

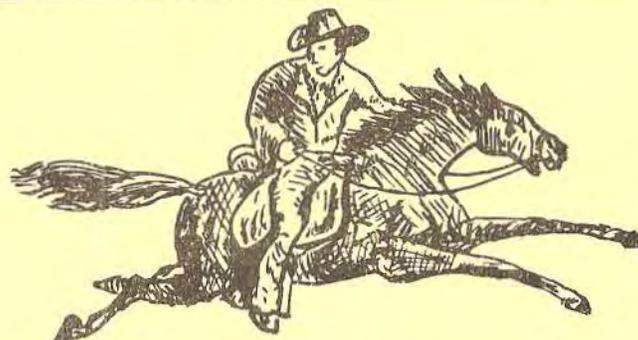
# WESTERN EXPRESS

RESEARCH JOURNAL OF EARLY WESTERN MAILS

VOLUME XVII NO. 1 Western Cover Society

JANUARY 1967

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 94901. Advertising copy and payment therefore should also be sent to the editor, but inquiries regarding membership should be sent to M. C. Nathan, Jr., Room 1010, 9 Sutter Street, San Francisco, California 94104.

PRESIDENT'S MESSAGE

When our Editor asked me for a President's message my thoughts went back to the beginnings of our society some 16 years ago. Out of curiosity I pulled out the early issues of "Western Express" and there in the first issue - November, 1950 - was a message from Jay Hertz, our first President. He said "The Western Cover Society has at last come into being. Its purpose is to bring together a group of men and women whose common idea is to study and make known, through philately, the most adventurous, romantic and interesting phase of American history." The first editor, Emerson Barker, said - "Where do we go from here? That is the question. In a field so vast there is no limit to the material available."

As one who has witnessed the birth and maturity of our society, I submit that our organization, as it stands today, has more than lived up to the dreams and hopes of its founders.

Our membership is nationwide and its roster includes several famous and respected Libraries and Archives.

Our publication "Western Express" stands as a giant among philatelic and historical publications. We have had only three editors - Barker, Clifford and Nathan, and these men dedicated themselves to the principle of integrity in editing our Journal. They never compromised; they demanded truth and honesty; they gave their time unselfishly. To them we owe a debt of gratitude. "Western Express" is respected as an authority in its field.

I would be remiss if I didn't mention the support and encouragement of our members during these 16 years. Such names as Jessup, Hertz, Chaloner, Goodman, Polland, Hanson and Gray come to mind. There are many, many more that should be recognized, however, space limits their listing. By contributing articles and exchanging information, members have strived to make our society a living spirit. Surely those men must have what I call the "frontier spirit." They see mountains in front of them and accept the challenge.

It has been my privilege to know many of our members and work with them toward achieving the aims of our society and I am deeply honored to serve as your President. You have my promise that I will live up to the standards set by those who have previously held this office.

Mel Nathan has consented to carry on as our editor. What would we do without you, Mel? I know that I can count on your cooperation to submit articles, information and

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PRESIDENT'S MESSAGE - (Cont'd)

photos to Mel so that he can put together the well-balanced publication that we have come to expect.

I welcome your suggestions, comments and criticisms. Even though we have a membership committee, I am going to appoint each member of our society as an ex-officio member of that committee. We must continue to regenerate our organization and I am asking all our members to urge interested collectors to join.

Many times I have been asked to explain about Western covers and what it is that makes so many people pursue this phase of cover collecting. For my part, I think the heart of it would go something like this -

When a group of cover collectors get together and talk about the "Western Cover Society" isn't there a kind of singing magic, a promise of high adventure, in the sound of the words alone. And in the same way, it is not possible to utter the words "Western Covers" without stirring old ghosts, without hearing the low drumming of hoofs, without seeing yellow prairie grass bend before the breeze.

BASIL C. PEARCE

Editor's Note: Basil C. Pearce, "Count" to most of us, is a family man of sterling character. He has been one of our most enthusiastic members, attending meetings regularly, contributing many fine articles and cooperating in all branches of our Society. He is Vice-President, Trust Department, of the Wells Fargo Bank, San Francisco head office. His hobbies are cover collecting, of course, and duck and pheasant hunting. His regime should be an outstanding one.

EDITOR'S CORNER

With this issue your editor starts his eleventh year, and sends to all of you the Season's Greetings and best wishes for peace, prosperity and good health in the coming year.

We will do our utmost to continue to give you high caliber documentation, and so help to make your collecting more enjoyable. Quality depends on effort, which we have lots of; quantity depends on income from dues and other sources which we hope to have lots of. So everybody try to get at least one new member this year and we will give you the quantity.

Regarding fine research, we again must mention the great job done by our "Bob" Hanson in this issue. He has carefully studied many maps of the "Pony" route and has come up with one that will probably be used as a reference for all time to come. To you Bob, our sincere thanks for this very worthy contribution.

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MEMBERSHIP CHANGESNEW MEMBERS

- #482 Jerome Schwimmer, 629 So. Hill St. Room 1103, Los Angeles, Ca. 90014  
(Collects Southern California material)
- #483 John J. Fendrick, 45 Collier Circle, Ridley Park, Pa 19078  
(Collects A24 - Western Expresses)
- #484 Marc Haas, 14 E. 75th Street, New York, N.Y. 10021

CHANGES OF ADDRESS

- #238 Frederick A. Valentine, 733 Moreno Ave., Los Angeles, Ca. 90049
- #411 W. L. Burkhardt, 1831 Wayside Lane, Sacramento, Ca. 95825
- #434 Robert D. McCormick, P.O. Box 43, Hughson, Ca. 95326
- #474 Jerry Lewin, P. O. Box 616, Camino, Ca. 95709

RESIGNATION

- # 21 Nat Levy

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David L. Jarrett informs us that his collecting interests now include all territories, 1787 to 1885, as well as his specialty of Colorado Territory. He also states he has acquired the original final inventory of the Dr. Carroll Chase collection. It is a listing, in detail, of each territorial cover in his collection, with comments, and prices. Should any collector want any specific information on a particular cover he would be happy to help out. Each cover has the date, so students wanting to compile lists of earliest - latest dates of postmarks will find the inventory most helpful.

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NEW BOOK - Post Office History of Okanogan County, "POSTMARKED WASHINGTON - OKANOGAN COUNTY", by Guy Reed Ramsey, published by the Okanogan County Historical Society - \$2.25 mailed. This 60-page book contains the history of every Okanogan county post office, past and present, including dates served by postmasters. Twenty illustrations and a map locating all the post offices. Make checks payable to the society and mail in care of Omak Chronicle, P.O. Box 553, Omak, Wash.

ELECTION RESULTS

The following officers and directors of Western Cover Society, as suggested by the Nominating Committee, have been unanimously elected to serve during 1967 and 1968:

President and Director	Basil C. Pearce
Vice-President and Director	Everett Lampson
Vice-President and Director	N. Leonard Persson
Secretary and Director	Mel C. Nathan, Jr.
Treasurer and Director	Everett C. Erle
Director - Southwest Area	Robert Myerson
" - Southern Area	Wm. H. Semsrott
" - Rocky Mt. Area	Sheldon H. Dike
" - Eastern Area	A. Jay Hertz
" - Central Area	Harold Schindler
" - Northwest Area	Howard Mader
" - Pacific Area	Joseph M. Clary

STANDING COMMITTEES

The following standing committees have been appointed by the President for 1967 - 1968:

