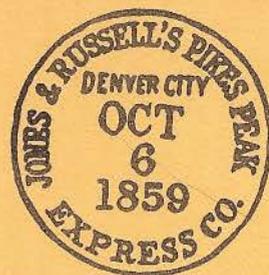


Western Express



News-Letter of the Western Cover Society

This Issue consists *
of 16 pages, plus *
four photo pages. *
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* Vol. V, No. 2
* APRIL, 1955
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THE EDITOR'S CORNER

SOME SORT OF AN ANNIVERSARY! Just about four years ago I accepted the job of editing this paper -- with mingled feelings of enthusiasm, humility, trepidation and hope. Thanks to the help of many members (and perhaps a little careful padding) we have been able to publish four fair-sized issues in each of the past four years. Most of those issues have contained photo-pages, which we hope have proved useful to the members. Let us hope that sufficient material will be forthcoming in the future to enable us to continue the pace which has already been set.

THE NEW CONSTITUTION AND BY-LAWS should soon be ready for submission to the membership. It is the result of many thoughtful hours devoted by the Committee and the members of the San Francisco Bay Area. It has already been submitted to the Directors for their comments; and the final draft should be completed in a matter of weeks. When finally adopted, the new Constitution should do much to make this a more cohesive organization.

THE NEW ROSTER should also be completed within the very near future. During my absence in Mexico, my secretary exchanged numerous letters and considerable data with Henry Chaloner -- all designed to make the Roster as complete and accurate as humanly possible. It is simply amazing how people can move about over a few years! I always thought of collectors as being rather a staid lot, preferring to stay put in one place.

A REMINDER on submitting data for our listing of express franks and corner cards -- if you submit photographs or photostats instead of original covers, then PLEASE make sure to state the COLORS of the markings. And preferably also the Thorp-Bartels number of the envelope, if applicable. Your consideration in this respect will save me the trouble of writing letters of inquiry, and will result in a more useful reference list. And by the way, will some Bay Area member volunteer to check the Wiltsee Collection for the colors of the markings illustrated in the last as well as the present Issue?

PLEASE ADDRESS all communications intended for WESTERN EXPRESS to the Editor, Henry H. Clifford, 639 So. Spring St., Los Angeles 14, Calif. But note that advertising copy, and the payment therefor, should be sent to Henry Chaloner, 2612 Ashby Ave., Berkeley 5, Calif.; and inquiries regarding membership should be sent to Roy Taylor, 690 Market Street, San Francisco, California.

AN INDEX FOR "WESTERN EXPRESS"

It has been suggested by Sgt. J. J. CAVAGNOL that an index be compiled covering the first five years of "Western Express", such index to be published toward the end of 1955 or early in 1956. Your Editor heartily agrees that such an index would be most useful -- in fact, he would probably use it as much if not more than any other member. Sgt. Cavagnol has offered to help in the project, and is hereby unofficially appointed temporary Chairman of the Index Committee -- official appointments must come from our President, Mel Nathan. Other members willing to help please contact Messrs. Nathan and/or Cavagnol, and volunteer your services.

In discussing this matter with Sgt. Cavagnol by mail, your Editor advised against including all the express companies contained in the two lists published in WE, on the grounds that inclusion would make the index much too bulky. The second list of expresses consumed 11 pages; and the only facts contained therein were that those expresses existed, and that they were known by covers and hence "collectible". It would appear better to include in the index only the simple subject "Western Expresses known by covers", after which can be listed those issues of WE in which the list appeared. Of course, any subsequent additions of express companies would have to be indexed separately.

The index should embrace all territories and states, pertinent Acts of Congress and Postal Regulations, postal routes, stage lines, ocean mail data, major cities, and other important information. Individual express companies should be listed only in cases where substantial data has been published concerning them. The same should hold true for minor cities and towns -- no point in listing all 42 towns shown in Bamber's ad, which appeared on page 7 of the last issue of WE. But these are just your Editor's views at this writing -- the final decision must be up to the Index Committee.

NEW MEMBERS OF WCS -- Continued from January 1955 Issue

- 265 - Dr. Jack A. Dunagin, 1266 Collins, Topeka, Kansas.
266 - Wilbur Dorr Smith, 2244 South 10th St., Springfield, Ill.

CHANGES OF ADDRESS -- New Addresses Shown

- T. E. Riswold, 6417 Lyndale, Minneapolis, Minn.
Sgt. Wm. A. Frye, Jr., ER6576321 Casual Enlisted Sec., 1264th SU OS Repl. Sta., Camp Kilmer, New Jersey (Temporary)
Frank C. Burns, 19 Pacheo St., San Rafael, Calif.
Robert H. Dickson, 21854 Cromwell Ave., Fairview Park, Ohio.
Milton Eisner, 1201 Greenwich St., San Francisco 9, Calif.
Sgt. Joseph J. Cavagnol, 17-A Haynes Ave., Mathies Manor, Westover Air Force Base, Mass.

RESIGNATIONS RECEIVED

- | | |
|----------------------------|-----------------------------|
| #254 - John L. Luellen | #120 - Frank H. Alpers, Jr. |
| 48 - Ronald R. Atkins | 229 - Alma McLing |
| 237 - George E. Swett, Jr. | 53 - A. R. Pederson |

ARIZONANOTES ON TERRITORIAL HISTORY AND STAGE LINES

By

Joseph J. Cavagnol
WCS - 226

Upon winning independence from Spain in 1822, Mexico proclaimed General Augustin de Iturbide emperor, but banished him a year later. A republic was founded in 1824. The ousted emperor, who in the meantime had returned to Mexico, was tried for treason, condemned and put to death on July 14, 1824. In that year the territory of Nuevo Mexico was formed, including what are now the states of Arizona and New Mexico, with the capital at Santa Fe. The eastern portion of the territory had a population of about 20,000 whites and 8,000 friendly Indians, and the ranches along the upper Rio Grande were rich in cattle, horses and sheep. In marked contrast, all the ranches in the western portion -- the present Arizona -- had been abandoned leaving only two settlements, Tubac and Tucson, each protected by a small garrison. Americans began to arrive in the New Mexico settlements as reports of the territory's rich resources spread throughout the east. The value of merchandise carried over the trail between Independence, Missouri, and Santa Fe increased from \$15,000 in 1822 to \$450,000 in 1844.

