This was the Pony Express station at Seneca. Originally it was a hotel kept by John E. Smith. The building was moved about three blocks from its original location and converted into a private residence.

A Pony Express station also still stands in downtown Marysville. Built of stone, it has undergone considerable remodeling.

For a picture of state-owned Cottonwood station, more familiarly known today as the Hollenberg ranch Pony Express station, see The Kansas Historical Quarterly, Summer, 1957 (v. 23), between pp. 144, 145. Hollenberg station is outstanding because it is said to be the only remaining unaltered Pony Express station on the entire route.
THE KANSAS
HISTORICAL QUARTERLY
Volume XXV Winter, 1959 Number 4

The Pony Express Rides Again

I. INTRODUCTION

On April 3, 1860, the Pony Express began operating over a 2,000-mile route connecting the contiguous Eastern states at their western outpost of St. Joseph, Mo., with the ten-year-old Far Western state of California. Averaging less than ten days per run, traveling through the storms and heat of summer, and the snow and cold of winter, with Indian raids and other hazards thrown in, the Express has come to be known as one of the West's most colorful epics.

To commemorate this significant episode in American history plans are being made for reruns of the Pony Express in the year of its 100th anniversary, probably in April or July, 1960. Riders will leave St. Joseph and California simultaneously to begin a series of relays which will carry 1960 mail west and east again in something like the manner it was accomplished a century ago.

The old Pony Express crossed several northeast Kansas counties, generally following a route of the Oregon and California road which headed northwest toward the Platte river in Nebraska, then westward. Riders will be recruited and the 1960 runs will parallel on modern roads as nearly as practicable the original route. The Kansas Centennial Commission and towns and riding clubs along the way will assist in making the reruns a success.

The Pony Express ran for nearly 18 months before the telegraph line was completed making possible the transmission of news across the continent by wire. Inasmuch as a detailed account of the operation of the Pony Express by George A. Root and Russell K. Hickman appeared in The Kansas Historical Quarterly in February, 1946 (v. 14, pp. 36-70), its story will not be repeated at this time. However, a map of the Kansas route and a few items concerning the Express published in newspapers of the period are presented here.

(369)
## II. The Route of the Pony Express Through Kansas

<table>
<thead>
<tr>
<th>Station or Place</th>
<th>Type</th>
<th>Distance (Approximate)</th>
<th>Aggregate Distance (Approximate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missouri</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>St. Joseph</td>
<td>Terminal</td>
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<td>0</td>
</tr>
<tr>
<td>Kansas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elwood</td>
<td>Relay*</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Johnson’s Ranch</td>
<td>Relay</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Troy</td>
<td>Relay</td>
<td>2.5</td>
<td>15</td>
</tr>
<tr>
<td>Cold Spring</td>
<td>Relay</td>
<td>9</td>
<td>24</td>
</tr>
<tr>
<td>(or Syracuse?)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kennekuk</td>
<td>Relay or Home*</td>
<td>15</td>
<td>39</td>
</tr>
<tr>
<td>Kickapoo</td>
<td>Relay</td>
<td>12</td>
<td>51</td>
</tr>
<tr>
<td>Pleasant Springs</td>
<td>Passed by?</td>
<td>4</td>
<td>55</td>
</tr>
<tr>
<td>(Granada)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Log Chain</td>
<td>Relay</td>
<td>9</td>
<td>64</td>
</tr>
<tr>
<td>Seneca</td>
<td>Home</td>
<td>11</td>
<td>75</td>
</tr>
<tr>
<td>Ash Point</td>
<td>Relay</td>
<td>11</td>
<td>86</td>
</tr>
<tr>
<td>(Laramie Creek?)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guittard’s</td>
<td>Relay</td>
<td>12</td>
<td>98</td>
</tr>
<tr>
<td>Marysville</td>
<td>Relay or Home?</td>
<td>14</td>
<td>112</td>
</tr>
<tr>
<td>Cottonwood Station</td>
<td>Relay</td>
<td>11</td>
<td>123</td>
</tr>
<tr>
<td>(Hollenberg)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Elwood.—**The Elwood Free Press, April 21, 1860, said this was the first station and horses were kept here.

**Johnson’s Ranch.—**Places variously known as Thompson’s, Cottonwood Springs, Cold Springs, and Johnson’s have been listed as points on the Pony Express route between Elwood and Cold Spring. Where these were, or if one and the same, is not known.

**Troy.—**Apparently there were two routes between Elwood and Cold Spring, one being 20 miles long, the other 24. The latter was through Troy. It is not certain which route was most used. The Pony Express Courier, Placerville, Calif., July, 1930 (p. 3, col. 2), said Troy was the first relay station west of St. Joseph. This would make the first run about 15 miles, an average distance.

**Cold Spring.—**The aggregate mileage to this station is based on the long route through Troy. Some sources list Cold Spring and Syracuse as separate stations (see “Map of the Pony Express Trail” by W. R. Honnell, and Root and Hickman, KHQ, v. 13, p. 513). Others list either one or the other or none at all (see Raymond W. Settle and Mary Lund Settle, Saddles and Spurs (Harrisburg, Pa., 1955), p. 118; Frank A. Root and William E. Connelley, The Overland Stage to California (Topeka, 1901), p. 113, and map in end fold). It is

* Stations on the Pony Express route were usually nine to fifteen miles apart and were of two kinds. Relay stations were small affairs which housed only a station keeper and a stock tender plus three or four horses. Their purpose was to provide a change of mounts for the riders. Home stations were larger, and usually were also stage stations. Each housed at least two riders, the station keeper, and two to four stock tenders. Spare horses, supplies, and surplus equipment were also kept at the home stations.

