

Western Express



News-Letter of the Western Cover Society

This Issue consists *
of 10 pages, plus *
3 photo pages *
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* Vol. VI, No. 1
* JANUARY, 1956
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THE EDITOR'S CORNER

We start the New Year off with a light step, for at last there are a couple of Associate Editors to share the burden with yours truly. That means that this simple paper will hereafter enjoy a more varied diet of western postal history -- and I know many of you will be happy with that prospect.

Mr. Joseph M. Clary has consented to become Associate Editor for Western Territorials, embracing the area west of the Mississippi. He will welcome all the help you can give him, from feature articles down to news items and miscellaneous territorial data. Address him at 135 Polk Street, San Francisco 2, California.

Mr. Mel C. Nathan has agreed to become Associate Editor for Western Ghost Towns. He, too, will welcome your assistance, and can be addressed at 200 Bush Street, San Francisco 4, California. By way of a starter, Mel suggested reprinting Wiltsee's articles which appeared in "Stamps" during 1934. If Mr. Lindquist grants permission to reprint them, you will find the first installment elsewhere in this issue.

PRESIDENT'S MESSAGE

The "L. H. Barkhausen" sale of Western Franks is now history. I hope all of you were able to obtain a part of this remarkable collection. I also hope that the conniving and spirited bidding has not left any ill feelings or other repercussions and that we can all meet again in the spirit of good fellowship consistent with the season of the year.

Our Society has accomplished much during the year, thanks to the splendid cooperation of all our officers, committeemen and many of the members. "Western Express" has become recognized nationally under our very conscientious and able editor. Our committees are functioning smoothly, in fact, we will have another committee on research at your service during the coming year. I am sure you will continue to get your money's worth and be proud to be a member of Western Cover Society.

My best wishes for a Merry Christmas and a Happy and Prosperous New Year.

M. C. Nathan

Editor - Henry H. Clifford, 639 So. Spring St., Los Angeles 14, Calif.
Assoc. Editor Territorials - Joseph M. Clary, 135 Polk St., San Francisco 2.
Assoc. Editor Ghost Towns - Mel C. Nathan, 200 Bush St., San Francisco 4.
Secretary (for membership) - Dr. Sheldon H. Goodman, 323 Geary St., San Francisco 2.
Treasurer (for advertising) - Henry Chaloner, 2612 Ashby Ave., Berkeley 5, California.

A CHALLENGE REGARDING THE TANDLER COVERS!

(An Editorial)

Tandler covers have presented a problem for many years; and it is high time something were done about it. Every new collector of western express covers very soon finds out that some Tandler covers are forgeries. Frequently, that new collector then jumps to the conclusion that all Tandler covers are suspect and probably tampered with. Certainly they are all suspect; but they are not all fakes, not by a long shot.

Why don't we clear up the matter of the Tandler covers? It shouldn't be too hard to do, if all our members will cooperate. My first question concerns the identity of the person who originally tampered with those covers. Surely, there must be one or two of the "old-timers" who have some knowledge as to the identity of that person. I do not mean to expose that person at this late date. But if that person is still alive, then he might embrace an opportunity to salve his conscience by identifying the fake markings. In that way, future generations of collectors will be saved much money and many heartaches.

Barring the simple method of identification outlined above, there is another method which I believe would be practically as good, though it would of course require a great deal more time, and would not be as conclusive as the above. I propose that all Tandler covers be submitted to a group of experts at one time, and that the experts be empowered to mark the covers with their opinions, such as "Forgery", "Doubtful" or "Genuine".

I am sure that all philatelic publications would join in publicizing such an undertaking, so that few if any covers would remain unexamined. Publicity might be to the effect that any cover not submitted during a given period (6 months or so) would thereafter be regarded as suspect -- unless it could be proved that the cover had been tied up in an estate during the examination period. Covers coming to light after the examination period was over could be held for a subsequent examination by the experts, at a materially later date.

It should not be difficult for the experts to determine which Tandler covers are good, and which are bad. If you have enough covers before you, the problem becomes far easier -- and particularly so if you have known genuine examples of the handstamps or franks which might be in question.