By proclamation on May 13, 1846 President Polk announced the existence of a state of war with Mexico. In carrying out the plans for the invasion of New Mexico and California, an army of the west was organized under the command of Colonel Stephen W. Kearney. On August 18, 1846, without any opposition, the Americans entered the town of Santa Fe where the American flag was raised over the PALACIO of the Spanish Governor. Kearney immediately began work on the construction of a military post and on September 22nd inaugurated a plan of civil government for the territory.

For Arizona a significant event during the Mexican War was the cross-country journey of the Mormon Battalion which was organized as a unit of the Army of the West. Anxious to find a region in which they could live without persecution, the Mormons had agreed to enlist for one year provided they would be discharged on the Pacific Coast. In July, 1846 the five companies of untrained recruits and their wives started west from Council Bluffs, Iowa. Upon their arrival at Santa Fe the unfit, along with most of the women, were removed from the unit and left behind while the battalion continued on its journey under the command of Lt. Colonel Phillip St. George Cooke. The troops had two months rations carried in wagons over country which up to that time had never been traversed by a vehicle. Cooke led his forces southwest into the Mexican State of Sonora, then north along the San Pedro river and by way of Tucson through the Pima country to the Colorado River. Tucson was captured on December 16, 1846 and in January, 1847, after many adventures, but no fighting, the battalion reached the old San Diego Mission, having accomplished the work of marking a wagon road from Santa Fe to the Pacific.

The Mexican War ended with the Treaty of Guadalupe Hidalgo, signed in

February, 1848. Provisions of this treaty set the southern boundary of Texas at the Rio Grande and ceded to the United States the future states of Nevada, Utah, most of Arizona, a large part of New Mexico, parts of Colorado and Wyoming, and all of California. The southern boundary of New Mexico, which included the present Arizona, was fixed at the Gila River.

After the close of the Mexican War, overland travel to California through Arizona increased rapidly. There are indications that by 1851 more than 60,000 persons had passed through the territory. Many others had stopped along the Gila River and established farms and ranches. Although cut-offs were used, the route generally followed the old wagon road blazed by the Mormon Battalion. Indians frequently attacked wagon trains and killed the emigrants.

In 1853 negotiations were completed for the purchase by the United States, from Mexico, of the strip of land between the Gila River and the present southern boundary of Arizona and New Mexico. This was the Gadsden purchase, so called because it was negotiated by James Gadsden, minister to Mexico at the time. The land acquired comprised more than 45,535 square miles for which the United States paid \$10,000,000. Upon completion of the purchase negotiations, the War Department ordered surveys to be made for a possible Transcontinental Railroad approximately along the thirty-fifth parallel.

From 1852 until the Southern Pacific Railroad, from the west coast to Yuma, was completed in 1878, many passengers and quantities of freight were brought in sea-going vessels through the Gulf of California to Puerto Ysabel, at the mouth of the Colorado River, where they were transferred to light steamers bound for ports along the river. Yuma, 175 miles up the Colorado, was the disembarking point for southern Arizona; passengers and freight bound for Prescott, Wickenburg, or other places in central Arizona were unloaded at La Paz or Ehrenberg. Hardyville, now a ghost town 337 miles up the river, was then considered as the head of navigation on the Colorado.

Following the discovery in 1858 of gold placers along the Gila River, some 25 miles above Fort Yuma, a community of about one thousand persons quickly grew up in this region and was christened Gila City. While at first some prospectors panned as much as one-hundred dollars worth of gold a day, the deposits were rapidly exhausted and Gila City became the first of Arizona's numerous ghost towns.

It had become apparent early in the 1850's that the territory of New Mexico was too large and unwieldy for efficient administration, and that a division should be made. Tucson, the largest city in the Gadsden Purchase area, was 250 miles from the county seat at Mesilla, and more than 500 miles by stage from Santa Fe, the territorial capital. In 1856 congress was petitioned to set up a separate territory of Arizona, comprising the land included in the Gadsden Purchase. Several bills introduced towards this end failed, and separate territorial status was not achieved until early in the Civil War.

On February 24, 1863 the congress of the United States passed an act to create a separate territory of Arizona. The first territorial governor, John N. Goodwin, arrived in the following year and fixed the temporary seat of government at Fort Whipple in Little Chino Valley. Shortly afterwards this army post was moved 18 miles south to Granit Creek. About a mile from this camp the governor and his staff established their second capital and erected Arizona's first Governor's Mansion, a two-story structure. The present town of Prescott grew up around this mansion. In 1867 the capital was moved to Tucson, but was returned to Prescott ten years later. It remained there until 1889, when Phoenix became the permanent seat of government.

In the 1860's a colony of Mormons founded Walnut Grove in Yavapia County, Fredonia, in what is now Coconino County, and Callville in what was then Pah-Ute County, now part of Nevada. In 1873, Jacob Hamblin, friend of Brigham Young, laid out a wagon road from Lee's Ferry southward to hasten colonization. During the 1870's Mormons established the permanent northeastern towns of St. Joseph, Snowflake, and Show Low; and, in the Salt River Valley, Jonesville (later renamed Lehi) and Mesa City. During this same decade the population of the territory increased from 9,650 to 40,440. With the exhaustion of the rich surface placers, lode mining had begun in various sections, and in 1877-78 came the mining booms at Bisbee and Tombstone. The Southern Pacific Railroad of California was extended eastward to Yuma in 1878, and by the early 1880's all the principal towns of the territory were connected by stage service. During 1881 the Atlantic and Pacific Railroad, now the Santa Fe, pushed west from Albuquerque as far as Winslow and in 1883 was completed across the territory.

In the twenty years following the Civil War about fifteen army posts for the protection of settlers were established in the territory, and the reservation plan of dealing with the Indian problem was slowly and with great difficulty put into effect. Early in the 1880's the famous Indian Chief Geronimo with a band of Chiricahua Apaches left the White Mountain Reservation in Arizona, and for several years wrought havoc among the ranches and settlements of Arizona and New Mexico. After a strenuous army campaign, Geronimo and his band surrendered in 1886 and were imprisoned at Fort Pickens, Florida.

