

WESTERN EXPRESS

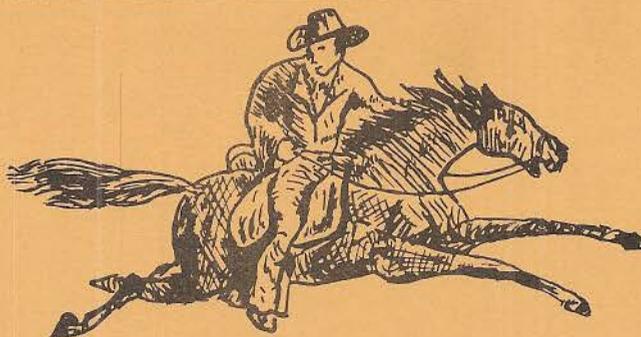
RESEARCH JOURNAL OF EARLY WESTERN MAILS

VOLUME VX NO. III

Western Cover Society

JULY 1965

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

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PLEASE ADDRESS all communications intended for WESTERN EXPRESS to the Editor, M.C. Nathan, 94 Biscayne Drive, San Rafael, California. Advertising copy and payment therefore should also be sent to the editor, but inquiries regarding membership should be sent to B. C. Pearce, ~~5809 Rockwood Lane, Oakland, Calif.~~ 305 Sheridan Avenue Piedmont, Calif.. 94611

EDITOR'S CORNER

There are three articles in this issue by W. Scott Polland, M.D., chairman of our Expertizing Committee. Two of these articles are continuances of previous ones with added information gleaned by the author himself in one instance, and the other with information sent to him by some of our members, and now passed on with his comments for the benefit of all of us. This is truly research at its best. Thanks to you, Doctor, for your generosity in always letting us share your knowledge.

The Public Library of the City and County of Denver, Colorado, one of our good members, is desirous of obtaining letters formerly contained in postal covers from the western portion of the United States during the 19th century, 1848-1899. If you have such material please communicate with Mrs. Alys H. Freeze, Head, Western History Department, The Public Library, 1357 Broadway, Denver, Colorado 80203. This fine organization is well deserving of our cooperation.

Our member, David L. Jarrett, is still seeking data on Colorado territorial markings. Would those members who have not reported to him kindly do so soon as Dave is anxious to complete his work.

A must for your philatelic library is "The Universal Postal Union" by George A. Coddington, Jr., and published by the New York University Press.

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NECROLOGY

It is with much regret that we report the passing of the following good members:

#378 H. G. Armstrong, Jr.

#452 Howard Lehman

Our sincere sympathy to their dear ones.

GHOST TOWNSTHE STORY OF CLIFTON, CALIFORNIA

By. W. Scott Polland, M.D.

Some years ago a correspondence was discovered, all in the same handwriting, all addressed to a Miss Josephine Williams, San Francisco, Cal., care of C.B. Williams, Mission. The envelopes were franked with 3¢ 1861 stamps or were on U58 3 cent pink white entires. These letters were known from Bath, Forest Hill, Last Chance, Michigan Bluff, Todds Valley and Clifton, California. All of these post offices are in Placer County and are relatively close to each other. All are recorded in Frickstad's "A Century Of California Post Offices" except Clifton, California. A search in Hoover & Rensch's "Historic Spots In California" fails to give a clue, nor does Erwin G. Gudde's "California Place Names" help solve the mystery. Talking to experts on Placer County history, such as Mr. Wendell F. Robie of Auburn, did not give us a clue as to where was Clifton, California. However, a few years ago, our former President, Dr. Sheldon H. Goodman, noted in the Pacific Coast Business Directory for 1867, on page 158, the following listing:

Illustration #1

<p>→ Last Chance, (or Clifton) Placer Co. (P. O. address, Michigan Bluff), 40 miles west Auburn</p> <p>James H. hotel proprietor Kilmer H. L. boarding house</p>	<p>Latch & Kettle's Ferry, Stanislaus Co., P. O., 11 miles below Kettle's Ferry</p> <p>Kettle's Mill, postmaster Latch & Kettle, proprietors here</p>
<p>Latrebe, El Dorado Co., P. O., on Sacramento and Sacramento Valley R.R., 37 miles east Sacramento City</p> <p>Darler T. A., physician Litch & Hill, proprietors Sacramento, Mich. - name H.H. and F.H. owners upper floor Linn A. G., postmaster Blanchard W., clerk with coal warehouse Greene H., blacksmith Harlan A. C., agent Latrobe Mills Richard Wilson, country store Miller H., prop. Miller's Hotel Miller J. S., agent W. L. Perkins & Co. Moody George W., miller and business mgr. Perkins W. L. & Co. forwarding and commission merchants</p>	<p>Lexington, Trinity Co., P. O., 12 miles east Waverlyville</p> <p>Am. John, (Black Creek), general store Davis John, attorney at law Erwin John, attorney at law Fay W. L. & Co., general merchant Fry & Mason, general merchandise Hew & Hagen, hotel proprietors Holt J., (Electric) general merchandise</p> <p>Lexington, Santa Clara Co., P. O., 10 miles east San Jose</p> <p>Adams George N., shoe manufacturer Chase S. H. & J. W. lumber dealers Rledge & Seaman, blacksmiths</p>

Courtesy Dr. Sheldon H. Goodman

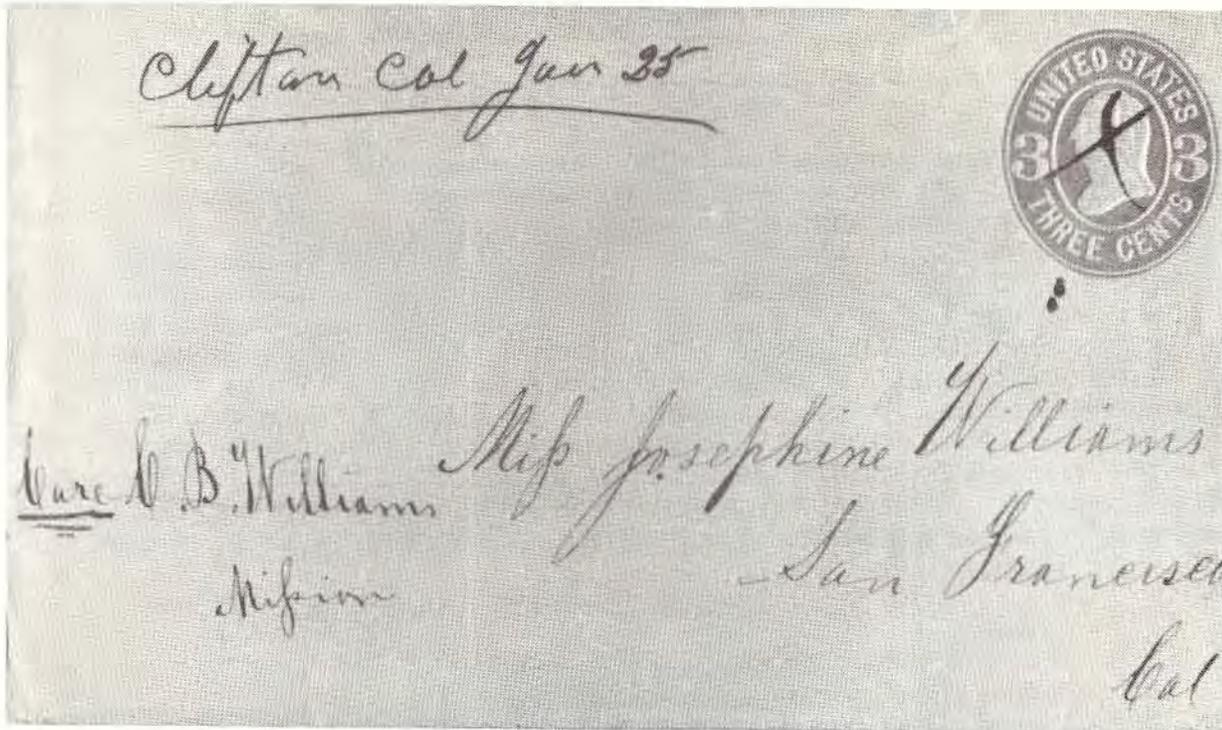
According to this directory, Last Chance was also known as Clifton. According to Frickstad "Last Chance" first opened a post office on October 13, 1865 and was closed on January 29, 1869. (It later reopened in the 20th century). During this time the Williams correspondence shows that part of the time the post office was called "Clifton, Cal.," see Illustration #2, and part of the time "Last Chance, Cal.," see Illustration #3.

Today, "Last Chance" or "Clifton" is a real ghost town. Perched on the top of an elevated promontory overlooking the north fork of the middle fork of the American River, it is located in one of the wildest and most beautiful areas of the High Sierra regions of Placer County.

A few old scattered homes are still visible at this ghost town. Behind the town and on a beautiful knoll in a natural wild setting is a small, well preserved cemetery. Buried here is a very famous man, Ethan Allen Grosch.

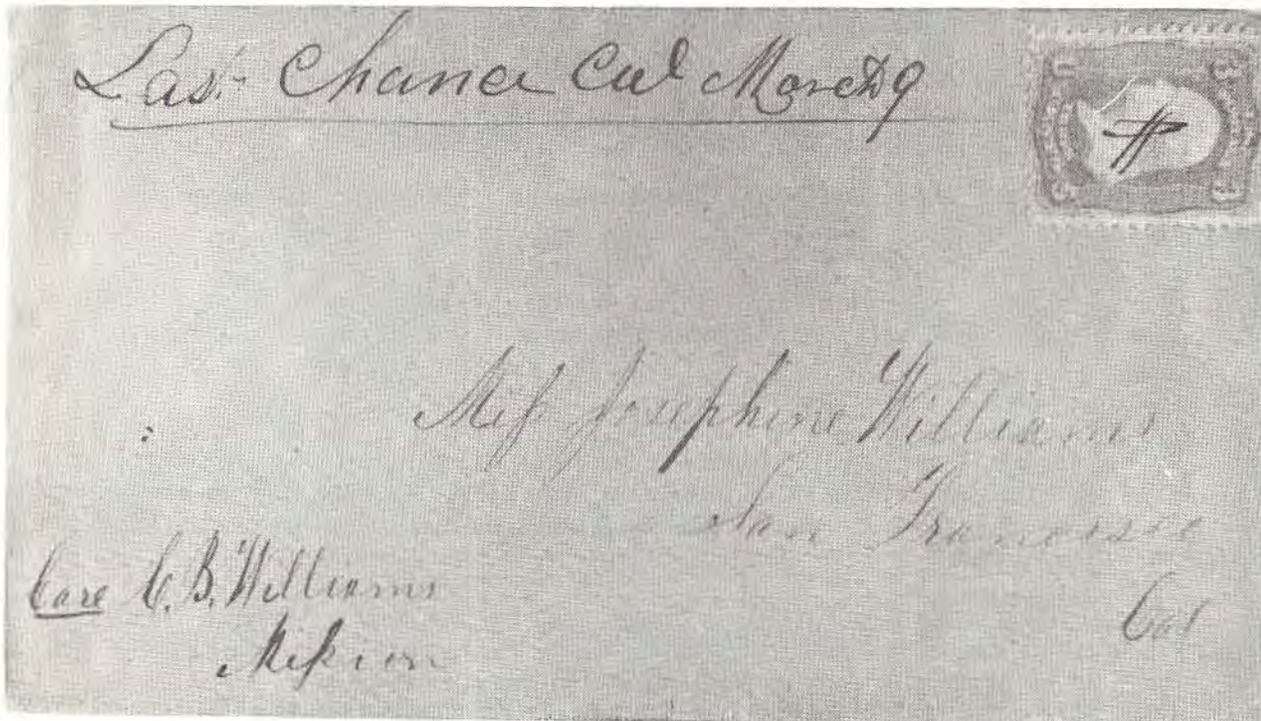
GHOST TOWNS - (Cont'd.)

Illustration #2



Author's Collection

Illustration #3



Courtesy Robert A. Hanson

GHOST TOWNS (Cont'd)

Ethan Allen and Josea B. Grosch, sons of a Pennsylvania clergyman, had from 1851 - 1857 worked on a mining claim in Gold Canon, Nevada. They had finally discovered the meaning of the "blue-stuff" which would later make the Comstock Lode famous and from which some \$700,000,000 in gold and silver would be produced. In 1857 they realized they needed additional financing for developing their project, and had planned to go to Grass Valley, California, to obtain this aid. However, on August 19, 1857, Josea injured his foot with his mining pick. Infection developed, signs of lock jaw appeared, and he died on September 2, 1857. He is buried in the cemetery at Silver City, Nevada.

