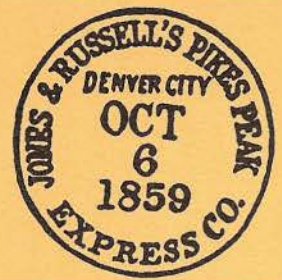


Western Express



News-Letter of the Western Cover Society

This Issue consists *
of 13 pages, plus *
4 photo pages. *
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* Vol. V, No. 4
* OCTOBER, 1955
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THE EDITOR'S CORNER

The first order of business is to thank all those members who voted in favor of continuing the name "WESTERN EXPRESS" -- an overwhelming majority apparently wished to leave the name unchanged. This is covered in detail elsewhere in this Issue.

Your Editor is also aware that that same vote has in effect kept him in office for an indefinite period -- a fact which I view with mixed emotions of gratitude and bewilderment. I am complimented by your vote of confidence. At the same time, I must frankly admit that this job is burdensome; and I wish to God that a few of you would step forward and share it with me. If any of you would like to help, please let me know. Various avenues of assistance have been mentioned in previous issues, and a few are incorporated below.

The major criticism of WE is simply that it contains too little data on fields other than express. We need more facts and articles on other western subjects such as territorials, ghost towns, ocean and overland mail, and western postal history in general. If we had an Associate Editor in each of these various categories, we could broaden our scope tremendously; and all our members would be happier. I will welcome volunteers or nominations for those positions.

In connection with the above, W. O. BILDEN recently wrote that a group of mid-western cover collectors met in August with the purpose of forming an organization of collectors interested in territorials. I immediately answered, asking him to invite that group to join forces with WCS, and stating that I would welcome any one of them as an Associate Editor in charge of territorials. Unfortunately, I have received no further word up to the date this goes to press.

Associate Editors would be most useful in editing articles of a non-express nature. I have frequently had to return articles to their authors for the simple reason that they contained too many ambiguities; and I did not possess the knowledge to clarify them. And all too frequently those authors never bothered to send them back, much to my own disappointment.

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.

PRESIDENT'S MESSAGE

The new Constitution and By-Laws have been approved by a substantial majority of the members of our Society. In accordance therewith I have made appointments to all of the committees, with the exception of the Nominating Committee which will be too premature to appoint at this time. The Committee Chairmen will outline their respective programs in the near future and they will be published in WE. I feel certain that with the organization of the committees our Society will be of even more value to its members. I hope that the membership will cooperate with the committees in making this possible.

M. C. NATHAN

COMMITTEES

<u>MEMBERSHIP</u>	<u>PROGRAM</u>	<u>EXPERTISING</u>
J. R. Hughes, Chairman	Joseph M. Clary, Chairman	Dr. W. Scott Polland, Chairman
Dr. A. J. Hertz	Edgar B. Jessup	Edgar* B. Jessup
J. D. Baker	Robert A. Hanson	Tracy Simpson
Charles F. Meroni	Robert Myerson	William R. Parker
John A. Fox	Frank C. Burns	Stanley B. Ashbrook
<u>PUBLICITY</u>		<u>AUDITING</u>
Jack R. Hughes, Chairman		M. C. Nathan, Jr., Chairman
B. C. Pearce		Robert Beale
Robert Beale		Robert A. Hanson
Harry Gray		
Robert A. Siegel		

S E S C A L EXHIBIT NOVEMBER 4th THROUGH 6th

The 11th Annual Stamp Exhibition of Southern California will be held Friday through Sunday, Nov. 4-6, at the Elks Club Ballroom, 607 South Park View St., Los Angeles 5. Mel NATHAN has appointed Bob MYERSON of the Program Committee to represent WCS and to work with the Exhibition Chairman, E. H. Rankin, 2552 Loma Vista Drive, Alhambra, Calif. All WCS members are invited to compete. WCS will give a first and second award for both Western Express Covers and Western Town Covers; and all WCS entries in those groups will also be eligible for SESCAL's Grand Award and other awards.

Bob MYERSON has engaged a room at a modest price for a WCS meeting Saturday afternoon, Nov. 5th, at 4 pm at the Elks Club. Cocktails will be available in Parlor A at a later hour -- dutch treat. Then at 7 pm that evening, SESCAL holds its Awards Dinner in the Elks Club Banquet Room. All interested in western covers will be urged to attend our meeting; and all WCS members present will be urged to attend SESCAL's Awards Dinner.

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NEW MEMBERS OF WCS -- Continued from April 1955 Issue

- 267 - Hugh Winfield Gore, 275 Sunset Terrace, San Mateo, California.
 268 - Fred H. Hayward, Jr., 16th Floor, 485 Madison Ave., New York 22, N. Y.
 269 - Robert D. Haines, 336 Kearny St., San Francisco, California.

WESTERN COVER SOCIETYMINUTES

Meeting: August 7, 1955 - Pony Express Retreat, San Rafael, California.

