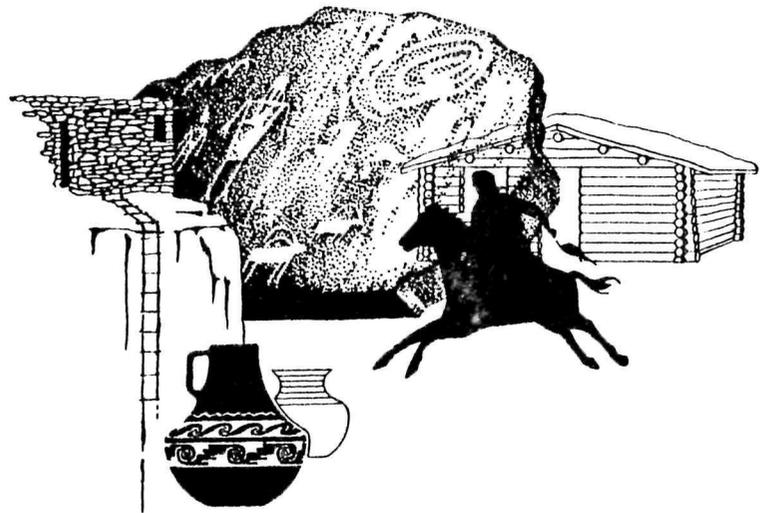


BUREAU OF LAND MANAGEMENT
UTAH



THE PONY EXPRESS STATIONS OF UTAH
IN HISTORICAL PERSPECTIVE

1979

Richard E. Fike

John W. Headley



CULTURAL RESOURCES SERIES

MONOGRAPH 2

The Pony Express Stations of Utah In Historical Perspective is the second in Utah's series of cultural resource monographs.

For the 1976 Bicentennial, the Bureau of Land Management studied the Pony Express route and provided public interpretation of the trail in western Utah. The authors' interest and personal involvement in that project laid the ground work for production of this monograph.

This publication is an example of the Bureau's dedication to protect and enhance through study, the varied and valuable cultural resources on public lands in Utah. The Bureau must assure that cultural resources are afforded proper protection and preservation, with consideration for the best scientific and public use.

I am pleased to present this volume in our series of published monographs.

PAUL L. HOWARD
Utah State Director
Bureau of Land Management

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ABSTRACT

This monograph integrates previously unpublished materials, including extensive field surveys and some excavation, into a historical sketch of the Pony Express in Utah. The primary and organizational focus is on Express stations. Since the Overland Mail Service corresponds temporally and geographically to the Express, its history becomes an inseparable component of the study. Many confusing and controversial issues are resolved by this study, and many others are surfaced. Additional research is obviously needed; particularly desirable would be long-term survey and excavation programs.

For many years the Bureau of Land Management has recognized its role in the management and protection of historical sites on lands under its jurisdiction. This study has evolved as a direct result of such management/protection efforts. BLM currently manages eight Pony Express/Overland Mail sites on public lands in Utah and many others in neighboring states.

Richard E. Fike
John W. Headley

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RESEARCH BACKGROUND

Many stories exist and have been perpetuated about the Pony Express and its contributions to regional and national history, but unfortunately this information is sketchy and fragmented. Facts written or otherwise related are often distorted, creating a confusing and clouded account of that service's history. Notorious are newspaper articles which have contributed more to legend than fact. In Utah, few attempts have been made to compile and authenticate the fragments of information available into a reasonable historical chronology or regional account of the Pony Express. Also, little attention has been paid to the relationship between the Pony Express and the Overland Mail/Stage Service.

Past research efforts have dealt mainly with the histories of the men who engineered the Express, the riders, and associated political ramifications and events. The writers' intentions are not to rework the company's history or those of the principal people associated with its service; rather it is to describe the Express stations themselves. Associated persons and events, as well as observations, will be presented in this context.

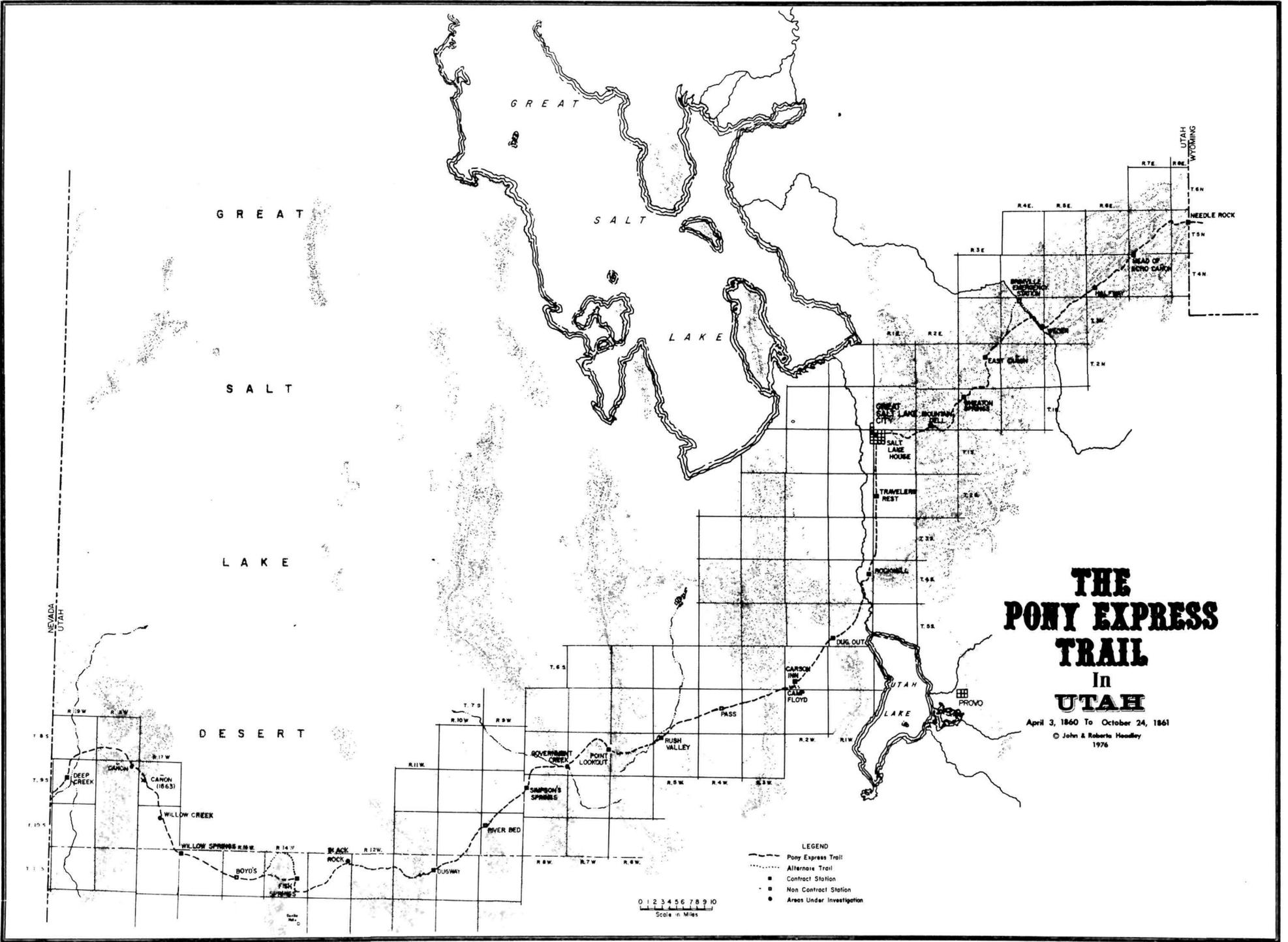
New data, substantiated and augmented by extensive field work, have provided the opportunity to consolidate some of the fragmentary historical records of the Express; thereby lending a more cohesive character to this presentation. Cadastral records (township plat maps or cadastral plats) made by the General Land Office (GLO) and now held by the Bureau of Land Management, have provided an excellent and often neglected historical resource. Cadastral surveyors noted building locations, trails and other pertinent data essential to the sort of synthesis attempted here. But problems continually plague the Express researcher, since early eyewitness accounts are often frustratingly vague and difficult to interpret. A few examples will demonstrate. In J. H. Simpson's report on his exploration across the Great Basin in 1859, he mentions a mail station at Simpson's Springs but his trip map plots only the springs. Sir Richard Burton of Nile River exploration fame, referenced the majority of the stage stations but omitted stations used by the Pony Express. Captain Albert Tracy also left out some of the Express sites in his journal. In stories gathered by Kate B. Carter, the Express riders left out names of stations not pertinent to the situation they were relating, thus leaving researchers to think many stations were not there, were no longer in existence, or were

only stage facilities.

With the aid of a map showing geographic position and terrain the researcher can begin to understand the strategic positioning for each Express station site. Some positioning is further understandable when one considers mountain passes could have 15 foot snow drifts in the winter and that summer temperatures often reached 110 degrees on the desert floor. Water was (and is) a scarcity, especially to the west of Salt Lake City, and often had to be hauled great distances to several desert stations.

Often confusing are the names (local and contract) used for the stations. For example, a strip map published in 1935 spots Hanging Rock and Weber stations as separate stations, when in actuality they were the same.¹ In another place it shows Fort Crittenden and Camp Floyd, the same station, about 25 miles apart. It is confusing to researchers when contract names and local names are found on different maps. Unless a detailed study is made for each site, the extra names confuse the researcher. This is especially true when working from line strip maps.

Figure 1 III



INTRODUCTION

The demise of the Pony Express and the Overland Mail Service marked the end of an era in western history. The physical remains of both services are extant on public lands in western Utah and are being preserved, interpreted and continually studied by the Bureau of Land Management's Salt Lake and Richfield districts.

Over the past few years, and especially during the 1976 Bicentennial, substantial Bureau efforts have been devoted to the protection and interpretation of the Pony Express Trail in Utah. Attention was focused on the West Desert near Salt Lake City, and included the Overland Mail route. Research, however, produced data on a wide area and that information also is presented in this monograph.

The discovery of gold in California coupled with the westward migration of thousands of easterners and the creation of settlements in such frontiers as the Salt Lake Valley, established the need for more efficient and faster communications with the East. Three notable figures of that era – Alexander Majors, William H. Russell and William B. Waddell – claimed that a pony rider service could transport mail from the east in only nine to ten days. With the establishment of the Pony Express in April 1860, their claim became a reality. Via the telegraph from the east coast to St. Joseph, Missouri, then by Pony Express, communication to California was accomplished in about nine days. This is in marked contrast to the three months previously required.

Preceding the Express, George Chorpensing had established a mail and freight service in 1851 – the “Jackass Mail.” This was the first U.S. Mail Contract for service between Salt Lake City and San Francisco. To the east of Salt Lake City, the first mail contract was awarded to Samuel H. Woodson in 1850. Successors included William F. McGraw, 1854–1857; Hiram Kimball, 1857; S. B. Mills, 1857–1858; Hockaday and Liggett, 1858–1859.² Russell, Majors and Waddell purchased the mail and transportation obligations from Hockaday and Liggett in 1859, and from George Chorpensing in 1860, and established the Central Overland, California and Pike's Peak Express Company (see Figure 2). The Overland Mail Company continued operations until its contract was lost to Ben Holladay in 1862.³ In

UTAH

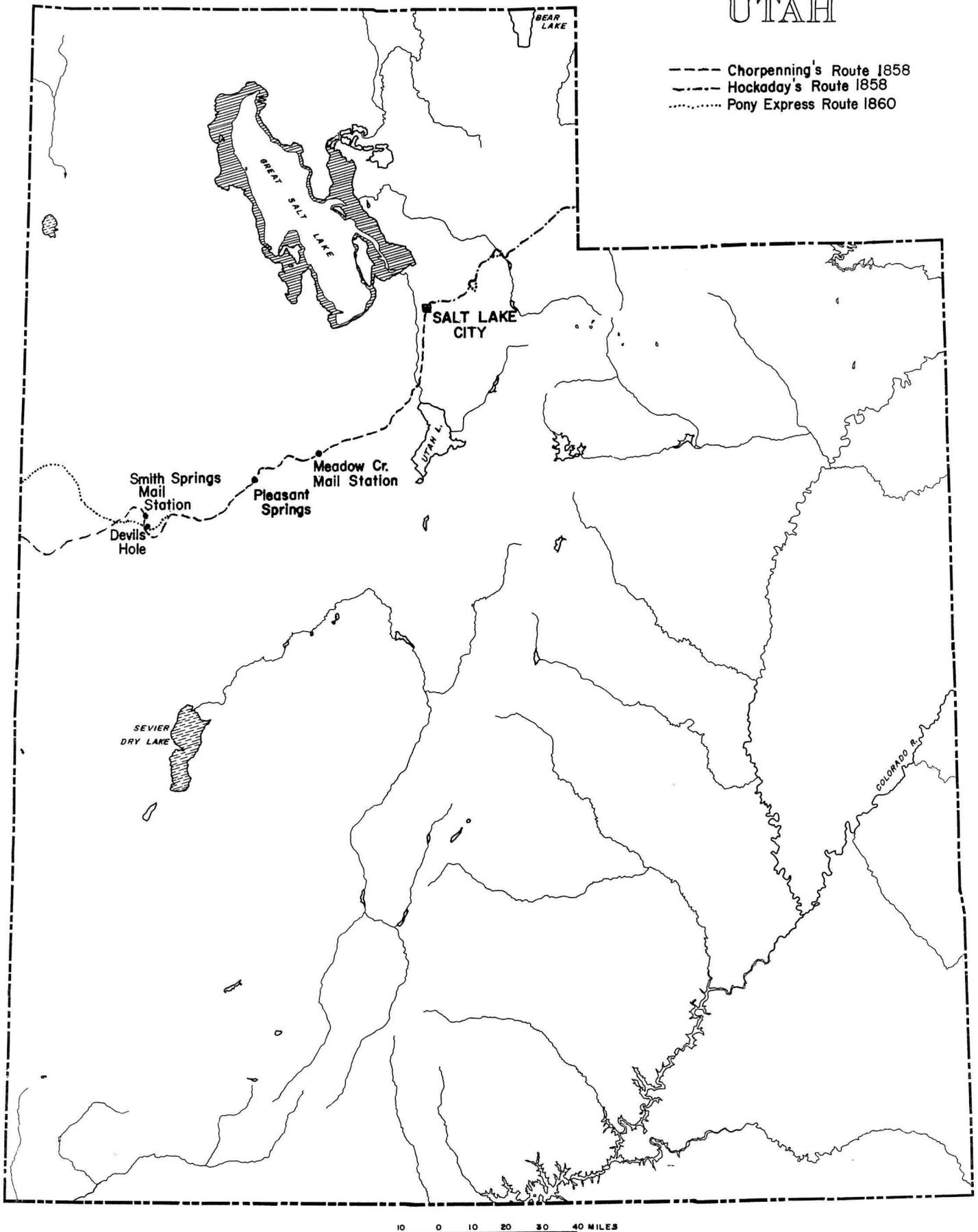


Figure 2

1870, shortly after the completion of the transcontinental railroad, the Overland Mail Company changed its route to be adjacent to the railroad which was north of the Great Salt Lake.

At the initiation of Express operations, Alexander Majors recorded that:

There were already stations properly distanced on our line between St. Joseph and Salt Lake, but we had to relocate the route between Salt Lake and Sacramento which we had taken over from George Chorpenning and build stations its entire length.⁴

Chorpenning's stations averaged 70 miles apart. Kate B. Carter says:

Stage stations already established were too far apart for horse travel, and no intermediate, or swing stations, were built between the home stations where horses could be quickly exchanged. (by 1861) there were 56 stations marked on the Egan, or Overland Trail map, covering a distance of 658 miles.⁵

This represented the distance between Salt Lake City and the California border (Yanks Station). Stations averaged 11 and 3/4 miles apart.

According to rider Nick Wilson:

The home stations were from 40 to 60 miles apart and one man's ride was from one station to another. Between the home stations were other stations where horses could be changed.

They were referred to as the "swing stations" and some lasted only one or two months before being shut down due to the completion of the telegraph and the demise of the Pony Express. Rider William H. Streepler noted "We stationed animals all along between stops (home stations) so we could change and have fresh ones."⁶

The route between Salt Lake City and Robert's Creek (now in Nevada) was under the supervision of Major Howard Egan.⁷ Major Egan, of the Nauvoo Legion, came west with Brigham

Young's company in 1847. His knowledge of the roadometer (used in measuring distance) undoubtedly aided in his responsibility to lay out the Pony Express stations within his division.⁸ In "Pioneering the West" from the Howard R. Egan estate, the noncontract stations of Pass, River Bed, Black Rock, Boyd's and Canyon are named in addition to the identified contract stations.⁹ It is of interest to note that Major Egan's two sons both rode for the Pony Express: Howard Ransom and Richard Eurastus (Ras) Egan.

On the first ride the mail from California reached Salt Lake City April 7, 1860, at 7:45 p.m.¹⁰ The mail from St. Joseph, Missouri, arrived in Salt Lake City April 9 at 6:25 p.m.¹¹ Where the first riders met and passed each other is unknown, but by projecting time and speed (about 8 mph) this must have occurred near Pacific Springs, Wyoming. At the Wyoming passing, one writer indicates the rider going east was Dave, and going west was "Charles McCarty."¹² Some research indicates the rider going east was Thomas Owen King.

George Washington Perkins stated on the first express ride:

My run on that record-breaking ride was 57 miles. We did not have stations then to change our horses. I had to make it with just one horse and I made the run in mighty good time considering the distance, but I killed the poor horse doing it. He was so stiff the next morning we couldn't get him out of the stable. (for later runs) I had a change of mounts every six or eight miles.¹³

The fastest Express ride was a little over seven and one-half days (the average being ten); it carried President Lincoln's Inaugural Message. This meant the horses averaged over ten miles per hour from St. Joseph to Sacramento. Under regular conditions the horses would run about seven or eight miles per hour. In comparison, freight was hauled at about four miles per hour and the stage averaged six.

The 1861 mail contract stations are listed in the following paragraph. Other identified, or more recent stations, are listed in parentheses. All stations reflect locations within the present geographic boundaries of the state of Utah.

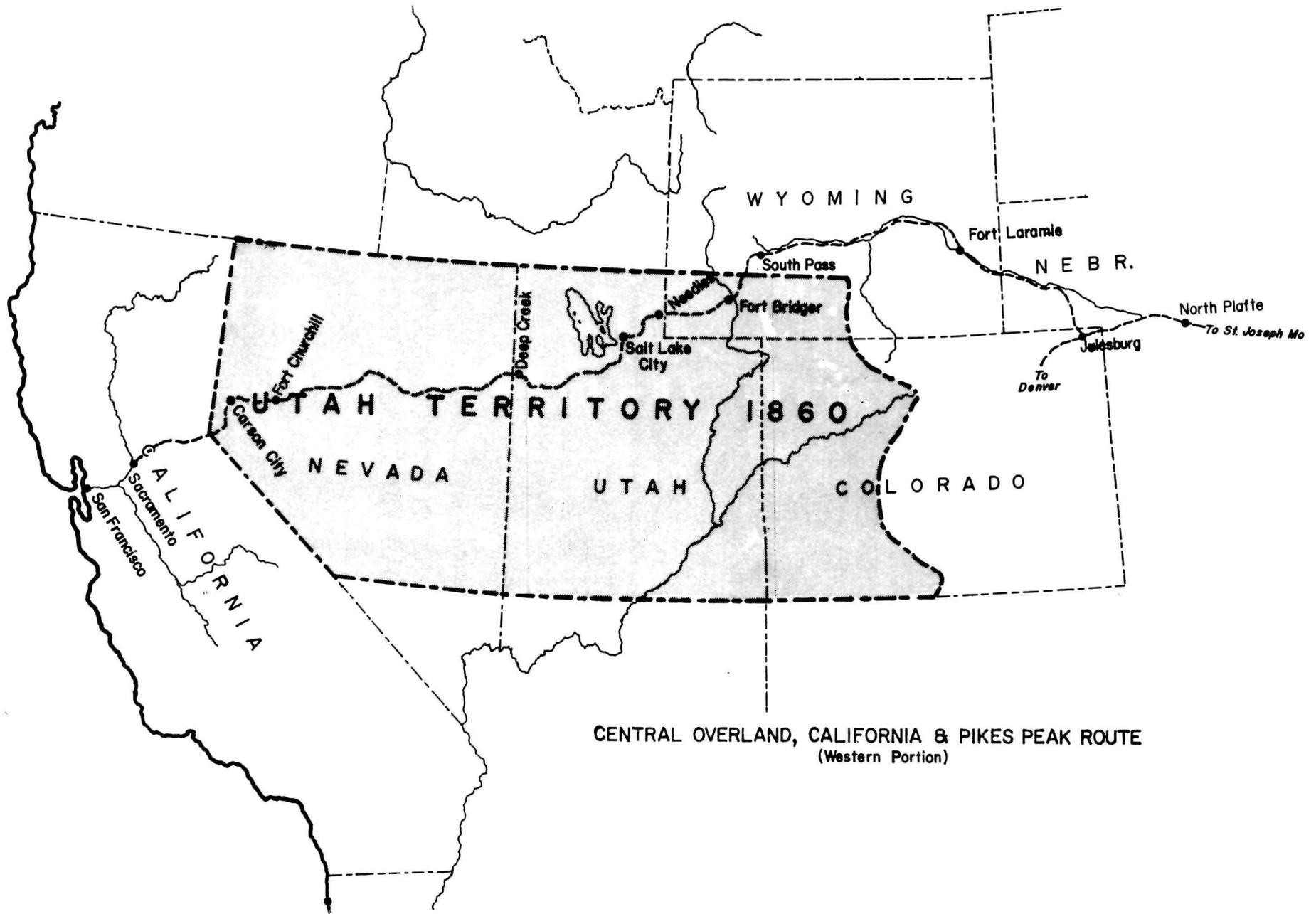
The stations are: Needle Rock, Head of Echo Canyon, Half Way, Weber, East Canyon, Wheaton Springs, Mountain Dale, Salt Lake House, Trader's Rest, Rockwell's, Dugout, Camp Floyd, (East Rush Valley), Rush Valley, Point Lookout, (Government Creek), Simpson's Springs, (Riverbed), Dugway, (Blackrock), Fish Springs, (Boyd's), Willow Springs, (Willow Creek), (1863 Canyon), (Canyon), and Deep Creek. At the time of the Pony Express, Utah Territory (see Figures 1 and 3) included some 65 of the 190 stations along the entire route from Pacific Springs, Wyoming to the California border. It was in 1861 that Congress reduced Utah Territory and established Nevada Territory.

At the peak of operations, the route from St. Joseph, Missouri, to Sacramento, California, was made up of about 190 stations, approximately 420 horses, and 80 riders. At 10 to 12 miles per horse and 75 to 125 miles per rider, the mail could be moved 250 miles in 24 hours. This was an efficient and fast service, but it brought about costs greater than income. Financial problems plagued the Pony Express from its inception. This financial burden together with the completion of the telegraph in October 1861, brought an end to the Pony Express.¹⁴

Intermittent freighting and stage services continued in Utah's West Desert area until the middle 1920's. The famous Lincoln Highway also passed through Utah using portions of the old mail route.

The Pony Express, an important and colorful contributor to the service of the Central Overland, California & Pike's Peak Express Company, was established in 1860 and had succumbed by late 1861. It lasted only about 19 months and was basically a financial failure, but the associated glamour – both fact and fiction – has assured it a large and lasting chapter in the history of the West.

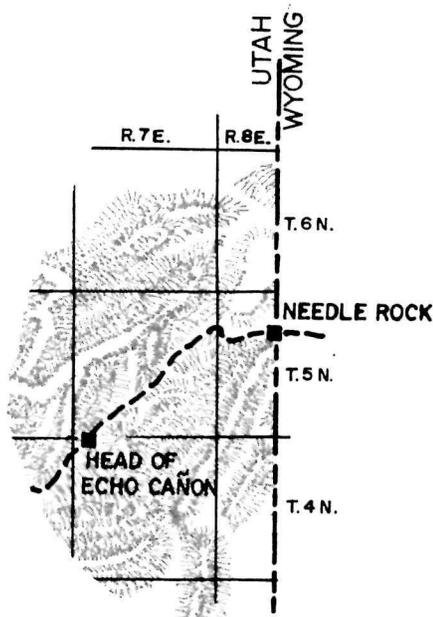
Figure 3
6



CENTRAL OVERLAND, CALIFORNIA & PIKES PEAK ROUTE
(Western Portion)

THE STATIONS

In the following descriptions, the stations are discussed in the order of their occurrence from east to west. The first name is the one listed in the 1861 mail contract. Other names, local usages, etc. are listed parenthetically.



