

### Chapter 1 : Old Overland Stage Route - California | AllTrails

*The Overland Trail (also known as the Overland Stage Line) was a stagecoach and wagon trail in the American West during the 19th century. While portions of the route had been used by explorers and trappers since the 18th century, the Overland Trail was most heavily used in the 1840s as an alternative route to the Oregon, California, and Mormon.*

Louis, Missouri and San Francisco in 25 days. At the time, it was the largest land-mail contract ever awarded in the United States, requiring mail deliveries year-round. Before then, the fastest service across the continent had been provided by the San Antonio and San Diego Mail Line across approximately 1, miles of desert and mountains between the two points in about 52 days. That service had been organized by James Birch and begun months earlier in July and August, In the midth century, bringing the continent together by stageline from St. Louis to San Francisco with such unheard of speed elicited wonder and excitement and tremendous pride. It bypassed San Diego. The undertaking was enormous. The company had to build or repair roads and bridges, set up and staff about stations, purchase stagecoaches and wagons, as well as buy horses, mules, and feed. Water wells had to be dug and mountain passes cleared. And, there were employees to be hired! Operation of the 2,mile route began on September 15, The mail went through almost without exception in the 25 days required. However, the lack of water and conflicts with native Indian peoples continually plagued the Overland Mail throughout its existence. Twenty-five pounds of baggage were allowed, along with two blankets and a canteen. Stages traveled at breakneck speeds, twenty-four hours a day. There were no overnight hotel stopsâ€”only hurried intervals at stations where the teams were changed. When the San Diego run did not continue to produce the expected revenue, it was halted. Short line stage companies began coordinating service with the Butterfield Stage. For example, passengers traveling on the Butterfield line who wanted to go to San Diego, used a shuttle stage service. While it succeeded in delivering the mail within 10 days time between St. Joseph, Missouri and Sacramento, the company failed to get the U. Congress ordered the southern route discontinued and the service transferred to the central course at the beginning of the Civil War on March 12, The stock and coaches along the southern route were moved north for the new line. It took about three months to transfer them and to build new stations, and to secure hay and grain for the operation of the six-times-a-week mail line. Holladay disliked collaboration and Wells, Fargo became infuriated by his high rates and the poor care of his equipment and animals. Ormsby, The Butterfield Overland Mail: Edited by Lyle H. Wright and Josephine M. Bynum, University of California Press, San Diego State College,

### Chapter 2 : Overland to California: Mark Twain--Last updated 11/10/00

*The Overland Stage to California: Personal Reminiscences and Authentic History of the Great Overland Stage Line and Pony Express from the Missouri River to the Pacific Ocean.*

While portions of the route had been used by explorers and trappers since the 1700s, the Overland Trail was most heavily used in the 1840s as an alternative route to the Oregon, California, and Mormon trails through central Wyoming. Starting from Atchison, Kansas, the trail descended into Colorado before looping back up to southern Wyoming and rejoining the Oregon Trail at Fort Bridger. Wells Fargo was the primary lender to the company and took control when it suffered financial difficulties in 1850. After the southern route was disbanded, the Overland Mail Company moved its operations to the central line between Salt Lake City and Sacramento. In 1857, the C. The Pony Express only lasted a year before the C. P Express went bankrupt and the assets were sold to Ben Holladay. In 1859, Holladay was awarded the Postal Department contract for overland mail service between the end of the western terminus of the railroad in Missouri and Kansas and Salt Lake City. As a result, Native American raids on the trail intensified. The Army and Holladay wanted to find a safer route to the south. Fremont camped near Elk Mountain in 1842 and miners and trappers heading to California used the Cherokee Trail in the late 1840s. Mail service started along the Overland Stage Route on July 1, 1859. Holladay retained the mail contract on the route until 1861, when it was sold to Wells Fargo. Stage operations continued until 1869, when the completion of the Transcontinental Railroad made stage service unnecessary. Over time, increasing emigrant traffic and homesteading in the plains and shifting buffalo herds forced Native American tribes into southern Wyoming and northern Colorado, leading to conflicts on the Overland Trail, especially in the eastern portion along the South Platte River and in the western portion along the Laramie Plains. Attempts to force the Native Americans onto a reservation came to a head during the Colorado War in 1879. Camp Collins, near present-day Fort Collins, Colorado, and Fort Sanders and Fort Halleck in Wyoming were established to protect travelers against Sioux raids on the trail during the 1860s. See Battle of Julesburg. The Pony Express helped define the Overland Trail. At Julesburg, Colorado, the trail splits from the others and continues along the South Platte River. Located near the present day city of Greeley, Latham was an important stage stop and junction joining the Overland Trail and a short spur connecting the trail to Denver and the surrounding mining towns. From Latham the stage route crosses the South Platte to Laporte and strikes the well established Cherokee Trail going north into Wyoming. Fort Halleck was established here in 1862 to protect travelers on the trail. Following the same path as the later transcontinental railroad and modern Interstate 80, the trail crosses the Red Desert and follows Bitter Creek through the present towns of Rock Springs, Point of Rocks, and Green River. Remnants Several modern highways follow the same route as the Overland Trail. Route 34 goes between Fort Morgan and Greeley. North of Fort Collins, U. Route follows the path of the Overland Trail north to Laramie. Remains of stage stops are scattered throughout Wyoming and northern Colorado including well preserved buildings at Virginia Dale, Colorado and Point of Rocks, Wyoming. The trail is occasionally marked with markers and historical signs where the trail crosses a highway. Switchbacks on the route can be clearly seen when on highway 10, just north of the town of Laporte, Colorado, above the present day Forks Lumber company, and portions of the route just east of that spot are well preserved and easily seen although they are crossing through private property. Included is the oldest cabin of Fort Collins "Auntie" Stone, who provided food to Camp Collins post officers and a small hotel and resting spot for Overland Trail passengers.