The following members were present:

Mr. Mel C. Nathan, President	Mr. G. M. Hackett
Dr. Sheldon Goodman, Secretary	Mr. Robert Hanson
Mr. Henry Chaloner, Treasurer	Mr. Jack R. Hughes
Mr. Wm. Aichele	Mr. J. R. Hughes
Mr. Robert Beale	Mr. Edgar Jessup
Dr. W.W. Bilyeu	Mr. Nat Levy
Mr. Frank Burns	Mr. Ed McConnell
Mr. Edward Cerruti	Dr. W. Scott Polland
Mr. Joseph Clary	Col. Waddell Smith
Mr. Milton Eisner	Mr. Ed Thrall
Mr. Walter Frickstad	Mr. Hugh Gore
	Mr. B. C. Pearce

This being an open meeting, the wives and guests of the members brought the attendance to 45. The meeting was preceded by cocktails and a buffet dinner. Col. Smith was the host.

The meeting was called to order by President Nathan at 8:25 P.M. He welcomed the members and their guests and thanked Col. Smith. Ratification of the Constitution and By-Laws was acknowledged as the Secretary has received well over 90% of the cards, in the affirmative, from the membership. Over one hundred cards were returned. Edgar Jessup talked on the Pony Express and exhibited some of his collection of them. The meeting adjourned at 9:30 P.M.

Respectfully submitted,

SHELDON H. GOODMAN
Secretary.

(Note: According to Secretary GOODMAN, a total of 107 ballots were received by the end of August. Of those, 98 voted to continue "WESTERN EXPRESS", 6 voted to change the name, and 3 took a neutral position.)

WELLS, FARGO & CO'S EXPRESS DIRECTORY -- 1880

This 1880 Directory will be found on the following photo-page. We are indebted to Roy TAYLOR for calling this item to our attention; and we are most grateful to Miss Irene SIMPSON of the Wells Fargo History Room for supplying the photo from which this illustration is made. It is not clear from the correspondence which one paid for the photo; so we will play safe and thank both of them. And of course we must certainly extend full credit to the Wells Fargo Bank for permission to reproduce it.

Regarding this Directory, Miss Simpson writes: "We prepared a copy for display in our History Room in conjunction with our showing of a specially prepared Map of Wells Fargo Offices in the Mother Lode in 1880 -- compared with buildings or plaques that exist there today. This map is reproduced in the center of the (August 1955) house organ 'Wells Fargo Messenger'."

(Note: The accompanying photo-page was made from a glossy photograph supplied by Miss Simpson. The photograph showed part of the left and upper left margins and letters missing, so that it was quite difficult to make out some of the place names. Your Editor has restored those missing portions, using a special process, and sincerely trusts that he has gotten all the names correct. For example, Baker City appeared only as "er City". Anyone interested in that special process, for writing on glossy prints, can learn the secret by writing your Editor.)

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AUCTION OF BARKHAUSEN COLLECTION NOV. 7-8 BY H. R. HARMER, INC.

Elsewhere in this Issue will be found a full-page advertisement of this forthcoming auction, which should be one of the highlights of the 1955-56 auction season, at least insofar as western covers are concerned. Pep THORP has prepared the catalog, which is profusely illustrated and contains much background material. The catalog should be in the mail early in October. Note that each member of WCS should receive a copy, which should make for excellent reference material. If any member does not get his copy within a reasonable time, he should write direct to H. R. Harmer.

In connection with this auction, Pep Thorp is again taking the material on the road to show around the country, even though he had some of it with him during his tour last Spring. He will be at the Hotel Alexandria in Los Angeles October 19th, and at the Palace Hotel in San Francisco October 22-23.

We are also indebted to Pep for supplying some 27 photographs of covers in this collection, in order to further our research work. These will be illustrated in subsequent issues of WE. Pep has also written an article on western express franks, which will be found in this Issue.

COMMENTS ON THE RECENT ILLUSTRATIONS IN "WESTERN
EXPRESS" OF PRINTED FRANKS AND CORNER CARDS NOT
LISTED IN THE THORP-BARTELS CATALOGUE

By P. H. Thorp

Editor Henry Clifford has requested yours truly to follow up the work started in illustrating and listing franks not included in the Thorp-Bartels listings, and specifically to pinpoint these additions to specific envelopes as listed in the Thorp-Bartels Catalogue. By so requesting, Editor Henry hands me quite a chore, which I have timidly embarked upon, and which I approach with the greatest humility. "It ain't easy, brother! It ain't easy!"

First, I think we should review what was attempted in Thorp-Bartels. The basic plan was to illustrate all PRINTED franks that appear on United States stamped envelopes, and to endeavor to identify each envelope on which each Frank was known. Finally, we attempted to place a value on each listing. The first part of the plan, illustrations, was comparatively simple. Of course we fell far short of illustrating "all"; but we did do a reasonably acceptable job of illustrating a great many. Considerably more, I believe, than had ever previously been published in any collection of pictures. We encountered but one small problem in this field of our work: namely, "what constituted a Frank, and what a Corner Card?" We solved this quickly by exercising our editorial prerogatives. A Frank, we said, must contain the word "Paid", or clearly indicate in its design that a fee had been paid. Of course such an arbitrary rule might exclude some items which should have been included. But if the work was to be done at all, then some line had to be drawn and that adopted seemed reasonable.