Let me cite two simple examples. When I first started to collect express covers in 1946, I bought a Tandler on which was a Greathouse & Slicer handstamp -- the cover was marked "Forgery". Years later, I bought a genuine Greathouse & Slicer -- there was simply no comparison between the two when it came to the ink, and there was less noticeable differences in the type used in the handstamp. For many years I have owned another Tandler cover -- a Blake handstamp on a Wells Fargo woodblock frank. I was always doubtful of that cover until I compared it with the Blake handstamp in the Barkhausen collection, which was not on a Tandler cover. The comparison convinced me that my cover was genuine in all respects -- the two handstamps were identical

A CHALLENGE REGARDING THE TANDLER COVERS! - continued

in size and in details, and the ink appeared identical, rather a pale blue. By using special lights, I think the experts could easily prove which were genuine and which were fake.

I would like the reactions of other members to the above challenge. I'm getting tired of collectors pointing the finger at every Tandler cover.

NEW MEMBERS OF WCS -- Continued from October 1955 Issue

- 270 - Harry L. Fine, 232¹/₄ Spruce St., Billings, Montana.
- 271 - Robert Lewenthal, 1700 Broadway, San Francisco, California.
- 272 - D. E. Caves, 1302 St. Maries, Coeur d'Alene, Idaho.
- 273 - Marden T. Ross, Box Al, Oakdale, California.
- 274 - Albert C. Davenport, 604 San Dimas Ave., San Dimas, California.
- 275 - C. C. Hart, 1020 Commerce Bldg., Kansas City 6, Missouri.
- 276 - Austin V. Mifsud, 278¹/₄ Briarfield, Redwood City, California.
- 277 - Wells Fargo Bank History Room, 30 Montgomery St., San Francisco, Calif.
- 278 - John Wm. Gulzow, 138 North Alarcon, Prescott, Arizona.

CHANGES OF ADDRESS -- New Addresses Shown

- Lorin C. Warg, 3535 Zenith Ave., N. Minneapolis 22, Minn.
- A. K. McDonald, P. O. Box 396, Vero Beach, Florida

A SERIES OF ARTICLES ON UTAH TERRITORY -- by Nyal W. Anderson

Joe Clary, our new Territorial Editor, has just written that Nyal W. Anderson will gladly assist us with the Territorial Section. Mr. Anderson is preparing a series of articles on Utah Territory, the first of which should appear in the next issue, April 1956.

WCS POLICY ON REPRINTING ARTICLES

Since there is no policy covering the above subject, your Editor proposes as follows. I see no point in reprinting in WE any article which has appeared in the philatelic press during the last 10 years; or perhaps it should be the last 15 years. The only exception would be if the publication carrying such an article were of very limited circulation, so that there would be little chance of finding it in the usual philatelic libraries. So unless and until your Editor receives contrary orders from the officers as a group, he will adopt the 15-year rule on reprints.

An example of a publication with limited circulation is "Western Express" itself. We have only about 200 active members; and few if any philatelic libraries receive copies of WE. Other groups have requested permission to reprint our articles and illustrations concerning the Oregon forgeries; and that permission has been gladly given.

TERRITORIAL MARKINGS

By Joseph M. Clary

The Editor of WE has on numerous occasions asked for assistance in preparing material for publication in our bulletin. There has been from time to time criticism of the fact that material along certain lines does not appear in the bulletin. With a view toward satisfying as many members as possible the President has appointed several assistant editors to assist Mr. Clifford in the preparation of copy for WE. When Mr. Nathan asked me to edit the Territorial Markings section I demurred acceptance due to the fact that there are many members who are far better equipped than myself to attempt this work. However as no one else has come forward I have agreed to do the best I can with the subject. I know there are quite a few Territorial enthusiasts among our membership and I hereby ask for your help in keeping this section alive and interesting. We need all sorts of information regarding territorial markings and postal history in general. Articles that you may have written in the past are worth reprinting as many new collectors have come along since these articles were last published. Much information has been buried in the files of small publications which have long since entered the limbo of forgotten Philatelic ventures. Much new information has been uncovered in the last few years but it has never been put in print for the benefit of all. We would like to confine our efforts to the territories west of the Mississippi River. We need lists of towns and cities from those territories where such lists do not exist. Many existing lists are quite old and need to be brought up to date. I would like to hear from any of you who might be interested in helping us along with this section. We are scheduled to be in print four times per year. I need several good articles for the next issue. Who will come forward and start the ball rolling?