MEMBERSHIP COMMITTEE:	N. Leonard Persson, Chairman		
	J. David Baker	Ezra D. Cole	Sheldon H. Dike
	Gerard P. Koch	Robt. Lewenthal	Howard A. Mader
	Marden Ross	Wm. H. Semsrott	Robt. A. Siegel
PROGRAM COMMITTEE:	Joseph M. Clary, Chairman		
	Frank C. Burns	Sheldon H. Goodman	Robt. A. Hanson
	Robt. Myerson	Chas. A. McKeown	Fred E. Starr
		Mel C. Nathan, Jr.	
PUBLICITY COMMITTEE:	Robert Myerson, Chairman		
	James M. Chemi	Harry Gray	Harold Lawrence
	Robt. Lewenthal	Frank Q. Newton, Jr.	N.L. Persson
		Frank Sankey	
RESEARCH COMMITTEE:	M. C. Nathan, Chairman		
	Robert Beale	Henry H. Clifford	Sheldon H. Dike
	Harry L. Fine	A. Jay Hertz	David L. Jarrett
	W.R. Parker	B.C. Pearce	Tracy W. Simpson
		Gerald B. Smith	
EXPERTIZING COMMITTEE:	W. Scott Polland, M.D., Chairman		
	David L. Jarrett	M.C. Nathan	W.R. Parker
	B.C. Pearce		Tracy W. Simpson
AUDITING COMMITTEE:	Mel C. Nathan, Jr., Chairman		
	Frank Burns	Robert A. Hanson	Everett Lampson
		Chas. A. McKeown	

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NOTES ON THE TRAIL OF THE PONY EXPRESS

By Robt. A. Hanson

It has been stated more than once that a correct list of the Pony Express Stations could never be printed. That may be the case. Several years ago I started to make a scale map that would fit in a standard three ring binder but found so many differences that I gave it up. The idea still plagued me however and the accompanying map is the result. I want it understood, this map is not meant to be a criticism of other maps or lists but only to correct some obvious errors and clarify a list of the Stations most generally accepted.

There are several reasons for two or more names existing for the same Station, such as a change of location, changes of ownership or management of the Station, especially where some were located on ranches. With the help of a committee (most of whom are members of the Western Cover Society) I have examined nine different maps of the Pony Express Trail and have read many books containing lists or partial lists of the Stations.

Of all of these, three are outstanding in their accuracy. The first is Roy S. Bloss in his wonderful book "Pony Express--The Great Gamble". As for some of the names of the Stations, he told me that he relied to a great extent on that classic "The City of the Saints" by Richard F. Burton and I agree with him one hundred percent. Sir Richard left St. Joseph, Mo. on Aug. 7, 1860 and arrived at Salt Lake City Aug. 28, traveling the route of the Pony Express. Being a keen observer and a brilliant writer, his book is invaluable. The third item, Nell Murbarger's article "Pony Express" with map as published in Desert Magazine of December 1959, is remarkable in its accuracy. While this covers California, Nevada and Utah only, it is valuable because Mrs. Murbarger has traveled this route and knows it like a book, as her books can surely testify.

The first east bound Pony left the office of the Alta Telegraph Company on Montgomery Street in San Francisco at 4:00 P.M. April 3, 1860. The mochila was taken aboard a Sacramento River steamer which arrived at Sacramento (route shown by dotted line) at 2:40 A.M. on April 4th. And at 2:45 A.M. the first rider and his pony left the Alta Telegraph Office on 2nd Street for what has become a most historic and romantic ride.

In April 1960, on the 100th Anniversary of the first run of the Pony Express, a group of members of E. Clampus Vitus gathered in Sacramento to honor that event. Under the able guidance of Senator Swift Berry of Placerville, we unveiled bronze plaques for each Station in California (and Friday's Station at State line) which had not already been so honored. The first Station, Five Mile House, called Mills Station by some, was on property now occupied by Sacramento State College. The second Station was 15 Mile House on the old White Rock road. Continuing on this road to the site of Mormon Tavern, then on to El Dorado (formerly Mud Springs) and then on to Placerville via Diamond Springs by a road which is now Highway 49. This was the route until July 1860 when the mail was carried by steam train to Folsom (shown by dotted line) and there transferred to the Pony with the next Station as Pleasant Grove House (sometimes given as Sunrise House). Then over the Green Valley Road to Placerville.

Leaving Placerville over a road which has become Highway 50 (with many changes) the next Station is Sportsman's Hall, on to Moore's Station (Riverton), then on to Webster's (sometimes called Sugar Loaf House). From there to the famous Strawberry Valley House and then over the summit by way of Johnson's (Echo) Pass to Yank's Station (Myers),

NOTES ON THE TRAIL OF THE PONY EXPRESS - (Cont'd)

From there the first Pony traveled over Luther Pass to Hope Valley, then to Woodfords and on to Genoa. This route was used only to the end of April when the Kingsbury road over Daggett Pass was opened. Thereafter the Pony Route left Yank's and continued around the south shore of Lake Tahoe to Friday's Station (now Edgewood) just over the Nevada state line and then over the Kingsbury Grade to Genoa. This ended any radical changes in the Route so I will confine my notes to Stations which had two or more names in the various lists.

Proceeding east, Dayton Post Office was established Jan. 15, 1862 but was known earlier as Chinatown. On to Reed's Station which according to the Nevada Historical Society's map was also called Miller's Station and Cooneys Ranch and on another map was listed as Desert Wells.

The Route followed the Carson River to Buckland's Ranch (River Crossing) just beyond where they were building Fort Churchill. After being established July 20, 1860, Fort Churchill was the Pony Express Station.

Crossing the Carson River at Buckland's then on to William's Station. Here we have the largest list of names for any one Station. The Historical Society's map gives Desert Station, also Coates Well, Hooten Well and Caseys Well. Another given is Honey Lake Smith's. But I prefer William's Station. Here it was that Williams, his two brothers and two other men were killed and the Station burned by the Indians, thereby starting one of the worst battles that Nevada ever had.

The next Station was generally agreed on as Carson Sink altho Major Egan called it Old River. Then on to Salt Wells which Egan called Stillwater and as Stillwater did not exist at the Pony Express time, I believe the Major was giving his list of Overland Mail Stations in which he played a very important part.

Then we come to Sand Springs which is consistent on most lists and by the Nevada Historical Society. Skipping several Stations that are generally agreed on, we come to Reese River and Jacobsville which location is almost identical. I prefer Jacobsville because of existing postal markings.

Again skipping several Stations we cross the Utah State line to Deep Creek, now known as Ibapah, and on to Canyon Station which was also known as Burnt Station. Then to Willow Springs, now known as Callao, on to Simpson Springs sometimes called Egan's Springs and to Rush Valley also known as Faust's.

Two maps give Camp Floyd and Fort Crittenden as two different Stations which is an error, as they were one and the same place. Camp Floyd was built in 1858 and named for the then Secretary of War but was changed on Feb. 6, 1861 to Fort Crittenden because of Floyd's loyalty to the South in the Civil War. The Station was also given as Pass Station and Desert Pass on some lists.

Then passing thru Salt Lake City we find Mountain Dell which was also called Big Canyon Creek and Hank's Station. Snyder's Mill sometimes given as Bauckmanns and Big Canyon. Henefer was also known as Carson House.

There is some confusion beyond Weber which must mean that changes were made in the Stations. Echo Canyon and Needle Rocks were surely Stations according to the mileage. Millersville was also known as Granger.

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NOTES ON THE TRAIL OF THE PONY EXPRESS - (Cont'd.)

Coming to Quaking Asp Springs we find more differences, as Horse Rock Creek and Plounts are found on some lists. St. Marys was certainly a Stage stop near here later but I find no evidence that it was a Pony Express Station.

Again I find confusion at Devil's Gate, Independence Rock and Plounts or Plantes so I used Devil's Gate because of Richard Burton's notes.

Platte Bridge and Caspar are the same location.  
Deer Creek was also known as Glen Rock.  
Douglas was the site of Fort Fetterman.  
Orin and La Bonte were undoubtedly the Same location.

There is again a difference of opinion around Horseshoe Creek and Wards with Central Star, Star Ranch and Cottonwood mentioned.

