

# Bibliography

## Primary Sources

### Books

Mossman, Isaac Van Dorsey. A Pony Expressman's Recollections. New York: Champoeg Press, 1955.

This book was originally published under the title Crossing the Plains in 1901. It is about a Pony Express rider telling a reporter about what they went through, their troubles and of course his own personal stories.

Root, Frank A. and William Connelley. 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. Topeka: Published by the Authors, 1901

This was a book that was written by two people interviewing different station keepers and riders that worked in the Pony Express. It really focused on how dangerous being a station keeper was.

Twain, Mark. Roughing It. New York: Hippocrene Books, 1872. 19-81

This book was about Mark Twain moving west with his brother and trying many different jobs. He saw a "Pony Rider" (which is what he called them) from his stage coach. I got the idea to use Mark Twain as a character and originally I had a quote from this book but I cut it to save time.

### Magazines

"Continental Telegraph." Scientific American. 5 July 1862

At the time this article was written, the transcontinental telegraph was complete and the government was starting to work on the railroad. The paper said that the telegraph in 1860 was on either side of the country but nothing in between. The newspaper said the Pony Express connected the two sides and why they worked together. This showed me that these two major companies were working together to help the country communicate.

“Stamped Envelopes: Their Manufacture in this City.” Scientific American. 6 July 1961.

This source told me what the different stamps looked like, how they made them, and how much they cost. It described in detail what the Pony Express stamps looked like.

## **Newspapers**

“Arrangements Completed: The Time Table.” New York Times 3 Apr.1860.

This newspaper article told what times the Pony Express should arrive in each station, and about how long the Pony Express should take between each station. This source helped me understand my topic because it showed in detail that the Pony Express was the quickest mail route of its time and I could compare this to the speed of other routes.

“Arrival of the Overland Mail.” New York Times 6 Apr.1860.

This newspaper article said that the Express brought \$16,000 and newspapers dated back to the 17th of March. This made me realize that money also needed to be transported and the Pony Express carried it as well as news and letters.

“Arrival of the Pike’s Peak Mail.” New York Times 16 Mar.1860.

This newspaper article told me that a number of riders and agents with their ponies were arriving in St. Joseph to make preparations. In my opinion a man against the Pony Express wrote this because he calls what the men are doing unnecessary and says that they are in the way and should leave. I was surprised to find this man was against the Pony Express, considering he was from there, because most people were saying that the Express would help St. Joseph.

“California Pony Express: Departure of the First Dispatch.” New York Times 5 Apr.1860.

This newspaper article said that the first run was delayed. The messenger missed his train in New York because throngs of people crowded around him. This showed me that the Pony Express was very popular and the people were very enthusiastic about it.

“California Pony Express: The Tariff for Messages.” New York Times 2 Apr.1860.

This newspaper article told the people about the schedules and routes for the Pony Express. It told why they were going to go through certain parts of the land.

It said that they were going to stop at Fort Bridger and Fort Kearney and at 42 cities on the route. This shows how organized and reliable the men running the Pony Express were. I quoted parts of this article in my script.

“Central Overland Mail: Later from Salt Lake City and Pike’s Peak.” New York Times 13 Apr. 1860.

This notice was about a gold rush. It said that the miners were finding tons of gold. It also said that the Pony Express was carrying \$10,000 of gold on every run it made. At one point I wanted to use this in my performance to explain that the miners wanted to send the gold back and they enjoyed this quicker route.

“From Our Own Correspondent (California).” New York Times 23 Apr. 1860.

The Pony Express delivered this stock market report on the prices of alcohol, beef, pork, and flour in San Francisco. This information on agriculture was important news and the Pony Express delivered it in the East.

“From Utah.” New York Times. 17 Apr. 1860.

This told about a man who was a friend of Russell’s. He said that the Pony Express delivered a letter for him on a test run. The letter took 14 days which was a success to Russell.

“New Route to California.” New York Times 28 Mar. 1860.

This article told what was going to be carried by the Pony Express and how much it would cost to ship a letter on the Pony Express route.

“News by Telegraph.” New York Times 16 Apr. 1860.

This one talked about a rider coming in with newspapers from the west. The rider left the station late due to a telegraph breakdown. This was the second article that told me about the telegraph breaking down and got me wondering if that happened often.

