



TWENTIETH CENTURY PROBLEMS—Buffalo Bill and Wild Bill Hickock fought Indians and bad weather when they rode the Pony Express a century ago. But a modern reenactment of the short-lived mail service faces a much different problem — traffic. Seventy-five riders and 50 horses are reenacting the Pony Express race to the West. The map indicates the 2,000-mile route from St. Joseph, Mo., to Sacramento, Calif. —(UPI Telephoto)

20th Century Pony Express Riders Facing Traffic Menace Instead of Indian Arrows

St. Joseph, Mo. —(UPI)— Buffalo Bill and Wild Bill Hickock fought Indians and bad weather when they rode the famous Pony Express a century ago. But a modern reenactment of the short-lived mail service faces a much different problem — traffic.

Bad weather may still be around, and a few "Indians" plan some raids. But it's because of highway hazards that the 1960 trip from St. Joseph to Sacramento, Calif., might not be as safe as the Pony Express was 100 years ago.

That's the opinion of Roy E. Coy, chairman of the Civic Centennial Pony Express Committee here. The committee is heading up the anniversary celebration of the opening of the immortal route to California.

On Sunday, April 3 — 100 years to the day that service was started — 75 riders and 50 horses started a reenactment of the Pony Express race to the West.

They'll ride in one-mile relays carrying messages and possibly U.S. mail for the West Coast. And behind will be trucks carrying supplies and the reserve horses.

The big problem, says Coy, will be the heavy traffic on the highways to be traveled. Another stumbling block will be lack of wide shoulders along some of the roads.

All Stops Pulled

The famous mail service, which was put into operation to show that the central was better than the southern route to the West Coast, originated at this western Missouri city. The western terminal was Sacramento.

So St. Joseph pulled out all stops for the centennial observance April 2-3. The first day St. Joseph staged a Pony Express parade followed by an afternoon of Indian dancing, singing and open house at the Pony Express and St. Joseph Museums. That night a Pony Express Queen was crowned.

On April 3 there were religious services at which those riding in the reenactment were given small pocket Bibles, just as the original riders of the Pony Express received Bibles.

Governors James T. Blair Jr. of Missouri and George Docking of Kansas were on hand for talks at a Chuck Wagon Luncheon before the 20th Century ride of the Pony Express began.

The centennial group will go at a gallop, but not at the breakneck speed of the old days. The 1960 riders hope to reach Salt Lake City in about seven days. It took the first riders five days to reach there.

Fits Over Saddle

At Salt Lake City, the west-bound riders will be met by riders from the Western Historical Society of Culver City, Calif., who will take the mochila (mo-kee-luh) on to Sacramento and then San Francisco. The mochila is a four-pocket leather cover which fits over the saddle and in which the expensive letters of the Pony Express were stored.

Cost of sending mail on the Pony Express was \$5 a half ounce, later changed to \$1 an ounce. The riders, who averaged about 18 years of age, never carried more than 20 pounds of mail at a time.

At the same time the Pony Express left St. Joseph, the Missouri National Guard sent a jet plane roaring along the route to Salt Lake City, where it was met by the California Air Guard.

The Pony Express was a private enterprise and was not operated by the government, as many people believe. It went out of business Oct. 24, 1861 after telegraph lines linked the nation from coast to coast.

Many Riders

Among the many riders of the Pony Express were Wild Bill (James B.) Hickock and William F. (Buffalo Bill) Cody. Names of some of the other riders included "Black Tom," "Irish Jim," "Little Yank" and "Tough" Littleton.

Billy Richardson is believed to have been the first rider out of St. Joseph. The first rider from California, who also left on April 3, 1860, is believed to have been Harry Roff. But verification as to who actually were the first riders is impossible.

The riders each went about 75 miles, changing horses at way stations every 10 to 15 miles. Their pay was \$100 to \$150 a month, considered high for the time. The mail was lost only once in the 650,000 miles covered during the Pony Express history.

The Pony Express was started by Alexander Majors, William H. Russell and William B. Waddell, who operated a stage coach and freight line called the Central Overland California and Pike's Peak Express Co. The Pony Express became a subsidiary of the line.

Majors, Russell and Waddell hoped to get a coveted mail contract from the government for taking letters to the West Coast over the shorter, but mountainous central route. The contract was held by the Overland Mail Co., of which Wells-Fargo and the John Butterfield interests were part owners. The Overland Mail Co. used the longer southern route.

1,000 Miles Further

The Pony Express rushed mail through wind, weather and Indian menace to the West Coast in 10 days, later in eight or nine days. The southern route was a thousand miles further.

