What you have done is a great credit to your sponsors. I was particularly pleased to see that my fraternal brother and college classmate, M. Karl Goetz, was the chief sponsor of the museum in the beginning. I was shocked at the same time to learn that he had passed away.

Pony Express Stables Museum
914 Penn.
St. Joseph, Missouri 64503

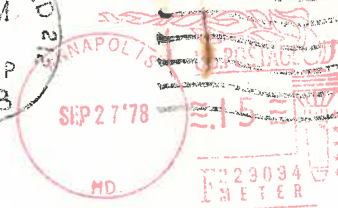
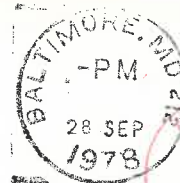
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
703 GIDDINGS AVENUE,
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
ANNAPOLIS, MARYLAND 21404
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
P.O. Box 1829
TELEPHONE • ANNAPOPOLIS (301) 267 8616

Corcoran R. Entice, Jr., M.D.
October 2, 1978
Page two



NUTRITION TODAY, INC.

101 RIDGELY AVENUE, P.O. BOX 465, ANNAPOLIS, MD. 21404



Pony Express Stables Museum
914 Penn
St. Joseph, Missouri 64503

1547 South 22nd Street
Lincoln, Nebraska
November 27, 1978

Don L. Reynolds, Ass't Director
Saint Joseph Museum
11th and Charles Street
St. Joseph, Mo.

Authors

Dear Don:

At last the Doubleday Anthology, WATER TRAILS WEST was published in October. As I promised I am sending you folks a gift copy. It was three years in process. August Lenniger, the New York agent who handled the book for Doubleday, wrote me the Missouri chapter was the best in the book.

I was sorry that with Phil's and my illness I could not meet the deadline. Rex Bundy asked for the Missouri story after the ROUNDUP (Western Writers of America, Inc., magazine) had stated that river had already been assigned. That was to me. When my manuscript was late Bundy got the collaboration on it. I did not like it but under the circumstances it could not be helped.

I've checked on the pictures you loaned me. I returned five as per carbon copy you gave me Oct. 2, 1975:

1. Copy of ad and steamboat time table
2. United States Inspectors license to Joseph la Barge.
3. Small photo of steamboat 8 x 2½
4. Ad advertising the steamer Clara 5 x 7
5. Ad of Hannibal and St. Joseph R.R. Packet line 6½ X 10

In your acknowledging letter you mentioned 4 but I'm sure I checked off the five when I mailed them. You could check in your files.

Six pictures were kept by Doubleday. Five were from the Nebraska State Historical Society. The sixth was kept for advertising purposes--to be returned after publication. I'm still missing two I bought of you: The Moline line of Kansas City River Boat and a view of St. Joseph from the Kansas side. That leaves one picture, the Robert Campbell, which I did not pay for. I'll let you know when I hear from them. I would owe for the Campbell photo if it is not returned.

It doesn't look from the book that any of your pictures were used. I'm sorry about that as I wanted to see your name in front also.

Do you know anything about the new magazine named ST. JOSEPH Magazine? August 1977 we received a free copy and several after that. At first I thought you folks were publishing it. Later in 1978 we subscribed for it as we should have stopped the free copy deal. After that we received four or five copies. It did not come after August 1978. Did it fold? If it did I won't bother to write them. I do not care to extend the subscription anyway.

I am enclosing \$5.00 for a participating membership in the Museum. Wish it could be more. Thank you for the copies of the Indian Art and Explorer. All we need is more money and time to read everything.

Sincerely,

Edith Thompson Hall

January 25, 1977

*Pl. Outreach
Hall's Gen Soc. actual*

Ms. Barbara Stewart
Book Service
National Geographic Society
17th and M. Streets, N. W.
Washington, D. C. 20036

Dear Ms. Stewart:

As requested in your telephone call of yesterday, we are enclosing a print of the Want Ad for riders as published in the San Francisco Newspapers in March, 1960.

If we can be of further service, please call on us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

March 17, 1977

Ms. Eleanor Ringel
c/o Classic Magazine
551 Fifth Ave.
New York, N. Y. 10017

17. exposure

Dear Ms. Ringel:

In response to your phone call of this date, we are sending the enclosed information, photos and map for your use in writing your article on the Pony Express.

If we can be of further service, please feel free to call on us.

We would be pleased to receive a copy of the article when it is completed for our files on the Pony Express.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

March 17, 1977

Ms. Chrissy Wilson
Room 930 Dodge
Northwestern Bell Telephone Co.
100 S. 19th St.
Omaha, Nebraska 68102

P.F. exposure

Dear Ms. Wilson:

In response to your phone call of yesterday, we are sending copies of our MUSEUM GRAPHIC, issues Spring 1969 and the 1960 anniversary issue. Each have information on the Pony Express.

If we can be of further assistance, please call on us.