I attended the SESCOAL show at Los Angeles, November 4,5,6, 1955 and found it to be a very good show and especially entertaining due to the fact that for the first time a section had been created for competition in Western Covers. Ten of our members showed parts of their collections in this show and I noted quite a number of very fine territorial markings among the many covers displayed. Mr. Stanley L. Herbruck of Pasadena showed Wells Fargo, Bannock City, I.T., Pioneer City, I.T., Port Ludlow, W.T., Cheney, W. T., Argenta, N. T., Starr City, N.T., Tombstone, A.T., Benson, A.T. All of them very fine and very beautiful. Duane C. Rossellot of Albuquerque, New Mexico, showed 5 frames of his prize winning New Mexico Territorial markings; and this entry incidentally won the W.C.S. award for town covers as well as other show awards. Mr. Herbruck's entry winning the W.C.S. first for Western Express Covers. In Mr. Henry Chaloner's exhibit was seen a Wells Fargo, Virginia City, N.T. with 3 twenty five cent blue Pony Express stamps affixed. In Mr. Robert Hanson's showing of early California & Nevada I noted a very fine looking Patriotic Cover with a Postal Truckee Meadows N.T. on a U. S. 3¢ 1861, a Carson City, Nev. T. with a strip of 3-10¢ greens, a Washoe City on a 3¢ 1861, an Aurora, Calif. July 24, 1861 mss and a Silver City, N. T., 1862, all very nice items. Mr. Herman Herst showed some very wonderful Oregon Terr. items, some of which are reputedly unique. Among them were seen,

TERRITORIAL MARKINGS - continued

Oregon City, Dalles, Astoria, Jacksonville, Olympia, Ft. Laramie, Pleasant Hill and Canyonville. Yours truly showed three frames of Arizona towns before 1900. It was a very good show and a nice showing from the albums of our W.C.S. membership.

The following week the Council of Northern California Philatelic Societies held their annual show in Modesto, Calif., and the Western Cover section in this show was well represented by members of our Society. Many of the pages that were seen at Los Angeles turned up here the following week-end. At the business meeting of this group the proposal was discussed of forming a permanent exhibition committee similar to the one in existence in Southern California with a view toward holding a permanent show in the S.F. Bay area in the spring of each year. I am sure that Western Covers will play an important part in any such exhibition of the future.

One day recently I was examining a Utah Territory cover from my collection---this cover is on a U. S. entire Scotts #59 and is addressed to A. T. Green, San Francisco, with a manuscript marking, Panaca, U. T.--July 29/68. An A. T. Green hand stamp dated Aug. 8, 1868 is on the reverse side. Knowing that Panaca is a State of Nevada town situated near the Utah border and realizing that Nevada became a state in 1864 I became curious about the U. T. 1868 marking. Turning to the three reference books available in my limited personal library, which would possibly give me some information on the subject, I found that the authorities seemed to be in disagreement. I had available, The First Hundred Years of U. S. Territorial Markings, Chase and Cabeen, History of Utah 1847-1869, Andrew Love Neff and Nevada, The American Guide Series. All agreed on the location of the first territorial boundaries of Nevada Territory when created by the act of March 2, 1861. All three also agreed that a strip of land one degree wide beyond the Eastern Boundary of the existing territory was taken from Utah and added to Nevada Territory on July 14, 1862. But when we approach the matter of the second strip of land lying between the 37th degree and 38th degree West, wherein the town of Panaca is located, the books do not agree. Chase-Cabeen says this strip of land was taken from Utah and added to the then State of Nevada in 1866. Neff agrees. The Guide Series Volume however, states that this latter strip was added in 1869. If this last opinion is right, then Mr. Green's correspondent is right, he was at that time (1868) living in Utah Territory. If on the other hand we are to believe the other two authors, the postmaster of Panaca did not know where he lived. I suppose there must be some official documents somewhere supporting one view or the other. Can some Territorial collector set us right on this?