### Chapter 3 : Overland Trail | Revolv

*The overland stage to California. Personal reminiscences and authentic history of the great Overland Stage Line and Pony Express from the Missouri River to the Pacific Ocean by Root, Frank A ; Connelley, William Elsey,*

These nine divisions were each assigned a Superintendent. He was on the first Butterfield stage that left San Francisco at ten minutes after midnight on September 14, The mail started from St. Louis , Missouri, on September 16, As scheduled, mail started from each end of the 2, mile-long stretch on September 16, The first westbound trip was made in about 24 days. Travelers were in motion day and night, stopping only for meals and to switch out stock or equipment at stations placed from miles apart. On approaching a station, the conductor would blow a horn so fresh mules or horses would be ready and waiting. I find roughing it on the Plains agrees with me. I might say our road was steep, rugged, jagged, rough and mountainous " and then wish for some more expressive words! Our heavy wagon bounded along the crags as if it would be shaken in pieces every minute, and ourselves dis-embowelled on the spot. On one occasion, he was very glad he did, for the harness soon became tangled, the wagon wrecked, and the two lead mules escaped. The wagon driver disentangled the harness and continued the trip with only two mules. Conductors rode alongside drivers on the stages and were in charge of the mail and passengers. The Stagecoaches carried six passengers inside, while the stage celerity wagons often held nine. Each stage carried up to 12, letters. By , the average trip had been reduced to about Only once was a stage attacked by Indians and that was in Apache Pass, February 4, The conductor suffered a bullet wound to his leg. The last Oxbow Route run was made on March 21, However, this success would soon be replaced by the completion of the transcontinental railroad in Click photo for prints and downloads. It continues to stand today as a museum. Nearby at the Warner Springs Ranch, two original adobe buildings also stand. These remnants and numerous historical markers continue to define the old historic trail. Ahnert, updated May, Although there are many government records from to published in Senate Documents by the Postmaster General and reports from newspaper correspondents who were passengers on a Butterfield stage that describe the route and stations, one of the best Ahnert recommends is:

### Chapter 4 : Riding The Overland Stage,

*The Overland Stage to California: Personal Reminiscences and Authentic History of the Great Overland Stage Line and Pony Express From the Missouri River to the Pacific Ocean (Classic Reprint) [Frank A. Root] on calendrierdelascience.com \*FREE\* shipping on qualifying offers.*

THE arrival of the first overland mail at either end of the new route was an important event, and, quite naturally, it was believed to be an occasion worthy of celebration with considerable pomp and ceremony. Joseph there was public speaking, enlivening music by brass bands, and general rejoicing by the masses. Before the final change, making Atchison the headquarters and starting-point for the mail, the road from thence westward intersected the road from St. Joseph. The distance from Atchison due west to Kennekuk, along the "Parallel" road, on which the stages ran, was twenty-four miles, while it was about thirty-five miles by the route laid out from Kennekuk to St. Joseph via Lewis, Troy, and Wathena. That distance saved and the time thereby gained was an important point in its favor, and the facts were so plain that they could not be ignored by the post-office department, and were important points to be considered by the Government in the transportation of the enormous letter mail overland. In due time an order came from the post-office department making Atchison the future starting-point for the overland mail. As might naturally be expected from such an important change, St. Joseph--at that early date having a population two or three times as large as Atchison--made a strong resistance and entered a vigorous protest. All the protesting, however, failed to improve the situation for the Missouri city. The change having been ordered, in due time all matters connected with the important mail route settled down peacefully at Atchison. Of course, the result was of great benefit to Atchison, and, in consequence, renewed life and activity were at once infused into the infant city. Being the starting-point for the daily four- and six-horse Concord overland stage-coaches, with the additional advantage of railway, steamboat and telegraph connections, gave the place 63 The Overland Stage to California. Louis and Memphis southwest in the form of a semicircle, it was the longest, and by all odds the most important, stage line in America, if not on the face of the globe. Including Atchison and Placerville, there were stations, averaging about twelve and one-half miles apart. Transient way fares were from twelve and one-half to fifteen cents a mile. Each passenger was allowed twenty-five pounds of baggage, all excess being charged at the rate of one dollar per pound. This was in the early part of This was for the fare alone; the meals were extra. There was a remarkable similarity in many of the stations built along the Platte on the stage route for a distance of at least miles when the line was put in operation. Most of the buildings were erected by the stage company, and usually they were nearly square, one-story, hewn, cedar-log structures, of one to three rooms. When constructed with only one room, often partitions of muslin were used to separate the kitchen from the dining-room and sleeping apartments. The roof was supported by a log placed across from gable to gable, by which poles were supported for rafters placed as close as they could be put together, side by side. On these were placed some willows, then a layer of hay was spread, and this was covered with earth or sod; and, lastly, a sprinkling of coarse gravel covered all, to keep the earth from being blown off. The logs of which most of the first stations were constructed were pro- The Overland Stage to California. Nearly all the "swing" stations along the Platte--in fact, over the entire line--were similar in construction and closely resembled one another. A number of the "home" stations, however, differed somewhat in several respects, being two or three times larger, and provided with sheds, outbuildings, and a number of other conveniences. The station, stable and outbuildings at old Julesburg were built when that was the point where the through coaches forded the South Platte for Salt Lake and California, going up the Rocky Ridge road along Lodge Pole creek. Besides being the point where the stages on the main line crossed the Platte, it also became an important junction for upwards of four years. At Julesburg--in early staging days one of the most important points along the Platte--were erected the largest buildings of the kind between Fort Kearney and Denver. They were built of cedar logs, hauled from near Cottonwood Springs by oxen, a distance of miles. Most of the stations east of Denver for about a hundred miles were constructed of rough lumber hauled from the mountains down the Platte valley. The buildings were decidedly plain, the the sic boards being of native Colorado pine, nailed on the frame perpendicularly. Only a

