

CATALOGUE...

WELLS, FARGO  
... AND ...  
COMPANY.....

HISTORICAL EXHIBIT, ETC.



AT THE.....

1893.....  
WORLD'S ———  
COLUMBIAN EXPOSITION

CHICAGO, ILLINOIS, U. S. A.

AND ACROSS



THE SEAS.

# WELLS, FARGO & COMPANY,

Organized 1852.

EXPRESS AND BANKING.

Incorporated 1866.

---

Cash Capital and Surplus, \$6,250,000.

---

## OFFICIAL DIRECTORY.

JOHN J. VALENTINE, PRESIDENT, San Francisco.

FIRST VICE-PRESIDENT,	W. F. GOAD,	SAN FRANCISCO.
SECOND VICE-PRESIDENT,	DUDLEY EVANS,	NEW YORK.
SECRETARY,	JAMES HERON,	SAN FRANCISCO.
ASSISTANT SECRETARY,	H. B. PARSONS,	NEW YORK.
TREASURER,	H. WADSWORTH,	SAN FRANCISCO.

---

## WELLS, FARGO & CO'S BANK.

HOMER S. KING, MANAGER, San Francisco.

### AGENCIES.

SAN FRANCISCO, CAL.	H. WADSWORTH, Cashier.
NEW YORK, N. Y.	H. B. PARSONS, Agent.
LONDON, ENG.	HIVES & ALLEN, Agents.
SALT LAKE CITY, UTAH,	J. E. DOOLY, Agent.

### CORRESPONDENTS IN PRINCIPAL CITIES.

DUBLIN,	ROYAL BANK OF IRELAND.
PARIS,	KANE & CO.
CHICAGO, ILL.	COMMERCIAL NATIONAL BANK.
BOSTON, MASS.	NATIONAL BANK OF THE REPUBLIC.
OMAHA, NEB.	FIRST NATIONAL BANK.
PHILADELPHIA, PA.	TRADESMEN'S NATIONAL BANK.
DENVER, COLO.	FIRST NATIONAL BANK.
NEW ORLEANS, LA.	LOUISIANA NATIONAL BANK.
KANSAS CITY, MO.	NATIONAL BANK OF KANSAS CITY.
ST. LOUIS, MO.	THIRD NATIONAL BANK.

\*\*\* CORRESPONDENCE SOLICITED \*\*\*

## INTRODUCTION.

---

**T**O AMERICAN VISITORS a formal introduction will seem unnecessary. To the citizens of the far West the name and fame of Wells, Fargo & Company have long been familiar, and to the citizens of the East they are rapidly becoming so. Visitors from foreign lands, whom we welcome as friends and neighbors to these shores, may find our signs and emblems are things they too have seen or heard of before.

The founding of WELLS, FARGO & COMPANY dates back to the spring of 1852, when Henry Wells, Wm. G. Fargo, John Livingston, D. N. Barney and others, animated by a desire to profit by the marvelous mineral developments on the Pacific Coast, organized a company bearing that name, with a capital of \$300,000, to do an express and banking business in California; and soon after offices were established in all the mining camps of any consequence in the State, and operations were commenced. From its beginning to the present time the Company has been intimately connected with the progress of the Pacific Coast, to which it has largely contributed. It early established, for the benefit of isolated settlers and miners in out-of-the-way camps, along with its express and bank, a system of letter-carrying and delivery, independent of but really auxiliary to the U. S. mail. This novel feature at once caught the popular fancy and was held in high esteem, endearing the Company to the miners and others for its care and thoughtfulness in ministering in every possible way to their comfort, convenience and happiness. It was in this connection that the Company, in April, 1860, anticipating the regular mail service across the continent, established the famous Pony Express between St. Joseph, Mo., and Sacramento, Cal., making weekly trips and carrying letters only. Ten days were usually occupied in the journey. A romantic interest still attaches to this feature, and the vision of a solitary horseman, freighted with tidings of supreme importance, tirelessly speeding over mountains and intervening spaces, and crossing dangerous fords, is conjured up by the mere mention of the name. After the building of the

first Pacific Telegraph line the Pony Express Service was discontinued. The general system of Domestic and Foreign Exchange of the Company permeating into every nook and cranny of the mining regions of California, by responsible representation, secured also a great amount of business.

Since the beginning of its career Wells, Fargo & Company has gone on unintermittedly in its mission of trust and responsibility, maintaining itself successfully and gradually extending its sway farther and farther until it now literally spans the American continent. "From Ocean to Ocean," and reaches across the sea. It now operates 27,471 miles of railroads, 2,848 miles of staging, 1,447 of ocean steamer, and inland navigation, and 26,177. From 78 offices in 1857 it has increased to 1,822 in 1904, and gives employment to at least 100,000 persons.

The Company desires to tender its thanks to the public for their constant favor and liberal patronage.

WELLS, FARGO & COMPANY.



## CATALOGUE

# Wells, Fargo & Co's Historical Exhibit,

Chicago, Ill., 1893.



1. **Henry Wells**, one of the founders of Wells, Fargo & Co., and of the Express business, born in Thedford, Vt., December, 1806; died in Glasgow, Scotland, December, 1878, during a journey abroad.

Mr. Wells began his career as an expressman at Albany, N. Y., as Agent of the Harnden Express Co. The same year he associated with Geo. Pomeroy in starting an express of their own under the name of Pomeroy & Co's Albany and Buffalo Express, the name being changed afterwards to Livingston, Wells & Co. In 1845 he was interested in Wells & Co's Western Express, operating between Buffalo, N. Y., Cincinnati, O., Chicago, Ill., and St. Louis, Mo. In 1850 Wells & Co., Livingston & Fargo and Butterfield, Wasson & Co. combined their interests and organized a joint stock company, to be known as the American Express Company, still in flourishing existence, and Mr. Wells was elected President. In 1852 he was chiefly instrumental in forming another organization, known ever since as Wells, Fargo & Company, to compete for the rich mining business of California. The rapid growth and remarkable prosperity of the latter Company is but imperfectly suggested in the exhibit before the reader.

2. **W. F. & Co. Sign**, used in the office at Colusa, Cal., for forty years.

The sign was posted indoors, and hence its excellent preservation cannot fairly be attributed to the *climate*, which is responsible for much of the marvellous in California.

3. **Wm. G. Fargo**, one of the founders of Wells, Fargo & Company, and its Sixth President; born in Pompey, Onondago County, N. Y., May, 1818; died in Buffalo, N. Y., August 3, 1881.

Mr. Wm. G. Fargo made his start in life as an employé of the Auburn and Syracuse Railroad. In 1845 he was one of the partners in Wells & Co's Express, organized by Henry Wells, with whom he was closely associated ever after. In 1850 he was Secretary of the American Express Company, one of Mr. Wells' creations, and in 1852 they organized the celebrated express still known the world over by their names, and which pays this tribute to his memory.

4. **Samuel Knight**, a victim of the great Nitro-glycerine explosion at the office of the Company, in San Francisco, April 16, 1866. See No. 32.

Mr. Knight was the superintendent of Wells, Fargo & Co. at the time, with headquarters in San Francisco. Several other employés of the Company were killed by the explosion.

5. **E. B. Morgan**, of Aurora, N. Y., First President of Wells, Fargo & Co., from March 18, 1852, to November 25, 1853.

Mr. Morgan seems not to have taken the same enthusiastic interest in this Far Western enterprise his colleagues did, and his subsequent career was not prominently associated with it.

6. **D. N. Barney**, Second President of W. F. & Co., from November 26, 1853, to ———, 1865.

During this time Mr. Barney was President, also (1854), of the United States Express Company, and (1855) of the National Express Company. He was a man of much executive ability, and devoted to the interests of Wells, Fargo & Co.

7. **A. H. Barney**, Third President, from ———, 1865, to February 18, 1867; and, as the Fifth of the line, he held the same office a second time, February 18, 1868, to May 26, 1870.

Like his brother, the second president, Mr. A. H. Barney ever took an active and hearty interest in the prosperity of W. F. & Co.

8. **Indoor Sign**, used in the Company's office at Stockton, Cal., for forty years.

This patriotic sign, a wood carving, was made by a local artist in 1853, and has done duty ever since without being retouched.

9. **John J. Valentine**, Eighth President of Wells, Fargo & Co., incumbent; elected to the office by unanimous vote of the Board of Directors, August 11, 1892.

Mr. Valentine attained this highest honor after thirty years' service in the Company, made remarkable by steady, forward steps: Agent, 1862; Agent W. F. & Co., and Superintendent of Pioneer Stage Co., 1863; Route Agent, 1866; Cashier, 1867; Superintendent W. F. & Co., 1868; General Superintendent, 1869; Vice-President, General Superintendent and Director, 1882; Vice-President and General Manager, 1884; President, 1892. He continues an active, general oversight of the vast business of the Company, his thorough familiarity with its multitudinous details rendering it almost indispensable for him to do so.

10. **Louis McLane**, Fourth President, from February 18, 1867, to February 18, 1868; born in Baltimore, Md., and at one time an officer in the U. S. Navy; now living in honored retirement and comfortable circumstances in his native city.

In 1855 he was appointed General Agent of the Company on the Pacific Coast. Upon the consolidation of Wells, Fargo & Co., The Holladay Overland Mail and Express Co., the Overland Mail Co., and the Pioneer Stage Co., under the title of Wells, Fargo & Co., Mr. McLane was elected President—the Fourth in regular order. He was the founder of the Pioneer Stage Company, running between Shingle Springs, Cal., and Virginia City, Nev., one of the most perfectly equipped and ably managed stage lines ever organized, and doing an immense passenger business during the earlier period of the Washoe mining excitement.