The second part of our plan, to identify each envelope on which each Frank appeared, was not so easy. We had to rely upon old lists and catalogues, largely the late Dr. Berthold's findings, and we probably fell far short of our objective. Primarily our failings in this respect were due to the fact that Western Frank collectors, in whose collections by far the largest number of Franks exist, have very little knowledge of envelopes and care even less. And envelope collectors who have a knowledge of envelopes know very little about Franks and care even less about them than do the Frank collectors about envelopes. An attempt was made to arrange a "shot gun wedding." Like any such forced arrangement neither party rested easily with the idea. Nor can I say that a year of living together has produced any grand rush to accept the idea. Yet some progress has been made, and Western Frank collectors are discovering that at least a basic knowledge of our stamped envelopes is very helpful in their endeavors. More of this later.

The third part of our program, to establish a value for each frank, was even more difficult and basically was merely a compromise of opinions. For want of a policy to work upon, we determined that any values assigned would be the minimum value for any given frank in its most common form of usage - bearing in mind that the condition was "fine." There was no possible way to place values upon covers with special cancellations, markings, or routings. Hence the values given in Thorp-Bartels are a starting point from

which one may go upward for special reasons, or downward for the matter of condition. By and large I believe they serve this purpose reasonably well. Values, however, when it comes to philately, are controversial, arbitrary, and subject to plenty of revision. The old, old story is ever present - if it's the other fellow's property, it obviously isn't worth as much as it would be if it were your own property.

So much for what was done in Thorp-Bartels and the reasons for so doing it. Now let's get on with some other things. Knowledge of envelopes, for instance.

In the last issue of "WE", tucked up in the left hand corner of the page illustrating "Additional Western Franks and Corner Cards", we see the neat little "COUPE'S EXPRESS" frank, which is described as black on a 3¢ 1864 env. Previous to this illustration it had been my impression, shared by the late J. M. Bartels and Dr. Berthold, that the only known copy of this was on a 3¢ cream paper 1870 envelope. J. M. Bartels did note that it was believed another copy did exist somewhere. The late Ernest Wiltsee, in his book "The Pioneer Miner and Pack Mule Express", listed this frank with the terse comment "Vancouver 1874". Bartels gives the same place and year and evidently collected his information from Wiltsee, or vice versa. Now if the copy of this frank illustrated in "WE" for July 1955 is indeed on an 1864 envelope, Coupe had a much longer existence than had previously been known. We should like to know which 3¢ 1864 envelope the frank appears on. On white or buff paper? On the ordinary envelope or one with the "Patent Lines?" (Presence of the vertical return card would seem to indicate the latter). In other words let's pin this down to a specific item. That may not seem important to the fellow who owns the envelope. But it is most important when establishing a permanent record.

There are certain specific things we know about our stamped envelopes. We know, for instance, certain dates on which certain stamps were put into use. Also, the dates on which certain sizes and "knives" were adopted. Hence, when we discover a printed frank and pin point it down to a specific envelope, we have established the period in which the Frank was used; and, of course, evidence of the period in which the Express Company existed. Neither of the "Coupe" envelopes fit very well into the statement that this express existed in 1874. One of the two reported is stated to be on an 1864 and the other is known to be on an 1870 envelope. It is possible, of course even probable, that supplies of the 1870 envelopes were in the Post Office in 1874. But where did Wiltsee and Bartels gather the information that the company existed in "1874?" My own belief is that they assumed this information from the envelope on which they discovered the frank. In preparing the auction catalogue for the Barkhausen collection of Western Franks, I have had to resort to this means of stating "facts" on several occasions. From the envelopes at hand I have had to assume that such and such express company operated "about 1865". This in lieu either of no information, or information that was obviously incorrect. "Obviously" because the envelopes in front of me provided very definite information.

On the other hand if we have documentary evidence of an express company going out of business in a certain year, and a frank of that company turns up on an envelope we know to be issued after they were no longer in business, we can "smell a rat" no matter how good the imitation may be.

So if we are to do a thorough job on recording these printed franks, then by all means let's pin point the envelopes on which they are printed. That means back-tracking a little to identify the envelopes of all of the additional franks recently illustrated in "WE." But if you are all willing, I'll give the project a try.

NOTES ON VARIOUS EXPRESS COMPANIES

by John G. Tyler

A. (See Photo-Fig. 1)

W. F. & Co's Messenger on Mendota and Goshen Route.

(Note error! The last letter in GOSHEN is an R instead of N)

In the '90's, Mendota (35 Miles West of Fresno on the Southern Pacific's West-Side lines) was a Division Headquarters. They built a brick Roundhouse there, large enough to house a half dozen or more locomotives. This Roundhouse stood for almost fifty years and after it was no longer used by the Company, it became an ideal "Hotel" for the clan of weary wanderers who carried their blanket bundles up and down the railroad tracks. The building was purchased a few years ago by one of the Wineries in Fresno. They had it torn down and the many thousands of bricks were used in building an extension to one of the firm's warehouses.

The San Fran. Mendota & L.A. R.P.O. cover submitted herewith (See Photo-Fig. 2) has no direct bearing but seems a fit companion for the other item and possibly the R.P.O. Clerk who applied it, rode on the same train on more than one occasion as a "Rival"? or companion of F. A. Tickner who was Wells Fargo's Messenger on the Mendota to Goshen Junction run. If the evidence shown by this R.P.O. marking could be taken at face value, Mendota might lay claim to having once ranked right along with San Francisco and Los Angeles! Unless my memory is too faulty, Brother Hackett of San Jose, himself an old Wells Fargo man, once told me, upon seeing my cover, that he knew Tickner as a fellow employee of the Company.