(Editor's note. Regarding that last strip of land annexed to Nevada, refer to James E. Berry's article on Nevada, which appeared in WESTERN EXPRESS April, 1953. Mr. Berry references the 3-vol. "History of Nevada", by James C. Scrugham, former Governor of Nevada -- that final annexation occurred May 5, 1866. Hence the use of "U.T." in July 1868 would appear to be another case of laziness, such as the continued use of "Utah" or "U.T." handstamps in the western part of Nevada for years after territorial status was achieved. And there is also the possibility that the eastern section was so sparsely settled that the word either did not get around, or was simply disregarded.)

DON'T CONFUSE THE TODDS

By Mel C. Nathan

You often hear a collector of Western Express Franks remark that he has a Todd cover. Those in the know say "which Todd?" It is but a simple matter to distinguish between the two.

Alexander H. Todd was the first of the Todds to operate in the express business in California. As far as it is known, he only used handstamped franks - always with the words "& Co." Even as a partner of Reynolds, the express was known as Reynolds, Todd & Co.'s Express. The only exception to this is possibly a hand stamp of Todd & Bryan's Express. When Charles A. Todd (no relation to Alexander H. Todd) bought out Reynolds, Todd & Co.'s Express, he merely used a hand stamp "Todd's Express", deleting the "& Co.". This, therefore, is a simple way to distinguish between the two expresses. (See photo page)

Biography of Todds Operations

1849 - Alexander H. Todd as individual.

Jan. 1, 1850 to July 13, 1850 - Todd & Bryan's Express.

July 13, 1850 to October 9, 1851 - Todd & Co.'s Express.

October 10, 1851 to April 27, 1852 - Reynolds, Todd & Co. Express.

April 27, 1852 to Sept. 14, 1853 - Todd's Express.

History of the Todds

Alexander H. Todd claimed that he was "the pioneer expressman". This has often been refuted and is of little importance. He operated individually between San Francisco, Stockton and the Southern Mines during the latter half of 1849. His business grew rapidly and according to newspaper advertisements, he took in as a partner, Benjamin L. Bryan on January 1, 1850. Not only did the demand for letters and express service for gold dust and supplies increase with great rapidity to all principal camps of the Southern Mines, but they also found it necessary to give service into the Oregon territory. They had joint offices with Adams & Co. at Stockton, and it can be assumed that Adams carried the mail for them to Eastern points. As far as the banking business was concerned, Todd also had connections with Haven, Livingston & Co.

There are indications that Alexander H. Todd had difficulty with partners and on July 13, 1850 he dissolved his partnership with Bryan. Todd then formed a partnership with E. W. Colt called "Todd & Co.'s Express". Bryan became a clerk on the Sacramento River Steamer "Union". Todd & Co. continued until October 9, 1851 when they sold to Newell & Colt, who for a short time operated as "Newell & Co.'s Express" and then became the agents of Adams & Co. at Stockton. Todd immediately joined hands with Angevine Reynolds, J. P. W. Wilkins and William H. Brown, to form Reynolds, Todd & Co.'s Express.

THE VARIOUS TODD HAND STAMPS

Todd No.1 - ALEXANDER H. TODD

(MARKINGS ARE PREDOMINANTLY BLACK)



FROM STOCKTON.

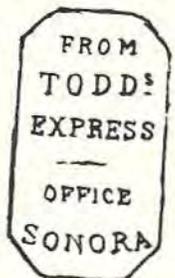
PAID



TODD & Co.
Oregon and California
EXPRESS

Todd No.2 - CHARLES A. TODD

(MARKINGS ARE PREDOMINANTLY BLUE)



ALSO: STOCKTON
AND SAN FRANCISCO



 DON'T CONFUSE THE TODDS - continued

Angevine Reynolds was an early rival of Alexander H. Todd. Reynolds started operations either shortly before or the beginning of January, 1850. He was one of the most important expressmen in the Southern Mines. At first Reynolds connected at Stockton with Todd and later with Dodge & Co., a nationwide express having through lines to the East. Reynolds ran from Sacramento and Stockton to all the principal camps of the Southern Mines. He dissolved his company when he formed a partnership with Alexander H. Todd. On April 27, 1852, Reynolds, Todd & Co.'s Express sold out to Charles A. Todd, no relation to Alexander H. Todd.

With all the excellent start that Alexander H. Todd had in operating the express business, he seemed to lack good business judgment, particularly in selecting some of his partners and employees. E. W. Colt ended up in disgrace. There were numerous defalcations by his employees and he retired early from the express business. He later appeared as a commission agent in San Francisco, heading his advertisement in the "Alta California" as "Alexander H. Todd, the Pioneer Expressman". Angevine Reynolds later became a clerk in the county and district court of Mariposa County, having given up the express business.