The distance between stations was called a “stage.” Each rider rode three successive stages on three different horses, and was expected to total at least 33½ miles per run. At the home station he turned his mail over to the next rider and rested there until his turn came to make the return trip.
possible Cold Spring and Syracuse were the same station located near the present town of Severance. The location of Syracuse is given as Sec. 36, T. 3 S., R. 19 E.

KENNEKUK.—The Pony Express route met the Fort Leavenworth-Fort Kearny military road at Kenneuk. Its distance from St. Joseph indicates it may have been a home station. The *Pony Express Courier*, June, 1939 (p. 3, col. 3), reported that Kenneuk was the fifth station out of St. Joseph. The location is Sec. 3, T. 5 S., R. 17 E.

KICKAPOO.—This station, on Plum creek, was near a mission school in the Kickapoo Indian reservation. The location was Sec. 14, T. 4 S., R. 15 E.

PLEASANT SPRINGS.—About 1865 the name of this town was changed to Granada. There is some confusion between it and Log Chain station. In 1860 the Granada hotel here, was a station on the Central Overland California & Pike’s Peak Express. It was kept by David M. Locknane. It is doubtful that the Pony Express, a sister enterprise of the C. O. C. & P. P. E, officially stopped at Locknane’s station since it was only four miles from the Kickapoo station. The location of Pleasant Springs is Sec. 12, T. 4 S., R. 14 E.

LOG CHAIN.—The Pony’s next stop was at Log Chain. There is an oft-repeated and varying legend that the creek on which this station was located was once called Log Chain because of the many chains which were broken in attempts to pull wagons across its bed. However, “Log Chain” possibly could be a corruption of “Locknane,” the stream’s actual name. (On some maps the creek is labeled Locklane and on at least one it is called Muddy creek.) The keeper here was N. H. Rising whose 24 by 40-foot house and 70-foot long barn served as the station. The log cabin house still stands although it has been somewhat altered and is now (1959) covered with shining white clapboard. In 1859 and part of 1860 Rising had kept the Granada hotel in Pleasant Springs, further adding to the confusion surrounding Granada and Log Chain. The location of Log Chain station is Sec. 19, T. 3 S., R. 14 E.

SENECTA.—Settle and Settle reported this to have been the first home station on the east end of the Express, 77 miles west of St. Joseph (p. 119). The station was a hotel kept by John E. Smith and the place was noted for its fine food. The old building, now a private residence, still stands in Seneca but it is several blocks down Main street from its location in Pony Express days. The original site, at Fourth and Main, is marked with an inscribed boulder.

ASH POINT.—It is possible that Ash Point, Laramie Creek, and Frogtown stations were the same. It was at Ash Point that “Uncle John” O’Laughlin kept a grocery store and sold whisky to stage passengers. The location was Sec. 8, T. 2 S., R. 11 E.

GUITTARD’S.—This station was kept by the George Guittard family, and is still marked on some maps. Photos of the station and barn are published in Root and Connelley (p. 196). The location is Sec. 4 (probably the N.E. ¼ of the N.E. ¼), T. 2 S., R. 9 E.

MARYSVILLE.—The *Pony Express Courier*, April, 1936 (p. 3, cols. 1, 2), reported Marysville a home station. Settle and Settle (p. 120) said it was a relay station. The original building, considerably altered, is still in use.

COTTONWOOD STATION.—This is the well-known Hollenberg ranch house and was the last Pony Express station in Kansas. It is reported to be the only
remaining unaltered Pony Express station. The place is now a state museum. It is located in the S.W. 1/4 of the S.W. 1/4 of Sec. 2, T. 2 S., R. 5 E., northeast of Hanover.

III. **The Story of the Pony Express as Published in 1860-1861 Newspapers**

*From the Leavenworth Daily Times, January 30, 1860.*

From Leavenworth to Sacramento

GREAT EXPRESS ENTERPRISE!
in Ten Days!

Clear the Track and let the Pony Come Through!

---

In our telegraphic columns a few days ago, there was an item stating that it had been decided by the Government to start an Express from the Missouri river to California, and the time to be ten days; but we were not aware that our fellow-citizen, Wm. H. Russell, Esq., was at the head of the enterprise until we were shown the following dispatch. Its importance can be readily perceived:

WASHINGTON, Jan. 27th, 1860.

To JOHN W. RUSSELL—Have determined to establish a Pony Express to Sacramento, California, commencing the 3rd of April.—Time 10 days.

WM. H. RUSSELL.

That's a short and important dispatch, and the time to travel between here and California is very short also.

The first conclusion almost any one would come to, is, that this is utterly impossible. Even the old mountaineer who has been long months traversing the great Plains between here and California, at first would pronounce the project is entirely impracticable. But when we take into consideration that the men who have undertaken this project know their business, and have carried out other projects of great magnitude, and even excelled their promises, we are prepared to believe that they will carry out to the letter this the greatest enterprise ever undertaken in this western country.