B. BICYCLE MAIL (See Photo-Fig. 3)

The Thorp-Bartels Catalog (Century Edition) lists this Frank, when printed on stamped envelopes, as BLACK in color. The Complete Catalog (Meekels 1895) gives the color as BROWN - so does Scott's Specialized- and all other references known to the writer. The one submitted herewith is not Black, although the original color has become somewhat darkened by oxidation or other cause. The Thorp listing should be corrected to read "Brown." Scott's Specialized lists this on both White and Amber envelopes. I wonder if anyone has both colors?

A former acquaintance, who worked for Banta at the time, told me that, to the best of his knowledge and recollection, only one package (25) of envelopes was imprinted, presumably so that the after-regular-hours employees (young men) who worked in Banta's Victor Bicycle shop, would have a "Ready to go" envelope to sell to an evening applicant.

In COVERS Magazine for Feb. 1954, P. 13, there appeared an unsigned, eleven line article which was quite erroneous. It stated this service covered 210 miles near San Francisco. The fact is that mail was carried on a direct route, FRESNO TO S.F. via Pacheco Pass. The article stated that the stamp was printed on a 30¢ envelope. Where that idea came from I don't know. It was, of course, the 2¢ envelope! The article further stated that Scott's Catalog once listed the Bicycle stamps as No's L 253 and L 253a "But to conserve space, these were deleted". Scott's Specialized, for 1955, as we are all aware, lists them on page 406 and they have been in the Specialized Catalog for many years along with other Locals.

Less than 400 letters were sent out of Fresno during the very brief operation of this service. Most of the covers so used had the adhesive stamps affixed. A genuinely used and properly dated cover, with the Brown stamp impressed on a 2¢ envelope (Whether White or Amber) and "cancelled" with the characteristic diagonal "Grill", must rank among the rarest of Franks. Even in unused form this is a really hard envelope to find. Some forty years of inquiry on my part has turned up only the one I am submitting herewith. The only other copy I ever had an opportunity to acquire was a left-over carried by ordinary mail some ten days after the service was terminated because of the settlement of the strike which had been called by the American Railway Union.

C. NORTHERN PACIFIC EXPRESS CO. (See Photo-Fig. 4)

The Thorp-Bartels Century Edition lists this Frank as Steel Blue. Three of the five which I am submitting are decidedly on the BLACK order which would seem to indicate that an additional listing is required. The "Steel Blue" as you will note, varies somewhat. A shade of a shade perhaps!

D. ADAMS EXPRESS CO. WESTERN DIVISION (See Photo-Fig. 5)

The envelope submitted shows a very minor variety, differing from the one illustrated in WE for Feb. 1953 in that a square period follows the Company name and the parentheses in which "Western Division" is enclosed are square instead of rounded. (Postmark appears to be Cadiz, Ohio.) Perhaps this is too minor to be worth mentioning but some seem to like the "Fly Speck" varieties.

E. HESTON'S EXPRESS SOLD TO HICE (See Photos-Figs. 6 & 7)

Heston advertised and his Handstamp is known. (See photo enclosed). Heston sold out to Hice as per enclosed photo of his ad. Did Hice also use a handstamp? I have never seen an auction catalog in which a cover with his marking was offered. Does any collector have a W.F. & CO. cover, Hornitos to Visalia or vice versa with marking to indicate that Hice handled the letter?

F. PRE CANCELLED WELLS FARGO ENVELOPE? (No Photo)

This looks like a pre-cancelled item. The gum seems intact and there is no evidence of Paste-up use. (No photo, since gum wouldn't show.) Possibly the clerks in the mailing Department of Wells Fargo's S. F. office anticipated a "Five O'clock Rush" and prepared some envelopes in advance. Quien sabe?

G. STELLE'S EXPRESS (See Photo-Fig. 8)

No mention of Stelle is found in the Thorp-Bartel Catalogue. There is evidence that he operated actively - Stockton to Mariposa and vicinity- around 1853-54. (See Pioneer Miner and Pack Mule Express, also enclosed photo of his ad.) He carried LETTERS too. See third item on photo - the four quotations from the Mariposa "Chronicle" of 1854 were from the issues of January 20, January 27, February 3 and May 12, respectively. Did he put any sort of marking on the letters he transported and delivered for and/or in connection with Wells Fargo? Again, I cannot recall having seen such; and again---Quien sabe?

H. (No Photo)

FREEMAN evidently handled some CUBAN mail in 1855-56 (See enclosed tracing) Wonder at what point he picked this up or from what Steamship Co. he got it? Too bad somebody did not put some sort of identifying notation on the cover which evidently came all the way through untouched and received only Freeman's red receiving stamp at San Francisco. This cover was offered to me by Parker Haydon Sr. in 1938 for \$15.00.