Charles A. Todd continued to operate the route between San Francisco, Stockton and the Southern Mines until September 14, 1853, when he sold out to Wells Fargo & Co., giving them the first sound entrance into the Southern Mines, which territory they never relinquished. Little or nothing was heard from Charles A. Todd after that time. It is supposed that he returned East from whence he came.

And so, the Todds important, but short lived, operations to the Southern Mines of Sonora, Columbia, Murphy's Camp and Mokelumne Hill. The covers and folded letters, with their franks, tell most interesting stories of the pioneer miners, and are important adjuncts to anyone's collection of Western Express Franks.

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Note: When Alexander H. Todd dissolved his partnership with Bryan, he continued his operation to Oregon under the caption of "Todd & Colt's Oregon and California Express". When he dissolved his partnership with Colt, he continued this operation until 1851 as "Todd & Co.'s Oregon and California Express", both of which hand stamps are exceedingly rare.

References: "Pioneer Miner and Pack Mule Express", by Ernest A. Wiltsee
 "Alta California" - July 27th and September 22, 1850
 "Oregon Statesman" - June 13, 1851
 "Oregon Spectator" - May 15, 1851.

A NOTE REGARDING BACK ISSUES, ETC. All back issues are now in the custody of our Secretary, Dr. Sheldon Goodman. Hence all requests for back issues should be addressed to him, and not to your Editor. That also applies to extra copies of the photo-pages, such as the 1880 Wells Fargo Directory, which several members have asked about.

WESTERN EXPRESS FRANKS AND CORNER CARDS -- Part Five
(Additions to those illustrated in Thorp-Bartels Catalog)
by H. H. Clifford

Herewith the fifth and final installment of additional franks and corner cards. These 33 items bring the grand total to 125 additional franks and corner cards; and I am personally convinced that there are many more to be illustrated over the years to come.

Deming & Wall, Union and Eureka Express -- black frank on stampless.
 Southern Overland M. & E., B. & S. (rect. cut) -- (color?) -- corner card on stampless -- "W"
 Southern Overland, etc. (oval cut) -- (color?) -- c.c. on stampless -- "W".
 Tatro's Express -- black frank (?) on stampless.
 Telegraph Stage Line (with cut) -- black c.c. on stampless.
 Telegraph Stage Line (with W.F.) -- black c.c. on 3¢ 1870 envelope.
 Thomes & Skadan's Express -- black frank on 3¢ 1870 env.
 Tibbett's & Co's Excelsior Express -- (color?) frank on 3¢ 1864 env. -- "W".
 Tracy & Co's Express (large rectangular) -- black frank on 3¢ 1853 env.
 Tracy & Co., Nez Perces Exp. 75¢ -- black frank on 10¢ 1853 env.
 Tracy & Co., Salmon River Exp. \$1 -- black frank on 3¢ 1861 env.
 Tucson & Tombstone Stage Line -- (color?) c.c. on 3¢ 1874 env.
 Utah, Idaho & Oregon Stage Co. -- black or blue c.c. on stampless.

Washington Express -- black frank on 3¢ 1870 env.
 Wells & Co's Moore's Flat & Eureka Exp. -- black frank on 3¢ 1864 env.
 J. P. Wharton's Express (fancy border) -- black frank on stampless.
 J. P. Wharton's Express (sawtooth border) -- black frank on stampless.
 Whiting & Co., Free -- black frank on stampless.
 Whiting & Co's Exp. (plain border) -- (color?) frank on 10¢ 1853 env. -- "W".
 Whiting & Co. (thick fancy border) -- (color?) frank on 3¢ 1861 env.
 Whiting & Co. (rope border) -- (color?) frank probably on 3¢ 1861 env.
 Wells Fargo, "Lower Calif Interior Route" -- black frank on stampless.
 Wells Fargo, "For interior of Lower Calif" -- black frank on stampless.
 Wells Fargo, "Court Square, Boston" -- black c.c. on stampless.
 Wells Fargo, Type B, "Routs" -- black frank on 3¢ 1853 env.
 Wells Fargo, Pony Exp. $\frac{1}{2}$ ounce Paid -- rose frank on stampless.
 Wells Fargo, Boston shield -- black c.c. on stampless.
 Wells Fargo, Overland Paid 50 -- black frank on 3¢ 1864 env.
 Wells Fargo, Victoria in italics on Type E -- black frank on stampless.
 Wells Fargo, Victoria in block letters on Type J -- blue frank on stampless.
 Wells Fargo, "Paid 25 Cents" on Type E -- black frank on 3¢ 1861 env.
 Wells Fargo, Salmon Riv & Nez Perces 75¢ -- black frank on 10¢ 1861 env.
 Western Stage Co. -- (color?) c.c. on stampless.

