

The August Meeting

Tuesday, August 26, 2008, 3:00 p. m.
Thomas E. McMillan Museum

Show and Tell

PRESENTERS FROM PREVIOUS PROGRAMS OF "SHOW AND TELL"



FROM LEFT TO RIGHT: PAUL MERRITT, ELIZABETH EDWARDS, GILBERT MCGLOTHREN, WILLELLIEN ELLIOT, ALMA HALL, ALAN ROBINSON, DON SALES, AND MORRIS STONE



Kay and Joe Ross Show Turkey Callers

The September Program

"Fiddlers, Banjo Players, and Strawbeaters: Alabama's First Pop Musicians"

Guest Speaker Joyce Cauthen will discuss the early fiddler of Alabama, their popularity, and the role of African Americans in developing today's blue grass and county music.

Joyce's husband Jim Cauthen will bring his fiddle and demonstrate tunes and Joyce will demonstrate tunes for the banjo.



10 Gauge Double Barrel Shotgun

Picture of Dr. Bob Smith's Gun Courtesy of Gail Smith: See Story in Journal Section

Volume 35, Number 8

August 2008

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The August Program— Show and Tell.

Always one of our Best Programs. Plan on bringing an interesting item to the meeting to "show" and "tell" its history.

Voting Day Means Come to the Back of the Museum

Note that the Brewton municipal elections are held August 26, the day of our meeting, so the gallery room in the Fine Arts Building will be occupied with voting machines. Therefore, we'll meet in the museum. Be sure to use the back door of the building (middle door) to enter the museum.

Park in front but come to the back.

Just Briefly...

In both July and August there were several requests for “lookups” of one kind or another. Regrettably, there is not enough of me to go around, so some of them were put off until another day. Even more regrettable is the fact I still haven't gotten to some of them.

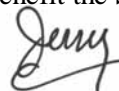
Why am I saying this? To make you feel sorry for me? No, not at all, although if that would do some good, I might try it sometime. The truth is, when I fail to do lookups for people who see us as a source for information, either historical or genealogical, and it isn't done in a timely manner, the Society is who they blame. So each member suffers to some degree.

It seems that there should be someone who might step up and volunteer to be at least partially responsible for queries. If you are willing, contact me and I will be happy to assist you as far as I can.

The Scholarship Fund is growing, slowly. The Flomaton Centennial Committee has agreed to allow the society to sell the Flomaton Centennial Scrapbook and for each one we sell, we will have \$5.00 of the \$40.00 purchase price to go into the fund.

In addition, during the preparation of the book, it was necessary for them to purchase a \$300.00 software program and that program was donated to the society as well. Much of the book was based on information that was researched here in the Alabama Room, but we are still grateful for the Centennial Committee's consideration.

So- if you want to buy the Flomaton book, please purchase it through the ECHS - we can mail it to you but even Book Rate will add about \$6.00 to the price. One other thing: I have been telling folks. They don't have to pay just \$40.00 for the book. They can add more to their check and that amount will also benefit the Scholarship Fund! We've had folks send \$50.00, \$75.00 and one person sent a \$100.00 check!



Did You Know ??

According to ECHS member Margaret Gaston, Mt. Moriah Church in northern Butler County has its pulpit in Wilcox County and the congregation sits in Butler County. Read more about Mt. Moriah Church in this issue.

That on August 28, 1979, the Escambia County Commission approved a motion to “...designate the Thomas E. McMillan Museum as the ‘official museum for Escambia County, Alabama.’”



The *Flomaton Centennial Scrapbook* is on sale by the Escambia County Historical Society with a portion of the price going to our Scholarship Fund.

The book was compiled by ECHS president Jerry Simmons and is 346-plus pages of photos, anecdotes, history, old newspaper clippings and more, telling the story of Flomaton and its region.

It contains history, but is not a history book; it has pictures, but is not a picture book. It is, as its name implies, a “scrapbook,” presenting fragments of Flomaton's past.

Well worth its price, this book is one you would be proud to display on your coffee table. Contact the ECHS or Jerry Simmons to see how you can get a copy.