We believe the Express is to be run by Messrs. Jones, Russell & Co., whose Express from here to Pike's Peak has made such extraordinary time since its first inauguration, making almost as good time to and from the Rocky Mountains in the Winter as in the Summer. Their Pike's Peak Express was indeed a great project, but the Pony Express that they will run from the Missouri river to the Sacramento in ten days, will eclipse it.

We have not been informed the route that it is intended to run—in fact, we presume the parties themselves have not fully determined the exact
line of travel—but we may be pretty well assured that it will be as straight as possible. We believe the Express will be run for the Government alone, and infer that it will go the shortest and easiest route to Camp Floyd, Utah. Whether it will go by way of the new gold fields or not we can only conjecture. There are three routes from here to the valley of the Great Salt Lake. The usual route is on the South side of the Platte, and through the South Pass; the other route is by way of the new gold mines, and over the Rocky Mountains, by what is called the Cherokee trail. This trail was traveled considerable last summer, ... and is represented as being better in Summer, than the old South Pass route, for persons going on horseback; it is said to be a little nearer than the old route.

The distance from here to Denver, the route the Express travels, is 665 miles, and from Denver to Camp Floyd, per Cherokee trail, is estimated at 550 miles, making the distance to Camp Floyd 1,215 miles. From Camp Floyd there is a new route through Skull Valley, which strikes Humboldt river at Gravelly Ford; passes down the Humboldt some distance below Lawson's Meadows, and enters the Sierra Nevada mountains through a pass below Honey Lake Valley, and then goes west to Placerville and Sacramento. The distance from Camp Floyd to Sacramento via Placerville is about 700 miles over this route—making the entire distance from this city to Sacramento, 1,950 miles. We have made some enquiry of persons who are pretty well posted in the distance, and presume they are near correct. If their figures are correct, the Express will have to travel but eight miles per hour to get through in ten days.

In connection with this Express to California, we have no doubt but that the Government will start another from Camp Floyd to the Dalles of the Columbia, Ft. Vancouver, Oregon, and Steilacoom on Puget Sound.—These are all important military stations. By a new route discovered by Lieut. Mullen, the distance from Salt Lake to the navigable waters of the Columbia is but 450 miles—so that the trip from the Missouri to the Columbia river, can be made in about nine and one-half days.

That the enterprise will be accomplished we have no doubt. The men who have the matter in charge, are men of means and energy.

Success to the Pony Express!

A jealous note appearing in the Journal of Commerce, of Kansas City, Mo., was reprinted and promptly dealt with by the Leavenworth Daily Times in its issue of February 4, 1860.

It is said that some of the citizens of Leavenworth have contracted with the government to run a one horse express to California from that city. We should think that such an one would fully meet their demands.—Kansas City Journal.

For the information of that enterprising sheet, we would say that the "citizens of Leavenworth" who "have contracted with the Government to run a one horse Express," are Messrs. Russell, Jones & Co., to whom the Journal is indebted for the only news it publishes from Pike's Peak and Salt Lake, which it copies from The Daily Times.

It is but just to say that our energetic neighbor of the Journal runs the only Express that goes out from that city; it makes semi-occasional trips to Westport, which is four miles distant, returning same day. As a sample of the extraor-
diary time made, we refer to the fact that the Journal gave a full account of the burning of the Methodist Mission long before it took place—in fact the Mission stands there yet for aught we know!

We would suggest to our enterprising neighbor that if he would wish to be put in immediate communication with Salt Lake, Santa Fe and Pike’s Peak, he must run an Express (a one-horse one is better than none) to this city. We will gladly furnish him the news in advance from our proof-sheets, on the arrival of the Pike’s Peak Express every week.

From the Leavenworth Daily Times, February 10, 1860.

OVERLAND PONY EXPRESS!
Dispatches from Leavenworth to be De-
ivered in Sacramento in Eight Days!

By reference to an advertisement in another part of the paper, it will be seen that Jones, Russell & Co. want two hundred grey mares, to put on the Express that is to leave here on the 3d of next April, for Carson Valley, California. It is intended that the trip will be performed in eight days. At Carson Valley is the first telegraph station; from there the dispatches will be sent to Sacramento over the California telegraph line.

Short as the time may appear to cross the Rocky Mountains, the trip will be performed. The originators of this great enterprise know no such word as fall. To perfect arrangements for so great an undertaking at this season of the year, will require great energy, capital and tact. But those who have undertaken this great feat, are fully equal to the task.

WANTED

Two hundred grey mares, from four to seven years old, not to exceed fifteen hands high, well broke to the saddle, and

Warranted Sound,

With black hoofs, and suitable for running the “Overland Poney Express.”
feb 10 lw

Jones, Russell & Co.

From the Leavenworth Daily Times, February 22, 1860.

The Pike’s Peak Express left yesterday morning for Denver. There were two passengers, and a very large freight list. Among the articles, we noticed a lot of saddles and other riggings for the Pony Express. Mr. Van Vleit was the Messenger.

From the Leavenworth Daily Times, March 10, 1860.

We are credibly informed that Russell & Co.’s Pike’s Peak Express, which has heretofore run between Leavenworth and Denver City, is about to be changed to St. Joseph.—The citizens of St. Jo. subscribed $25,000, which is to be given to the company when the change is perfected. The next Express will probably leave St. Joe instead of Leavenworth, as heretofore.—Kansas City Jour., 7th.