The circular Adams & Co's Boston corner card, illustrated in Part One (Jan 1955), is a chocolate brown color -- thanks to Maurice C. Blake of Brookline, Mass. In that same Jan 1955 issue, Ed Payne advises that the Kellogg frank and the Landis scroll frank are both in black.



SOUTHERN
Overland Mail and Express
COMPANY,
BARLOW & SANDERSON,
PROPRIETORS.
H. SANDERSON, Gen'l Sup't.
Principal Office, Pueblo, Col.
W. C. GRIFFIN, Cashier.



SOUTHERN
Overland Mail and Express
COMPANY,
BARLOW & SANDERSON,
PROPRIETORS.
H. SANDERSON, Gen'l Sup't.
Principal Office, Pueblo, Col.
W. C. GRIFFIN, Cashier.

Union and Eureka Express.

DEMING & WALL.
Paid.

Tatro's Daily Express and Mail Line,
BETWEEN
BOISE CITY and ATLANTA.
W. C. TATRO, Prop.

TATRO'S EXPRESS.

PAID.
THOMES & SKADAN'S EXPRESS.
CONNECTING WITH
WELLS, FARGO & CO.



U. S. MAIL
TELEGRAPH
STAGE LINE
Hamilton & Roberts, Prop's
W. C. ROBERTS, AGENT
W. HAMILTON, Supt.



TELEGRAPH STAGE LINE.
Los Angeles, Havilah,
San Francisco, Lone Pine,
Bakersfield, Cerro Gordo.

**TIBBETT'S & CO'S
EXCELSIOR EXPRESS.**

Tucson and Tombstone Stage Line

STAGE AND EXPRESS BUSINESS.
S. D. HINEAR, Proprietor.

GENERAL OFFICE
Utah, Idaho & Oregon Stage Co.
BOISE CITY, IDAHO.
JOHN HALEY,
GEN'L SUP'T.

Tracy & Co.'s Express.
PAID

PAID
TRACY & CO'S
OREGON EXPRESS

NEZ PERCES EXPRESS.
PAID 75 CENTS.

PAID
TRACY & CO'S
OREGON EXPRESS
SALMON RIVER EXPRESS.
PAID--ONE DOLLAR.

*Henry Cummins
Eugene City*

Ogn

Idaho

PAID.
WASHINGTON EXPRESS
Connecting with Wells, Fargo & Co.

PAID.
**WELLS & CO'S
MOORE'S FLAT AND EUREKA
EXPRESS.**
Connecting with Wells, Fargo & Co.

PAID.
**J. P. WHARTON'S
Express.**

J. P. WHARTON'S
EXPRESS
PAID.

FROM WHITING & CO. FREE.

WHITING & CO'S
**FEATHER RIVER
EXPRESS.**
PAID.

PAID
Whiting & Co's
**FEATHER RIVER
EXPRESS.**

WHITING & CO'S
**FEATHER RIVER
EXPRESS.**
PAID.

Wells Fargo & Co.
PAID OVER OUR LOWER CALIFORNIA INTERIOR ROUTE ONLY.
PAID 12 1/2 CENTS.

For the interior of Lower California ONLY.

Wells Fargo & Co.

Wells Fargo & Co.
Paid 12 1/2 Cts.

PAID
Wells Fargo & Co.
Over our California and Coast Route.

PAID
FROM
ST. JOSEPH
TO
PLACERVILLE
P.O.
ONLY
EXPRESS
Wells Fargo & Co.

Office of
WESTERN STAGE CO.

ALBANY, WIS.

