

# Western Express



News-Letter of the Western Cover Society

This Issue consists \*  
of 9 pages, plus \*  
2 photo pages. \*  
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\* Vol. V, No. 3  
\* JULY, 1955  
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## THE EDITOR'S CORNER

### What's in a Name?

Accompanying this issue is a copy of the proposed new Constitution and By-Laws for the Western Cover Society, together with a reply card for your vote, and a few arguments for and against changing the name of "WESTERN EXPRESS". It is hoped that all members will read those arguments before expressing their opinions, for only in that way can we get an intelligent vote. Your Editor very frankly takes a dim view of a change in name. Of the three reasons for NOT changing the name, the third is obviously the most compelling. But in addition to these, there is another factor which I wish you would carefully consider, and which is outlined below.

With the next issue, we will have completed five years of publication. During that time we have established a name for ourselves, and a definite place among philatelic publications. I hesitate to say that we have established a "reputation" in such a relatively short period; but comments from librarians and other non-collectors would suggest the affirmative, which of course is most gratifying. This statement is made with no thought of conceit, for it is you contributors who have established whatever reputation we have, not your Editor.

The late Emerson N. Barker fathered this paper as its first editor; and he got us off to a fine start. Your present Editor has been nursing this child for over four years, trying desperately to maintain the standards originally set. When I accepted this job I told you frankly that my own primary interest lay in the field of western express. I submitted to you a research outline covering the expresses; and I have kept working at it over the years. It has borne considerable fruit. I challenged the membership to submit similar research outlines covering other phases of western postal history; and there has been absolutely NO response to that challenge in over four years -- apparently no one wished to undertake that work.

I have no desire to know who proposed this change of name; nor do I wish to know the names of those members who support that proposal. But I do wish they would ask themselves just what they have contributed to broaden the scope of this publication. Unless and until a larger percentage of non-express material is included in these pages, it is foolish to change the name. In the final analysis, it is the contents which are important rather than the name. Even so, the name "Western Express" is a catchy one, and appeals to the public fancy. Why, then, change it? What real purpose is served?

Editing this paper has been a work of love; and I take pride in it. It has taken a lot of my time, which factor has not been "appreciated" by my family. I wish no part in a change of name which will inconvenience my librarian friends. So, if you decide to change, then you must also find a new Editor. I will be glad to continue my work on the expresses; but someone else will have to shoulder all the other burdens. And that's final.

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SECOND EDITORIAL ON NEW CONSTITUTION AND NAME CHANGE

The proposed Constitution and the "arguments" pro and con a change of name were all mimeographed during the week ending June 24th. The editorial appearing on the first page was also prepared that same week; and Mel NATHAN was advised of its import: Mel phoned me Sunday night, June 26th, advising that the Bay Area members had had a "change of heart" and were suggesting yet another name, "WESTERN EXPRESS AND MAIL". While that would mean less of a burden upon librarians, it would still constitute quite a burden.

So your Editor is "taking the liberty" of sending the proposed Constitution as originally drafted. Besides, I simply do not have the time to make such corrections; nor do I feel that WCS should bear the expense of having that material mimeographed all over again. And I am certainly not going to change the editorial on page 1, for I want the membership to know just where I stand in the matter.

I suggest that the membership vote on the Constitution as originally proposed, including the question of "WESTERN MAIL" versus "WESTERN EXPRESS". If the membership favors "WESTERN EXPRESS", as I hope it will, then those favoring some different name can later propose an amendment to that effect. After all, the proposed Constitution allows for amendments. But my position will still remain unaltered, as I see no real need for a change.

Apropos of amendments, many of you will undoubtedly want to suggest changes in the proposed Constitution and By-Laws -- that is why we are asking for your approval "in principle" at this time; minor changes can always come later on. For example, I do not favor that section which binds WCS to be bound by California laws. While the "management" continues in California, the officers here would obviously be bound by California laws. But if the "management" shifted back to New York, or to Illinois or any other state, then the laws of that state would obviously govern the officers residing therein. Hence I propose that that section be deleted in its entirety, lest it cause confusion or embarrassment at some future date.