As early as 1892 a bill providing for Arizona's admission as a state was passed in the United States House of Representatives, but was killed in the Senate. In 1902 a senatorial committee on statehood, on a tour of inspection in the southwest, raced through the territory in three days and returned to Washington with a proposal for admission of the territories of New Mexico and Arizona as a single state. Arizonians almost unanimously opposed this plan and defeated the proposed jointure by popular vote. In June, 1910, the Congress passed the enabling act authorizing Arizona to frame a constitution. Provisions for the initiative, referendum and recall were included in the constitution, but President Taft refused to approve statehood unless the clause providing for the recall of Judges was omitted. This was done and on February 14, 1912, President Taft signed the proclamation that made Arizona the 48th State of the Union. George W. Hunt, who had come to Arizona in 1881, from Missouri, was elected first state governor.

* * * * *

COLORADO STEAM NAVIGATION COMPANY

This was the only line of steamers running to Arizona, and was intimately connected with the history and prosperity of the country.

In 1852, while Arizona was still a part of the New Mexico territory, Captains George A. Johnson, B. M. Hartshorne, and A. H. Wilcox organized a company under the firm name of GEORGE A. JOHNSON & COMPANY for the purpose of transporting passengers and freight to and from San Francisco, California, and the Colorado River in Arizona, stopping at the Mexican ports of La Paz, Maxatlan, and Guaymas. One of the ocean steamers left San Francisco every twenty days, running to the head of the Gulf of California, a distance from San Francisco of 1900 miles. At the head of the Gulf, the passengers and freight were taken farther up river. The river steamers made regular trips to Hardyville, 337 miles from Yuma, and 513 miles from the mouth of the river.

This company had four river steamers of 400 tons each, and four barges of 800 tons. The river steamers were the MOHAVE, GILA, COCOPAH and COLORADO. The ocean steamers were the NEWBERN and the MONTANA.

MILITARY POSTS IN 1875

- FORT WHIPPLE -- 1 mile north of Prescott; first located at Chino Valley 22 miles north of Prescott in 1863; moved to Prescott 1866.
- CAMPE VERDE -- 42 miles each of Prescott; established 1864.
- CAMP McDOWELL -- 35 miles east of Phoenix.
- CAMP MOHAVE -- On the Colorado river 10 miles below Hardyville; established 1858.
- CAMP LOWELL -- 6 miles east of Tucson.
- CAMP BOWIE -- Established 1863, and for many years most important post in the territory; in the Apache Pass 100 miles east of Tucson; surrounded by hostile Indians.
- CAMP APACHE -- In the White Mountain Country toward the east line of the territory.
- CAMP GRANT -- Base of Mount Graham.
- CAMP THOMAS -- On the Gila River, near old Camp Goodwin.
- FORT YUMA -- On the California side of the Colorado River, opposite Yuma.

STAGE AND EXPRESS COMPANIES

The first regular stage line in Arizona was operated by the SAN ANTONIO & SAN DIEGO STAGE COMPANY, beginning in 1857. It received \$149,000 a year from the mail contract which enabled it to build up a satisfactory service. Stagecoaching was an expensive business, requiring a great deal of capital investment in draft animals, coaches and fortified stations in Indian country; and revenue from passengers was never enough to maintain a line. It is said that the cost of early mail delivery across the country averaged about \$65.00 a letter.

Before organizing regular stage service, the SAN ANTONIO & SAN DIEGO STAGE COMPANY sent the mail through on horseback. The first rider to carry the mail into Arizona from the west rode the 110 miles from Carrizo Creek, California to Yuma in thirty-two hours without changing horses. Soon afterwards, three passenger coaches followed the mail rider eastward, and regular semi-monthly service was inaugurated. This route followed Cooke's road up the Gila River and south to Tucson, swinging east to Benson and approximately along Leach's Road out of the territory by way of Apache Pass and Doubtful Pass.

An advertisement of the SAN ANTONIO & SAN DIEGO STAGE COMPANY dated October 1, 1858 reads:

"Passengers and Express matter forwarded in NEW COACHES, drawn by six mules over the entire length of our line, except from San Diego to Fort Yuma, a distance of 180 miles, which we cross on mule back. Passengers guaranteed in their tickets to ride in coaches, excepting 180 miles, as stated above. An armed escort travels through the Indian country, with each mail train, for the protection of mails and passengers".

Passenger fares from San Diego were \$40.00 to Fort Yuma, \$80.00 to Tucson, \$125.00 to El Paso, and \$200.00 to San Antonio. About a month before this advertisement appeared, the government had signed a six-year contract with John Butterfield of Utica, New York, to carry the mail from St. Louis to San Francisco twice weekly at \$600,000 a year. Consequently in December of 1858 the SAN ANTONIO & SAN DIEGO STAGE COMPANY, having lost the vital government subsidy, withdrew from Arizona.

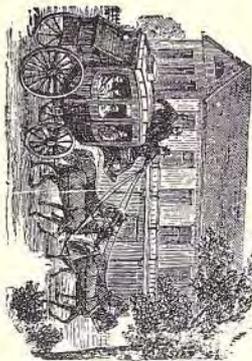
The Butterfield Line, which later became the OVERLAND MAIL COMPANY, represented the height in stagecoaching efficiency. It had 100 Concord Coaches, 1,000 horses, 500 mules, and 750 employees, operating between San Francisco and Tipton, Missouri, at the western end of the Missouri Pacific Railroad. This contract with the government required the line to make the 2,759 mile trip in twenty-five days, but the usual time was twenty-three days. A number of smaller stage lines operated in the territory; mail and passenger lines ran between Ehrenberg on the Colorado River, Wickenburg and Prescott; all gold mining camps between Phoenix and Florence, and other points.

W. M. GRIFFITH, President.

D. C. STEVENS, Superintendent.

Texas and California

STAGE COMPANY'S



FOUR HORSE LINE OF COACHES

— LEAVES —

CASA GRANDE, Daily

FLORENCE,

FOR

BUTTE CITY,

RIVERSIDE,

PIONEER,

and GLOBE CITY.

Also, connect at FLORENCE, with the Company's daily line of Coaches

— FOR —

PINAL AND SILVER KING.

GOOD STOCK,

FAST TIME,

and LOW FARES

STAGE ADVERTISEMENTS

ARIZONA TERRITORY

GILMER, SALISBURY & CO'S

Stage Lines

— CARRYING —

U. S. MAILS

AND

Wells, Fargo & Co's Express



— BETWEEN —

PRESCOTT AND MARICOPA

(VIA GILLETT.)

Leave Prescott Daily at 8:30 a. m. Connecting with S. P. R. R. trains
Arrive Phoenix " 11:40 a. m. For East and West
Arrive Maricopa " 7:30 p. m.