The above rumor was started some days ago. We showed the above extract to the Secretary of the Express Company, and he replied that it was news to him. There is no truth in the rumor. They will undoubtedly carry passengers from St. Joe, and perhaps other points, but the head quarters of the establishment will remain at Leavenworth.

There was also a rumor that Messrs. Russell, Majors & Wadell were to remove from this city. This rumor, like the other, has no foundation, we are
very credibly informed.—Neither of these great firms contemplate leaving
Leavenworth. They are fixed institutions—their head-quarters will be at this
city.

As the Journal has given currency to the rumor, will it do Leavenworth
justice by making the correction?

From the Leavenworth Daily Times, April 2, 1860.

THE PONY EXPRESS.

This great western enterprise, the Pony Express to California, starts on Tues-
day, or April the 3d. It will run through in ten days, and will carry letters
and messages at four dollars each.

The Telegraph on the California side, is finished to Carson Valley. Virtually
then, the Pony Express will put the Atlantic States within eight days of San
Francisco. For a private enterprise, this is one of the most important yet
undertaken in this country.

Unfortunately for Leavenworth, the rumor that the Pony Express
would start from St. Joseph proved true. Which accounts for the
following sour note in the Leavenworth Daily Times, April 5, 1860.

PONY EXPRESS.

Our neighbors of St. Joseph had a jolly time, April 3d, over the starting of
the Pony Express. It was to have left at 3, P.M., that day, but an express
from New York failed to reach it, as it was delayed. The railroad dispatched
a special train to Palmyra—some one hundred and sixty miles distant from St.
Joseph—and brought it in in three hours and fifty-one minutes.

All being thus arranged, the Pony Express started at 7½, P.M., with forty-
ine letters, nine telegrams, and newspapers for the California Press. A huge
undertaking this! An enterprise great as the country!

From the Elwood Free Press, April 7, 1860.

—The Pony Express from St. Joseph to San Francisco left Elwood on Tues-
day evening. The following is the time table:

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance (in miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marysville</td>
<td>12</td>
</tr>
<tr>
<td>Fort Kearney</td>
<td>34</td>
</tr>
<tr>
<td>Laramie</td>
<td>80</td>
</tr>
<tr>
<td>Bridger</td>
<td>108</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>124</td>
</tr>
<tr>
<td>Camp Floyd</td>
<td>128</td>
</tr>
<tr>
<td>Carson City</td>
<td>188</td>
</tr>
<tr>
<td>Placerville</td>
<td>226</td>
</tr>
<tr>
<td>Sacramento</td>
<td>232</td>
</tr>
<tr>
<td>San Francisco</td>
<td>240</td>
</tr>
</tbody>
</table>

The Express carries only telegraphic despatches. It will run weekly from
this date.

From the Leavenworth Daily Times, April 14, 1860.

ARRIVAL OF THE PONY EXPRESS.

The Pony Express arrived at St. Joseph yesterday, having made the distance
from San Francisco in a little less than ten days. The Express carries only
telegraph dispatches and letters. The news is unimportant.
From the New York *Daily Tribune*, April 14, 1860.

**California Pony Express**

St. Louis, Friday, April 18 [13], 1860.—The Pony Express that left San Francisco at 4 o'clock on the afternoon of the 3d Inst, reached St. Joseph's a few moments after 5 o'clock this afternoon, but while the private dispatches and Associated Press reports were being prepared for transmission, the wire broke down between Kansas City and Leavenworth. It was then too late to repair it to-night, but it will be put in working order the first thing in the morning.

An organized band of horse thieves have seriously interfered with the line all the Spring. They have often cut the line simultaneously in several places and carried off and hid a large quantity of wire, and once they threatened the life of the line repairer.

From the Leavenworth *Daily Times*, April 16, 1860.

**The Pony Express.**

A marvel feat has been accomplished! The Pony Express has galloped across half the continent, and to-day the Pacific is in close neighborhood to the Atlantic. History will record this event as one of the gigantic private enterprises of our day.

The Pony Express left San Francisco on the 3d of March [April], at 4, P. M., and arrived at St. Joseph on the 13th of March [April], at 4, P. M. The difference in time between these points is about three hours. Thus the distance was made in *nine days and twenty-one hours*!

The run from San Francisco to Salt Lake City was made in two days and twenty hours. Had it not been for snow on the mountains, the whole trip could have been made inside of eight days!

Nor is this great triumph to be without fruit. It is the pathway for other and greater ones. Government is laggard. In all that relates to the interests of the West, and the development of the resources of the West, it has been niggard as well as laggard. It can be so no longer. This great success of a private energy will prick the mind of the country to the necessity of Western wants, and compel Government to attend to these wants quickly and well.

We can do but little towards testifying our respect and admiration of the great action of Messrs Russell, Jones & Majors, but that little should be done in a spirit worthy of the occasion. We should celebrate the triumph—for it is ours, the country's, as well as theirs. We propose, then, a dinner, or a supper, or a testimonial of some kind, that we speak at least the general joy. Will the Mayor of the City, with such other gentlemen as he may associate with him, consider and act upon this suggestion?

From the Elwood *Free Press*, April 21, 1860.

The third Pony started out yesterday. Elwood is the first station on the Express line and the horses are kept here. Another messenger arrived last night—through in eight days.