The President's Message

The constitution and by-laws are now in final form for approval by the membership. Your directors have approved them in principle and all that remains is for the membership to indicate their pleasure on the enclosed return post-card. Please send this in promptly.

I have received many letters of commendation for our publication. Its future success depends on the dissemination of knowledge that our members possess on western covers. Please get an inspiration to write something of interest and send it to our tireless and capable editor. What do you know that the rest of us would like to know about an express, ghost town or territorial cover? Give Henry Clifford a hand in making "Western Express" outstanding.

Cordially,

M. C. Nathan

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LOSS OF ANOTHER VALUED MEMBER OF WCS

It is our sad duty to report the death of Charles W. (Chuck) REMELE of Santa Barbara, late in May. He was Secretary-Treasurer of the 3¢ 1851-1857 Unit, and had become a recognized authority on railroad postmarks -- see his article in THE AMERICAN PHILATELIST for May 1955. While Chuck did not collect western covers, he always had a keen interest in them; and he was a loyal and enthusiastic member of WCS. According to Mrs. Remele, Tracy SIMPSON will assist in the disposition of his collection. Chuck will be sorely missed by his many friends, and particularly by your Editor.

OUR NEW SECRETARY

Under date of May 26, 1955, Roy TAYLOR wrote to the Board of Directors as follows: "The conditions under which I accepted the nomination for Secretary of your Society last September have proven to be impractical; and I therefore resign the Office effective as of this date." Under date of June 1st, Mel NATHAN wrote as follows: "... I have appointed in his stead Dr. Sheldon H. Goodman, a very enthusiastic member and a very willing worker. I know he will be of great help to me in handling the affairs of the Society." Dr. Goodman's new address is 323 Geary Street, San Francisco 2, Calif.

SPECIAL MEETING CALLED FOR AUGUST 7th

The Bay Area WCS members have arranged a very special meeting for August 7th. It will be held at Col. Waddell SMITH's Pony Express Retreat in San Rafael. It has also been decided to invite the ladies. Bay Area members have agreed to bring Pony Express material to exhibit at that meeting; and Mel NATHAN believes it will be one of the most outstanding parties WCS has ever had. All WCS members are urged to attend if they happen to be in the vicinity. Remember the date, Sunday August 7th; time, 5:30 p.m.

NEW POLICY REGARDING BACK ISSUES

Since our dues are \$5 per annum, and since we publish 4 issues a year, it has been decided to charge \$1.25 a copy for back issues. This increased cost will be effective Sept. 1st of this year. Any member desiring to buy back issues before that deadline may do so at the old price of 50¢ a copy. We have no complete copies of the 4 issues of Vol. II, published in 1952 -- incomplete copies will be sent free of charge to anyone desiring them.

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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 Dr. Sheldon H. Goodman, 323 Geary St., San Francisco 2, Calif.

D. C. PATTERSON'S  
(BOISE AND SALT LAKE CITY EXPRESS)

By Art V. Farrell

By spring of 1863, things were happening in the Boise Basin, gold having been discovered the fall before. Great throngs of gold seekers and their following were making a well worn trail in from Walla Walla and Umatilla, and regular Express had been established by Tracy and Wells Fargo. About the first of June, W. H. Rockfellow established a new Express between the Boise Mines and Walla Walla, but there was no Express to the East; in fact very little was between Boise and Salt Lake except sagebrush and Indians.

The first news that we have of an Eastern bound Express appeared in the Weekly Statesman of Walla Walla, on June 27, 1863 as follows---

"Mr. Rockfellow gives us the following from Boise. Two men with Indian guides started from Bannock last week for Salt Lake for the purpose of establishing an Express between these points. They purpose to make the through trip in seven days. They will connect with Rockfellow & Co's Express at Boise."