Coincidence Makes New Friends

By Jerry Simmons

August 24 was my grandfather's birthday. He was born in Manningham, Alabama, in 1889. Up until his death, his mind was sharp, and he was anticipating living to be 100 years old. Unfortunately, he died in June of 1988, just over a month from his 99th birthday. This year marks the 119th year since his birth.

Recently I was going through some pictures from his collection and ran across three pictures of four young girls with bright smiles, looking like they were having the time of their life. Their names were written on the back and I recognized one of the names as the same as one of our

members from Bellville, Margaret Jane Gaston.

I emailed Margaret and asked if there was a possibility the picture was of her and some friends. If so, I wrote, did she have anything she could tell me about the pictures? She wrote back, saying they brought back marvelous memories of a weekend in May of 1942.

My grandfather's parents and a brother are buried in the Bellville Baptist Church cemetery along with many other relatives that once lived in the vicinity. Margaret relates how he and my step-grandmother were visiting Bellville and invited the girls.... But let me allow Margaret to tell the story:

By Margaret Jane Gaston

Four young girls from Bellville embarked on a splendid, memorable weekend at the invitation of Mr. & Mrs. Aubrey Simmons who lived in Century, FL. This kind and generous couple extended invitations to Maye Jean and Janetta Crum and the Crum sisters could invite one friend each. The friends they chose were Marjorie Emma Riggs and Margaret Jane Gaston.

The reader is encouraged to imagine the excitement such an invitation evoked – three teen-agers and a soon to be 13 year old off to Century and Ft. Walton for a weekend.

The delighted foursome packed an overnigher and soon departed the dusty roads of rural Conecuh County for the town of Century. No sooner had we left home the couple suggested we keep a journal of our trip – the journal to include our impressions of Century, Ft. Walton, our benefactors, places we stopped, cafes, motels.

Our first night (Friday) we spent with Mr. & Mrs. Sim-



Margaret is second from left, with glasses. The other girls are Maye Jean and Janetta Crum and Marjorie Emma Riggs

mons at their home in Century. We decamped their home early on Saturday and drove directly to Ft. Walton, which was probably Ft. Walton Beach, since the white frame cottage we stayed in was located on the Gulf.

We unpacked, primped and made haste to the memorable Staff Café for our mid-day meal, still known then as dinner. I have no

recollection of what we ate - it had to have been seafood of some kind. The Simmons' just made us feel so at home – jovial, interested in their guests, kind in their remarks.

All too soon we decamped Ft. Walton sometime on Sunday and headed home to Bellville. The journal as recorded by Janetta whose penmanship was without question the best of the foursome remained with her throughout the next 50+ years. One particular packing and moving from one location in Bellville to their newly built retirement home a few miles north of where she and her husband Ed (Falls) had been living proved fateful for the journal. No matter how many times she looked at the urging of this

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Friends *(from p3)*

(Continued from page 3)

writer it just never could be found.

In July of 2008 I received an email from one Jerry Simmons with a file attachment of pictures made in May of 1942 asking if Margaret Gaston (member of ECHS) was Margaret Jane Gaston, one of the names on the back of the pictures made by his grandparents when we visited them. What a serendipitous moment!

Being a member of the ECHS and reading the monthly newsletters plus other emails posted to members by the President Jerry Simmons AND reading *The Tri-City Ledger* never clued me in as to this Jerry Simmons being the grandson of our benefactors and hosts, Mr. & Mrs. Aubrey Simmons.

The Simmons burials listed here are Jerry's ancestors.

BELLVILLE BAPTIST CHURCH CEMETERY

Located on CR 15, turn north off Highway 84 at Bellville crossroads. The church and cemetery are on the left.

SIMMONS

<i>T. A. Simmons</i>	20 May 1862	9 Sep 1924
<i>Father</i>		
<i>Pearlie Simmons</i>	4 Jun 1871	8 Nov 1926
<i>Mother</i>		

[Double Marker]

<i>Myron L. Simmons</i>	13 Aug 1899	4 Aug 1922
-------------------------	-------------	------------

He was a kind & loving son & affectionate brother

The burials are near to those of the Peaveys who are related to the Simmons. One row forward from the Simmons and Peavey plots is the Crum plot. My lifelong friend, Janetta and her sister Maye Jean (Owens) are buried there. My other lifelong friend, Marjorie Emma (Brown) lives in Repton, AL.