“News by Telegraph: The California Pony Express.” New York Times 14 Apr. 1860.

This newspaper article told that when the Pony Express was receiving a telegraph to be included in the mochila (mail pouch) a wire broke and the

message was lost. This made me think “Why was the Pony Express blamed for being late sometimes?” The Pony Express was in the end replaced by the telegraph. This was interesting because the telegraph was less reliable. This was the second time the Pony Express was delayed because of the telegraph. This could also have been a reason for the end of the Pony Express.

“News by Telegraph: Additional from California.” New York Times 17 Apr. 1860.

This newspaper article told about what was in that day’s mail. It included gold, personal letters and a magazine about the happenings in the West. It is very interesting to see the variety of mail the express delivered compared to the other mail systems. For example, the steamer carried letters, the stage carried packages and gold, the Jackass mail carried letters and gold, and the telegraph sent messages only. The Pony Express delivered all of this different mail.

“News of the Day.” New York Times 16 Apr. 1860.

This talked about two close families, one in California and the other in New York, discussing ideas and business dealings. It said that the Pony Express helped them communicate with each other.

“News of the Day.” New York Times 21 Apr. 1860.

This told me how 50 people a day went to the Washoe silver mines from San Francisco after reading about the gold rush in the news delivered from the Pony Express.

## Secondary Sources

### Books

Anderson, Peter. The Pony Express. New York: Children's Press, 1996.

This book had many pictures and was one of the many preliminary research books of general information.

Andreas, Dan. Pony Express! New York: Scholastic Inc., 1996.

This book was one of the many preliminary research books of general information on the Pony Express.

Brill, Marlene Targ. Bronco Charlie and the Pony Express. Minneapolis: Carolrhoda Books Inc., 2004.

This book told about how the Pony Express linked the west coast and the east coast in communication. It also told about Bronco Charlie, a rider, and his contributions. Bronco Charlie was at first not a rider but when a man was killed by Indians he had his chance to become a rider.

Carter, Robert A. Buffalo Bill Cody. New York: John Wiley and Sons, Inc., 2000.

Just as the other Buffalo Bill Cody stories, this book told of his great contributions and experiences as a Pony Express rider. It was amazing that he was only thirteen years old when he made his first ride. He also escaped from robbers many times during his different runs. This is significant because it shows that the Pony Express was the safest mail in the west.

Chapman, Arthur. The Pony Express. New York: A.L. Burt Company, 1932

This book was on the special issues that led up to the Pony Express and was the first time Senator William Gwin was mentioned and I got the idea that Russell should have an interview with him. It said that Russell and Gwin did have a short meeting in which they agreed the Pony Express was a good idea.

Corbett, Christopher. Orphans Preferred. New York: Broadway Books, 2003.

This book was one of the best secondary sources because of the great information and extensive bibliographies. They also were easy to read and understand but still giving excellent information with primary quotes and articles to back up their information.

Dicerto, Joseph J. The Pony Express. New York: Franklin Watts, 1989.

This book was more of an overview; however it did mention some pretty specific facts about the transcontinental telegraph and the railroad. It explained how the PE went out of business because of them.

Driggs, Howard R. The Pony Express Goes Through. New York: Fredrick A. Stoke's Company, 1935.

This book was about the Pony Express going through the Rocky Mountains and the desert. One reason the Rocky Mountains were one of the hardest places on the trail was the risk of buffalo stampedes. Thankfully no rider was lost to this danger.

Ellis, Jerry. Bareback. New York: Dell Publishing, 1993.

This book was written by a man who traveled on the Pony Express trail in a covered wagon in modern day and talked about his troubles.

Geis, Jacqueline. The First Ride: Blazing the Trail for the Pony Express. Tennessee: Ideals Children's Books, 1994.

This book basically told the outline of the Pony Express, and focused on the first run by Johnny Fry.

Glass, Andrew. The Sweetwater Run. New York: Dell Publishing, 1996.

This book was on Buffalo Bill and how he played an important role as a rider and as a station keeper. This source also gave me my first insight to how young the riders were. I was shocked that when he was only 13 Bill became the youngest rider in the Pony Express.

Godfrey, Anthony and Roy Webb. Pony Express. Las Vegas: KC Publications, 1994.

This book had dozens of quotes some of which are in my script. It also showed how the PE trail is kept alive and showed maps of where everything is today. It had beautiful pictures of the scenery. It told me in detail about all the different express systems that were all around the world at that time.