**The Pony Express.**—This great enterprise has been successful. The first messenger came in ten days, and the trip will be made two days sooner than this after the arrangements have been fully completed. This is the best time ever made. All important intelligence will now be transmitted over the St.
Joseph and San Francisco Pony Express Line. It will leave here every Friday. It goes by way of Kearney, Laramie, Salt Lake City and Placerville.

From the Leavenworth Daily Times, April 23, 1860.

ARRIVAL OF THE PONY EXPRESS.

St. Joseph, April 20.

The second messenger of the Central Overland Pony Express, bringing California dates to April 10th, and Carson Valley to the 11th, reached here at 5 o'clock this evening, exactly on time.

From the Elwood Free Press, April 28, 1860.

The Pony Express will leave hereafter on Saturday of each week.

From the Leavenworth Daily Times, May 8, 1860.

ARRIVAL OF THE PONY EXPRESS.


The Pony Express arrived here last night at half past nine o'clock in nine days and four hours from San Francisco. The last 120 miles on this end were run in eight and one half hours.

San Francisco, April 27.—It is estimated that $35,000 in drafts were transmitted eastward by the Pony Express, which may reach their destination twelve days before the steamer having treasure to meet them arrives in New York.

The Pony Express which left St. Joseph on the 18th, arrived at San Francisco in nine days and seventeen hours from the time of starting.

Telegraphic dispatches from Carson Valley to parties interested, not yet published, state that the Indians between Salt Lake and Carson Valley having stolen thirty horses belonging to the Pony Express, a new supply of horses will be sent out speedily from Sacramento, but the incoming Express may be three or four days behind time in consequence of this misfortune.

From the Leavenworth Daily Times, May 31, 1860.

ARRIVAL OF THE PONY EXPRESS.


The Pony Express, due on Monday, the 28th, arrived last night at 9 o'clock, but brought no California mail, which is supposed to have been intercepted by Indians.

The only matter brought by the Express is from Salt Lake, at which place it arrived and left on the 24th inst.

All the information we can learn in regard to this failure is the following note on the Salt Lake way-bill, made by the agent at that point:

"Rider just in. The Indians have chased all the men from the stations between Diamond Spring and Carson Valley. The macheros, in which the Express matter is carried, is lost. The Indians are reported to have killed two riders on the last trip, and it is supposed that they carried off or destroyed the mail matter belonging to this Express."

The news from Salt Lake is very meagre.

On the 17th, two men, named Myron Brewer and R. Kitt Johnson, were both shot at once, by unknown hands.
The distance from Salt Lake to St. Joseph—1200 miles—was made in five days and seven hours. . . .

From the Leavenworth Daily Times, June 5, 1860.

ARRIVAL OF THE PONY EXPRESS!
MISSING MAIL RECOVERED!
Americans Murdered—Fight with 500
Indians—Defeat of Major Ormsby
and His Death—Retreat of the Troops—
Excitement in California.

The Pony Express brings sad news. The dates are from San Francisco May 13th, 3:40 P. M.

Several Americans had been murdered on Carson’s river, while asleep, by the Indians. This outrage led to an organization of whites. The volunteers, numbering one hundred and five men, placed themselves under the command of Major Ormsby, and pushed in pursuit of the Indians. The report says:

This force, on the 12th instant, at 4 P. M., came upon the Indians at bend of Truckee river, about sixty-five miles northward towards Pyramid Lake from Virginia City. The Indians were in ambush at a narrow pass thro’ which the Ormsby party were proceeding, and numbering, it is supposed, not less than five hundred, all having fire-arms, plenty of ammunition, and one hundred and fifty horses within convenient distance. They opened a fire upon our troops from their safe hiding places, and Major Ormsby ordered a charge, but the Indians continued to skulk, firing occasionally from behind rocks and sage bushes, doing damage without suffering much in return. This condition of things continued two hours, when the ammunition of Ormsby’s party gave out. The Indians seeing this, closed upon our men, pouring in volley after volley, killing many on the spot. The balance retreated, scattering in all directions, over hills and among sage bushes. They were pursued twenty-five or thirty miles by the mounted Indians and many detached parties cut off.—The survivors came straggling into Virginia City during the two following days. The exact number of killed is not yet ascertained, but it probably exceeds fifty. Among the slain are Maj. Ormsby, Henry Meredith, a distinguished California lawyer, W. S. Spear, Richard Snowden, Wm. Arrington, Dr. Jader, Charles McLeod, John Fleming, S. Anderson, Andrew Schaeald, M. Kneezwich, John Gormbo, A. K. Elliot, W. Hawkins, Geo. Jones, Wm. Macintosh, O. McNoughton.

Total known to be killed, 21; wounded, 3. The fate of 43 is unknown. Returned alive, 38. Wagons have been sent out to pick up any wounded that may be found, and also an armed force to protect parties burying the dead, but no account has yet been received from the battle ground.