Margaret Jane Gaston

381 Ebenezer Rd. N

Georgiana, AL 36033

mgaston001@centurytel.net

Ancestry.com: Search for Your Family's Roots World Wide



Picture courtesy of Ancestry.com Website

ECHS offers a great service by providing free access to the website "**Ancestry.com.**" You can research your family history through this website's constantly expanding data bases.

This month Ancestry.com reminds its users that "Your family story extends beyond the United States. That's why we continue to add new historical records from countries all over the world."

This month they have expanded their records into Italy, Germany, France, Sweden, The UK, Australia, and of course the U. S.

The website is also a great source of cultural history for the U. S. and many other countries which have contributed to the variety of people and cultures that are a part of the U. S. today..

Queries

Query from Jan

Jan (with this email address <Jan27TAB@aol.com>) is re-searching family history concerning James Clyde Bolan and his wife, Leona. Jan knows that James was born on Nov. 1, 1888 and died about 1969. He and Leona were married after

May 1920. Jan has never heard if the couple had a family. She is interested in any information she can be given about this couple.

Query from Laura

Laura Farah, whose email address is <cafe1115@comcast.net>, is looking for obituaries or any information on the following individuals. She writes:

DATE OF DEATH	NAME
June 19, 1896	Mary Ida IVEY
January 10, 1905	Kate M. ETHERIDGE
November 18, 1912	Arthur Colley BURNETT
September 8, 1914	William A. BURNETT

August 9, 1922	Mary "Mollie" BURNETT
June 30, 1926	Ernest N. ETHERIDGE
November 19, 1927	Minnie LEWIS

On this last one, I do not know the month - only the year: 1947. There could well be an associated article, as he was killed in a car accident in Escambia Co., Florida, on his way back to Escambia Co., Alabama. Name: Fred N. CURTIS, age: 27.

Mt. Moriah Baptist Church : The Church that Sits in Two Counties

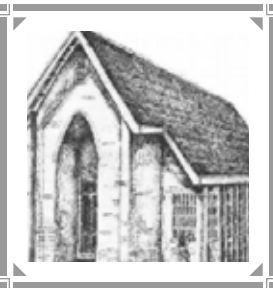
**Mt. Moriah Church Building
1847-1954**



Mt. Moriah Church Today



**Drawing of Today's
Church Building**



Mt. Moriah is located about thirty-five miles from Greenville, Alabama, and five miles from Pineapple on a site that spans the county lines between Butler and Wilcox counties, the pulpit in Wilcox County and the congregation seating in Butler.

The church was established in 1828 by settlers from Virginia, who migrated first to South Carolina, and then to Alabama. As pictured, the church building from 1847 was rebuilt in 1849 and again in 1954 in the same location, using some of the original beams in the roof of the interior and the original hand-carved pine pews.

Today there are no regular church services, nor pastor, but there is a Sunday School building that has never had a class in it but was built to be used for the meals and fellowship time that are part of the yearly service, a homecoming each second Sunday in June. There has also been established an endowment fund for the adjoining cemetery, which is well kept.

Material and photographs are from the website for Butler County in a section entitled "Mt. Moriah Baptist Church: the Church that Would Not Die."

Our Business Members

Please patronize our new business members. Be sure to tell them you appreciate their support of the Escambia County Historical Society!

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AL 36426
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biz: 251-867-9097
E-mail: goobfbo@hotmail.com

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251-809-8788

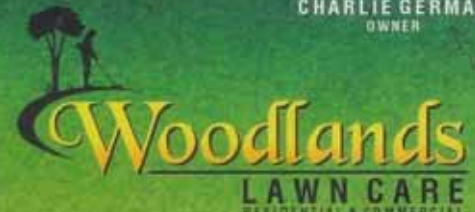
KEVIN ONEIL MCKINLEY
ATTORNEY AT LAW
100 NORTH MAIN ST. 251-446-3495
ATMORE, AL 36502 MCKINLEY2971@YAHOO.COM
(A proud sponsor of the Escambia County Historical Society)

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The ECHS *Journal* Section

Wells Fargo: Treasure Boxes, Shotgun Riders and Stagecoaches

The following article was researched and written by ECHS member Darryl Searcy.