With the death of his brother, Ethan Allen was delayed until November 20, 1857, in starting to California. With his friend Richard M. Bucke, they went to Squaw Valley and took the trail over Squaw Peak, and down the middle fork of the American River. Treacherous storms stalled them. Their food ran out. They became snow blind, frost bitten and near starvation. Finally Grosch hid his maps in an unmarked tree. Close to death they were found by a party of miners, and taken to Last Chance.

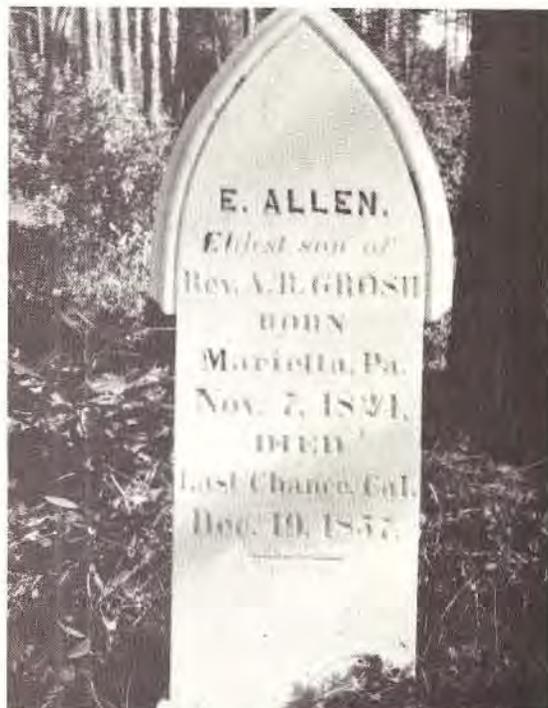
Bucke's legs were badly frost bitten and gangrene was setting in. Without an anesthetic, and with a crude hunting knife, the miners amputated one of his legs and part of the other foot. Both of Grosch's legs had to be amputated. He died at Last Chance and was buried there on December 19, 1857, carrying with him the secret of the "Blue-Stuff," as his papers were never found.

After Bucke had recovered, he returned to Canada, studied medicine and became a well known nerve specialist. Later he erected monuments over the graves of the two Grosch brothers, see Illustrations #4 and #5. Although the Grosches undoubtedly knew the secret of the Gold Canon mines, neither Bucke nor Henry Comstock, who was left behind in charge of Grosch's cabin in Nevada, knew the location of Grosch's claim. Two years later when a vast ore body was discovered in the vicinity of their workings, Comstock immediately hollered he was the rightful owner, hence the Comstock Lode.

Illustration #4



Illustration #5



Courtesy
Robt.
A.
Hanson

CONTENTS OF THE LETTER

By David L. Jarrett

Auraria K.T. March 19, 1859

Dear Dill:

The last letter I recd from you was one informing me of a letter which H. Brown wrote to our folks to home. I always thought he was a d--m mean pup but now I know it and if we ever meet again one of us will have to be whiped.

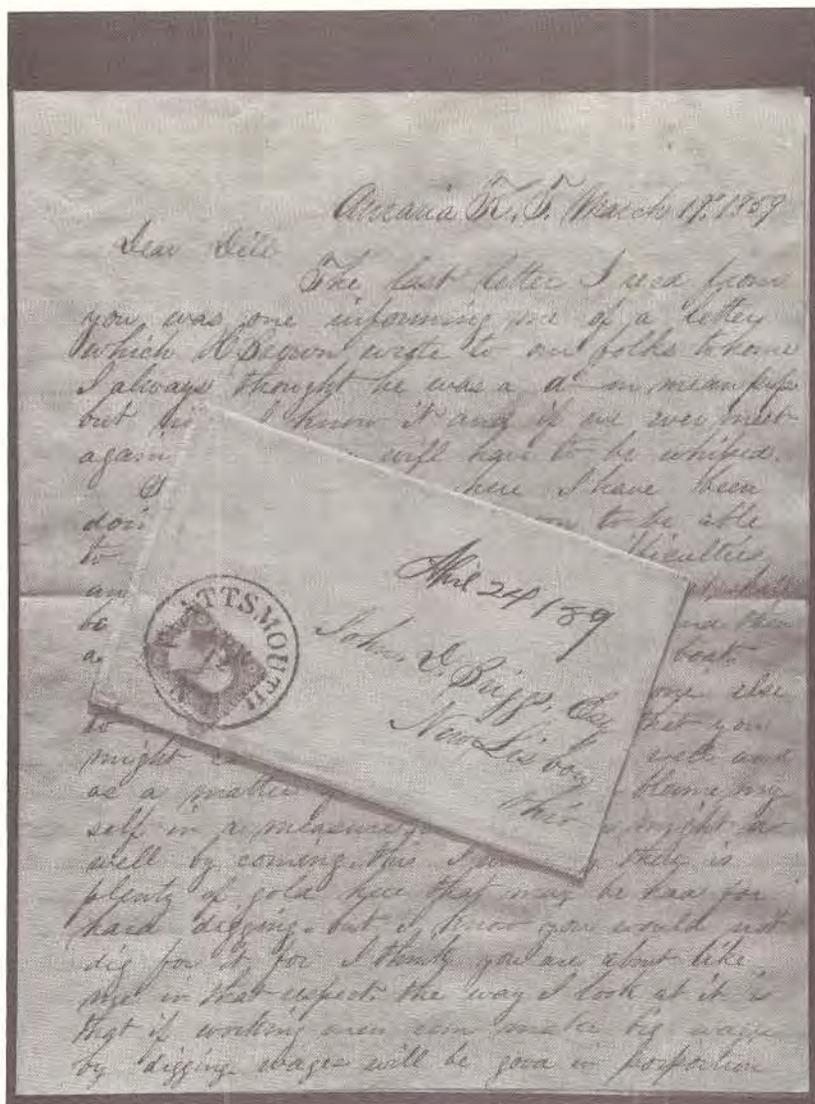
Since I have been here I have been doing well and I hope to soon to be able to stand above all my little difficulties and the very first means I can get shall be used in following your advice and then as you say shall sail in a sound boat.

I will not advise you or anyone else to come out here for the reason that you might come and then not do well and as a matter of course, I would blame myself in a measure, but then you might do well by coming. This I will say there is plenty of gold here that may be had for hard digging. But I know you would not dig for it, for I think you are about like me in that respect. The way I look at it is that if working men can make big wages by digging wages will be good in proportion for other things. And I expect to make just as much by something which is a great deal easier work than mineing. And then I have been fortunate enough to become an original stock holder in several towns which I think will pay well. I have an original share in this town which is the largest one here. Denver, just opposite here on Cherry Chreek is the next largest place. I have a number of lots there and prospect of getting more. We are expecting a large emigration here in about two months and are making preparations to receive them. some have already arrived and more are expected every day, many are starting to go into the mountains but the most are mining near this place. every day we hear of new diggings being discovered. it is one constant scein of excitement here. when you can see men coming in from all directions to buye their provisions and pay for them with the dust then you may know it is here and can be had if worked for. There are some going back discouraged. they came here expecting to pick gold up by handfull on the surface of the ground but as a matter of course, they were disappointed in that respect, and did not have the patience to prospect or dig for it, became homesick, discouraged, cursed the country and left. No doubt but that they will tell of their success and try to discourage all from coming here, but I shall say nothing to induce any one to come but this I will say, the gold is here and can be had by hard work and it is the hardest kind of work. someplaces have to work in water up to their knees, others they have to blast rocks. Well working on the canal or railroad is easy work beside it. I have been out prospecting two or three times have found good prospects and if I cannot get anything else to pay as well intend to mine, but hope I will not be under that necessity. From letters I have recd from I hear that there has been quite a number of marriges in the Old town. Well so they go and we are left Dill. I suppose this child will live and die and old bach. I hope to make enough this summer to go back with flying colours. I don't intend to splurge but want to be perfectly independent. Write soon to me Dill and give me all the news. My respect to all your family and all friends.

Yours with respect, W.D. McLain

I D. Briggs, Esq.,
New Lisbon, Ohio

CONTENTS OF THE LETTER (Cont'd)



Photographed by David L. Jarrett

Letter headed "Auraria K.T. March 19, 1859", which was carried probably by hand back to Plattsmouth, Nebraska Territory, where it entered the U.S. mails on April 12th, receiving a PLATTSMOUTH N T circular handstamp. The penned "April 24/59" is probably the receiving date. Collection of David L. Jarrett

"MY OBSERVATIONS"MORE ABOUT "MAIL ROUTES TO CALIFORNIA BEFORE THE GOLD RUSH."

By W.Scott Polland, M.D.

In the July 1964 issue of Western Express, I wrote about "Mail Routes to California Before The Gold Rush." In this article, I discussed primarily the mail route across Mexico, from Mazatlan to Vera Cruz, and then by steamer, usually to New Orleans. This was the route of choice from California and the Hawaiian Islands from about the years 1842 - 1846. It was my impression that in the years 1845 - 1846 there had been a general deterioration of the mail service, and that with the onset of the Mexican War, the service had stopped and had not been reopened. Until recently, I had never seen a letter that went by this route from California, or the Hawaiian Islands, after 1846.

Figure #6 of my article was a letter from Monterey, March 7, 1846, addressed to Appleton and Co., Boston, and with the rare oval handstamp "Forwarded by Thomas O. Larkin, Monterey, California." A faint blue receiving handstamp of New Orleans May 3 is on the front of the letter. I assumed that this letter did not go by the Mexican route, as it had no Mexican postal markings, and it arrived in New Orleans, less than two months from its date of departure from Monterey.

Our good member, Floyd E. Risvold, has a letter with exactly the same markings, written by a Captain Elliott Libbey, and also addressed to Appleton and Co. From this letter he quotes the following, "A vessel about to sail for Mazatlan, I embrace the opportunity of writing....." It has an additional manuscript directive "Pr. Brig. Hannah." It also entered the New Orleans post office on May 3. If these letters went by the Mexican route, they must have gone by private courier, as there are no postal markings which indicate they ever were carried by the Mexican post office department. This is possible, because of the confused state of affairs at the onset of the Mexican War, early in 1846. If they went by Cape Horn, it took a long time for these letters to be delivered, that is fourteen months.

Another good member of Western Cover Society, W. H. Semsrott, has shown me an amazing letter, from which he has permitted me to quote, and which proves the Mexican route was still open in early 1848. See Figure #1. I believe now, that this service may have been interrupted during the Mexican War, but that it probably continued until the opening of the Panama Route, late in 1848.