We would be pleased to receive a copy of any article that may be written about the Pony Express for our files.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

May 19, 1977

BOOKS
(PF)

Mr. James T. Anderson, Director
Nevada Emigrant Trail Marking Committee, Inc.
c/o Nevada Historical Society
Reno, Nevada 89101

Dear Mr. Anderson:

We have one copy of "The Overland Emigrant Trail to California" - A Guide - To trail Markers placed in Western Nevada and the Sierra Nevada Mountains in California. Would it be at all possible for us to get two more copies, one each for the libraries in the St. Joseph Museum and Pony Express Stables Museum? We would, of course, expect to pay cost. It is a fine guide for the back country and we find need for reference to it on occasion from people coming through St. Joseph with intent to cover that portion of the trail.

Thank you.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js

November 29, 1977

Mr. Brandt Aymar
Editor, Special Projects
Crown Publishers, Inc.
One Park Avenue
New York, N. Y. 10016

Dear Mr. Aymar:

We are enclosing eight of the nine photographs requested in your letter of November 22, 1977.

We have no negative of the "Pony Bob" picture and as I recall the picture came from some other source and did not go through the photo department. I might suggest an alternate if you are unable to locate the exact picture as printed in the MUSEUM GRAPHIC. On page 50 of THE STORY OF THE PONY EXPRESS by Waddell Smith is a similar (from a painting by H. H. Cross) picture captioned "Pony Bob Haslam - his ride of 120 miles in 8 hours and 10 minutes when he carried Lincoln's inaugural address". (This picture is credited to the Bancroft Library)

Credit for the photos should read - PONY EXPRESS STABLES MUSEUM,
ST. JOSEPH, MO.

The cost of the eight pictures enclosed plus postage is \$12.68.
If we can be of further service, please call on us.

We look forward to completion of your book and will want to order a copy for our library.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

 **Crown Publishers, Inc.**

ONE PARK AVENUE, NEW YORK, N.Y. 10016

November 22, 1977

Mr. Don L. Reynolds, Asst. Director
St. Joseph Museum - Pony Express Museum
11th and Charles Street
St. Joseph, Missouri 64501

Dear Mr. Reynolds:

Thank you very much for your letter of November 10th and your brochures including Museum Graphic Special Edition, relative to my request for illustrations for my book A PICTORIAL HISTORY OF THE U.S. MAILS.

I would like to order the following at the \$2.00 each you quoted:

St. Joseph, Mo. 1850 from the brochure cover Nineteenth Century.

The following are all from Museum Graphic:

- ✓ The Denver page 8
- ✓ The Antelope page 12
- ✓ Ad for Hannibal & St. Joseph Rail Road page 13
- ✓ Four St. Joseph Riders page 17
- ✓ "Pony Bob" Carrying Election Returns of Abraham Lincoln page 22
- ✓ The Post Office in Pony Express Days page 27
- ✓ The Pony Express at Sacramento page 31
- ✓ The Pony Express Meets the Train page 31
- ✓ San Francisco Welcomes the Pony Express back cover.

Would you kindly at your convenience send these prints to me and bill me personally for them. I will remit my check immediately upon receipt.

Cordially yours,



Brandt Aymar
Editor, Special Projects

P.S. Please let me know the exact credit line you want for these.

1547 South 22nd Street
Lincoln, Nebraska 68502
December 12, 1977

December 22, 1977

Mr. L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Stables Museum
St. Joseph, Mo.

Dear Don:

Mrs. Edith Hall
1547 South 22
Lincoln, Nebraska 68502

Dear Mrs. Hall:

Your letter of December 12 is in hand and enclosed we find the four photographs that you returned. We are glad to know that St. Joseph will be represented in your latest book.

I do thank you for the loan of the photos. You helped to get started by listing the books--I checked some in your library the day after I received them. We are so very sorry to hear of your misfortune during the past year, and on this holiday season I wish we could write some line of consolation. We sometimes know not just what to say nor how to say it when we would like to comfort others with their troubles. We here, that know you, do sympathize and offer our heartfelt encouragement in your bout with the problems that you face. You seem to have triumphed to some degree in getting WATER TRAILS WEST ready for the press. We will certainly want to acquire a copy for our St. Joseph Museum library and look forward to reading it. We hope that the holiday season will find you and Mr. Hall in better health and spirit so that you may share in the season's cheer. If we here can be of any further assistance in your future writings please call on us.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Stables Museum

DLR:mst

I'm back to writing. I'll check back on your photographs. I think I have two borrowed Pony Express ones. You have helped me very much. I feel free to ask you for help.

Sorry I seem so late in writing. I just could not get everything done. I do thank you again for all your kindnesses.

Sincerely,

Edith Thompson

1547 South 22nd Street
Lincoln, Nebraska 68502
December 12, 1977

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum
St. Joseph, Mo.

Dear Don:

I am enclosing the five photographs you loaned me on October 3, 1975. Harold Kuebler, an editor of Doubleday, just returned them to me the other day. That means that WATER TRAILS WEST will be out next year somewhere between March and June. I bought two photographs of you but will have to check to see which ones. I think one was the Missouri River view of St. Joseph showing the Robert Campbell Steamboat. Kuebler has kept one until the book is off the presses when he will return it to me.

I do thank you for the loan of the photos. You helped to get started by listing the books--I checked some in your library the day I was there. The bibliography in them led me to many others. I hardly knew where to start.