PAID
Wells Fargo & Co's Express
OVER OUR LINES IN THE UNITED STATES
VICTORIA, VANCOUVER ISLAND.

CALIFORNIA
EXPRESS
Wells, Fargo & Co
39 & 40
Court Sqr., Boston.

San Francisco Pa
13 & 15 Mission St
San Fran

PAID
Wells Fargo & Co.
OVER OUR CALIFORNIA AND COAST ROUTE
Victoria, Vancouver Island.



SALMON RIVER & NEZ PERCES
PAID 75 CENTS

PAID 25 CENTS.

Exp
Wells
1864
HEAD
Exp RATE

PAID
Wells,
Fargo & Co.
-50-
OVEN LAND
VIA
LOS ANGELOS
FOR U. S. MAIL.

THE MAIL BAG

Our new member D. E. Caves collects fort covers, mostly in the Pacific Northwest; and he is also interested in such history as mail runs, etc. A recent letter from him contains the following brief but tantalizing account of one express company:

"There was a pony express more colorful in at least one respect than the original. W. D. Clark, the Copper King, started it when he got a sub-contract to carry mail from Deer Lodge, Montana, to Walla Walla, Washington. He rode the route himself to set up way stations. When the trail reached Lake Coeur d'Alene, Idaho, the mail was turned over to Indians, who carried it by canoe for 65 miles, after which it was picked up by another rider. The names of the towns on the route are Deer Lodge, Missoula, Mullan, Lewiston and Walla Walla. As for dates, I do not have any. Maybe some WCS member can supply dates, locations of way stations, names of riders. And has any one a cover carried by this express?"

Emil F. Ernst, of Yosemite National Park, has offered to prepare a biography of James Mason Hutchings, which would appear in "Western Express" in at least 3 and perhaps as many as 8 issues, depending upon how the material is developed. Hutchings, as WCS members will recall, was responsible for "The Miner's Ten Commandments" and other lithographed letter-sheets, as well as numerous propaganda envelopes of the Gold Rush Period. Such a series of articles will be most welcome.

In the December 1955 issue of "The American Philatelist" appears an article by Edward B. Murphy, entitled "The Postal History of Gilpin County, Colorado Territory". Much useful information is contained therein. I wonder how many WCS members have written to Mr. Murphy, suggesting that he become a member of WCS?

Raymond Marler of Brussels, Belgium, sends us a most interesting item: "Brochure-Souvenir -- 50me Anniversaire de la Societe Royale de Timbrologie -- Programme des Manifestations Jubilaires." Mr. Marler had three (3) exhibits in that show, which took place the latter part of October. The exhibit which particularly caught the eye was entered under U.S.A.: "Wells Fargo et autres Compagnies privees de transport postal." He also entered stamped envelopes and helicopter airmails, nationality not stated. It is hoped he will advise regarding awards.

Nat Levy had an article in the Nov. 19th issue of "Weekly Philatelic Gossip" entitled "Gold Rush Ghost Towns".

Received a most interesting letter from A. O. Mifsud of Redwood City, Calif. He is interested in the postal history of British Columbia, and collects covers of that area. His letter concerned express and postal routes to and from the Similkameen Mines in 1860-61. Those mines lay a considerable distance east of the Fraser River, and not too far north of the American border. More of this matter in a later issue of WE.

THE MAIL BAG - continued

Mr. Maurice C. Blake writes in regard to John G. Tyler's notes on Bicycle Mail, appearing on page 7 of the last issue (Oct 1955). Mr. Blake advises that he has the brown frank impressed on both white and amber envelopes, T-B 1292 and 1293. Since the frank thus appears on two different envelopes, then there is the strong suggestion that more than "only one package (25) of envelopes was imprinted", as Tyler recalls being told by a Banta employee.

MEETING OF WCS MEMBERS IN SOUTHERN CALIFORNIA

There will be a luncheon meeting of WCS members at your Editor's home on Saturday, Feb. 4th. Cocktails (if desired) will be served at noon, and lunch at 12:30 or shortly thereafter. The meeting proper, which will be informal, should begin at about 1:15 pm. Those desiring lunch should advise us well in advance, so that we can make adequate arrangements. Our home is located at 1048 Armada Drive, Pasadena -- on the east bank of the Arroyo Seco, overlooking the Rose Bowl.

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