And of course Fort Laramie is one hundred percent on all lists.  
Spring Ranch is mentioned as Horse Creek.

Chimney Rock and Ash Hollow must be one and the same place according to mileage and the level terrain in that vicinity.

Courthouse Rock and Junction Station must be the same place.  
O'Fallon's Bluff was also known as Halfway House.  
Gilman's Ranch and Sam Mattaches were the same place.  
Midway Station was Gothenburg.

Cottonwood Station was on the Hollenberg Ranch and was sometimes known by that name.

Seneca was also called Ash Point.

There is more confusion at Kennekuk and Troy as some maps show Kickapoo and Syracuse. Richard Burton gives Valley Home in place of Troy.

And then we come to Elwood on the west bank of the Missouri River where the Pony was ferried across to St. Joseph, Mo.

I wish to state here that I welcome criticism. If, after seeing these notes and the accompanying map, anyone has such criticism I would be glad to hear from them.

With sincere appreciation I wish to thank Mr. Roy S. Bloss, Mrs. Nell Murbarger and Mr. B. C. Pearce for allowing me to refer to their material.

And thanks to Mr. Mel C. Nathan, co-author of that fine book "The Pony Express", for invaluable aid and advice, also for a prize envelope that was carried from Strawberry to Friday's Station and which I have drooled over for more than twelve years.

Also to Dr. W. Scott Polland for his help and advice and whose company was so valuable when we visited many of these Pony Express Stations. Here is a man who will drive anywhere over any kind of a road, ignoring such warning signs as "Road Closed", "Road Impassible", etc. As he says, "it is a challenge". And what a challenge many have been, but we got there.

NOTES ON THE TRAIL OF THE PONY EXPRESS - (Cont'd)

Additional Note.

I purposely omitted a Pony ride from Sacramento to San Francisco because of lack of information on this trip. How often it was made and the names of the relay stations are not known, but let me quote Roy S. Bloss, he can put it in better words than I can. Quote, "When early trips of the Pony, westbound, missed the Sacramento-S.F. boat, a relay of horses was quickly set up for carrying the mail by land, via Benicia, across the Carquinez Ferry, through Martinez and Oakland. I discovered this bit of history, but the main point here is that nobody has ever learned where the stations were, much less their names, or even how many relays of horses were provided".

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No 8

James C. Rice's Pony Ride

From Sacramento to San Francisco July 11, 1867

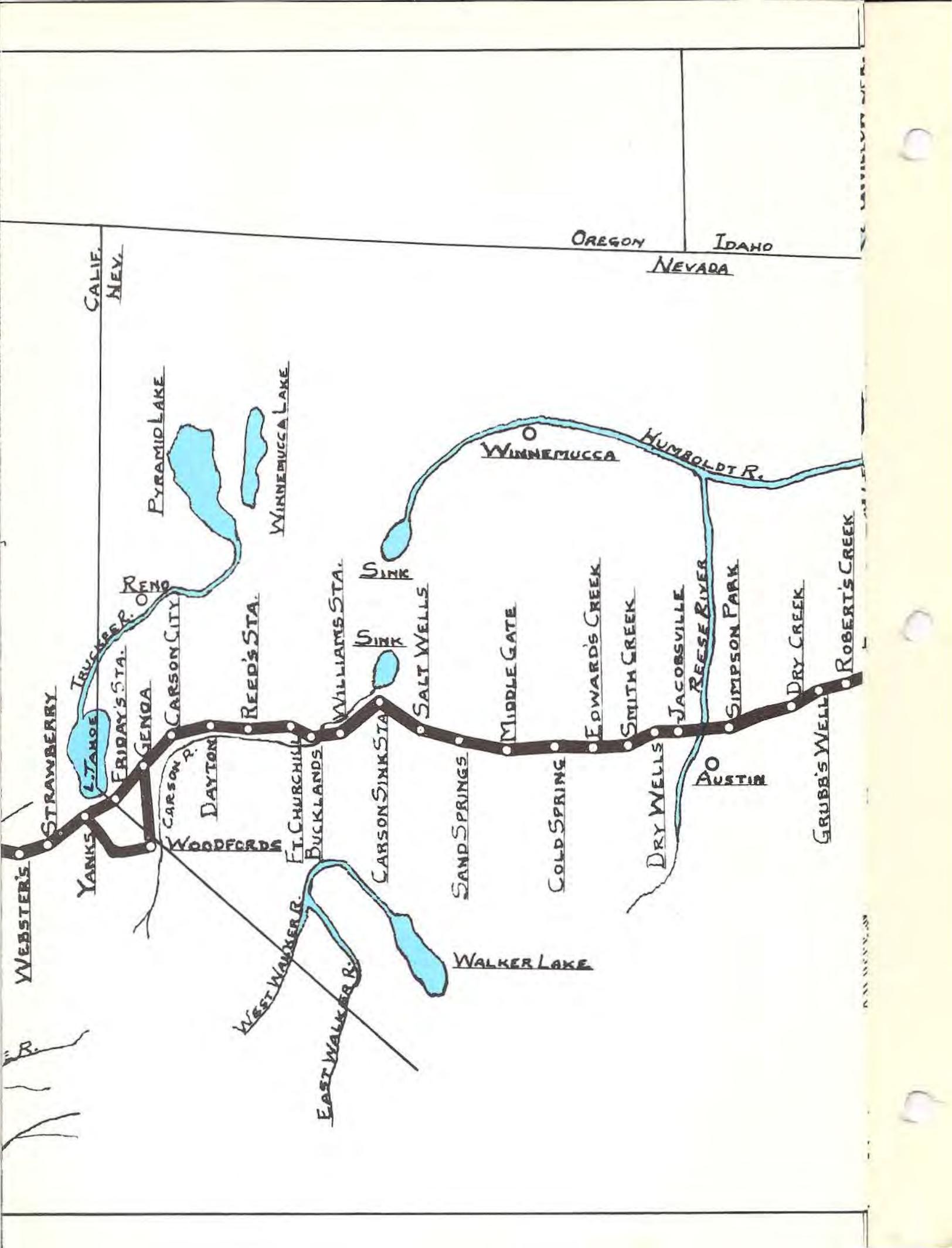
Sacramento Council

Stations	Date	Hrs	No. Horses	No. Riders	No. People	Signatures
St. Marys	July 12	12 pm.	1	1	1	James C. Rice
Colusa	"	11:30 am.	1	1	1	James C. Rice
St. Lawrence	"	11:30 am.	1	1	1	James C. Rice
Salt Lake Valley	"	11:30 am.	2	1	1	James C. Rice
St. George	"	11:30 am.	0	0	0	James C. Rice
Bank Road	"	11:30 am.	2	1	1	James C. Rice
Outer Elk Station	"	11:30 am.	1	1	2	James C. Rice
Salmon City	"	11:30 am.	1	1	1	James C. Rice
Yuba						
Virginia City			1	2		
Placerville						
Sacramento			2	2	2	
San Francisco			1	6		

No through Eastern Mail cars which accounts for some delays of Mail Cars off of track at St. George. Retained Pony till 7 p.m. for it. Robert H. Rice

1 Pkg for Salt Lake City from July 12





CALIF.  
NEV.

OREGON  
NEVADA  
IDAHO

WEBSTER'S

STRAWBERRY

YANKS

FRIDAY'S STA.

GENOA

CARSON R.

DAYTON

WOODFORDS

REED'S STA.

FT. CHURCHILL

BUCKLANDS

CARSON SINK STA.

SAND SPRINGS

COLD SPRING

DRY WELLS

MIDDLE GATE

EDWARDS' CREEK

SMITH CREEK

JACOBSVILLE

SIMPSON PARK

DRY CREEK

GRUBB'S WELL

AUSTIN

ROBERT'S CREEK

PYRAMID LAKE

WINNEMUCCA LAKE

WALKER LAKE

WINNEMUCCA

HUMBOLDT R.