Needle Rock (The Needles)
Utah No. 1 Contract Station.

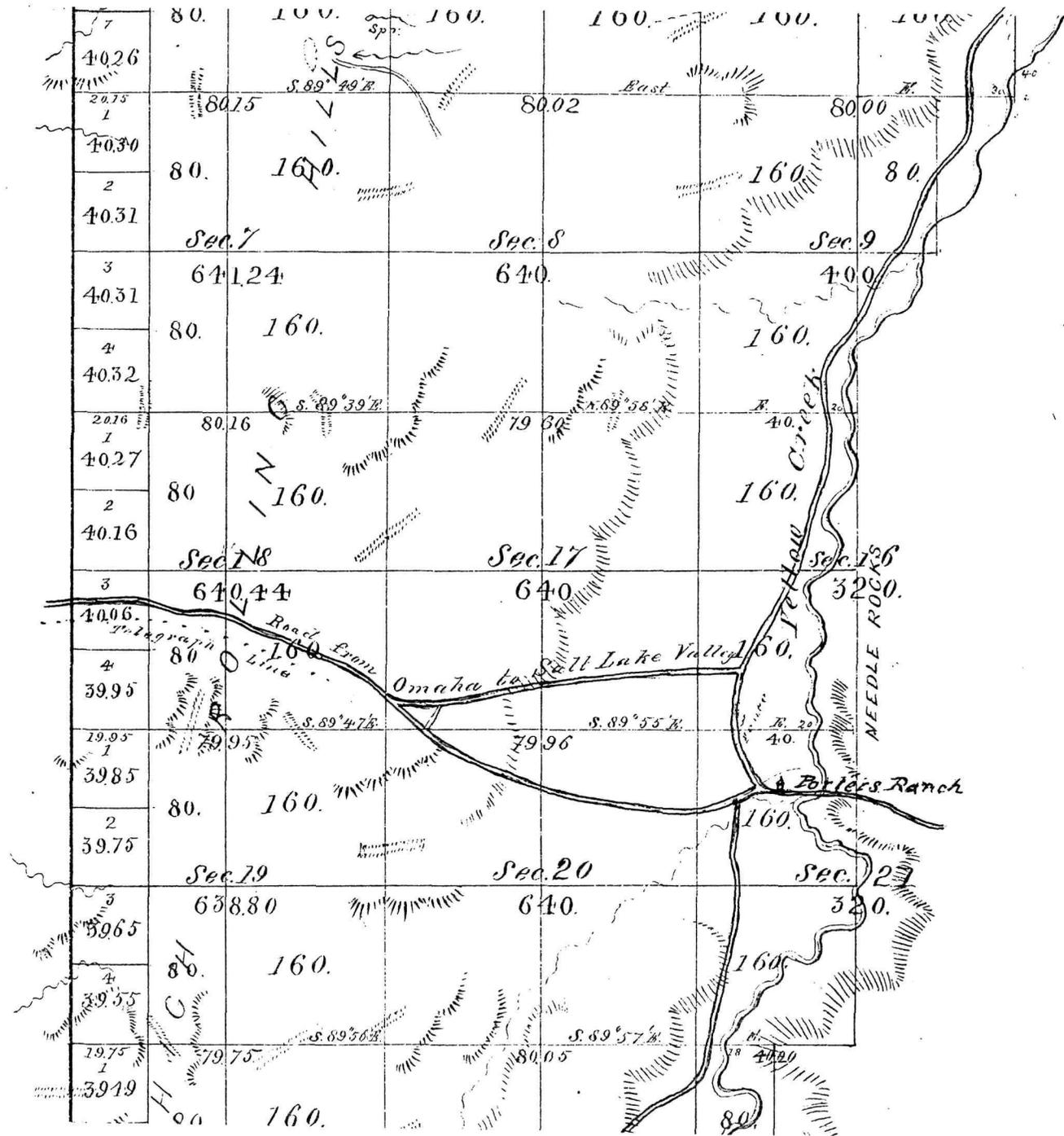
Location: NE $\frac{1}{4}$ NW $\frac{1}{4}$ Section 21, Township 5 North, Range 8 East, Salt Lake Meridian.

Eight miles from Bear River Station, Wyoming.

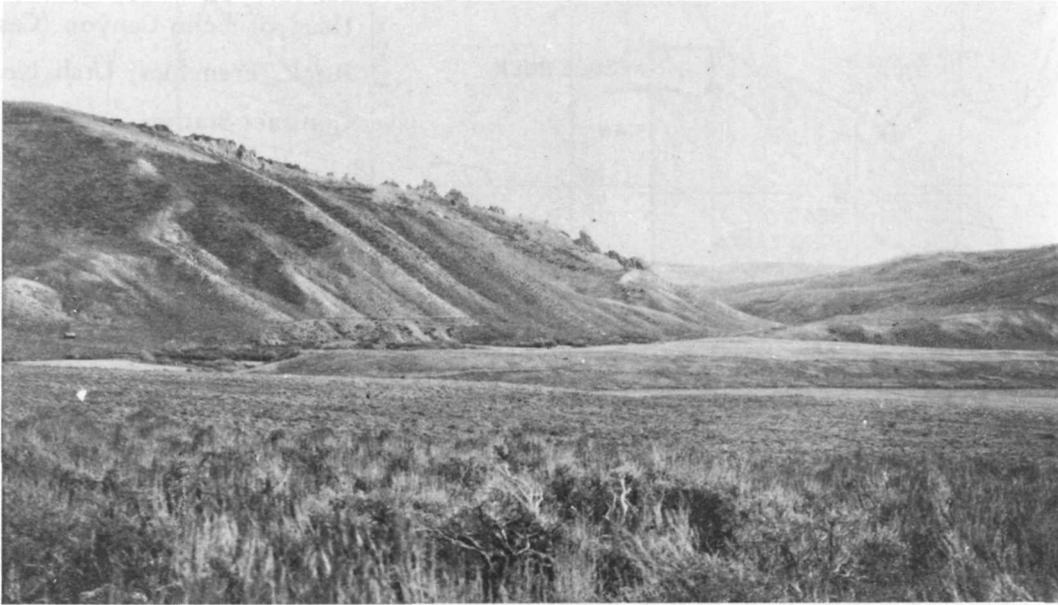
Bear River Station is also referred to as Briggs Station, named after the operator.

Little information is known about the Needle Rock Station. The 1869 GLO cadastral plat (Figure 4) shows the station location being at Porter's Ranch along the Omaha to Salt Lake Valley Road. The route through this area also was used by the Donner-Reed party in 1846, the Mormon Pioneers in 1847, by General Johnston's Army in 1858, and the transcontinental telegraph in 1861 (See Photo 1).

Figure 4
8



THE NEEDLES STATION T.5 N. R.8 E. Sec. 21 1869 Survey



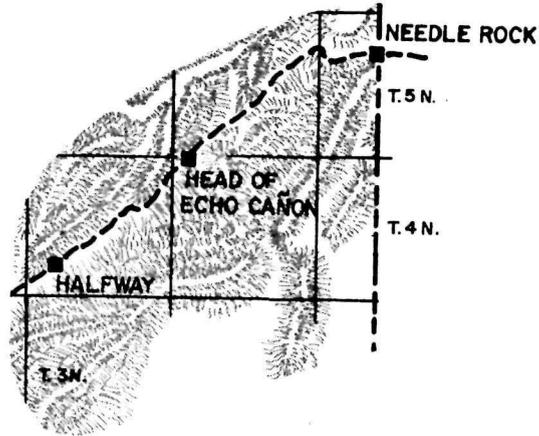
The Needles, near the mouth of Coyote Creek. Needle Rock Station was located to the right of the picture (Courtesy of the Utah State Historical Society).

Photo 1



Head of Echo Canyon or Castle Rock Station site (BLM 1978).

Photo 2



Head of Echo Canyon (Castle Rock, Frenchies) Utah No. 2 Contract Station.

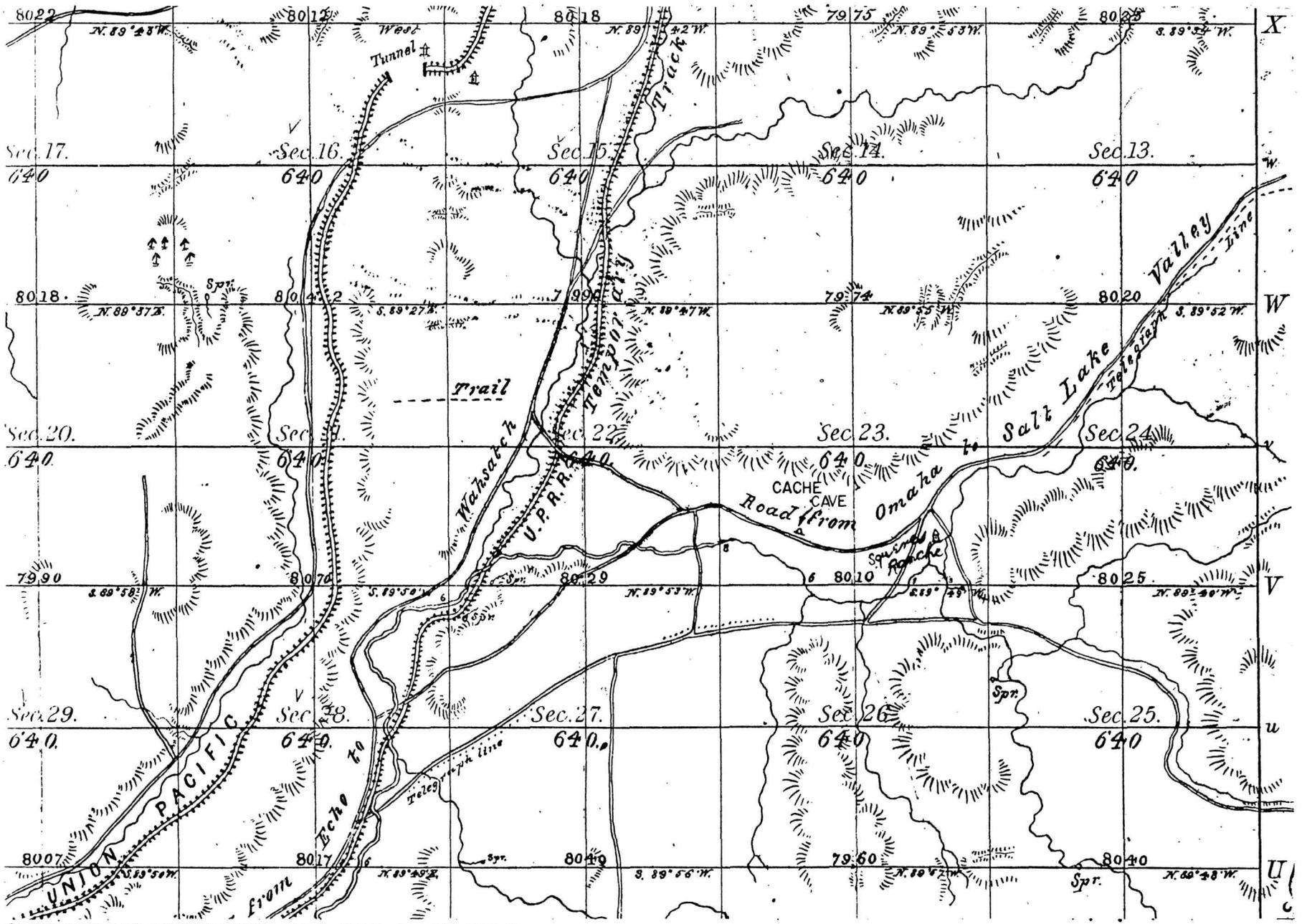
Location: Lot 3, Section 6, Township 4 North, Range 7 East, Salt Lake Meridian.

Eight miles from Needle Rock Station.

This station, the first in Echo Canyon, was named for the large sandstone formation located near the site. The station, made of logs, was sold to a French trapper and moved a mile away in 1867.¹⁵ The station site is located approximately where the old Castle Rock grocery store now stands. (See Photo 2)

About half way between the Head of Echo Canyon and Halfway Station occurs a geologic feature known historically as Cache Cave, a popular landmark and wayside for travelers (See Photos 3 & 4). The Journal of Captain Albert Tracy mentions, in April of 1860, a station located not far from the cave. The Journal describes the station as a “mere structure of slabs, to keep the wolves off.”¹⁶ Possibly this unlocated, intermediate, temporary facility was located at the Squires Ranch, located on the GLO cadastral plat of 1869, and discussed within the field notes (See Figure 5).

Figure 5
11



CACHE CAVE AND SQUIRES RANCH T.5N. R.7E. Sec. 23 1869 Survey



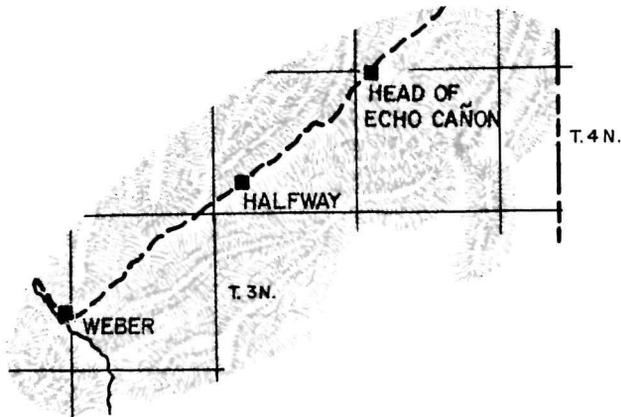
Historic Cache Cave (BLM photo 1978).

Photo 3



Historic signatures in Cache Cave (BLM photo 1978).

Photo 4



Halfway (Daniels, Emery)
Utah No. 3 Contract Station.

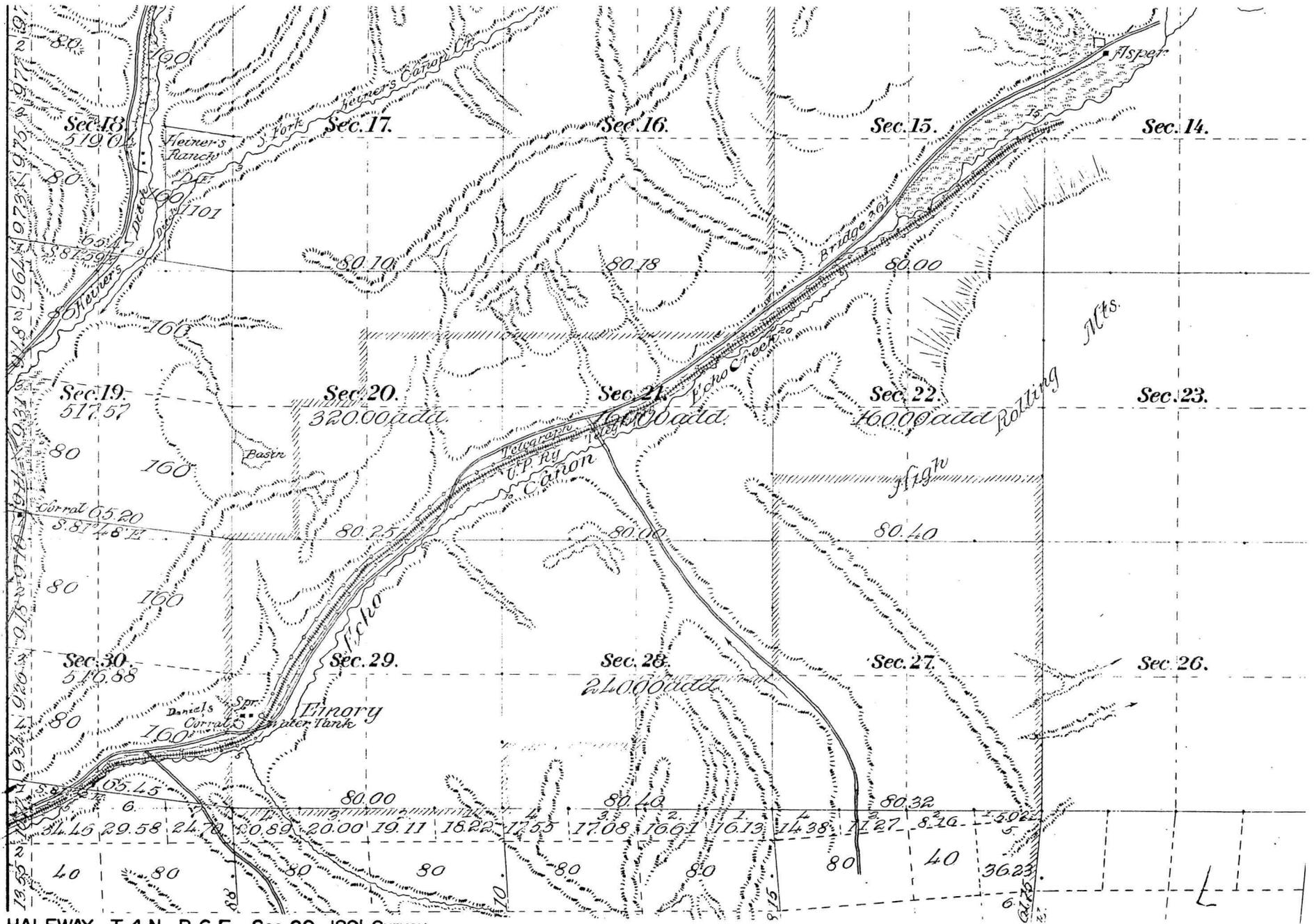
Location: NW $\frac{1}{4}$ SW $\frac{1}{4}$ Section
29, Township 4 North, Range
6 East, Salt Lake Meridian.

Seven miles from Head of
Echo Canyon Station.

Unfortunately, Halfway Station remains obscure in history. The 1891 GLO cadastral plat and field notes indicate that the station was operated by a man named Daniels (See Figure 6). The structure was apparently torn down after the railroad went through in 1868.

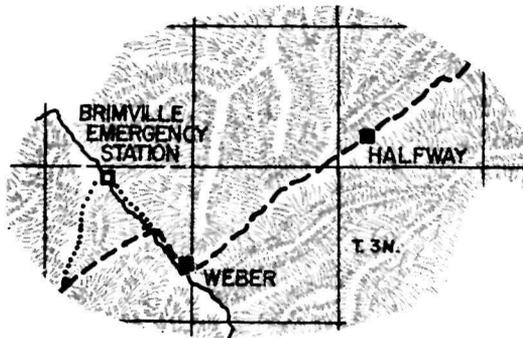
An unresearched story pertaining to the Echo Canyon region told that in the early months of the Express rustlers working in the area would steal horses from the company exclusively for the purpose of selling them back later. This went on until the horses were marked with the XP (Express) brand.

Figure 6
14



HALFWAY T. 4 N. R. 6 E. Sec. 29 1891 Survey

Weber (Echo,¹⁷ Bromleys, Hanging Rock¹⁸) Utah No. 4 Contract Station.



Location: NW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 25 Township 3 North, Range 4 East, Salt Lake Meridian.

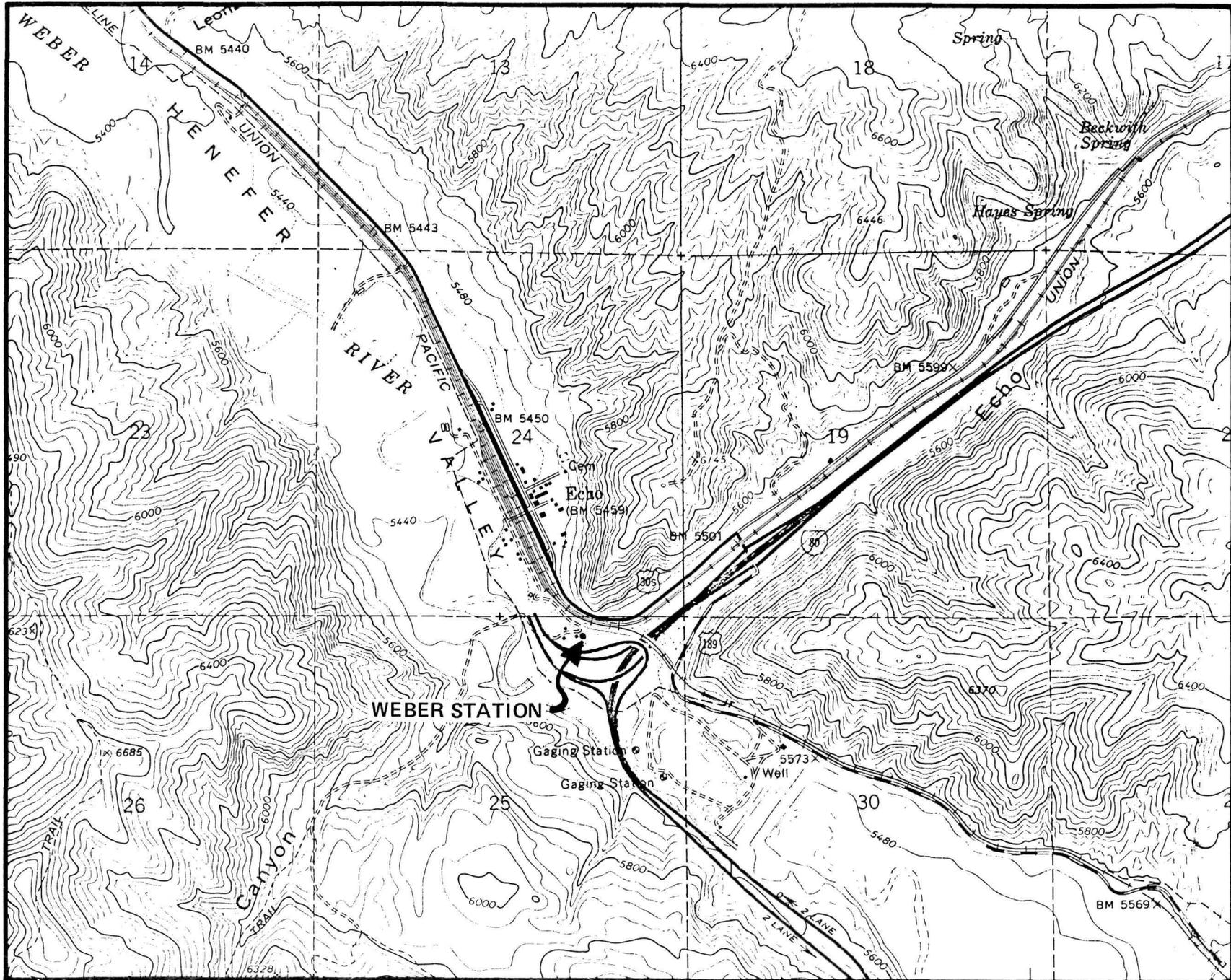
Nine and three-quarters miles from Halfway Station.

James E. Bromley, division superintendent for the run from Pacific Springs Wyoming to Salt Lake City, settled at the mouth of Echo Canyon in 1854. He did not obtain a cash entry patent, however, until June 20, 1874 (Cert. No. 1127). It is reported that the station house, built at the base of Pulpit Rock, had rock walls 26 inches thick.¹⁹ The authors disagree. Located on the Pete Clark property, in Echo, Figure 7, the visible remains of the foundation of the station house have been located and mapped by the authors (See Figure 8). The walls average thickness is much less. The facilities of Weber Station provided the services of a general store, inn, saloon, blacksmith shop and jail. A hotel was built later (See Photos 5 & 6).