11. **Lloyd Tevis**, Seventh President, from February 8, 1872, to August 11, 1892, a continuous term in office of over twenty years.

Mr. Tevis was born in Shelbyville, Kentucky, March 20, 1824, but came to California in 1849, where he has resided ever since—for many years past in San Francisco, which is still his home, and where he has always been a prominent figure in business and socially. He has amassed a large fortune, to the care and management of which his time is now devoted.

12. **Benjamin P. Cheney**, of Boston, Mass., where he still resides, an influential and well-to-do citizen. He was among the founders of Wells, Fargo & Company, and for many years one of its Directors.

Mr. Cheney has always been an active promoter of express and railway enterprises, but being of quiet and retiring habits his name and personality have not been as distinctly impressed upon the popular mind as those of his associates.

13. **Charles E. McLane**, brother of President Louis McLane (see No. 10), was General Agent of the Company, headquarters in San Francisco, from 1867 to May 26, 1870.

Mr. Charles E. McLane had special oversight for some years of the Pioneer Stage Company's line during the palmiest days of the "Washoe" excitement and of its own consequent phenomenal prosperity. His courteous and jovial disposition made him very popular with the employes and the traveling public. He was a member of the San Francisco City Hall Commission when the foundation of that capacious and conspicuous building was laid, 1871.

14. **Chinese Calendar and Business Directory, 1892.**

A sheet issued by a Chinese publishing house in San Francisco for the convenience of their countrymen and the mercantile community of the city. Note that the number of calendar months assigned to the year differs from our system.



15. **A Wells, Fargo & Co. Pictorial Advertisement**, in which are grouped the most characteristic features of the service, past and present, interspersed with pertinent mottoes; designed by a Route Agent of the Company located at Portland, Oregon, 1883.

16. **Money Order Poster**, the first issue.

The typical "Noble Red Man" portrayed is presumed to contemplate with pensive wonder the scene before him—a Central Pacific train, carrying Wells, Fargo & Co's express, sweeping around the giddy curve of Cape Horn, above the American River.

17. **Photo of a California Coast Line Stage, 1872**, taken from an oil painting.

This Line carried the Mail and Express through the rich agricultural counties of California bordering the Pacific Ocean.

18. **Lithograph of the California Stage Company's Road Equipment**; published by Britton & Rey, of San Francisco, 1853.

This is said to be the first lithographic print executed and issued in California. It was ordered by Hall & Craudall, proprietors of a Stage Company, but they consolidated their business meanwhile with the California Stage Company, under whose auspices the picture was completed. The Mail and Express were carried on these stages.

19. **List of Offices and Agents, 1857**. Number of offices, 78; employés, all told, about 320.

Compare with No. 35—the List for 1892: Number of offices, nearly 3,000; employés, nearly 6,000.

20. **Lithograph of the Pioneer Stage, en Route**.

The splendid service of the Pioneer Stage Company is here delineated. The scene is laid near the shore of Lake Tahoe, Yank's Station, a famous hostelry, about being reached.

21. **Lithograph of California & Oregon Stage Co's Line**, Mount Shasta in the background.

22. **"The Days of '49"** (a poster). Some of the mining camps as known in those lively times.

The names are decidedly suggestive of the unaffected spirit of Pioneer life. Each one originated in some local peculiarity or personal experience, and the history that crystallized about each would form a bulky volume. In some cases the name had its origin in a sense entirely opposite to that authorized by Webster. For example, "Piety Hill" was remarkable for its undue proportion of impious or profane characters; "Sublimity" for being the other attribute of two between which, according to the adage, there is but one step.



**23. Office of the Pacific Union Express, at Treasure City, White Pine District, Nevada, 1868;** drawn by an employé of that Company.

The artist, more devoted to his employers than to the truth of history, has depicted Wells, Fargo & Co's Pony-rider on a jaded mule, struggling forward from the rear, while their's reins in at the office on a spirited Arabian charger, which is untired and restless; when exactly the reverse of those conditions was there the rule.

**24. Wells, Fargo & Co's Office, City of Mexico.** Esquina Avenida Oriente y Calle Norte 3.

The building was originally the "palace" of a wealthy Mexican family, of which fact it bears abundant architectural and artistic traces, externally and internally. It must have ranked in its time as one of the most elegant and luxurious of private residences in the city. As now occupied, the ground floor is devoted to the local business of the Express, and affords accommodations also for the stock (principally mules) required for hauling purposes. The Superintendent of the Division, Mr. Daniel Turner, has his offices and apartments on the second floor. Mr. Turner is a typical American, a grandson of Francis Scott Key, the author of the Star-Spangled Banner. He is an experienced expressman, having risen by merit from the ground up, and is an able and popular officer.

**25. "Ad" of Midland Railway Company of England.**

The Agents of this corporation, as stated in a foot-note, are empowered to receive and forward to the Agents of Wells, Fargo & Co., at London and Liverpool, parcels and packages destined for the United States, etc.

**26. Poster, Offering \$10,000 Reward for Evans and Sontag, the notorious train robbers.**

The poster recites the special crime for which their apprehension is sought. This specimen pair of highwaymen have since added largely to their record as unconscionable desperadoes, while eluding the utmost vigilance of the officers in pursuit, three of whom have in turn met death at their hands.

**27. Poster—Reduction in the Rate of U. S. Postage, 1884.**

It announces a corresponding decline in the price of letters carried by Express, in Government Stamped envelopes bearing the company's imprint, and technically called "Frauks."

**28. License for an Express Wagon, Marysville, Cal., 1856.**

The signature is that of George C. Gorham, City Clerk. The same gentleman became in after years a noted politician, candidate for Governor of California, and, for some years, filled the office of Secretary of the U. S. Senate.

Also, CIRCULAR, BY SUPT. SAMUEL KNIGHT (see No. 4), IMPOSING EXEMPLARY CHARGES ON DOGS, with a view to discourage that class of shipment by express. The Company had about that time incurred a loss of \$25 on one shipped from Stockton, Cal., to San Francisco—the difference between charges received, \$5, and expenses incurred for recovery, \$30—the dog having escaped from the custody of the Messenger.

**29. Bulldog Guarding a Safe;** one of the earlier trade-marks of the Company.

The placid, unconcerned expression of the dog, poorly disguising the hereditary pluck, energy and tenacity of his species, is to symbolize the dominant characteristics of the Express service.

**30. Appointment of John Conness** as Agent of Wells, Fargo & Co., at Georgetown, Cal., Sept. 1, 1856.

Mr. Conness afterwards relinquished the service of the company for politics, and served a term in the U. S. Senate.

**31. Photo of Wells, Fargo & Co's Depot, Jersey City** (opposite New York City).

This building affords facilities for simultaneously loading and discharging two express trains each way and maneuvering forty-two wagons—double and single teams. The supply station of the Atlantic Department is located on the second floor of this building.

**32. Photos of Scenes about the San Francisco Office, After the Great Nitro-glycerine Explosion April 16, 1866,** by which four persons connected with the express lost their lives, Superintendent Knight one of the number.

This awful calamity was one of the first that introduced the public to a knowledge of the destructive energy of the new compound. The nitro-glycerine, enclosed in tin cans, was put up in a wooden case that outwardly bore close resemblance to a case of ordinary coal oil, being slightly stained with oily leakage. It had been brought out from New York as freight on a Pacific Mail Company's steamer, the nature of contents not clearly understood. Remaining uncalled for on the dock, Wells, Fargo & Co., who were then freight agents of the steamship line, removed the case to their office, corner of Montgomery and California streets, and in the attempt to investigate the signs of leakage the first blow of the hammer on the cold chisel sent death and destruction on all around. The entire city felt the shock, and the alarmed citizens betook themselves to the streets, under the impression that it was an earthquake. The difficulty of making out the details of the pictures clearly is owing to the prodigious force of the explosion, knocking the rear of the building into unrecognizable masses of débris. Nitro-glycerine at once became the object of special dread and precaution, and the handling of it was placed under legal regulations and restrictions throughout the country.

33. **Mike Tovey**, a shotgun messenger, or guard, of Wells, Fargo & Co., whose record for vigilance, intrepidity and fidelity entitle him to consideration as a representative of that class of employés.

To give a single specimen of his experiences on the road, Sharp and Jones, two professional road agents, held up the stage en route from Bodie, Cal., to Carson, Nevada, on the morning of September 5, 1880, Jones firing two shots from the roadside and killing one of the horses. Tovey was on board, and from his seat alongside the driver took a shot at Jones, which killed him. Sharp then opened fire and severely wounded Tovey in his right arm, who, finding himself disabled, made his way to a neighboring farm house to have his wound dressed. Meanwhile Sharp approached the stage, and, demanding the Express Treasure box from the driver, rifled it of \$700 and fled, leaving his dead comrade behind, and the stage blocked by the unfortunate horse that lay dead in his harness. Sharp was vigorously pursued and captured soon after, and was sent to the penitentiary for twenty years.

34. **"The Old Office" of Wells, Fargo & Co. (Express and Bank), San Francisco**, northwest corner of Montgomery and California streets.

