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# THE MAIL GETS THROUGH

The mail is delivered to your house by the post mon. Or perhops you call him the letter corrier. When he brings you good news, you smile. When you gets oo many bills in your mail box, you probably scowl. The letter corrier seemaily has two dangers to face in his doily route. He has to be coreful when he crosses the light. But his greatest danger, could be a transfer dogs. They want to take a bile out of him.

Turn back the clocks of time for almost a contrary and you will find youtrelf in the days of the Pony Express. Roin or shine, night or day, Indions or no indians, the pony rider was able to put the mails through. For more those as membris, from Ayril 31,860 to Gotoker 24, 1160, the pony riders kept the fost mail service in 10 only ended on the lotter date when the ronscontinental telegraph time was completed by the linking of the wrise at Solt take City, Uho-

There has been much discussion as to who rode the first horse out of 51. Joseph at the opaning of the Pony Express. Many claimed the rider was John Frey. But os the years went by, the discustion became very heated over the topic. Unfortunolaty, there were no accurate records kept as to who really insumed that have and were West with the precious letters.

J. H. Keetley was one of the early Pony Express Riders, and in 1907, Mr. Hustan Wyeth one of Mission's leading citizees wrate a letter to Keetly and asked who made the first ride. What you are now going to read is the answer to that letter.

Solt Lake City, Utah, August 21, 1907

Mr. Huston Wyeth, st. Joseph, Mo.

Dear Siri

Yours of the 17th inst, received, and in reply

BLACK JACK

will say that Alex Cortyle was the first man to ride the Pony Express out of 31, Joe, He was to septew of the superintendent of the stage line to Denver, called the "Firk-Pook Express." The Superintendent's nome was item Fickland, Cartyle was costumpitive and could not stand the hardships, and retired after about two marks trial, and died within about is a manths after retiring. John Frys was the second ider, that the third, and Gue Ciff was the further.

I made the longest ride without a stop, only to change horses. It was raid to be 300 miles, and was done a few minutes inside of twentyfour hours. I do not vouch for the distance being correct as I only have it from the division upperintendent, A. E. Lewis, the said that the distance given was taken by his English raadagester within was attached by the frant when his division which was from St. Joe to Ferr Kearney.

The ride was made from Big Sandy to Ellwaad, apposite St. Joe, carrying the eastgaing moil, and returning with the westbound mail to Seneca without a stop, not taking time to cat but eating my lunch as I rade. No one else come within sixty miles of equaling this ride and their time was mach alower.

The Pony Express, if I remember correctly, started of 4 of clock p.m., April 16, 1860, with Alex Cortyle riding a nice brown more. And the poor becars near taking all the hoir out of the poor becars tail as reavening. His ride was to cointrardi, 125 miles from St. Joe. He rode this ance a week. The molt started as a weekly to inside of two months.

The horses, or relays, were supposed to be placed only ten miles apart, and traveled a little faster than ten miles per hours or as to ollaw time to change. But this could not olways be done as it was difficult then in the early settlement of the cauntry to find places where one could get feed ond shelter for man and beast. And sometimes horses had to go twentyfive to thirty miles. But in such cases there were more horses placed at such stations to do the work. They did not go as often as the horses on the shorter runs.

At the stort the men rode from 100 to 125 mile, but offer the semi-veckity when it storted, they rode about 75 or 80 miles. My ride and those of the other boys out of 91. Jea was 125 miles to Guitrard's, 8u later we only rode from the one-story brick express office on the east side of Third Street between Fails and Edmond streets. But the office was offerwards moved to the Pate House.

At 7 o'clock a.m., we were ardered from the stables two blocks east of the Patee House by the firing of a cannon in front of the Patee House. This was the signal for the ferry boat to come from Ellwood and to lie in waiting at the landing until our arrival.

We rode to the office and put on the moli which consisted of four small learner socks, six by twelve inches, fostened on to a square macheir which was put over the soddle. The socks were locked with little brass locks such lise one sees today an dog collars. And the socks were served to the macheir, ane in frant and one behind each lear of the rider.

When the mail was put on, and the rider mounted on his race horse, which was always used out of St. Joe to the Troy Station, nine miles from Ellwood, he bounded out of the office door. And down the hill at full speed when the cannon was fired again to let the boot know that the pony had started. It was then that all St. Joe, areat and small, were on the sidewalks to see the pony go by, Particularly so on the route that they knew the pony was sure to take. We always rade out of town with silver mounted trappings decorating both man and horse. And regular uniforms with plated horn, pistol, scabbard, and belt and gay flowerworked leggings and plated jingly sours resembling for all the world, a fantastic circus rider.

This was all changed, however, as soon as we got on to the boat. We had a room in which to change and to leave the troppings until our return. If we returned in the night, a skiff or yawis was always ready and a man was there to row us across the river. And put the horse in a little stable on the bank opposite \$1, Jee.

Each rider had a key to the stable. The next day we would go to the boat, cross the river, bring our regular horse and trappings across to St. Joe side. We stayed in St. Joe about three days and in Seneca about the same length of time. But this depended pretty much on the time that we received the moil from the West.

The Pony Express was never started with a view to making in a paying investment. It was a put-up job to change the then Overland mail roote which was reming through Arizona on the southern roote, to run by way of Derver and Soil Lake City, where Ben Holladow weakly to Soil Lake. The object of the Pony Express was to show the autherities at Washington that the shortest route to Sacromento was by way of Derver and Soil Lake.

I will add that the letters were all wrapped in all slik to keep the mail dry in case the pony had to swim. And the regular charge was \$5.00 a half ource.

#### Yours truly, J. H. Keetley,

Of course there were many dangers that had to be faced by these fearless men who carried the mail. Short items in the newspapers of the 1860's would let lit be story, such as: "The pany expressmon has just returned from Cold Spring driven back by the Indian." Or, "The men at Dry Creek have all been killed and it is thought the Robert's Creek Station has been destroyed. Eight animals were stolen from Cold Spring Monday."

One which description of a pony rider in contact one to the one young man who was acting context to the one young man who was Nerada. "The pany rider was usually a little bit of a may, brind of spirit and endurance. No matter when time of spirit and spirit and spirit or summer, relating saveing, balling or steering. Or whether his baar' was a leval, straight regions or regions that swarms duth basil regions of the regio

There was no idling time for a pary rider on dury, He rode of fifty miles. He rode a splendic horse that was born for a racer and field and lodged like a genteenon. Kept him of his urban speed for ten miles and then he come crashing up to the station where stoed two men holding a fant, impairent steed. The transfer of rider and mell bage was made in the virialing of water aut of sight before the spectator could get hardly a plant of a look."

But so long as the memory of the Old West lives, there will always be the resounding hoofs of the fast horse pounding across the plains. In back are mounted indians. But the pony express rider is pushing his faithful steed to the utmost. And the mails will get through

- THE END -

BLACK JACK

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