Union Pacific purchased the Weber Station and surrounding lands in 1868 and laid out Echo City. Pulpit Rock was destroyed when old U.S. Highway 30 was constructed.²⁰ The station house, considered unsafe, was torn down in 1931. Five cache pockets containing items of the era were discovered in the walls.²¹

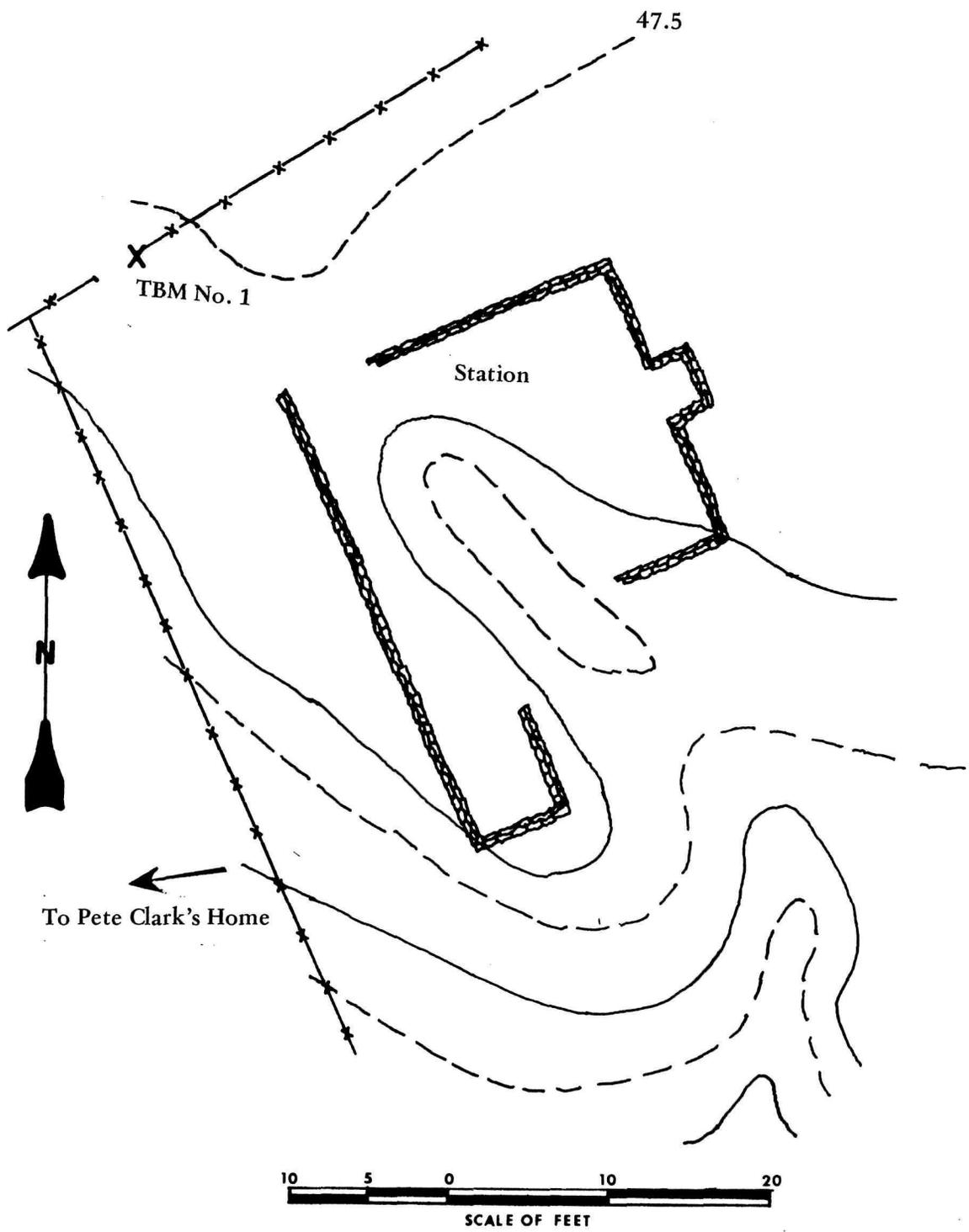
About two miles west of Weber Station, the mail was transported across Forney's Bridge on the Weber River. The bridge was constructed prior to June 1858.²² From this location, the Express riders traveled up Bachelors Canyon to the top of Dixie Hollow. When the crossing was unsafe or the canyons were snowed in, the rider could go on down the valley to the Brimville Emergency Station or Henneforville (SW $\frac{1}{4}$ SE $\frac{1}{4}$ Sec. 4, T. 3 N., R. 4 E. now Hene-

fer) (See Figure 9) and around by Little East Canyon to Dixie Hollow. The pioneer immigrants came part way down Dixie Hollow, turned right, crossed the ridge, and then went south into East Canyon. By the time of the Express, the road was built all the way down the hollow to just south of where it opens into East Canyon. The 1858 wagon route map of J. H. Simpson shows East Canyon Creek to be Snyder's Creek.²³



WEBER USGS QUADRANGLE MAP

Figure 7
17



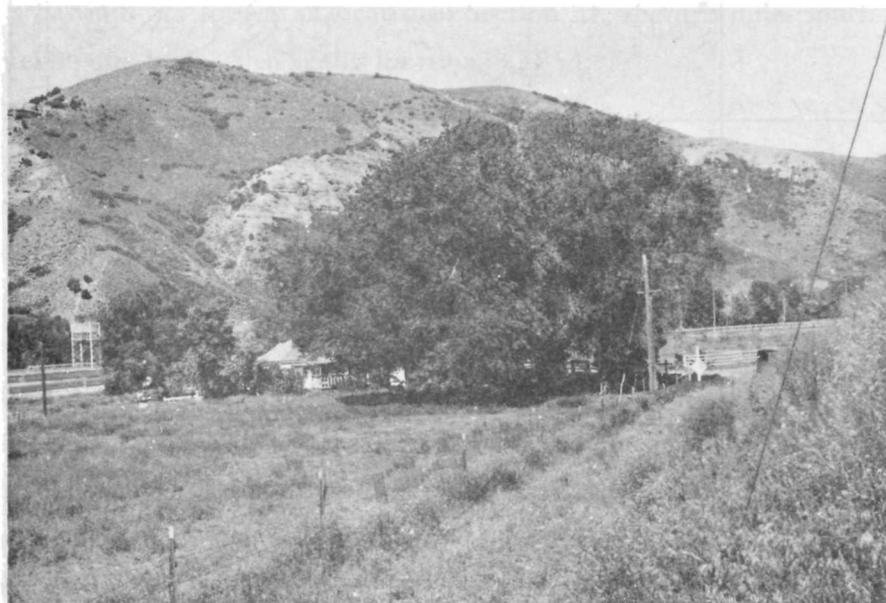
WEBER STATION

Figure 8
18



Weber or Echo Station. Photo taken in the 1860's. Note telegraph line in the foreground. The station house is on the left (Courtesy of the Utah State Historical Society).

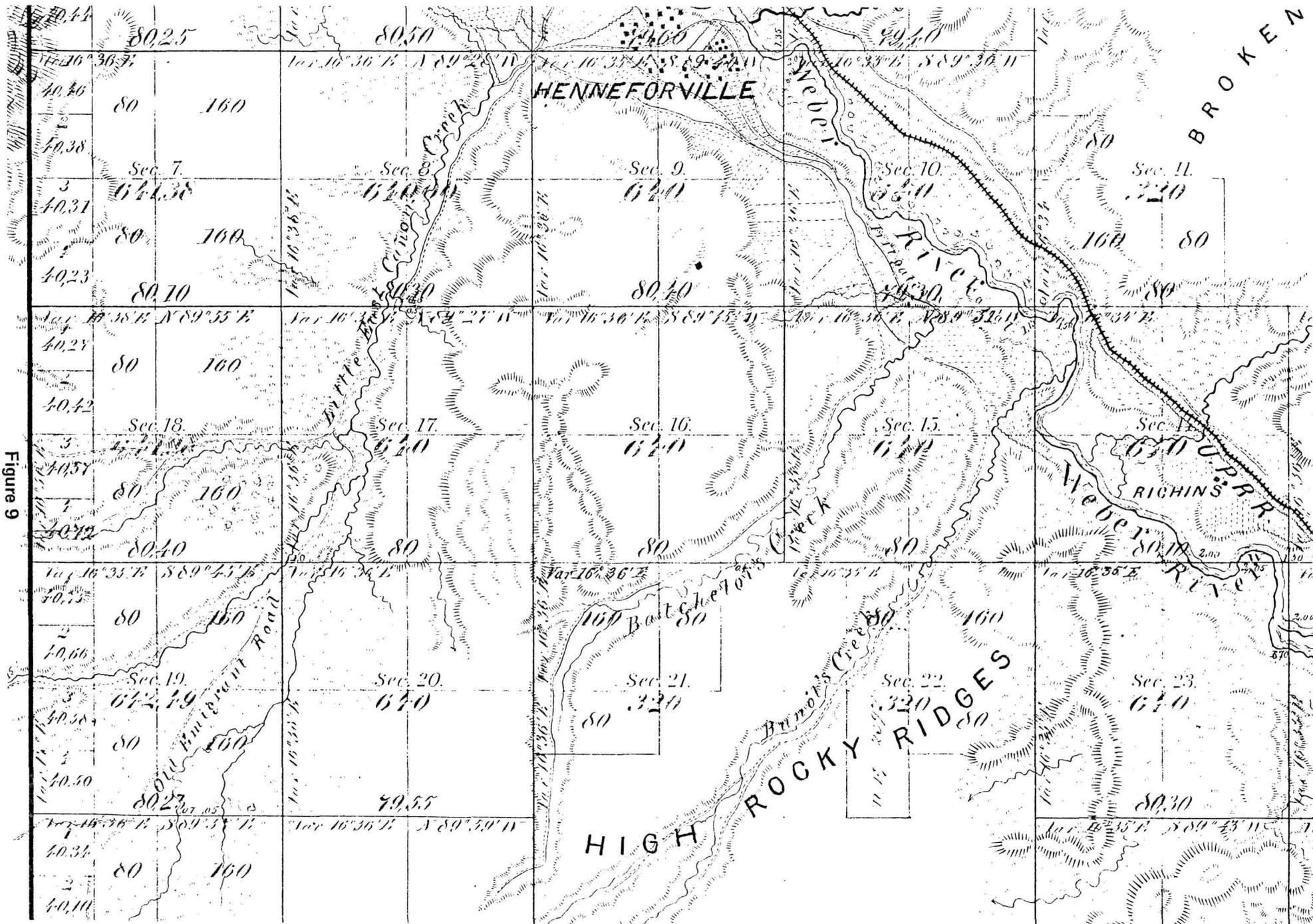
Photo 5



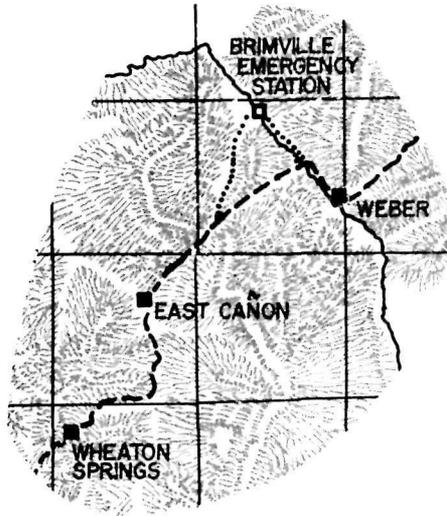
Weber or Echo Station site today. Station house was located in the large trees (BLM photo 1978).

Photo 6

Figure 9
20



BRIMVILLE EMERGENCY STATION T. 3 N. R. 4 E. Sec. 9 1870 Survey



East Canyon (Dixie Hollow, Dixie Creek, Bauchmanns, Snyder's Mill) Utah No. 5 Contract Station.

Location: NE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 10, Township 2 North, Range 3 East, Salt Lake Meridian.

Ten and one-half miles from Weber via Bachelors Canyon or about 13 and one-half miles from Weber via Henefer.

East Canyon Station, currently inundated by the East Canyon Reservoir, is located in Section 10. Often referred to as Snyder's Mill this error may be derived from information gleaned from Captain Albert Tracy's Journal. It was at Snyder's house, in Section 19, along the road from Parley's Canyon that Tracy stayed the night (From the 1869 GLO survey plat of T. 1 S., R. 4 E., Section 19). Further confusion occurs since Snyder's Settlement (Snyderville) and Snyder's Sawmill are shown as located in Section 31, about 3 miles south of Snyder's House. Samuel Snyder had settled at this location in 1853.²⁴

Following its use as a mail station, travelers and shepherders utilized the area and the neglected buildings (See Photo 7). A sheep corral and grave mark the site, according to the 1881 GLO survey plat (See Figure 10).

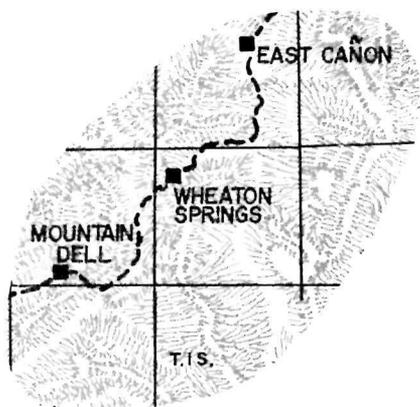
Facing down East Canyon, the Mormons built a fortification about four and one half miles south of East Canyon Station in the SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Sec. 35. The structure was built for a holding action against Johnston's Army. A site just to the north of here has been called Bauchmanns, but evidently this site is also in error. The pioneers traveled south of Bauchmanns about two and one half miles and turned northwest up Camp Creek or what is now called Little Emigration Canyon. By the time of the Express, a shorter road had been con-

structed up Monument Creek, or as it is now called, Dutch Hollow. **Traces of this road are still visible on the ground.**



The ruins of East Canyon Station with Dixie Hollow in the background (Courtesy of the Utah State Historical Society).

Photo 7



Wheaton Springs (Winston Springs) Utah No. 6 Contract Station.

Location: SE $\frac{1}{4}$ NE $\frac{1}{4}$ Section 5, Township 1 North, Range 3 East, Salt Lake Meridian.

Eight miles from East Canyon.

The information on the Wheaton Spring Station is limited to the cadastral record and recent on site-investigations. A spring and corral are shown on the 1881 GLO survey plat (See Figure 11).

No evidence remains today (See Photo 8). Test excavations will be necessary to precisely locate the station site.

TOWNSHIP N^o 1 North RANGE N^o 3 East of the Salt

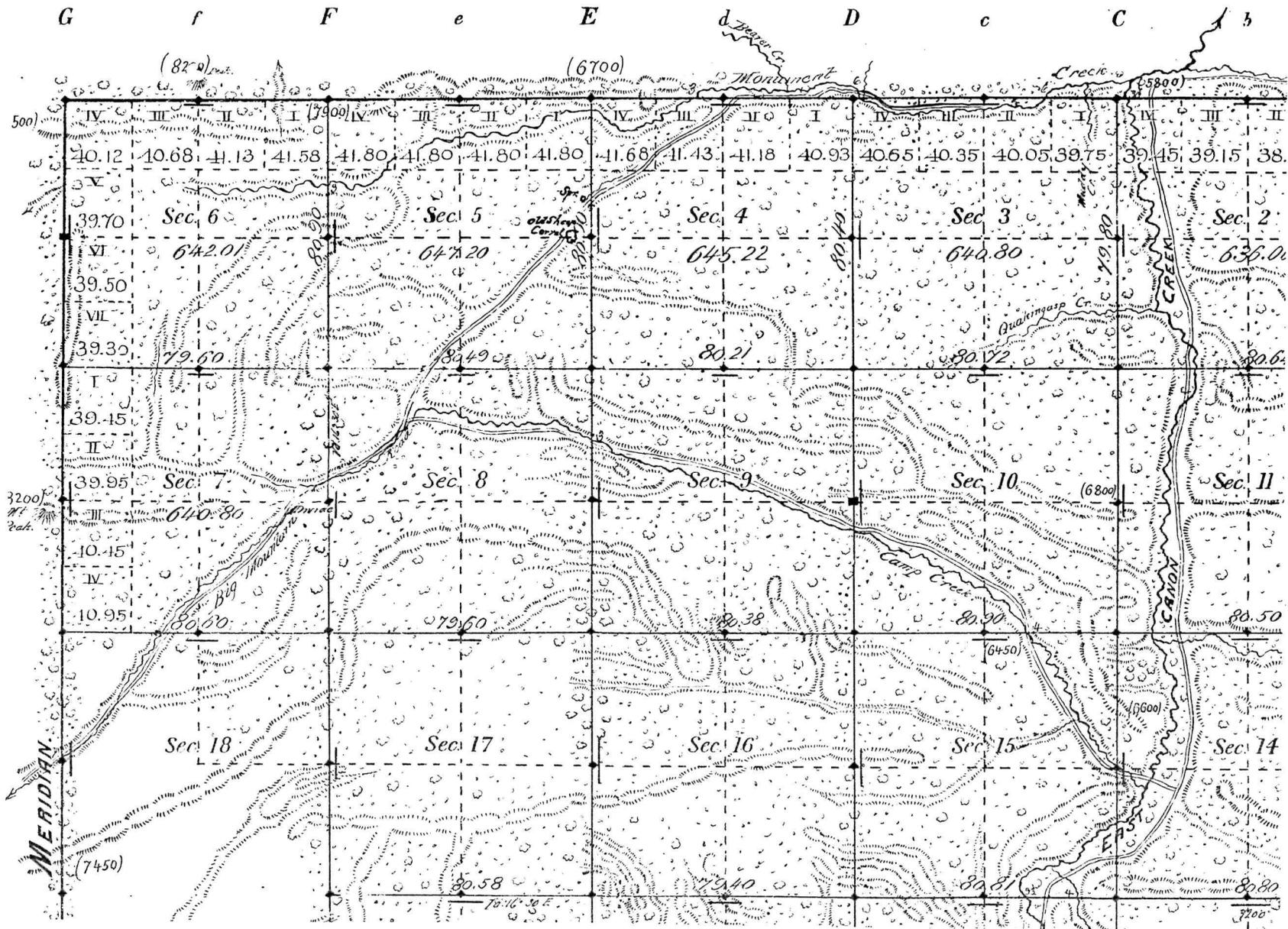


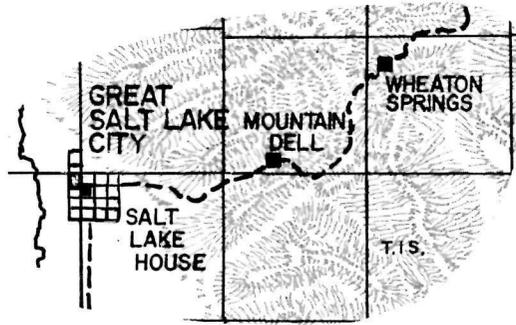
Figure 11
26

WHEATON SPRINGS T. 1 N. R. 3 E. Sec. 5 1881 Survey



Wheaton Springs Station site (BLM photo 1978).

Photo 8



Mountain Dale (Mountain
Dell, Big Canyon, Hanks)
Utah No. 7 Contract Station.

Location: NE $\frac{1}{4}$ SW $\frac{1}{4}$ Section
33, Township 1 North, Range
2 East, Salt Lake Meridian.

Eight and three-quarter miles
from Wheaton Springs.

A vandalized monument in the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 36 presently marks the location of the assumed station site. The daughter of George Edwin Little, Express rider, relates the following story which presents evidence suggesting the station site may have been located elsewhere.

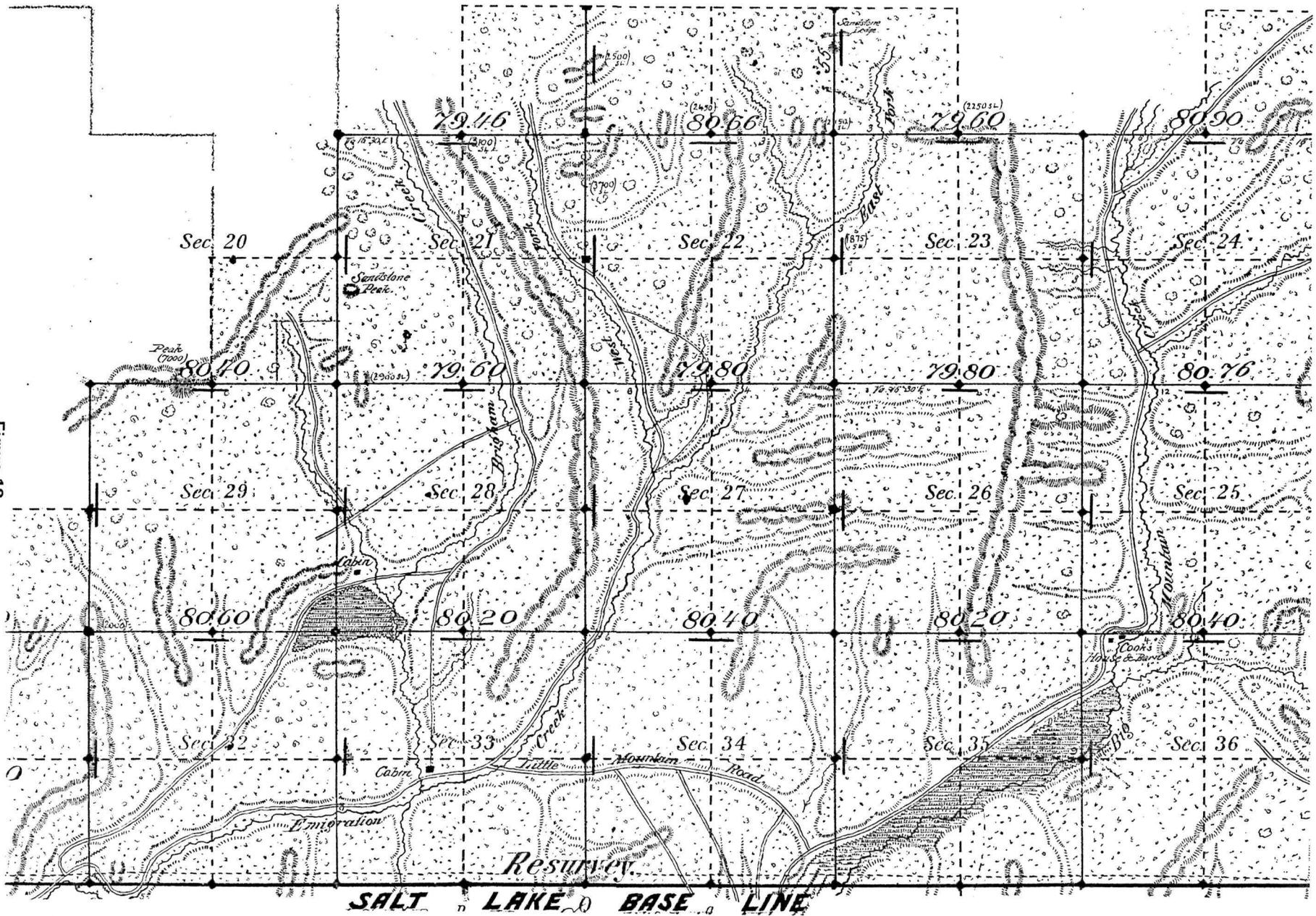
One day father was bringing in the mail from the east to the station at Mountain Dale (Dale). There was a heavy snow storm came up, and crossing over Little Mountain, the snow became so heavy and deep that his horse gave out and he had to leave him. He took his pocket knife and cut the mail pouches open putting the mail inside his shirt. Then he broke trail over to Mountain Dell, arriving there about 3 o'clock in the morning. The next morning, he rode a horse bareback to Salt Lake and delivered the mail to the Old Salt Lake House which was the home station. Ephraim Hanks (station keeper), his stepfather, rode back up to the canyon next morning and brought in the horse which seemed none the worse for the ordeal. ²⁵

Upon checking the USGS quad map, it can be seen that Little Mountain Summit is west of the presently marked station site, in section 36. It should be noted that the roads do not go over Little Mountain, but do go over Little Mountain summit. The 1881 survey plat shows the currently marked location as Cook's house and barn. West of the summit, however, in Section 33 (See Figure 12) the surveyor records a cabin at the mouth of what is now named Freeze Creek. This site, incidently, is about equidistant between the Salt Lake House and Wheaton Springs. It should be also noted the name "Mountain Dale" appears on the 1861

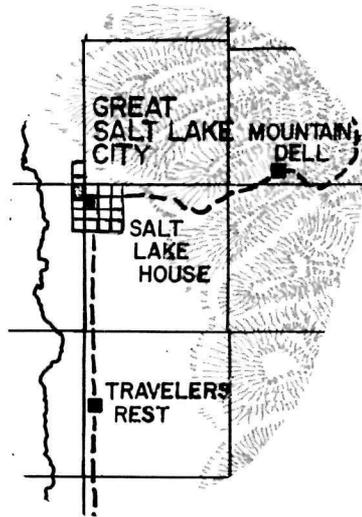


Mail contract. Granted, that Mountain Dale has been a long standing name in its present geographic location, but could Mountain Dale, the name given to the Hanks station site, have been unknowingly changed by later historians and writers?

Figure 12
31



MOUNTAIN DALE T.1 N. R.2 E. Sec. 33 1881 Survey



Salt Lake House Utah No. 8
Contract Station.

Location: NW¹/₄NW¹/₄ Section
6, Township 1 South, Range 1
East, Salt Lake Meridian.