From that very pleasant trip things did not go so well. Phil had congestive heart failure on Dec. 24, 1975. I rushed him to the hospital. My brother doctor was travelling in Asia with his wife so I was on my own. I had worked in his for almost twenty years and knew the ropes as well as the doctors. The case was said to be terminal but Phil came home in January. About the same time my brother found I had heart trouble. I had a hard time trying to finish my manuscript for Doubleday. They finally had to put a collaborator on it to meet the deadline. Rex Bundy has been fair. The New York agent said the manuscripts were similar in idea so both of us will have our names on it.

Then my brother found I had emphysema from old T.B. scars and I was in trouble. The worst was that my brother had a heart attack last Dec. 5--got home from Christmas where we all got together. And had a lovely time. Had another heart attack, died Jan. 6 and was buried on his birthday. He was retiring as of January 1, 1977. He always looked after me since I was a child, even when I was married for Phil did not seem to be responsible for anything. I miss my brother very much.

I had Phil's doctor put him in the hospital in June and I took off for Oklahoma City where the Western Writers were meeting. Had a break and a very good time. You see Phil also has hardening of the arteries and has gotten to the stage where he can't remember two seconds and has to be watched 24 hours a day.

I'm back to writing. I'll check back on your photographs. I think I have two borrowed Pony Express ones. You have helped me very much. I feel free to ask you for help.

Sorry I seem so late in writing. I just could not get everything done. I do thank you again for all your kindnesses.

Sincerely,

Edith Thompson Hall



New York

MONDADORI PUBLISHING COMPANY INC.

Cable "MONDAPUB" N. Y.
Telephone (212) PL 8-6050
Telex 42218

February 26, 1976

437 Madison Avenue
New York, New York 10022

17. exposure file →

Mr. Don L. Reynolds
Assistant Director
Saint Joseph Museum
11th and Charles Street
St. Joseph, Missouri 64501

Dear Mr. Reynolds:

Here at last is the final disposition of photographs used in our book the WORLD OF THE FAR WEST. I am returning to you six of the ten photos you sent us. The other four were used. I also enclose a check for \$6.00 to cover the \$1.50 per photo printing fee you mentioned.

I am very grateful for all your help, and hope you will excuse the long delay on our part.

Sincerely,

Kennie Lyman

Kennie Lyman

Returned:
1856 St. Jo.
P.E. St. Louis
P.E. cover to Camp Floyd Utah
P.E. and "San Francisco" April 19, 1860
" Ponteferrero Eng. 1860
" From San Francisco N.Y.
" (San Francisco Herald)

Judge Sherrill Halbert
October 21, 1976
Page 2

October 21, 1976

You mentioned that it would be great if a similar work could be published for other states that the trail ran through. Yes, it would. Might be more of a matter of compilation and financing than anything else. Most of the information has been published at one time or another. I have checked back through my collections and have come up with the following that if you do not already have, I know you would be interested.

Judge Sherrill Halbert
2042 United States Courthouse
650 Capitol Mall
Sacramento, Ca. 95814

Dear Judge Halbert:

Thank you for keeping us in mind and sending the copy of THE PONY EXPRESS IN NEVADA. It is much appreciated and we will zerox a copy of it so that it may be included in the Pony Express section of our museum library.

I will certainly drop a line of thanks to Mr. Harrah and Mr. Hudgens. I have known of Mr. Harrah's interest in the Pony Express for some time and have had much favorable mention of the Harrah monument from east-bound trail followers. I believe that it was in 1964 that Dr. Eby, Dr. Wood and others that I recall included Mr. Harrah, had planned a trail trek across Nevada and Utah. I was to have joined the group at Carson City and had outfitted a Jeep for a trip which had to be cancelled because of illness. Might have been great fun. Had been over some of the Nevada trail and have covered much of that stretch peace-meal since then.

What has been the public response to the opening to off-road vehicles of the Pony Trail across Utah and Nevada? I have had some reports of vandalism to markers and also lack of enthusiasm from private land owners. I have the maps and other material sent by BLM but quite frankly will be somewhat hesitant in advising 1977 summertime trail trekers wishing to take the old route even though they may apparently be well prepared. Some reports back were a little negative even though they had been apprised of what to expect.

I have wondered if Mr. Harrah had THE PONY EXPRESS IN NEVADA book published in quantity enough that copies of it could be purchased for museum resale to people that are interested. I hesitate to ask him. Maybe you might know.

Judge Sherrill Habbett
October 21, 1976
Page 2

You mentioned that it would be great if a similar work could be published for other states that the trail ran through. Yes, it would. Might be more of a matter of compilation and financing than anything else. Most of the information has been published at one time or another. I have checked back through my collections and have come up with the following that if you do not already have, I know you would be interested in:

UTAH AND THE PONY EXPRESS, Centennial Edition

by Kate B. Carter

Write to Mrs. Carter, c/o Daughters of Utah Pioneers

Salt Lake City, Utah

Nebraska History, Vol. 41, #2, June-1960, Page 83

The Pony Express: Across Nebraska From St. Joseph to

Fort Laramie by Mattes & Henderson (There was also a

special reprint of this article. If the Society is out

maybe I can find one for you. I should have a copy

somewhere but if not might get one from Paul Henderson)

Write to the editor, W. D. Aeschbacher

Nebraska State Historical Society

1500 R Street

Lincoln, Neb. 68508

THE KANSAS HISTORICAL QUARTERLY, Winter 1959,

Page 369, The Pony Express Rides Again.