Goodman, Julia Cody. Buffalo Bill: King of the Old West. New York: Library Publishers, 1955.

This book by Buffalo Bill's daughter and told of Cody's life from the time he was a young man and explained the excitement he had as a rider for the Pony Express. It also told me that when he was carrying gold, robbers tried to rob him and he tricked them and got away without firing a shot.

Gregory, Kristiana. Jimmy Spoon and the Pony Express. New York: Scholastic, 1994.

This is a fictional story about a young man who wants to start a life of fame by riding in the Pony Express. It was interesting how this book said they hired riders. It said that they had a rodeo and whoever stayed on a bucking bronco long enough might be hired for the Pony Express. It said that Russell, Majors and Waddell had to single out less than a hundred men from a couple thousand.

Harness, Cheryl. They're Off: The Story of the Pony Express. New York: Simon and Schuster Books, 1996

This book had great information on the route, the stations, and the most famous runs. For example it had the times of the first run and told how after starting more than three hours late the Pony Express finished early. This helped me understand how the riders became famous.

Keoll, Steven. Pony Express! New York: Scholastic, 1996.

This was a specific book on the Pony Express. It gave me details on the stations, what the men did there, what they ate, and how they were sometimes at risk. It was kind of gross to learn that they had to eat hardtack that wasn't being used in the Civil War. This was when it was 1861 and the Civil War had started. Before that they baked bread in small rock ovens.

Linde, Laurel van Der. The Pony Express. New York: New Discovery Books, 1993.

This was a specific book on the Pony Express and had several good pages of information. It especially focused in on the riders' views and the happenings at the stations.

Settle, Raymond W. Saddles and Spurs. Nebraska: Bison Books, 1955

This book was very well researched and had a detailed story of the Pony Express and how it played such a key role. It had an extensive bibliography of

sources, many of which I tried to find in the National Archives and Records Administration.

Smith, Waddell F. The Story of the Pony Express. San Francisco: Hesperian House, 1960.

This was a detailed book on the Pony Express. It had many photographs and drawings, which came in handy for getting ideas for my costumes.

Stewart, James. California and Pony Express Trails. U.S. Department of the Interior, 1987.

This was a map I found in the University of Washington Suzzallo Library, in the Government Publications section. It helped to show how big the route was and I thought about using it in my performance.

United States Postal Service. The Saga of the Pony Express 1860-1861. Washington: GPO, 1983.

This was a pamphlet I found in the government records in Suzzallo Library at the University of Washington. It detailed the Pony Express and the other mail services of the time. It listed the most prominent men in the Pony Express.

Walker, Paul Robert. True Tales of the Wild West. Washington D.C.: National Geographic Society, 2002.

This book focused on the development of the west. It helped me understand other events that were significant to the West.

West, Tom. Heroes on Horseback. New York: Four Winds Press, 1969.

This book talked about Alexander Todd who developed the “Jackass” Mail. It helped me understand about other mail routes of the time.

## **Interviews**

Carpenter, Larry. E-mail interview with the author. 1 Mar. 2005 and on going.

Mr. Carpenter helped me clear up some issues on the rider’s weapons. Some sources had told me the riders carried a pistol and a rifle and others said they didn’t at all. Mr. Carpenter told me they did carry a navy colt pistol and a rifle but

it was discarded later. He also told me how the Pony Express contributed to creating a working mail route. He said that there were many stations on the route and he told me how each one functioned properly. This helped with the communication routes part of my thesis.

Crews, Tom. E-mail interview with author. 23 Feb. 2005.

Tom Crews also helped me with my question about the weapons and told me about how the telegraph made such a big contribution to the PE going out of business. He also told me specifically about how Russell was caught for embezzlement.

## **Magazines**

“Adams Express.” Harper’s New Monthly Magazine Aug. 1875.

This was an article about Adam’s Express and it was interesting how the Pony Express was different in so many ways. For instance the Pony Express riders rode one at a time while Adam’s Express ran in groups of two. Another was that the Pony Express carried the mail on their saddles in a mochila and the Adams Express riders had wooden boxes strapped to their backs with the mail inside.

“An American Enterprise.” Harper’s New Monthly Magazine Nov. 1875: 314-326.