Nine miles from Mountain
Dale.

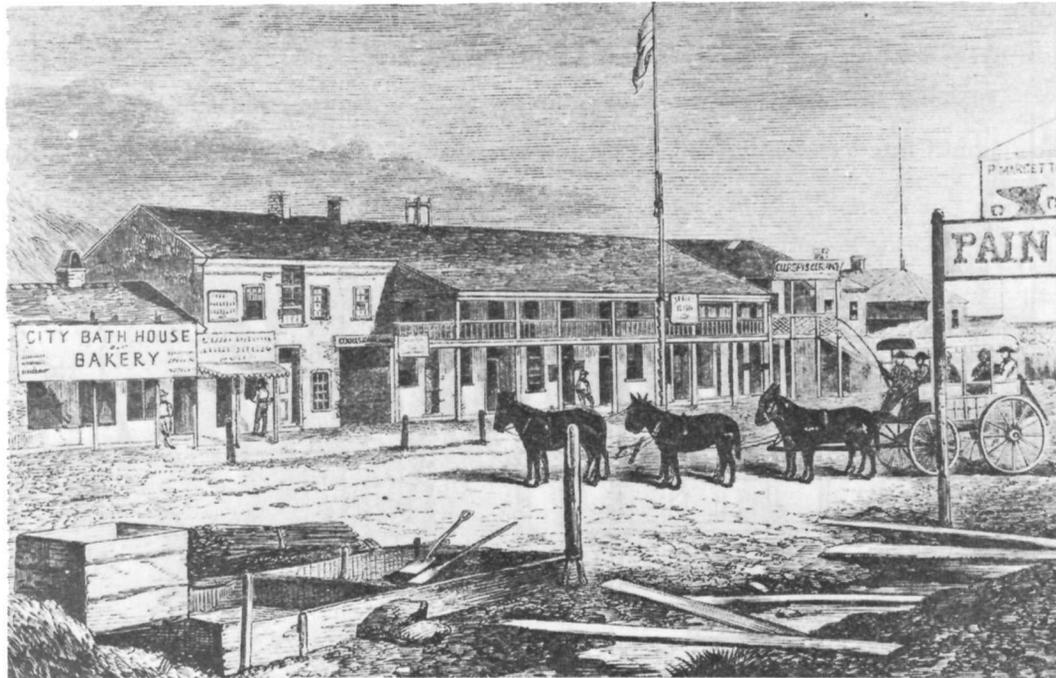
This station, similar in construction to Brigham Young's Beehive House, stood where the Salt Lake Tribune Building now stands, at 143 South Main (Figure 13). Because of recent street beautification, the monument has been moved to the south. According to Sir Richard Burton, the station was one of the better facilities along the Overland Trail for food and lodging. Horace Greeley and Mark Twain were among the guests (See Photos 9 & 10).

When the telegraph came to Salt Lake City in October of 1861, the first office was located on the northeast corner of First South and Main Street (Photo 11); about 1870 the office was moved (see Photo 12). The Batchelder's (Goodyear Patent) ramshorn as well as at least two types of glass insulators were used on the telegraph line (See Photo 13 and Figure 14). One of the glass insulators is plain and unmarked; the other is the Mulford and Biddle embossed helmet type.



Salt Lake House (Courtesy of the Utah State Historical Society).

Photo 9

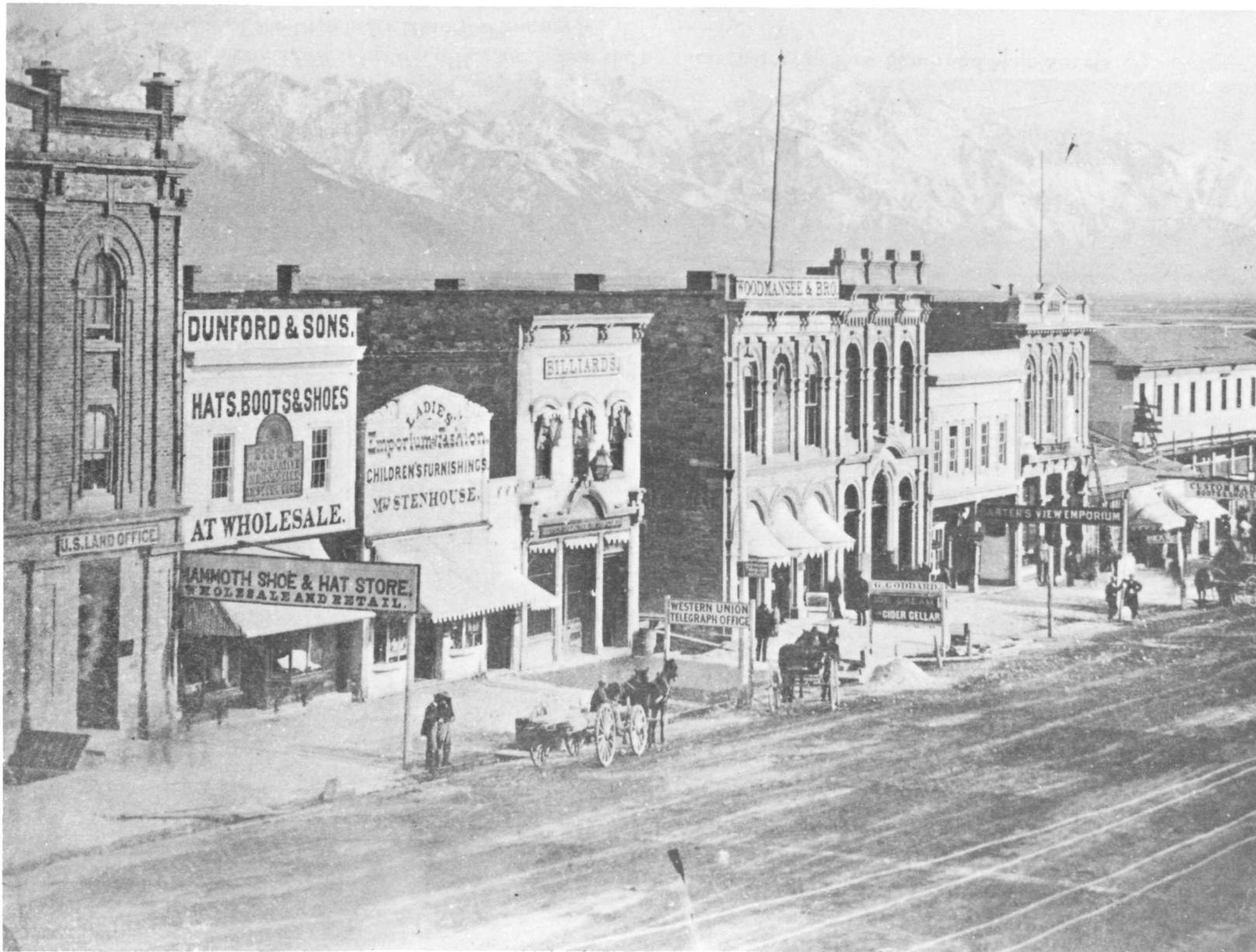


Circa 1860 artists rendering of the Salt Lake House from Sir Richard Burton's "City of Saints" (Courtesy of the Utah State Historical Society).

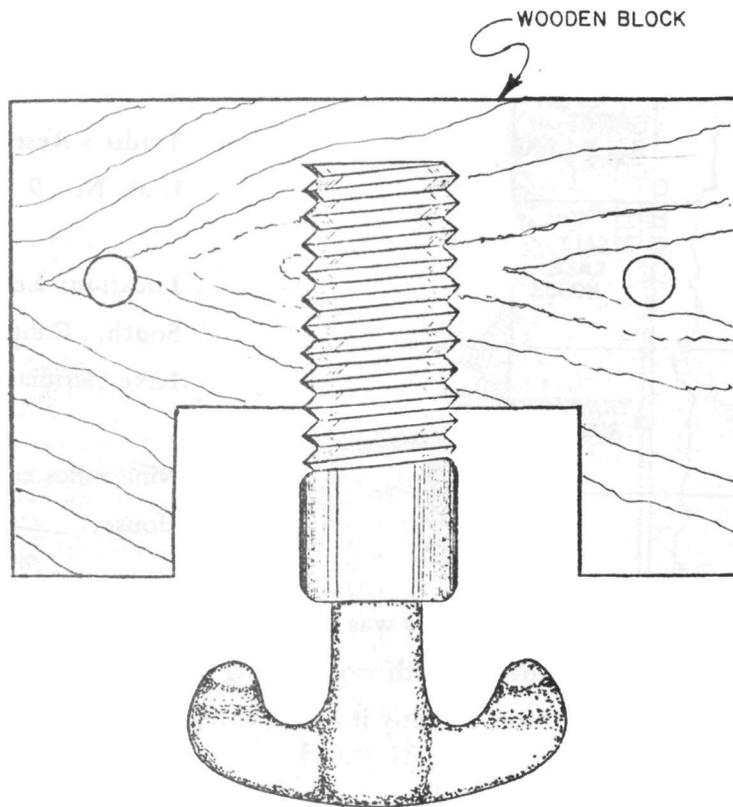
Photo 10



Salt Lake City's first telegraph office located on the northeast corner of First South and Main Streets
(Courtesy of the Utah State Historical Society).



Circa 1870, the telegraph office was moved to the east side of Main street between First and Second South. Note the U.S. Land Office in the Godbe Building. Photo by Charles R. Savage (Courtesy of the Utah State Historical Society.).



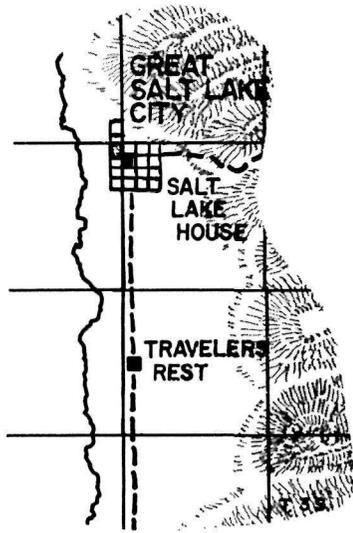
BATCHELDER'S HARD RUBBER INSULATOR
(GOODYEAR'S PATENT)

Figure 14



Batchelder's "Ramshorn" insulators are constructed of metal and vulcanite Indian rubber (Goodyear Patent 1861). Such insulators were often preferred over glass since the Indians sought the latter for use in manufacture of glass beads, projectile points, etc. (BLM photo 1978).

Photo 13



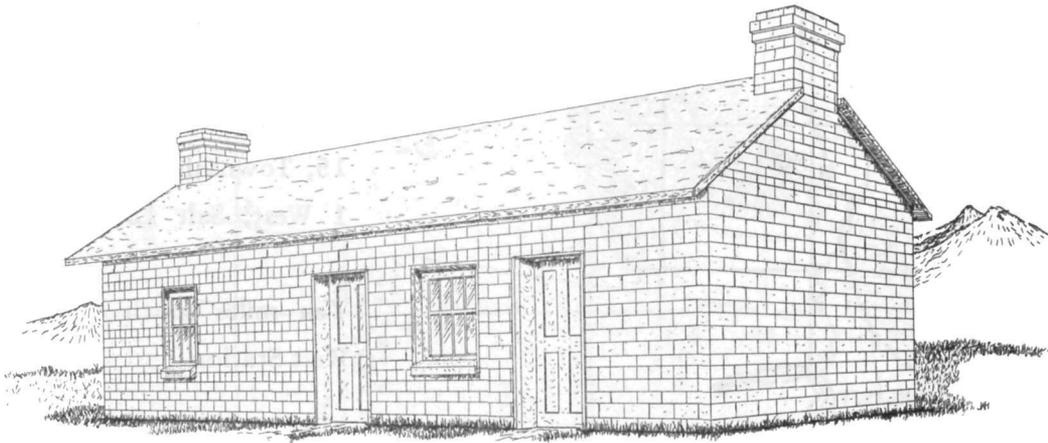
Trader's Rest (Traveler's Rest)
Utah No. 9 Contract Station.

Location: Lot 2, Township 2
South, Range 1 East, Salt
Lake Meridian.

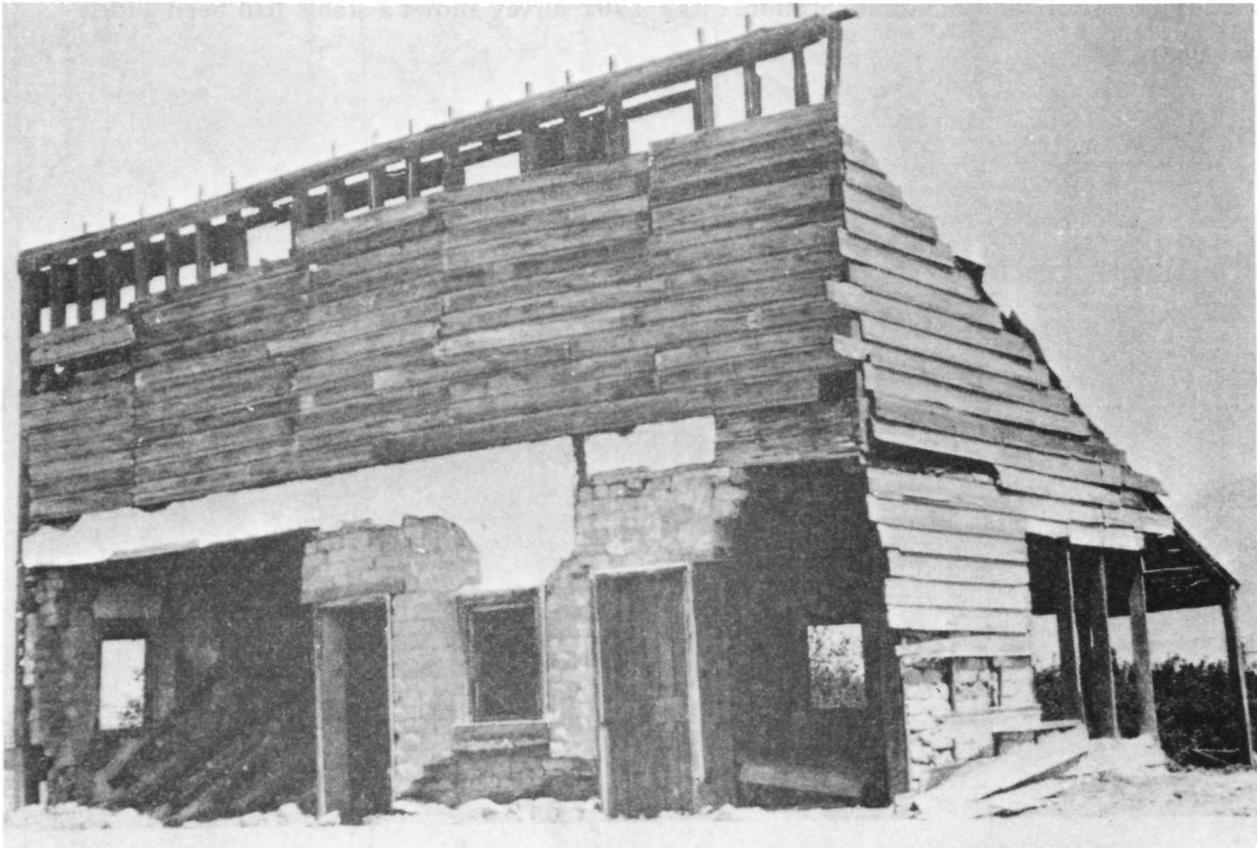
Nine miles south of Salt Lake
House.

Constructed of adobe, the station apparently was only used for a short time (See Figure 15). In later years, the structure was covered with wood siding and a false front and re-converted into a business (See Photo 14). More recently it served as a garage.

Trader's Rest was located on State Street about two miles north-northwest of Union Fort. The area was called Lovendahl's Corner after Swen Lovendahl, an early settler.²⁶

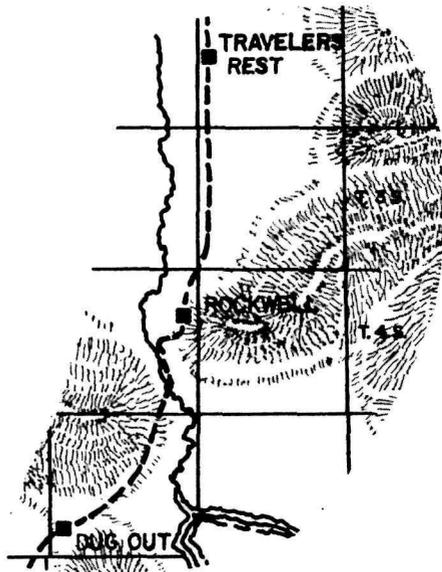


TRAVELERS REST
Figure 15



Trader's Rest Station building after conversion to a business building and prior to being razed (from the Charles Kelly collection, Utah State Historical Society).

Photo 14

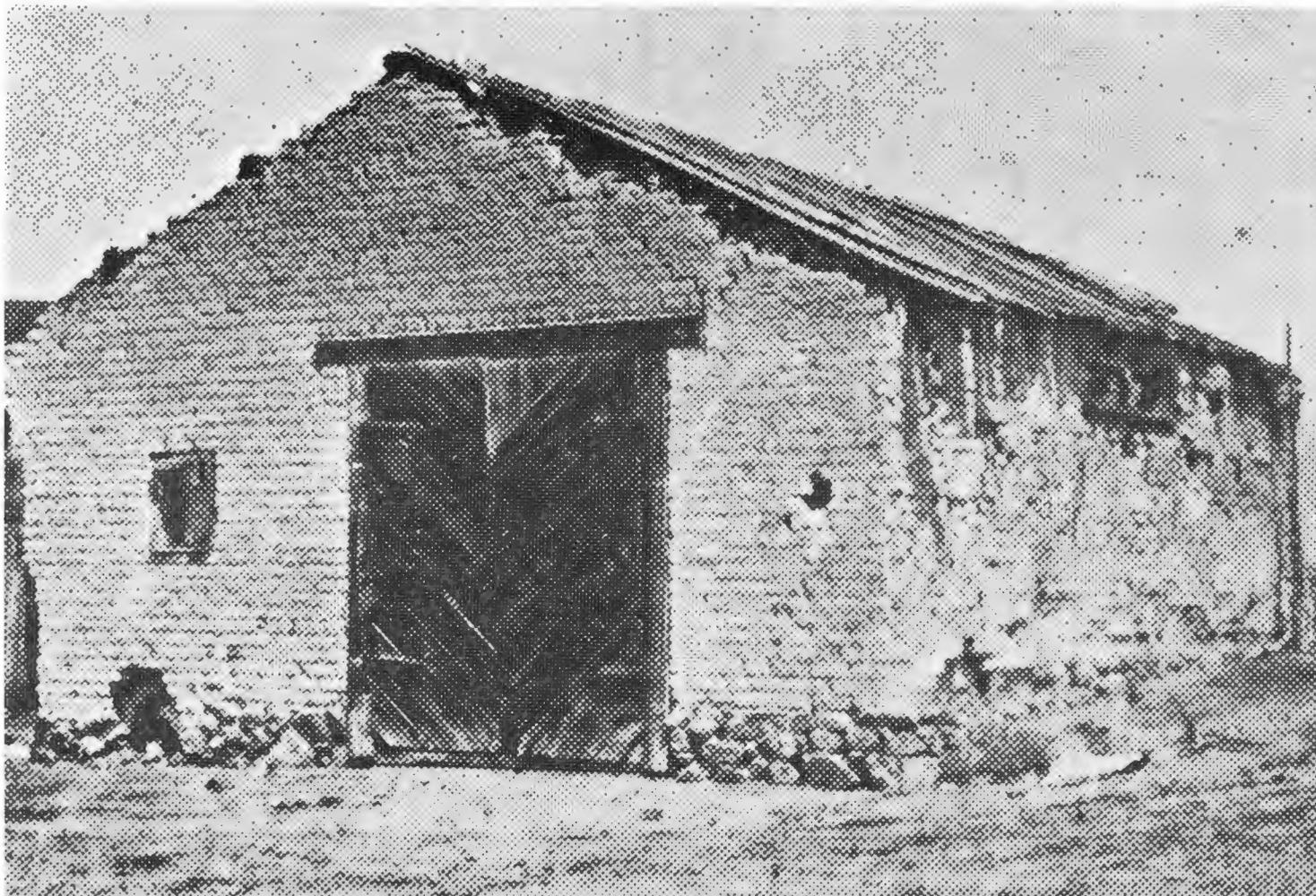


Rockwell's (Orin Porter Rockwell's) Utah No. 10 Contract Station.

Location: SW $\frac{1}{4}$ NW $\frac{1}{4}$ Section 15, Township 4 South, Range 1 West, Salt Lake Meridian.

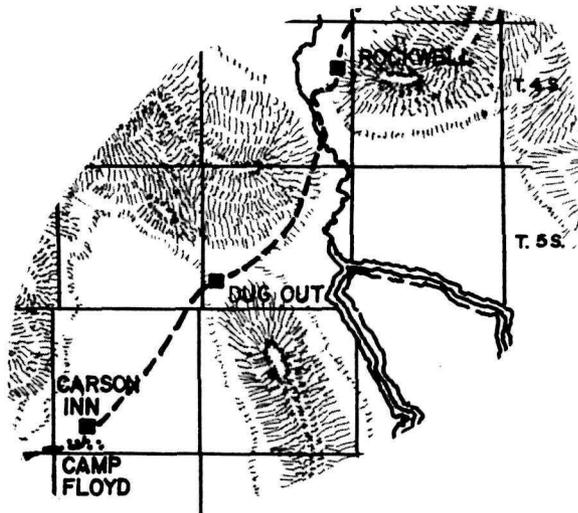
Ten miles south of Trader's Rest Station.

Rockwell's Station was named after the operator Orin Porter Rockwell. Rockwell earlier served as Brigham Young's bodyguard (1830's) and was a Danite (member of the Mormon protection group, organized in Missouri to protect against terrorist activities). On September 9, 1850, Rockwell was appointed Territorial Marshall. The 1856 survey plat (Figure 16) shows the old road missing the location thought by some to be the station (just across from the prison). It plats a house and springs about three quarters of a mile south. This had been the location of Rockwell's Station. The 1901 survey shows a stable had been added (See Photo 15).



Stable at Rockwell's Station (from the collection of Joseph H. Porath ; Courtesy of the Utah State Historical Society).

Photo 15

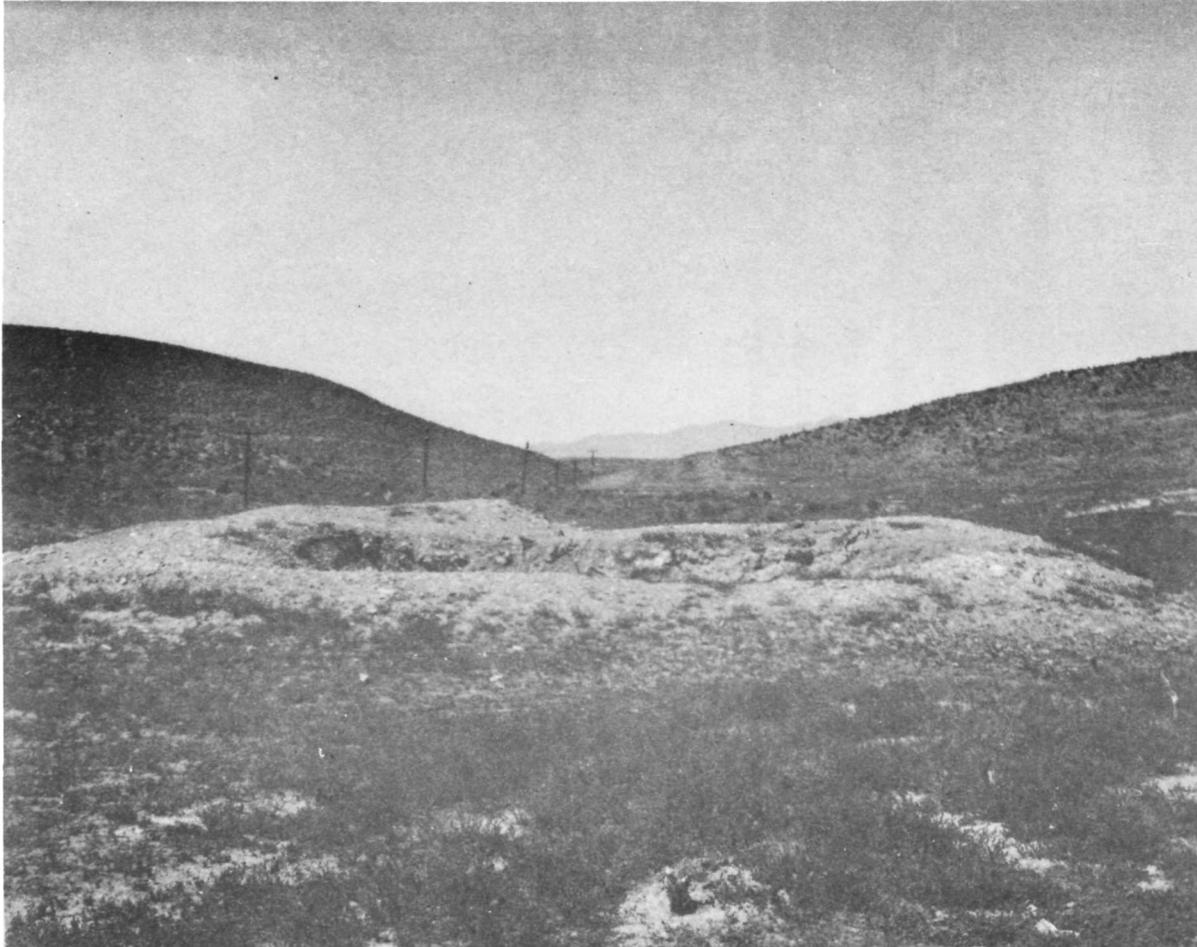


Dugout (Joes Dugout, Joe Butchers) Utah No. 11 Contract Station.