Stages for the

North MARICOPA

Arrival of trains from West at 8:30 a. m.
Arrive at Phoenix daily at 10:35 a. m.
Arrive at Prescott " 2:30 p. m.

— BETWEEN PRESCOTT AND PHOENIX —

(VIA WICKENBURG AND VULTURE)

Leave Prescott Monday, Wednesday and Friday at 6 a. m.
Arrive at Phoenix Tuesday, Thursday and Saturday at 3:30 p. m.
Making connection with our late stage for Maricopa, which leaves Phoenix at 4 p. m. and arrives at Maricopa in time to connect with R. R. trains.
Returning Leave Phoenix Monday, Wednesday and Friday at 12 m.
Arrive at Prescott Tuesday, Thursday and Saturday at 10 p. m.

— BETWEEN PRESCOTT and the A. & P. —

Leave Prescott daily at 1:30 p. m.
Arrive at Ash Fork daily at 4:30 a. m.
Connecting with A. & P. Trains, East and West.
Leave Ash Fork upon arrival of train daily at 8:30 p. m.
Arrive at Prescott daily at 10:45 a. m.

JAMES STEWART, Superintendent.

TAKE THE OLD-ESTABLISHED

SWAGG LINE

and OF

Pedro Aguirre & Co.

BETWEEN

Tucson, Quijotoa, Logan City, New Virginia, Oro Blanco, Esperanza, and Sombretillo.

Splendidly Equipped Line! Fine Six-Horse Stock! Quick Time!

Fares between Tucson and Quijotoa, \$10.

For further information apply to or address

C. B. SESSIONS, Agent,

10 Congress, Tucson.

The Civil War disrupted means of communications in the southwest and transportation in the Arizona territory suffered a severe setback, from which it was long in recovering. Some of the stock and other property of the Butterfield Line was confiscated by the Confederates in Texas in 1861; and the lack of military protection in Arizona against the Indians and road agents was an added reason to discontinue the service. A few stage coach and horseback mail lines were operating in the late 1860's and early 1870's and there were steamboats on the Colorado River.

In 1874 THE TEXAS & CALIFORNIA STAGE COMPANY was organized to operate between Fort Worth and San Diego, and about 1875 established daily service. The main route was 1,700 miles long, and 1,200 horses were used. Company headquarters were moved from San Diego to Yuma and then to Tucson as the ever-expanding railroads gradually encroached upon the ever-shrinking field. This route was finally abandoned in the 1880's.

According to "ARIZONA HISTORY" (Elliott & Company), Birch and Woods ran a stage for a year before Butterfield began in this area. (Ed. As I understand it, Birch and Woods operated the San Antonio & San Diego Stage Company, 1857-58.) There was, in 1859, a branch stage from Fort Buchanan to Tubac. Fred Huselman, P.M. at Tubac, made arrangements in 1859 for a weekly mail to and from Sonora.

Bancroft in "THE HISTORY OF THE PACIFIC STATES", Volume XII, 1888, tells us Arizona's first stage was the Butterfield Overland Line from Marshall, Texas to San Diego, carrying mail and passengers twice a week, 1858-60.

Hirman C. Hodge in his book "ARIZONA AS IT IS" published in 1877 tells of two great stage lines that had been in operation for many years. THE SOUTHERN PACIFIC MAIL LINE and the CALIFORNIA AND ARIZONA STAGE LINE.

THE SOUTHERN PACIFIC MAIL LINE, owned by Messrs. Kerens & Mitchell, extended from San Diego to Mesilla, New Mexico, a distance of 850 miles at which point it made connections with other lines running to railroads in the east. This great stage line entered Arizona in the west at Yuma, and in the east at Steins Peak Mountains, 15 miles east of Apache Pass. It was a tri-weekly route, and the time from San Diego to Mesilla was eight days. This line was well stocked with horses, Concord coaches and closed buckboard carriages.

The CALIFORNIA AND ARIZONA STAGE LINE was the other great stage line of Arizona. This line connected with the Southern Pacific Railroad at Indian Wells, running from there to Ehrenberg on the Colorado River, thence to Wickenburg, from where the main line runs to Prescott and intermediate stations. Also a branch line to Phoenix and Florence, where it intersected the SOUTHERN PACIFIC MAIL LINE. Both main and branch lines were on a tri-weekly basis. Another route by the CALIFORNIA AND ARIZONA STAGE LINE was a weekly from Prescott via Mineral Park and Cerbat to Hardyville, on the Colorado River. The officers of the CALIFORNIA AND ARIZONA

STAGE LINE were Mr. James Stewart, President, and Dr. J. H. Pierson, Secretary. A horseback mail route was run from Camp Grant via old Camp Goodwin and Safford to the Clifton Copper Mines. At Camp Goodwin it was intersected by a military post rider, who took the mail via San Carlos to Camp Apache. From Camp Apache the military post route ran north to Chiquito, Colorado, connecting with a line from Prescott to Santa Fe. Another horseback mail route ran from Yuma via Castle Dome, Ehrenberg, Aubrey, and Camp Mohave, to Hardyville.

Primary Sources of Information:

"History of the Pacific States", Volume XII, Arizona & New Mexico,
H. Bancroft, 1888.

"Arizona As It Is", Hirman H. Hodge, Hurd & Houghton, 1877.

"Resources of Arizona", Patrick Hamilton, 1884.

"Arizona, A State Guide", Sponsored by Arizona State Teachers
College of Flagstaff, Hastings House, N.Y., 1940.

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DATA ON PRICES REALIZED AT AUCTIONS

Some time ago WE called for a volunteer to check auction realizations. It was our hope that, by publishing such data in each issue of WE, in time we would have an excellent start toward a true "catalog" of western covers. And in the meantime, that information should prove most useful to all our members in making purchases or in submitting bids. To date, no member has volunteered. But B. D. HARMER, of H. R. Harmer, Inc., has already offered to send that "lucky member" all their catalogs and lists of prices realized free of charge.

Admittedly, this would not be a simple undertaking -- particularly in view of the amazing variety of covers offered at auctions. Perhaps the following suggestions would be helpful, using western express covers as examples. Try to list "simple" covers in fine condition as a criterion. By "simple" is meant those with only one express marking on them. "Complex" covers, those showing combinations of two or more expresses, can also be listed -- but they should be recognized as premium material. Similarly, poorer quality covers can be listed if the express marking is a rare one. Those are just a few thoughts. Now how about some volunteers?