The information and the images are reprinted with permission of the Wells Fargo Co.

Gold dust, gold bars, gold coins, legal papers, checks, and drafts traveled in the famous green treasure boxes, stored under the stagecoach driver's seat. Loaded with bullion, they could weigh from 100 to 150 lbs. "About as much as one likes to shoulder to and from the stages," wrote John Q. Jackson, Wells Fargo agent, in an 1854 letter to his father. Because they carried the most valuable assets of the West, these sturdy boxes of Ponderosa pine, oak, and iron were more prized by highway bandits than anything else.

But the real security of the treasure boxes came from who was guarding them — the Wells Fargo shotgun messengers. They were "the kind of men you can depend on if you get into a fix," according to Jim Hume, a Wells Fargo detective. If thieves were foolhardy enough to try and steal a treasure box in transit, they would find themselves staring down the barrel of a sawed-off shotgun, loaded with 00 buckshot, and possibly held by Wyatt Earp himself.

Despite these efforts, there was a masked highwayman who managed to rob 27 stagecoaches — the infamous Black Bart. Wells Fargo detectives eventually caught up with him. He served his four years in San Quentin and then disappeared forever.

Nevertheless, one such shotgun is in existence today in Escambia

County, Alabama. The relic is owned by the descendents of Dr. Bob Smith, a physician surgeon associated with the D. W. McMillan Hospital and Surgical Associates of Brewton.

Wells Fargo was founded March 18, 1852, in New York City by Henry Wells, William G. Fargo, and Associates. The company officially opened for business on July 13, 1852 in San Francisco and Sacramento, California. Since the beginning, in 1852 Wells, Fargo & Co. directly ran stage lines only from 1866 to 1869, from Ne-

braska to California, and north from Utah into Montana and Idaho.

Wells Fargo files of stage drivers are far from complete, and mostly list drivers in California and Oregon. There is also some information on drivers of the Cal-Oregon stagecoach company that Wells Fargo contracted with to do its business.

For most of the Wells Fargo staging history, independent locally-run stage lines carried the express. These stage lines advertised in their town's business directories and newspapers, which are usually available at state and county historical societies and special libraries.

There were many Wells Fargo *wagon* drivers, delivering for the company in small towns and big cities until 1918. Unfortunately, there is no comprehensive list of them and it is also unlikely that state and county historical societies will have such records available.

At the most, advertising in local newspapers will only verify that the

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One of the Famous Wells Fargo Boxes.

Wells Fargo comments that it is a company that has successfully carried people and mail as well as gold across the American West. However the image which most people associate with the name Wells Fargo is not that of passengers or mail but that of the gold which was carried in these green boxes.



Dr. Smith brought this 10 gage double barreled shotgun to one of ECHS's past "Show and Tell Meetings. The gun has marked Wells Fargo Co.

The question of the gun's actual connection to Wells Fargo or use by a security guard on one of the stagecoaches is referred to in the article.

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Wells Fargo: Treasure Boxes, Shotgun Riders and Stagecoaches

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Wells Fargo company operated in that area. Contemporary newspaper accounts of robberies were often very detailed, in contrast to Wells Fargo's brief and business-like notes.

The co-authors of this compilation learned that Wells Fargo will not offer value appraisals for artifacts carrying the Wells Fargo logo, but they will provide whatever information it can if you send a picture and history of whatever you know about the item.

Wells Fargo Historical Services

420 Montgomery St. A0101-026

San Francisco, CA 94163

(James Bartz published a book, *Company Property*, by the

Westbound Stage, in 1993. The book is a very good read and may be obtained by ordering on-line at westboundstage.com).