few of the stations west of the Big Blue river at Marysville were weather-boarded. With this exception, all were plain log structures between the latter point and Fort Kearney. A station on the line where there was no family living--only a stock tender--was called a "swing" station. The first sod buildings seen on the line were at Fort Kearney, a few having been erected in pioneer overland freighting, pony express and staging days. Strange as it may appear, the stages most of the time con-

-5 The Overland Stage to California. Often passengers overland would be booked several days ahead before they would get a seat. Sometimes it was necessary to run an extra. Notably, this frequently occurred in the spring of , in consequence of the new gold diggings opening up in the Northwest, at Bannock. Time, then, when fortunes were being made so rapidly, was money to the hurried business man. It occasionally happened that a person anxious to get to Denver to attend to some matters of vital importance, or to go to the Bannock mines as quickly as the stage could carry him, would buy a seat belonging to another man and pay a handsome price for it rather than wait several days for his turn. Thus, from twenty-five to fifty dollars extra was sometimes paid to get a person to give up his seat to one whose business was so urgent he must go through on the first stage regardless of the cost. A timid person, on taking a seat inside or even on top of a four-horse or six-horse stage-coach, invariably becomes anxious, and while traveling over a rugged mountain road this anxiety at times is almost fear. Any sensible person who is obliged to ride behind a spirited team in the bands of an inexperienced or careless driver must necessarily undergo the same misgivings. For this reason, it was the aim of the stage officials to employ none but careful, experienced men, and, when possible, only such were selected for the responsible duty of "knight of the reins. Usually they were more exclusive, however, on the stage, than they are on the cars. Often private parties of two, four or six would charter a coach and occupy it all by themselves on the trip. Some of them would have a "high old time. They were usually provided with air pillows, which they would inflate, and thus have a good, soft place on which to lay their heads for a comfortable sleep, when night came on. One only slightly acquainted with that part of the plains over The Overland Stage to California. There can be no doubt that, to a certain extent, it was lonesome. But many of the women--scarce as they were on the overland route --appeared to enjoy themselves occasionally quite as well as many of the men. While neighbors were scarce--the stations being on an average about twelve and one-half miles apart--dances frequently took place at some of the more important or "home" stations, and it was not unusual for some of the women living nearest to ride the distance on horseback or to get on the stage-coach and go from ten to thirty-five miles, dance perhaps the greater part of the night, and ride back home on the next return coach. Sometimes, as I happen to know, they would ride fifty miles each way to and from a dance. This distance would take in most of the women along the line at stations and ranches embracing a territory east and west for about miles, and they would think nothing of it. Strangers along the route dropping in at the station during the dance would often be puzzled--simply amazed--and naturally wonder where all the women came from in such a sparsely settled country. Most of the ladies on the overland route appeared to take great delight in dancing, as it was about their only social enjoyment. They were only too eager and willing to ride the long distance by stage for the opportunity to have a friendly visit with their lady friends and neighbors and, at the same time, spend the night in "tripping the light, fantastic toe. Joseph, in the spring of , was the farthest western line of railway on the continent. The shortest route between the Missouri river and the vast ocean on the west was about miles. The mode of conveyance at that time was by ox, horse and mule team over the plains, across three lofty chains of mountain ranges. Louis, a distance of nearly miles. It took twenty-three days to make the trip. The Start from Atchison. In any event, the trip overland was considered a hazardous one, across the mighty expanse of country, a portion of it beset by savages, and known upwards of half a century ago as the "Great American Desert. In making the run the course of nearly all the winding streams was plainly visible, fringed here and there with miniature forest belts. The rich, dark soil of the Kansas and Nebraska prairies in summer was covered with tall, luxuriant native grass, while the atmosphere in many places was perfumed with a delicate aroma wafted by soft breezes from numerous beautiful wild flowers of various tints. The mail came over the Missouri river on the steam ferry-boat Ida and was taken direct to the post-office, where it remained until loaded on the stage, and was then carried across the plains to California, six times a week. No mail arriving from the East on Monday morning, the coach that left Atchison that morning was in charge of a messenger,