CALL FOR BACK ISSUES OF "WESTERN EXPRESS"!

Our new members frequently request all back issues of WE so that they will have a complete file. Unfortunately, we have no complete copies of the four issues of Vol. II, published in 1952. If any members would care to part with their back issues, please advise your Editor. Perhaps some member could be appointed to write to all former members, requesting the return of their earlier issues.

THE VIRGINIA CITY PONY EXPRESS

A. Jay Hertz

Much has been written about the St. Joseph - Sacramento Pony Express. By comparison, the history of the Virginia City, or Little Pony, Express has been neglected. The probable reasons for this are, first, the route of the former covered some 2000 miles through difficult and hazardous terrain; that of the latter, a mere 150 miles. Going the distance over the longer route presented the dangers of attack by hostile Indians and of being engulfed by sudden storms and blizzards. The shorter trip, with the exception of that part covering the trail over the Sierra Nevada in stormy weather, was relatively safe. (The trip over the mountains was made at night.) Thus, lacking the luster and poetic glow of the first Pony which had been loved, sung about and made much of, by the West, the Little Pony was scarcely ever mentioned by the writer of fiction or of history.

Second, pony expresses were no novelty in 1862 and there was little interest after the most important one was a thing of the past. Third, while the St. Joseph - Sacramento Pony was operated at a loss, expenditures being enormously greater than the revenue derived, the Little Pony traversed a route on which was done a huge volume of business, both mail and gold. Advertising for business was unnecessary, though an occasional advertisement was inserted in the California newspapers, hence little information can be derived from that source, usually a most fruitful one. Fourth, newspapers of that region and period are few and incomplete, particularly those of Nevada. So all the sentimental prose and poetry was expended on the earlier Great Pony and the lesser known Little Pony was rarely ever mentioned.

Thus all references, documents and facts relating to the organization and life of the Virginia Pony - who first proposed and organized it, the names of the riders - are difficult to find. A search through the available newspapers and periodicals of the immediate and surrounding territories in the larger collections of western Americana bring to light but few facts and it is with these that we start.

When the Central Overland California and Pikes Peak Express Company failed, the St. Joseph - Sacramento route was taken over by the Wells, Fargo Company, Holladay's Overland Mail Company and the Butterfield Company. Wells, Fargo operated the western end as far as Placerville, and the other two companies the route from Placerville to St. Joseph, Missouri, until the telegraph terminated the Pony's need and existence.

The Pioneer Stage Line was the sub-contractor for the Overland Company, operating from Placerville to Virginia City, Nevada. After the "rush to Washoe" and the opening of the other mining camps in western Nevada, there was so much business that it required many stations, 75 coaches, 30 drivers and 268 horses to operate this comparatively short line. (This was officially known as Postmaster General's Route, No. 14,620.)



10¢ adhesive Pony Express stamp, chocolate color. Cover bears blue handstamp of "gold Hill, Utah", even though Nevada had become a territory on March 2, 1861.

25¢ adhesive Pony Express stamp, first printed in blue and later in red. This cover bears the blue oval Carson City handstamp. Blue was the predominant color of the handstamps, although some are known in black.



The impressed Pony Express stamp, color red, handstamp blue. This cover was undoubtedly a paste-up, as no address is shown. Later, the 25¢ stamp was also impressed in red on stamped envelopes.

Most of the old Pony stations along the Placerville - Virginia City route were taken over by the Pioneer Company. In addition to these, Fair View and Still Water were added. Large areas of land were bought in Nevada for the ponies and this was the first grazing land in the territory. This line held a monopoly of passengers and mail transportation on the Placerville route.

The California Stage Company and the Nevada Stage Company used the route through Downieville and carried about half as many passengers as the Pioneer Line. The latter carried 20,000 passengers a year between Sacramento and Virginia City, at a fare of \$27.

About this time, Wells Fargo purchased the Pioneer Stage Company's route from Placerville to Genoa. They now carried most of the gold dust, silver bullion and coin. In 1863, they carried about \$12,000,000 worth of treasure. For about nine months after the demise of the Great Pony, all pony express activities over this route were non-existent. In the meantime, the increase of mining production on the Comstock Lode at Virginia City called for more rapid communication with business interests at San Francisco. Wells Fargo was now in the ideal position of having the shortest route and a fine supply of fast ponies. Consequently the Pony Express was resuscitated and the Little Pony began its Placerville - Virginia City run. The following advertisement appeared in the "Alta California":

"Notice

Wells, Fargo and Co.'s
Pony Express to Washoe.
Through in 24 hours.

On and after Monday, 11th inst., we will forward a Letter Express to Washoe regularly by Pony. Leave San Francisco at 4 o'clock P.M. Arrive in Virginia City, next morning. Leave Virginia City at 6 P.M. Arrive in San Francisco, next evening, by Sacramento Boat.

All Letters must be enclosed in our Franked Envelopes and Pre-paid in addition. Ten Cents for each half-ounce.

Stamps for sale at our Letter Department.
Wells, Fargo and Co."

And so it came to pass. At 6 P.M. on Aug. 11, 1862, the Pony left Virginia City, traveled through the night across the Sierra Nevada, arriving in Placerville next morning, in time to catch the train for Sacramento, from which point it was taken to San Francisco by Sacramento River steamer, arriving there on the following morning. The procedure was reversed, the Pony going in the opposite direction from San Francisco eastward, leaving at 4 P.M. and arriving at Virginia City the next evening; both trips were effected safely.

All letters were required to be enclosed, as the ad directed, in

franked government envelopes in addition to a 10 cent Pony stamp, for each half ounce. These Pony stamps, somewhat similar to the earlier ones, were lithographed by the San Francisco firm of Britton and Rey. The stamps were produced in sheets of 40, in four panes of 10 stamps each; two horizontal and five vertical.

After some months, the rates were increased to 25 cents; whether because Wells Fargo had secured the leading position in the field and could afford to charge more, or because the current fee did not pay, is a moot question. The fact is, however, that in 1863, the 10 cent chocolate-colored adhesive stamp gave way, first, to the 25 cent blue and later, in 1864, to the 25 cent red stamp.

The change from the blue to a red colored stamp was for the reason that the red stamp resembled the old red dollar stamp of the Big Pony; and the operators wanted to imitate the greatly beloved Pony Express of the past, as closely as possible.