The contents of the letter of Figure #1 are most interesting, part of which are as follows:-

Honolulu, Feb 2nd 1848

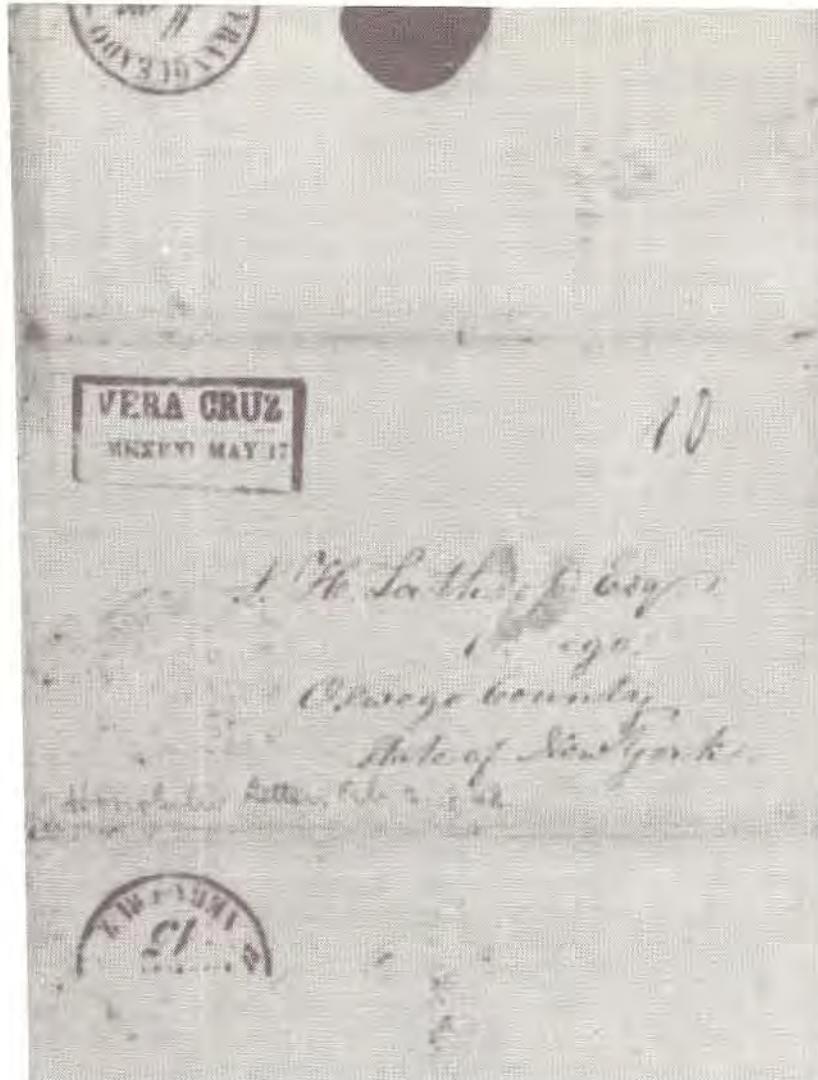
Dear Brother and Sister,

I find Mr. Jarvis leaves in the morning for San Francisco and Mazatlan, and thence across the country for home.....

Mr. Jarvis has waited for his vessel, the Honolulu, intending to proceed in her to China and take the Overland route to England, but as she did not sail as soon as advertised, he will go to the coast, and cross where he can - our overland route. I wrote

"MY OBSERVATIONS" (Cont'd)

Figure #1



Courtesy of W.H. Semsrott

our dear mother yesterday by a vessel to Mazatlan, hoping the letter might cross the country without detention and lessen the distance between us - but the change is uncertain. I have not received answers to my letters of April - indeed the latest dates I have received are May 10th and June letters from Mr. Gillette of Washington. November letters and papers were received here the last of January via Mexico - and various members in town have November letters from the U.S. We have tried several routes, but do not succeed as yet in transmitting letters in a short time. I hope you received mine of April 25th giving you an account of Master Frederick, and requesting some articles be sent him. When you wish to send letters, and do not know of a ship, send to the mission rooms in Boston, and they will be sent by the first ship. No persons here receive letters and replies to order, sooner than the Missionaries. Our Missionaries are excellent people, and they live pleasantly as they deserve to do, and have all they need for themselves and their children. Their store is supplied with goods every spring and fall, and they order anything they want, as you Oswego merchants do. Boxes of clothing are desired, or would be accepted, and if any such are

"MY OBSERVATIONS" - (Cont'd.)

sent to the Mission rooms in Boston, they are sent amongst the Indian stations or somewhere else, where they are useful. I mention this, because the good ladies talked about getting up a box when we left. Presents to individuals of course are acceptable, the same as they would be to you or me. Adults and children each draw certain sums each year and their school is supplied with Teachers, Apparatus, Books etc., as liberally as can be asked. I only wish my children might be admitted to their priviledges, by paying full price, so as not to be a charge upon the Board, but one of their by laws prohibits it - very properly I think. Drawing lessons are given thrice weekly, and many of the children excel in that branch. There is a piano in Seraphina, in every house where there is a little girl large enough to play. I do not mention this by way of censure, as the newspapers have done. I think the Missionairies have a right to educate their children thoroughly, they have nothing else to give them, but I have digressed.

Mr. Terrill wrote you on business in January - says he forgot to tell you that Br. Williams was here and we are all well. Williams continues to like his situation, only his business has fallen off, 100 ships this year. We hope the ships will return this year, as their men ran away in California and our ports are now full. But the whaling has been overdone, and this Consulate will never be as good as it has been. Yesterday M. Dillon, the Consul General of France arrived with his family in the "Sarcelle" - also Bishop McGrae, a merchant ship from Columbia River, brings news of a massacre of missionaries by the Indians. The "Charles" is expected from California - the "Honolulu" and 2 N.Y. ships are due this month - so that we expect lots of letters

* * * * *

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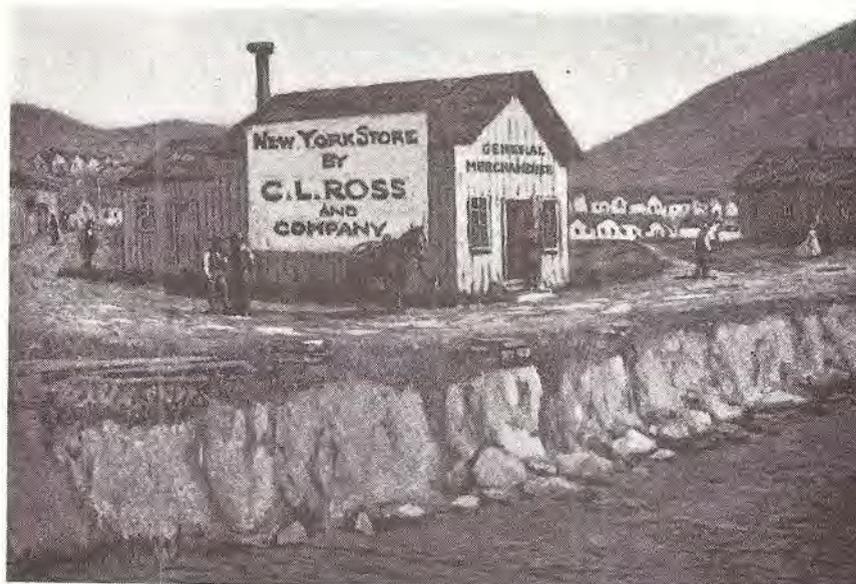
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GOLD RUSH MAIL WAS HARD TO GET

By M. C. Nathan

Gold was discovered in California at Sutter's mill near Coloma on January 19, 1848. The influx of people from the Atlantic States and all over the world to the mining region, principally via San Francisco, was tremendous. It wasn't long before there was an imperative demand for postal service. "What is going on at home?" "How can I let them know how I am doing?" These were the cries of the miners and others.

On November 1, 1848, the Postmaster General appointed William Van Voorhees mail agent at San Francisco. On December 1st he left New York on the S.S. "Falcon" arriving in San Francisco on February 28, 1849 on the S.S. "California" with a single sack of mail. He found no postmaster to receive it nor a post office to shelter it. A postmaster by the name of York-At-Lee had been appointed but there is no record that he ever started. Van Voorhees finally prevailed upon C. L. Ross, a merchant, to take charge of the mail-bag and distribute the mail from his store at the corner of Washington and Montgomery Streets.



(Photo courtesy California Historical Society)
First post office in San Francisco was established in this store on February 28, 1849.

On April 1, 1849 the S.S. "Oregon" arrived with Col. J.W. Geary, newly appointed mail agent and postmaster rolled into one. Col. Geary's tenure of office was short-lived. He preferred politics over being postmaster, and so became the first "alcalde" and then mayor of San Francisco.

On June 4, 1849 the S.S. "Panama" arrived with Jacob Bailey Moore as successor to Geary as postmaster. Unlike his predecessors, Moore served out his full term of four years.

GOLD RUSH MAIL WAS HARD TO GET (Cont'd)

The expanding population in California after the discovery of gold, made necessary rapid changes in the size of post office buildings. Until June 1850 all incoming mail, with the exception of mail for Monterey, was distributed from San Francisco. In addition to this, all mail from the interior post offices was brought into San Francisco for sorting and packaging there. Imagine the turmoil that must have ensued, and did ensue. By the time Moore relinquished his office in 1854, five post offices had been successively occupied, one larger than its predecessor.



Post-Office at Pike and Clay Streets, San Francisco, at the Time of the Gold Rush.

Postmaster Moore was a Yankee newspaper man and politician, having received his appointment from newly elected President Zachary Taylor. He had detailed instructions from Postmaster General, Jacob Colomer, outlining his duties. He was conscientious in the performance of those duties. Lack of competent men, willing to accept the paltry pay of a post office clerk, made it difficult for him to carry on efficiently, and so he was subject to much criticism. Here is what Bayard Taylor had to say on the subject in his book, "El Dorado Or Adventures In The Path Of Empire":

"A day or two after my arrival (back to San Francisco from Monterey), the steamer "Unicorn" came into the harbor, being the third which had arrived without bringing a mail. These repeated failures were too much for even a patient people to bear; an indignation meeting in Portsmouth Square was called, but a shower, heralding the rainy season, came on in time to prevent it. Finally, on the last day of October (1849), on the eve of the departure of another steamer down the coast, the "Panama" came in, bringing the mails for July, August, and September all at once! Thirty-seven mail bags were hauled up to the little Post Office that night, and the eight clerks were astounded by the receipt of forty-five thousand letters, besides uncounted bushels of newspapers. I was at the time domiciled in Mr. Moore's garret and enjoying the hospitalities of his plank table; I therefore offered my services as clerk-extraordinary, and was at once vested with full powers and initiated into all the mysteries of counting, classifying and distributing letters."

"The Post Office was a small frame building, of one story, and not more than forty feet

GOLD RUSH MAIL WAS HARD TO GET (Cont'd)

in length. The entire front, which was graced with a narrow portico, was appropriated to the windows for delivery, while the rear was divided into three small compartments - a newspaper room, a private office, and kitchen. There were two windows for the general delivery, one for French and Spanish letters, and a narrow entry at one end of the building on which faced the private boxes, to the number of five hundred, leased to merchants and others at the rate of \$1.50 per month. In this small space all the operations of the office were carried on. The rent of the building was \$7,000 a year, and the salaries of the clerks from \$100 to \$300 monthly, which, as no special provision had been made by Government to meet the expense, effectually confined Mr. Moore to these narrow limits. For his strict and conscientious adherence to the law, he received the violent censure of a party of the San Franciscans, who would have him make free use of the Government funds."

"The 'Panama's' mail-bags reached the office about nine o'clock. The doors were instantly closed, the windows darkened, and every preparation made for a long siege. The attack from without commenced about the same time. There were knocks on the doors, taps on the windows, and beseeching calls at all corners of the house. The interior was well lighted; the bags were emptied on the floor, and ten pairs of hands engaged in the assortment and distribution of their contents. The work went on rapidly and noiselessly as the night passed away, but with the first streak of daylight the attack commenced again. Every avenue of entrance was barricaded; the crowd was told through the keyhole that the office would be opened that day to no one; but it all availed nothing. Mr. Moore's Irish servant could not go for a bucket of water without being surraounded and in danger of being held captive. Men dogged his heels in the hope of being able to slip in behind him before he could lock the door."

"We labored steadily all day, and had the satisfaction of seeing the huge pile of letters considerably diminished. Towards evening the impatience of the crowd increased to a most annoying pitch. They knocked; they tried shouts and then whispers and then shouts again; they implored and threatened by turns; and not seldom offered large bribes for the delivery of their letters. 'Curse such a Post Office and such a Postmaster!' said one; 'I'll write to the Department by the next steamer. We'll see whether things go on in this way much longer'. Then comes a messenger slyly to the back door; 'Mr. ---sends his complements, and says you would oblige him very much by letting me have his letters; he won't say anything to anybody.' A clergyman, or perhaps a naval officer follows, relying on a white cravat or gilt buttons for the favor which no one else can obtain. Mr. Moore politely but firmly refuses; and so we work on, unmoved by the noises of the beseigers. The excitement and anxiety of the public can scarcely be told in words. Where the source that governs business, satisfies affection, and supplies intelligence had been shut off from a whole community for three months, the rush from all sides to supply the void was irresistible."

"In the afternoon a partial delivery was made to the owners of private boxes. It was affected in a skillful way, though with some danger to the clerk who undertook the opening of the door. On account of the crush and destruction of windows on former occasions, he ordered them to form into line and enter in regular order. They at first refused, but on his counter-refusal to unlock the door, complied with some difficulty. The moment the key was turned, the rush into the little entry was terrific; the glass faces of the boxes were stove in, and the wooden partition seemed about to give way. In the space of an hour the clerk took in postage to the amount of \$600 (probably from collect mail); the principal firms frequently paid from \$50 to \$100 for their correspondence."