This newspaper article told me about William F. Harnden and James W. Whale who established an express to go by a steamer and that would meet the Adam’s Express who would finish taking it the rest of the way to California. This gave me another view of mail at this time. However it was not exactly significant to the Pony Express because it was not in operation very long. They also had certain money issues.

Baily, W.F. “Pony Express” The Century Illustrated Monthly Magazine, Oct. 1898.

This newspaper article had some specific points in Pony Express history. It told the cities and forts the route passed through. They carried letters from as far away as London to British Columbia, the Pacific Mexican Ports, the Sandwich Islands and China, Japan, other parts of Asia, and India. It told about the friendship between rival businesses. For instance, when a Pony Express rider broke his leg, a passing stage coach driver rode the rest of the way for the injured rider. This was an excellent source that greatly helped with my project.

“How California Came into the Union.” The Century Illustrated Monthly Magazine Oct. 1890: 775-792.

This article told me about the long process it took to get California in the Union: first, how the Californians had to fight Santa Ana to win independence and then fight with the North and the South to choose to be a slave or non-slave state. The Pony Express helped the state to choose to be a free state and stay in the Union when the Civil War broke out.

How We Get Our News.” Harper’s New Monthly Magazine May 1867: 511-522.

This magazine told of how California received its news before the Pony Express. It helped me to understand that the Pony Express was superior to any other mail routes.

## **Video**

Pony Express. Dir. Christopher Lewis. Good Times Home Video, 1997.

This is a movie about the Pony Express by the NPEA (National Pony Express Association) that told of the latest news and how they are keeping the Pony Express idea alive. It also told that it was the only route able to be traveled in the winter, even though they still had troubles. It also told me about all the Indian problems. Later, I was able to contact Larry Carpenter who works in the NPEA.

## **Websites**

California History On-Line. California Historical Society. 2005.  
<http://www.californiahistory.net/>

This website gave me opposing views. It said that the Pony Express was obsolete and not significant to history. They said the day the telegraph was set up the Pony Express went out of business. However the majority of my reading says that this was not true. This is very interesting because as I say in my performance there were several reasons why the Californians wanted the Pony Express.

Pony Express. City of St. Joseph, Missouri. 2004  
<http://www.ci.st-joseph.mo.us/history/ponyexpress.asp>

This told about how big the firm of Russell, Majors and Waddell was and that a man named Major Jeff Thomson who predicted all my points in my performance in a speech at the first run.

Crews, Tom. XP Pony Express Home Station. Feb. 2005.  
<http://www.xphomestation.com/bunkhouse.html>

This huge website had lots of pages packed with information on the Pony Express. There was a large page on the history of the Express, and there was a page on all the different post-horse mails over the entire world. It included a link to talk with Tom Crews himself and that is how I decided to ask him for an interview.

Demographic Research. State of California, Department of Finance. 2005.  
<http://www.dof.ca.gov/HTML/DEMOGRAP/CALHIST>

This is a government website where I checked to find if the population had increased after the Pony Express began operation. This information supports my thesis that the Pony Express broke the communication isolation so that more people would want to move there.

History of the U.S. Postal Service 1775-1993: The Postal Role in US Development.  
United States Postal Service. 2005. <http://www.usps.com/history/his2.htm>

This website had a very interesting section on the government mail service and the different methods systems they tried. It helped me see another view point and compare different mail systems.

Pony Express: a kansas portrait. Kansas State Historical Society. 2005.  
[http://www.kshs.org/portraits/pony\\_express.htm](http://www.kshs.org/portraits/pony_express.htm)

This was a website with basic information but had more information on how it related to Kansas.

Pony Express History. Pony Express Museum, St. Joseph, MO. 2005.  
<http://www.ponyexpress.org/index.htm>

This web site gave information about the St. Joseph museum. This is one of the best museums on the Pony Express.

Pony Express Information. American West. 2005.  
<http://.americanwest.com/trails/pages/ponyexp1.htm>

This was a website on the west and even though it only had a small general section directly on the PE it gave me insight to the other mail routes and

happenings in the west. It also gave me a link to a Wells Fargo site that gave me some opposing views.

Pony Express. Virtual Museum of the City of San Francisco. 2005.  
<http://www.sfmuseum.org/hist1/pexpress.html>

This website helped me understand how the owners chose their men carefully and that they were very strict on how long they took.