Write to Mr. Stanley Sohl, Director

Kansas State Historical Society

10th and Jackson Sts.

Topeka, KS. 66612

Again, thanks for sending along the photo of Mormon Tavern and the color picture of the Sacramento statue. They will be placed in their appropriate places in our swing panel exhibit at the Pony Express Stables this winter.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js

October 21, 1976

Judge Halbert

Mr. William Harrah
P. O. Box 10
Reno, Nevada 89504

Dear Mr. Harrah:

I have just today received a copy of PONY EXPRESS IN NEVADA from Judge Sherrill Halbert who tells me that it came about, and was made available largely through your efforts and resources. I want to thank you - and Mr. Hudgens - for my copy and assure you that it will occupy a prominent place in my Pony Express book collection. I have already written a note of thanks to Judge Halbert. I am having the book xeroxed. The copy will be placed in the Pony Express section of the St. Joseph Museum - Pony Express Stables Museum research library.

I, like yourself, have for a long time been interested in the Pony Express, so your book is appreciated.

Again, thank you.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

Centennial P.E. Gregory
Xmas mail
Hudgens
Brochures

United States District Court
Eastern District of California
Sacramento, California 95814

CHAMBERS OF
SHERRILL HALBERT
UNITED STATES DISTRICT JUDGE
2042 UNITED STATES COURTHOUSE
650 CAPITOL MALL

November 16, 1976

Mr. Don L. Reynolds
Pony Express Museum
914 Penn Street
St. Joseph, Missouri 64501

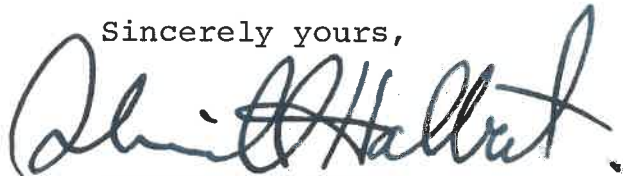
Dear Mr. Reynolds:

Thank you for your letter of November 12. I am glad that you received the picture of the restored Hastings Building and that it is suitable for use in your Museum.

Last week I had occasion to be in Nevada and noted that the booklet The Pony Express in Nevada is for sale on news stands. From this I feel confident that you can obtain copies for sale at the museum, if you so desire. I suggest that you write Mr. Harrah's executive assistant, Robert L. Hudgens. I am confident that he can help you.

With my very best wishes to you, I remain

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Sherrill Halbert". The signature is fluid and cursive, with a large initial "S" and "H".

SHERRILL HALBERT



NATIONAL PONY EXPRESS ASSOCIATION

2042 U. S. Courthouse

November 12, 1976

November 4, 1976

Mr. Don L. Reynolds
Pony Express Museum

Judge Sherrill Halbert
2042 U. S. Courthouse
Sacramento, Ca. 95814

Dear Judge Halbert:

Yes, I did indeed receive the picture of the restored Hastings Building that you were kind enough to send us. I neglected to mention it. Thanks all the same. It will be placed in our swing panel exhibit at the Stables come spring.

You mention the Pony Express Trail by James R. Pierson. We also have copies of his booklet in our library. He left here some years ago and we bought all the copies he had left and they were sold at the Stables. In more recent years we tried to induce him to republish the booklet, but so far to no avail. I think at the time he was here he was connected with a printing shop which made his costs more reasonable. Now without that connection he is little interested.

We will probably contact Mr. Harrah later about possible sale copies of THE PONY EXPRESS IN NEVADA.

Thanks again and best wishes from all at the Pony Express Stables.

Sincerely,

In your letter you mention the pictures of Mormon Tavern and the local Pony Express stables. I also send you a picture of the restored Hastings Building. Did it reach you? If it did not, please let me know and I will send it for you.

Don L. Reynolds, Asst, Director
St. Joseph Museum
Pony Express Museum

DLR:js

Sherrill Halbert
SHERRILL HALBERT

2042 U.S. Courthouse
Sacramento, California 95814

November 8, 1976



Dear Mr. Reynolds:

Mr. Don L. Reynolds
Pony Express Museum
914 Penn Street
St. Joseph, Missouri 64501

Your letter of October 21 reached me in due time. I have not been feeling well in recent weeks, so I have gotten behind with my correspondence. For the delay in responding to your letter, please accept my apologies.