No mention was made as to who the two men were, however it is thought that Hugh McFarland was one--was the other D. C. Patterson?

According to a new item in the Deseret News of Salt Lake, dated July 8, the first pony ridden by Hugh McFarland, for D. C. Patterson's (Boise and Salt Lake City Express) arrived in Salt Lake from the Boise Country on the 3rd of July, having left Bannock City (West Bannock or later Idaho City) on the 19th of June. This first run of Patterson's Express took fourteen days, but was to run weekly after being fully established and without outside interference. The route traveled by McFarland was known as the Jeffrey's Route on the North side of Snake River and crossed at Meeks & Gibson's Ferry.

Patterson maintained his offices with A. J. Oliver of the (Bannack City and Salt Lake City Express) which operated to Bannack City and Virginia City, later to be in Montana Territory. T. D. Brown was agent for both lines. No mention is found about Patterson's office in Bannock City in Boise Basin, except one small item in the Boise News of Bannock City, which informed the public that Patterson's Express had left news papers and News of the War at the offices of E. W. Tracy's Express. Since Patterson made connections with Tracy and also with Rockfellow & Co., at Bannock City, it is reasonable to assume that Patterson maintained his headquarters there.

Phil Davis is mentioned as one of Patterson's messengers in August and was probably with him from the start. Apparently Davis and McFarland rode the full distance of 470 miles each way. While one was leaving Salt Lake the other was riding from Bannock City meeting somewhere along the way.

This was a long and hazardous trip through Indian Country all the distance, and while the Indians were not entirely hostile at this time, they thought nothing of relieving the Express rider of his horse and leaving him afoot in

the desert. This occurred numerous times, and naturally delayed the Express. The Indian cared nothing for the gold-dust the rider might be carrying and of course could not read papers or letters, in fact he feared them as a white man's bad medicine, but the horse was valuable property to the Indian. Sometimes when the riders spotted the Indians first, they would hide until the way was clear, or sometimes ride many miles out of the way to avoid such meetings.

First Express deliveries were to Salt Lake City but later, arrangements were made to connect at Brigham City in Utah with the Overland Stage. Patterson's messengers also carried gold-dust from the Boise Basin Country.

As time progressed, more and more trouble was had with the Indians and at times the Express could not run for weeks at a time.

In October George W. Goodheart and M. Cummins were engaged at Boise City to ride the Western half of the route, meeting McFarland and Davis from the East at Clark's Fork. They would exchange packs and proceed back. The riders were to receive \$50.00 per month with board and used some of their own horses. This arrangement started about November 1st. About the 15th of December the Indians scared McFarland and Davis off the road and Goodheart and Cummins split the route, each riding half way, Goodheart the Eastern run and Cummins the Western half. They were to receive \$75.00 per month. Goodheart states that his route led from Clark's Fork down the South side of the Snake River across Goose Creek to City of Rocks above the head of Raft River by Devil's Dive and thence to Pilot Springs. From Pilot Springs to Salt Wells and over the Promontory down to Blue Creek, crossed over at Corner Springs, around North end of Little Mountain where he struck road at Malad River which he followed to Brigham City.

In March, Goodheart was informed by Indians to quit the Express. They feared and did not understand the "paper talk" of the white man going back and forth. Goodheart had lived among the Indians along the Snake River from Fort Hall to Fort Boise since 1859, part time as messenger, buying and trading for furs from the Indians for an agent of the Hudson Bay Fur Co., at Fort Hall. Goodheart knew that his friendship would not keep the Indians from stopping the Express once they decided to do so. The Indians burned the Ferry at Clark's Fork and Goodheart gave his Express pack to Cummins with instructions to return to Boise, that this was it. Goodheart himself went to Fort Hall and did not ride for the Express again.