But Majors, Russell and Waddell lost out. The government became convinced, because of the crisis of the Civil War, it should use the central route, but continued its contract with the Overland Mail Co.

So the Overland firm took over the Pony Express route in the spring of 1861, but gave it up the following fall — a victim of the telegraph lines.

Nixon-Rockefeller Ticket Said Dream

Salem—(UPI)—Gov. Mark Hatfield says that a Nixon-Rockefeller ticket in November is a nice dream but he doubts seriously if it will materialize.

Hatfield said that if New York Gov. Nelson Rockefeller is drafted for the vice presidency at the GOP convention in Chicago next July, he expects Rockefeller will not accept.

Hatfield said Vice President Richard Nixon's running mate probably will be someone from the Midwest such as Secretary of Interior Fred Stratton, Gov. William G. Stratton of Illinois or Sen. Everett Dirksen (R-Ill.).

Chicago Police File Filled With Data on Unsolved Murders

Chicago—(UPI)—The olive drab metal cabinet on the third floor of Chicago's central police headquarters rarely needs dusting. It is used so often.

It is filled with manila folders holding data on Chicago's unsolved murders—942 gang killings since 1919, assorted additional murders and, within the past five years, three of the nation's most spectacular multiple-death crimes.

Latest of the multiple killings involved three suburban Riverside matrons, Mrs. Lillian Oetting, Mrs. Frances Murphy and Mrs. Mildred Lindquist. The women's beaten bodies were found at Starved Rock State Park, 100 miles southwest of Chicago.

May Not Be Solved

Officially, Chicago police have not entered the Starved Rock case. They have, however, volunteered any assistance if asked.

The Starved Rock case, three weeks old today, thus appeared to be heading for the unsolved list.

Beside it, in Chicago area

MAIL TRIBUNE, Medford, Or. Thursday, April 7, 1960 c 5

yet, however, all objects turned up at the scene belonged to the women.

At the scene of the Schuessler-Peterson boys murder, there were even fewer objects.

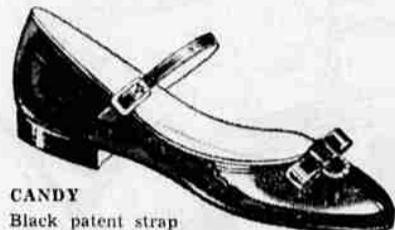
At the scene of the Grimes deaths, too, no major clues were found.

In each of the cases, police had yet to definitely state how many persons were involved with the deaths.

The gangland slayings appear to be almost another matter entirely. Police rarely discuss clues, if any, in those

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What Is The Law?

This column is prepared as a public service by the College of Law, Willamette University, Salem, to explain basic legal principles, not to provide legal advice. The reader is cautioned not to apply these cases to his own problems without an attorney's advice, for differing facts may change the outcome.

Reward Offers Bind Advertisers

Richard Roe was last seen on the evening of March 24; his body was found on April 12 in the river about two miles from the city. An inquest was held. Pete Pan, who had been with Richard on the night that he was believed to have been murdered, was questioned before the magistrate; but he did not then give information about the offender.

On April 25, Dan Roe, the brother of the deceased, issued a handbill stating that whoever would give information leading to the discovery of the murderer of Richard Roe would, on conviction of such person, receive a reward of \$100. That information was to be given, and application for the reward was to be given to Dan Roe.

the offender. The Court said that Pete's motives were immaterial.

In a later English case, the defendant, a seller of a medical preparation called the "Carbolic Smoke Ball," published an advertisement promising to pay a certain sum to anyone who should use his product according to directions and thereafter catch the influenza. The plaintiff had followed the directions and caught the influenza.

Said Not Notified

The defendant argued that the plaintiff had not notified him that she accepted his offer and, further, that her motive in using the product was to gain immunity from influenza and not to get the reward.

The plaintiff recovered the reward. The Court stated that the plaintiff's motive was not material; and, further, that an advertised offer of that kind must be read with common sense and that anyone accepting its conditions cannot be expected to send written notification.

Severely Beaten

Soon after his Pete Pan was severely beaten and bruised; and, on Aug. 23, believing that he had not long to live and to ease his conscience, he made a voluntary statement containing information which led to the conviction of the murderer. Pete recovered from the beating and now sues Dan Roe for the \$100 reward. Dan argued that Pete could not recover the reward because he was not induced by it to reveal the murderer.

The case, decided in England in 1833, held that Pete could recover the reward because the advertisement amounted to a general promise to give a sum of money to any person giving information leading to the discovery of

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