The building itself, still in existence, was for years one of the most substantially built in the city and a conspicuous landmark. The stone used in its construction was brought from China as ballast in vessels, each stone dressed and ready for its place in the wall, a Chinese character on each indicating its proper position. Of course, only Chinese masons could read the mark and be employed in laying the stone, and it is said a popular uprising against Mongolian immigration about that time having caused the contractors to discharge their Chinamen, the work was brought to a dead halt and could not proceed until the objectionable workmen were reinstated. As originally constructed, the openings of the building were disproportionately small as compared with the walls, which gave it a somber appearance, but this defect was corrected later by remodeling; and the "Old Parrot Building," as it is now called, is still a feature of Montgomery Street. It was, when occupied by Wells, Fargo & Co., their Head Office, and but three persons were employed by the Auditor and Cashier; at present a force of nearly three hundred clerks is required in those departments of general accounting.

35. **List of Offices and Agents, 1892.**

Compare with No. 19. The difference in size tells its own story at a glance.

36. **Appointment of J. J. Valentine** as Agent at Strawberry Valley, Cal., 1862.

This was the beginning of Mr. Valentine's career as an expressman.

37. **John Brent, Shotgun Messenger**, or guard; now Superintendent of the Company's stable at Los Angeles, Cal.

Mr. Brent began service with the Company as a stage-driver on a mountain route, and exchanged the whip for a gun in 1870. As guard he ranked among the most reliable for courage and tact, and escorted safely millions of treasure (special shipments) from Ogden to San Francisco, 1877-78; one, in 1877, consisting of a single gold brick, valued at \$54,200, from the Penobscot Mine, in Montana.

38. **Photo of a Solid Train of Concord Stage Coaches**, purchased by Wells, Fargo & Co. for use on their passenger lines in the West, connecting the termini of the Union Pacific and Central Pacific railroads, then building.

The train is represented as pulling out from the factory at Concord, N. H., April 16, 1868; destination, Cheyenne, Wyo. Ty.

39. **Appointment of John J. Valentine** as *sole* Traveling Agent for the Company, 1866.

40. **Appointment of General John Bidwell** as Agent at Chico, Cal., July 5, 1867.

Mr. Bidwell has been one of the leading spirits in the development of Northern California, and has acquired considerable landed possessions, the most of them finely improved. He is a hearty worker in the Temperance cause, and was a Presidential candidate (on the Prohibition ticket) in the last National Campaign, 1892.

41. **Photo of George Hackett**, a shotgun messenger.

Mr. Hackett has the reputation among highwaymen of being an *ugly* customer. He has certainly made it unpleasant for that kind of people at several enforced interviews. The stage, carrying the express between Forbestown and Oroville, was robbed by two masked men June 20, 1879, who secured \$620 in gold dust, besides some coin. The following day Hackett made a return trip over his own route—Marysville and Laporte—from Forest City; and at a point eighteen miles from Marysville two masked men emerged from the brush in a menacing manner, but when he promptly raised his gun they slunk back. He jumped from the box and followed them into a thicket of undergrowth for about two hundred yards, when he came upon their camp, where they had left their clothes, intending, for some whimsical reason, to commit the robbery in their nether garments—their drawers. He found a valise there containing the gold dust (\$620), taken the day before, and in their trousers' pockets \$256 in coin, the rest of that day's plunder. He secured the money and clothes by packing them to the stage, which he moved to a more safe position, and then returned to the brush, where he soon ran afoul of one of the robbers in search of his clothes, and forced him to surrender; the other escaped. The captured man was afterwards tried and sent to the penitentiary for fifteen years. In 1882, July 13th, the stage Hackett was guarding was stopped by a lone highwayman about five miles from Laporte. Quick as a flash Hackett fired at him, the ball grazing his head. The robber then pointed his gun at the driver, but before he could pull the trigger a second shot, well directed, from Hackett knocked it out of his hands, and the discomfited robber took to his heels, falling down at the start, and dropping his hat and mask, which were picked up by the victor as battle trophies. The fugitive was no other than the notorious Black Bart, as he himself admitted when, some years later, he was caught and confined within prison walls. The day of this encounter did not close on Hackett without another incident. Arrived within fourteen miles of Oroville he espied another man with masked face, and gun in hand, hiding behind an oak, and fired at him without needless formality. The salute was returned, hitting Hackett in the face, who then alighted and ran the robber into the brush, taking aim at him on the run, but the gun snapped and he escaped. The identity of this highwayman could never be established.

**43. Original Way-bills, Weaverville to Shasta, Cal., 1859 and 1860.**

The entries, "Gold Bars" and "Bags of Dust," show the character of the auriferous shipments in that and other localities of California at the time.

**44. Photo of Wells, Fargo & Co's Present Express Quarters, San Francisco, New Montgomery, Jessie and Mission streets.**

One of the most complete Express offices in the United States, hence in the world. Connected with the Freight Department, inside, are driveways, where the Company's wagons, large and small, with their teams, find ample accommodations while loading or discharging freight. The Receiving and Delivering Departments proper are located on the ground floor, and are very conveniently arranged. The general offices of the Company and the Cashier's and Auditing Department are on the second floor. President John J. Valentine has his office in this building.

**45. Chinese Advertisement of W. F. & Co.**

The Company, by its fair and impartial treatment of the public, has always enjoyed the special favor and patronage of the Chinese of the Pacific Coast, who have unbounded faith in its responsibility and integrity, both as an Express and a Bank.

**46. Poster—\$300 Standing Reward for Highwaymen.**

The standing reward is additional to one of the same kind offered by various States and Territories in the West—together constituting a powerful incentive to run down that kind of outlaws.

**47. Poster—Change of Sailing Days, San Francisco to Panama, per P. M. S. S. Co. steamers, June 6, 1862.**

An object of interest to the "Old-Timers"—those who made the trip to California in early days—reminding them of how they got there.

**48. Poster—Robbery of Los Angeles Trunk, San Francisco, January 19, 1861.**

Among the securities stolen were two checks, drawn to the order of Captain W. S. Hancock, afterwards one of the most noted Union Major-Generals of the War of the Rebellion, and in 1880 Democratic candidate for the Presidency of the United States.



49. **Circular Reporting Completion** of the first Telegraph Line across the continent, October 25, 1860, and consequent Discontinuance of the Pony Express. Also, a Pony Express Notice, dated April 18, 1860.

The event announced in the first-named circular marked a new era in overland communication; but the retired enterprise, the Pony Express, had taken a deep hold on the popular fancy, and the "Pony Stamps" then in use are still eagerly sought after by philatists, or collectors, while the history of "The Pony" is read with the absorbing interest of a highly wrought romance.

50. **Cover of Chinese Directory, 1878**, showing the peculiar imprints on the outsides. Published by Wells, Fargo & Co.

The Company for some years in succession printed, for use in the service, a Chinese Directory, embracing the business firms of that people in the principal cities of note on the Pacific Coast. In style the publication was gotten up with deference to the peculiar artistic tastes of the Mongolians, and the dragon is a conspicuous feature in the embellishments.

51. **Notice of John J. Valentine's Appointment as General Superintendent, 1869.**

The Headquarters of the Company, including the General Superintendent's office, were removed then to New York City, but a year later were again returned to San Francisco, where they have since remained.

52. **Circular from the Exchange Department, San Francisco, July 8, 1857**, relative to the State Stamp Tax.

The rate imposed was heavy, and far in excess of the Revenue Tax exacted by the General Government.

Also, Notice of the Discontinuance of the Semi-weekly Overland Mail via Los Angeles, April 8, 1861, to be at once succeeded by *daily* service on the so-called Northern route, via Sacramento, Placerville, Carson and Salt Lake. This constituted the Mail and Express service across the continent during War times, but was gradually superseded as the railroads reached completion, 1869.

53. **Circular to Superintendents of Wells, Fargo & Co., October 26, 1892**, to provide Thanksgiving Cheer for employés.

This generous custom, previously established, has been kept up each year since, and fairly illustrates the almost paternal interest taken by the management in the welfare and happiness of employés.

54. **Circular Notice** dated San Francisco, 1857, relative to Insurance of Risks. Also, one dated December 28, 1858, in regard to strict observance of rules governing the stamping of Letters ("Franks").

55. **Letter Dated December 15, 1869**, from N. Hammond, Agent at Reno, Nevada, advising the shipment to Marysville, Cal., of the stage-horse "Old Rock," formerly driven by "Curly Bill," a popular old-time stage-driver, twin brother of "Curly Dan," who also achieved a widespread reputation and popularity in the same calling.
56. **Official Circular, December 30, 1862**, giving new rates of Exchange. Also, one dated May 22, 1869, announcing the opening of the Central Pacific Railroad, or Through Service Overland, and the discontinuing of "Steamer Day"—a new epoch in the history of the nation, affecting not only commerce and travel, but the social and political interests of its entire people.
57. **An Old Envelope**, bearing a vignette of Wells, Fargo & Co's office, corner Montgomery and California streets (see No. 34). Also, two Heads of blanks of the California State Telegraph Company, for some years a competitor of the Western Union Telegraph Co.
58. **Sundry Old-time Circulars** of Wells, Fargo & Co.—1855 to 1859.
59. **Old-time Express Way-bills**, 1859-61, Weaverville to Shasta.
60. **Sundry Circulars Relating to the Express**—1859-69.
61. **One of the Original "P. P."** (Parcels and Packages) **Trunks** used by Wells, Fargo & Co. Few of this model left.
62. **"P. P." Trunk of the Earliest Model** (see No. 61).
63. **"P. P." Trunk, Medium Size**, present model.

These trunks, or "Packers," as variously denominated West and East, are used to great advantage on railroad routes to hold parcels and packages intact while in transit. The number now in actual use by the Company is about two thousand.