Great excitement ensued in California.—Money was received, and men volunteered, in every direction to punish the Indians. The State authorities promptly dispatched arms and ammunition to quarters likely to tell against the Indians. The report says further:

General Clarke, commanding the Pacific division, U. S. A., dispatched from San Francisco, on the 14th, 150 United States troops, all the available men in Central California, together with 500 stand of arms and 100,000 rounds of ammunition. He also sent orders to the 100 United States soldiers stationed at Honey Lake, one hundred miles north of Carson Valley, to proceed to the
THE PONY EXPRESS RIDES AGAIN

Pyramid Lake regions and aid in suppressing hostilities. These movements warrant the belief that there are not less than 300 well armed volunteers from California and 260 U. S. soldiers ready for duty on the eastern slope of the mountains, which is an ample force to protect the people as long as unpaid volunteers can afford to remain in the field. At the last accounts the hostile Indians were all to the north of the Pony Express and Salt Lake mail and emigrant route, and the troops will be so posted as to keep that route open. The Indians on the eastern side of the mountains, extending north into Oregon, and westward into the interior of Utah, number probably 2,000, and from their contiguity with Mormons and other unavoidable causes, are all liable to become hostile to Americans, unless permanent means are taken by the government to restrain them. At least 500 U. S. soldiers should be stationed at different exposed points, between the Humboldt and Walker rivers.

From the Leavenworth Daily Times, June 23, 1860.

OVERLAND MAIL.
MORE INDIAN TROUBLES.

SPRINGFIELD, Mo., June 21.

The Butterfield Overland Mail Coach, with San Francisco dates to the first inst., arrived this evening, bringing the following summary of news:

SAN FRANCISCO, June 1.

The mail departing to-day leaves California in the midst of great excitement on account of the Indian hostilities in Western Utah.—The war is becoming very serious. Within the month just closed the Indians have made attacks on different parties of whites as far South as Walker's river, and Northward as far as Honey Lake. The stations on the Pony Express line, and Salt Lake mail route, are known to have been destroyed, and the stock driven off over a distance of two hundred miles Eastward from Carson Valley. Parties of Indians constantly cross this route, and render it impossible to repair stations and restock the route unless United States troops are provided to protect it, and thus far Gen. Clark has not been able to spare the necessary men from other duties. Under these circumstances, the Pony Express has been discontinued until such time as its trips can be resumed without jeopardizing the interests of its patrons. The main body of Indians are concentrated at Pyramid Lake, where Col. Ormsby's party was recently defeated and over seventy of them killed, as is now ascertained.—They are defiant, and well armed, and number according to information relied on by Col. Jack Hays, from 1,500 to 3,000 warriors.

On the 29th ult., Col. Hays' party, of over six hundred volunteers, and Capt. Stewart, with one hundred and sixty United States troops, started from Carson Valley for the Indian headquarters, at Williams' Station, on Carson River, where the first Indian murders occurred. Col. Hays' party came upon a party of three hundred Indians, attacked and defeated them, killing seven Indians, among them a principal chief. Two of the volunteers were wounded.

Yesterday, the 31st of May, the volunteers marched for Pyramid Lake, and by the 2d inst. they confidently expect to bring on a general battle with the main body of the savages. The most intense anxiety is felt upon the result, for if our men are unsuccessful in striking an overwhelming blow, the most serious Indian war ever known upon this coast will be inevitable. The effect of these disturbances has been to concentrate all the mining population of
the Washoe region, now numbering seven or eight thousand men, within a small space in the vicinity of settlements. . . .

A memorial also goes forward to-day praying for a daily overland mail, and Congressional encouragement to the Pony Express. . . .

The Pony Express, with St. Louis dates of May 20th, now five days overdue, has not arrived, and probably has been cut off by Indians.

The outgoing Express of the 18th and 25th of May, passed through Carson Valley on the journey eastward, and it is hoped got safely over the Indian-infested portion of the route. Much apprehension, however, is felt for their safety. They each had about 150 letters. . . .

From the Leavenworth Daily Times, July 3, 1860.

OVERLAND MAIL ARRIVED—INDIAN TROUBLES CEASED—OREGON ELECTION.

SPRINGFIELD, Mo., July 2.

The Overland Mail Coach, from San Francisco June 11th, and Virlalia June 12th, passed here last night. The following summary has been received:

SAN FRANCISCO, June 11.—. . . Since the Indians fled beyond the reach of Col. Hay's volunteers, all apprehension of further trouble from them in the Washoe mines are over. The regular troops will be stationed near Pyramid Lake, and at other places where they can best protect all the settlements. The company who went through on the Pony Express route expect to obtain a sufficient force from the United States troops, now at Camp Floyd, to keep the route free from danger after it is once cleared, and the stations re-established. . . .

From the Leavenworth Daily Times, July 25, 1860.

THE JOURNEY OF THE PONY.

A correspondent of the St. Louis Republican thus describes the journey of the Pony Express: "Bang goes the signal gun, and away flies the Express pony, with 'news from all nations lumbering at his back.' But whether flies this furious rider on his nimble steed? It is no holiday scamper or gallop that this young Jehu is bent upon. His journey lies two thousand miles across a great continent, and beyond the rivers, plains and mountains that must be passed; a little world of civilization is waiting for the contents of his wallet. He and his successors must hurry on through every danger and difficulty, and bring the Atlantic and Pacific shores within a week of each other. No stop, no stay, no turning aside for rest, shelter or safety, but right forward. By sun light, and moonlight, and starlight, and through the darkness of the midnight storms, he must still fly on, and on toward the distant goal. Now skimming along over the emerald sea, now laboring through the sandy track, now plunging headlong into the swollen flood, now wending his way through the dark canon, or climbing the rock steep, and now picking his way through or around an ambushade of murderous savages. No danger or difficulty must check his speed or change his route, for the world is waiting for the news he shall fetch and carry. It is a noble enterprise, and as the express hurries down the street and across the river, and I think of the toil and peril of the way, my heart says, 'God speed to the boy and the pony'."["
THE PONY EXPRESS RIDES AGAIN

The Herald's Washington correspondent telegraphs that—

"Majors, Russell & Co., of the Pony Express establishment, received a warrant upon the Territory to-day for $87,000, in consideration of past mail services rendered. The Government is still largely in the debt of this firm for valuable trains of merchandise destroyed on the Plains by the Indians during the Utah rebellion, in consequence of the Government failing to furnish the necessary escort authorized in their contract."