and was called a "messenger coach. Whenever there happened to be an extra-big run of express packages enough to comfortably fill the stage, no passengers were taken on that trip; but it was a very rare occurrence if the express coach left Atchison without at least one or more, and often it carried as many as half a dozen passengers, either for Denver, Salt Lake, or on through to the western terminus. The charges on express matter other than gold dust, coin, or currency, between Atchison and Denver, was at the uniform rate of one dollar per pound. More express matter was carried to Denver, Central City and Black Hawk in than to all other points combined on the main stage line. The main line to the Pacific went a little north of west from Atchison, crossing the Big Blue river at Marysville, miles west; thence continuing 70 The Overland Stage to California. Strange as it appears, that portion of the stage route from Atchison to Denver--like the original southern line from St. To reach the latter, a distance of nearly miles had to be covered--more than half way to the Rockies. Thence the road was almost due west for more than fifty miles to a point a little east of old Julesburg. From Julesburg the route was southwesterly to Denver, nearly miles south of Julesburg, and practically on an air-line due west something less than miles from Atchison. The spot where old Julesburg was situated was always deemed quite a prominent point. Holladay, the New York millionaire. Holladay, from time to time, it appears, had advanced the company large sums of money, and thus came into possession of the line. After reorganizing, the name was changed to the "Overland Stage Line. He bought a large number of the celebrated Concord stage-coaches, and spared no expense in picking up, all over the country, the best horses and mules to be found suitable for the work that was to be done. The most capable and experienced stage men to be found were employed; many new stations were built, to shorten the "drives"; and everything that could be devised was done to facilitate the transportation of the mail, and to make the trip more pleasant for passengers. The Overland Stage to California. A number of them were familiar with almost every mile of the road, and they often told me--especially while on the monotonous route along the south bank of the Platte--that they could make faster time and keep their stock in better condition on the road between Atchison and Fort Kearney than on any other part of the road of equal distance on the long stage line. For a greater part of miles, embracing the eastern division, the line ran through a gently rolling prairie country, while along the Platte for nearly miles, between Fort Kearney and Denver, it was, most of the way, a water grade--practically a dead pull--much more difficult to make the schedule run and at the same time keep the stock in the best condition for staging. One of the main obstacles along the Platte to impede the progress was frequent stretches of sand. The finest stock on the road, if there was any choice, was strung out on the eastern division. Speeding down the Little Blue valley in Nebraska--especially when we were behind time--the passengers on the stage-coach thought that part of the route the easiest riding and pleasantest part of the journey between the Missouri river and the mountains. The country was unsurpassed; the scenery lovely beyond description. Now and then they thought they were making time second only to a veritable lightning express train. The boys would occasionally "let their teams out," and the speed made would fairly astonish some of the passengers who had been occupying seats in the old Concord for more than two weeks--from the western slope of the Sierras to the Missouri valley. While coming in from Denver on one of my trips as messenger, early in the fall of , the distance miles--was covered in five days, eight hours. We came through sixteen hours ahead of schedule time, which was about four and one-half miles an hour, including all stops. The fastest time on any part of that 72 The Overland Stage to California. On the coach were twelve passengers and nearly half a ton of mail and express matter, in addition to the driver and messenger. The time made between those two stations averaged a fraction over sixteen miles an hour.

## Chapter 5 : Stagecoach History: Stage Lines to California

*"The Overland Stage to California" is an entertaining medley of personal reminiscences, border tales, and historical narrative illustrated by hand drawn pictures that ornament the text. The book is the result of great labor and of painstaking effort to get information.*

Travel time from Fort Smith to Memphis was about the same as to St. Management of the route from Fort Smith to Memphis was included in Division 8. However, because of the untamed nature of the Mississippi River and its Arkansas tributaries in those years, the southern route necessarily utilized various alternative routes and methods of travel. From there the route headed overland by stagecoach. When the Arkansas River was high enough, the mail could instead travel from Memphis by steamboat down the Mississippi to the mouth of the Arkansas River, navigate up that river to Little Rock, and on from there by stagecoach. When the Arkansas was too low for steamboat traffic, the Butterfield could take the White River to Clarendon, Arkansas, or Des Arc, Arkansas, before switching to the stagecoaches. Sometimes the entire route across eastern Arkansas would be by stage. When correspondent Ormsby asked one of the stage drivers, "Have you any arms? In October correspondent Farwell was a passenger heading east on a Butterfield stage and wrote the following: Guns and pistols were produced, and we rode all night with them in our hands. They often had window openings, but the western models designed for the rougher conditions had no glass panels. The roof was strong enough to support a metal railing where luggage could be carried. Seats were often provided on the roof. A canvas-covered boot at the back was used for luggage and mailbags. The term "celerity wagon" is sometimes used instead of "stage wagon. They were open on the sides with no doors or windows. Often a canvas top was supported by light uprights. They had canvas or leather curtains fastened to the top that could be rolled down as a barrier to the dust. Although the famous passenger wagon manufacturers Abbot-Downing Co. He stated in the report "The road is stocked with substantially-built Concord spring wagons This, of course was the famous J. Glover left [from Fort Smith] to the direction of El Paso with four of them The stages were manufactured at Concord, New Hampshire, according to directions given by Col. They will accommodate from six to nine passengers One was given by Ormsby: Each one has three seats, which are arranged so that the backs let down and form one bed, capable of accommodating from four to ten persons, according to their size and how they lie. From Memphis [actually Little Rock] and from St. Louis [actually Tipton] to Fort Smith regular stage coaches are used, similar in every respect to those employed in the Atlantic States; but from Fort Smith onwards the vehicles used are not unlike a Jersey wagon, they are of the description known as Celerity wagons, being similar in build to the common Troy coach, and the body is hung upon the same kind of springs [thorough-brace] and in a similar manner. Instead, however, of the heavy wooden top, with iron railing around it, in common use, they have a light canvas covering supported by light uprights, after the manner of a Jersey wagon. The covering affords ample protection against the weather, while it greatly diminishes the weight of the vehicle as well as its liability to upset. Each one had three seats, which are arranged so that the backs let down and form one bed, capable of accommodating from four to ten persons, according to their size, and how they lie. The company has over one hundred of these coaches on the ground, and has been running them regularly and with profitable results, for some time past, upon portions of the route. They were changed frequently, both to avoid fatigue for the stage drivers and to avoid the braking down of the stages. Approximately thirty-four western style J. Abbot mail stagecoaches were used on the settled and partially settled sections of the trail from Tipton, Missouri, to Fort Smith, Arkansas, and from Los Angeles to San Francisco, California. Stagecoach trails had already been established between these points, with a few Butterfield improvements to the trail. Abbot stage celerity wagons, partially designed by John Butterfield, were distributed on the 1,mile trail through the frontier from Fort Smith, Arkansas, to Los Angeles, California. Other wagons[ edit ] Other wagons used by Butterfield were water wagons and freight wagons. Water wagons were an important, but expensive, necessity. In the spring of a new trail was made from the western entrance of Apache Pass and then along an almost straight line to the north end of the Dragoon Mountains. At approximately the midpoint of this new section a station and cistern were constructed. A water wagon was