**64. Black Bart's Valise**, captured after his last exploit on the stage road, Sonora and Milton, Cal., 1883.

The baggage of the notorious lone highwayman was found to consist of things to eat—canned meat and pickles—and but a limited supply of them. This last stage robbery of his—the twenty-seventh in order during an eight years' career, only one of which failed—was followed soon after by his arrest and conviction; and although Black Bart has since served his time and regained his liberty, it is thought he has been permanently retired from the road.

**65. Iron Treasure Box Used on Concord Stage Coaches.**

They were securely anchored under the inside back seat, as suggested by the rounded side, and were completely masked from view by the cushion and other upholstery of the Coach. Of course the secret could not be kept, and these safes were afterwards retired from service on account of the havoc done to Coaches in occasional attempts of robbers to blow them open with gunpowder. A simpler form of iron box for transporting treasure on stages was in use at same time and has long survived the other model, many of them being still in use.

**66. A Bursted Grip Bag**—specimen of Dynamite warfare.

The bag was one in use by Messenger George D. Roberts when attacked by the now notorious train robbers, Evans and Sontag, near Collis Station, on the Southern Pacific line, 1892. Roberts opposed so stubborn a resistance to the efforts of the robbers to get inside his car that a number of dynamite cartridges were thrown, one after the other, against and into the car, shaking and shattering everything coming in contact. The cartridge that collided with the bag literally pulverized it where it hit. Roberts finally surrendered, and the express was robbed, but not until after he had been blown up several times and received such internal injury and nervous shock that his chances for ultimate restoration to health and vigor are considered doubtful.

**67. Reward Poster**—\$1,000 for Highwaymen concerned in robbing the Marysville Stage, December 1, 1866, in Penn Valley.

**68. W. F. & Co. Sign**, used at Marysville, Cal., for nearly forty years.

This sign was made at Sacramento in 1854 and has never been retouched. Being for indoor display may account for its remarkable preservation, and the somewhat fanciful arrangement of pendant panels.

**69. Reward Poster**—\$3,000 for the robbers of the North San Juan Stage, May 15, 1866.

Note endorsement on left-hand corner: "Steve Venard killed the three robbers and brought in treasure the same day." Mr. Stephen Venard, who was Sheriff of Nevada County, Cal., at the time, hearing of the robbery, started into

the mountains after the robbers. He soon discovered them, hiding among the rocks, and with his good rifle picked them off their feet one at a time, making a clean sweep of them. The Company presented him an extra fine rifle as a testimonial to his superior marksmanship. He continued in the county for years an honored and respected citizen, and died, a year or two ago, sincerely lamented.

70. **Reward Poster**—\$10,000 for the parties who robbed the Volcano, Cal., Stage, May 1, 1872.

71. **Charles Crocker, of San Francisco;** a Director and promoter of Wells, Fargo & Co.

He was one of the builders of the Central Pacific Railroad—the western section of the first great railroad system across the continent, known jointly as the “Central Overland Line.” Mr. Crocker died in San Francisco, August 14, 1888.

72. **Leland Stanford, of San Francisco;** a Director and promoter of the Company; also one of the original builders of the first continental system of railroads.

Mr. Stanford at one time was Governor of California, and is now U.S. Senator from that State.

73. **John J. Valentine,** as General Superintendent of Wells, Fargo & Co.; appointed July 1, 1869; picture taken 1877. See No. 9.

74. **Collis P. Huntington,** of New York and San Francisco; a promoter and Director of the Company.

Mr. Huntington is now president of the Southern Pacific Railroad, vice Hon. Leland Stanford, resigned. He was one of the original projectors and builders of the first through system of railroads connecting the Atlantic and the Pacific; associated with Stanford, Crocker and Hopkins.

75. **Mark Hopkins,** of San Francisco.

One of the original projectors and builders of the first railroad system across the continent, and a promoter and Director of Wells, Fargo & Co. Mr. Hopkins died some years ago.

76. **Reward Poster**—\$2,500 for the parties who robbed the stage between Colfax and Grass Valley, Cal., July 27, 1873.

77. **“The Last Race”** between the old “McLaughlin” and “Cameron” Stage lines, run between Oakland and San José, Cal.

The rivalry between these two lines frequently manifested itself on the road in trials of speed, interesting both to passengers and beholders.

78. **Photo of Wells, Fargo & Co's Bank,**  
San Francisco, corner Market, Sutter and Sansome  
streets; present location.

Since leaving the "Old Office" on Montgomery Street (No. 34) the Express and Bank have occupied separate buildings, within convenient distance of each other; they are now a block and a half apart, which does not count for much in a large city like San Francisco.

79. **Tariff Wells, Fargo & Co's Express,** for  
the Atlantic States, Canada and Europe.

80. **Money Order Poster** (latest design)—a *fac-simile*  
of an Order itself.

81. **Photo Wells, Fargo & Co's Office at  
Austin, Nev., 1866.**

Austin, Nev., is the location of the silver-mining camp famous in those days as the "Reese River" District; now for some years past in a state of decadence in common with other once noted and prosperous mining camps. Mr. William Fridham, who was a clerk in the office, appears in the picture. He is now Assistant Superintendent of the Southwestern Division, with Headquarters at Los Angeles, Cal.

82. **Office of Wells, Fargo & Co. and U. S. Stage  
Co., at Bodie, Cal.**

The stages are about starting for Carson and Virginia, Nev. Bodie enjoyed at first an era of marked prosperity, which continued for awhile, and until the radical decline of the mineral product of that region.

83. **Reward Poster**—\$1,700 reward for persons who  
robbed the Downieville Stage, November 15, 1876.

84. **View of San Francisco in 1849.**

Compared with the San Francisco of to-day, but little more than a generation later, it forcibly illustrates the phenomenal growth and development resulting from American enterprise.

85. **Photo—Staging Between, Confronting  
Railroad Termini, 1887.**

The picture represents the stages of the California, Oregon and Idaho Stage Co. crossing the Siskiyou Mountains on their daily trips, bridging a still open gap on the California and Oregon Railroad. Eight six-horse coaches each way were required in the daily service.

**86. Wells, Fargo & Co's New Office at Los Angeles, Cal.**

The office, which was remodeled in 1892, is centrally located, and is very complete in its interior arrangements.

**87. Interior of Wells, Fargo & Co's Office at Los Angeles, Cal.** See No. 86.

**88. Old "Ad" of Wells, Fargo & Co's Express, 18—.**

**89. Duplicate of No. 22.** ("The Days of '49.")

**90. Exchange Business Poster W. F. & Co's Bank,** announcing to the public that drafts will be furnished, payable in all parts of the world.

**91. Wells, Fargo & Co's First Advertisement, 1852.** (Photographed.)

The undertakings of the Company have changed but little since then, and that more in the extent than the character of business handled.

**92. "Ad" of Barton's Southern Express,** running between Rochester and Bath, N. Y., 1846.

Livingston & Wells, of the founders of Wells, Fargo & Co., were Agents of Barton's Express, at Rochester.

**93. Leaf from an Old Way-bill Record,** Wells & Co's Express. Way-bill No. 1, from Cincinnati, O., to Buffalo, N. Y., September 10, 1845.

ALSO BLANK RECEIPT OF SAME EXPRESS, among the proprietors of which were Henry Wells, and Wm. G. Fargo, who subsequently founded Wells, Fargo & Co. The line connected at Buffalo with Livingston & Wells' Express, for New York, Boston and Philadelphia.

**94. Table of Distances Over Wells, Fargo & Co's Pacific Coast Routes, 1856.**

**95. Special Deposit Receipt of the Pacific Express Co., 1855.**

Note the peculiar description of deposit, and conditions of surrender: "Said to contain — dollars value in *Placer gold*; deliverable \* \* \* on the payment of one and a half per cent a month." Financial methods, as well as fashions, have undergone changes since then.

96. **Sacramento Valley R. R. "Ad,"** as it appeared in the State Register, 1857. (Photographed.)

97. **Henry C. Ward, W. F. & Co's** Traveling Inspector of Wagons and Stock.

Mr. Ward was among the oldest stage-drivers on the Coast. He drove between San Francisco and San José in 1849. After securing employment with Wells, Fargo & Co., later on, his versatile talents found wider scope, and he has figured as driver, shotgun messenger (or guard), detective, and general expert in matters relating to stock and stable equipment.

98. **"Ad" of The Overland Mail Co.** (via Los Angeles), from the State Register, 1859. (Photographed.)

99. **Original Bill of Exchange, No. 1,** San Francisco, July 13, 1852, drawn by Wells, Fargo & Co's Bank for \$100, order Mrs. Sophia Parker, Buffalo, N. Y.

100. **"Across the Continent,"** a pen-and-ink drawing, by Aaron Stein, then attached to the Company's office at Salt Lake City, now Assistant to President Valentine.

The drawing was made expressly to hand down to posterity an accurate representation of the wagons (known as "Mud Wagons") used in the overland service, remarkable more for strength and steady-going qualities than beauty. The scene is laid West of Salt Lake City, where the wagons in use differed slightly from those on Holladay's line, eastward of that city, the extra low setting of the box on the axles making them less liable to capsize, though detracting from their looks, as compared with the other model. The fidelity of the drawing was generally recognized by the public, and it has been reproduced in several publications, at home and abroad, illustrative of the times.