There was still another type of stamp used only by the Little Pony. This was for special service between San Francisco and Virginia City and consisted of an impressed 10 cent Pony Express stamp, struck in red on the black Wells Fargo frank. At this particular time, Wells Fargo's business between these towns was the greatest of any of the express companies. For this reason, they applied the impressed stamp to save the expense and the time (particularly the latter) in buying and applying the adhesive Pony stamp. The impressed stamp is found only on the 3 cent (U 34) entire of 1861, and is considered by many to be the rarest of all Virginia Pony stamps. Later, the 25¢ red was also impressed on stamped envelopes.

The earliest Virginia Pony cover this writer has seen, is addressed to Sol Wangenheim, the tobacconist at 72 California Street, in San Francisco. The cover is a 3 cent (U35) entire of the 1861 issue and the 10 cent Pony adhesive is tied by a Wells Fargo Virginia City, N.T. cancellation. The date is Aug. 17th (1862), six days after the Pony started. The Pony cancellation is struck twice.

The stamps were always cancelled with the ordinary Wells Fargo cancellation; the Pony Express cancellation, as used on the earlier high denomination stamps, being discontinued, probably because the cancelling devices belonged to the original founders of the Pony Express, Russell, Majors and Waddell; and Wells Fargo supposedly had no authority to use them. Or perhaps because the cancels had been used a year or more before and had been mislaid or lost.

These cancellations bear the "Virginia City, N.T." imprint. Others are "Carson City, N.T.", "Coloma", "Aurora", "Placerville", and "Gold Hill, Utah."

The Virginia Pony lasted until 1865 at which time it was discontinued. The demands of the mail and express emanating from and going to Virginia City made the stagecoach and express wagon the more obvious means of

transportation; because of the short distance, they were almost as fast as the pony. The Comstock Lode was then only beginning to pour out its wealth; the end was no-where in sight. But the Little Pony was finished. Like its predecessor, it had completed its work.

Bibliography:

Newspapers and periodicals, William Robertson Coe Collection,
Yale University Library, New Haven, Conn.
"The Pony Express", by E. S. Knapp, 1936, Scott publication.

Acknowledgments to:

The Eugene N. Costales Reference Library for use of photographs
and notes, and to
Mr. John A. Fox for use of photographs from his reference
collection.

* * * * *

PRESIDENT'S MESSAGE (Received in the nick of time by fast Pony
Express)

The Committee for the new constitution and by-laws has received comments from all the Directors of the Society. These are being processed by them and worthwhile corrections are being made. As soon as this is done, the completed constitution and by-laws will be published in WESTERN EXPRESS. My thanks to all the Committeemen and Directors for their very valuable assistance in bringing this matter to a final conclusion. This has been a very exacting job and I am sure the results will be of great help in guiding the affairs of our Society in future years.

Another committee is now working on a general meeting and show of Western Cover Society in 1956. More definite news of this undertaking will be published in the next issue of WESTERN EXPRESS."

* * * * *

ARTICLES OF INTEREST IN THE PHILATELIC PRESS

"Hawaii -- Overland Mail Via Mexico 1842-6", by J.F. Westerberg, in The Collectors Club "PHILATELIST" of January, 1955.

"What Did the Postal Act of March 3, 1855 Do for Philately?",
by J. D. Baker, in "STAMPS" of April 2, 1955.

"Wells Fargo -- N. Y. Deliveries", by George B. Sloane, in "STAMPS"
of January 15, 1955.

"Bronco Charlie Miller Dies, Last of Pony Express Riders", in "STAMPS"
of January 29, 1955.

WESTERN EXPRESS FRANKS AND CORNER CARDS -- Part Two

(Additions to those illustrated in Thorp-Bartels Catalog)

by H. H. Clifford

In the last issue of WE we illustrated 34 additional franks and corner cards -- at least so we thought until we saw the photo-pages. The printer inadvertently left out two franks altogether; and one page was trimmed too close to the left, so that two corner cards had punch holes through them. (Your Editor hopes to iron out such difficulties with this Issue.) The two franks omitted were Davis' Express and Hopkinson's Express (larger); the two corner cards were Adams & Co.'s Express and California & Arizona Stage Co.

On the following two pages are 31 franks and corner cards, including the four mentioned above. "W" indicates that the photostat in my possession is from the Wiltsee Collection; so I do not have the color of the marking. Will some obliging member in the San Francisco Bay Area please check that collection and advise me of the correct color, so that that information can be included in a subsequent issue of WE? (As usual, extra pages are included for reference.)

- Adams & Co., San Francisco -- red shield corner card.
- Adams & Co., New York -- red shield corner card.
- Adams & Co., Washington, D. C. -- red shield corner card.
- Adams Express Co., Western Division -- black corner card, used in 1878.
- American Express -- black frank.
- Berford & Co. -- blue corner card.
- Black & Co. -- black, blue, or red frank.
- British Columbia and Victoria Express -- black corner card.
- California & Arizona Stage Company -- (color?) corner card -- "W"
- City Delivery -- Penny Postage Paid -- black frank.
- City Delivery -- Penny Postage Paid 5 -- black frank.
- (Clarke) Sidney Short Route -- black frank -- on 3¢ 1876 env. /1870 env.
- Crary's Nevada and Dutch Flat Stage and Express Line -- black frank -- on 3¢/
- Davis' Express -- (color?) frank -- on 3¢ 1853 env. -- "W".
- Dewey's South Yuba Express -- gray adhesive frank -- used on 3¢ 1861 env.
- Express Hidalgo -- black frank -- on Mexican env.

- Express Nacional Mexicano -- green frank -- on Mexican env.
- Express Nacional Mexicano -- green frank -- on Mexican env.
- Freeman & Co., New Orleans -- dark red corner card -- on 3¢ 1853 env.
- Freeman & Co., New York -- black corner card.
- Gerow & Johnson's British Columbia Express -- black frank.
- Haydon's Express -- black frank -- on 3¢ 1853 env.
- Hopkinson's Express (larger) -- (color?) frank -- on 3¢ 1864 env. -- "W"
- Jeffray's Fraser River Express -- black frank.
- Langton & Bro.'s Yuba River Express -- (color?) corner card -- "W". (Smaller)
- Langton & Bro.'s Yuba River Exp. (larger) -- (color?) corner card -- "W".
- Langton's Pioneer Express -- black frank -- on 10¢ 1853 env.
- Martin's Spokane Falls and Wardner Stage and Express Line -- (color?) corner card -- on 2¢ 1884-86 env. -- "W".
- Miners' Loon Creek Express, J. H. Hunter -- blue frank -- on 3¢ 1864 env.
- Nichols & Co.'s Express -- (color?) frank -- "W"
- (Oliver) Bannack City Express -- black corner card.