I. WALKER'S RIVER EXPRESS (See Photos-Figs. 9 & 10)

Mr. A. J. Mann, according to newspaper ads and announcements, proposed to organize an Express to run from Sonora to the Walker's River mines. Evidence, as per enclosed, indicates that he became incapacitated before the project got under way and that other interests took up the idea. Did anybody actually get going with such an Express and if so, what was it called?

J. (See Photo-Fig. 11)

This was the marking the FRESNO TRANSFER put on Wells Fargo mail picked up between Fresno and The Yosemite Valley, via Mariposa, in the early Nineties. They evidently had a regular run and must have been authorized by W. F. & Co. to look out for the latter's business on this off-the-Railroad route. H. J. Hinds, the son of a then Fresno Attorney, was, I have been informed, employed at that time by Wells Fargo in some capacity. Possibly he drove the conveyance and certainly he must have acted as Messenger, as indicated by "Emblem" abbreviation following his name.

K. (See Photo-Fig. 12)

Of which Pacific Express Co. was E. M. Massman (or Masman) President? Were these Newspaper stamps? They show up once in a great while, in old collections on the blank page in the back-following Zanzibar. In such location they keep company with a few Match and Medicines, Tobacco stamps and World's Fair stickers. Have never found anyone who knew when or for what purpose they were used.

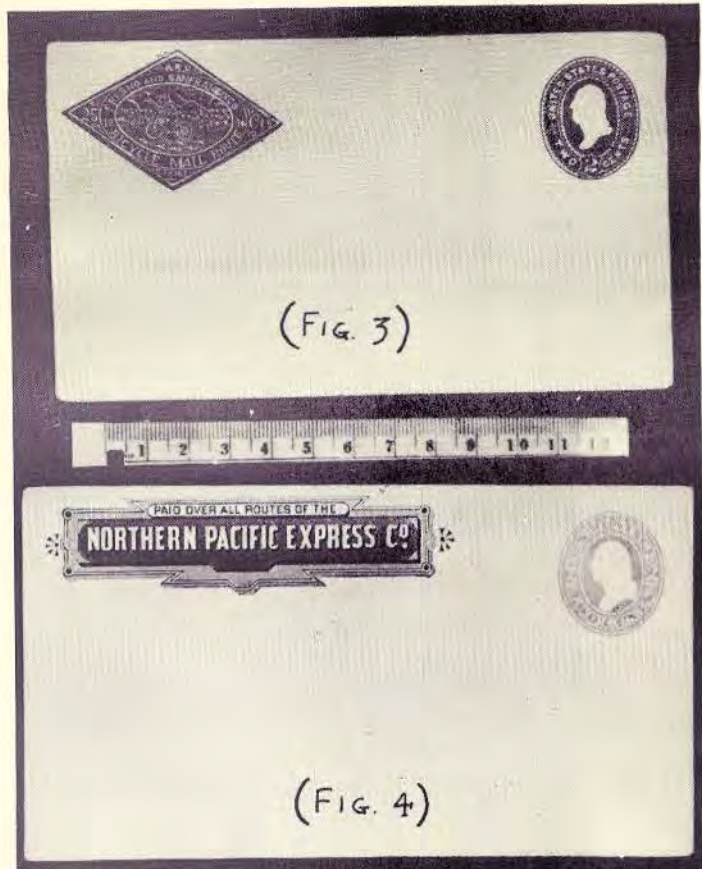
EDITOR'S NOTE: Illustrated along with Fig. 12 are a few items from my own collection, which happened to be photographed at the same time -- just my Scotch showing, I guess, for I can't bear to waste film. They are as follows:

- Wells Fargo "Garter" stamp, blue, with red pen cancel.
- Wells Fargo newspaper stamp, blue, unused.
- Wells Fargo Pony Express label, rose, identical with printed frank, Berthold Type 23 and Thorp-Bartels Type K.
- Northern Pacific Express frank, black, with two Wells Fargo handstamps, purple Portland Oregon (Oct. ?) and magenta San Francisco (Oct. 9), combination use in 1887.



(Fig. 1)

(Fig. 2)



(Fig. 3)

(Fig. 4)

ADAMS EXPRESS COMPANY
[WESTERN DIVISION.]

J. M. Hanson, Esq. (FIG. 5)
Horn Creek,
Calif.

(FIG. 6)

ADAMS EXPRESS COMPANY, INC.
CALIFORNIA COUNTY, CALIF.
PARTITION.
LITIGANT AT REASONABLE RATES.
G. W. COULTER, Agent at Coulterville. jell.

UNITED STATES
Express and Mail Line
OF STAGES FROM
Hornitos to Visalia
Via
Millerton and King's River.
TWICE PER WEEK—THROUGH IN
ONE DAY.

THE undersigned, having purchased the Stage Line formerly owned by Thomas Heston, will hereafter run a stage semi weekly between the above mentioned places.

Leaving Hornitos TUESDAYS and FRIDAYS, and Visalia MONDAYS and THURSDAYS.

The above arrangements for the accommodation of the traveling public are complete in every respect.

W. L. HICE, Proprietor.
Hornitos, June 10, 1857.

Proclamation of Reward.