used to supply the cistern with water from Dos Cabezas Spring, which was now four miles north of the new station. Water wagons were also used to supply unusually long stretches of trail that lacked water sources. A newspaper article tells us of one of these situations: From streams on either side of the Plains the Company supplies water to the stations with regular water trains, fitted up expressly for the purpose. The wagons used for this purpose are constructed of large tin boilers, similar in shape to the boilers of a steamboat, and capable of holding as much water as a team of six mules can draw. This is, of course, a very expensive method of supplying the indispensable element, but, as thus far all efforts to obtain it by boring or otherwise have proved little, the Company must submit to it for the present. Francis River, thence by light vehicles to Des Arcs—thence by Messrs. Mail coaches to Fort Smith where it meets the St. On page one a caption states "Great Overland Mail Stations," and of the forty entries, sixteen are listed as being born in New York State. Correspondent Ormsby reported that: They are most of them from the East, and many, especially of the drivers, from New York state. I found the drivers on the whole line, with but few exceptions, experienced men. Several are a little reckless and too anxious to make fast time, but as a general thing they are very cautious. By most accounts, wild mules were used and some wild mustangs. It is surprising that the use of wild draft animals did not hinder the Overland Mail Company stages from accomplishing its contractual agreed to time schedule. Some coffee was prepared for us, and we were soon ready to start again. This time, after we were all seated in the coach, the horses, which were said to have been always kind and gentle, refused to move. After a great deal of beating, coaxing and a trial of various methods suggested by almost every one present, we were all obliged to get out again, and after a great deal of trouble, the horses were started, but the passengers being out of the coach, the driver was obliged to stop again, and again, after they were in, the horses refused to go. After working with the might and main for some time, they were got off upon a run, and this time they were kept going. As we get further along, however, they are growing tame, and are more easily handled. They had to sleep on the stages. Many correspondents reported humorous stories about their experiences trying to sleep on the Butterfield stages. One of the most common problems was the losing of their hats while sleeping caused by the open-sided stage celerity wagons providing little protection from the wind. Only enough of the stages made it to the central route to operate the line from Salt Lake City, Utah, to western Nevada. The biography of Edwin R. Purple tells of transferring the stages to the central route. At the closing of the line, on the Southern Overland Trail, in March , he was ordered to transfer the stock and stages from Tucson, Arizona, to Los Angeles, California, to supply the central route line, which was to commence operations on July 1, On May 8, , with thirty men, he left Los Angeles and successfully arrived at Salt Lake City on June 16 with eighteen stage wagons and horses. Ahnert with members of the True West Historical Society, it was suggested that many of these original stagecoaches and stage wagons were bought by movie companies in the s through s and used in their movie productions. Many were destroyed in scenes of the stages being attacked. Mail contract from September 16, , on a six-year contract. The first stage going east left San Francisco at ten minutes past midnight on September 14, The mail from San Francisco reached St. Louis in twenty-four days, eighteen hours, and twenty-six minutes. At the start of service, the mail would leave St. The new contract stated the following: The number of the route to be changed to and the service to be recorded in the route register for Missouri. Dinsmore became president after John Butterfield was voted out as president. Butterfield still remained a stockholder. He sent periodic dispatches to the paper describing his journey, including the pickup of passengers outside the Lawrence Livery Stables. He remained a stockholder in the company and attended the meetings with vice-president William B. Dinsmore now elevated to president of the company. The Congressional report shows the modifications to the six-year Butterfield contract ending on September 15, He stated that they had only a secondary role and may have run a "trunk route" off of Butterfield from Los Angeles to San Diego. This three-million-dollar corporation, formed on February 5, , became a new giant with an increased capitalization of ten-million-dollars. Wells, Fargo and Company bought out Ben Holladay and was finally operating as a mail carrying stage company, with their name finally on a transom rail of a stagecoach, on the Central Overland Trail. But the end was in sight, as the construction of the Transcontinental Railroad was nearing completion. Louis, Missouri, March 18, William Buckley was one of the original employees to continue with the company on the Central Overland Trail and took the position of