From about the 1960s on there have been many items produced by others as souvenirs of the "Wild West." Among them are Wells Fargo marked belt buckles (often marked on the back as made by Tiffany), chest badges, Bowie knives, brass body tags, and stagecoach plates.

There are also many items with a brass shield saying "Property of Wells Fargo San Francisco Division," often attached to an actual antique. None of these was made by or for Wells Fargo.

In the 1970s, Wells Fargo did issue a commemorative belt buckle and a commemorative star-shaped badge. These are clearly marked on the back as copyrighted by

Wells Fargo & Co.

And now to the real question as to whether or not antique shotguns bearing Wells Fargo markings are genuine. Actually, there is no clear answer. "Wells Fargo" marked shotguns have become a problem among collectors of antique firearms.

It appears that each town's Wells Fargo agent bought weapons from local stores carrying whatever was available and the Wells Fargo logo was meant purely to imply "property of." It was not a central headquarters function. Just as with companies today, Wells Fargo offices did not keep outdated records, and there are no comprehensive

lists of Wells Fargo firearms.

In recent years, however, many people have added "Wells Fargo" to actual antique weapons. All of this makes it very difficult to know whether



On its website, <wellsfargo.com>, the company notes, "The name Wells Fargo is forever linked with the image of a six-horse stagecoach thundering across the American West, loaded with gold. The full history - over more than 150 years - is rich in detail, includes great events in America's history, and is nationwide and international."

any shotgun currently for sale was or was not used by Wells Fargo, regardless of the markings. When there are more questions than answers, it is often prudent to check with the Wells Fargo Historical Service stated above.

There are in existence silver bars stamped with Wells Fargo and the dollar amount. Generally, these small bars are souvenirs only, and were not made by or for Wells Fargo. Wells Fargo & Co. did ship large 100+ pound bars of silver from western mining regions but the bars were marked with the mining outfit's name, if they were marked at all.

There are also in existence checks or certificates dating back many years and marked as payable to a specific person. According to the Wells Fargo Historic Service, these

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certificates are not genuine. Usually such certificates are copies printed on brown, parchment-like paper, with only black ink, and in the lower corner in small type are the words "non-negotiable." It was part of a pack of reproductions made by a museum store supply company some years ago.

Stagecoach drivers and shotgun guards were bold men with the job of getting the stagecoach to the station on time. Stagecoach driver Henry Monk (better known as Hank) was famous after rushing to get Horace Greeley to his lecture on time. Riding by his side or on top of the coach was the shotgun guard who was always ready to protect the precious Wells Fargo box from outlaws.

All drivers were required to swear to the Oath of Mail Contractors and Carriers as required by law because they were in charge of carrying the U. S. mail. Shotgun messengers were any guard that rode along when the stagecoach was carrying valuable cargo or bullion. Popular firearm of the guard was a sawed off double barrel shotgun

With reins entangled in their fingers, the drivers controlled the horses with gentle but firm commands. The

reins were called ribbons by the drivers through which they could talk to any of the horses. The left hand held three pairs of reins while the right hand handled the friction brake or the whip as necessity dictated

Another skilled stagecoach driver was Charley Parkhurst who, it was said, could drink, swear and chew with the best of them but apparently it wasn't until death did friends realize that Charley was a woman.

Other well known stagecoach drivers were Wyatt Earp, William Cody, and James Butler Hickok. Wyatt Earp's brother Morgan rode shotgun for Wells Fargo as well from 1880 till October 1881 when he was wounded at the OK Corral.

So necessary were the shotgun riders that songs were written for them. One such lyric composed by an artist who referred to himself as Bachman Overdrive went this way:

Shotgun Rider

*There was a man who owned a part of town
Approached me in his saloon and asked me to sit down
Was I unemployed or would I like a job
He said he owned the stageline and there were men who
liked to rob*

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On the Butterfield

"In 1857 Wells Fargo joined other express companies to form the Overland Mail Company, establishing regular twice-a-week mail service between St. Louis and San Francisco. (Until the stageline, communications east and west was twice a month by steamship.)