W. L. Hice Express

(FIG. 7)

From
Mariposa Gazette
June 24 - 1857

LOT 487 -
EUGENE H. CASTALOS (NY) SALE FEB. 10 11 13 1847
HESTON'S EXPRESS ON KING'S RIVER. (CALIF. CO.) BLUE
HESTON'S EXPRESS - VISALIA CAL. ST. LEPT. BLUE BLUE HEAT PARROT CAL.
EXPRESS, HORNITOS. TRAIL MARK HORNITOS AT THAT TIME AND
EXTEND TO THE EAST.

Mariposa Gazette 1857 June 10, P. 2 Col 3
..... Stages are now running regularly between Hornitos and Visalia
Tulare County, twice a week; leaving Hornitos Tuesdays and Fridays
and Visalia Mondays and Thursdays. The trip, something more than
120 miles, is performed in one day. Advertisements will appear next
week.

WESTERN EXPRESS FRANKS AND CORNER CARDS -- Part Four

(Additions to those illustrated in Thorp-Bartels Catalog)

by H. H. Clifford

First a note of apology for a small omission in the last issue of WE. It was stated that an extra copy of the photo-page was enclosed for reference purposes; but it was inadvertently left out. You will find it enclosed with this issue.

Of the 77 additional franks and corner cards illustrated in the three previous issues, many lacked information as to their color. The colors of the 7 "unknowns" in Part Two, appearing in the April 1955 issue, were published in the last issue. Thanks to Dr. Sheldon GOODMAN we are now able to state the colors of many more of those in Part One, appearing in the January 1955 issue, as follows:

Black for the following: Anderson's Pony Exp., Brents & Nelson's B. C. Exp., Burdin's Exp., Calif. Letter Exp., Chase's Exp., Earley's S. F. Letter Exp., English & Wells Exp., Freeman (Atlantic States Exp.), Hopkinson's Exp. (smaller), Keene & Hurley, and Landis' Exp. (oval). Green for Clarke's Centennial Mail Exp. Black and maroon for Karns & McConkey's Exp.

That still leaves a few for which we have no colors. It will certainly be appreciated if WCS members will check their collections, and advise us of the colors of the following franks and corner cards:

From Part One -- January 1955 issue:

Adams & Co. -- circular corner card.
 Cheyenne & Black Hills.
 Everts Wilson (saw-tooth border).
 Ish & Bailey (Hailey).
 Kellogg & Co's Express.
 Landis' Express (scroll type).

From Part Three -- July 1955 issue:

Pacific Express Company (late).
 N. O. Pauly's Express.
 Penny Post Co.
 Public Letter Office, Paid 15 Cts.
 Public Letter Office (horseman).

When WCS members submit photos or photostats of covers to your Editor, will you PLEASE state the colors of the markings? That will save all of us a lot of time, and render your contribution just that much more valuable. And if possible, state the Thorp-Bartels envelopes on which those markings appear. If you don't know how to identify the envelopes, then send the covers to your Editor; or else send them to Pep THORP, so that he can check them. See Pep's article elsewhere in this issue. And remember, when sending covers, to state their value for insurance purposes -- otherwise we are in the dark when it comes to registering the return shipment.

Illustrated herewith are 15 additional franks and corner cards, in addition to those illustrated earlier this year. For 7 of these, we are indebted to Art V. FARRELL. Albert PHILLIPS supplied the Hinckley; and Noble HETHERINGTON the Sanderson. The balance are from your Editor's collection. As usual, an extra copy of this photo-page is enclosed in case you want to cut it up for reference purposes (unless another grievous oversight occurs, as it did last issue).

Adams & Co's Express Pittsburgh -- red corner card, on stampless, March 1854.
 Adams & Co's New York & Virginia Express -- black corner card on stampless.
 (Question: Is this the western Adams? The "& Co." suggests YES; but the address is that of the eastern Adams. Anyone have the answer?)
 J. B. Ford's Rocky Mountain Express -- black or blue frank on 3¢ 1864 env.
 Haggard & Dennee's Express -- black frank on 3¢ 1861 env.
 Hinckley & Co's Express -- (color ?) -- frank or corner card?
 Idaho Stage Co....S.B. -- black corner card on stampless.
 Mackay & Central Idaho Stage Co. -- black corner card on stampless.
 Northwestern Stage Co. (larger) -- black corner card on stampless.
 Northwestern Stage Co. (smaller) -- black corner card on stampless.
 SR NP E. (Salmon River & Nez Perce Express) -- black frank (?) on 3¢ 1864 env. (Unfortunately, this is just a cut-square; not a cover.)
 J. L. Sanderson & Co's Coast Overland Mail -- black corner card on stampless.
 South Boise Express -- black frank. (Farrell says this is just a "piece".)
 Southern Express Co. "From Houston" -- black corner card on 3¢ 1864 env.
 Southern Express Co. "From" -- black corner card on 3¢ 1864 env.
 Southern Overland Mail & Express, Barlow & Sanderson (rectangular, upper right) -- black corner card on stampless. (Two other types will be illustrated in the next issue, both of which have the engraving in the upper left corner, one oval and the other rectangular.)

* * * * *

REFERENCE BOOKS FOR WESTERN COVER COLLECTORS

The Champoege Press recently published "A Pony Expressmen's Recollections" by Isaac Van Dorsey Mossman, with an introduction and notes by J. Heine Christ. This is the Mossman of Mossman's Express and Mossman & Miller's Express, operating from eastern Washington into Idaho. A most valuable reference work, costing only \$5.00. Since only 500 copies were designed and printed by Lawton Kennedy, it might be well to get your copy without delay from your own book dealer, before the edition is exhausted.