GOLD RUSH MAIL WAS HARD TO GET (Cont'd)

"We toiled on till after midnight of the second night, when the work was so far advanced that we could spare an hour or two for rest, and still complete the distribution in time for opening the windows, at noon the next day. So we crept up to our blankets in the garret, worn out by forty-four hours of steady labor. We had scarcely begun to taste the needful rest when our sleep, deep as it was, was broken by a new sound. Some of the besiegers, learning that the windows were to be opened at noon, came on the ground in the middle of the night in order to have the first chance for letters. As the nights were fresh and cool, they soon felt chilly and began a stamping march along the portico, which jarred the whole building and kept us all painfully awake. This game was practiced for a week after the distribution commenced, and was a greater hardship to those employed in the office than their daily labors. One morning, about a week after this, a single individual came about midnight, bringing a chair with him, and some refreshments. He planted himself directly opposite the door and sat there quietly all night. It was the day for dispatching the Monterey mail, and one of the clerks got up about four o'clock to have it in readiness for the carrier. On opening the door in the darkness, he was confronted by this man, who, seated solemnly in his chair, immediately gave his name in a loud voice: 'John Jenkins!'"

"When, finally, the windows were opened, the scenes around the office were still more remarkable. In order to prevent a general riot among the applicants, they were recommended to form in ranks. This plan once established, those inside could work with more speed and safety. The lines extended in front all the way down the hill into Portsmouth Square, and on the south side across Sacramento Street to the tents among the chaparral; while that from the newspaper window in the rear stretched for some distance up the hill. The man at the tail of the longest line might count on spending six hours in it before he reached the window. Those who were near the goal frequently sold out their places to impatient candidates, for ten and even twenty-five dollars; indeed, several persons, in want of money, practiced this game daily, as a means of living! Venders of pies, cakes, and newspapers established themselves in front of the office to supply the crowd, while others did a profitable business by carrying cans of coffee up and down the lines."

"The labors of the Post Office were greatly increased by the necessity of forwarding thousands of letters to the branch offices or to agents among the mountains, according to the orders of the miners. This part of the business, which was entirely without remuneration, furnished constant employment for three or four clerks. Several persons made large sums by acting as agents, supplying the miners with their letters, at \$1 each, which included the postage from the Atlantic side. The arrangements for the transportation of the inland mail were very imperfect, and these private establishments were generally preferred."

"The necessity of an immediate provision for support of all branches of Government service was (and still remains, at the time I write) most imminent. Unless something be speedily done, the administration of many offices in California must become impossible. Men in these days will not labor for pure patriotism when the country is so well able to pay them."

Even as late as January 19, 1852, the Daily Alta Californian had this to say:

THE CITY POST OFFICE

Messrs. Editors: - We have the highest respect for Col. Moore, our worthy Postmaster, but we want him to have the windows showing the boxes clear from blinds or obstructions. The office is generally opened at 8 to 1/4 past

GOLD RUSH MAIL WAS HARD TO GET (Cont'd)

THE CITY POST OFFICE - (Cont'd)

8 A.M., but many of us pass the office at 7 to 1/4 past 7, and if the newspaper blinds were off we could look in and see whether any letters were in our boxes, in place of having to walk back a mile at a later hour to ascertain the case. If any good reason can be shown for the plan of thus closing up the view to the boxes, we should like to know it, and if it over-balances the advantage of a different course, we will submit.

We also respectfully suggest that it would greatly tend to satisfy the public if he would personally move among his subordinates from time to time, as it would be highly beneficial. We have known letters of highest importance lay over in the Post Office for more than a month, when thousands of dollars were at stake. That would not have been the case if some of the clerks had possessed sufficient courtesy to have heard the respective cases. These matters we suggest with perfect good feeling, and hope the remedy will be applied and relieve

MANY SUFFERERS.

This kind of criticism must have had some effect, however, for J. D. Borthwick, the English author, in his book, "Three Years In California" (1851-1853) writes as follows:

"On the arrival of the fortnightly steamer from Panama with the mails from the Atlantic States and from Europe, the distribution of letters at the postoffice occasioned a very singular scene. In the United States the system of delivering letters by postmen is not carried to the same extent as in this country. In San Francisco no such thing existed as a postman; everyone had to call at the post-office for his letters. The mail usually consisted of several waggon-loads of letter-bags; and on its being received, notice was given at the post-office, at what hour the delivery would commence, a whole day being frequently required to sort the letters, which were then delivered from a row of half-a-dozen windows, lettered A to E, F to K, and so on through the alphabet. Independently of the immense mercantile correspondence, of course every man in the city was anxiously expecting letters from home; and for hours before the appointed time for opening the windows, a dense crowd of people collected, almost blocking up the two streets which gave access to the post-office, and having the appearance at a distance of being a mob; but on coming up to it, one would find that, though closely packed together, the people were all in six strings, twisted up and down in all directions, the commencement of them being the lucky individuals who had been first on the ground, and taken their positions at their respective windows, while each new-comer had to fall in behind those already waiting. Notwithstanding the value of time, and the impatience felt by every individual, the most perfect order prevailed; there was no such thing as a man attempting to push himself in ahead of those already waiting, nor was there the slightest respect of persons; every new-comer quietly took his position, and had to make the best of it, with the prospect of waiting for hours before he could hope to reach the window. Smoking and chewing tobacco were great aids in passing the time, and many came provided with books and newspapers, which they could read in perfect tranquillity, as there was no unnecessary crowding or jostling. The principal of "first come first served" was strictly adhered to, and any attempt to infringe the established rule would have been promptly put down by the omnipotent majority."

GOLD RUSH MAIL WAS HARD TO GET (Cont'd)

"A man's place in the line was his individual property, more or less valuable according to his distance from the window, and, like any other piece of property, it was bought and sold, and converted into cash. Those who had plenty of dollars to spare, but could not afford much time, could buy out someone who had already spent several hours in keeping his place. Ten or fifteen dollars were frequently paid for a good position, and some men went there early, and waited patiently, without any expectation of getting letters, but for the chance of turning their acquired advantage into cash."

"The post-office clerks got through their work briskly enough when once they commenced the delivery, the alphabetical system of arrangement enabling them to produce the letters immediately on the name being given. One was not kept long in suspense, and many a poor fellow's face lengthened out into a doleful expression of disbelief and disappointment, as, scarcely had he uttered his name, when he was promptly told there was nothing for him. This was a sentence from which there was no appeal, however incredulous one might be; and every man was incredulous; for during the hour or two he had been waiting, he had become firmly convinced in his own mind that there must be a letter for him; and it was no satisfaction at all to see the clerk, surrounded as he was by thousands of letters, take only a packet of a dozen or so in which to look for it: one would like to have had the post-office searched all over, and if without success, would still have thought there was something wrong. I was myself upon one occasion deeply impressed with this spirit of unbelief in the infallibility of the post-office oracle, and tried the effect of another application the next day, when my perseverance was crowned with success."

"There was one window devoted exclusively to the use of foreigners, among whom English were not included; and here a polyglot individual, who could have been a useful member of society in the Tower of Babel, answered the demands of all European nations, and held communication with Chinamen, Sandwich Islanders, and all the stray specimens of humanity from unknown parts of the earth."

The miners were constantly on the move from one place in the mining regions to another. New towns were springing up with make-shift post offices at first, and more or less permanent one later if mining activities continued, or when industry and farming moved in.

The constant moving about of the miner made it necessary for him to have his mail sent to one of the larger centers of population. He would either pick up his mail himself whenever he had a chance to, or pay someone to do it for him. This led to more confusion, such as what happened at Sacramento, when it became the second mail distributing center in June 1850. Here is what Rev. John Steele wrote about the Sacramento Post Office in his diary in "In Camp And Cabin."

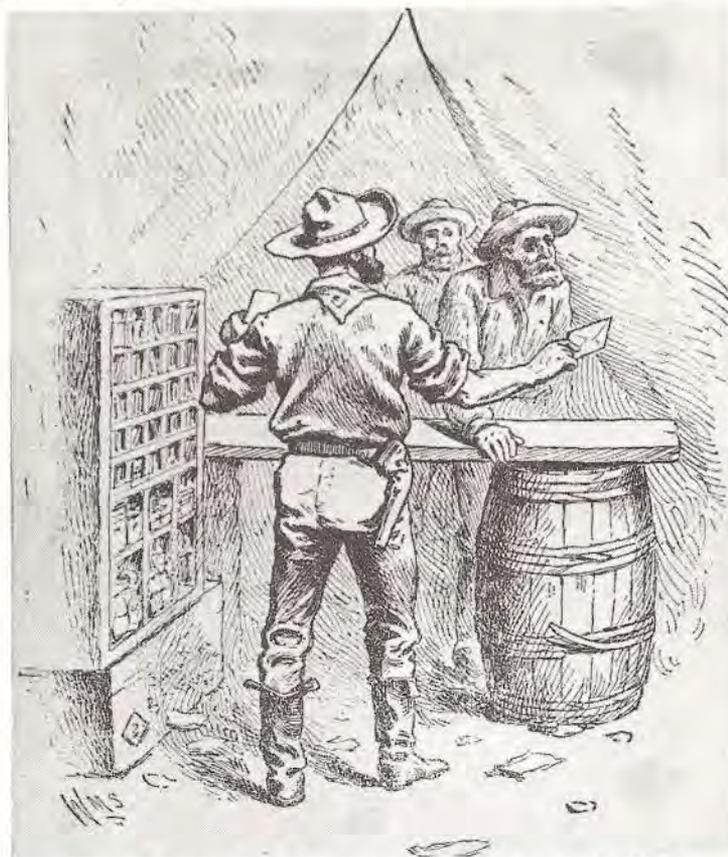
"Monday Mar. 24th 1851. Our first visit to the post office. I am quite sure that at this time there was not a post office in the mines. Letters for miners were addressed to Sacramento, and of course the mail arriving here was immense, and when we reached the office the crowd was too great for us to approach the delivery during the day."

"The next morning we were there an hour before the time of opening, but the crowd seemed just as great as ever, so we retired again, and spent part of the day visiting Sutter's Fort."

"Saturday Mar. 29. The condition of this post office is altogether unique. It opens at eight in the morning and closes at eight in the evening. There is a delivery window for nearly every letter of the alphabet, and at each there is a row of people, often reaching more than around the block. When so many come in person for their mail it is simply

GOLD RUSH MAIL WAS HARD TO GET (Cont'd)

overwhelming, and it comes time to close the office, the lines break up, each to take his chances another day. But as hope deferred makes the heart sick, so, many who come a great distance and waited long, are compelled to turn away still enduring their anxious suspense."



The Start of a Mining Town Post Office.

"Recently people have adopted the plan of having their mail addressed, 'By express to Nevada, Coloma,' or wherever they may be. Thus the postmaster at Sacramento can send the mail by responsible express agents to the various mining towns and greatly relieve the office."

"Monday Mar. 31. This morning about one o'clock we arrived at the post office and found a large number in waiting. The line facing the S delivery window already extended half way around the block."

"Taking my place in line, I waited until the office opened, and as the line in front melted away, moved forward. Of course each one of our little company sought the delivery according to name. This put us into different lines, and as we approached the window men came and tried to buy a place in the line, offering twenty-five and fifty dollars, and I was told that even a hundred dollars had been paid for a place near the delivery. The one who sold his place stepped from the line and went to the extreme rear, or else waited until the office closed and night had shortened the line, and again found a place. Many who were near the delivery when the office closed, remained, holding their place until it opened in the morning."

GOLD RUSH MAIL WAS HARD TO GET (Cont'd)

"At last I reached the delivery, and the busy clerk, after looking over a vast pile of mail matter, handed out what belonged to me. Gladly I got out of the way, and hurrying to our room, scanned the familiar writing, and with a strange tremor read the first letters I had received from home and friends since leaving them more than a year before. My companions also received considerable mail, and we spent a portion of the day in answering letters; and in the afternoon they started for Mormon Island, on the south fork of the American River, about 25 miles from Sacramento."

And so of necessity, the diligent expressman became the rival of the Post Office Department for carrying the mail to all parts of the West. Eventually, the Post Office Department became efficient enough for Congress to halt this rivalry forever in 1895.