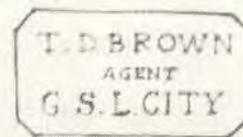
The Express was again under operation in a few weeks in spite of resentful Indians; however, it was still semi-monthly. Hugh McFarland again was messenger with occasional necessary rides being made by Patterson himself. By spring the Express was going through in from five to seven days, and was going through more on regular schedule.

In the meantime, Ben Holladay, the Stage Coach King of the Overland Mail, had secured a U.S. Mail Contract from Salt Lake to The Dalles, Oregon, as of July 1, 1864, and began building roads, stage stations and distributing livestock and running gear along the route to Boise. The Indians had quieted down somewhat, probably through increasing traffic and greater number of whites now going through Idaho. With more riders, Patterson's Express was leaving regularly on Mondays and Thursdays.

D. C. PATTERSON'S BOISE AND SALT LAKE CITY EXPRESS



A cover bearing the handstamp of D. C. Patterson & Co's "Boise and Salt Lake City" Express. One of four known to exist by the writer. The rate is marked in pen: Col. \$1.00; this is also shown on other existing covers. A news item in the Walla Walla Statesman dated Sep. 5, 1863, mentioned letters would be mailed at Salt Lake for 50 cents. Whether this was ever put into effect is problematical, under the conditions which the Express encountered.



The handstamp of A. J. Oliver & Co's Express is shown for comparison. Note the similarity between the handstamp of Oliver and that of Patterson. Also shown is a handstamp of the agent for both companies, T. D. Brown at Salt Lake.

Holladay's line was put into operation by mid August, running regular coaches, so the need for the Patterson Express was past. Just when Patterson quit is unknown, but since he could not compete with Holladay, it is quite probable his Express ceased when Holladay's line got under way in August.

D. C. Patterson's "Boise and Salt Lake City Express" was short lived, lasting only a few days over a year and perhaps less than twenty trips were completed, yet it played an important role in the earliest days of Idaho and the whole Northwest, being the shortest link with the East during these early days of settlement and at the time of the great war.

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#### THE MAIL BAG

Art FARREL, in addition to contributing an article for this Issue, also sent photostats of ten (10) western express franks and corner cards heretofore not illustrated either in Thorp-Bartels or in WE. They will be illustrated in a subsequent issue.

Grateful thanks to Sheldon GOODMAN, W. M. LESTER and Roy TAYLOR for sending data regarding the colors of various franks and handstamps illustrated in the last issue of WE. Nice to know that a few of the Bay Area members take note of the questions asked in WE.

Hal PIERCE sent a letter from E. A. Wiltsee the late regarding his Leroy Crary's Express cover -- apparently Mr. Wiltsee regarded it as "unique". Thanks, Hal, for other nice remarks included in your letter.

Mel NATHAN and your Editor have exchanged numerous letters during the past few months, largely in connection with the new Constitution and various other WCS matters. Much of the WCS news contained therein has been reported elsewhere in this Issue. Apparently Mel feels much like your Editor, in that we both wish we had more time to spend on our own collections, to say nothing of our respective businesses.

#### ANOTHER BOOK FOR YOUR PHILATELIC LIBRARY

Your Editor has recently acquired a copy of A.S. Deaville's "The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849-1871", Archives of British Columbia, Memoir N. VIII, Victoria, B.C., 1928. Aside from the postal systems proper, there is much valuable information on the express companies which served that part of the Northwest.

R. PENMAN'S EXPRESS

## A. Jay Hertz

Penman's Express, operating in and around Truckee in Nevada County, was but one of the hundreds of "feeder" expresses that functioned through the Mother Lode in the northern Sierra Nevada. Its place in history is secure through the presence of, possibly, seven covers known to this writer and about the same number of newspaper items and advertisements, those silent witnesses to the truth of the fact that Robert Penman serviced the towns of Eureka Mills, Mohawk, Jamison and Truckee.

The period was the late '60's. Wells, Fargo was the kingpin expressing outfit throughout California and met this infinitesimal one-man outfit at Truckee, making a huge arc and traveling to its farthest eastern point (about six miles from the Nevada border), to effect the rendezvous.