AMERICAN EXPRESS.



PAID.

(161.)

ADAMS EXPRESS COMPANY

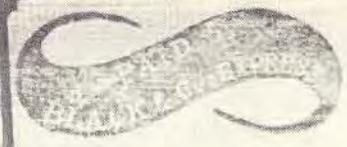
(WESTERN DIVISION)



British Columbia and Victoria Express Company.



CALIFORNIA & ARIZONA
Stage Company.
ARIZONA.
JAMES STEWART, Gen'l Supt



City Delivery. Penny Postage Paid. 5

City Delivery. Penny Postage Paid.

SIDNEY SHORT ROUTE. In consideration of the 10 cents paid for this envelope, and of which payment its possession bears evidence, the undersigned agrees to carry it from Custer City, Dakota (and such other points as his routes may in future supply) to the Union Pacific Railroad at Sidney, Neb., without additional charge. H. T. CLARKE.

DAVIS' EXPRESS.

PAID.

to be returned to

PAID.
LEROY CRARY'S
NEVADA AND DUTCH FLAT
STAGE AND EXPRESS LINE.



Russell Cooy
Posibir
Philadelphia Pa

N. H.
Express Nacional Mexicano.
PRECIO 10 Cts.
FRANCO PARA CORRESPONDENCIA
PARA SOBRES 1/2 OZ = 15 GRAMOS

Express Nacional Mexicano.
PRECIO
FRANCO PARA CORRESPONDENCIA
PARA SOBRES 1/2 OZ = 15 GRAMOS

Freeman & Co's
California Express
59 Broadway,
NEW-YORK.

FREEMAN & CO.
NO 96
CAMP ST.
NEW ORLEANS
CALIFORNIA EXPRESS

VICTORIA PAID NEW WESTMINSTER.
GIRDOW & JOHNSON'S
BRITISH COLUMBIA EXPRESS.

Paid.

HAYDON'S
EXPRESS

Delivers Goods from
Victoria, British
Columbia, Seattle, Wash.
The City of Vancouver,
and
The Interior,
Alta. & B.C. To
London and San Rafael
connecting with the
Pacific at Portland

1876
MOPKINSON'S EXPRESS.
PAID.

LANCTON & BROS
YUBA RIVER
EXPRESS
CALIFORNIA

JEFFRAY'S
FRASER RIVER
EXPRESS.
PAID.

LANCTON & BROS
YUBA RIVER
EXPRESS
PRINCIPAL OFFICES
DOWNEYVILLE, PORTLAND, W.A.
WOODRIDGE, PORTLAND, W.A.
LEWIS & CLARK, W.A.
PARKS BAR

Langton's Pioneer Express
PAID!

MINERS'
LOON CREEK EXPRESS,
IDAHO CITY, I. T.
J. H. HUNTER, Messenger.
PAID.

MARTIN'S
Spokane Falls and Wardner Stage and Express Line.

DIRECT TO
SALT LAKE CITY,
IN CARE OF
SANDS CITY EXPRESS.
OLIVER & CO., Proprietors.
Bennett House

NICHOLS & CO.'S EXPRESS.
PAID.
Mr. David McKay

THE MAIL BAG

Ed PAYNE sends a photo of a rare cover, a folded letter. Dated Sonoma, Calif., Feb. 26, 1851, it is addressed to Salem, Oregon, and bears two handstamps in orange or possibly faded vermillion -- "San Francisco, Cal., 21 Mar." and "12 $\frac{1}{2}$ ". Ed's letter reads in part: "I have yet to find a cover showing that this 12 $\frac{1}{2}$ ¢ rating was ever used by any OREGON POSTMASTER. Should any WE reader know of such, I would appreciate the data."

H. Edgar FRENCH submits a Livingston Fargo & Co. frank on a 3¢ 1853 buff envelope, addressed to Ohio, with origin unknown, and no handstamps or other markings. The frank is very definitely blue; but it appears rather greenish because of the dark buff color of the envelope paper.

Hal M. PIERCE sends a photostat of a rare express cover with the black printed frank of Leroy Crary's Nevada and Dutch Flat Stage & Express Line. Envelope is U84, and is cancelled by "Wells Fargo, Nevada, Cal." in a blue oval. This frank is listed elsewhere in this Issue.

Jay HERTZ contributes photostats of ten (10) nice covers, especially noteworthy among which are the following: G. D. Campbell's Whidby Island Express, Coupe's Express, and Miner's Loon Creek Express of J. H. Hunter.

John G. TYLER submits a handful of covers, together with notes covering the same. This material will appear in a subsequent Issue.

Ed PAYNE also forwarded a small piece of an 1861 envelope, on which was a most unusual handstamp -- a black circle reading "PAID ONE DOLLAR DEC 4 1863". Regarding this item, ED McCONNELL says that it was used by G. C. Patterson & Co.'s Boise & Salt Lake City Express -- a "pony" express believed to have run about eight months. Ed McC. also states that he knows of one dated June 25, 1864; and that he believes one other is known.

FLASH! Just after the above was written, in comes a letter from Bill PARKER with a sketch of the cover Ed McC. referred to -- circle "PAID ONE DOLLAR JUN 25 1864", oval PATTERSON handstamp, and circle "BRIGHAM CITY UTAH JUL 9", all three in black, and cover addressed to Branchport, N. Y. Many thanks, Bill -- you couldn't have timed it better!

SECOND FLASH! A last-minute note from Ed McConnell states that ED JESSUP owns that Patterson cover dated Jun 25, 1864.

Donald BROOKS won a Gold Medal not long ago. Unfortunately, our informant neglected to advise us regarding the nature of his exhibit, or when or where he won it.

John G. TYLER won the Grand Award at the Fresno Stamp Club's Show on March 19th. His exhibit of California covers was entitled "Historical and Geographical Sketches of California". Needless to say, that certainly helps boost the prestige of western covers.

H. MOZIAN writes that the Gregory Pocket Letter Books were written up by Ernest A. Wiltsee in an article which appeared in "STAMPS" Jan. 29, 1944 -- Vol. 46 (No. 594). Your Editor would appreciate the loan of a copy of that issue; or does anyone have a copy for sale?