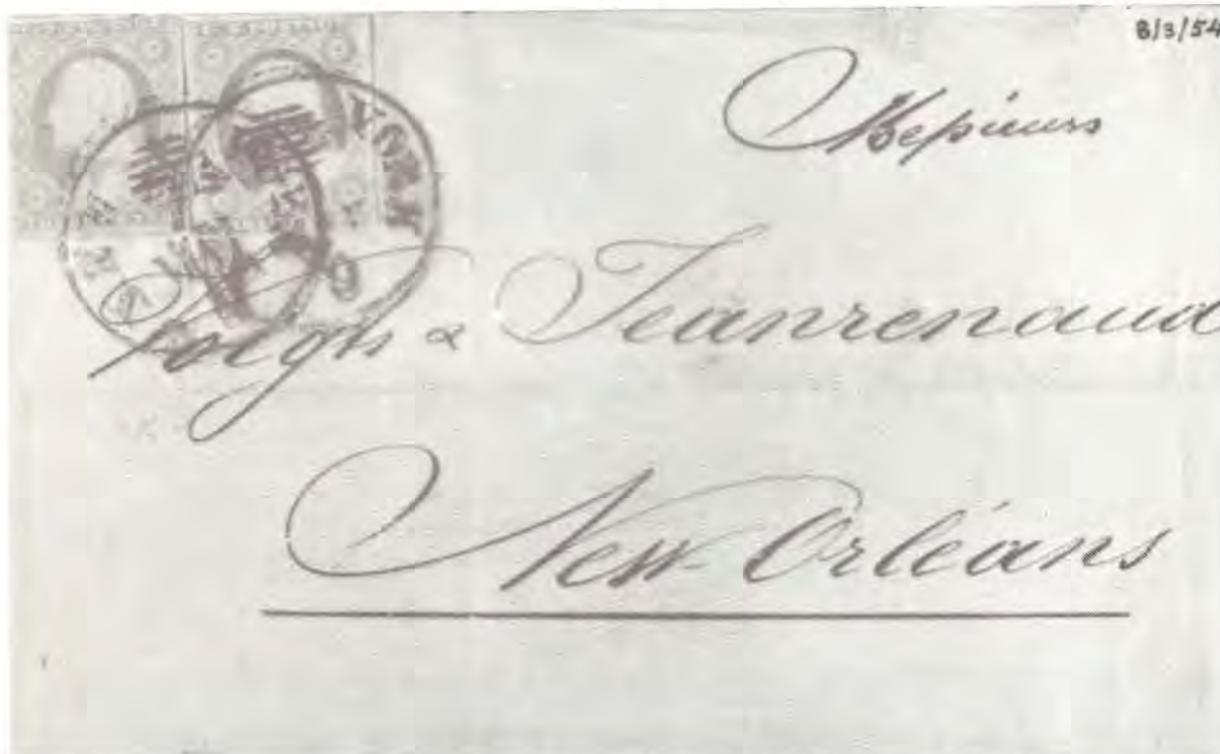
MORE ABOUT UNUSUAL USAGES OF THE NEW YORK TYPE III
OCEAN MAIL CANCELLATION

By W. Scott Polland, M.D.

In the January 1964 "Western Express", Pages 5 - 20, and in the May 1964 American Philatelist, Volume 77, No. 8, Pages 573 - 583, I discussed in these articles a number of examples of unusual usages, or used in error, of the Type III New York Ocean Mail postmark. This is the type with the small grid in circle and was used on mail going to California and Oregon from March 6, 1854 until November 1, 1861. When the prepaid rate was six cents, I have not seen until now, except for the first day local usage of February 25, 1854, any unusual usages of this handstamp.

Recently, however, I obtained a cover, see Illustration #1, which shows an unusual usage. This is a folded letter from a commercial firm in New York dated

Illustration #1



Author's Collection

March 8, 1854, addressed to New Orleans, and with two single 3¢ 1851 stamps cancelled by the New York Ocean Mail, "Mar 9." This is three days after the first known sailing with this cancellation, March 6, 1854. (Illustration #9 of previous articles). This letter did not go by the contract vessel to Cagres, because these vessels did not stop at New Orleans, and because these vessels always left at this period on the 5th or the 20th of the month, unless the 5th or 20th were on a Sunday and then they would sail one day later, that is on the 6th or 21st. March 5th, 1854 was on a Sunday, so the sailing was actually March 6, 1854. This usage of the New York Ocean Mail handstamp on this date was undoubtedly an error. This letter could have gone by mail steamer to New Orleans, or even by the overland route.

THE NEW YORK OCEAN MAIL CANCELLATION (Cont'd)

Illustration #2



Author's collection

Illustration #2 shows the rare usage of a 30¢ 1860 Scott #38 with a 3¢ Type II and a 1¢ Type V making the 34¢ direct rate to Nicaragua. This is the only cover I have seen with the 30¢ on cover with a New York Ocean Mail cancellation, although a few are known off cover. In 1861 the rate to Nicaragua by direct or Gulf Coast was 34¢, or via Panama and the Pacific Slope, 20¢. Since the date is January 11, a regular sailing date in January 1861 of the New York Ocean Mail, it is possible that this letter went by Panama, such as the letter (Illustration #32 in previous articles) addressed to Panama with the New York Ocean Mail cancellation on a 10¢ Type III, 1855 stamp. In this case, this would be a correct usage, even though it did not go to California or Oregon, as it was delivered on the route.

Illustration #3



Author's collection

THE NEW YORK OCEAN MAIL CANCELLATION (Cont'd)

Illustration #3 shows a mourning cover used to France in June 1861 (similar to Illustration #26 in the previous articles). Although the cancellation was used in error, the correct cancellation of the New York Foreign Mail with Paid was later applied.

Illustration #4



Author's collection

Illustration #4 is another cover used to Cuba with the New York Ocean Mail cancellation (see illustrations #22 and #23 in previous articles). The story of this cover is interesting, because the letter is dated Liverpool, England, March 1, 1861. Apparently it was carried privately (bootlegged) to New York and deposited in the New York post office without a stamp. It was post marked "Not Paid," because at this time mail had to be prepaid to the Cuban frontier. It was probably returned to the firm of Mc Ilvane Bros" whose name is embossed on the paper of the letter sheet. The 10¢ stamp was applied and cancelled by error with the New York Ocean Mail handstamp. Later the regular New York Foreign Mail handstamp was used. Both post marks have the same date "Mar 21." This was on the same date as regular ocean mail sailings, which were from July 1, 1860 to November 1, 1861, tri-monthly, that is on the 1st, 11th and 21st of the month.

TERRITORIAL TIMES

By Sheldon H. Dike

The Territory of Idaho was established on 3 March 1863. It was formed from parts of the territories of Washington, Nebraska, and Dakota. It originally encompassed the present states of Idaho and Montana as well as all but the southwestern portion of Wyoming. Its original boundaries are described as follows in the organizing Act:

That all that part of the territory of the United States included within the following limits, to wit: beginning at a point in the middle channel of the Snake River where the northern boundary of Oregon intersects the same; then follow down said channel of Snake River to a point opposite the mouth of the Kooskooskia, or Clearwater River; thence due north to the forty-ninth parallel of latitude; thence east along said parallel to the twenty-seventh degree of longitude west of Washington; thence south along said degree of longitude to the northern boundary of Colorado Territory; thence west along said boundary to the thirty-third degree of longitude west of Washington; thence north along said degree to the forty-second parallel of latitude; thence west along said parallel to the eastern boundary of the State of Oregon; thence north along said boundary to the place of beginning.

On 26 May 1864 the Territory of Montana was formed, and its area was subtracted from the Territory of Idaho. The same act also shifted a large portion of Idaho, which was most of the present State of Wyoming, to Dakota Territory. Then on 25 July 1868 the formation of Wyoming Territory further reduced the boundaries of Idaho Territory to those described as follows in the Act of 3 July 1890 which admitted Idaho to statehood:

Beginning at the intersection of the thirty-ninth meridian with the boundary line between the United States and the British Possessions, then following said meridian south until it reaches the summit of the Bitter Root Mountains; thence southeastward along the crest of the Bitter Root range and the continental divide until it intersects the meridian of thirty-four degrees of longitude; thence southward on this meridian to the forty-second parallel of latitude; thence west on this parallel of latitude to its

TERRITORIAL TIMES (Cont'd)

intersection with a meridian drawn through the mouth of the Owyhee River; north on this meridian to the mouth of the Owyhee River; thence down the mid-channel of the Snake River to the mouth of the Clearwater River; and thence north on the meridian which passes through the mouth of the Clearwater to the boundary line between the United States and the British Possessions, and east on said boundary line to the place of beginning.

- 0 -

Response to the announcement of the availability of a new edition of the "New Mexico Territorial Postmark Catalog" has been good. The edition is limited to less than 100 copies so please order your copy before it becomes out of print. Also, anyone interested in one of the ten best collections of New Mexico Territorial markings in existence, at a price of about one kilobuck, let me know.

New finds this quarter include the following from New Mexico: BANDORITOS (1887) by N. L. Persson; PLACITAS (1910) and VENUS (1909) by P. T. Manly. A new Arizona marking, CHINO (1881), was turned up by me.

A GROUP OF CALIFORNIA EXPRESSES

By A. J. Hertz

ALTA EXPRESS COMPANY

Here is the story of an express company which, in a short space of sixteen months, rose to threaten the largest express of them all - Wells, Fargo and Company. It rose on the ruins of the Pacific Express Company, to cover the entire state of California. But its life was short and it sold out to Wells, Fargo, in a little more than a year's time.

C. L. Farrington, Alex Badlam, Jr., and Joseph A. Frost started the Alta Express Company about the early part of July, 1857. It connected with Nichols & Co.'s Crescent City and Oregon Express, Freeman & Co.'s Atlantic and Pacific Express, Langton's Pioneer Express, Everts, Wilson & Co.'s Express, Berford's Express and Whitney and Co.'s Express.

The main offices of the company, were in Sacramento and San Francisco. Their coaches ran to the interior towns of the state, every day.

One of the early ads of this company, in the Sacramento Union of July 13, 1857 follows:

"Alta Express Company, Principal offices: Sacramento, No. 2 Post Office block; San Francisco, Nicaragua S.S. Co.'s Bldg, Washington St.; Marysville, Randall's Depot, Post Office block. Will commence running a daily Freight, Package, Parcel and Letter Express...through the counties of Butte, Tehama, Shasta, Trinity and Siskiyou, running to every City, Town and Mining Camp and Bar therein...and connect with reliable expresses to all parts of California, Oregon and Southern coast....

C.L.Farrington, Alex Badlam, Jr., Jos. A. Frost,
Proprietors."

These three seemed destined for great things, with enormous strides being made in the first few months of the company's existence. They connected with many expresses of importance and, where they did not go themselves, had the territory adequately covered. From a news item in the Sacramento Union of Sept. 14, 1857:

"Alta Express Company has greatly extended its operations during the short period which has elapsed since its establishment. A great deal of enterprise is manifested by its conductors. Within the past week, offices have been established in Placerville, Diamond Springs and Georgetown in El Dorado county."

On Nov. 17, 1857, we find that they have further extended their lines:

(Same Paper) "The Alta Express Company have extended their lines to Sonora, Columbia, Jamestown, Montesuma, Chinese Camp, Springfield and Shaw's Flat."

Thus they began extending their express over southern routes.

They had their losses from robbers, as did the other companies. From the Daily San Francisco Times of July 7, 1858:

A GROUP OF CALIFORNIA EXPRESSES (Cont'd)

ALTA EXPRESS COMPANY - (Cont'd)

"News. Express robbery. About 3 o'clock on Monday morning, the offices of the Alta Express Co. at Yankee Jim's, Placer Co., was entered by robbers, the watchman knocked down and a treasure box containing \$7000 was taken, carried out of the town, a little way and rifled of its contents." (Sacramento Bee Telegram).

Similar ads appear in the Shasta Courier of June 26, 1858 and the San Francisco Directory:

"Alta Express Company, connecting with Nichols & Co.'s Crescent City and Oregon Express and with Freeman & Co.'s Atlantic and Pacific Express."

S. R. Merrill was agent for the company in Shasta.

The British Columbia gold rush found the company prepared. They were represented by a messenger and there is a news item in the Daily Morning Call of San Francisco, June 8, 1858:

"Alta Express' messenger, Ben Moulton, is leaving for the Frazer River mines."