Location: SW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 30, Township 5 South, Range 1 West, Salt Lake Meridian.

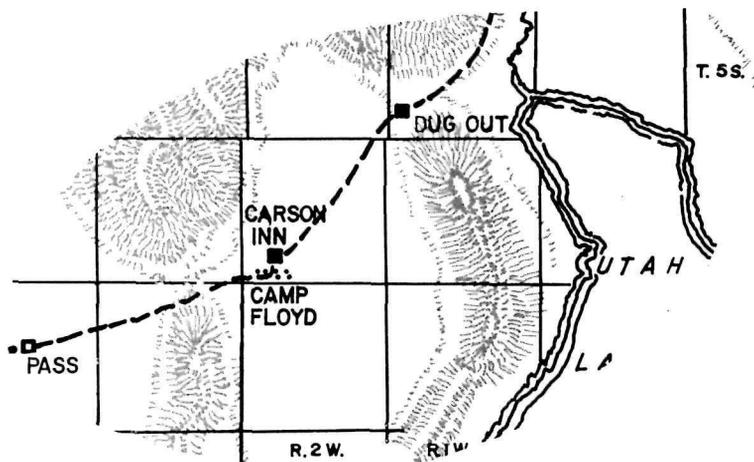
Eleven miles from Rockwell's Station.

In conjunction with the Express and stage operation, Joseph Dorton operated a small grocery store. Clients were generally the soldiers from Camp Floyd. He also built a two-room brick home and log barn and provided a dugout for an Indian boy helper. Besides well water (Photo 16), water was hauled from Utah Lake and sold for twenty-five cents per bucket.²⁷ Use of the station after 1861 is unknown. It may have continued in use as a stage station.



Dugout Station's well site (from the Charles Kelly collection , Utah State Historical Society).

Photo 16



Camp Floyd (Carson's Inn, Fort Crittenden, Cedar City, Fairfield) Utah No. 12 Contract Station.

Location: NE $\frac{1}{4}$ NW $\frac{1}{4}$ Section 32, Township 6 South, Range 2 West, Salt Lake Meridian (Figure 17).

Eight and one-fourth miles from Dugout Station.

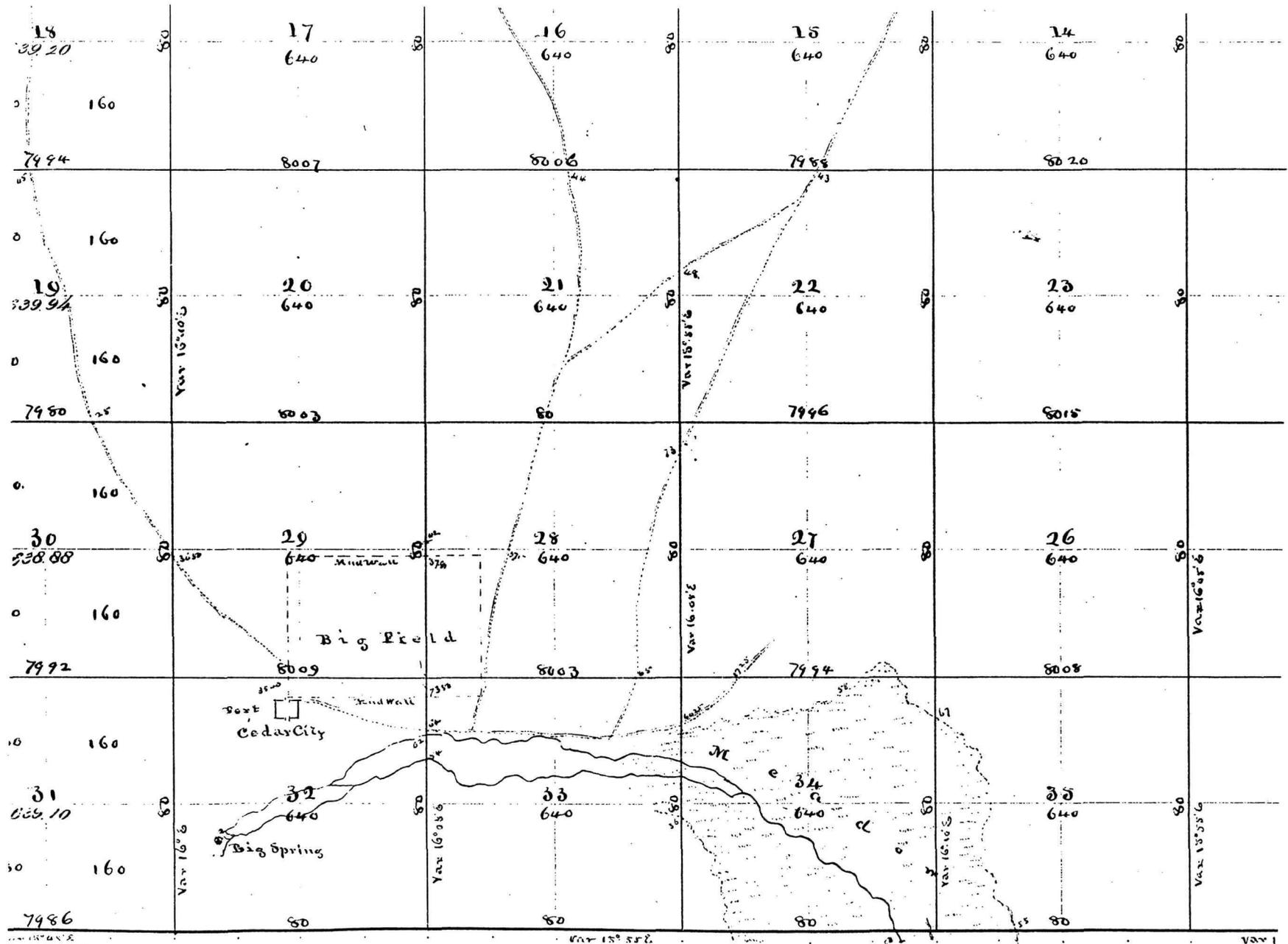
The station was located within John Carson's Inn in Fairfield and saw use for both the Express and stage travel. The adobe building was built in 1858. It is still standing, has a wooden façade, and is open to the public as a Utah State Park (See Photo 17). It was operated by the family until 1947. Such personages as Horace Greeley, Mark Twain, Sir Richard Burton, Porter Rockwell, Bill Hickman, and General (then Colonel) Albert Johnston stopped at the inn.

In 1885, John Carson and his brothers, along with John Williams, William Beardshall and John Clegg, established Fairfield and Cedar City Fort. The latter was constructed as a private protective compound. It was adjacent to Fairfield that Camp Floyd, named for Secretary of War John B. Floyd, was established in November of 1858. Camp Floyd was the second military establishment in Utah and was commanded by Colonel Albert Johnston. (The first military reservation in Utah was established in Rush Valley, near present day Stockton, in 1853, by Colonel Steptoe. Its objective was to establish a military route to California and to investigate the Gunnison Massacre.)

Captain Simpson, Senior Engineering Officer at Camp Floyd, designed the overland stage route from Salt Lake City to San Francisco.

With a population of 7,000 – 3,000 of which were soldiers – Fairfield was the third largest city in the territory. Boasting 17 saloons, wild Fairfield catered to soldiers and the army payroll.

Figure 17
46

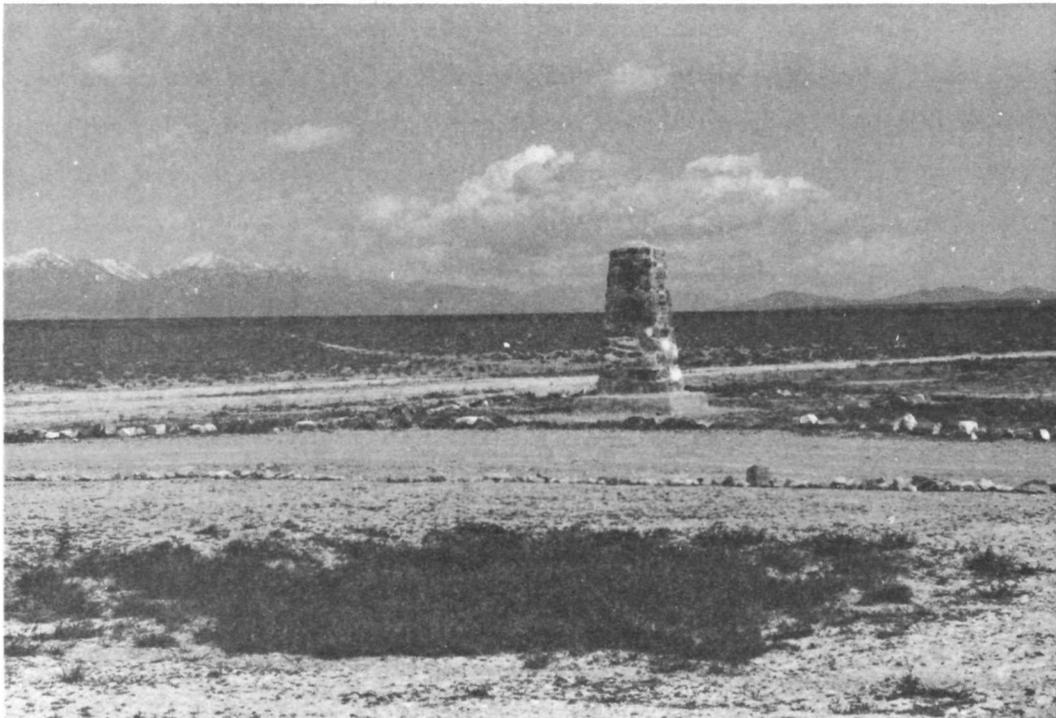


CARSON'S INN (Camp Floyd) T. 6 S. R. 2 W. Sec. 32 1856 Survey



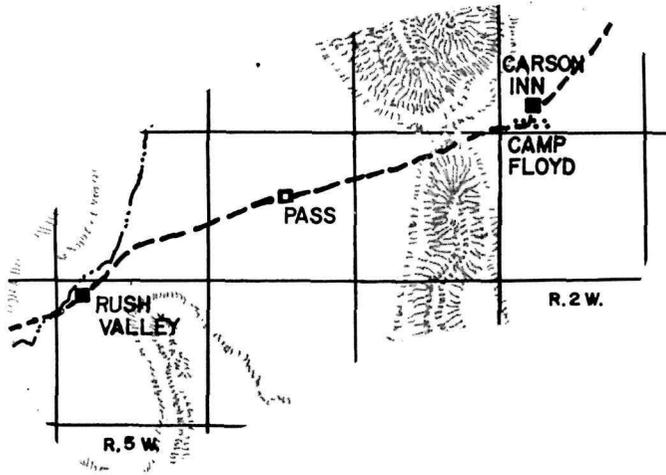
Camp Floyd or Carson's Inn, Utah State Park, Fairfield, Utah (BLM photo 1977).

Photo 17



Depression marking the site of East Rush Valley Station (BLM photo 1977).

Photo 18



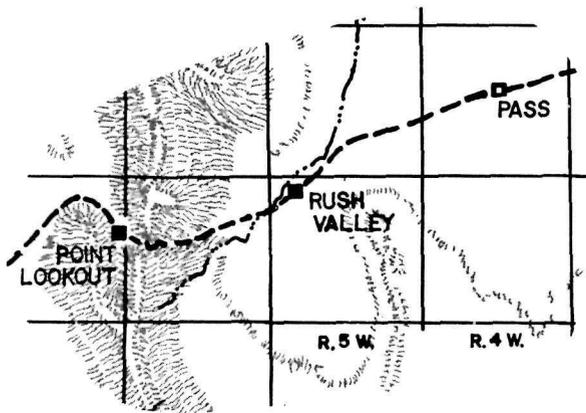
East Rush Valley (Pass, Five Mile Pass, No Name) Utah No. 13 Non-contract.

Location: NE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 16, Township 7 South, Range 4 West, Salt Lake Meridian.

Ten miles from Camp Floyd.

East Rush Valley Station, built as a dugout (See Photo 18), was listed by Howard Egan as being very active even though it is not identified as a contract station. The military road ran just to the south of the station, toward Vernon, and is still quite visible today.

When in early 1861 Colonel Johnston left the Union to fight for the Confederacy, Colonel Phillip St. George Cook became the new post commander. The name was changed to Ft. Crittenden, but by May of 1861 the Fort was abandoned and ordered destroyed. By September of that year, Fairfield's population had dwindled to about 18 families.²⁸



Rush Valley (Bush Valley, Faust, Doc. Faust's, Meadow Creek) Utah No. 14 Contract Station.

Location: Lot 4, Section 5, Township 8 South, Range 5 West, Salt Lake Meridian.

Eight and three-quarter miles from East Rush Valley. (See Figure 18).

Although identified in the 1861 mail contract as Bush Valley, it is apparently a typographical error or was copied as a result of a misinterpreted hand-written contract. This station was established originally by George Chorpenning in late 1858. Within Utah (present boundaries), Chorpenning had built two relay stations, the one at Rush Valley called Meadow Creek Mail Station and the other at Smith Springs (Fish Springs).²⁹ There is a question whether the stone building still standing at Rush Valley is the station house (See Photo 19). The 1871 survey plat names this building Faust's House, while the survey notes call it Faust's Station. (See Figure 19). This building also has been called the old Fletcher house. We are told the remains of a depression marked the structure known as the station house. It was apparently evident for many years to the east and north of the present structure.³⁰

"One of 'Doc' Faust's most pleasant remembrances while living at the station was the visit of Horace Greeley, editor of the New York Tribune, who was on a trip across the continent. Knowing that Mr. Greeley would very likely bury himself in books and not wish to carry on conversation, Mr. Faust took great care to see that all the tallow candles were hidden, leaving the house in darkness. Mr. Greeley, unable to read, then made a delightful companion for the remainder of the evening with interesting accounts of his travels."³¹

In 1870, Doc Faust moved to Salt Lake City and became engaged in the livery stable business. He later traded his ranch to O.P. Rockwell for 80 head of cattle.³²

The field notes (survey records) of A. D. Ferron of October 1869 stated that there were two telegraph lines (from Salt Lake City) meeting at this location, one via Tooele and one via Camp Floyd to California.

The property, which includes the stone building and a cemetery, is under private ownership and is closed to the public. The monument north of the area, is misplaced and the log structure across the highway to the east is often referred to as “the original station.”

TOWNSHIP N: 8 South RANGE N: 5 West Salt Lake

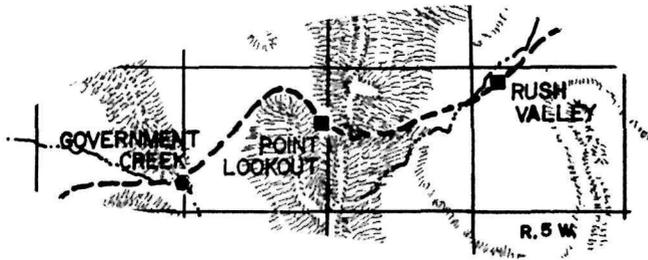


Figure 19
52



Building at Rush Valley or Faust's. Note height of building and possible tack or feed storage area below the upper floor (BLM photo 1978).

Photo 19



Point Lookout (Lookout Pass, Jackson's) Utah No. 15 Contract Station.

Location: NW $\frac{1}{4}$ SE $\frac{1}{4}$ Section 13, Township 8 South, Range 7 West, Salt Lake Meridian.

Eight and one-fourth miles from Rush Valley.

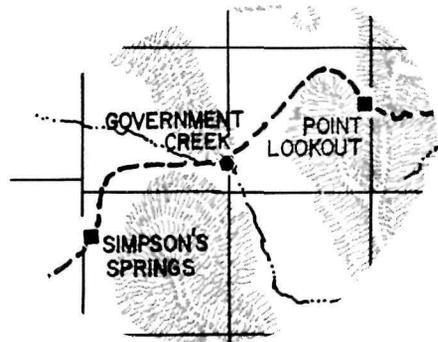
Originally, Lookout Pass was identified by Simpson as General Johnston's Pass. The mail contract called it Point Lookout. From the top of the pass one can look west into the desert at what was to become known as Piute Hell. In May 1860, the Pah Ute War began, caused apparently because of white encroachment and depredations. For a short time, the Express was completely shut down (June–July). This "war" was finally settled after the Civil War when soldiers were sent west to quell the Indian uprisings.

An Egan employee, Fredrick W. Hurst, chronicles a station near the pass as being "Jackson's Station" in Brush Hollow. By 1876, the survey records show the site to be settled by Horace Rockwell (O.P. Rockwell's brother) and his wife, Libby (See Figure 20). Reportedly in 1885 and since about 1870, the Rockwells occupied a small log house, possibly the old station house.³³ A small cemetery plot, to the south, with iron railings apparently contains the remains of Rockwell's pet dogs. No other physical remains can be found at the site (See Photo 20).



Dog cemetery or other structure at Point Lookout.

Photo 20



Government Creek (Davis Station, Government Well) Utah No. 16 (Non-contract).

Location: SE¼SE¼ Section 25, Township 8 South, Range 8 West, Salt Lake Meridian.

Eight miles from Point Lookout.

There is some doubt as to whether the structures at this location were used by the Pony Express. There is record of the army digging a well here for an outpost, and it was mentioned in an interview with one of the stage drivers in the Salt Lake Tribune.³⁴

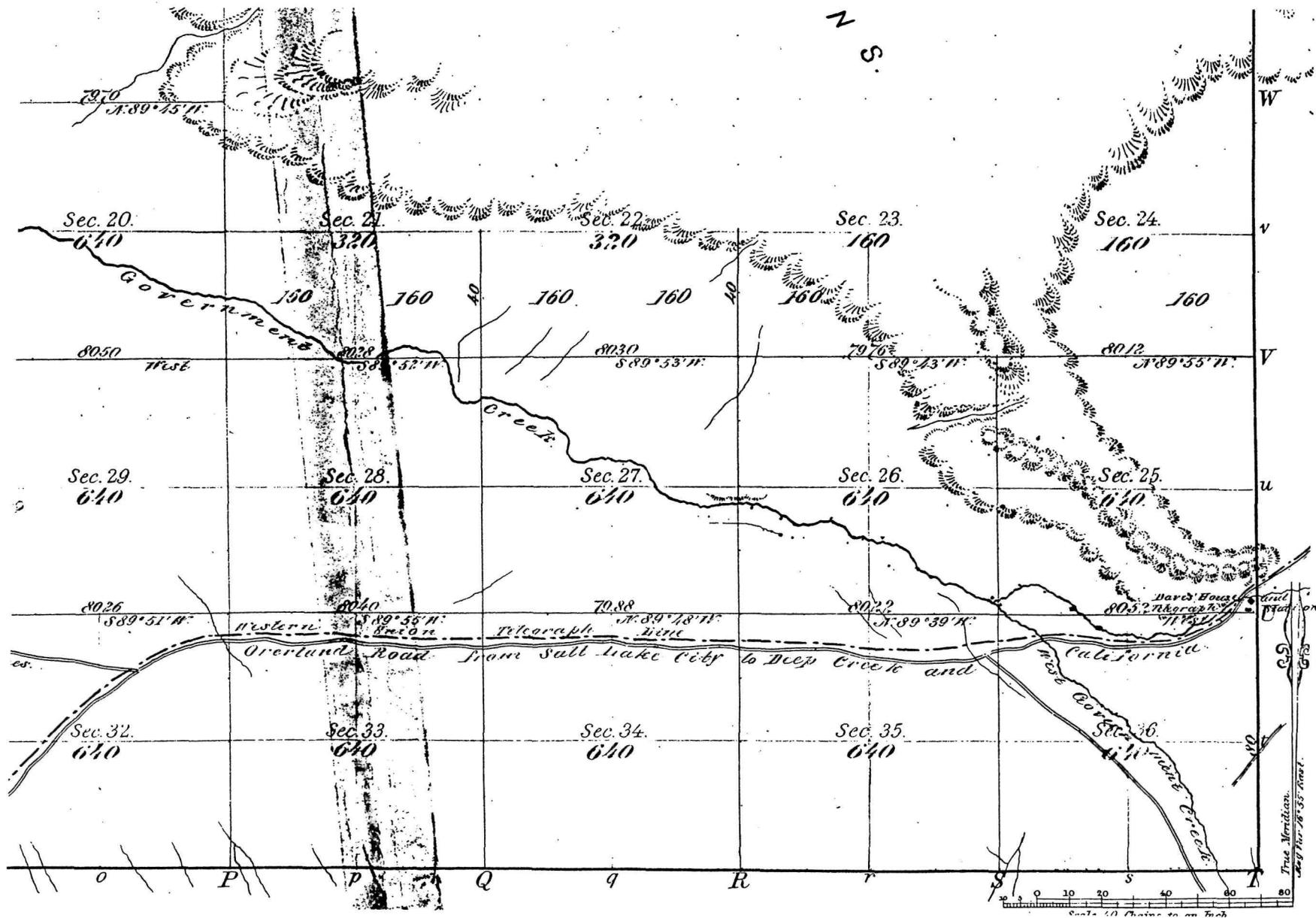
A telegraph station was established here in late 1861 and operated by David E. (Pegleg) Davis (See Photo 21). Its location is reflected on the 1875 cadastral plat (See Figure 21). The transcontinental telegraph was in operation through this area until 1869 when it was moved north to parallel the new transcontinental railroad.

Government Creek Station is neither mentioned in the 1861 contract nor in Egan's book. Until appropriate investigations are complete, questions will remain to plague the researcher. Why is there such a gap between Point Lookout and Simpson Springs when a mountain pass exists and on either side; stations are spaced about eight miles apart? Why build a telegraph station here when a spur line could have been built to O.P. Rockwell's (Porter Rockwell's ranch was just a short distance to the south and a similar spur was used at Deep Creek to Egan's Ranch)? Why was a telegraph station built here when at Point Lookout or Simpson Springs conditions for grounding the single wire were better (more moist the soil the better the ground).

The logic of building a telegraph station at Government Creek bears a closer look. A single wire telegraph would carry as far as 250 miles (with enough batteries) so that booster stations

in between were not necessary. Davis Station is about 80 miles from Salt Lake and about 100 miles from Deep Creek. Therefore, technically, placement at this location was not necessary. Also telegraph stations could be spliced in anywhere along the line with the use of a lead wire from the main line to a sounder, two batteries, a key, and a ground wire.³⁵ Was there any reason for establishing a telegraph station here at all unless the buildings were already present? This suggests, therefore, that the buildings were already there and possibly used by the Express. The foundations of two structures remain evident at the site (See Photo 22).

Figure 21
59



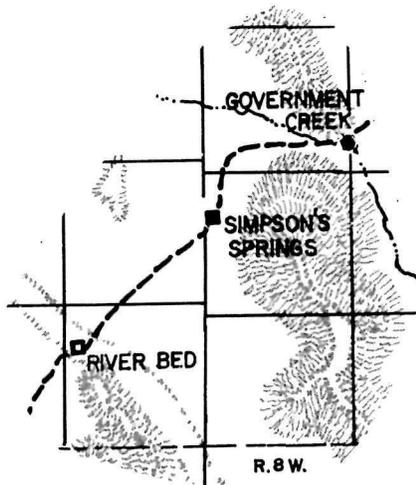
GOVERNMENT CREEK T. 8 S. R. 8 W. Sec. 25 1875 Survey



Government Creek telegraph station (Courtesy of the Utah State Historical Society).
Photo 21



Government Creek Station site (BLM photo 1978).
Photo 22



Simpson Springs (Pleasant Springs, Egan's Springs, Lost Springs) Utah No. 17 Contract Station.