Wells Fargo got the route surveyed and shared in the financing. Nicknamed the "Butterfield Line" after its president, John Butterfield, it ran 2,757 miles through the Southwest via El Paso and Los Angeles and then up through California's Central Valley to San Francisco. (from the Wells Fargo website <www.wellsfargo.com>)



From the Wells Fargo website this description of riding on the Butterfield on a coach such as the one shown above: "Night and day the stage rolled on at a pace from 5 to 12 miles an hour, across vast, treeless plains, jagged mountain passes, scorching deserts, and rivers cursed with quicksand. The coach stopped only to change horses or let passengers slug down a cup of coffee with their beef jerky and biscuits. About 25 days later, it clattered into San Francisco!"

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*He offered me his daughter's hand, an advance of salary
A fancy gun, a pair of boots, and a share in the company
Now I ride shotgun on his stageline
I ride shotgun on his life
I ride shotgun on his money
I ride shotgun on his wife
Shotgun rider, shotgun rider, shotgun
There were outlaws who waited on the trail
For the stagecoach daily run with payrolls and the mail
They spied our dust, and saddled up to ride
They saw the worried driver with me sittin' at his side
So they circled 'round the stagecoach it was their daily fun
Until they saw the driver smile and spied my trusty gun
We caught the outlaws and took them back to jail
Sent for the county marshal and would not post a bail
Sent 'em up the river. That sure cleaned up the town
I was elected sheriff. The mayor asked me down
I now own half the stage line and half the rest of town
I go to church on Sunday. I think I've settled down.*

Stage lines crossed America much as railroads, busses, and airlines do today. Susan Douglas Wilson published an article in the Middle Tennessee Journal of Genealogy & History entitled "Transportation in Early Middle Tennessee" Vol. VII. No. 4, Spring 1994, pp 148-152. Her account spoke as much about Alabama, Mississippi, and Louisiana as about the Tennessee Valley.

In her article she stated that the first inhabitants of the Middle Tennessee areas used two major forms of transportation. The first was overland travel using Indian and animal paths, or sometimes making their own trails between hunting grounds and home base. Many of these trails became modern-day roads and highways. The Natchez Trace, the Cumberland Trace, the Black Fox Trail, and the Great South Trail were just a few used by emigrants who settled in the southern regions.

Escambia County Historical Society member Paul Merritt tells an amusing story that goes something like this:

A stagecoach operator had sent out hiring flyers for a shotgun rider. One man applied and was hired. His job description called for him to sit up front with the driver. While the driver kept his eye on the road ahead, the shotgun rider was to keep his eye trained to the rear to spot anyone approaching from behind. From time to time the driver would ask if the rider saw anybody following.

In time, the question was asked of the rider if he saw anything behind them. He replied there was. The driver asked how far away. "I don't know," replied the rider. "Well, how big are they." "About this big," replied the shotgun man, measuring some two inches with his fingers. "Well, okay," said the driver, "tell me when they get any bigger."

The rider said nothing for a long while. The driver asked again how big were the approaching horsemen. A measurement of about one foot was given.

"Okay, tell me when they get bigger."

Some time passed and the driver asked again, "How big are they now?"

"As big as we are," replied the rider.

"Well shoot 'em," the driver demanded.

"I can't do that," replied the rider.

"Why not! Shoot 'em."

"No," said the rider, "I can't shoot them people. I've known 'em since they were just this high."

Of course, the second form of transportation was water travel on rivers and streams using crude canoes, dugouts, flatboats and keelboats.

By 1800 the southern territories were growing rapidly but had yet to see the first stagecoach line. The unsettled wilderness was a major barrier. Stage lines were expensive to build and maintain in areas with barely passable roads but even in those times the mail and other services had to go through. Of great concern was the danger of crossing over Indian territories where no treaties existed.