That the company was well thought of, is evidenced by the item in the Daily San Francisco Times, June 27, 1858:

"News Item. The Alta Line - We are informed that this line is in perfect order and well kept so, every arrangement possible to prevent accidents and repair damage, having been made. The operators are reliable and pleasant gentlemen."

We find that their office had been moved and that they had extended their lines in British Columbia. From the San Francisco Times of June 30, 1858:

"News Item. Alta Express Co. We call the attention of our readers to the notice of removal of the Alta Express Company to No. 112 Montgomery St., near Barry and Pattens. This company have daily expresses to all parts of the state and have recently extended their lines to Victoria, Bellingham Bay and Frazer River, sending an express by every steamer."

One of the partners, Badlam, got out, selling his interest to Farrington. From the Sacramento Union of Aug. 21, 1858:

"Alexander Badlam, Jr., has disposed of his interest in the Alta Express Co., to C.L. Farrington."

Less than three months later, the end came. Either they had spread themselves too thin over so vast a territory, or competition became too strong, whatever the cause, the reason can only be surmised. At any rate, the item in the Sacramento Union of Nov. 10, 1858 states:

"Alta Express discontinued. It is announced that this express has been discontinued for want of patronage. In common with the newspaper press, we have received many favors at its hands, in the way of obtaining exchanges and will miss it much and daily...."

A GROUP OF CALIFORNIA EXPRESSES (Cont'd)

ALTA EXPRESS COMPANY (Cont'd)

During their brief existence of a little over a year, Alta issued a variety of express franks. These included a couple of printed franks and a number of different sized circle and oval handstamps.

BAXTER & CO.'S EXPRESS

Baxter and Company was made up of the partners, Baxter and Monroe. They operated between Colusa, depending on the arrival of the boat from Sacramento, and traveling along many towns until Shasta, the terminus was reached. Their first advertisement, taken from Sacramento State Journal on March 8, 1852, reads:

"Stages for Shasta, Spring Arrangement.
Baxter & Co.'s U.S. Mail Line of Stages, from Colusi to Shasta.
The proprietors of the above line, desirous of accomodating the
Traveling Public as early in the season as it is possible to run...
will leave...for Placer City, Monroeville, More's Ranch, Tehama
(Red Bluffs), Cavertville, Cottonwood and Shasta...."

Baxter & Co., Proprietors."

They seem to have done fine work, traveling over almost impassable roads, sparing neither men nor stock. Their efforts were praised in the Shasta Courier, March 12, 1853:

"Baxter & Co.'s Line of Stages. This line...has been on the road
from this place to Tehema during the past three or four weeks. The
traveling public are certainly much indebted to Messrs. Baxter & Co.
for their promptness in putting teams upon the road, when it was in
such a horrible condition and at a time when it was impossible to
run stock without sustaining serious loss...."

Theirs, was a daily mail run which was done efficiently and well. The papers continued to praise their efforts. From Shasta Courier, April 16, 1853:

"A daily mail. Our citizens will be glad to learn that hereafter we
will have a daily mail to and from Shasta to Sacramento. We are
indebted for this great accomodation to those public spirited stage
proprietors, Baxter & Co. who propose to carry a daily mail instead
of a weekly, as their contract calls for...."

They ran their line in competition to Hall and Crandall Line (Shasta Courier, May 7, 1853). Between the two, they divided the route, one going to some towns; the other, to the remaining ones. They added speed to efficiency and again the papers commended them. From the same, May 21, 1853:

"Fast staging. On Thursday, last, Mr. W. A. Webber, of Baxter
& Co.'s Line of Stages, drove through from Tehema to this place -
distance 60 miles - in precicely 6 hours.and 15 minutes...This
time, we believe, has never been beaten on this road."

A GROUP OF CALIFORNIA EXPRESSES (Cont'd)BAXTER & CO.'S EXPRESS (Cont'd)

Roads in the Colusa area became flooded and impassable. Baxter was forced to withdraw their coaches, although, the Courier (July 2, 1853) acknowledges, "...their animals are not surpassed by any stock in the state."

With competition increasing, they extended their line to Sacramento, by way of Colusa and Marysville, all the way by stage. Business then grew better and they bought three new Concord coaches. "One of them," said the Courier (Sept. 17, 1853), "came into town on Thursday, with 27 passengers aboard."

By the end of the year, many of the independent companies formed a combination to merge into one large company and the California Stage Company was formed.

From State Journal, Dec. 15, 1853:

Stage combination. We learn that the proprietors of all the stages running from Sacramento to the Northern Mines, have entered into a combination for mutual protection. They have formed a joint stock concern, called the "California Stage Company". The persons who are parties to the arrangements are Messrs. Jas. Birch, Charles Greene, Moore, Hall and Crandall, Jenkins and McConnell, C.S. Coover, Pattison and McCombe, Frank Stevens and Baxter & Co. The amount of the capital invested, is over \$700,000."

BOWERS EXPRESS

The two Bower brothers started their express early in the gold rush, in 1849. They operated from Caldwell's Upper Crossing (afterward known as Nevada City), via Grass Valley and Rough and Ready, to Sacramento. When they first started their line, from Deer Creek, their charge for carrying a letter, was \$2.50.

The mail that came into Sacramento, destined for Deer Creek, was sent to a storekeeper in that place, one Hamlet Davis. Davis acted as postmaster, although he had no Federal appointment. He sold goods to the miners and bought their gold dust and delivered their letters to them, for it brought trade to his store. Here the Bower brothers collected the mail that was to be delivered at near or distant places, by them.

They connected with Freeman at Sacramento. In Harlow's book, "Old Waybills," it is held that they connected with Adam's & Co.'s Express. Let me quote:

"Each of these concerns (meaning Adams, etc.) touched hands with other and usually lesser ones, which served camps, still farther distant. Freeman announced that 'Bowers & Co. connected with us for Nevada City...'"

They ran in competition with Hoffman & Little's Express. From Daily Journal of Commerce, April 22, 1850:

"News Item. Deer Creek....a gentleman by the name of Bowers runs an express up from San Francisco and Sacramento every two weeks, taking papers, letters and goods. This is a convenience which miners in many other sections do not possess."

A GROUP OF EXPRESSES (Cont'd)BOWERS EXPRESS

After two years, the Bower brothers were still in business, as evidenced from an advertisement in the Nevada Journal, April 19, 1851:

"Bowers Express, between Nevada City, Sacramento and San Francisco. The subscriber, thankful to the public for past favors, will continue to run between the above places. All express business entrusted to them, will be promptly attended to. Exchange purchased and gold dust forwarded as usual, to all parts of the United States. The express will leave on Monday, the 28th inst., to connect with the steamer on the first of May.
Main Street, opposite the bridge.
April 19, 1851. Bowers & Co."

Bowers Express had an oval, black handstamp, which read "Forwarded / by / Bowers / Express." As far as this writer is aware, there are no printed franks.

EVERETT'S EXPRESS - THE PEDESTRIAN EXPRESS.

Some of the interesting sides to the study of Western Expresses, is, one, the characters involved and, two, the mode of travel. We have had honest men and a few dishonest ones. We have seen the mail delivered by stage, pony, dogs and sled, and on foot, with pack on back. We have encountered the strong, silent men, like Snowshoe Thompson and the loquacious ones like John H. Everett. This is the story of Everett's Express.

He operated between Knight's Ferry on the Stanislaus to the Mariposa mines. He stopped at Two Mile Bar, Green Springs, Salt Spring Valley and other stops along the route. He was talkative, witty, and full of fun and the miners liked him and depended on him. From the Stanislaus Index, Oct. 5, 1861:

"Everett's Express, Running to Two Mile Bar, Six Mile Bar, Spanish Bar, Willow Bar, Scorpion Gulch, Ramsey's Flat, O'Byrnes' Ferry, Green Springs, Crimea House, Central Ferry and Salt Spring Valley... Letters, Papers and Packages carried and delivered with security and Dispatch.
Collections made and commissions executed promptly. Connect with Wells Fargo & Co.'s Express at Knight's Ferry.....
No15tf John H. Everett."

He also advertised in the Merced Banner and other newspapers, that he went "like lightning" over creek, gulch, canyon, bar, hill and ravine. It must have been slow lightning, for his heavy pack permitted him to walk only at a very slow gait. He saw the humor even in the difficulty of his labors and for this and similar traits, he became very popular.

He left Knight's Ferry every Wednesday and Saturday and returned on Tuesday and Friday. He placed the mail, his food and personal effects in a bundle, which he carried on his back and with a peculiar, twisted stick for a cane, he started out.

A GROUP OF EXPRESSES (Cont'd)EVERETT'S EXPRESS (Cont'd)

The few years that he operated his express - about two or three - were happy ones. The miners liked the talkative Yankee, so carefree and full of fun. They looked for his coming and he never disappointed them in all the time they knew him and his express.

One day, the day of mail delivery, he failed to arrive. Of course, the talk went, he must be sick. Everett never failed anyone. But still, something might be wrong; something might have happened to him. He could have broken a leg or an animal might have attacked him. So they waited a day and still another and then they formed a party to go out and look for him. By that time they were really anxious and worried about him. They found the expressman dead, his body submerged in one of the abandoned, water-filled mine shafts that were everywhere in the district.

The excited men at once sensed robbery and murder. There was high feeling which might have spread and someone punished for a crime he had not committed. But when the pack was examined, letters, money and food were all untouched. They then decided that the mailman's death was due to an accident but the manner of his death was a mystery. Did he commit suicide? That theory was immediately discarded, for the man had started on his route, fully packed to deliver his mail and he was too happy and jolly an individual. He had either lost his way and stumbled into the pit in the dark, or had fallen in, while refreshing himself with a drink.

This was just one of the trials and hazards of the pedestrian express.

THE EVERTS EXPRESSES

This history is particularly interesting for many reasons. The locale is in a high mountainous country, some of the peaks being 6500 feet high and the roaring mining towns of five -, ten - and fifteen thousand souls, now are all ghost towns. St. Louis, Port Wine and Cerruti's Creek which had immense populations, were perched high in the mountains and were difficult and dangerous to get to. Today, St. Louis cannot boast of a single, standing house; Port Wine, can show but a single, stone foundation and Cerruti's Creek, nothing but a memory and a poisoned spring.

Frank D. Everts, the expressman, was a man of mystery. We do not know where he came from or when he started. The first word of him is in September, 1851, but he might have started as early as 1850. When a fire burned him out, he was well established and a man of some means. From Sacramento Union, Sept. 5, 1851:

"Another loss reported. Central House, owned by Everts & Co., a total loss. Mr. Everts' Express list for the Feather River mines, was also lost and about 1300 letters destroyed. Loss about \$4000."

The fact that he delivered 1300 letters and that he could continue after a \$4000 loss, seems to prove that he had been in business for quite a while and with some success.

The camps of Gibsonville Ridge and the north fork of the Feather River, were booming and business began to leap forward, far beyond the powers of one man to handle. The letter charge of \$1.50 was reduced to \$1.25. Everts decided to take a partner in his venture and soon "Everts, Snell & Co.'s Express," came into being. This was the second Everts

A GROUP OF EXPRESSES (Cont'd)THE EVERTS EXPRESSES (Cont'd)

company. From Marysville Herald, Dec. 25, 1852:

"Everts, Snell & Co.'s Express, Weekly to all parts of Feather River and its tributaries. The strictest attention paid to procuring drafts on the Atlantic States and for forwarding treasure. All matters of business left at either (our or) the office of Adams & Co. will receive prompt attention. Office, corner High St. and Plaza, Marysville."

In order to show the places Everts serviced, it is necessary to name them in full. Others were added later, tri-weekly and daily. From Butte Record, Nov. 19, 1853:

American Valley	Wyandott	Chandlerville
Bidwell's Bar	Gibsonville	Evansville
Hopkin's Creek	Hansonville	Morris' Ravine
Long's Bar	Onion Valley	Nelson's Creek
Port Wine Diggings	Poorman's Creek	Spring Valley
Rich Bar, Middle Fork,	Spear's Diggings	Smith's Bar, North Fork
White Rock	City of '76	Barker's Ranch
Butte Creek	Canyon Creek	Forbestown
Grass Valley	Stringtown	Jamison's Creek
Honcut City	Natchez	Lexington House
Oregon Gulch	Ophir	Rich Bar, North Fork
Pine Grove	Strawberry Valley,	Rush Creek, South Flat
Spanish Ranch	St. Louis	

Collections, orders, etc., attended to with promptness and fidelity.
Everts, Snell & Co."