We know nothing of this or any other firm's accounts with the Federal Treasury, and we want to know nothing, save that they are adjusted and paid by the present Administration, not turned over as a legacy to its successor. On every side we see indications that the game of throwing over dues and accounts that should have been previously adjusted, to be dealt with by the next Administration, is systematically pursued. There is the Oregon war debt, which, whatever its amount or validity, ought to have been disposed of long ago, still hanging about Congress and the Treasury, to be carried beyond the 4th of March next, if possible—and this is but a sample. If Majors, Russell & Co. have such a claim as is above asserted, and the Treasury will not or cannot adjust it, why is it not taken to the Court of Claims, and there adjudicated? Why not have all outstanding claims so passed upon and promptly settled? If they are left over till next year, they will go into the aggregate expenditures thereof, and be paraded to prove the extravagance of the next Administration. Let each dynasty settle its own bills and make an end of them.—N. Y. Tribune.

From the Leavenworth Daily Times, July 26, 1860.

The Pony Express

Arrived in St. Joseph July 24th; and, it is thought that regular trips will be made hereafter.

From the Leavenworth Daily Times, August 1, 1860.

Pony Express!

Rates on Letters Reduced!

On and After Date,

Letters Weighing 1-4 Ounce

Will Be Carried Through

For Two Dollars and Fifty Cents.

aug1-tf

From the Leavenworth Daily Times, August 25, 1860.

Latest News from California.

Arrival of the Pony Express.

War Among the Indians.


San Francisco advices to Aug. 11th, reached this city last night.

The patronage of the Pony Express is greatly increasing, since the trips are made in due time and news received of the safe arrival of all letters sent Eastward. The new buildings being put up on the line of the Express, for three hundred miles East of Carson Valley, in place of the stations recently destroyed by the Indians, are sixty feet square, with stone walls eight feet high, being designed to serve as forts when necessary.
From the Elwood Free Press, September 29, 1860.

FAST TIME BY THE PONY EXPRESS—

Wm. H. Russell.

A St. Joe. correspondent of the St. Louis Republican sends an interesting letter to that paper, from which we clip a few paragraphs:

The wonderful rapidity with which the Express riders have to make from station to station, has already caused an occasional display of extraordinary human endurance. Thus, Mr. John Fry, one of the couriers, some time since started from Kennekuk, a station forty-five miles from this place, at 8 o’clock one Saturday night, and reached St. Joseph at midnight. Starting out again from this city on the following morning, he made three stations twenty-five miles apart from one another; and had returned to St. Joseph at 11 P.M. of the same day, thus traveling a distance of not less than one hundred and ninety-five miles in eighteen running hours, after losing one hour in eating meals, making eight changes of animals, &c. This is certainly fast riding. The individual that accomplished the feat is of a rather youthful appearance and does not at all look like the NAT he must actually be.

The President of the Central Overland Express Company, Mr. William H. Russell, of the well-known firm of Russell, Majors & Waddell, indulges in hardly less rapid locomotion, although in a different way.—He is constantly flying to and from Leavenworth, St. Joseph and Kansas City, St. Louis, Chicago, Washington and New York. He makes from place to place in a rush; drops among his associates and employees like a deas ex machina; hurries through with his business and is—seen no more.—I believe he has made the tour from Leavenworth to New York, Washington and back three times within the last five weeks. Mr. Russell has, indeed, the indomitable energy of a true Western man. Risen from a very humble station through his own exertions to a highly influential position, he is a living illustration of Anglo-American activity and enterprise.

From the Leavenworth Daily Times, November 5, 1860.

FROM FORT KEARNEY.

FORT KEARNEY, Nov. 3.

The Pony Express, bound West, passed here at 8:35, P.M., on Friday, being a few hours behind time, occasioned by muddy roads.

FROM FORT KEARNEY.

FORT KEARNEY, Nov. 5.

The Pony Express, bound West, passed this point at six o’clock this evening. The Pony Express Company have decided to start an extra Pony from this point for California, on Wednesday 7th, carrying election news and private telegrams. It is expected that the Pony will make very quick time. . . .

From the Elwood Free Press, November 10, 1860.

FORT KEARNEY, Nov. 7.—An extra of the Pony Express left here for Carson Valley, at 1 P.M. to-day, carrying the election news and a considerable number of private telegrams. The rider and horse were tastefully decorated with ribbons, &c., and departed amid the cheering of a large and enthusiastic gathering. This run is expected to be quicker than any yet made between here
and the outer station of the California telegraph lines. The ponies leaving St. Joseph Thursday, the 8th, and Sunday morning, the 11th, are also to make double quick time, calling here for latest telegraphic dates.