REESE RIVER

AUSTIN

SINK

SINK

SALT WELLS

RENO

CARSON CITY

REED'S STA.

WILLIAMS STA.

CARSON SINK STA.

SAND SPRINGS

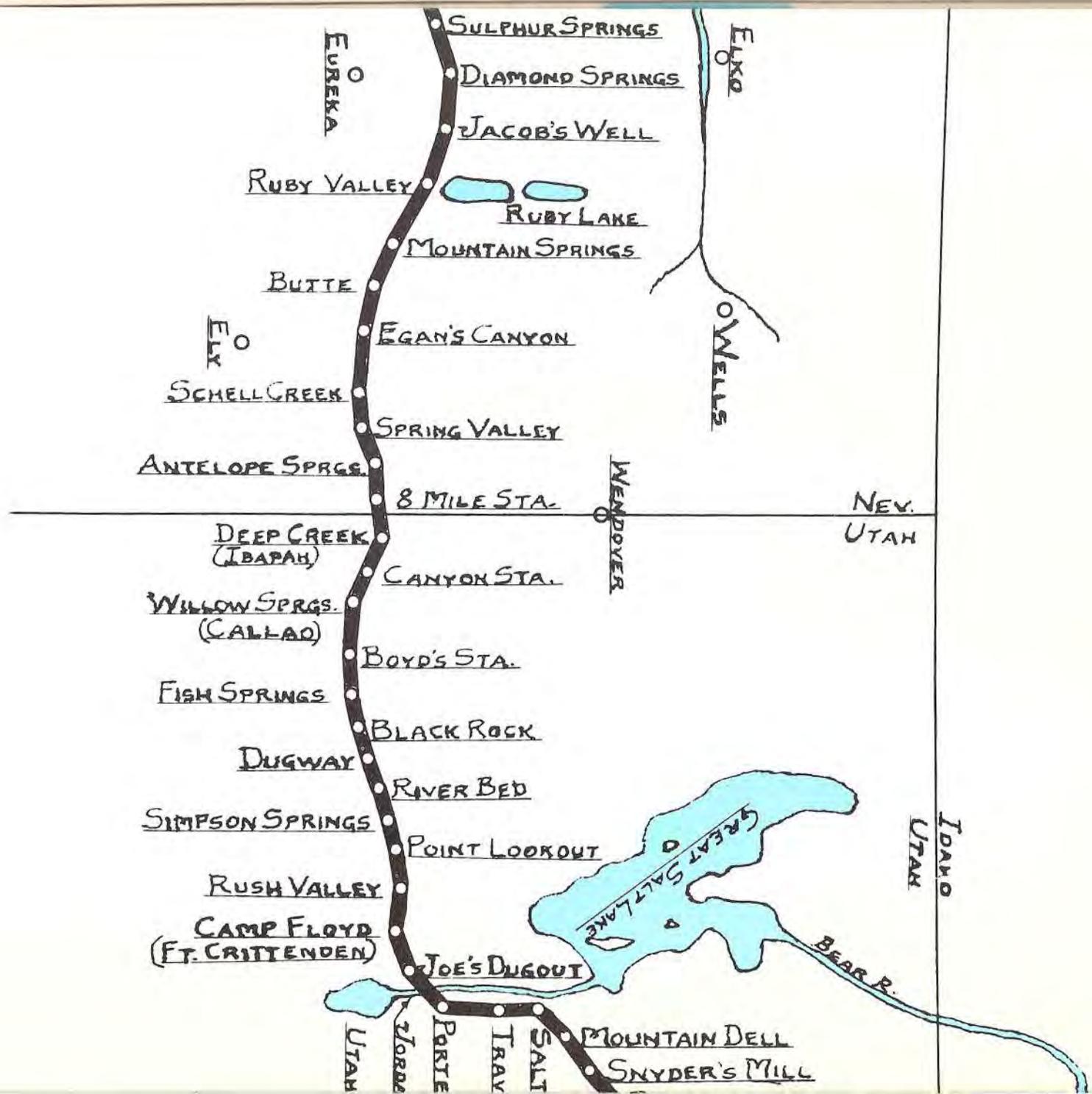
COLD SPRING

DRY WELLS

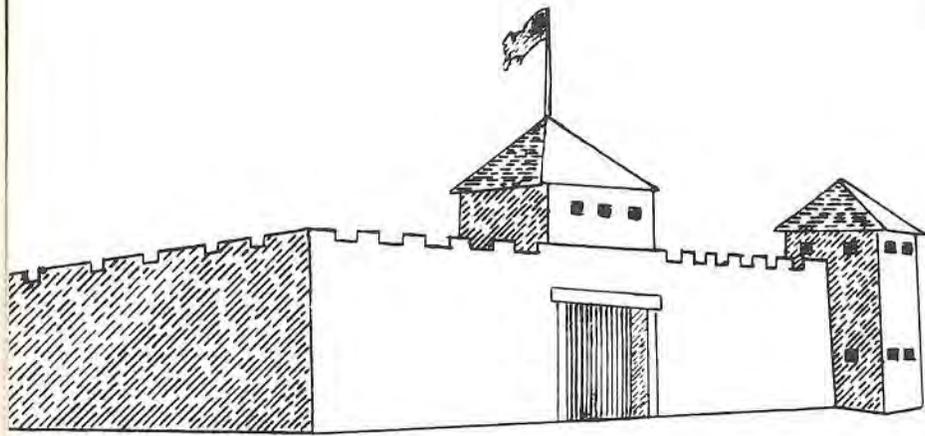
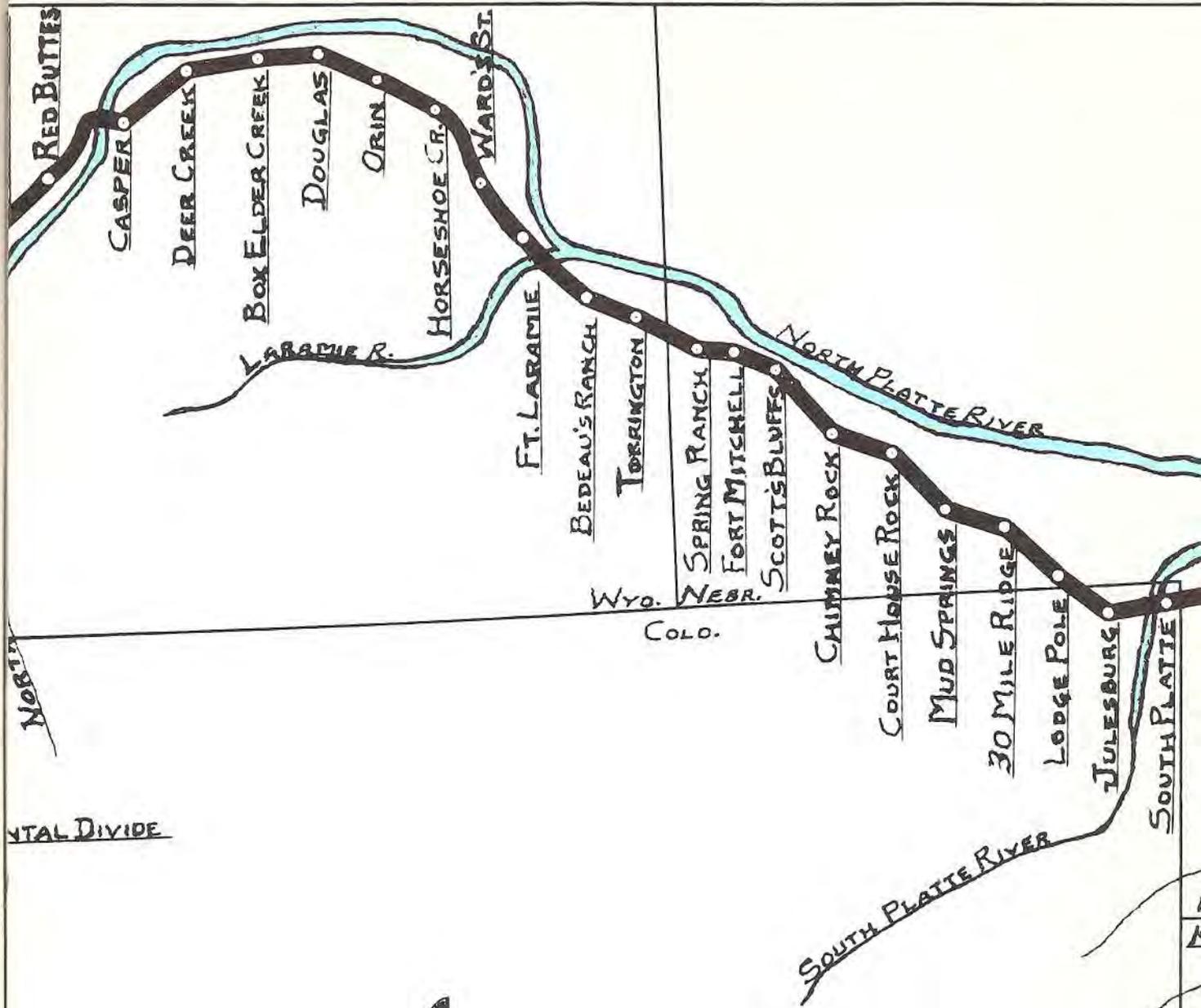
SIMPSON PARK