Superintendent. Cluggage, an Agent in that route and Bolivar Roberts, the Superintendent of the western division on this route, came in a week ago yesterday from Carson, which I noticed in my last letter, and on Friday Edward Fisher, and four other employees in some department, came in from St. They have, whatever else besides, at least made all the necessary arrangements for a vigorous start to the daily mail, and everything will be ready by the first week in July [July 1 was when the line was ordered to start by the new contract] to fulfill the obligations of the million contract. Last evening, profiting by a conversation with Mr. Buckley, I obtained from him a copy of his measurement of the road from Carson to this city [Salt Lake City]. Placerville [California] being the terminus, another miles should be added between that and Carson, as the entire distance of the Butterfield new route. These are the stations now in use and to be continued, from the facilities they afford of proximity to wood, water and feed; but I am informed the Butterfield Company propose erecting intermediate stations every twelve miles, on account of the greater amount of horses required for the accomplishment of the journey within the specified time of sixteen days from St. The contract was given in May and was to start on April 1, , and to end on June 30, The eastern portion of the line was curtailed June 30, The final chapter was closed when the latter part of the line was discontinued Aug.

### Chapter 6 : Ben Holladay | Revolv

*by. frank a. root, messenger in charge of the express, and agent of the post-office department to look after the transportation of the mails over the great stage.*

Twain joined his brother for the trip west. Some contend the young Twain deserted from the Confederate Army to do so. Eleven years later Twain described his journey in the book *Roughing It*. As Twain notes in his preface, " Twain paints a much different picture - passengers crammed together with mailbags, jostled by every bump, breathing dust, and at the mercy of Mother Nature. However, for its time, the stagecoach offered the latest technology in travel, carrying its careening passengers across the Western Plains at speeds greater than any other transport available. Starting Out Twain begins his journey in St. Joseph, Missouri, the starting point for the overland route to Sacramento, California. Twain and his brother Orion discover that passengers are limited to only 25 pounds of baggage. After shedding much of their luggage, the intrepid travelers are on their way across the plains of Kansas. We three were the only passengers this trip. We sat on the back seat, inside. Almost touching our knees, a perpendicular wall of mail matter rose up to the roof. There was a great pile of it strapped on top of the stage, and both the fore and hind boots were full. We changed horses every ten miles, all day long, and fairly flew over the hard, level road. We jumped out and stretched our legs every time the coach stopped, and so the night found us still vivacious and unfatigued. The conductor lays the blame for the mishap on the extra weight of too many mailbags. After throwing half the mail onto the prairie, the stage resumes its journey. We began to get into country, now, threaded here and there with little streams. These had high, steep banks on each side, and every time we flew down one bank and scrambled up the other, our party inside got mixed somewhat. First we would all lie down in a pile at the forward end of the stage, nearly in a sitting posture, and in a second we would shoot to the other end and stand on our heads. And we would sprawl and kick, too, and ward off ends and corners of mail-bags that came lumbering over us and about us; and as the dust rose from the tumult, we would all sneeze in chorus, and the majority of us would grumble, and probably say some hasty thing, like: The pistols and coin soon settled to the bottom, but the pipes, pipe-stems, tobacco, and canteens clattered and floundered after the Dictionary every time it made an assault on us, and aided and abetted the book by spilling tobacco in our eyes, and water down our backs. The way station offers sparse comfort. The roofs, which had no slant to them worth speaking of, were thatched and then sodded or covered with a thick layer of earth, and from this sprang a pretty rank growth of weeds and grass. The buildings consisted of barns, stable-room for twelve or fifteen horses, and a hut for an eating room for passengers. This latter had bunks in it for the station-keeper and a hostler or two. The stage makes a stop at a way station ca. The soldiers riding on top provide protection. You could rest your elbow on its eaves, and you had to bend in order to get in at the door. In place of a window there was a square hole about large enough for a man to crawl through, but this had no glass in it. There was no flooring, but the ground was packed hard. There was no stove, but fire-place served all needful purposes. There were no shelves, no cupboards, no closets. In a corner stood an open sack of flour, and nestling against its base were a couple of black and venerable tin coffee-pots, a tin teapot, a little bag of salt, and a side of bacon. Presently the driver exclaims: Away across the endless dead level of the prairie a black speck appears against the sky, and it is plain that it moves. Well, I should think so! They were dusty and uncombed, hatless, bonnetless and ragged, and they did look so tired! How To Cite This Article: The trip from St. Jo to Sacramento, California could take from 15 to 17 days. The average stagecoach could squeeze passengers into it. They averaged 8 mph over good terrain and horses were changed every 12 to 15 miles. The Pony Express began in and ended in Mail was carried in mile relays from St. The Mormon Trek from the East to Utah began in

**Chapter 7 : The Overland Stage to California**

*The Overland Stage to California. 67 which the stages ran would naturally suppose that living out there in the early '60's was the most lonesome existence imaginable, and that, to a woman especially, it must have been very severe and trying.*