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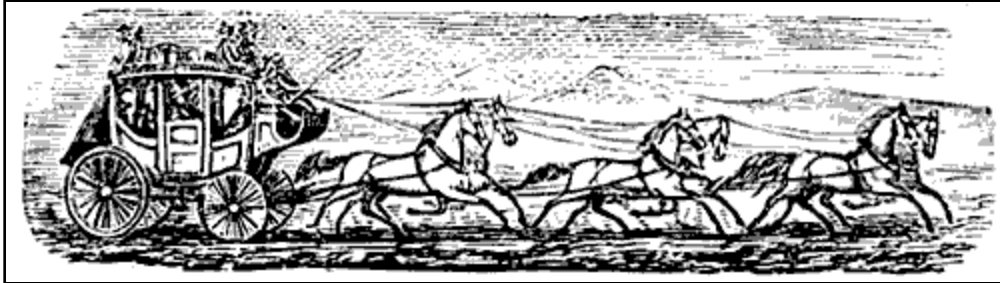
(Continued from page 10)

The first official service to branch out extended from Staunton, Virginia

to Knoxville in 1794, to Nashville in 1797, and to Natchez, Mississippi in 1800. Extension lines were ordered by the Postmaster General, Gideon Granger, to Huntsville, Alabama in 1807.

At that time a contract was entered into with Benjamin White to open routes, seek safe passage, and install several stagecoach lines. One such route is known today as the Old Federal Road that runs from Gainesville, Georgia to Fort Stoddard, Alabama. The route may also be known as The Old Stage Road from Burnt Corn, Alabama in Conecuh County to Stockton in Baldwin County, crossing the northwest corner of Escambia, County.

Along the stagecoach route, large communities and towns in northern Alabama began to beg permission to accompany the mail as passengers in order to do personal business with their neighbor. The alternative was to cross hostile territories alone on horseback. Indeed, there was



Picture courtesy of Wells Fargo website.

safety in numbers traveling together with a shotgun rider aboard. This mode of transportation played an inte-

gral role in the economic development of the region until the rail-

roads began to lay track, at which time the stagecoach began to diminish in popularity in favor of the faster rail travel.

Up until the beginning of the Civil War, there were sixteen major stagecoach lines departing from Nashville. Each coach could carry several passengers and each leg of a journey required four teams of horses. The average speed of a coach was six miles per hour with team changes approximately every ten miles. Many of these stagecoach lines, whose primary purpose was to carry the U. S. mail, were often the only source of contact between small communities, whether spoken face-to-face, or by written message.

Information taken from the Tuscaloosa, Pickens County Civic Hall of Fame archives indicates that one such de-

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Important Dates leading up to the Founding of Wells Fargo & Co.

- 1849 ~ Gold Rush
- 1852 ~ Wells Fargo & Co. founded
- 1858 ~ (Butterfield) Overland Mail Co. begins transcontinental stagecoach service
- 1860 ~ Pony Express
- 1866 ~ Wells Fargo's owned and operated stage lines
- 1869 ~ Transcontinental Railroad completed
- 1888 ~ Nationwide "Ocean-to-Ocean" service
- 1905 ~ Wells Fargo & Co.'s bank merges with Nevada National Bank of San Francisco
- 1906 ~ San Francisco earthquake and fire
- 1918 ~ Wells Fargo out of express business
- 1923 ~ Wells Fargo Nevada National Bank merges with Union Trust Company of San Francisco
- 1960 ~ Wells Fargo Union Trust Company merges with American Trust Company of San Francisco
- 1986 ~ Wells Fargo Bank merges with Crocker Bank
- 1996 ~ Wells Fargo Bank merges with First Interstate Bank
- 1998 ~ Wells Fargo Bank merges with Norwest Corp. of Minnesota

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veloper was Robert Jemison (1802-1871).

Mr. Jemison developed and operated a stagecoach line which he merged with other similar interests to expand the system into central and south Alabama. He envisioned early on the impact and use of railroads but was not able to secure rail lines during his lifetime as part of his holdings. One of his most enterprising ventures, however, was to acquire and consolidate several small stage lines that eventually entered into contract with the Wells Fargo operation to carry mail, passengers, and cargo to the Alabama and Mississippi coast.

At their introduction, railroads were intended to be a supplement to steamboat transportation. However, within

a few years, railroads would overtake steamboat and stagecoach as the main means of moving people and goods. As the railroads grew and expanded, state and federal funds went into railroad development rather than steamboat and road building.