DRY CREEK

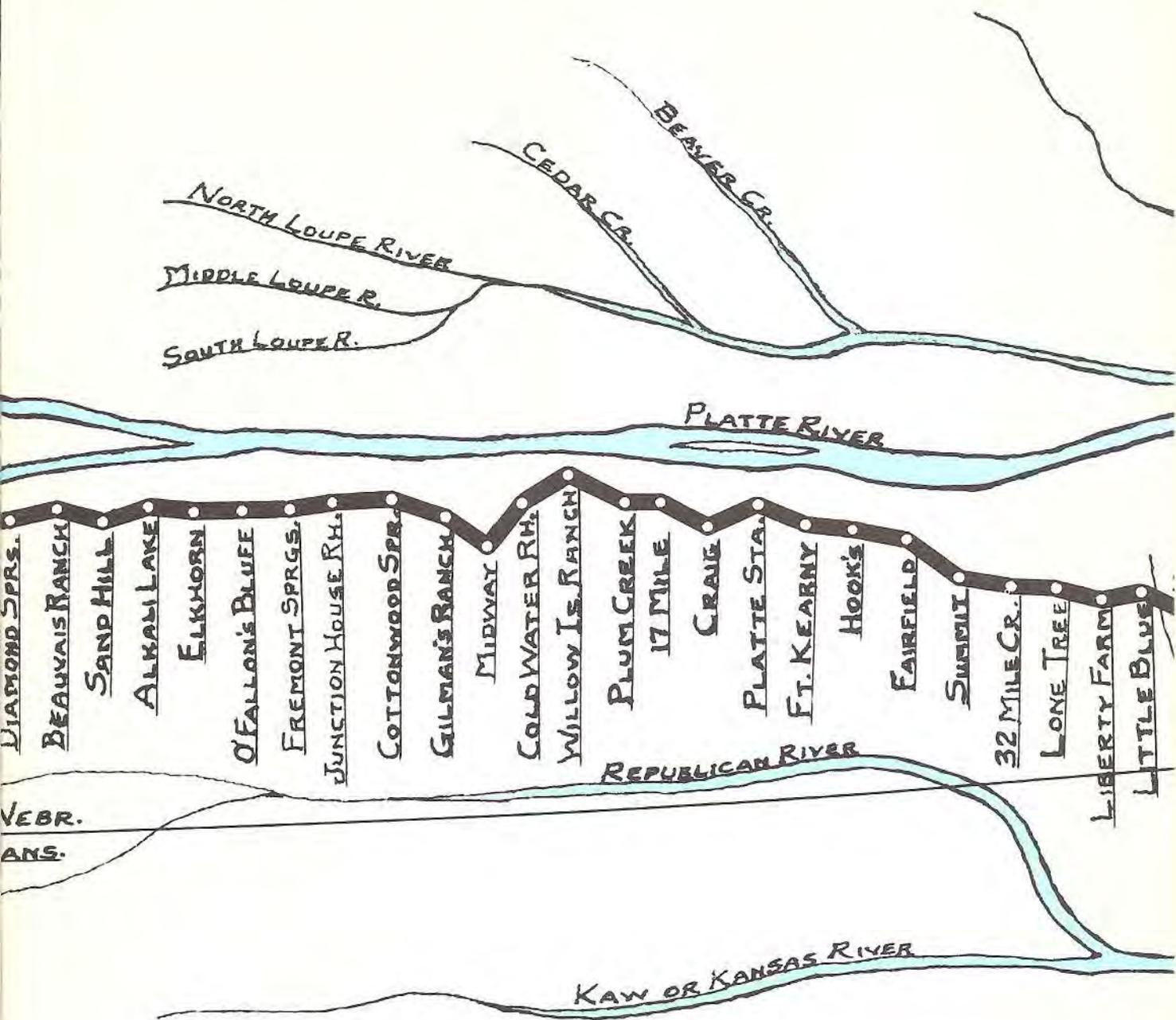
GRUBB'S WELL  
ROBERT'S CREEK



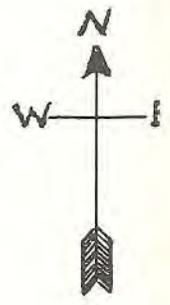




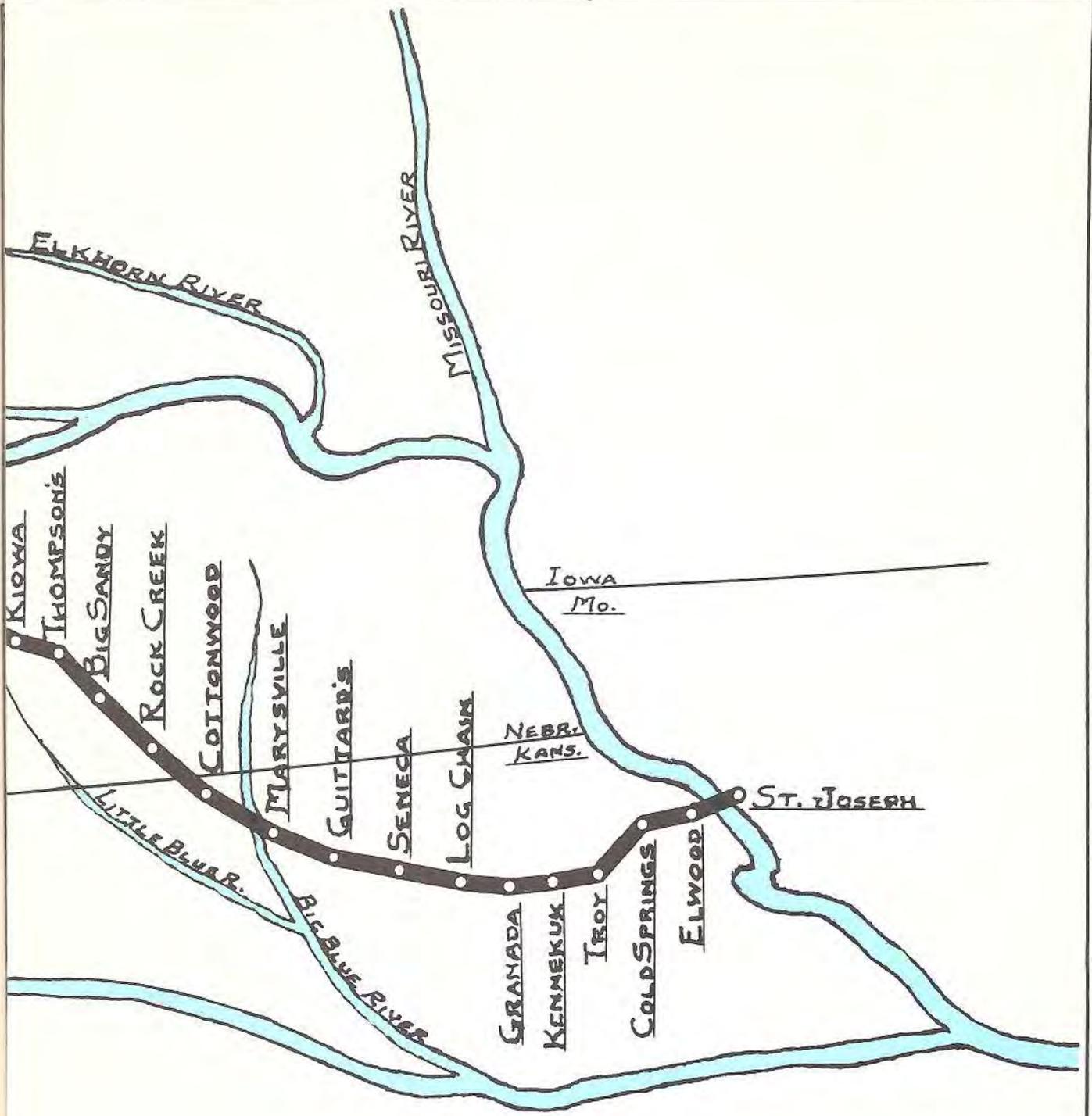
Ft. LARAMIE



- DIAMOND SPRS.
- BEAUVAIS RANCH
- SAND HILL
- ALKALI LAKE
- ELKHORN
- O'FALLON'S BLUFF
- FREMONT SPRGS.
- JUNCTION HOUSE RH.
- COTTONWOOD SPR.
- GILMAN'S RANCH
- MIDWAY
- COLD WATER RH.
- WILLOW IS. RANCH
- PLUM CREEK
- 17 MILE
- CRAIG
- PLATTE STATION
- FT. KEARNY
- HOOKE'S
- FAIRFIELD
- SUMMIT
- 32 MILE CR.
- LONE TREE
- LIBERTY FARM
- LITTLE BLUFF



0 30  
SCALE 1" = 30



THE TRAIL OF THE PONY EXPRESS  
SAN FRANCISCO, CALIF. TO ST. JOSEPH, MO.  
APRIL 1860 TO NOV. 1861

60  
 0 MILES

THE PONY EXPRESS IN FRANCISCAN CALIFORNIA

By Burton W. Cohoon

The magic words "pony express" immediately bring to mind the famous Pony Express that ran between Sacramento, California and St. Joseph, Missouri, in 1860 and 1861 and served as a fast line of communication between California and the east. While this perhaps is the best known line there were other "pony expresses" that served western communities and mining camps equally well.

The first California "pony express" is little known and there is little information to be found regarding it but this express served a great need at the time and was international in scope. It was the only line of communication among all the missions in Upper and Lower California and it operated for some seventy-five years through the Spanish and Mexican periods and even after secularization of the missions.

The first mission in the Californias was established at Loreto, Lower California, in 1697. Communication between this mission and headquarters in Mexico City was by ship to San Blas, Nayarit, and thence overland. As the chain of missions was built northward mail service between the missions and with headquarters was maintained by mounted soldiers.

In 1769 colonization of Upper California was begun by the establishment of Mission San Diego. Each mission was assigned a troop of soldiers as guards and these were used to carry mail to Loreto. Whenever a ship came into port the mail was handed to the captain for transport to San Blas but as there was only one ship every year or two the most common mail service was by courier. The mission Fathers were required to submit reports to Mexico City where the headquarters was called the Apostolic College of San Fernando, and the Fathers also corresponded with their friends in other missions. Postal rates are not known but the commandants of the presidios charged the Fathers large sums to carry their mail and were not all diligent about sending the letters nor

THE PONY EXPRESS IN FRANCISCAN CALIFORNIA - (Cont'd.)

delivering them upon receipt. On one occasion Father-Presidente Lasuen had been obliged to pay \$18 postage because the governor had refused to frank his letters.

Official mail of the presidios was being carried free of charge and the Fathers complained to the Viceroy in Mexico City that they were being charged high rates of postage and had no money to pay these charges. In 1772 the military commanders were ordered to carry the Fathers' official mail postfree. The presidio paymasters served as postmasters and received 8% of the gross receipts as compensation. Between 1791 and 1800 the postal revenues in Upper California averaged \$700 a year.