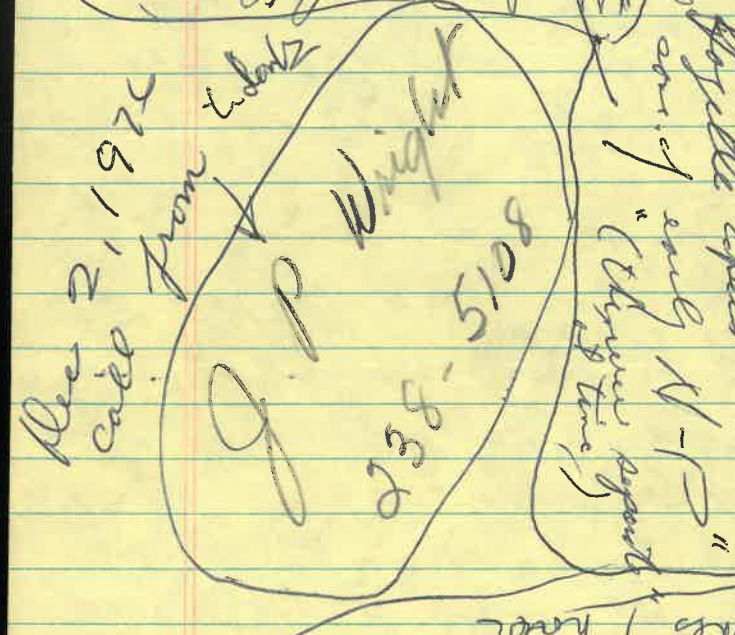
I am pleased that you like the book The Pony Express in Nevada. I understand that extra copies of the book were printed. I am confident that if you write Mr. Harrah, he can advise you if copies are available for sale to the public. Certainly there will be no harm in writing him. He is a fine gentleman and will, I am confident, give you a prompt and courteous response to any letter you may write. In my Pony Express library I have each of the pamphlets to which you referred in your letter (I also have among other items the pamphlet The Pony Express Trail by James R. Pierson, published in your city in 1960). These publications are, of course, very good, but leave something to be desired insofar as producing a comprehensive history of the stations with data concerning each. The Nebraska volume perhaps comes nearest to what I have in mind. As you observe, time and money are probably the real problem.

In your letter you mention the pictures of Mormon Tavern and the local Pony Express statue. I also sent you a picture of the restored Hastings Building. Did it not reach you? If it did not, please let me know and I will have another print made up for you.

SHERRILL HALBERT

Very truly yours,
[Signature]

Black St
 2 1/2 miles NE of (my Hk)
 Thomas of Crows (220-300)
 6:15 AM.
 Also 1 hour



Marked
 collected near paper
 15,000
 15,000

"After Brown's change
 of history based on time
 "actualized the fossils"

December 3, 1976

Book

Mr. Robert T. Hudgens
P. O. Box 10
Reno, Nevada 89504

Dear Mr. Hudgens:

First, we want to thank you and Mr. Harrah for sending along the second copy of The Pony Express in Nevada for our library.

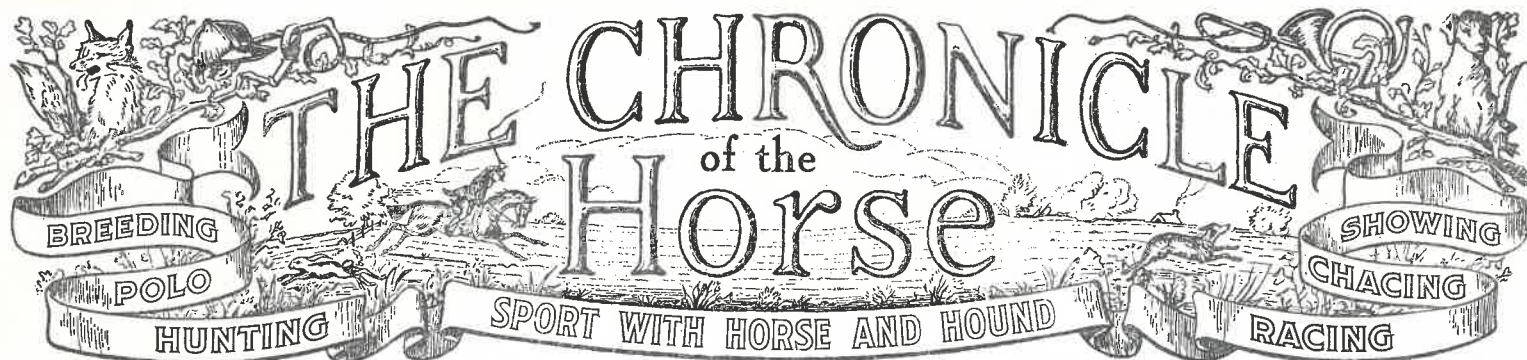
Secondly, we are wondering if your supply of this book is such that we could purchase a number for resale at the Pony Express Stables Museum here in St. Joseph. This possibility had occurred to us at the time we received our complimentary copies, but being reluctant to look a gift horse in the mouth, we hesitated to inquire. Now we are informed by Judge Sherrill Halbert that he has noticed copies offered for sale at news stands in Nevada. Would you please drop us a line and let us know if they are available to us and, if so, what the cost would be.

Again thanks.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js



Editorial Office
Middleburg, Va. 22117

Circulation Department
Berryville, Va. 22611

Advertising Office
Middleburg, Va. 22117

Middleburg, Virginia 22117
January 15, 1975

Pony Express Museum
914 Penn Street
St. Joseph, Missouri 64501

Dear Sirs:

Each week the Chronicle of the Horse publishes on its cover a reproduction of an equestrian work of art. I wonder whether you may have in the Museum pictures or bronzes that have been photographed and which we might publish on our covers. Of course we would be glad to bear any expenses in connection with obtaining such photographs and we would give to the Pony Express Stables Museum the customary credit line.