Safford & Kerby, Agents at Bidwell.

The company handstamp omitted the letter "s" in Everts' name but this was soon corrected.

In the summer of 1854, Snell left the partnership. Everts, unable to cope with the business by himself, took in his brother H. D. Everts, to assist him, as a partner.

Everts sold out to Adams & Co. a few days before the failure of that company but took the express back when Adams went under. On May 10, 1855, he reorganized with four partners. They were G. O. Davis, J. St. Clair Wilson, H. D. Everts, and M. W. Hannon and the firm was called Everts, Davis & Co.; the third Everts express. From California Chronicle, Jan. 5, 1856:

"Everts, Davis & Co.'s Express. Principal offices, Rabbit Creek, Gibsonville, Marysville, St. Louis and Nelson's Creek. A daily express will be dispatched to.... (and here is given the name of 14 places) and a weekly express to.... (and here is given the names of 24 places)

Everts, Davis & Co."

A GROUP OF EXPRESSES (Cont'd.)EVERTS EXPRESSES (Cont'd)

Everts now connected with Wells Fargo & Co. Soon Davis dropped out and the name became Everts, Hannon, Wilson & Co. This was the fourth company. From Daily Evening Bulletin, of San Francisco, Aug. 30, 1856:

"Everts, Hannon, Wilson & Co. Having made extensive additions to their former business by recent purchases of important routes, they are now prepared to convey treasure, packages and letters and papers, to....
(and here are found the names of 23 places)

". . . and we will forward packages, etc., through the enterprising Express of W.E. Singer to every portion of the country bordering on the Upper Feather River....
Everts, Hannon, Wilson & Co.

Principal offices,
Marysville, Rabbit Creek, Gibsonville, St. Louis. A daily express will be dispatched from each of the above offices.

Everts, Hannon, Wilson & Co."

By 1862, the mining population had greatly decreased and was still continuing to decrease, putting into revenue of the express. Hannon dropped out and now, the last of the Everts expresses was formed. Everts, Wilson & Co. continued but at an increasing slower rate. They continued until the latter part of 1862 and Everts, foreseeing the certain end, sold out to Holland, Morley & Co., thus ending almost twelve years in the express business - one of the longest extended expresses running continuously, in that area.

(Holland, Morley & Co. became in turn Holland, Wheeler & Co. Later it changed to Wheeler & Co., Wheeler, Rutherford & Co., and lastly Rutherford & Co.)

Wells Fargo & Co. who had covered the routes of the southern end of the Feather River district, now serviced the entire area, without any opposition. She was soon to control the entire state.

HUNTER AND COMPANY'S EXPRESS

In 1851, Alexander Hunter, a Placerville man of good character, was one of the many who started a one-man express. "So many new companies are starting daily," the Alta California wrote, "that we can scarcely keep the run of them." His name and standing in his community, soon gained for him a fine business. Before long, he had the most important and popular express, operating between Placerville and the counties of Eldorado and Placer.

He was also aided by the fact that the mail was well-nigh worthless. Where there were postoffices, service was so poor as to be almost non-existent. In all the newspapers, the complaints were constant and loud.

From the Sacramento Transcript of Feb. 5, 1851:

"A new express company has been formed which will commence and will communicate with this city and the whole mining region in Eldorado county. This express will be known as that of Hunter and Company."

A GROUP OF EXPRESSES (Cont'd)HUNTER AND COMPANY'S EXPRESS (Cont'd)

Hunter connected with the largest express company of the time, Adams and Co., who thus added another small company to its group, covering still another part of the state. These connections benefited Adams and it certainly was bound to benefit the new expressman, Hunter.

From the Sacramento Transcript of March 5, 1851:

"Hunter and Company's Express leaves regularly every Friday at 10 o'clock for Coloma, Cold Spring, Placerville, Weverville, Mud Spring, Diamondtown, etc...."

Hunter's Express ran through the various mining towns of Eldorado county. He first had his headquarters at Placerville; later, he changed to Mud Springs. He extended his route south to the Mokelumne River and north into Placer county, to Auburn.

From the Sacramento Union of May 21, 1851:

"Hunter and Co.'s Semi-weekly Express. To all parts of Eldorado county and the whole of the bars on the south, middle and north forks of the American River, including Placerville, Coloma, Weverville....Mud Spring...Murderer's Bar...and other points in Eldorado county.... Hunter & Co."

The various handstamps of this company, are most interesting. There is a double line circle of Hunter & Co. There is the shield type used at Mud Springs and Auburn. There is the double line oval, used at Mormon Island. There are others but the most interesting one, is that of a running horse with rider which, at a later date, was made internationally famous by the Pony Express.

Hunter, like the other expresses, was the first to bring in the news. The messenger or the stage driver always had a story to tell. From the Daily Alta California of May 15, 1852:

"Drowned. We learn from Hunter & Co.'s Express that on the 2nd inst., a young man named Charles J. Hotchkiss, from New Haven, Conn., in crossing the American River at Condemned Bar, on a foot bridge, fell into the water and was drowned. The body has not been recovered."

Also:

"Following are the particulars related by Hunter & Co.'s Express man, of the tragedy in Coloma on Thursday last...."

When Wells, Fargo entered the prosperous mining town of Yankee Jims and established a branch there, it was quite a severe blow to Hunter. Such competition was too strong for him and he saw what this could do to him. So he sold his express to Wells Fargo & Co., in July, 1854. When they acquired his company, it, with the acquisition of Gregory's and Todd's Express, gave them ownership and control of a network of express lines covering every section of California.

This established Wells Fargo firmly and without any sort of competition, in Eldorado and Placer counties as well as at Auburn, where Hunter had been well established.

A GROUP OF EXPRESSES (Cont'd.)HUNTER & CO.'S EXPRESS (Cont'd)

He became the agent for Wells, Fargo in Placerville, retiring shortly afterwards. With his retirement, another of the pioneer expressmen dropped out of the picture.

SLATER'S EXPRESS - One of the Few Bad Ones.

The success of the majority of expressmen, lay in the confidence that the miners had in them. There were only occasional examples of dishonesty out of the thousands of expressmen, so infinitesimal in numbers, that they can be counted on the fingers of one hand.

Major Downie, after whom Downieville was named, in his book "Hunting for Gold," makes mention of the dishonesty of many expressmen. The one or two cases that came to his attention, might have prejudiced him. He mentions but one case, that of William Slater. He says that

"it had become a matter of ambition with a great many to act as expressmen and among those who thought themselves particularly fitted for the position, was William Slater. He gave out all along that he was going to outshine the rest and, when he once got started in business, he certainly succeeded in doing it in one sense."

Slater sold liquor to the miners in the camps around Downieville. He was a liar and a tall-story teller. He had a fanciful imagination and whether he believed it or not, told the men that he could exchange their gold for \$22 an ounce, which evidently was more than could be gotten in camp. The miners gave him their gold.

"We dug up our bags and gave them to Slater to take down with him.... In addition to this, I made up a bag of specimens, all fine nuggets, weighing over two pounds and told him to send it as a present to his wife in the States, and so we bade Slater "Farewell" and "God speed". This was Slater's debut as an express messenger and he took about \$25,000 worth of gold. We have never since seen the man we had nursed through his sickness; whose store we had patronized; and upon whose honesty we had implicitly relied."

Some time later, a man came to Yuba. He said that he had met a man called Slater, who had told him that he had worked in the district. He said that he had met Slater in Panama and Slater told him how wonderful the men of Downieville had been to him and how sad he felt that he could not be with them! That was the last ever heard of William Slater - rogue, liar, thief and expressman.

DODGE & CO.'S CALIFORNIA EXPRESS

The oceanic route in 1849-50, between the Atlantic and Pacific, were divided up between Adams & Co.'s Express, Gregory's Express, Haven & Co.'s Express, Berford's Express connecting with Mumby & Co.'s Express and Dodge & Co.'s California Express. There were also a few others. From Alta California, Oct. 22, 1850:

"Dodge & Co.'s Express, For all parts of the United States, by every steamer. Treasure insured and forwarded. Gold dust bought, drafts in sums to suit on New York and Boston. Office, Montgomery Street, opposite Argenti's Banking House." Oct. 8-1m

A GROUP OF EXPRESSES (Cont'd)DODGE & CO.'S CALIFORNIA EXPRESS (Cont'd)

In that early and uncertain period, Dodge sent the express by a special messenger, who traveled on each ship. He also insured gold dust and valuables. From the same paper, Jan. 1, 1851:

"Dodge & Co.'s Express - For all parts of the States....
Office Montgomery St., near Clay." Nov 26 - 1m

While the company was an express company, like many others, they were also merchants and bankers. Their express covered, not alone the Atlantic States and Europe but also South America and the Orient as well. From San Francisco Daily Herald, January 8, 1851:

"Dodge & Co., Express, Merchants and Bankers, Montgomery St., near Clay. Bills of Exchange on Panama, Havana, New Orleans, New York and Boston at sight or on time in sums to suit purchaser. All express business for the Atlantic States, Europe and the Canadas promptly executed; also to any of the Pacific ports;

Guayaquil	Callao	Coquinto
Punta Arenas	Colisa	Valpariso
San Blas	Realejo	Acapulco
	Monterey	San Diego

Honolulu, S.I. and Canton, China.
Agents, Hon. R. C. Wylie, Honolulu, S.I.
L. Ingalls & Co., Canton, China.

j8 - lmd - ltsp Dodge & Co."

They were expanding rapidly for a young company. From Daily Alta California, Jan. 14, 1851:

"News. Dodge & Co. send a special messenger by the Northerner tomorrow. This express has been established but a short time and already is doing a large business."

They next extended into California and up as far as Portland. At that time (April, 1851) there were still many great opportunities for an express in the newly opened, wild Oregon country. From San Francisco Daily Herald, April 9, 1851:

"Dodge & Co.'s Express - For Gold Bluff, Humboldt, Trinidad, etc.
- Steamers every week in charge of our special messenger. Also for Portland (Oregon) semi-monthly.
All express for the above places executed with dispatch. Gold dust purchased, insured and forwarded.
Feb20 - tf Dodge & Co."

The end is the same - no additional news or advertising. Only further study and search may reveal more.

A GROUP OF EXPRESSES (Cont'd)ALONZO DELANO - EXPRESSMAN AND HISTORIAN

Alonzo Delano came to California early in 1849 as a prospector and miner - and broke. He soon tired of mining and became an artist, sketching the heads of miners, for which he was liberally paid. He also sketched scenes of the life around him and our greatest debt to him, are for his sketches and his writings of the period.

After drawing for the miners at an ounce of gold dust a head, he earned \$400 in three weeks. "Old Block," as he was affectionately known, went into the real estate business in Marysville. This is his appraisal of expressmen in general.

"Everybody has quirks except expressmen; they are all as fair and square as a church steeple with a weathercock on the top, although they seldom get under one." (From Old Waybills, Alvin Harlow, P. 116).

He quit his own express to become the agent for Wells, Fargo and Co. in Grass Valley. He had plenty of time to write and here we have his description of the mountain expressman: (From his Pen-knife Sketches)

"Who is that man descending the hill towards the Bar, on that jaded mule?... His blankets are spread across the saddle, and under them, are a large pair of saddle-bags puffed out too much to contain bags of gold, while the self-possession with which he urges his weary mule over the broken rocks, along the precipitous hill-side, proves him to be familiar with riding on dangerous mountain passes. Why, it is the Expressman, on his return from San Francisco, Sacramento and Marysville, with letters and newspapers for the mines.... The Express has arrived! Every pick and shovel is dropped, every pan is laid aside.... 'Have they got a letter for me?'Yes, yes, good news... all well...thank God!....Home and friends are before him; the rest of the world is all a blank."

In Sept. 1855, when the whole town of Grass Valley, about 300 buildings was destroyed by fire "Old Block" showed the stuff of which he was made. The blaze was hardly out, when he appeared with a piece of timber on which was crudely lettered, "Wells Fargo & Co., Express Office". In less than eight hours after the first cry of 'Fire' when the alarm had sounded, he stood there smiling behind his home-made counter amid the smouldering ruins, with the earth still warm under his feet, ready to do business for Wells Fargo.