As the mission chain in Upper California was extended to the north, the mail couriers lengthened their routes and regular schedules were maintained. If it was found necessary to send an urgent message between schedules an Indian runner was used. In Upper California the routes between the missions were not too difficult for the riders but in Lower California the going was really very bad, being desert much of the way. However, in 1793 a mail courier left Monterey on November 16 and arrived at Loreto December 7, a distance of 1400 miles in 20 days. When Father-Presidente Fermin de Lasuen died at Mission San Carlos Borromeo (Carmelo) in 1803 a special messenger was sent to all the missions to the south notifying the Fathers of his death. The courier was to have each Father in charge sign the notice giving the time of arrival of the messenger. (See illustration at end of story.) From Carmel to San Diego, a distance of about 480 miles, the elapsed time of the "pony express" rider was 87 hours an average of 5-1/2 miles an hour which included stops at each mission along the way. The picture shows part of the death message carried by the courier with the notations of time of arrival and the signatures of the Fathers.

When the "pony express" service was new in Upper California riders arrived every week or two at San Diego from Loreto on the south and Monterey on the north but later a regular

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THE PONY EXPRESS IN FRANCISCAN CALIFORNIA - (Cont'd)

schedule was established whereby the mail left the two termini twice weekly. Each mission then had a schedule of arrivals and departures of mails and upon arrival the messengers were allowed one hour of rest before resuming their ride. In 1836 a schedule was set up so that one rider did not have to go all the way; three couriers handled the route from Monterey to San Diego--one went from Monterey to Santa Barbara, a second from Santa Barbara to San Gabriel and a third from San Gabriel to San Diego. Until this time one rider carried the mail to its destination even though it might be from Monterey to Loreto.

The Franciscan "pony express" having served the California missions for many years ceased to run when ships became more numerous and made land transportation of less importance.

Irving Richman in "California under Spain and Mexico" pays tribute to these intrepid riders:

"Up and down the coast went the horseman, nor ever was he anxious as against the night. Each day at sunrise he quitted one consecrated portal, to be enfolded beneath another at sunset. From San Diego to San Luis, from San Luis to San Juan Capistrano, from San Juan Capistrano to San Gabriel the sea was his guide. From San Fernando the mountains led him to San Buenaventura. Here, sea and mountain at feud, San Buenaventura confided him to Santa Barbara, Santa Barbara to Santa Ines, and Santa Ines to La Purisima, whence, under escort of wide valleys, his course was sure. Nor anywhere for lodging, for meat or drink, for peaches or pomegranates, for relays of horses or for vagueros, was there cost to him of aught. The traveler brought to the Padres news, which was life, and news acquitted him. "

THE PONY EXPRESS IN FRANCISCAN CALIFORNIA - (Cont'd.)

Editor's Note:

The above article was prepared by Mr. Burton W. Cohoon, Special Collections Librarian of the Pomona Public Library, one of our Institutional Members. Our sincere thanks for this very fine contribution to our journal.