Location: SW¹/₄NE¹/₄ Section 18, Township 9 South, Range 8 West, Salt Lake Meridian.

Eight miles from Government Creek.

Simpson Springs became one of the most prominent stations in the West Desert due to the availability of excellent water. Chorpenning, living in a Sibley tent (See Figure 22) first developed the area in 1851. A permanent structure was constructed, with others soon to follow. Chorpenning's buildings were probably used by the Overland Mail and the Pony Express. The 1873 survey plat places the Express station about 300 feet west of the present reconstructed building (See Figure 23). Probably more than one structure was utilized for the Express and stage at the location; depending upon the operator's preference for family housing. Aerial remote sensing, using infrared film, shows what might be the location of a structure just north and east of where the springs originally flowed and west of the present reconstruction.

After demise of the Pony Express and the Overland Mail activities, Simpson Springs utilization decreased. It wasn't until the 1890's when mining activities around Gold Mill increased that Simpson Springs again became a popular trail stop. The rock station was refurbished and used by the Walters and Mulliner Stage Co.³⁶ BLM's reconstruction of the building is based on oral accounts and excavations (See Photo 23). The work under BLM direction, was completed in 1975 by the Future Farmers of America.

In the 1890's several other buildings were also constructed including the Dewey and Clara Anderson home destroyed by fire about 1957 (See Photos 24 & 25). According to an in-

SIBLEY TENT

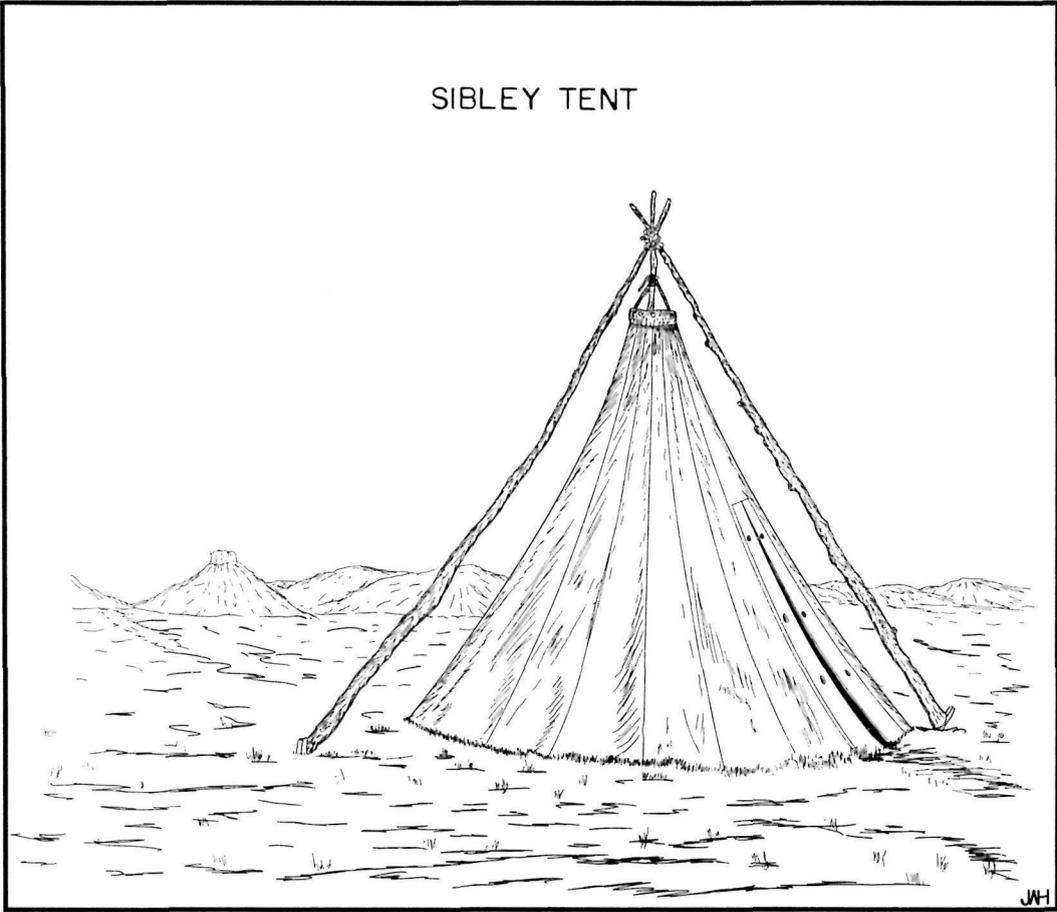


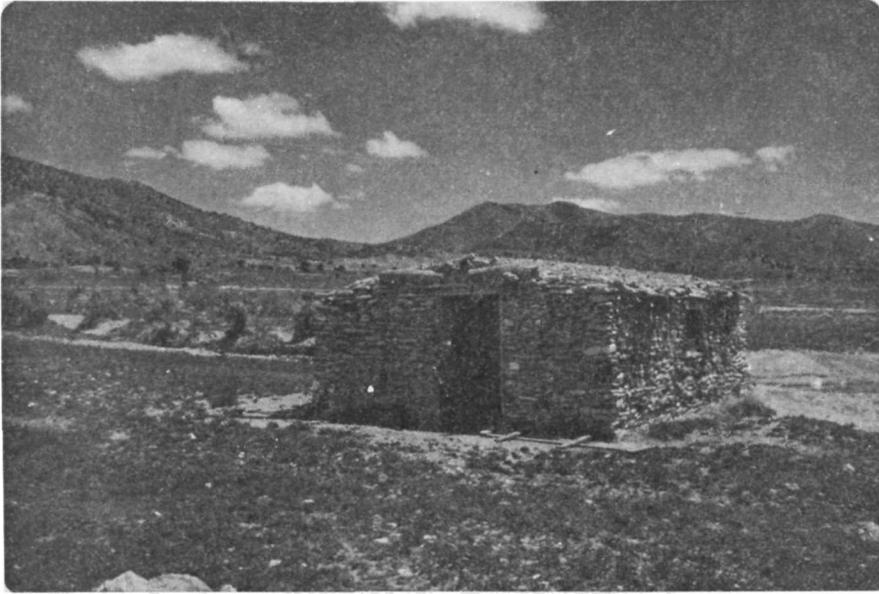
Figure 22
62

formant, Clara Wright Anderson died during childbirth either while the house was being constructed or shortly thereafter. That date was May 14, 1895.³⁷ Other buildings existed in the area including a log grocery store (See Photo 26) apparently located southeast of the Anderson home.

A Civilian Conservation Corp (C.C.C.) camp was built west of the site in the 1930's; its remnants are evident today. BLM has developed the area and installed camping and interpretive facilities.



Reconstructed Simpson Springs Station (BLM photo 1978).



The old Anderson home at Simpson Springs, photographed in 1953
(Courtesy of Dr. Eric E. Simonson).

Photo 24



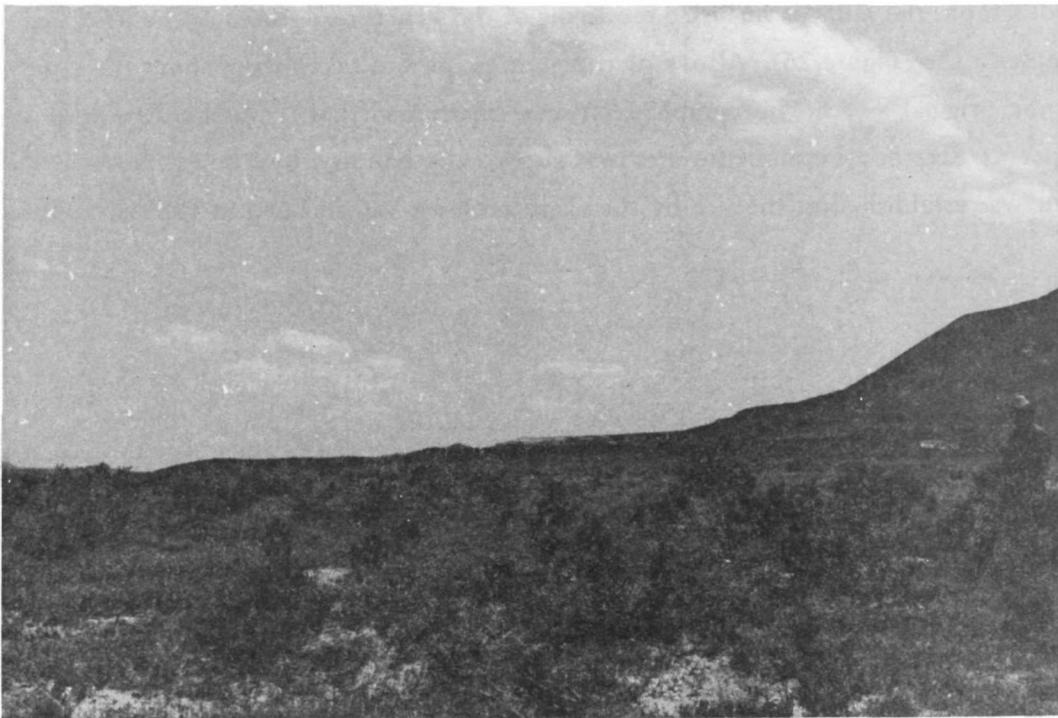
The stabilized Anderson home today (BLM photo 1978).

Photo 25



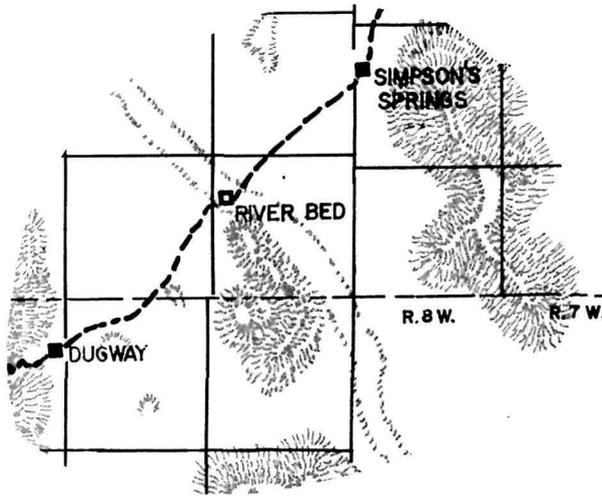
Log structure photographed at Simpson Springs in the 1950's (Courtesy of John Carlson).

Photo 26



Site of Riverbed Station; looking south (BLM photo 1978).

Photo 27



Riverbed Utah No. 18 Contract Station.

Location: NE $\frac{1}{4}$ NE $\frac{1}{4}$ Section 18, Township 10 South, Range 9 West, Salt Lake Meridian (See Figure 24).

Eight miles from Simpson Springs.

The station was built in an old riverbed formed by evaporation of Lake Bonneville. The water contained in the northern portion of the great inland sea had a greater surface than the southern portion. Consequently more evaporation occurred in the northern part. Water seeks its own level and in this case, the water was squeezed into a low channel between two mountain ranges on the east and west. Here the movement of the water from south to north dug the river as the lake receded.

Because of flash flooding, little evidence today remains of the station's existence.³⁸ Based on an early photograph, the authors furnish a rendering of the structures located at the Riverbed Station complex (See Figure 25). Also, a recent photograph was taken from about the same location as the original (See Photograph 27). It is mentioned that it was hard to keep a station keeper at Riverbed because the area was supposedly haunted by "desert fairies."³⁹ A monument was established at the site by the Civilian Conservation Corp in 1939 or 1940.

RIVER BED STATION

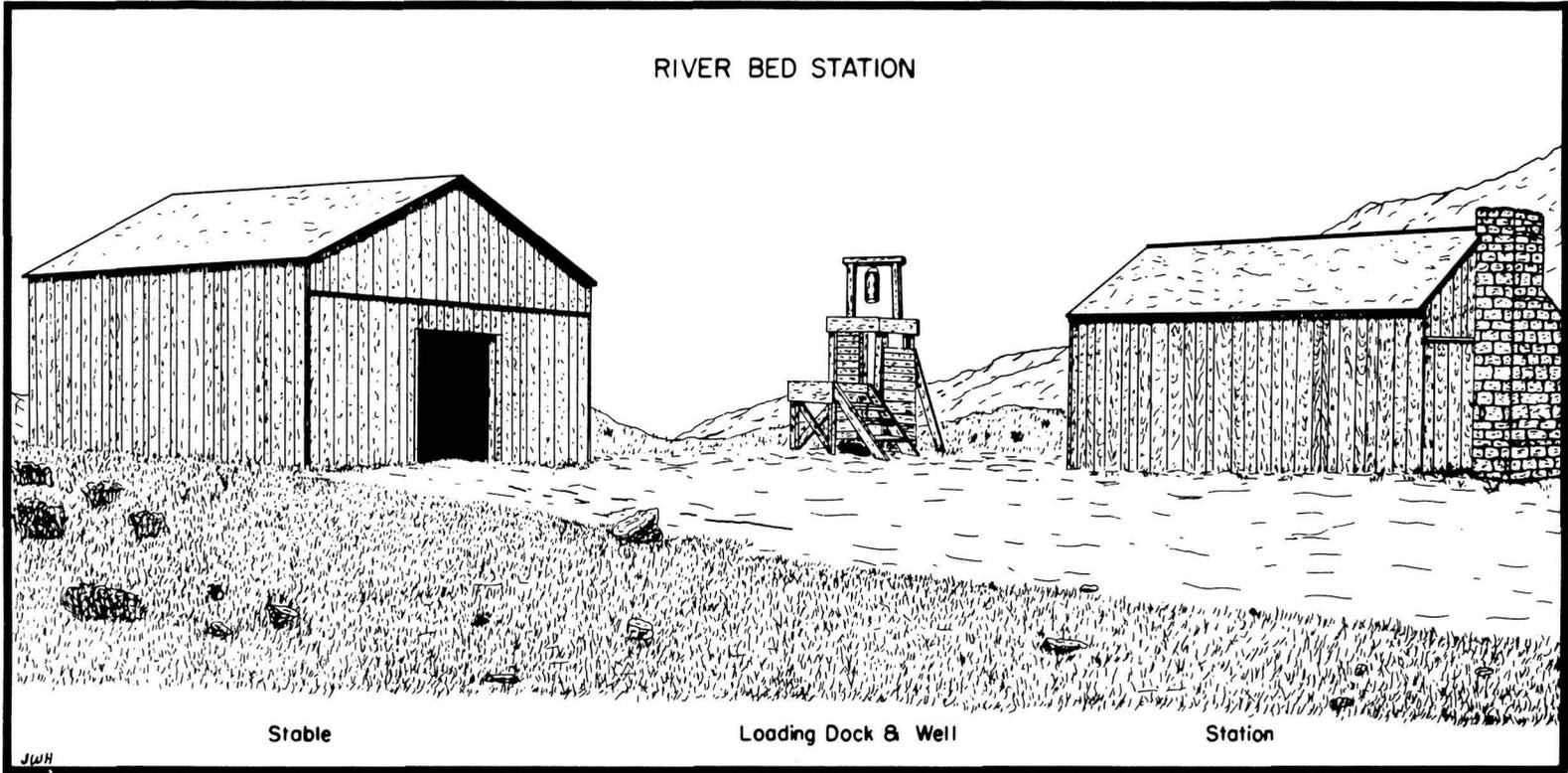
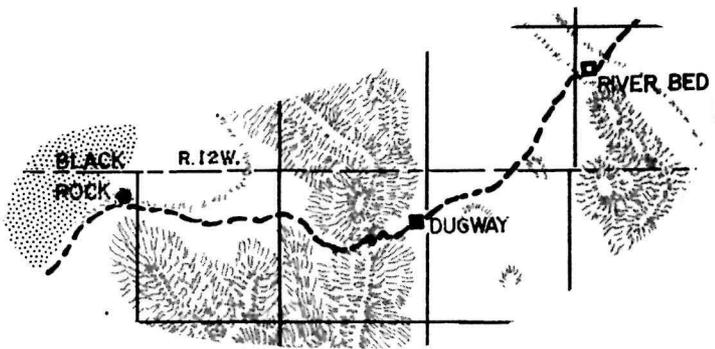


Figure 25
70

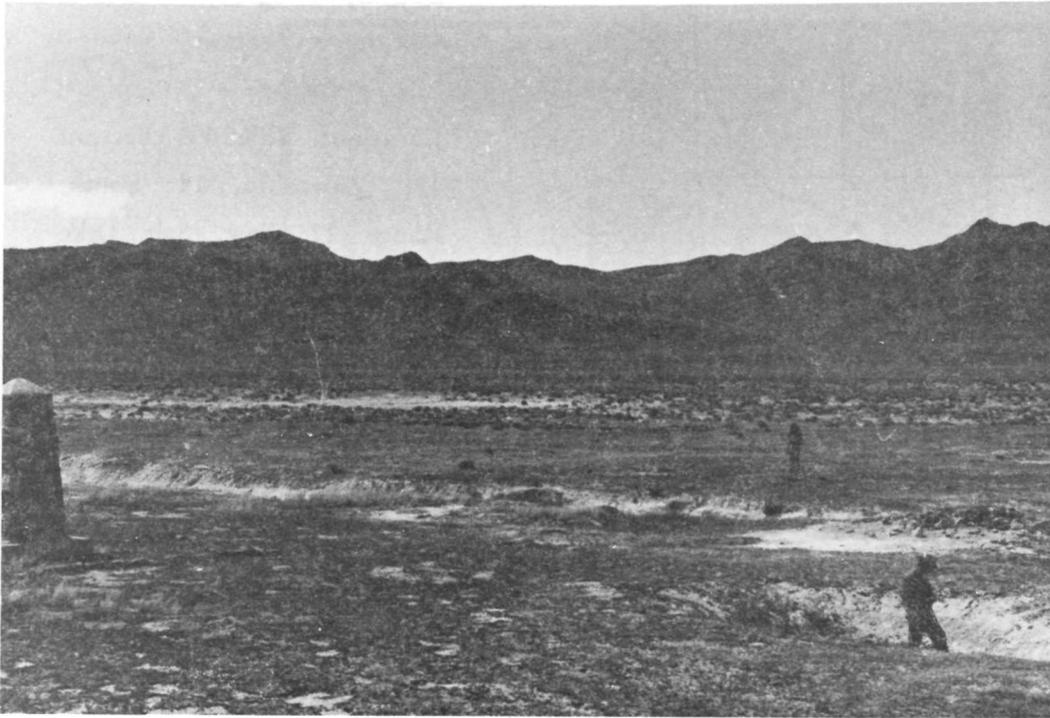


Dugway (Dugout) Utah No. 19 Contract Station.

Location: SE¼SW¼ Section 13, Township 11 South, Range 11 West, Salt Lake Meridian.

Ten and one-half miles from Riverbed.

Water for Dugway Station had to be hauled from Simpson's Springs. Although three wells were dug over several years, one reaching a depth of 120 feet, no water was found. Noted as a "substation" by Horace Greeley,⁴⁰ nothing very permanent was ever constructed at the site. In 1860 a shelter was placed over a dugout and an adobe chimney installed.⁴¹ In the 1890's, the location was utilized as a halfway stop by the Walters and Mulliner Stage Co. on the route between Fairfield and Ibapah.⁴² A monument is located at the site today (See Photo 28). Physical evidence at the station site is limited to a disturbed area containing poorly preserved metal objects (possibly from a corral or blacksmithing area north of the wash) and some concentrated stone.



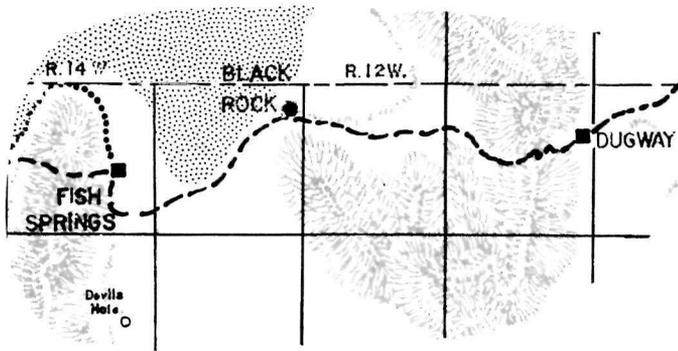
Site of Dugway Station; looking southwest (BLM photo 1978).

Photo 28



Site of Blackrock Station. The trucks location may mark the station site (BLM photo 1978).

Photo 29



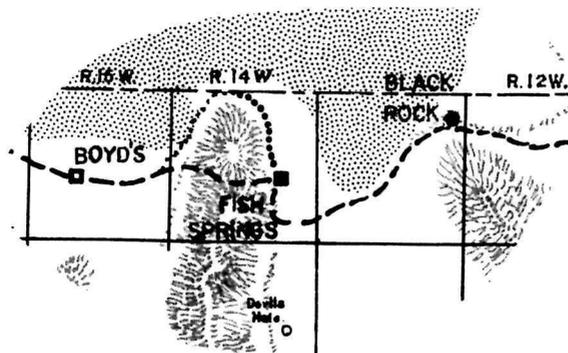
Blackrock (Butte, Desert Station) Utah No. 20 Non-contract.

Location: NW¼SE¼ Section 12, Township 11 South, Range 12 West, Salt Lake Meridian.

Thirteen and three-quarter miles from Dugway.

The authors have not located the site of Blackrock Station. Reconnaissance and infrared photographs have also failed to produce any evidence. Only a vandalized monument marks its general location. Initially called Butte or Desert Station, the rock structure was constructed as part of trail improvements undertaken by the Overland Mail Company after acquiring the Express in July 1861.⁴³

Informants say the station site lies west and north of the volcanic outcrop known geographically as Blackrock⁴⁴ (See Photo 29). The old Lincoln Highway (1913–1927) first encountered and utilized the old Overland Route about one-quarter mile east of the monument. This routing was used as an alternate to the main road during wet weather.



Fish Springs (Smith Springs, Fresh Springs) Utah No. 21 Contract Station.

Location: NW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 23, Township 11 South, Range 14 West, Salt Lake Meridian.

Ten miles from Blackrock Station.

J.H. Simpson placed two mail stations in this area: the one at Fish Springs first used by Chorpenning and another about three and one-quarter miles north at Warm Springs (See Figure 26).⁴⁵ The station at Warm Springs was apparently abandoned because of bad water.

The original Chorpenning trail went south and west from Blackrock to where the salt-mud desert could be traversed. The trail then turned north to Fish Springs and passed Devil's Hole, a local landmark (See Figure 2). Later a better route was constructed across the flats on much the same route as the present road. This new route was used by the Express, stage and telegraph. From Fish Springs the Express rider would go over the pass just southwest of the station site, making the distance to Boyd's Station about nine miles. The stage freight, telegraph and Express (in bad weather) went around the north end of the Fish Springs Range making the trip about 14 miles. Through the years, Fish Springs, being about half-way between Rush Valley and Deep Creek, became a very prominent stop (See Photos 30 - 32). In the latter part of the Nineteenth Century, John Thomas established a ranch near the station site and continued to serve the public.⁴⁶ The Thomas Ranch buildings were torn down in the 1930's and today only a foundation remains to mark the location of the ranch house. The site is located on the Fish Springs National Wildlife Refuge.