This month the Philatelic Research Society is publishing "A Century of California Post Offices", by our fellow-member Walter N. FRICKSTAD. This book, costing \$12.50, will be a "must" for every collector of California postmarks. Judging from the formal announcement, this will be a most scholarly work, covering some 4240 post offices in this state from the beginning in 1848 through June 1955. In addition to the list of offices, alphabetically and by counties, there are 21 official and unofficial lists from 1848 to 1860, and an appendix covering county area and boundary changes.

ADDITIONAL WESTERN EXPRESS FRANKS AND CORNER CARDS

ADAMS EXPRESS COMPANY,
[WESTERN DIVISION.]



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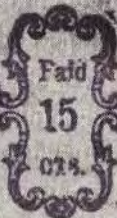


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Empire City, Or. H. Sengstacken
Etna, Cal. A. Swain
Eugene City, Or.
J. B. Underwood & Co }
Eureka, Cal. J. A. Watson
Eureka, Nev. J. M. Seibert
Eureka Mills, Cal. Wm. Johns

Fall River, Cal. Winter & Cox
Farmington, Cal. H. C. Frost
Felton, Cal. C. H. Winter
Ferndale, Cal. Alford Bros
Firebaugh, Cal. J. Meyer
Fishermans Bay, Cal. Fisk Bros
Fisks Mill, Cal. Howard Foster
Florence, A. T. Geo. A. Brown
Florin, Cal. Fred Sugden
Folsom, Cal. J. H. Burnham
Forbestown, Cal. Brooks & Parlin
Forest City, Cal. Chas. Heintzen
Forest Grove, Or. S. Hughes
Forest Hill, Cal. F. C. Swart
Fort Jones, Cal. A. B. Carlock
Franktown, Nev. J. H. Harcourt

Halleck, Nev. A. J. Hatch
Halsey, Or. M. V. Koontz
Hamilton, Nev. Everts & Co
Hamlet, Cal. A. Huff
Hanford, Cal. Ben. Donager
Harrisburg, Cal. G. W. Peacock
Harrisburg, Or.
Smith, Brasfield & Co }
Harshaw, A. T. W. F. Mills
Havilah, Cal. E. Cohn
Haywards, Cal. Geo. Brown
Healdsburg, Cal. Love Bros
Heppner, Or. J. P. Bushee
Hillsboro, Or. W. D. Pittenger
Hills Ferry, Cal. S. Newman
Hollister, Cal. A. L. Smith
Honcut, Cal. D. P. Merrill
Hopland, Cal. W. W. Thatcher
Hornitos, Cal. Andrew Oleese
Howards, Cal. C. car Collister
Howlands, Cal. T. A. McFarland
Hubbard, Or. Leo Fried
Humboldt, Nev. L. A. Blakelee
Hydesville, Cal. Robert Porter

Idaho City, I. T. James Moriarty
Independence, Cal. Harris & Rhine
Independence, Or. J. M. Adair
Ione, Cal. Geo. Woolsey
Iowa Hill, Cal. J. W. Chinn
Isleton, Cal. P. H. Gardiner

Jacinto, Cal. P. N. Aronson
Jackson, Cal. B. F. Richtmeyer
Jacksonville, Or. C. C. Beekman
Jamestown, Cal. B. F. Butterfield
Jannison City, Cal. J. Olsen
Jefferson, Or. S. T. Johnson
John, Cal. T. T. Tidball
Junction, Or. G. F. Crow

Kelseyville, Cal.
A. A. Slocum & Son }
Kelton, Utah B. M. Mallory
Kernville, Cal. Andrew Brown
Kingsburg, Cal. E. R. Kinney
Knights Ferry, Cal. A. M. Valpey
Knights Landing, Cal. S. J. Fryett
Knoxville, Cal. W. P. Wilson
Korbels, Cal. V. Bauer

La Grande, Or. W. A. Worstell
La Grange, Cal. J. A. Hammond
Lakeport, Cal. G. A. Lyon, Jr
Lakeview, Or. Geo. Conn
La Paz, L. C. David Turner
Laporte, Cal. S. Wheeler
Lathrop, Cal. J. A. Shepherd
Latrobe, Cal. C. W. Duden
Lawrence, Cal. A. C. Lawrence
Lebanon, Or. S. H. Claughton
Leeds, Utah J. H. Rice
Lemoore, Cal. Launcelet Gilroy
Lewis, Nev. Joseph Hill
Lewiston, Cal. H. B. Hays