With the onset of the Civil War, the improvement of civilian transportation systems in the south came to a halt. Many of the transportation facilities became geared to military operations. Steamboats and railroads were refitted to carry troops, cargo and supplies. When territories began to surrender to Union troops in 1862, the cities along the rail routes became major army supply depots. The demise of steamboat and stagecoach quickly waned into distant memory.

On its website, under the subsection "Today in History," Wells Fargo gives this account of an attempted robbery and a hero:

"August 18, 1875. Today, Civil Engineer Alexis W. Von Schmidt reflected on yesterday's stage ride. He had been lazily resting in the early afternoon as the coach from Quincy climbed the Live Yankee Hill near Oroville, California. Suddenly, the coach lurched to a stop, and Von Schmidt, another man, and two ladies stuck their heads out windows.

A paper described what they saw: "A stout, low-sized man, with a portion of a blanket over his face, standing with a double-barreled shotgun leveled at the driver." Von Schmidt quickly jumped out the window and got the drop on the robber--who speedily fled. With the bandit distracted, the stage departed at high speed, leaving Von Schmidt in the dust and an armed robber in the bush!

However, when the passengers returned, there he was 'standing in the road upon the scene of his triumph.' In return for saving a treasure of \$12,000, [perhaps \$250,000 today] Wells Fargo presented

the 'valorous and gallant' Von Schmidt with a handsome gold watch and quartz-gold chain."

Von Schmidt's gold watch with quartz-gold chain. From Wells Fargo, this note,

"The Russian-born Von Schmidt always treasured the watch--but thought the chain too gaudy. By wearing it, he 'might be taken for a gambler!'"



The ECHS *Journal* Section

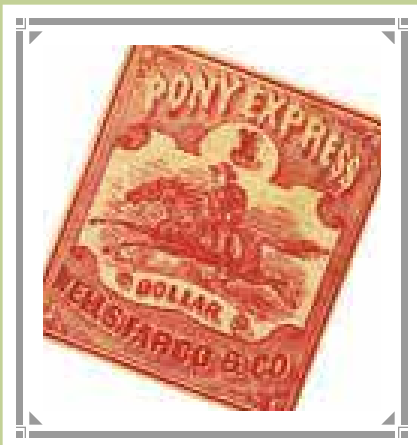
Wells Fargo: Treasure Boxes, Shotgun Riders and Stagecoaches



A Wells Fargo six-horse stagecoach The carriages were known as Concord Coaches or Hansenwheel. The Concord Coach was built for comfort and was usually reserved for 6 to 8 passengers, pulled by a team of six horses. The Hansenwheel was designed to carry heavy cargo as well as passengers (bottom) and was pulled by four to six horses, depending on load."

Wells Fargo says their knowledge of the coach comes from a long and real history of using, owning, guarding, and operating them. . . . We still own and display ten originals in our history museums, thirteen authentic reproductions on display in our buildings, and a fleet of seventeen that roll almost every weekend in parades across the nation."

All images provided by the Wells Fargo & Co. Historical Services office located in San Francisco.



The Pony Express

From April 1860 to October 1861, young riders relayed mail across almost 2,000 miles from St. Joseph, Missouri to Sacramento, California in only 10 days. In its final months, the Pony Express became part of the stagelines' U.S. Mail contracts. The Wells Fargo-run Overland Mail Company operated the Pony from California to Salt Lake City.

Information and picture from Wells Fargo Co. website.

THE NEWSLETTER FOR
THE ESCAMBIA COUNTY HISTORICAL SOCIETY

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<u>Wildflowers of The Escambia CD</u>	\$17.50	\$15.00
<u>Pictorial History of Brewton</u>	\$40.00	\$35.00
<u>Flomaton Centennial Scrapbook</u>	\$46.00	\$40.00

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Treasurer, P.O. Box 276, Brewton, AL 36427.

ECHS Meetings for 2008

- September 23
- October 28
- November - No Meeting,
- December Christmas Party - TBA

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