The Overland Mail Company was an adjunct of Wells, Fargo & Co., organized by the same public-spirited citizens, in 1858, to carry the U. S. Mail across the continent along a secure northerly route after the vicissitudes of war had rendered the more southerly route, under other auspices, impracticable. It held the through contract for that service, from Atchison, Kansas, to Placerville, Cal., but subtlet both the Eastern and Western extremities—the former, Atchison to Salt Lake City, to the Holladay Overland Mail and Express Company; the latter, Virginia City, Nevada, to Placerville, Cal., to the Pioneer Stage Co.; reserving for itself the road from Salt Lake City to Virginia, Nevada.

101. **Bill of Exchange, No. 215,864,** drawn at San Francisco April 19, 1862.

The first bill of the kind (No. 1) having been drawn by the Company July 13, 1852, some idea may be gathered from this of the activity there was in that line of business during the first decade of the Company's existence.

✓ 102. **"Ad" of Wells, Fargo & Co., 1859**, as it appeared in the State Register, a California publication got out in book form, after the style of a city directory. (Photographed.)

103. **Aaron V. Ross**, a Messenger of W. F. & Co., who proved himself a match in siege tactics for five desperate and determined highwaymen.

"*He held the fort*," literally, for three long hours and twenty minutes, at Montello Station, Nevada, on the Central Pacific Railroad near the Utah line, where the train on which he was messenger was stopped by robbers, July 22, 1883, who were baffled of their purpose by his stubborn refusal to surrender and admit them within the express car. A brisk exchange of shots followed, during which Ross was wounded in the hand, while he more seriously wounded one of the robbers; then attempts were made to set fire to the car and smoke him out; and finally dynamite was put in requisition; but nothing could dislodge the resolute Ross, and the robbers fearing an alarm had spread and help was approaching withdrew, completely discomfited. All were arrested soon after, and retired to the Nevada State Penitentiary, where the wounded robber died. Ross still lives.

104. **"Ad" of Wells, Fargo & Co., 1857.**  
(Photo.)

105. **Petition of Merchants and Others of Shasta, Cal.**, dated May 25, 1855, requesting W. F. & Co. to Establish an Office there.

After the failure of Adams & Co., 1855, this important mining camp and settlement was cut off from business communication with San Francisco. Hence the appeal, which, of course, was promptly responded to.

106. **"Chips"** (Pillsbury Hodgkins), a celebrated Express character of the Early Mining Days, who served with W. F. & Co., principally as Messenger, for Forty Consecutive Years—1852-92.

"Chips" as known and addressed all over the Pacific Coast by his most intimate friends, was baptized *Pillsbury Hodgkins*, a secret not generally confided to the public. He made the trip to California in a sailing vessel around Cape Horn, during which he acquired his nickname, by reason of being the ship's carpenter, and the nautical custom of dubbing those employed on shipboard with a name indicative of their calling. Thus the doctor becomes "Sawbones;" and the cook, with less perceptible propriety, becomes "Doctor." Landed on *terra firma* Chips soon gravitated into the Express service, and, as a messenger, frequented the various mining camps along his route, mounted upon a mule, and packing away to "Frisco" gold dust, the aggregate quantity and value of which would seem almost incredible. He was extremely popular wherever he went, and deserved to be so, for his cheerful disposition and accommodating spirit. He endured all sorts of hardships and exposure to danger peculiar to the early days, and on at least one occasion was closely pursued by designing highwaymen whom he artfully eluded. He celebrated the twenty-fifth anniversary of his career as a



messenger during the centennial year (1876) under highly flattering circumstances, and continued to serve Wells, Fargo & Co. in positions of trust and responsibility until near his death, which occurred in September, 1892. It has been truly said of him, "He was never short a package," which shows an attention to his duties fully accounting for his good standing with the public and the Company.

107. **Pony Express Abstracts**, Way-bills and Statement. ALSO OLD-STYLE ENVELOPES AND MESSENGERS' REPORTS. From the collection of the late Messenger, "Chips."

108. **General Tariff W. F. & Co's Express, 1868.**

109. **Exchange—Order Tariff W. F. & Co's Bank**; instructions to Agents in regard to selling the Domestic and Foreign Exchange of the Company.

110. **"The Start"—Oroville and Big Meadow Stage**, Mrs. Mary B. Langdon holding the Lines.

This is one of three photos—110, 111 and 112—forming a series of improvised tableaux, illustrating the crucial experience to which travelers by stage in the West are liable to be subjected. We call this "The Start"—time, early morning—all set for a pleasant and bracing ride.

111. **"Held Up."**

Some hours later. The same stage brought suddenly and unceremoniously to a halt. "Off! and into line, every mother's son of you! Hold up your hands!"

112. **"Going Through 'em."**

The unfortunate passengers of the same stage are being relieved of their cash and valuables through the persuasive eloquence of a six-shooter. The representations are said to be very true to the reality, by persons who have "been thar." Mrs. Langdon, the imperturbable driver, who quietly looks after the team meanwhile, not only enjoys the reputation of being one of the best four-in-hand drivers on the Coast, but also the remarkable distinction of being the only woman mail contractor in the United States.

113. **"Buck" Montgomery**, a Shotgun Messenger of W. F. & Co., who was murdered by the Ruggles brothers when those miscreants attacked the Redding and Shasta stage on the evening of May 14, 1892, which he, as "Guard," defended.

The robbers secured nothing of much value, and were soon run down, one after the other, and captured. They were confined in jail at Redding, where they became the objects of morbid and offensive feminine sympathy; a mob of indignant citizens laid violent hands on them and hung them side by side in a conspicuous part of the city, near the railway station. (See No. 121.)



114. **George D. Roberts**, the heroic but finally vanquished defender of the Express Car against the savage and determined attack of Evans and Sontag, at Collis Station, on the line of the Southern Pacific Railroad, August 3, 1892.

The struggle was maintained by him until seven dynamite bombs had been discharged successively against the car by the robbers, and a wide breach was effected, when Roberts surrendered himself, a badly shaken up and broken-down hero, and his car and its contents a complete wreck. (See No. 66.)

115. **"Pony" Stamps.**

A complete set of the franks or paid stamps used for correspondence carried by the Pony Express, across the continent. Very rare. (See No. 133.)

116. **Express Franks**, or Government Envelopes, bearing a special Imprint to show Prepayment and Carriage by Express.

117. **Interior of W. F. & Co's Office at San Jose, Cal.;** Mr. Elliott Reed, the veteran agent of the Company, in charge.

The office was recently remodeled.

118. **Public Circular Describing Black Bart**, whose apprehension is requested, and giving a specimen of the doggerel he was in the habit of leaving behind after a successful foray.

His muse has been silent since his professional career was abruptly ended by arrest and imprisonment, some years ago. He is now at large, if not dead. (See Nos. 64 and 161.)

119. **Treasure Box**—a memento of the attack on the Redding and Alturas stage, 1892.

The stage left San Andreas at early morning April 30, 1892, for Sheep Ranch, with the box, containing a large amount of money for paying the miners at that camp, Mike Tovey (see No. 33) the Guard, seated by the driver, as also a young lady, Miss Rodersino, on the same seat. A sister of the lady and one gentleman occupied the inside. At a favorable spot on the road a masked man emerged from behind a tree and, without a word of warning, fired both barrels of a shotgun in the direction of the driver, killing Miss Rodersino instantly; mortally wounding the driver, Ruggio, a brother of the proprietor; and wounding the guard in the arm. Tovey seized the reins, and with the dead body of the young lady lying at his feet, and the dying Ruggio by her side manipulating the brake, managed to place the stage and its precious cargo beyond reach of the robber, who was never discovered.

120. **Bullion Sandal.** Sample of the stout Leather support used for handling and transporting Bars of Bullion, the dead weight of which made them decidedly inconvenient to otherwise lift and carry.

This is the most primitive form of appliance for handling bullion bars.

121. **Broken Treasure Box;** a relic of the Redding and Shasta Stage Robbery, on the evening of May 14, 1892, by the Ruggles Brothers.

The stage was within five miles of its destination (Redding) when it was confronted by the usual apparition of a masked man leveling a double-barreled shotgun at the driver, and the order to "Pull up, and throw out the Express box." The driver promptly complied. Meanwhile, the guard, Buck Montgomery, who occupied a seat inside, from which he caught a glimpse of what was going on, opened fire on the robber, who dropped to his knees at the first shot, but a moment later discharged both barrels of his gun at the stage. The driver dropped from his seat to the foot-board with five buckshot in his right leg near the knee, and two in his left leg; a passenger by his side also dropped, with three or four buckshot in his legs. Before the guard could reload, two shots came from behind the bushes back of the exposed robber, and "Buck" fell to the bottom of the stage mortally wounded, shot through the back. The whole murderous sally occupied but a few seconds, and the order came to "Drive on!" Arrived at Redding, officers and citizens quickly started in pursuit, and the next day one of the robbers, who proved to be Charles Ruggles, a well-known young man of that vicinity, son of a respectable farmer in Fresno County, was overtaken and arrested. A month later his brother John, the chief culprit in the crime, was captured at a restaurant at Woodland, and lodged with him in the jail at Redding. Their case excited much interest, considering the youth, and family connection of the robbers, and on the part of charitably disposed women created a demonstrative sympathy which speedily proved fatal to the offenders against law and public safety, as stated in connection with No. 113, which see.

122. **Bullion Bag,** ordinary model, for conveniently handling and carrying bars of silver.

123. **An Iron Stage Box, Hacked by a Robber,** in vain attempts to force it open.