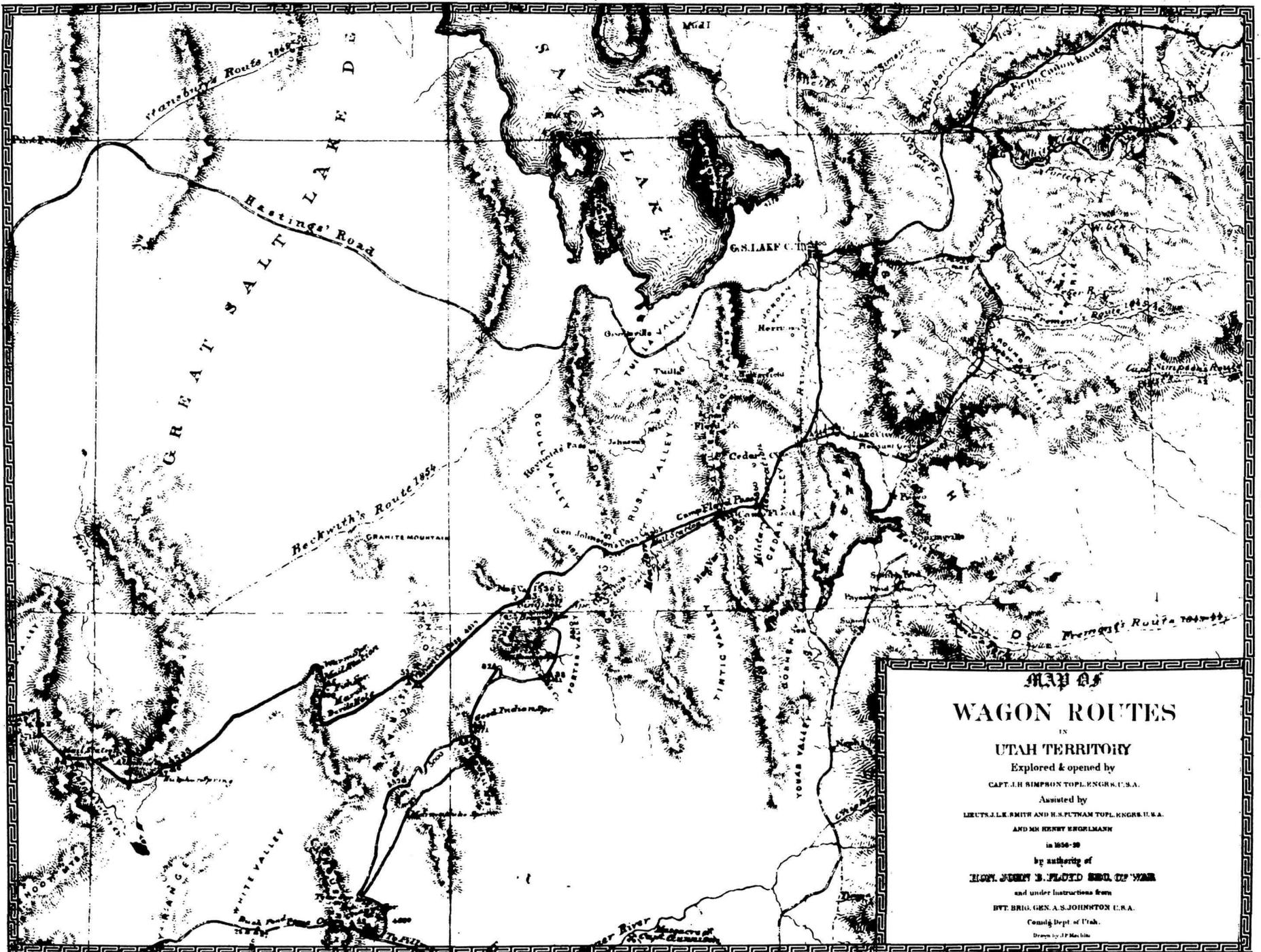
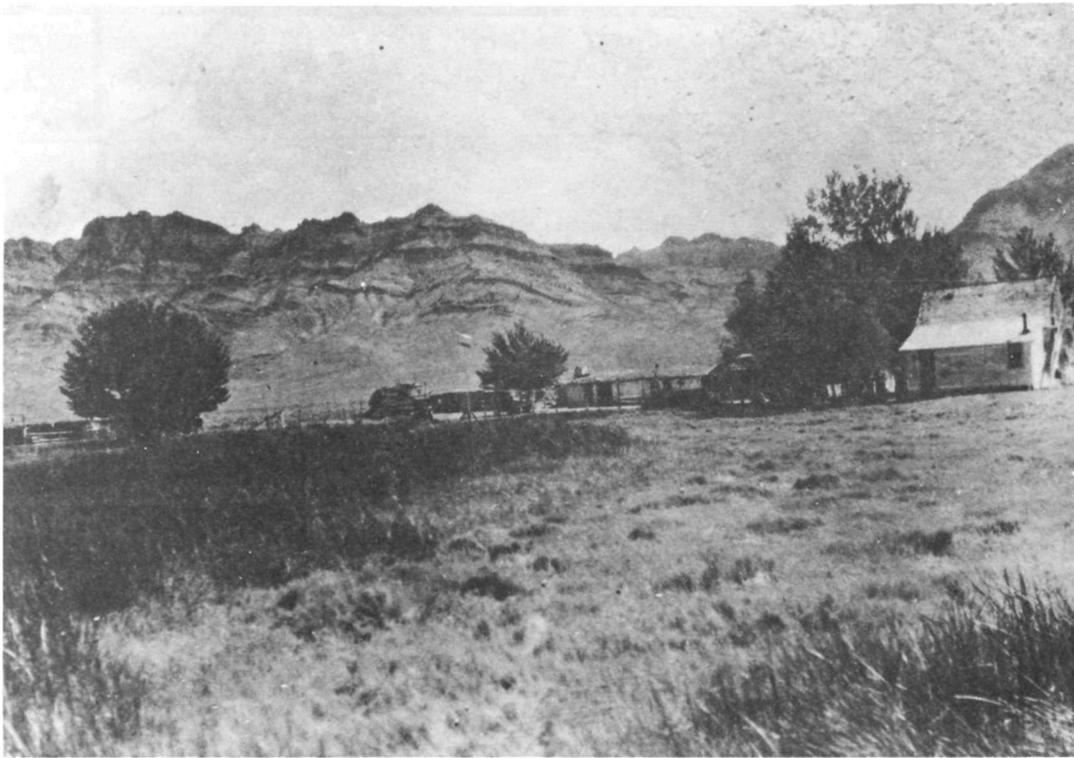


Figure 26
75



Early photo of Fish Springs Station; looking west (from the Charles Kelly collection , Utah State Historical Society).

Photo 30



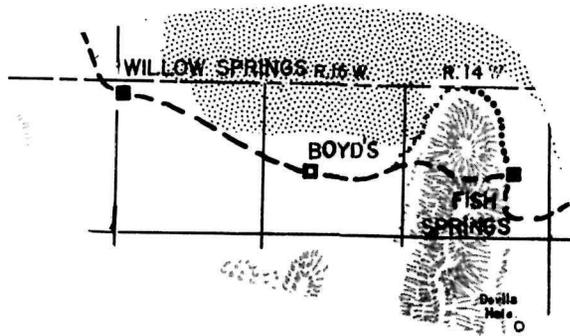
Fish Springs Station about 1919. Photograph of John Thomas and Averett families (from the Charles Kelly collection , Utah State Historical Society).

Photo 31



Backside photo of Fish Springs Station; looking northeast (from the Charles Kelly collection , Utah State Historical Society).

Boyd (Butte, Desert) Utah
No. 22 Non-contract Station.



Location: SE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 20
Township 11 South, Range 15
West, Salt Lake Meridian.

Fourteen miles from Fish
Springs Station, via a road
around the north end of the
Fish Springs Range and nine
miles over the pass to the
west of the station.

Although Boyd Station is not identified in the 1861 mail contract, it was named by Howard Egan as an Express Station. The structure was small, built of stone and contained gun-ports.⁴⁷

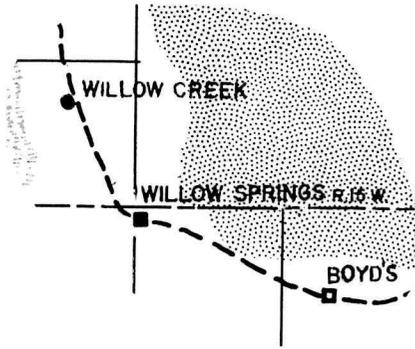
Boyd Station survives as one of the best preserved Express Stations in Utah (See Photo 33). This preservation is probably due to the fact that Bid Boyd, station master, continued to occupy the site into the current century.⁴⁸

Limited excavations and structural stabilization were undertaken at the site in 1974 and 1975. The site is interpreted on the ground by the Bureau of Land Management.

At this juncture the Express diverted from the old Chorpenning trail and headed straight west to Callao and Willow Springs Station. Chorpenning had gone south into Pleasant Valley and then around the south end of the Deep Creek Mountains (See Figure 2).



Boyd Station (BLM photo 1978).



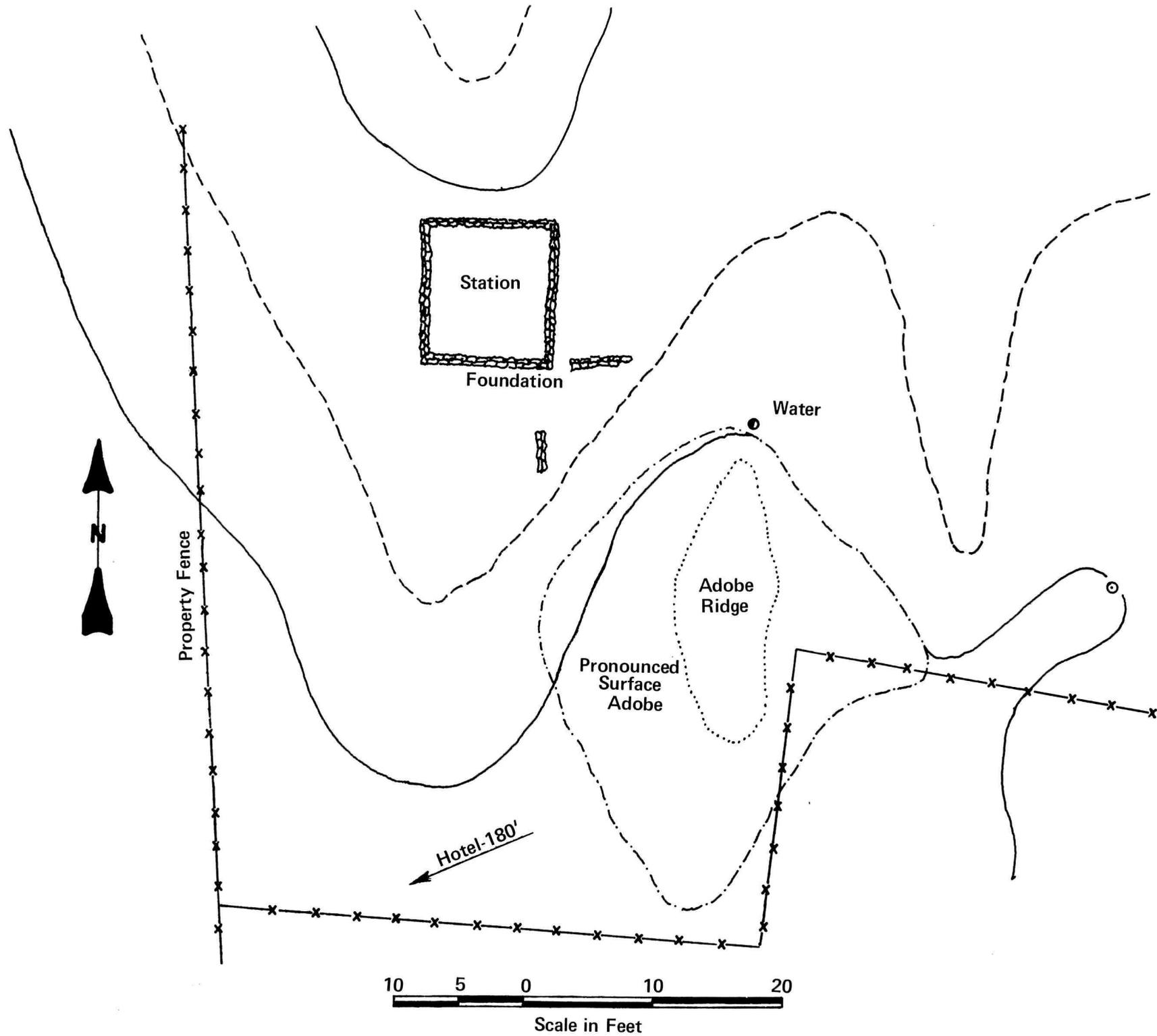
Willow Springs Utah No. 23
Contract Station.

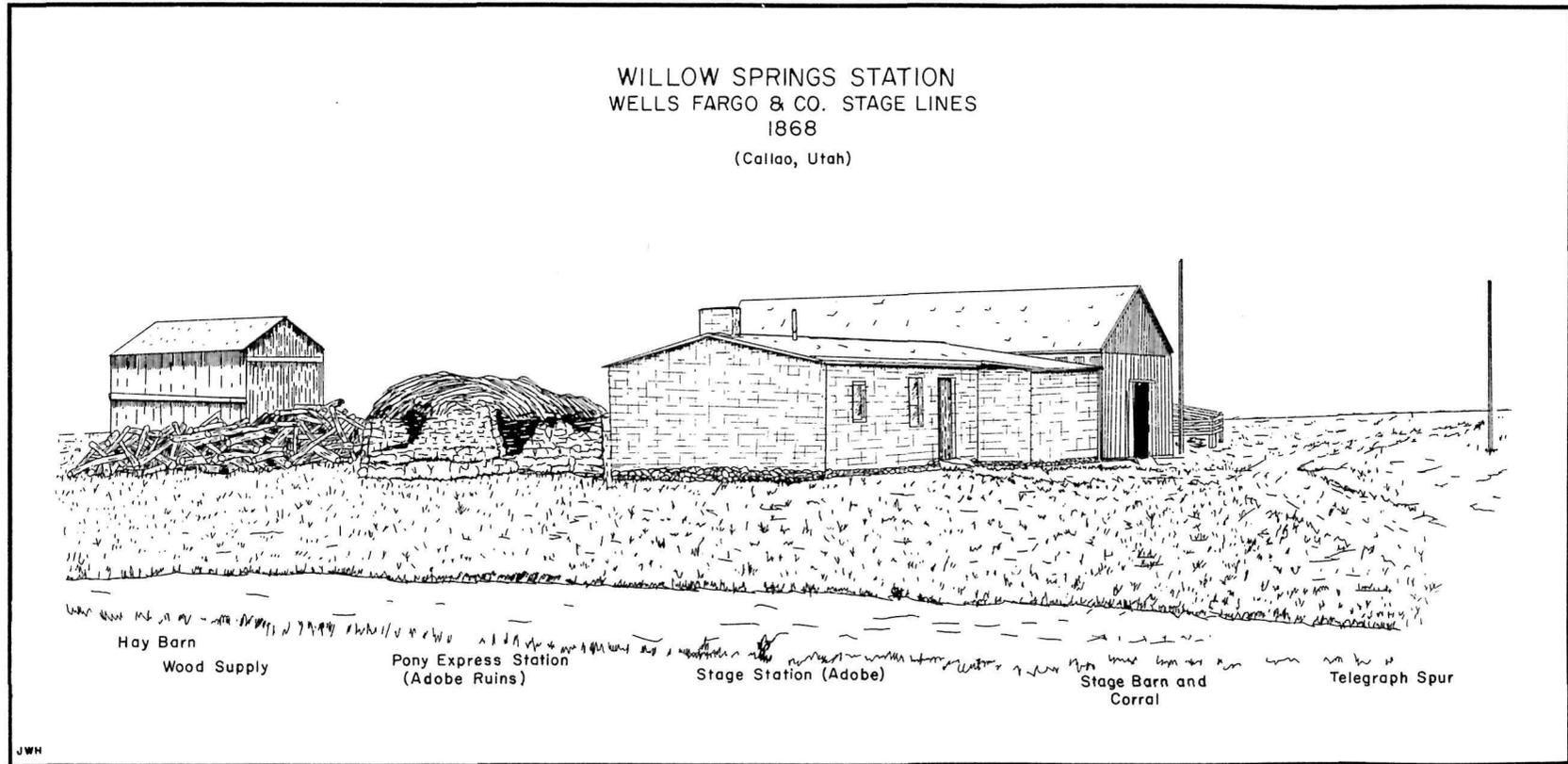
Location: NW $\frac{1}{4}$ SW $\frac{1}{4}$ Section 6
Township 11 South, Range 16
West, Salt Lake Meridian.

Eight miles from Boyd Sta-
tion.

A great deal of controversy has arisen over the location of the Willow Springs Station. Descriptions given by Nick Wilson (an Express rider) and Sir Richard Burton do not describe the location of the place now claimed to be the station site. A foundation (Figure 27), identified tentatively by the authors as dating to the proper period and similar to the structure depicted in the sketch from an 1868 photograph (Figure 28), has been found at the spot where an 1882 survey plat locates the Willow Springs Stable. This structure, located on the Dorsey Sabey property, is approximately 100 feet northeast of F. J. Kearney's boarding house (still standing, see Figure 29 and Photos 34 and 35). This facility is about $\frac{3}{4}$ mile east of the structure popularly known as the station house. Further archaeological investigations are necessary to establish the true location of the station.

Willow Springs
Figure 27
81





Engraving of an 1868 photograph showing Willow Springs Station from a position north of the Kearney Hotel.

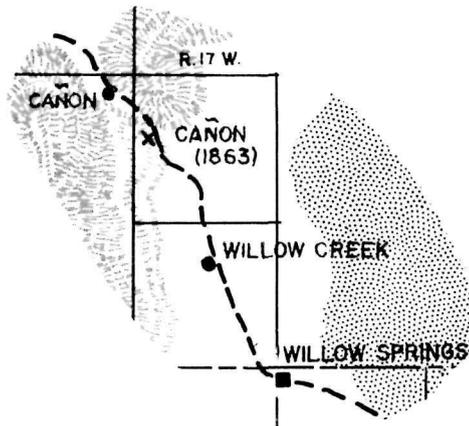


F. J. Kearney boarding house (BLM photo 1978).



Site of Willow Springs Pony Express Station; looking south. The Kearney Boarding house is located in the trees to the west (BLM photo 1977).

Photo 35



Willow Creek (Six-Mile) Utah
No. 24 (controversial).

Location: SE¼NE¼ Section
16, Township 10 South,
Range 17 West, Salt Lake
Meridian.

Six miles from Willow Springs
Station.

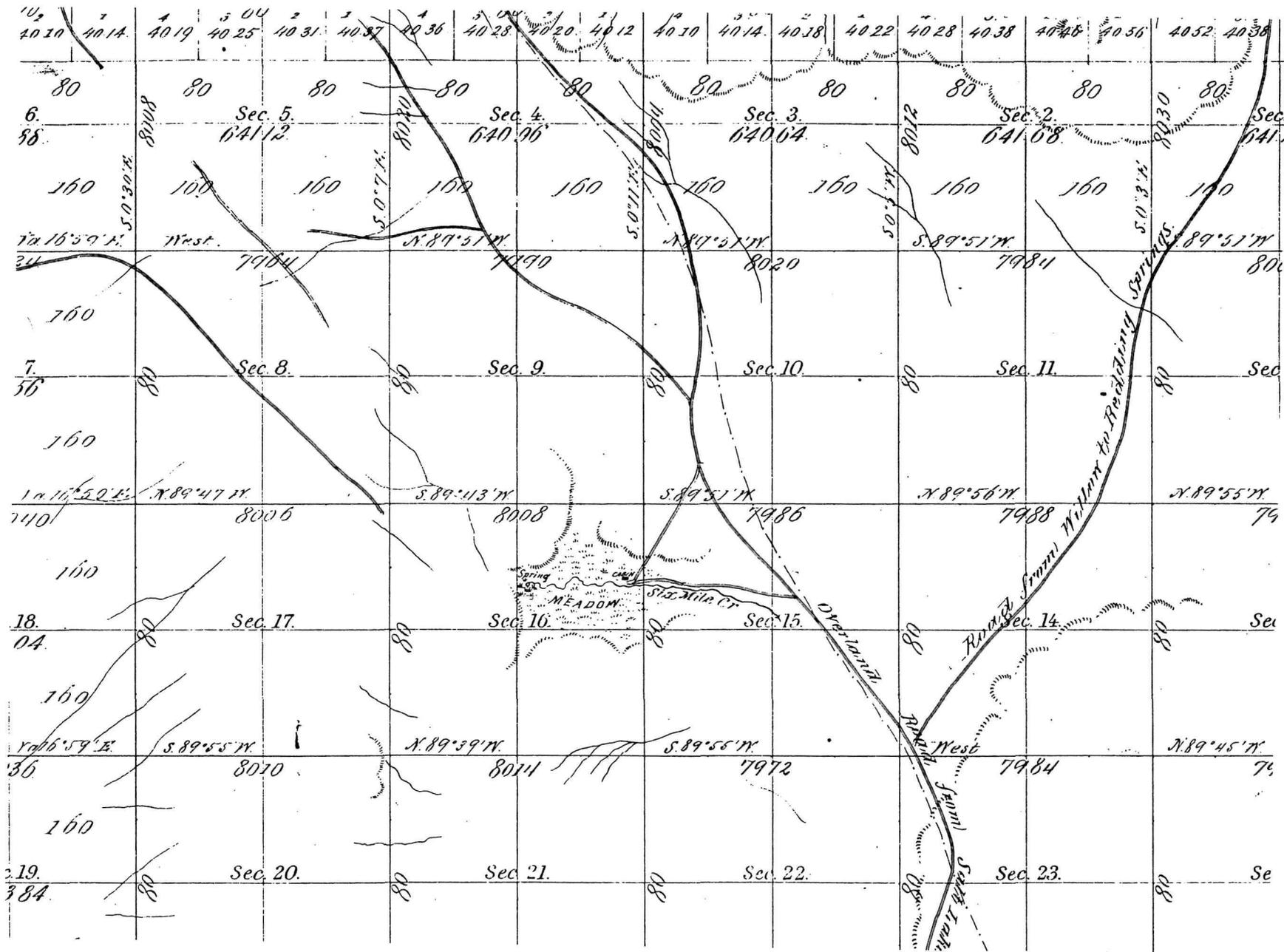
The 1875 cadastral survey plat (Figure 30), locates a cabin, springs, and connecting roads at a location along Six-Mile Creek. This, coupled with historic written accounts and knowledge that Pete Joyce built and occupied a log cabin at this location, suggests its use as a station house. The authors do not necessarily support the idea that a station was located here but the following evidence, from excerpts of Nick Wilson's story in "Utah and the Pony Express" presents a favorable case.

The text, including punctuation etc., remains unchanged.

Peter Neece, our home station keeper, was a big strong man and a good rider. He was put to breaking some of these wild mustangs for the boys to ride. Generally, just as soon as the hostler could lead them in and out of the stable without getting his head knocked off, they were considered tame, and very likely they had been handled enough to make them mean.

My home station was Shell Creek (Nevada). I rode from Shell Creek to Deep Creek (Utah), and one day the Indians killed the rider out on the desert, and when I was to meet him at Deep Creek, he was not there. I went to the next station, Willow Creek, the first station over the mountain, and there I found out that he had been killed. My horse was about jaded by this time, so I had to stay there to let him rest. I would have had to start back in the night as soon as the horse got so he could travel, if those Indians had not come upon us. About four o'clock in the afternoon, seven

Figure 30
87



WILLOW CREEK T. 10S. R. 17 W. Sec. 16 1875 Survey

Indians rode up to the station and asked for something to eat. Peter Neece picked up a sack with about twenty pounds of flour in it and offered it to them, but they would not have that little bit, they wanted a sack of flour apiece. Then he threw it back into the house and told them to get out, and that he wouldn't give them a thing. This made them pretty mad, and as they passed a shed about four or five rods from the house, they each shot an arrow into a poor, old lame cow, that was standing under the shed. When Neece saw them do that, it made him mad, too, and he jerked out a couple of pistols and commenced shooting at them. He killed two of the Indians and they fell off their horse there. The others ran. He said, 'Now boys, we will have a time of it tonight. There are about thirty of those Indians camped in the canyon there and they will be upon us as soon as it gets dark, and we will have a fight.' A man by the name of Lynch happened to be there at the time. He had bragged a good deal about what he would do and we looked upon him as a sort of desperado and a very brave man. I felt pretty safe until he weakened and commenced to cry, then I wanted all of us to get on our horses and skip for the next station, but Pete said, 'No, we will load up all the old guns that are around here and be ready for them when they come. There are four of us and we can stand off the whole bunch of them! Well, just a little before dark, we could see a big dust over toward the mouth of the canyon, and we knew they were coming. It was bout six miles from the canyon to the station.