THE value of this book lies in its fidelity--in its strict adherence to truth and its faithfulness to fact. It is, first of all, a historical work, the story of an eye-witness; but in the relation of historical incidents it often touches the story of the romance of the plains. Perhaps its principal mission in the future will be to preserve the real spirit of the first gigantic enterprises of the great West. These enterprises were of much moment in their day, but were only the forerunners of greater things. The vastness of the expanse and the conditions existing upon it made it, necessary to do things on a greater scale than in the settlement and development of any other portion of the continent. It has been said--and truly said--that the conquest of the great western wilderness, many of the events of which are portrayed in this volume, constitutes, the most fascinating romance in all history. Many of these events had their dangers. Sometimes they ended in tragedy, and scenes dark, bloody and pathetic as ever found expression in tale or story. To many a station did the old coaches come down the trail like the wind, sore beset by blood-thirsty savages, who, seeing the prey escape, scattered and vanished across the desert in scurrying dust clouds. Sometimes the driver was dead and the passengers were maimed. More than once the coach was left surrounded by dead and scalped travelers, a ghastly tribute to the cruelty of the savages and the perils of the plains. But the brave pioneers did not falter. They laid strong and deep the foundation of such development and growth of civilization as the world has never before witnessed. Desert wastes and sweeps of blistering sand have been reclaimed and made to bloom as the roses of the valley. Men have dug into the bowels of the great mountain ranges and brought forth a stream of gold that enriches all the nations of the earth. All these things had root in human hearts and human hands. They cost blood and treasure untold. They would have failed of accomplishment but for the courage and loyalty of the men who labored in their day to redeem and subdue the wilderness. Some of them remain with us, and one of them, David Street, speaking of Ben. Holladay, the great overland stage route proprietor, and of the drivers employed by him on the line, in a recent letter pays a timely tribute to those heroes who labored to establish civilization in the Great West: No storms, no dangers could daunt them. I wondered at the time, and have often wondered since, what it was that inspired them. They seemed to possess the spirit that an army does in battle. I have known coaches to come in to the station with the driver dead in the front boot, the mail soaked with his blood. I recall instances where employees traveling with coaches attacked by Indians have kept up a fight for a whole day and part of a night, and, finally, with their dead and wounded on the front wheels of the coach, abandoning everything else, and, under cover of the night, making their escape to the nearest station. I remember well the circumstances of a passenger and express coach attacked by highway robbers, or, as they were called in those days, road-agents. There was some incentive that induced these men to brave all these dangers, and I can liken it to nothing except the spirit that pervades brave men in battle. He wished me to rewrite all the text. This I refused to do, for it would have destroyed the value of the book to a great extent. My work has been that of editor only. Some things have been omitted and others added at my suggestion, and in some instances arrangement has been changed and verification of statements made. Drawings for illustrations have been secured and arrangements for publication effected. My refusal to disturb the text as written by Mr. ROOT has left some repetitions in the book, but these could not be avoided, and they are more than offset by the value retained in the personal narration of a conscientious eye-witness and participant in the stirring events of those heroic days. These repetitions are the result of the manner of Mr. He devoted the spare time of fifteen years to writing it; there are periods of years between some of the chapters. We trust this defect will be found so slight as to prove insignificant. ROOT tells of his work and how he came to write it in the following statement, prepared, in all except the reference personal to myself, at my request: The suggestion did not strike me at all favorably at the time. While I had ridden long distances on the stage-coach, aggregating many thousands of miles, between the Missouri river and the Rocky Mountains, I had some hesitancy, and felt that I was in no way equal to the

important literary task of writing the proposed book. Some of the ideas advanced by them, in due time, set me to investigating; I spent some time thinking the matter over. I thought, as a new generation had come into the world since the telegraph had taken the place of the pony express and the overland California stage had yielded to the fast railway train, that a book at this time, detailing some of the events as they actually occurred in those early days--much of which would be new to a great majority of the people--might be read with some interest, not only by the rising generation, but viii Preface certainly by a goodly number of those who were in some way familiar with portions of the overland route. The Indian, the buffalo and other denizens of the prairies and plains have passed away, and much remains to be said of them that is instructive and interesting. I made copious notes at odd times, and at leisure hours began writing them out. Afterwards I met on the street in Topeka and talked a few minutes with my old friend, the late ex-Senator Ingalls, whom I first saw in the spring of and had known quite intimately since I always felt free to talk with him. We were boys together in early Kansas days at Atchison, when I was an employee on the old stage line, and also when I was foreman in the office of the Atchison Champion, working a while for him when he was one of its editors and lessees. He congratulated me upon having undertaken the task of writing my experiences as messenger on the great stage line and in the service of the Government on the plains in charge of the overland California mail. A number of times I thought seriously of abandoning the work. Few can have the remotest idea of the labor it has cost me. It has been a task, and a severe one. At odd hours and leisure days, it has cost me fifteen years of work. During that time I have seen and talked with hundreds of men on the subject, and I have been obliged to write not only scores but hundreds of letters to parties scattered throughout the country requesting information, with which to verify certain facts concerning which I felt there might be the least doubt. In a great many instances I have had to write from three to six letters before I could even get a reply. Others to whom I have written a number of times--and who I am certain could have given much timely information--have failed to answer a single inquiry. A number whom I addressed and who could have assisted me never answered, and they are now, I regret to learn, sleeping the sleep that knows no waking. Others have been only too willing to comply with each and every request I have made for data. They have rendered valuable assistance. But, in spite of all this, had I realized at the beginning the large amount of work to be done, the almost endless task of finding photographs for illustrations, and the thousand and one other things that have helped to impede the work, the probability is that I never would have begun it. He looked over my manuscript, and was at once convinced that I had the material for an interesting volume. Connelley is a historian, a profound student, a man of deep research and vast information, a vigorous, pleasing, conscientious and fearless writer. He has already written several good books, and is working, at great disadvantage, but with Acknowledgments. It is our design to write a complete record of the route from Denver to Placerville, and make of it a second volume. This we hope to do at an early day, much of the material for the second volume having been already secured. WE are under many obligations to Hon. And if this work proves of the historical value we anticipate, the country at large will owe a debt of gratitude to the public spirit of Mr. Morgan, for he very generously assumed a portion of the financial risk of the book. The facilities of his great State Printing House were placed at our disposal for the purpose of making the mechanical work on the book all it should be. The result is the elegant volume we now present to the public. The foreman of the house, Mr. BROWN, has assisted us greatly, his long experience in book-making enabling him to make the best possible disposition of illustrations and other perplexing typographical features. We also acknowledge our obligations to Mr. Most of the drawings for the illustrations, and the cover design, were made by Mr. Bolmar, an early citizen of Kansas and long a resident of Shawnee county. The excellence of the drawings is the result of conscientious hard work. Bolmar is a young artist of exceptional ability; he was born in Topeka, and is on the staff of the Kansas State Journal, Topeka. Sydenham, of Kearney, Neb. That their work is of a very superior character the fine engravings clearly show. While making the x Acknowledgments. The map is an excellent piece of drawing, executed by Mr. At odd hours, it required weeks of labor. A very valuable feature of the map is that it shows the Mormon route of and the old Santa Fe trail. These gentlemen, one and all, were our associates in bringing out this book, and we desire to express our appreciation of their patience, kindness, courtesy, and generous cooperation. The authors are under obligations for valuable information to Mr. Lowe, of Leavenworth, Kan. Whitney; "Buffalo Land," by