In this instance a lone highwayman stopped the stage *en route* from Milton to Sonora, Cal., December 29, 1881, and "held up" the driver and two passengers. After going through the Mail and such of the Express as was lying around loose, he occupied himself for an hour and a half in a desperate effort to break into the sturdy treasure receptacle. In the meanwhile three other luckless wayfarers happened along, all of whom he stood in line with the rest and detained until he tired of his unsuccessful labors. The cool and daring rascal was caught subsequently, and sent to State Prison for five years.

124. **Bullion Bag,** squared sides, to hold the extra large silver bars, averaging 250 pounds in weight, shipped in that form from Arizona mines, with the view to baffle and circumvent wayside robbers.

125. **An Old-Time Treasure Box,** one of the earliest models.

126. **The Oldest Railroad Free Pass in Existence**, and another among the oldest. The Passes are over the Boston and Lowell Railroad—1836 and 1837.

The Pass in favor of W. C. Gray, whose friends dispute with those of W. F. Harnden for the honor of his having originated the Express business, is to afford him free transportation account the *express traffic he carried over the road as a regular business*. It establishes an earlier date of beginning the business than any claim for Harnden, and seems to incontrovertibly settle the question of priority in Gray's favor. That, as a railroad pass, it antedates all others has been equally well established by the fact that a challenge for proof to the contrary, published some years ago, failed to elicit an answer.

127. **A Leather "Grip,"** purchased in 1840 for E. M. Sargent, a Messenger in the service of Gray's Express, referred to in No 126. Mr. S. is still living.

128. **Sundry Old-Fashioned Pistols**, formerly used by Messengers of W. F. & Co.

That of the redoubtable "Chips" is among the number—a so-called "Pepper Box," which he brought with him when emigrating to California. All these weapons have long since been discarded, and the more modern and improved models have taken their place in the service.

129. **Chips' Spurs**, the "persuaders" with which he accelerated the speed of his long-eared quadruped (the mule). (See 106.)

130. **Book of Common Prayer**. "For use of employés in the Home Office."

This book has been in the possession of a piously inclined officer of W. F. & Co. for many years, and suggests the solid foundation on which the service was built. It seems to open most readily on the "Solemnization of Matrimony," which is significant of the practical direction moral culture took among the boys.

131. **Relics of the Train Robbery**, west of Deming, N. M., on the through line of the Southern Pacific Railroad, November 24, 1883. A mask, a plane, a chisel, a small iron bar, and a pair of sandals made from a saddle.

Four men were engaged in this robbery, who, after wrecking the train, shot and killed the engineer, robbed W. F. & Co's Express and the Mail, finding little of value in either. To make up for this deficiency, they took \$100 coin and a watch from the conductor of the train, and \$155 from R. O. Gaskill, of the U S. Publishing Co., Chicago, who happened aboard. About two months later all four were arrested and jailed, but managed to escape; and in the recapture which followed they instantly killed one of the Sheriff's posse, one of their own number being killed also. Another of the robbers succeeded in eluding the officers. The two re-arrested were lynched on the spot to atone for the estimable citizen whose life they had sacrificed. The fugitive was relentlessly pursued, and secured some

weeks later, after a desperate fight in which he was so severely wounded in the leg that it became necessary to twice amputate it. He was given the benefit of trial, and, by reason of his respectable family connections, his crippled condition, and possibly his youth, the verdict of the jury was for murder in the second degree. He was convicted Nov. 20, 1884.

132. **A Bogus Bar.** What purported to be Gold, and was valued at \$2,500, proved to be Lead.

The bar, inclosed in a wooden box, was shipped under seal from San Francisco by responsible parties, consigned to a firm in London, England; and its bogus nature only discovered when the box was opened at destination, in the presence of the consignees and W. F. & Co's agent. It was returned to San Francisco, where investigation developed the fact that it bore assay marks identical with those of a genuine bar, the possessors of which were traced; warranting the inference that a fraudulent casting, reproducing the original, had been made, and imposed, under cover, upon the Express. Wells, Fargo & Co. fairly established its innocence and was not called on to make good a feigned loss.

133. **Pony Express Letter-Dater.** A brass stamp used on Pony Letters at San Francisco office, to mark the day of departure.

The artist, by selecting for his typical object an unfettered steed galloping at full speed, seems to have strained more than a point to convey the idea of rapid transit, by entirely sacrificing the rider and his letter-pouch—*everything*, in fact—to emphasize that feature. The vignette on the Pony Stamp (No. 115) does more exact justice to the subject.

134. **Office Seal Adams & Co's Express,** used at Auburn, Cal., up to the time when that Company failed, 1855.

135. **Office Seal Wells, Fargo & Co's Express,** used in Auburn, Cal., 1855, and onwards.

136. **"Guide Book of the Pacific."** Published in San Francisco, 1865.

137. **Wells, Fargo & Co's Express Directory, 1856.** A shipping Guide Book published by the Company at intervals for many years, which located Names of Towns and Camps throughout the Pacific Coast, and gave the name of the nearest Express Office. It was designed for use of their own agents.

138. **Harnden's Valise** (or Leather "Grip-Sack"); illustrating the humble origin of the Express Business.

"Large trees from little acorns grow."

This leather valise was used by Wm. F. Harnden (generally considered the father of the Express business) for carrying the express then known by his name, for which it afforded ample accommodations. Mr. Harnden was born in Reading, Mass., 1812; was conductor on the Boston & Worcester R. R., 1837; and

ticket agent in 1838. He started his express in 1839, the service extending from Boston to New York, via the Providence Railroad and N. Y. Steamboat Company's line. In 1840 he established a "European Express," so called. Though his claim to being the originator of the Express business has been disputed, it is certain he was the first to place it on a firm and progressive footing. He died at Mount Auburn, near Boston, January, 1845. (See 140.)

**139. Leather Valise, or "Grip;"** all that was Recovered of a Messenger who Lost his Life in a Steamer Disaster, 1840.

The unfortunate owner of the valise was ADOLPHUS HARNDEN, a brother of William F., the founder of the Express business. He was traveling as messenger on the Steamer Lexington, which was burnt on Long Island Sound, on the night of January 13, 1840, his being one of many lives lost. All that is known of his bearing on the awful occasion is indicative of the stern devotion to duty that has on similar occasions characterized that class of public servants. He had removed from a storage crate on board his iron safe, containing about \$40,000, in the hope of getting it into one of the small boats of the steamer after the passengers—as many could be—were got ashore; but the boats were capsized in the heavy seas rolling at the time, and it is thought he was washed overboard from the steamer before accomplishing his purpose. (See 140.)

**140. Recent Letter from Mr. B. P. Cheney, of Boston,** the owner of Nos. 138 and 139, attesting their Authenticity. (See No. 12.)

**141. One of the Early Settlers of California** (Crayon drawing after Nabl)—"Samson;" the largest Grizzly every brought into captivity.

Samson was trapped by Charles Capen Adams, the noted California hunter and trapper, September, 1854, and was long one of the leading attractions at the Pacific Museum, established by Adams in San Francisco. Although he endured restraint for years, it was found impossible to reduce in the slightest degree his natural ferocity. His weight when captured was nearly 1,800 pounds.

**142. Captain James B. Hume,** Chief Detective Officer of Wells, Fargo & Co., San Francisco, and Samuel, the son of his ripe years.

Captain Hume spent the first twenty-two years of his California life in El Dorado County, of which he was at one time Sheriff. He accepted a call from W. F. & Co. to his present position in March, 1872, and has well maintained his reputation as a skillful and successful guardian of the trust reposed in him.

**143. Captain John N. Thacker,** the associate of Captain Hume in the Detective Service of the Company; the Special Officers' Department, at San Francisco.

Thacker is almost constantly on the move, and no amount of danger from the lawless and revengeful characters of whom he is in tireless pursuit deters him from the work of eliminating that class from the population, and retiring them to prison cells.



**144. A Reminiscence of the Greeley Presidential Campaign.** Horace Greeley en route to the White House, 1872.

It is a compliment to the artist who executed No. 100 that this cartoon is almost a literal adaptation of his spirited drawing. It is a sad reminder, also, of Mr. Greeley's failure to get there, and of the sudden death, soon after, of that wise and good man.

**145. A Family Group.** Photographic portraits of Officers and Employés prominently connected with W. F. & Co. Taken in 1885; a study for Physiognomists.

**146. A Department Manager and Staff.** The officer (Col. Evans) in charge of the Central Department W. F. & Co's Express, and his immediate assistants. To be studied in connection with No. 145.

**147. Roughing It;** a terminal Express Office on the Overland Line while the first great Pacific Railroads were being built.

The office is located outdoors, on "The Plains," east of Cheyenne, Wyo. Ty., where through passengers were transferred from the cars to stages. Jo. S. Roberson, one of the ablest and most experienced of western expressmen, was the resident agent, and while occupying this picket line seems to have whiled away the tedium between trains by perusing the newspapers and conversing with his canine assistant. The ready revolver is suggestive of the moral atmosphere pervading the exposed locality.

**148. Hank Monk,** the noted Stage-driver of the Sierras.

Mr. Monk was one of the drivers of the Pioneer Stage Co's line—that rare and unrivaled model of stage equipment and service that carried the U. S. mail from Virginia City, Nevada, to Placerville, Cal., in the transition days of the Pacific Coast—and by his professional skill and accommodating disposition made friends with everybody he carried, and reaped a national reputation. Stage-drivers on the Overland through-line, as a class, were, in their manners and mental culture, very far above the popular conception of them entertained in the Eastern States. The crowning effort of Hank Monk was when, in 1859, he had Horace Greeley for a timid and anxious passenger. His "*Keep your seat, Horace; I'll get you there on time!*" long continued a popular phrase west and east. Monk died February 23, 1883, at the age of fifty, and lies buried in the cemetery near Carson, the Capital of Nevada, a town on the line of his labors and exploits as a driver. (See No. 144.)