The proprietor of Penman's Express emerges from obscurity in a Jamison City news item. "On Aug. 20, 1868 a Grand Jury of Plumas County bound over one, James Delany, in the sum of \$600 on the charge of biting off an ear of Robert Penman in a fight at Jamison City."

The earliest express of Penman was known as the "Mohawk Valley and Sierraville Express" running between the two towns named. An advertisement in the Quincy "National" (Oct. 12, 1869) reads:

"Mohawk Valley and Sierraville Express.

"The undersigned will run from this date....a weekly express from Sierraville, Mohawk Valley, Jamison City and Eureka Mills; packages, letters, papers, etc., carried. Express office at Penman's, Mohawk Valley - Shelme's Store, Jamison City - Eureka Mills, Eureka.

"Express leaves Mohawk every Tuesday, returning on Wednesday.

Mohawk Valley, Oct. 12, 1869.

Robert Penman, Prop."

For the next two years the same ad appears from time to time with minor variations. For example, on May 13, 1871 we find:

"....leaves Jamison City....connecting with Truckee stages at Sierraville, to the railroad...."

This ad continued without change until May, 1872.

Various news items prove that the continuation of Penman's Express lasted until Dec. 4, 1875, after which there is silence. These items, found in the Truckee "Republican" for 1875 read:

(Jan. 6) "Bob Penman, the indefatigable stage proprietor has been paying a visit to his numerous Truckee friends...."

- (Jan. 16) "Robert Penman's stage due here on Thursday evening has not yet arrived."
- (Feb. 27) "Robert Penman's stage makes its trips regularly, but under difficulties."
- (Apr. 28) "Robert Penman's stage came in on Sunday with nine passengers."
- (May 15) "Two stage loads of passengers and baggage left yesterday on Penman's Stage Line...."

These numerous advertisements and news items, though repetitions, definitely and accurately fix the time and place of this express.

Penman used at least two types of covers. The first and commoner type has a printed frank with a one-line inscription, "R. Penman's Express" with a black Wells, Fargo printed frank, the so-called Berthold type 5. The entire is the 3 cent, 1870 type. The covers are yellow amber in color.

The second type is the black printed Wells, Fargo Berthold type 5, the entire being the 3 cent 1874 type. Paper is white. The flap has a colorless, embossed frank reading "R. Penman's Express, / Truckee / Jamison, Mohawk and Eureka Mills."

What Penman did with his express, after carrying passengers and mail for more than six years, is still to be ascertained. Whether he sold his company or just quit or was killed, is one of those interesting questions that only time and persistent quest can answer.

#### Bibliography:

1. "Pioneer Miner and Pack Mule Express." Wiltsee.
2. Newspapers of the period (mentioned).

#### Acknowledgments to:

William R. Parker for information regarding the history of this express.

(Editor's note: Thanks to Jay Hertz, I have an example of the embossed frank; but it is on a 3¢ 1870 envelope, cream paper, U84, T-B 266. The Thorp-Bartels catalog illustrates both franks, but shows the embossed frank as Type 1 and the printed frank as Type 2. From the limited data at hand, I would be inclined to follow Dr. Hertz's chronology, with the printed frank as the earlier. My cover, for example, was used in November 1874.)

WESTERN EXPRESS FRANKS AND CORNER CARDS -- Part Three

(Additions to those illustrated in Thorp-Bartels Catalog)

by H. H. Clifford

In the last two issues we illustrated a total of 61 additional franks and corner cards. In this Issue we illustrate 16 more -- only one photo-page this time, for they take quite a while to prepare. As usual, an extra photo-page is included in case any of you wish to cut them up for reference purposes. These 16 additions are as follows:

Adams Express Co., Western Division -- black corner card, used in 1870's.  
 British Columbia Express -- black frank.  
 Coupe's Express -- black frank -- on 3¢ 1864 env.  
 Pacific Express (horseman, thin "Paid") -- black frank -- on 3¢ 1853 env.  
 Pacific Express (horseman, thick "Paid") -- blue frank -- on 3¢ 1853 env.  
 Pacific Express Company (late) -- (color?) corner card.  
 Pacific Express Co. (late) ("79." -- larger) -- black corner card.  
 Pacific Express Co. (late) ("79" -- smaller) -- black corner card.  
 N. O. Pauly's Express -- (color?) frank -- "W".  
 Penny Post Co. -- (color?) frank -- "W".  
 Port Townsend & Whidby Island Express -- brown violet frank -- on 3¢ 1874 env.  
 Public Letter Office -- black corner card or frank (?) -- on 2¢ 1863 env.  
 (The "Paid 15 cts" in shield appears to be a handstamp, in black.)  
 Public Letter Office, Paid 15 cts -- (color?) frank -- on 2¢ 1863 env.  
 Public Letter Office (horseman) -- (color?) frank.  
 Robinson & Co's San Francisco Express -- blue frank.  
 Rundell & Jones' Canyon City Express -- black frank.

Regarding certain franks and corner cards illustrated in the last issue, we are pleased to report their various colors below, thanks to the cooperation of Sheldon GOODMAN, W. M. LESTER and Roy TAYLOR.

California & Arizona Stage Company -- black corner card.  
 Davis' Express -- black frank -- on 3¢ 1853 env.  
 Hopkinson's Express (larger) -- blue frank -- on 3¢ 1864 env.  
 Langton & Bro.'s Yuba River Exp. (smaller) -- green embossed corner card.  
 Langton & Bro.'s Yuba River Exp. (larger) -- red embossed corner card.  
 Martin's Spokane Falls and Wardner Stage and Express Line -- red corner card.  
 Nichols & Co.'s Express -- black frank.

A note regarding minor differences. Your Editor would like to have your reactions to come of these illustrations, such as Express Nacional in the last issue and Pacific Express (late) in this one. The franks of Express Nacional appear to differ only in the denomination, which is an obvious difference -- hence only two were illustrated. The three "express car" corner cards of Pacific Express, illustrated herewith, differ in wording (first above) or in size (second and third above). I think these differences should be illustrated, since these corner cards were printed from different dies. But what are your thoughts in the matter?

**ADAMS EXPRESS COMPANY,**  
[WESTERN DIVISION.]



returned to

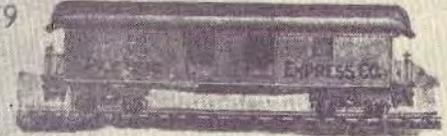


PACIFIC EXPRESS CO.



PAID

79



PACIFIC EXPRESS CO.



PAID

PAID.  
N.O. PAULY'S  
EXPRESS.

79

79



TO THE PENNY POST CO.



PENNY-POSTAGE PAID, 5.

U. S.  
POSTAGE  
MUST BE  
PREPAID.

within 10 days, to be returned to

PAID.  
TOWNSEND & WHISKY ISLAND  
EXPRESS.



Paid  
15  
CTS.

Delivered within one hour after mailing.

*Public Letter Office*  
No. 5 Kearny St.



PUBLIC LETTER OFFICE,  
KEARNY ST. S.F.  
Delivered to any part of the city  
and also to all parts of the  
San Francisco Bay, at the rate of  
1 cent per copy.

Paid  
15  
CTS.

PAID  
ROBERTSON & CO'S  
SAN FRANCISCO  
EXPRESS

DELIVERS LETTERS AND PACKAGES  
TO ALL PARTS OF THE CITY;  
ALSO,  
LETTERS AND PAPERS from the POST OFFICE.  
Leave your address at the Office,  
Merchants' Exchange, 519 Clay Street.

Rundell & Jones' Canyon City Express.  
Paid 50 Cents.

*Mrs. Dwyer*  
*114 Ellis St.*