From the Leavenworth Daily Times, November 20, 1860.

CALIFORNIA CLOSE BETWEEN LINCOLN AND DOUGLAS.
GREAT UNION SPEECH OF STEVENS.
The South Coming to Her Senses.

FORT Kearney, Nov. 18.

The Pony Express from San Francisco the 7th, arrived at half-past nine o'clock last night, bringing California dates, via Fort Churchill, by telegraph, up to ten P. M., on the night of the 8th.
The rider reports a heavy storm between Fort Laramie and Salt Lake.

From the Elwood Free Press, November 24, 1860.

GOOD NEWS FROM CALIFORNIA.
The Pony Express brings to us the glad tidings that at least one of the Pacific States is with us on the great question of freedom or slavery. California, which has always been Democratic, always pro-slavery in her tendencies, has at length wheeled into the line of States who are united to prevent the further aggressions of the slave power. Senator Gwin is repudiated at home. His heinous acts will no longer reflect the sentiments of his State. His future is easily read, and his retirement on the accumulations of corrupt years is near at hand.

Oregon will soon, we hope, send across the mountains her greeting to the glorious band of kindred free States. She has given us Republican Senators; she will give us Republican electors, and the bright light of freedom shall tint the entire Western Slope of our great Sierras. Thank God! for once the North does as the South has done for years—shows to her enemies a strong, united front. Let South Carolina fret, fume and threaten. We are too great to tremble.

From the Leavenworth Daily Times, December 1, 1860.

PONY EXPRESS!
CHANGE OF SCHEDULE.

ON and after the first day of December next, the Schedule Time of the Express will be changed and run as follows: Fifteen days between St. Joe and San Francisco; eleven days between Fort Riley and outer telegraph station Utah.

This Schedule will be continued running as new semi-weekly trips during the winter, or until Congress shall provide for a tri-weekly Mail Service, which alone will enable the Company to return to present or a shorter schedule, the present mail service between Julesburg and Placerville being only semi-weekly, which is not sufficient to keep the route open during winter.

Wm. Russell, Secretary

Leavenworth City, K. T., Dec. 1st, 1860
From the Elwood Free Press, December 1, 1860.

From California and Oregon.

Fort Kearney, Nov. 28—The Pony Express, which left San Francisco on the evening of the 17th, passed here about one this morning. Reports three feet snow on the South Pass and Rock Ridge.

From the Elwood Free Press, January 12, 1861.

Fort Kearny, Jan. 9—The Pony Express passed about 11 last night.

San Francisco, Dec. 26, 3:40 P.M.—The Pony Express, with St. Louis dates, telegraphed to Ft. Kearney on the 10th, arrived at Sacramento on Sunday 23d, where it was detained twenty-four hours waiting for a steamer to take it to San Francisco. There being no Sunday boat. The Pony is delayed at Sacramento from one to two days, whenever it arrives there on Saturday, after two o’clock, P.M. The Express time table ought to be arranged so that the Pony will always arrive at Sacramento between Monday morning and Friday evening.

From the Leavenworth Daily Times, February 26, 1861.

LATEST NEWS BY TELEGRAPH.

News by the Pony Express.

San Francisco, Feb. 9, 3:40 P.M.

No arrivals or departures since last Pony Express. There are no more failures, and it is believed no more will take place. Shipment of treasury by Monday’s steamer, however, is expected to be light.

Notwithstanding the delay of the ponies, the last outgoing Express took over ninety letters, and to-day’s Express letters will probably number one hundred and fifty.

Both houses of the Legislature have passed resolutions asking Congress for additional aid to the Pony Express.

From the Leavenworth Daily Times, June 11, 1861.

LATEST NEWS BY TELEGRAPH.

Per Pony Express.

San Francisco, May 29.

The overland telegraph expedition left Sacramento on the 27th, for Carson Valley, at which point they are to commence laying wires towards Salt Lake. The expedition embraces 228 head of oxen, 26 wagons, and 50 men.

Pony Express with dates to May 20th, has arrived.

From the Leavenworth Daily Times, June 12, 1861.

LATEST NEWS BY TELEGRAPH.

Pony Express.

Fort Kearney, June 11.

The Pony Express passed here at 6 A.M.

San Francisco, June 1.—There is no California news of moment. Everybody is waiting with intense anxiety for Eastern news, and as each pony arrives, the announcement of attack on Harper’s Ferry, Norfolk, or some other movement toward retaking public property captured by the South, is expected.
From the Leavenworth *Daily Times*, August 29, 1861.

*St. Joseph, Aug. 26.—*The Pony Express has been abandoned between St. Joseph and a station 110 miles west [Marysville]. Letters will be obliged to go by stage from here to reach the Pony at that starting point.

From *Freedom's Champion*, Atchison, November 2, 1861.

*Progress of the Telegraph.*—It was thought last year, and truly too, that the pony had accomplished wonders when he had given us a communication with the Pacific coast in from six to seven days. But now the Pony has become a thing of the past—his last race is run. Without sound of trumpets, celebrations, or other noisy demonstrations, the slender wire has been stretched from ocean to ocean, and the messages already received from our brethren on the Pacific coast, most conclusively show that the popular heart beats in unison with ours, on the absorbing question of the preservation of the Union. The war has been the all-absorbing topic, so that this great work has been almost entirely lost sight of by the public. . . .