**149. W. H. Taylor** ("Shotgun Taylor"), one of the best known and most celebrated managers of the Stage Service in the West.

Mr. Taylor took his first degrees in the business with the Pioneer Stage Co., as purchaser of stock; then as driver, in which capacity he fairly divided the

honors with Hank Monk, whom he excelled in apparently reckless daring. His chief exploit in that line was when Speaker Schnyler Colfax and his distinguished party made a tour of the Pacific Coast, 1865, which furnished a copious topic of journalistic comment at the time. The party consisted of Colfax, and three of the leading newspaper men of the country—ex-Governor Cross, of the *Chicago Tribune*; Samuel Bowles, of the *Springfield Republican*; and A. D. Richardson, of the *New York Tribune*. Taylor picked them up at Strawberry Station, on the Sierras, and landed them at Placerville, Cal., a distance of fifty miles, in considerably less than four hours, passing any number of heavy freight teams en route on the perilous mountain grades. In a speech made by Colfax on their arrival at Placerville, he spoke of the performance in extravagant terms of compliment. Taylor was made Superintendent of the Pioneer line, 1865, and was transferred in 1866, in the same capacity, to a forked branch of the main Overland Mail line, extending from Salt Lake City to Helena, Montana, and to Boise City, Idaho, covering a thousand miles, where he added to his reputation for prompt and effective work. After the railroads across the continent were finished he vibrated between various points of the Far West, filling in, on his own account and otherwise, remaining gaps with the superior traveling facilities he knew so well how to organize and run. He retired from the stage business in 1886, and engaged in stock-raising in Southern California; and, though seriously invalided, his spirits are still as buoyant and irrepensible as ever. Taylor acquired his nickname by "heeling" himself on a certain occasion to arrange matters on a permanent basis with a freighter on the road who had probably been unceremoniously hustled to one side by him more than once to make room for the U. S. Mail, and had violently resented it. Taylor soon after exercised his gun on him in return, with sufficiently telling effect to entitle him to the sobriquet, admirably bestowed upon him by his fellow stage-drivers, and which has since adhered to him.

150. **Relics of the Folsom Office in the '50's:** Treasure Receipt, Red Sticker, a Collection, and a Commission Envelope, leaf from the Old Horse book, and a sample Check.

Folsom was in those days one of the most important of W. F. & Co's offices, and the center of a rich mining district. It was the terminus of the Sacramento Valley Railroad, the first railroad built in California, and the initial movement (afterwards abandoned as such) towards a trans-continental line. From this point stages were dispatched daily to all parts of the Coast, and business was lively.

151. **W. F. & Co's Office at Nogales, Arizona,** the west-side entrepôt to Mexico, located on the line of the New Mexico, Arizona and Sonora R. R.

The office is planted close to a narrow stream of water—the boundary line—separating the United States from the Sister Republic. A Custom House is established each side of the stream, the officers of which keep a sharp eye on the duties to be levied on imports.

152. **Autograph Letter;** written and issued by Thomas Janes, then Treasurer of Wells, Fargo & Co., in 1855, instructing Agents in regard to rendering settlements.
153. **Poster,** dated Jackson, Amador County, Cal., Dec. 2, 1867, in regard to the Robbery of the Ione and Latrobe Stage.



154. **"Shotgun Taylor,"** taken in 1863. (See No. 149.)

155. **L. F. Rowell,** Superintendent of the Southwestern Division, Pacific Department, of W. F. & Co's Express.

Mr. Rowell is a native of Vermont, born July 25, 1828. When the California fever broke out, in 1849, he was one of the first that took it. He sailed from Boston, February 1 of the same year, and rounded The Horn, landing at San Francisco August 31st. A few years later, he took service with Todd's Express, and when that Company was absorbed by Wells, Fargo & Co., August 1853, he was one of the fortunate hold-overs. His career since is intimately connected with W. F. & Co. His official jurisdiction comprises Southern California, Arizona, Western New Mexico, and Sonora, Mexico; headquarters San Francisco.

156. **S. D. Brastow,** Superintendent Western Division, Pacific Department, W. F. & Co's Express.

Mr. Brastow arrived in California April 28, 1850; commenced in the Express service with Cram, Rogers & Co., in the Shasta country, October 1, 1852; in 1854 was with Adams & Co., at Shasta. After the failure of Adams & Co., he formed a copartnership and established in 1855 the Horsley & Brastow Express. He began with Wells, Fargo & Co., November 1, 1857, and won his way upward from a messengership to the superintendency of a Division embracing Northern California, Oregon, Washington, Idaho, Utah and Nevada, in which capacity he is now serving the Company. His headquarters are at San Francisco.

157. **List of W. F. & Co's Offices, 1861.**

158. **Proceedings of the Vigilance Committee, 1856;** Scraps from the *San Francisco Evening Bulletin* (photographed).

The clippings give an illustrated account (published at the time) of the assassination of James King of William, editor of the paper, by Casey, one of the roughs of the city who were striving to maintain political ascendancy in the community, and of the summary measures of punishment and repression resorted to, after long sufferance, by leading citizens equally determined to preserve law and order. The events portrayed and described mark a well-known and important era in the wholesome development of the Pacific Coast, and in that way stand related to the Express business, with its constant temptations for the lawless, and its obvious interest in their subjugation.

159. **"Bulletin" Scrap** (photographed), with woodcut representing the execution of Cora and Casey, May 22, 1856, by the Citizen's organization styling themselves "The Vigilance Committee."

160. **Zachariah Birdsall,** Superintendent of W. F. & Co's stable, at San Francisco.

"Captain" Birdsall, as he is familiarly known, arrived in San Francisco 1852, and went to work teaming on his own account. Two years later, at the instance of the Company's agent, he took charge of the stable and stock in San Francisco, and attended to the delivery of money and valuables, including gold-dust and bars of gold or silver, and in that capacity handled vast sums of money. Though

CALIFORNIA STATE LIBRARY

entitled to retirement for honorable service, prolonged beyond the usual range, he is still on duty, keen, spry and vigorous. His present charge consists of sixty-two wagons (all sizes), eighty horses, and the corps of grooms engaged thereon; besides buying stock, forage, etc.

**161. "Black Bart's" Armament.** The double-barreled shotgun, his sole aid in exploiting through California as a lone highwayman. (See Nos. 64 and 118.)

After his arrest, finally, in San Francisco, in the tasteful garb of a well-to-do, well-behaved citizen, an officer eagerly inquired after the absent weapon. He explained that it lay secreted near the scene of his last robbery, and indicated the precise spot, where, about the same time, an Indian had found it, though not in search of it. When found, the stock of the gun was neatly and closely wound with copper wire; but the finder, being in need of wire one day, inconsiderately appropriated it. In other respects it is just as when Black Bart had it. He usually carried it wrapped in his traveling blanket, so as to avoid having it seen.

**162. Wm. Pridham, Assistant Superintendent of Wells, Fargo & Co's Express, Los Angeles District.**

Mr. Pridham began his express career in the saddle, as "Pony Rider," in 1861. That service being superseded by the through telegraph, he for many years filled a clerkship in the office at Austin, Nevada ("Reese River" country). Thence he passed successively through the higher degrees of clerking in the Sacramento and San Francisco offices, followed by a brief run as messenger on a coast steamer (for his health), and in 1863 was permanently located as Agent at Los Angeles, Cal., a town in Southern California, then of note, and which has since made extraordinary progress in size and business importance. In 1866 Mr. Pridham was appointed Assistant Superintendent, resident there, and presently he was relieved of the agency to enable him to devote all his time to the general interests of the Company in that section. As an illustration of how things grow there, we are reminded that he, on first arriving, did all the work of the office with the help of a boy; at present the local business gives employment to seventy men and twenty horses. There are fifty trains moving in and out of the city daily, and sixty messengers center there.

**163. E. Mason Cooper, MANAGER PACIFIC DEPARTMENT W. F. & Co's EXPRESS; Headquarters, San Francisco.**

Mr. Cooper has the general management of all the Company's offices west of the Rocky Mountains and in Mexico, his appointment to the position dating back to March, 1884. He commenced with the American Express Co. in Chicago, May, 1855, remaining there until April 1, 1865, when he was appointed joint agent of the American and United States Express Companies at Quincy, Ill. He left there December 15, 1866, to take the agency of the Merchants' Union Express Co. in Chicago, Ill. In March, 1868, he was made Superintendent of the Illinois and Missouri Division of the American Merchants' Union Express Co., and September, 1869, went to Omaha and established the Union Pacific Express Co. January 1, 1871, was appointed Superintendent of Wells, Fargo & Co's lines in Kansas, Nebraska and Colorado, headquarters at Kansas City, Mo. In November, 1874, he returned to Chicago as General Superintendent, Western Department, American Express Co.; and removed from there to San Francisco, March, 1884, to take service with Wells, Fargo & Co. for the second time.