Looking forward to hearing from you and with all good wishes for the New Year.

Sincerely,

A. Mackay-Smith
A. Mackay-Smith
Editor

AM-S/ws



1800 GIRARD AVENUE SOUTH • MINNEAPOLIS, MINNESOTA 55403

PHONE (612) 377-2165

April 14, 1975

Mr. Don L. Reynolds, Asst. Director
Pony Express Museum
914 Penn St.
St. Joseph, Missouri

Re: Pony Express Motel Restaurant

Dear Mr. Reynolds:

Thank you for the photos and handbills you sent in response to my inquiry last fall. Enclosed is a check for the items used and the unused photos.

Items used:

View of St. Joseph from Kansas
Arrival of Pony Express in San Francisco
Johnny Fry, rider out of St. Joseph
Boarding the ferry - Benton Clark
Changing the Mochila - Benton Clark
Four riders out of St. Joseph
Rider out of the Stables - Charles Hargens
2 Antiqued posters

7 photos @ \$15.0 = \$10.50

2 posters @ .30 - .60
\$11.10 Total

Items returned:

Pony Express route map
Pony Express handbill
Ad for riders
Pony Express Stable Museum
Saddle and Mochila

The owners have requested that I provide additional decor information for the banquet rooms. I would appreciate any information you could provide about St. Joseph from its founding to about 1900. I have a copy of your "Nineteenth Century Saint Joseph, Missouri - U.S.A." brochure. Listed below are some of the items I found of particular interest.

Mr. Don L. Reynolds

-2-

April 14, 1975

Lewis and Clark and their relationship with Robidoux
Robidoux Trading Post (sketches, etc.)

Audobon and his reflections on the Blacksnake Hills Settlement

Layout of the town by surveyors

49'ers camps and wagon trains

the steamboats, landings, etc.

the railroads of the 1860's

the River area and Market Square business

the Patee Hotel

the death of Jesse James

the buildings of the post Civil War era

photos or sketches of the Missouri River Bridge, Court House, Opera House, etc.

early state governors

Union stock yards

Any sketches, layouts, photos, etc. that can be reproduced would be of great help. Our object is to give the "out-of-towner" a capsule view of St. Joseph. Thank you for your help.

Yours truly,

James E. Moeller

James Moeller
ALBITZ DESIGN, INC.

JM:sb
Enclosures

May8, 1975

Ms. Susan Robb
910 E. Capitol
Washington, D.C. 20003

Dear Ms. Robb:

We are enclosing the following items for your consideration. Also listed is the price of each.

Photographs: \$1.50 ea.

Old newspaper drawing of Pony Express rider
old drawing of pony express rider
Route map of the Pony Express
Pony Express plaque
4 St. Joseph Riders
Elijah "Nick" Wilson, Pony Express rider
Buffalo Bill Cody
San Francisco welcomes Pony Express
Pony Express letter - Robert Baughman collection
Pony Express handbill
Pony Express ad
Wanted young skinny....advertisement
Hargens painting
Pony Express stables
Pony Express memorial statue
Pony Express cover
St. Joseph Daily Gazette newspaper
1851 colt revolver

Museum Graphics as follows: \$1.00 ea.

Spring 1959, Vol XI, No. 2
Spring 1969, Vol. XXI, No. 2
Spring 1960, Vol. XII, No. 2
Spring 1966, Vol. XVIII, No. 2

2 antiqued posters \$.30 ea

Pony Express Route Map \$1.00

You may return any of the above items not used. We thank you for your interest.

Sincerely,

DLR:js
Enc.

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

May 23, 1975

Authored

Mr. Nick Howes
1256 State St.
Alton, Ill. 62002

Dear Mr. Howes:

As you requested we are sending you an 8 x 10 print of the steamboat Denver. Have not had time yet to read your article, but look forward to doing so.

You mentioned Israel Landis and the Pony Express mochilas and we are sending you three 8 x 10's. One is of Landis, one of an ad for the business where he did his leatherwork and another that includes 'Big Saddle Poetry', the card which is on display at the Pony Express Stables Museum. As you know, our charge is \$1.50 per print or you may return what is not suitable. We are also enclosing a Graphic that tells a little of what we know about Landis.

Hope this will be of use to you and if we can be of further help, please let us know.

Sincerely,

Don L. Reynolds,
Assistant Director
St. Joseph Museum
Pony Express museum

DLR:js
Enc.

June 10, 1975

Title Pages

Panorama of Prairie with Butte

Chutkowski

Mr. Henry Eide
214 Fourth Avenue
Leavenworth, Ks. 66048

Dear Henry:

Have thumbed through your Oregon Trail book and came up with a selection that I believe would make a good cross-country print story. You said 40 prints, but I ended up with 45. It's tough to pick from so many good pictures. Tried to keep in mind the continuity across country, but not being acquainted with the northwest part of the trail, had to rely on personal appeal for photos in that area. I must admit that there is some prejudice in the choice of the St. Joe pictures. That two grown men carry a fiddle and an empty whiskey jug all over hell trying to find a place to photograph it would be reason enough to include it!