Pete thought it would be a good thing to go out a hundred yards or so and lie down in the brush and surprise them as they came up. When we got out there he had us lie down about four or five feet apart. 'Now, he said, 'when you fire, jump out to one side, so if they shoot at the blaze of your gun, you will not be there.' We all took our places, and you bet, I lay close to the ground. Pretty soon we could hear their horses feet striking the ground, and it seemed to me as if there were thousands of them, and such yells as they let out, I never heard before. The sounds were coming straight towards us, and I thought they were going to run right over us. It was sandy where we lay, with little humps. Finally the Indians got close enough for us to shoot. Pete shot and jumped to one side. I had two pistols, one in each hand, cocked all ready to pull the trigger, and was crawling on my elbows and knees. Each time he would shoot, I saw him jump. Soon they were all shooting and each time they shot, I would jump. I never shot at all. After I had jumped a good many times, I happened to land in a little wash or ravine. I guess my back came pretty nearly level with the top of it. Anyhow, I pressed myself down so I could get in. I don't know how I felt, I was

so scared. I lay there and listened until I could hear no more shooting, but I thought I could hear the horses' hoofs beating on the hard ground near me until I found out it was only my heart beating. After a while, I raised my head a little and looked off towards the desert and I could see those humps of sand covered with greese-woods. They looked exactly like Indians on horses, and I could see several of them near the wash.

I crouched down again and lay there for a long time, maybe two hours. Finally everything was very still, so I thought I would go around and see if my horse was where I had staked him, and if he was, I would go back to my station in Deep Creek and tell them that the boys were all killed and I was the only one that had got away. Well, as I went crawling around the house on my elbows and knees, just as easily as I could, with both pistols ready, I saw a light shinning between the logs in the back part of the house. I thought the house must be full of Indians, so I decided to lie there a while and see what they were doing. I lay there for some time listening and watching and then I heard one of the men speak. 'Did you find anything of him?' Another answered, 'No, I guess he is gone.' Then I knew it was the boys, but I lay there until I heard the door shut, then I slipped up and peeped through the crack and saw that all three of them were there all right. I was too much ashamed to go in but finally I went around and opened the door. When I stepped in Pete called out, 'Hello! Here he is. How far did you chase them? I knew you would stay with them. I told the fellows here you would bring back at least half a dozen of them.' I think they killed five Indians that night. ⁴⁹

This story has been tied to Willow Springs Station at Callao, Utah, but portions of the story do not fit the area.

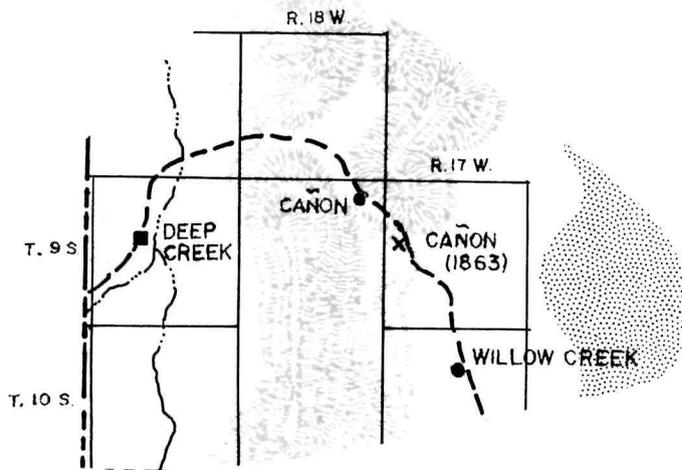
First of all Pete Neece was named as home station keeper at Schell Creek. Then he is named as station keeper at Willow Creek, not Willow Springs. Pete Joyce has been named as the man who settled at Six-Mile. This could be a misnomer on stations because one has to cross Willow Creek before one gets to Six-Mile Creek when coming south from Overland Canyon. The story notes that the station was six miles from the canyon. Callao or Willow Springs Station is more than twelve miles from the canyon. Wilson states that as he lay in a small wash he raised his head a little and looked off towards the desert. Callao is in the desert,

Six-Mile is up on the bench (See Figure 31). Laying in a wash at Six-Mile one can look toward the desert, but while laying in a wash at Willow Creek, by raising one's head a little, one probably cannot see more than ten feet. Later Wilson states "I saw a light shining between the logs in the back part of the house." The 1868 photograph from which Figure 28 was produced shows the Willow Springs Pony Express Station and the Wells Fargo and Company Stage building to be constructed of adobe, not logs. Cadastral plats made by the General Land Office show the Willow Springs stable across the road from the Kearney Ranch Hotel. If this skirmish happened at Willow Springs (Callao), why didn't these men go across the road and get help from Kearney or why didn't Wilson even mention Kearney? F.J. Kearney was already settled in this area and grew hay for the line. Another cadastral plat shows the cabin site at Six-Mile. One must note the road turns up the slope coming either from the north or south and that Wilson said that the Indians rode up to where they were laying.

Sir Richard Burton also adds a piece of evidence to this story. He states,

*As we advanced (toward the Deep Creek Mountains)
the land improved, the salt disappearing, the grass was splendidly
green, and approaching the station we passed Willow Creek where
gopher holes and snipes, willows and wild roses told of life and
gladdened the eye. The station lay on a bench beyond the slope.
The station keeper was an Irishman (Pete Joyce?), one of the
few men amongst the Saints. Nothing could be fouler than
the log hut.*

Note the statements: "We passed Willow Creek"--Willow Creek, a slough, does pass Willow Springs Station but is north and west of the site; Burton was traveling northwest, and "the station lay on a bench beyond the slope." Note also he mentions a log hut. This description does not fit Willow Springs but it does fit Six-Mile. The evidence presented here is not conclusive. Hopefully future investigations will end the controversy.



Round (Canyon, 1863).

Location: SW $\frac{1}{4}$ NW $\frac{1}{4}$ Section 18, Township 9 South, Range 17 West, Salt Lake Meridian.

Six miles from Willow Creek and twelve miles from Willow Springs Station.

Canyon Station was strategically built in 1863 high above the mouth of Overland Canyon to replace an earlier, indefensible station located up Overland Canyon about two or three miles. Indians had besieged and burned the original Canyon Station earlier the same year.

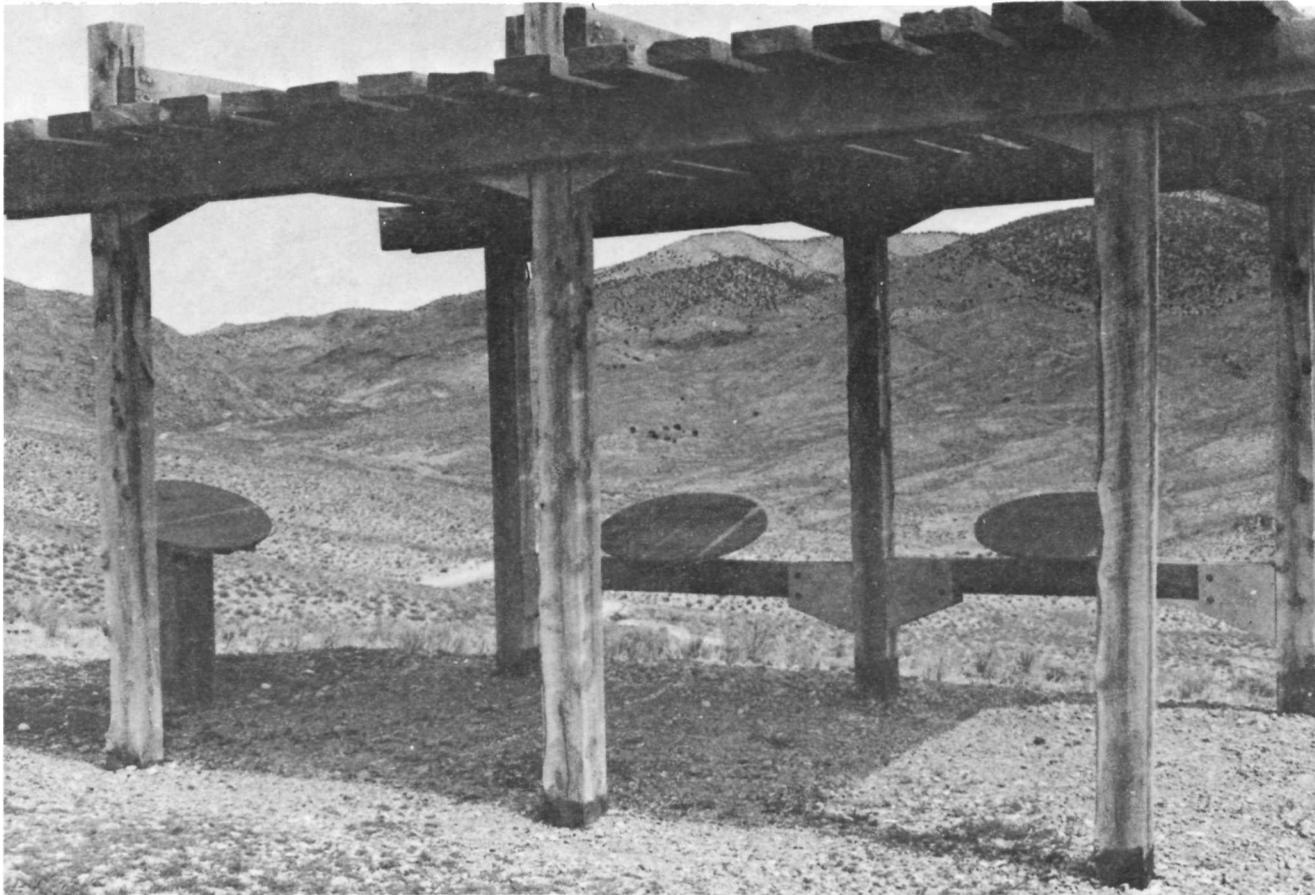
Locally called Round Station, this recent connotation originates because prior to archaeological investigations in 1974, the only discernible feature was a round, relatively complete, fortified rock structure, which included gunports. This had been interpreted as the station house. Excavations revealed the actual station house foundation (as well as the corral area) to be east of the round fortification. The Gale Parker's recall their grandfather having spoke of a roof being on the fortification.

Artifacts collected indicate no extensive use after 1870. The Bureau of Land Management has stabilized the fortification and the station foundation, and has provided an interpretive ramada and parking facilities (See Photos 36 & 37).

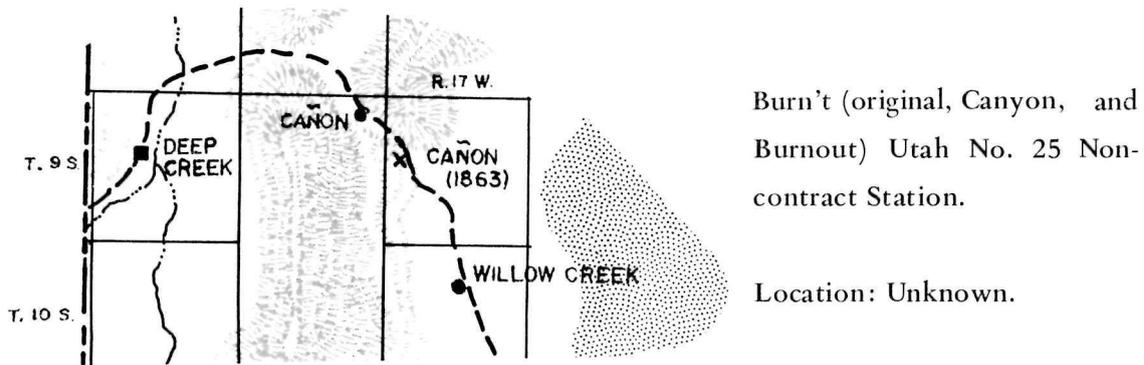


The defensive structure at Round Station. Built in 1863 (note the gunports; BLM photo 1978).

Photo 36



BLM interpretive ramada at the Round Station site looking towards Overland Canyon (BLM photo 1978).



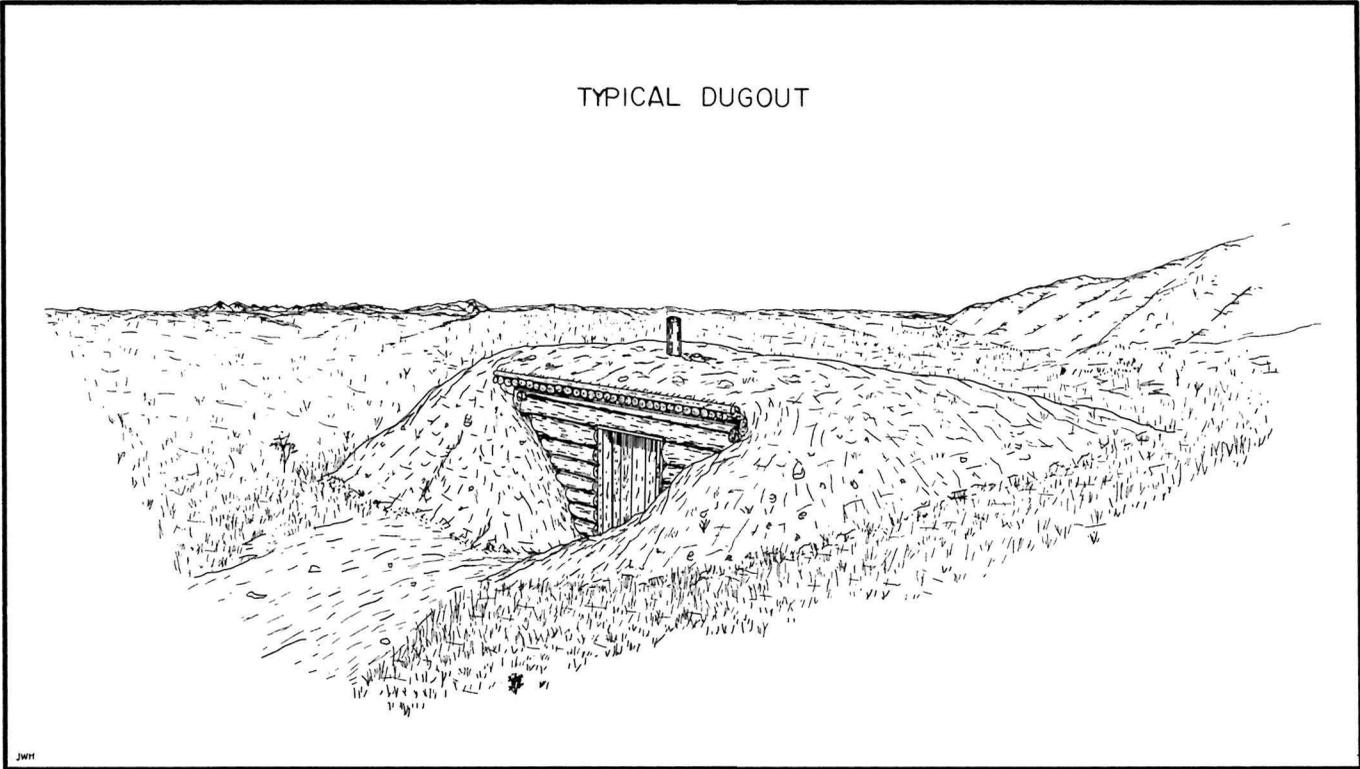
The original Canyon Station, also known as Burn't Station, had been built by Howard Egan as an Express Station and was first described in August of 1861.⁵⁰ A marker built and placed by the Civilian Conservation Corp (C.C.C.) is apparently located improperly in Township 9 South, Range 18 West, Section 2 (SE¼NW¼). The authors are informed that the station was in the form of a dugout located at the mouth of Blood Canyon, so named because of the Indian attack in 1863.⁵¹ A ground search, by the authors, located a possible dugout location, however, archaeological testing is necessary to substantiate these findings. Other evidence indicates the site may be to the west on Clifton Flat. Descriptions vary on structural features. Apparently a dugout with stable or barn was built and possibly a log house.⁵² Figure 32 depicts a typical dugout for the region.

The following by Howard Egan, is an account of Indian attack on Canyon Station in 1863.

The Indians waited till the men had been called to breakfast in the dugout, and were all down in the hole without guns, all except the hostler, William Riley, who was currying a horse just outside the south door of the stable at the time of the first alarm, and he was shot through the ankle and the bone broken short off. He started down the canyon on the run, but did not get very far before he was caught and killed.

*The men at breakfast were mostly all killed as they came out of the dugout to reach their arms that were staked in the south end of the barn. Not one of them ever reached his gun. One man, though wounded, tried to escape by running down the canyon as Riley did. He got further away, but was caught and killed, and, as he was some bald on top of his head, and a good growth of whiskers on his chin, they scalped that and left him where he fell. . . They took the clothes off every man and left them just where they fell. All this had been done without a shot being fired by the white men. A most complete surprise and massacre.*⁵³

TYPICAL DUGOUT

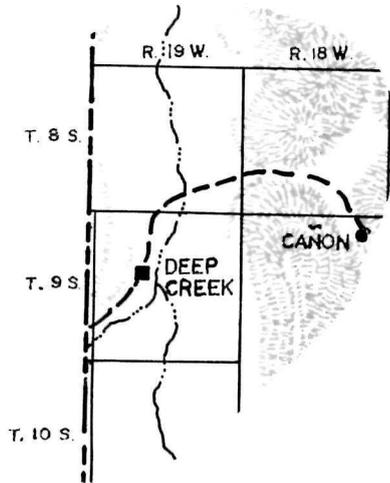


JWH

Figure 32
96

Graves of some of the victims are located at the site. After being destroyed in 1863, the facilities were relocated to the east (Round Station).





Deep Creek (Egan's) Utah No. 26 Contract Station.

Location: Lot 4, Section 9, Township 9 South, Range 19 West, Salt Lake Meridian. (See Figure 33).

Fourteen miles from Round Station via the original trail.

Deep Creek was the home of Howard Egan, the division superintendent for service between Salt Lake City, Utah, and Roberts Creek (near Eureka, Nevada). This well-equipped and service functioning facility was the most westerly station located within the present boundaries of Utah. The western boundary of the Utah Territory at this time was the California state line and Genoa the most westerly Utah Territory station (See Figure 3).

Harrison Sevier was the station master. Several photographs exist. Buildings included an adobe station, house, and barn (See Photo 38). The telegraph established a repeater station at this location in 1861 with George Ferguson being the telegrapher.⁵⁴ The station site is presently on the ranch of Sidney (DeVerl) Nichols, Jr. Incidentally, Joan and Hilda Erikson paid for the last telegraph message to be sent from this station in 1869.⁵⁵



Early photo of Deep Creek Station.

The Pony Express is steeped in story and legend. Stories of the men who made it work are extant.

To get an idea of what the life and times were like, a story that was uncovered from the National Archives about Camp Floyd is relevant:

On September 2, 1859, Second Lieutenant John Green of the Second Dragoons was ordered to take Post at or near Tyler Spring on Simpson's "new route" to California to intercept and apprehend deserters. Part of the orders read "It is rumored that there are Indians on this road who are robbing immigrants - be on your guard therefore against surprise from them."

On July 8, 1860, Lieutenant Green was ordered west to overtake a party of cattle thieves. This time the orders read, "On over hauling the party, should the thieves give Lieut. Green even a pretext, he will without fail, fire upon them. It is not advisable to take prisoners." The cattle were found and returned to Rush Valley and put in care of a civilian herder by the name of Kalapse on July 13, 1860. On July 18, 1860, another order was issued stating that the retrieved cattle were again stolen and possibly driven north toward Grantsville. The last sentence of this order says "Should the least resistance be offered you in the discharge of this duty, you will not hesitate to exterminate the rascles."



As has been stated, the human element was not always the only cause of danger for the Pony Express. Richard E. Egan, caught in a blizzard made his way to the Mill Creek bridge south of Salt Lake City where his horse slipped on ice and they plunged into the cold creek. After climbing out of the water, Egan caught his horse and rode the rest of the way into Salt Lake and delivered his mail.



A bugle was used by some riders to warn of their approach to the station so their exchange mount would be ready upon their arrival. In Nebraska, William Campbell

left his pistol and rifle at his home station to save weight as there were heavy snow drifts across the trail. As he traveled, he passed a pack of hungry wolves which gave chase. When a wolf would come too close, Campbell would lean from the saddle and blow the bugle into the wolf's face thus frightening them away temporarily until he was able to reach the next station.

This paper has not been written to destroy any legends, but rather to present new facts and ask new questions which deal with the Pony Express Stations throughout the present State of Utah. The great epoch of the Pony Express is now over a hundred years old and unless every remaining thread of information is brought to light for other researchers, the full and true story may never be told.



Appendix 1.

<u>Station</u>	<u>Construction</u>	<u>Present Condition</u>	<u>Ownership</u>	<u>Water Source</u>
Needle Rock	Unknown	Not located	Private	Springs
Head of Echo Canyon	Log	No ruins	Private	Stream
Halfway	Unknown	No ruins	Private	Stream
Weber	Rock	Rock foundation	Private	Stream
East Canyon	Rock	Inundated by reservoir	State	Stream
Wheaton Springs	Log	Possible traces on ground	Private	Spring
Mountain Dale	Log	No ruins	Private	Stream
Salt Lake House	Wood Frame	No ruins	Private	City water
Trader's Rest	Adobe	No ruins	Private	Well
Rockwell's	Stone	No ruins	Private	Spring
Dugout	Adobe	Well	Private	Dry
Camp Floyd	Adobe	Well preserved	State Park	Stream
East Rush Valley	Dugout	Depression	State	Dry
Rush Valley	Rock	Roofless structure	Private	Stream
Point Lookout	Unknown	No ruins	Private	Spring
Government Creek	Log	Rock foundation	BLM	Dry
Simpson Springs	Rock	Rebuilt	BLM	Spring
River Bed	Vertical log	No ruins	BLM	Well
Dugway	Dugout-rock?	Disturbed area	BLM	Dry
Black Rock	Rock	Not located	BLM	Dry
Fish Springs	Rock	Rock foundation	Federal Fish & Game	Springs
Boyd	Rock	Stabilized ruins	BLM	Dry
Willow Springs	Adobe	Rock foundation	Private	Stream
Willow Creek	Log	Not located	Private	Spring
Round (Canyon(1863))	Log	Rock foundation & defensive structure	BLM	Dry

Burn't (Canyon(original))	Dugout	Not located	BLM	Dry
Deep Creek	Adobe	No ruins	Private	Stream

Appendix 2.

Many riders rode for Russell, Majors and Waddell. This incomplete list represents riders working predominantly in Utah.

Anton	George Edwin Little
William Carr	Elijah H. Maxfield
James Combo	Montgomery Maze
Billy Dennis	Emmet McCain
Captain Thomas Dobson	J. G. McCall
Howard R. Egan	Charlie McCarty
Richard E. Egan	Robert Orr
John Fisher	Mathew Orr
William F. Fisher	William Page
Thomas Flynn	George Washington Perkins "Wash"
Samuel Gilson	Thomas J. Ranahan
James Gilson	Johnson Richardson
Parley Hall	Bartholomew Riley
Robert Haslam	James "Doc" Shanks
William Hickman	Guglielmo G. R. Sangiovanni
Lot Huntington	William H. Streeper
Clark Allen Huntington	Billy Tate
William James	George Washington Thatcher
J. G. Kelley	Henry Tuckett
Mike Kelley	William E. Van Blaircorn
Thomas Owen King	Elijah Nicholas Wilson ("Uncle Nick")
	Slim Wilson
	Joseph Barney Wintle
	Michael Whalen
	Mose Wright

Appendix 3.

Utah Station Keepers

Frenchie - Head of Echo Canyon

Mr. Daniels - Halfway

James Bromley - Weber

Mr. Bauchmann - East Canyon

James McDonald - East Canyon

Ephraim Hanks - Mountain Dale

A. B. Miller - Salt Lake House

Absalom Smith - Trader's Rest

Porter Rockwell - Rockwells

Joe Dorton - Dugout

John Carson - Carson Inn (Camp Floyd)

Henry J. Faust - Rush Valley

Mr. Jackson - Point Lookout

George Dewees - Simpson Springs

William F. Horsepool - River Bed

Oscar Quinn - River Bed

George Wright - River Bed

Mr. Smith - Fish Springs

Bid Boyd - Boyd's Station

Pete Joyce - Willow Creek

Major Howard Egan - Salt Lake & Deep Creek

Mathew Orr - Deep Creek

Harrison Sevier - Deep Creek

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49. Carter, Utah and the Pony Express, p. 79.
50. Bluth, "Supplementary Report on Pony Express-Overland Stage Sites," p. 24.
51. DeVerl Nichols, interview, 24 March, 1974.
52. Bluth, "Supplementary Report on Pony Express-Overland Stage Sites," p. 24.
53. Egan, Pioneering the West p. 263.
54. Bluth, "Supplementary Report on Pony Express-Overland Stage Sites," p. 26.
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