**164. Amador Andrews, MANAGER CENTRAL DEPARTMENT ; Headquarters, Kansas City, Mo.**

Mr. Andrews is a native Californian, born in Jackson, Amador County, July 3, 1854. He was brought up, as it were, in the service of Wells, Fargo & Co's Express, of which his father was an agent, and early became identified with it himself. He has seen service in all the States and Territories west of the Mississippi, and in Mexico and Hawaii, and experienced express life in all its phases, from the privations and perils of the frontier messenger to the more pleasant but not less arduous duties connected with the management of one of the three great Departments into which the territory occupied by the Company is divided. The Central Department embraces all lines east of the Rocky Mountains to the Mississippi River, and east of El Paso to New Orleans.

**165. Dudley Evans, MANAGER ATLANTIC DEPARTMENT ; Headquarters, New York.**

Col. Evans is a Virginian, born in 1838, and acquired his military title by actual service. He started in the Company's employ, 1867, at Victoria, British Columbia, succeeding in 1872 to the agency at Portland, Oregon, where he exercised official functions outside the local limits. In 1882 he was put in full charge of that section as Superintendent of the Northwestern Division. Upon the completion of the Northern Pacific Railroad, carrying its own express, W. F. & Co. relinquished the field, and Col. Evans engaged in real estate business at Portland. The express service continued, however, to exercise a fascination over him, and in January, 1888, he accepted the position of Superintendent of the Northeastern Division, with headquarters at Omaha, Neb. In September following he was made General Superintendent of the Central Department, to which his division belonged; and in November, 1891, he was transferred to New York, to take charge of the Atlantic Department, as successor to W. J. Hancock, deceased. The Department embraces the Company's lines from Boston and New York, inclusive, on the east, to the Mississippi river on the west. He is also second Vice-President of the Company, elected to that office August, 1892.

**166. Two Cut-off Shotguns ; W. F. & Co's peculiar pattern of defensive weapons which western highwaymen have learned to regard with the respect originating in fear.**

The samples are of the old muzzle-loading variety, which have long since been replaced with breech-loaders, of the same reduced length; made so to facilitate concealment, as well as use.

**167. "A Keepsake"—Columbian Souvenir Coin, 1892 (face and reverse); "Presented to the Employés of Wells, Fargo & Co., in Token of Regard and in appreciation of faithful services."**

Connected with the above are the effective display card used with each coin, the language of which we have quoted, and a copy of the official circular of President John J. Valentine, further explanatory of the kind and patriotic motives that prompted the presentation, involving no small outlay of money.

**168. Homer S. King, MANAGER OF W. F. & CO'S BANK.**

Mr. King entered the employ of W. F. & Co., 1857, at the age of sixteen, as letter clerk, in Sacramento office, and was promoted subsequently to forwarding

clerk. In July, 1863, he was transferred to Virginia City, Nevada, as Cashier of the Company's Bank there, and in 1867 was called to the same position in San Francisco. In 1869 was agent at White Pine, Nevada, a flourishing and noted mining district, and in 1872 at Eureka, Nevada, another of the prosperous mining camps of the day. He returned to San Francisco in 1873, having been elected Treasurer of the Company, and served in that capacity until 1876, when he resigned to engage in business for himself. From this he retired in May, 1892; and in August of the same year was elected Manager of W. F. & Co's Banking Department, in connection with its bank located in San Francisco, a position he accepted and now fills.

### 169. **James Heron, SECRETARY OF WELLS, FARGO & COMPANY.**

Mr. Heron was born December 2, 1827, at Richmond, Va., and at the age of fourteen entered the U. S. Navy, as midshipman; resigning at twenty-one, and spending two years in France. Sailed again (this time in the merchant service) and followed the sea until April 4, 1862, when he engaged with Wells, Fargo & Co., as a coast-line messenger. Subsequently he passed through various grades of the service—department clerk, route agent, assistant superintendent and cashier. In 1872 the duties of Secretary were joined with those of Cashier, he continuing in the dual position until 1882, when he was sent to Mexico, where he assisted in organizing the service over the important territory acquired in that Republic by the completion of the Mexican Central R. R. Two years were occupied in that and similar work, since when he has served as Secretary of the Company at headquarters, San Francisco.

### 170. **Henry Wadsworth, TREASURER OF WELLS, FARGO & COMPANY.**

Mr. H. Wadsworth came to California in the spring of 1858, and immediately engaged in business at Yreka with an elder brother, Dr. E. Wadsworth (who had preceded him), and with W. F. & Co. by that arrangement,—the two, as a firm, being for many years agents of the Company at that pioneer settlement. The Yreka office still continues in the family of the elder brother. In 1873 Mr. H. Wadsworth accepted the first-class agency—express and banking—at Salt Lake City, Utah, and in 1876 was transferred to San Francisco, as Treasurer of Wells, Fargo & Co., and Cashier of the Bank, which position he now holds. His services extend over a period of thirty-five years.

### 171. **W. F. & Co's Office at Sacramento, Cal.,** Corner Sixth and K Streets. Exterior view. Felix Tracy, Agent.

### 172. **Interior of the Sacramento Office.**

The building is comparatively new, having recently been remodeled and prepared by the owners to suit the wants of the Company. The fixtures and inside arrangements are altogether new, and skillfully planned, not only for facilitating office work, but for health and comfort.

### 173. **The Office Force at Sacramento, Cal.**

The employes connected with the office—clerks, drivers, etc.—are grouped before the building as if for inspection, Mr. Tracy, who is both local agent and Assistant Superintendent of the Division, distinguishable among them.

## RECORD OF ROBBERIES

PERPETRATED ON WELLS, FARGO & CO. FROM NOV., 1870,  
TO NOV., 1884.

---

It is universally admitted that no express company in the United States has been subjected to so frequent attack and often heavy loss by highwaymen and lawless desperadoes as Wells, Fargo & Co. The promptness with which all claims on this account have been met and settled has ever inspired and confirmed public confidence in the integrity and responsibility of the Company. The following is a summary of the detailed official Report by Special Officers, J. B. Hume and J. N. Thacker, submitted to the President in November, 1884. It covers a period of fourteen years :

Total loss incidental to Robberies . . .	\$927,726.55
Number of Stage robberies . . . . .	313
Attempted Stage robberies . . . . .	34
Burglaries . . . . .	23
Train robberies . . . . .	4
Attempted Train robberies . . . . .	4
Number of W. F. & Co's Guards killed . . .	2
Number of W. F. & Co's Guards wounded . .	6
Number of Stage-drivers killed . . . . .	4
Number of Stage-drivers wounded. . . . .	4
Number of Stage-robbers killed . . . . .	16
Number of Stage-robbers hanged by citizens	7
Number of Horses killed . . . . .	7
Number of Horses stolen from team . . . .	14

No general report on the subject has since been made, which has not been due to dearth of material. The years subsequent to 1884 have been as rich in similar events as those preceding, and the history of them would be quite as startling and impressive.



PRINCIPAL OFFICES  
OF  
WELLS, FARGO & CO'S EXPRESS.

U. S. OF A.

---

NEW YORK, 63 Broadway.

AKRON, OHIO.	PORTLAND, OR.
AUSTIN, TEX.	PITTSBURGH, PA.
ATCHISON, KAS.	ROCHESTER, N. Y.
ALBUQUERQUE, N. M.	SEATTLE, WASH.
BOSTON, MASS.	SALT LAKE CITY, UTAH.
BUFFALO, N. Y.	SAN DIEGO, CAL.
CHICAGO, ILL.	SAN FRANCISCO, CAL.
CINCINNATI, OHIO.	ST. LOUIS, MO.
CLEVELAND, OHIO.	ST. JOSEPH, MO.
DENVER, COLO.	SANTA FÉ, N. M.
EL PASO, TEX.	TACOMA, WASH.
GALVESTON, TEX.	TOPEKA, KAS.
KANSAS CITY, MO.	TOLEDO, OHIO.
LOS ANGELES, CAL.	TUCSON, ARIZONA.
NEW ORLEANS, LA.	VIRGINIA, NEV.

Also VICTORIA, B. C., and

CITY OF MEXICO.

---

EXPRESS TO GREAT BRITAIN AND EUROPE.

Wells, Fargo & Co's Express forwards **Small Parcels Packages, Valuables and Merchandise** by all of the **Fast Steamships** from New York, at exceedingly low rates, and with no more formalities than attend domestic shipments by Express.

EUROPEAN AGENCIES.

ANTWERP, BELG. . . .	Von der Becke & Marsily.
BREMEN, GER. . . .	Heinrich Becker.
CHRISTIANIA, NOR. . .	Jens Meinich & Son.
COPENHAGEN, DEN. . .	Thingvalla S. S. Co.
FLORENCE, ITALY. . .	French & Co.
HAVRE, FRANCE . . .	38 Rue de Chilou.
HAMBURG, GER. . . .	39 Admiralitatstrasse.
LONDON, ENG. . . .	99 Cannon Street.
LIVERPOOL, ENG. . . .	20 Water Street.
PARIS, FRANCE . . .	19 Rue Scribe.
ROME, ITALY . . . .	Pruckmayer, Zuccari & Co.

— ALSO —

PANAMA, U. S. of C. . Henry Ehrman.

---

For rates and other information please apply at any Agency of the Company.

OFFICE OF

WELLS, FARGO & COMPANY'S  
BUREAU OF INFORMATION

154 AND 156 DEARBORN STREET,  
CHICAGO.

---

Inquiry may be made there concerning matters of interest and importance to visitors during the Fair, relating to the Exposition, the city, living-arrangements, railroads, etc., and information acquired free of cost.

A CORDIAL INVITATION TO CALL  
IS HEREBY EXTENDED.....