OREGON

Well, I hope that you can get a print collection made up for exhibition. We would like to show it here if you do.

Sincerely,

Doanh. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js

Enc.

12	"Into the yonder"
16	Interior of Emigrant Wagon
17	Conestoga Wagon
78	Ox Yoke
23	Independence
25	Grease Bucket
	Quilt
	Lamps (composite?)
32	St. Joseph
	Blacksmith Shop, Bellows
	Anvil and Forge
38	Fort Leavenworth
102	Prairie Storm Clouds
111	Oregon Trail Route (near Cheyenne, Wyo.)
112	Register
113	Detail, Register
116-19	Laramie Peak
125	Independence Rock
128	Devil's
138	South
140	Wind River
142	Parting of the Ways
153	Oregon Trail Route (near Sandy, Wyo.)
165	California Trail Leaves Oregon Trail
172	Three Island Crossing
177	Basaltic Canyon
180	Snake River
181	Malheur River
195	Two Sisters Peaks
198	Canyon Near Deschutes River
205	Columbia River
208	Mt. Hood
216	Oregon City
219	Fiddle and Jug

July 1, 1975

Author
J.F. pistol (?)

Lt. Col. William R. Orbelo
Hq. MEDCOM
APO New York 09403

Dear Lt. Orbelo:

We are enclosing as requested a photo of John Fry. Also enclosed is a centennial edition of MUSEUM GRAPHIC that has information on Fry and a number of references pulled from various sources.

I hope this material will be of assistance to you. If we can be of further help, please call on us.

Sincerely,

Don L. Reynolds
Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js
Enc.

Hq. MEDCOM
APO New York 09403
22 June 75

PONY EXPRESS MUSEUM
St. Joseph

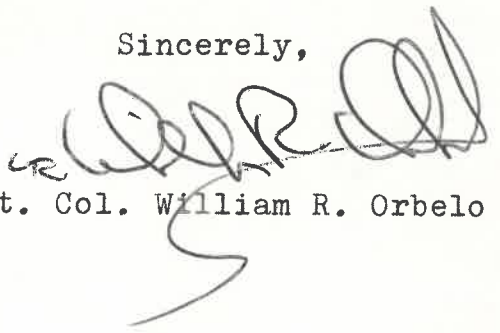
Dear Sir,

I am writing an article about the early days of the Pony Express and some of the more "colorful" riders.

Could you please provide biographical information (and if possible a picture) of JOHN W. FREY, believed to be the first rider to leave St. Joseph when the line began in 1860. Frey was killed during the Civil War while serving as a scout in the Union army in Arkansas.

Any assistance that you may be able to provide will be greatly appreciated.

Sincerely,



Lt. Col. William R. Orbelo

LTC Wm. R. Orbelo
Hq. MEDCOM
APO N.Y. 09403

PHOTOS
PLEASE DON'T BEND

MR. DON L. REYNOLDS, Asst. Director
Saint Joseph Museum
Pony Express Museum
11th and Charles Street
St. Joseph, Missouri 64501



Dear Lt. Col Orsello

Your letter of July 9 is in
hand. Thank you for the
information and photographs
of the 44 Dragon with the
punched name of J.W. FIREX
on butt. I am not able
to locate the original manuscript
of the Bailliet (Boder) article
on John Fry. I thought possibly
that it might have used a
middle initial for one of
the three Frys. The other
elusive article.

I do not know where to
tell you about the "J.W. FIREX"
engraving on the dragon.
The family spelled the name
FRY according to Mr. Boder.

You may use information
from the MUSEUM GRAPHIC Vol
XI No 2 for future articles
but please mention Mr Boder
as author and ^{the} ~~two~~ publications.

The 1963 July & August issue
of GUNS magazine has a two part article
on "Sons of the Pyrex" by James Serren
If you do not have the article or can
not get it we could purchase it
for \$1.00. (10¢ per page)



ORBELO COLLECTION



ORBELO COLLECTION

July 22, 1975

DON L. REYNOLDS
Asst. Director
Pony Express Museum

Lt. Col. William R. Orbelo, USA
Hq. MEDCOM
APO New York 09403

Dear Col. Orbelo:

Your letter of July 9 is in hand. Thank you for the information and photographs of the .44 Dragoon with pin punched name of "J. W. Frey" on the butt. I am not able to locate the original manuscript of the Bartlett Boder article on John Fry. I thought possibly that it might have used a middle initial for one of the three Frys. No luck elsewhere either.

I do not know what to tell you about the "J.W. FREY" engraving on the Dragoon. The family spelled the name FRY according to Mr. Boder.

You may use information from the MUSEUM GRAPHIC, Vol. XI, No. 2 for future articles, but please mention Mr. Boder as author and the publication.

The 1963 July and August issue of GUNS magazine has a two part article on "Guns of the Pony Express" by James Serven. If you do not have the article or cannot get it, we would photocopy it for \$1.00 (10¢ per page).