In submitting his story, Mr. Cohoon explains that he tried to find some reference to the postal rates charged during this period in California but without success. He corresponded with Reverend Father Maynard Geiger, Historian of the Franciscan Order, thinking the Franciscan archives of which Father Geiger is curator might disclose the rates of postage but there is no record in the Santa Barbara archives.

Mr. Cohoon states that the accompanying picture of signatures is from the "California Historian", Journal of the Conference of California Historical Societies, March 1966 issue, and was supplied to them by Father Geiger from the Franciscan archives.

Llego a las once, y sale a la misma hora, oí 27 de Junio de 1803.  
*S. Juan Obispo. P. Torres*

Llego, y sale a las 9. de la tarde del mismo día  
 Purísima Concepción  
*F. Gregorio Fernandez*

Se recibí el amanecer del día 22, y sale a las 4 y media del día de  
 Misión de S. Barbara: San Juan Capistrano  
 Se recibí a las 9 de la noche del día 28 y sale a las 10 de la  
 misma noche.  
 Misión de S. Francisco y Fernando  
 Se recibí a las 3 de la mañana del día 29 y sale a las 6 de la mañana como a las 6 de la tarde  
 a misa. Misión de S. Gabriel y San Juan Capistrano

Llego a las 6 y 1/2 de la tarde, y sale en la misma hora  
 Misión de S. Juan Capistrano a 29 de Junio  
 de 1803  
*F. Jose Pascual*

Llego a las 11 y 1/2 de la noche, y sale en la misma hora  
 Misión de S. Juan P. a 29 de Junio de 1803  
*F. Antonio Pajuelo*

Llego como a las 5 de la mañana del día  
 30 de Junio de la año 1803  
*F. Jose Pascual*

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CONTENTS OF THE LETTER - ATTACK BY COMANCHE INDIANS

By William H. Semsrott

Elm River, 40 miles East of Rio Grande  
April 26, 1850

My dear Wife,

I know not whether you will ever get this letter, yet it being the only opportunity presenting itself, I avail myself of it and have to be very brief as the company with which I am going are about to leave. I reached my land on the Quehe on Monday 2 weeks ago; on hunting for a good place to run the cattle which I had in contemplation to procure on Wednesday, Mr. Chase and myself were attacked by eleven Comanche Indians - we got in the woods first and each got behind a tree. I killed one horse and an Indian. Mr. Chase shot two when they ran. The trees were literally dotted with their arrows, but we both got clear, except a small flesh wound which Mr. Chase recd in the arm. It was only one mile from the spot where the 4 men were killed that you alluded to, 6 miles from Castroville in a direct West or N.W. direction rather. Mr. (?) Stiess was asleep in our fort but our firing in such rapid succession awoke him & peeping out he saw 8 running as fast as their ponies could carry them with one dead Indian behind one of them. The next day my men positively refused to stay any longer, so we broke up and came to the town of Quehe about 4 miles S. West from my place. The land is excellent but there is a scarcity of water - it is a dry season, yet everything looks green and the prairie covered with the most beautiful flowers in the world presents a coup d'oeil which would be envied in Maryland. I shot a panther 8 feet long, had the skin dressed and put it in a natty carpet bag with my pocket books containing my patents & deeds, addressed to the care of Major T Howard, San Antonio to be forwarded to you the first opportunity. I am now on my way to California with \$3.50 in my pocket. It is about 900 miles from Rio Grande, but what can't a man do if he has the will? So you shall hear from me again. I will write from Rio Grande. Did you get the ring for Eliza I sent in a letter? My love to your mother, Nick & Alice and kiss all the children for me. Tell them they engross my thoughts with yours night & day, and may God bless you my dear little devil of a wife is my constant wish.

Your affectionate & devoted husband

Moreau Forrest

I am writing on the head of a keg - camp like - when you write address me at California. I do not wish anyone except our immediate friends to know of this trip. Your letter will get there before I do.

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Addressed to Mrs. Mary L. Forrest, Baltimore, Md., care of Major T. Howard, San Antonio de Bexar, to be forwarded. Canceled circular black San Antonio Tex. May 3 with 10 in a box.

MY OBSERVATIONS  
UNUSUAL USAGE OF FORWARDED "FREE"

By W. Scott Polland, M. D.



Illustrated above is a most unusual cover that our member, Tracy W. Simpson, has kindly shown to me recently.

The use of "Free" as a frank on official correspondence to and from government officials, such as postmasters, members of congress, cabinet members, presidents of the United States, etc., are well known, and many are highly desirable collector's items. At times the handstamp has probably been used erroneously. I have seen covers in which "Free" was used as a cancellor, that had stamps on them fully paying the postage. In Western Express, October 1964, Page 7, I illustrated a cover from Marysville, California, which originally was franked with a 10¢ 1855 stamp, cancelled with a Marysville grid. It was addressed to a member of Congress, and the postmaster must have realized that it could go free. He removed the stamp and on the spot it had been, struck a "Free", as well as striking "Free" on the town postmark, Marysville Paid by Stamps."

Covers marked "Forwarded" because the letter was improperly addressed, or because the addressee had moved to another town, are well known in the 1851 - 1865 period. I am not sure as to the year of the original act which required additional payment of postage for the forwarding of mail, but the Act of March 3, 1863, section 63, was as follows:—"Letters may be forwarded from office of destination to any other office with additional charge of postage therefor." The Act of June 12, 1866, section 1, changes this as follows, "Provides the forwarding of prepaid and free letters at the request of the party addressed, from one post office to another without additional postage, and the return of dead letters to the writers, free of postage."

The illustrated letter, left Janesville, N.Y. on June 16, and was forwarded from Sacramento, July 31, 1866. I am not sure when the new act went into effect, but apparently the Sacramento postmaster realized it was in effect on this date, and wanted to be sure that this letter was forwarded without additional postage. This is the only usage of "Free" in this manner, that I have ever seen.

CONTENTS OF A 49 ER LETTER

By Robert Lewenthal

1st Sheet

At Sea Oct 29, 1849

Lat 22° 00' South,

Long 37° 00' West

69 Days from Fall River

Dear Brother;

You have doubtless ere this been expecting to hear from me, or you may have concluded that the good ship Mary Mitchell ere you shall get this, has gone to the bottomless Ocean, but no she continues to ride the mighty waters as proud as ever. She is an excellent sailor, give her the wind, but without a wind she makes no more headway than the very best of vessels. I am going to give you the main incidents of our voyage up to this time, and if it would not cost so much I would give you my journal entire, it would fill a good many sheets.

We left fall River Tuesday Aug 21st in tow of the steamer Bradford Durfee (?) at 5 O'Clock P.M. and as we left the wharf and passed the other wharfs we were cheered with cheers long and loud to which we responded in a hearty manner. Our ship was loaded with friends to go down as far as the steamer went and return in that (vessel), as we glided down the beautiful Mount Hope Bay I went to the "Quarter Deck" to take one more look of that beautiful village where I had passed many a pleasant hour, and as I looked upon shore I could see many an eye anxious to see one California vessel leave their shores. The steamer took us down about 8 miles and there we dropped anchor for the night while the steamer rounded round to take off those that had accompanied us to their place of anchorage. We were engaged in bidding them goodbye. As it left us we gave them 3 loud cheers to which they responded. At 5 in the morning we weighed anchor and beat down to Newport, where we were obliged to remain for the night. Several of us went on shore at Newport and had a fine time. The next morning at 4 o'clock we left newport in charge of a pilot who took us outside and then left us. When he left it began to blow and the sea was very rough, and I was taken sick. I was the first one sick on board. I was the laughing stock for all. The Captian said you (r) turn will come soon to laugh at them. I took everything I could to vomit me so as to get over it quick. I would go around on deck when I could not hardly stand. I got over it in two days just as the others were coming down. Then I returned the compliment to them by way of laughing. I got over it much sooner than I expected. It was very rough in crossing the Gulf stream and all with one or two exceptions were very sick. After we had crossed that we had pleasant weather most of the time. Once in a while we would get a squall but nothing to do any damage. The first 20 days out we had only 6 days of fair wind which made it rather slow getting along. Our provisions are of the worst kind. There is not one single article of the 1st quality on board. The meat is as salt as the devil, and as tough. The whole stock was bought at auction and as cheap as possible. I expect that there will be a regular fuss when we get into Rio (De) Janeiro which is very near. They did not put 1 lb of fresh beef on board. All they put on board was 4 pigs. If the owners are in California they will fare slim. They will be a piece sent to the New York papers giving the owners Husey & Murry fits. The Captian is a very fine man and does everything he can to make it pleasant for them. The first mate is a Dutchman. He under stands his business well and that is all he is fit for. I cannot say as much of the second mate. We will have to leave (it) there. We shall have a regular muss I expect. Owing to