We quote again from Old Block's Sketch Book; or Tales of California Life (1856):

"Nine o'clock - Charlie, is there anything more to do? Any letters of advice to write - and package receipts to draw? any checks? and Post Office slips? and bills of exchange? Is the business of the day all square - nothing but the way-bills to make out? Very well - I'll go up into my den.... (then) put up the books, close the vault and take your guitar and come up - my soul is thirsty for a little music tonight....have the cheese and crackers ready for the Messenger when he comes along at two o'clock in the morning, cold, wet and hungry; and Charlie, let him finish that bottle of wine which Mr. H- so kindly sent me from San Francisco."

Delano had come a long way, since 1849, when he came to Marysville, hungry and broke. After the fire, the Telegraph said of him:

A GROUP OF EXPRESSES (Cont'd)ALONZO DELANO (Cont'd)

"About an hour after sunrise a frame shanty was seen moving down the hill from the west end of town. Slowly it advanced and backed up against Wells Fargo & Co.'s vault still hot. In a few moments Old Block appeared...."

It then recounted what a brave and resourceful employee the great express company had in Delano.

He was a mild, kind, philosophical individual, who found the life of a miner too difficult for him. So he turned to less strenuous pursuits and with his sketches and writings, he left us a vivid and striking picture of the life of that day.

DENIG'S PONY EXPRESS

Given a set of circumstances, such as a man who was looking for an exciting job; the fact that he owned or could get a horse; also that the roads to the mines were rough trails that a wagon or a coach could not traverse and you have the conditions that were those that faced William Maxwell Denig in 1857. He needed a job; he had a horse and the roads were absent or not accessible. At the mines, mail and newspapers were sought avidly, as they were in all such out of the way places. Denig's Pony Express was the result.

From San Andreas Independent, April 4, 1857:

"Daily Express. From San Andreas to Cavaleras and Old Gulch and weekly express to Cave City and O'Neil's Bar. Wm. M. Denig informs the public that he will, on next Tuesday, April 7th, commence running a daily express from San Andreas to Cavaleras and Old Gulch, starting from San Andreas immediately after the arrival of the Stockton stage, so as to deliver San Francisco letters and papers and the Sacramento Daily Union the same day they arrive in San Andreas.

On Saturday of each week, the express will be extended to Cave City and intervening camps.

On the arrival of each steamer, an extra express will be run for the distribution of Atlantic States papers touching at Upper Cavaleras, Old Gulch... and San Antonio. Office at the P.O. Building, San Andreas, where may be found San Francisco, Sacramento and Atlantic papers.

Apr4-tf

William M. Denig."

In 1857, the express was operating from San Andreas to Old Gulch and Cavaleras. At first Denig operated by himself and gained the nickname of "Pony" Denig. As work increased, he found he could not continue alone, so he employed expert horsemen. They rode fast horses to deliver the letters and newspapers to the camps, on the same day they arrived at San Andreas from Stockton. The route was extended to Cave City and the intervening camps, once a week. (San Andreas Independent, Oct. 3, 1857).

In addition, an extra express was run on the arrival of mail from San Francisco by steamer from the East. The latest newspapers were especially desired. They were distributed to miners, isolated in camps, where there was practically no opportunity for learning the news. These miners were most willing to pay high prices for this privilege of obtaining the latest papers (most of them three and four months old). So Denig's route led him to these secluded places in the mountains. They were high up in the Sierras.

A GROUP OF EXPRESSES (Cont'd.)DENIG'S PONY EXPRESS (Cont'd)

Denig extended his express, the following year. Upon the arrival of the mail from the East coast, his riders galloped off with the latest news to North Branch, Latimer's Store, Petersburg, Greasertown and Central Hill, where his eager customers awaited him with a cordial welcome and the welcome gold dust.

William Denig was an ambitious and enterprising man. Beside operating the express line, which he did with fine judgement and profit, he became connected with the Calaveras Chronicle at Mokelumne Hill, the first weekly newspaper to be established in Calaveras county. Later, he also became interested financially, in the San Andreas Independent.

He also found time to serve as deputy sheriff and constable of San Andreas Township, No. 5, but his expressman instincts did not leave him. His advertisement can be found, where he notifies one and all, that he will collect accounts, bills and drafts, etc. His role as sheriff and constable should have helped him collect.

His connection with the Cavaleras Chronicle and the San Andreas Independent, lasted for a period of six years. In 1869, he moved to Stockton, where he became part owner of the Stockton Independent and later, the Commercial Record (Cavaleras Prospect, Niv.11, 1905).

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AUCTION ACTION

By N. Leonard Persson

There was just about something for all collectors of Western Covers offered in auctions the past several months. Prices given in this issue represent nineteen different categories. More sales containing choice covers were held during the quarter, but prices for these are not as yet available.

Desireable Texas Republic covers were offered by John Fox. Bob Siegel had outstanding entries from Arkansas and Oregon. As usual, price surprises were common - this paradoxical statement should teach us that no specific price attained by a scarce item offered in a thin but enthusiastic market should be a real surprise. For example, it would seem surprising that the so-called Leadville mining cover could fetch \$160 via Fox's auction hammer. Although the illustration in the catalog showed the cover to be generally attractive, the common postmark was poor, and the 3¢ green stamp, faulty. The item is neither an express nor a territorial item. It really is little more than an illustrated corner card cover, yet, look at the price! Incidentally, this item was offered again for sale in Herst's May auction. The price is not yet available, but will be reported next issue. A price comparison will tell us if our "surprise" was or was not justified.

Prices realized recently include:

ARIZONA

BENSON, ARIZ, 1886, VF circle, #205 tied on 12¢ green Mexican entire with Wells Fargo frank to Europe	Siegel	\$28.50
CAMP GRANT, ARIZONA, 1877 Violet circle & star on #158 VF	Siegel	16.00
CAMP THOMAS AT, 1882 on U 159 VF	Lewenthal	14.00

ARKANSAS

CREEK AGENCY, ARK, 1852, Blue mss on #11, VF	Siegel	100.00
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CALIFORNIA

SAN FRANCISCO on pair #11 with Noisy Carrier Mail in fancy blue rectangle	Fox	210.00
SACRAMENTO in ALTA EXPRESS CO blue oval on franked U10 entire, VF	Fox	60.00
BIG OAK FLAT, CAL, in red circle & N.Y. Paid 6 to France, 1860, VF	Siegel	16.00
SAN FRANCISCO 12-1/2 Red forwarding mark on cover with Brookeville, Mo in 2 str. lines & "40", VF	Siegel	90.00
COARSE GOLD GULCH, CAL, 1888, purple D.C.ties #210 VF	Siegel	19.00
ELK GROVE, CAL, 1858, mss with #15 with small faults F	Siegel	37.50
MARK WEST, CAL, '65, blue mss with #65 F	Siegel	32.00
MILLERTON, CAL in lt blue circle, ties #115 F	Siegel	18.00
"PER EXPRESS TO JACKASS GULCH" in mss to Stockton VG	Siegel	23.00
ST. LOUIS, CAL in circle, 1858, stampless to Liverpool F	Siegel	40.00
SAN FRANCISCO, CAL, indistinct circle & Boxed "80" on miner's letter	Siegel	22.00
SLIPPERY FORD, CAL, in mss tying #65, 1864, letter VF	Siegel	67.50
SAN FRANCISCO in circle and 12-1/2 all in red VF	Lewenthal	60.00

AUCTION ACTION -(Cont'd)CALIFORNIA (Continued)

SAN FRANCISCO and 40 in red circle VF	Lewenthal	\$ 31.00
JACKSON, CAL, in circle and Paid 3 in circle, both in red on VF folded letter	Lewenthal	32.00
MOKELUMNE HILL, CAL, in small circle SL Paid 6 VF	Lewenthal	17.00
MURPHYS, CAL in circle and Paid 6 in oval, on Hutchings Pictorial Envelope, rare F	Lewenthal	200.00
COTTONWOOD, SHASTA CO. CAL 1876 in magenta double circle on U163 F	Lewenthal	28.00
WOODBIDGE, CAL, JAMES S. GERARD, PM on U163 F	Lewenthal	13.00
ESMERALDA, CAL Dec 29, 1862 ties fine 3¢ '61 cancelled by mss small tears VF	Lewenthal	85.00
SANTA CLARA, CAL on strip 3 & single 3¢ '51(11) VF	Lewenthal	20.50
FOSTERS BAR, CAL blue circle Pair 3¢ '51(11) cancel by pen F	Lewenthal	22.50
STEAM ACAPULCO in oval & large "Due 7" on U58 double circle San Francisco F	Lewenthal	65.00
WELLS FARGO, CALICO on U277 VF	Lewenthal	29.00
WELLS FARGO, WOODLAND on U59 VF Letter enclosed	Lewenthal	29.00

COLORADO

LEADVILLE, COLO on overall Leadville mining scene, 1870	Fox	160.00
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DAKOTA

CHEYENE, DAK in green, #88 tied by matching cork F	Siegel	30.00
FORT ABERCROMBIE D.T. Clear strike VF 3¢ '61 tied	Lewenthal	13.50

HAWAII

W-F oval HONOLULU with frank plus R.P.P. cancel on 5¢ entire, 1887	Fox	50.00
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IDAHO

BRUNEAN VALLEY, IDAHO, 1884, Maltese Cross ties U277 VF	Siegel	21.00
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INDIAN TERRITORY

FLINT, CHEROKEE NATION, 1881, clear circle with #184 & 187 VF	Siegel	19.00
FORT GIBSON, CN Strong strike in blue ties U162 VF	Lewenthal	16.50

KANSAS

AMERICUS, KAN, 1861, mss Pmk on 3¢ star die F	Siegel	22.00
LEAVENWORTH CITY, K.T. 1859 VF strike on pair #26	Siegel	22.00
WYANDOTTE, KAN in bold circle on U10 ExF	Siegel	15.00

MINNESOTA

NININGER, M.T. bold circle ties #11 on ladies cover VF	Siegel	15.00
ST. ANTHONY FALLS, M.T. ties #11 cut in places to fine cv.	Siegel	11.50

MISSISSIPPI

NATEZ, M.T., in mss to VF cover	Fox	25.00
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AUCTION ACTION (Cont'd)MISSOURI

FORT LEAVENWORTH, MO ties #9 & 3 #11's on front to Canada Siegel \$ 21.50

NEBRASKA

BROWNVILLE, N.T. in blue circle, 1862 on U35 plus Denver
City, CT VF Siegel 42.00

OMAHA, N.T. as forwarding mark, Illeg origin pmk #11 VF Siegel 14.00

RED CLOUD AGENCY, NEB, clear circle with pair #158 F Siegel 17.00

NEVADA

CANON CITY, NEV in clear circle, #65 Not tied F Siegel 52.50

CARSON CITY, U.T. in blue circle ties pair #65 on U41
with W.F. frank and W.F. Gold Hill, Utah in oval,
also red Detroit, Mich Paid 10 to Canada F Siegel 57.50

VIRGINIA CITY, N.T., 1862, VF pmk with #68 tied VF Siegel 18.50

ESMERALDA, N.T. in circle, 3¢ 1861 (65) tied VF Lewenthal 30.00

WELLS FARGO MINERAL HILL, ties U82 F Lewenthal 23.50

WELLS FARGO PALISADES - Frank vertical on U82 all over
ad "Pritchard's Fast Freight Line" Lewenthal 50.00

WELLS FARGO STARR CITY N.T. ties U59 vf Lewenthal 30.00

TUSCARORA, NEV ties U312, 2 -1¢ (219) tied S.F. Lewenthal 29.00

NEW MEXICO

MAXWELL CITY, N.MEX. 1895, VF pmk on fine U311 Brooks 13.50

SANTA FE, N.M. in clear D.C. with #26 tied by grid F Siegel 24.00

UPPER PENASCO, N.M. 1890, in mss with #209 on U312 F Siegel 16.00

OREGON

HUNTINGTON, BAKER CO, OREGON, in clear purple cogged
ovals on two separate covers one with #183, one
with #210 F Siegel 31.00

UMPQUA CITY, O.T., 1857 in clear blue circle with #13 not
tied by matching cancel, stamp slightly cut into,
but fine Siegel 105.00

WELLS FARGO ASTORIA, OR. in red oval ties U165 F Lewenthal 15.50

TEXAS

SAM RICKER JR. AGENT OF THE TEXIAN POST OFFICE, NEW
ORLEANS in black oval, 1838, plus str line
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