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js

Lt. Col. William R. Orbelo, USA

reimbursement for magazine and postage

Hq. MEDCOM
APO New York 09403
9 July 75

DON L. REYNOLDS
Asst. Director
Pony Express Museum

Dear Mr. Reynolds,

I would like to express my sincere appreciation for the wealth of information you furnished me concerning John Frey. The material is superb. I was especially amazed to learn there have been three "John Freys" possibly associated with the Pony Express venture. May I have your permission to publish the information you provided in future articles, creditting the Pony Express Museum?

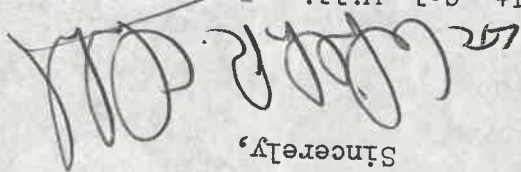
I now intend to correspond with the various historical societies, newspapers, and individuals mentioned in your journal.

Enclosed find two photos you may wish to include in your archives. The gun, which is in my possession, is reputed to have belonged to John Frey, Pony Express Rider. Note the spelling of the name, and the middle initial "W.". Do you happen to know which John Frey (or Fry) had that initial? The marking has been carefully examined by several expert engravers and has been determined definitely contemporary with use and age. The gun is a Colt .44 caliber 3rd Model Dragon revolver (M1848), made in the year 1858. This is in keeping with existing records which indicate the heavy "Dragon" model was preferred by many early express messengers, as opposed to the lighter .36 Navy or .31 Pocket revolvers than popular. Some writers state that Pony Express riders also used Spencer rifles, although this seems unlikely as the as the Spencer did not go into production until 1860 and probably didn't even reach the west during the period of the Pony Express.

If you happen upon any information pertaining to specific weapons used by Pony Express riders I would appreciate learning about them. I will furnish you with similar information.

Thanking you again for your kind consideration and cooperation in this matter, I remain

Sincerely,


Lt. Col. William B. Orbelo, USA

reimbursement for magazine and postage

Incl: 2 photos

MONDADORI
PUBLISHING
COMPANY INC

July 24, 1975

Mr. Don Reynolds
Pony Express Stables Museum
914 Penn Street
St. Joseph, Missouri 64503

Dear ~~Xxxx~~ Mr. Reynolds:

Our office in Italy is presently preparing a book for teenagers by Piero Pieroni entitled THE WORLD OF THE FAR WEST. It will be published in Italian and has a publication date of February, 1976.

I have been asked to assemble illustrations for possible inclusion in this volume. Among those being considered are reproductions of the works from your collection listed below. We hope you can supply us with color transparencies of these materials. But where this is not possible or where the original is in black and white, we would appreciate black and white photographs. Wherever possible, I am enclosing photocopies of the works in question to make identification easier.

Of course we expect to be billed for any reproduction fees. Should our Italian office decide to use these illustrations, we will clear the rights with you.

Thank you for your help.

Yours truly,

Kennie Lyman

Kennie Lyman

P.S. This to confirm and amplify our telephone conversation of yesterday. I look forward to receiving the material you offered ^{to send up} at that time.

K.L.

*P.F. 1/2/76
M. P. Pieroni*

PONY EXPRESS HISTORY AND ART GALLERY

- Documents on "Pony Express"; posters - stamps - portraits - announcements etc. (5-6 documents will do) better if in color.



July 24, 1975

Ms. Kennie Lyman
Monatori Publishing Co.
437 Madison Avenue
New York, N. Y. 10022

Dear Ms. Lyman:

As requested in your phone call this week we are sending to you
8 x 10 photographs listed as follows for possible use in your book
THE OLD WEST for Italian distribution:

St. Joseph as it appeared in days of the Pony Express
San Francisco welcomes the Pony Express
Letter canceled by "Running Pony"
Newspaper clipping San Francisco Herald, April 16, 1860
Pony Express handbill
Want ad for Pony Express riders
News clipping April 19, 1860
Pony Express Route map
Pony Express Stables Museum, 914 Penn St., St. Joseph, Mo.
Four Pony Express riders out of St. Joseph

You have permission to publish any of these that are suitable.
You may return if in good condition, or if you wish to keep any of
them, we have a standard \$1.50 printing fee.

If we can be of further service, please advise.

Sincerely,

Don L. Reynolds, Asst. Director
St. Joseph Museum
Pony Express Museum

DLR:js

Enc. 9 photos

P.S. Also enclosed is a complimentary copy of the Special Edition
of MUSEUM GRAPHIC containing information on the Pony Express.

Date: 8/7/79

Acknowledging the safe receipt of the following:

1 b/w photo
(~~FOUR~~ PONY EXPRESS RIDERS)

P.F. Outreach

Submitted for our project:

GRANDES PREMIERES

READER'S DIGEST
Picture Department
(212) 972-3418

READER'S DIGEST
Picture Department
750 Third Avenue
New York, N.Y. 10017



SAINT JOSEPH MUSEUM
11th and Charles Street
St. Joseph, Missouri 64501

Att: Mr. Don L. Reynolds
Asst. Director



Mr. + Mrs. Don Reynolds
Four Express Stalls
914 S. Penn
St. Joseph, MO. 64503

Feliz Navidad