 * * * * * Rates are two cents per word per insertion, with
 G E N E R A L S T O R E * a minimum charge of 50 cents. Send payment with
 * * * * * copy -- unused 3¢ commems acceptable. Mail di-
 rect to the Treasurer, Henry Chaloner, 2612 Ashby Ave., Berkeley 5, California.

 WANTED: Immediate cash by return
 mail for common to rare California
 P. O. covers, 1849 to 1895; or any
 Western Express cover. Extra pay
 when markings are clear. Especially
 want used pictorial letter sheets,
 Will exchange.
 W. R. Parker, 1460 Montgomery St.
 Oroville 41, California

 I will buy, sell, or exchange express
 and Territorial covers from Idaho,
 Montana, Wyoming. LYNN CRANDALL,
 Box 687, Idaho Falls, Idaho.

 WANTED: For my new Western Cover
 Collection- exceptional material for
 which I will pay premium prices, in-
 cluding stampless with striking,
 scarce markings and the rarer types
 of express and pony covers. Would
 appreciate opportunity to purchase
 your duplicates and unwanted items.
 CHARLES F. MERONI, Esq., 53 West
 Jackson Blvd., Chicago, Illinois.

 TOP PRICES PAID: For Wells Fargo,
 Western Express and Western Town
 covers. Also have over 100 duplicate
 Western Covers to sell or trade.
 Write your needs. HOWARD A. MADER,
 633 Brenner St., Salem, Oregon.

 WESTERN COVERS WANTED: Expresses,
 Territorial, Ships, Packets, Postmarks,
 Covers of all types during 1845-70
 period. Letter Sheets and other collat-
 eral material also desired. We can
 supply Western Material for the col-
 lector who is first beginning to
 accumulate Western covers, and we can
 add rare and choice items to enhance
 the albums of a well known collection,
 anything from a ghost town cover to a
 rare Pony Express cover. Write and let
 us know your wants or ask for our auc-
 tion catalog which often contains fine
 Western items. JOHN A. FOX,
 173 Tulip Ave., Floral Park, N. Y.

 ARIZONA TERRITORIALS: Doing Histori-
 cal research, need information and
 will purchase covers. Send items and
 price. Check or immediate answer
 return mail. Also New Mexico to 1864.
 JOHN O. THEOBALD, 95 Encanto Blvd.
 Phoenix, Arizona.

 WANTED: Utah, Wyoming, Arizona,
 Montana covers prior to 1890.
 Will buy or trade covers your state.
 L. E. PETERSON
 2159 Green St., Salt Lake City,
 Utah.

THE MAIL BAG - continued

A late mail brings additional photostats from Jay HERTZ -- this time re-
 volving around Gold Rush steamers. Illustrated are the following markings:
 "STEAM CHINA", "BK. FRANCES PALMER", "PER 'VAQUERO'", "YACHT 'GOLDEN GATE'",
 "S. S. 'EMPIRE'", "STEAMER EMILY", and a corner card of the Steamer "NEVADA".
 Also included was an oval handstamp "Forwarded by Wm Nelson/Panama". Sounds
 like Jay is going after another major award at FIPEX.

And speaking of Gold Rush steamers, Robert D. Haines of the Argonaut Book
 Shop (336 Kearny St., San Francisco 8, Calif.) writes to offer a fine copy of
 Wiltsee's "GOLD RUSH STEAMERS" -- price \$22.50. Your Editor has a fine copy of
 this useful book, so is passing the word along. Just write Mr. Haines if you
 are interested. Remember that the book was published by the Grabhorn Press of
 San Francisco, a press noted for its beautiful workmanship. The book has been
 long out of print, and should be considered a collector's item.



AMERICAN EXPRESS.



PAID.

(161.)

ADAMS EXPRESS COMPANY

(WESTERN DIVISION)



British Columbia and Victoria Express Company.



CALIFORNIA & ARIZONA

Stage Company.

ARIZONA

JAMES STEWART, Gen'l Supt.



City Delivery. Penny Postage Paid. 3

City Delivery. Penny Postage Paid.

SIDNEY SHORT ROUTE. In consideration of the 10 cents paid for this envelope, and of which payment its possession bears evidence, the undersigned agrees to carry it from Custer City, Dakota (and such other points as his routes may in future supply) to the Union Pacific Railroad at Sidney, Neb., without additional charge. H. T. CLARK

DAVIS' EXPRESS.

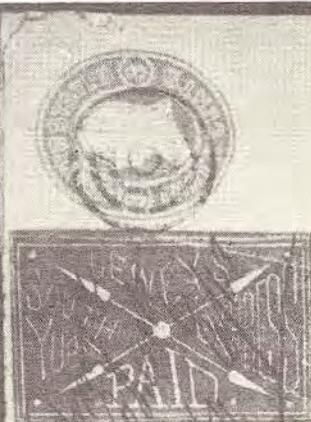
PAID.

To be returned to

PAID. LEROY CRARY'S

NEVADA AND DUTCH FLAT

STAGE AND EXPRESS LINE.



Russell Esg
Poshwin
Stueckelphin St

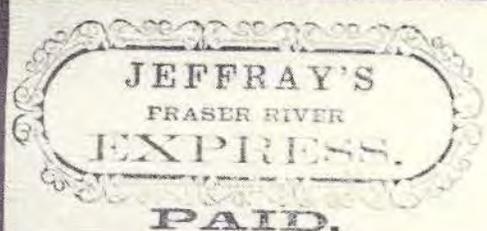
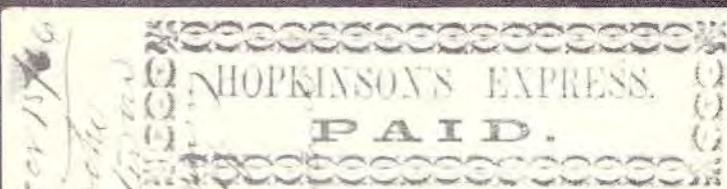


VICTORIA SAID NEW WESTMINSTER
GEEOW & JOHNSON'S
BRITISH COLUMBIA EXPRESS.

Paid.

HAYDEN'S
EXPRESS

Princeton, Wells City,
Klamath River, Hood
River, Madras, War-
renton, Astoria, and
The Geysers.
Also to Eugene. To
order send Post Office
order with this label,
allowing for the
Postage at Portland.



MARTIN'S
Spokane Falls and Wardner Stage and Express Line.