Merced, Cal. S. C. Bates
Meridian, Cal. Burgett, Moore & Co
Michigan Bar, Cal. C. H. West
Michigan Bluff, Cal. Walt Willey
Middletown, Cal. David Lobree
Midway, Cal. Reinhold Haera
Milford, Utah J. P. Bush
Millbrae, Cal. C. S. Green
Mill City, Nev. W. W. Coffin
Millville, Cal. Oscar Cromwell
Millville, A. T. D. C. Field
Milpitas, Cal. P. Clark
Milton, Cal. A. F. Burton
Minersville, Utah. J. H. Dupaix
Modesto, Cal. J. F. Swain
Molave, Cal. S. Lowenberg
Mokelumne Hill, Cal. J. B. Terrill
Monte, Cal. O. H. Burke
Monterey, Cal. J. B. Snively
Monticello, Cal. J. Hunter
Morey, Nev. M. E. Bernheimer
Moscow, Cal. E. E. Field
Moscow, I. T. W. J. McConnell & Co
Mountain View, Cal. S. Weilheimer
Murphys, Cal. R. Seuter

Napa, Cal. J. F. Lamdin
Navarro, Cal. Chas. Wintzer
Nelson, Cal. F. C. Nelson
Nevada, Cal. A. D. Tower
Newark, Cal. F. W. Montgomery
Newcastle, Cal. D. A. Rice
Newhall, Cal. John T. Gifford
New Hope, Cal. A. Thornton
Nicasio, Cal. H. F. Taft
Niles, Cal. Wm. Mortimer
Nord, Cal. Colby, Pond & Haughton
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North Yamhill, Or. A. D. Rumlens
Nortonville, Cal. W. J. Tingman
Norwalk, Cal. F. Bishop

Oakdale, Cal. J. S. Kerr
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Oakland, Or. J. H. Shupe
Oakville, Cal. James McQuaid
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Olema, Cal. Nelson & Friedlander
Olema Station, Cal. M. C. Doody
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Olympia, W. T. E. A. Stevens
Orange, Cal. J. W. Anderson
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Orland, Cal. J. Michel & Co
Oroville, Cal. Rideout, Smith & Co

Pacheco, Cal. M. Kalisky
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Pantano, A. T. Tully, Ochoa & Co
Paradise, Nev. E. D. Bowman
Paraiso Springs, Cal. H. F. Reeve
Paso Robles, Cal. P. H. Dunn
Pataha, W. T. Stiles & Caples
Penawawa, W. T. C. C. Cram
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Riverside, Cal. Lyon & Rosenthal
Rocklin, Cal. L. G. Smith
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Roseburg, Or. G. I. Fuller
Roseville, Cal. T. R. Jones
Rough & Ready, Cal.
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Rutherford, Cal. W. H. Wyatt
Rye Patch, Nev. John Borland

Sacramento, Cal. Felix Tracy
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Saint Joseph, Or. R. Leabo
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Salem, Or. D. F. Wagner
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San Rafael, Cal. Thos. Bury
Santa Ana, Cal. W. H. Spurgeon
Santa Barbara, Cal. A. O. Perkins
Santa Clara, Cal. Jno. A. Nace
Santa Cruz, Cal. R. Thompson
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Sebastopol, Cal. Wilton & Andrews
Shasta, Cal. D. Weil & Bro
Shedds, Or. C. R. Wheeler
Sheep Ranch, Cal. A. Friedberger
Sheridan, Cal. Joseph Schwalbe
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Sierra City, Cal. A. C. Busch
Sierraville, Cal. A. L. Nichols
Silver City, I. T. Wm. Moody
Silver City, Nev. J. W. Grier
Silverton, Or. J. C. Hayes
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Snelling, Cal. Simon, Jacobs & Co

Tracy, Cal. James Agler
Tres Pinos, Cal. M. Hogan
Trinity Centre, Cal.
Murray & Brincard }
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Tucson, A. T. M. B. Van Fleet
Tulare, Cal. Sisson, Wallace & Co
Turlock, Cal. W. J. Brown
Turners, Or. R. O. Thomas
Tuscarora, Nev. Mart. Smith
Tybo, Nev. J. I. Griffith

Ukiah, Cal. Sam'l Wheeler
Umatilla, Or. J. H. Kunzie
Union, Or. Sam'l Hannah
Unionville, Nev. Christ Lark
Upper Lake, Cal. R. G. Reynolds

Vacaville, Cal. Geo. A. Stone
Vallecito, Cal. F. Bacigalupi
Vallejo, Cal. Sam'l Duncan
Valley Ford, Cal.
Brown & Le Baron }

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Vandewater, Nev. I. B. G. Isham
Verdi, Nev. B. F. Whitmer
Victoria, B. C. A. A. Green
Vina, Cal. S. C. Dicus
Virginia, Nev. C. C. Pendergast
Visalia, Cal. Zane Steuben

Wadsworth, Nev. Edwin Fowler
Waitsburg, W. T. W. N. Smith
Walla Walla, W. T. E. B. Whitman
Wallula, W. T. T. J. Peabody
Walnut Creek, Cal. J. M. Stow
Walnut Grove, Cal. L. D. Radgesky
Ward, Nev. Hilp Bros
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Washington Corners, Cal.
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Weaverville, Cal. M. F. Griffin
Wells, Nev. Woodruff & Ennor
West Oakland, Cal. H. M. Collius
Weston, Or. L. S. Wood
Wheatland, Cal. Jno. Landis
Wickenburg, A. T. W. B. Brown
Wild Flower, Cal. P. D. Jones
Williams, Cal. J. S. Ryder
Willows, Cal. Hochheimer & Co
Wilmington, Cal. W. H. Moulthrop
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