Dr. Webb; the "History of Colorado," by Hon. Coe and Jerome C. Smiley, editors; "Autobiography of Buffalo Bill," by Col. Cody; "Echoes from the Rocky Mountains," by Hon. Sterling Morton, Nebraska City, Neb. Kinney, Clem Rohr, the late J. Clark, Fancy Creek, Kan. Wilkinson, and John P. McChesney, Kansas City, Mo. Emery and his widow, Mrs. Mary Emery, Beatrice, Neb. Armstrong, Cripple Creek, Colo. Pollinger, Twin Bridges, Mont.

### Chapter 8 : Butterfield Overland Mail

*"Riding The Overland Stage, ," EyeWitness to History, calendrierdelascience.com (). Twain's ticket from St. Jo. to Carson City cost \$, equivalent to approximately \$ in today's dollars.*

Twain joined his brother for the trip west. Some have said that the young Mark deserted from the Confederate Army to do so. Eleven years later Twain described his journey in the book *Roughing It*. As Twain notes in his preface, " Twain paints a much different picture - passengers crammed together with mailbags, jostled by every bump, breathing dust, and at the mercy of Mother Nature. However, for its time, the stagecoach offered the latest technology in travel, carrying its careening passengers across the Western Plains at speeds greater than any other transport available. Twain begins his journey in St. Joseph, Missouri, the starting point for the overland route to Sacramento, California. Twain and his brother Orion discover that passengers are limited to only 25 pounds of baggage. After shedding much of their luggage, the intrepid travelers are on their way across the plains of Kansas. We three were the only passengers this trip. We sat on the back seat, inside. Almost touching our knees, a perpendicular wall of mail matter rose up to the roof. There was a great pile of it trapped on top of the stage, and both the fore and hind boots were full. We changed horses every ten miles, all day long, and fairly flew over the hard, level road. We jumped out and stretched our legs every time the coach stopped, and so the night found us still vivacious and unfatigued. The conductor lays the blame for the mishap on the extra weight of too many mailbags. After throwing half the mail onto the prairie, the stage resumes its journey. We began to get into country, now, threaded here and there with little streams. These had high, steep banks on each side, and every time we flew down one bank and scrambled up the other, our party inside got mixed somewhat. First we would all lie down in a pile at the forward end of the stage, nearly in a sitting posture, and in a second we would shoot to the other end and stand on our heads. And we would sprawl and kick, too, and ward off ends and corners of mail-bags that came lumbering over us and about us; and as the dust rose from the tumult, we would all sneeze in chorus, and the majority of us would grumble, and probably say some hasty thing, like: The pistols and coin soon settled to the bottom, but the pipes, pipe-stems, tobacco, and canteens clattered and floundered after the Dictionary every time it made an assault on us, and aided and abetted the book by spilling tobacco in our eyes, and water down our backs. The way station offers sparse comfort. The buildings consisted of barns, stable-room for twelve or fifteen horses, and a hut for an eating room for passengers. This latter had bunks in it for the station-keeper and a hostler or two. You could rest your elbow on its eaves, and you had to bend in order to get in at the door. In place of a window there was a square hole about large enough for a man to crawl through, but this had no glass in it. There was no flooring, but the ground was packed hard. There was no stove, but fire-place served all needful purposes. There were no shelves, no cupboards, no closets. In a corner stood an open sack of flour, and nestling against its base were a couple of black and venerable tin coffee-pots, a tin teapot, a little bag of salt, and a side of bacon.

### Chapter 9 : Overland Trail - Wikipedia

*"Overland to California: " Mark Twain's Travel by Coach Along the Overland Trail. Mark Twain rode the Overland Stage from St. Joseph, Missouri to California in , the year Mark Twain's brother, Orion Clemens, was named Secretary of Nevada Territory.*