CONTENTS OF A 49er LETTER - (Cont'd.)

headwinds and calms we were obliged to put in to the Cape Verde Islands. We were 35 days into the island of St. Jugo(?). The name of the port was Port Pragu (?) which you will see laid down on the map. During our voyage to that place we saw a great many vessels but we were not able to speak any of them. All the time we were occupied in playing cards and all the different amusements that we could think of. Many of the passengers have wished themselves home and say that if they were at home they would be contented with 25 cts a day. I have not had any such feelings since I left and I am not very apt to have such feelings. We arrived at Port Praya on Tuesday Sept 25th at 10 O'Clock. Immediately on arriving in sight of port all were making preparation(s) to go on shore. But we could not go on shore until the Custom House officer had boarded us, which he did very soon after we dropped our anchor. Port Praya is situated on a bluff surrounded by a still higher bluff, thus keeping the place out of sight until after we arrive into the harbour. This place is inhabited mostly by natives. The Island belongs to Portugal. There is an old fort here built when the place was first settled and it remains unaltered and un-repaired. There is an armed force here of about 200, most of the soldiers are negroes, the head men are white. The deputy collector is a black man. He has to board all vessels on account of his knowing how to speak English. There was only one vessel in port and that was the Florinda of New Orleans 70 days outbound to California. After the collector had got through the ship's boat was lowered and I with 10 more started for shore. We had to land in the surf there being no wharfs there. The beach is covered with half dressed natives, and when you get near the shore they will rush in and want to bring you on shore. One took hold of me and said that he would carry me on shore. He gave me two hardy tugs and he found he could not lift me and let go. By that time the boat was on shore and I jumped out. When you get them to row you off they will not start from the shore but from out some two rods and then you are obliged to mount one of them and the sea will come rolling in and wet you all over. You have to pay them 1 Dump which is 4 cts. The first time. The first time I was brought in shore I gave the man 1 Dump and left. He followed I told him to leave, he would not and drew luck for me. I pulled my (knife?) out for him and he ran. If he had not I should have pricked him right where he lives. I have not got time tonight to read this over and correct. You must excuse mistakes.

Afternoon Oct 29th 2nd sheet

After taking a look at the custom House which was situated on the beach, we made our ascent up a road into the village. The first thing to be done was to take a general look over the place and then repair to the Consuls. We found him to be a young man, about 21 years old. He very kindly offered us a free use of his house and told us to make it our home, which 3 of us did, that is to stop all night. We used to get our meals where we could catch them. After remaining there about a half an hour, we began to look around and see what was to be seen. Almost the first saluation we were met with in going on to the street was by the natives, give me some Tobac. You would see the women around there with nothing but a skirt and a shift on, others were dressed like our American women. The Houses are all built of stone. I should think that a large wall about 12 feet high was built the length of a street with its apertures and appointments and then covered over with tiles and coconut limbs dried. Most of the houses were of this height. There were some 2 story buildings but they were few and far between. I got acquainted (with) the Ex Gov Daughter. She was a young lady about 23 years old. Of very good complexion, a little darker than our women owing to the warm whether of that place. It was warm there I can tell you. After I got acquainted with her I use to stay there all the time and play cards and hear her play the guitar, she was a splended player. One evening they had a dance there. The consul was there. We had a fine time and she wanted to go to California with me. She was a very pleasant young lady and the consul said thè only virtuous one there was on the island. She was worth from 20,000 to 30,000 dollars. She owns a plantation at the island

CONTENTS OF A 49er LETTER - (Cont'd)

of Mederia. But I had got my face placed for California and I had to bid her goodbye and leave. Before we left the Captian bought 10 pigs, some Turkey and hens, bananas & oranges. Oranges were very cheap. I bought 325 for 2 papers of smoking Tobacco. Before we left the Schooner Andes & bark Curtis of New London came into port bound to California and the bark otranto (?), that sailed one week before we did, came in after we had been there three days. All bound to the same place. We sailed from this place on Sunday Sept 30th with light breeze. We shall be a month in going from P. Praya to Rio (De) Janeiro. We have had a very light breeze ever since we came out. We lay (ed) in a calm in Lat 5<sup>o</sup>.00'. We had a great time when we crossed the line. It is an old custom in crossing the equator to have old neptune come on board, that is one of the company dressed up, and all hands have to come before him, and if they have not crossed the line he takes the slush bucket and a brush and drub(s) his face over, and one would stand and throw it into his face, and then an other one was called, to go through the same operation, until all had passed before him. If you wanted (to) get clear from him, you would do so by bringing in a bottle of liquor, which I did and got clear. After the operation, all hands came in and dranked up the liquor that had been furnished, that is the way they cross the line. Since we left Port Praya most of the Passengers have been sick owing to its being so hot and eating so much fruit. We have had two deaths on board within a week. There is not any very sick on board now. These two persons were young men about 21 years of age. When they left the Island they were both well. They were not sick only 12 days. They both died of a fever. We may have to lay on quarentine ground a week, but I hope not. These two sudden deaths have cast a gloom over us. If anyone has an ache anywhere they think they are going to be sick. I hope there will be no more sickness on board. I have enjoyed remarkably good health. Once and (in) a while I have a little pain in my abdomen, and that is about all.

At Sea Near Rio Janeiro Nov. 5th, 1849

I did not intend to write anymore until after we arrived in port. I dont know as we shall ever get in there. We made the light near Rio last thursday night, but it was very thick and we could not go in. We drifted around all night and in the morning it was a head-wind we beat around. The sun being obscure, we could not tell where we were, and we continued to beat not knowing where we were, or whither we were going. This passed the day. Saturday morning we saw a small Schooner coming toward us. We hauled back and board(ed) her. She was a Brazilian vessel just out from Rio. The Captian found that we were 150 miles rio to the south. When this news came you could see the long faces, and no mistake, we have beating back ever since. This noon the(y) got the sun and found that we were 50 miles from Rio. We had been at the mouth of the harbor once. We are making a very long passage to this port. If we donot have sure wind we shall not get in under a week.

Rio Janeiro Harbor Nov 10th, 1849

Dear Brother, I take a few Leasure moment(s) to close this letter. We arrived into the harbor just before sunset. We have been delayed in entering this port over a week by getting drifted out to sea, but we have at last arrived into the beautiful harbor of Rio Janiero. A small boat came along side and said that we could send letters to New York on Tuesday. We cannot go ashore until after the Custom House Officer has been on board of us which will be tomorrow morning, and then we shall roam. I knew if I wrote you anymore it must be tonight. We are all expecting to have a fine time here to make up for the long passage of 81 days from Fall River. We shall go around Cape Horn in a hurry for we have a pleanty of wind. This man that came along side said that they had news from the States as late as Sept 21st which will be

CONTENTS OF A 49er LETTER - (Cont'd.)

interesting to us. We said that the schooner Florinda that We saw in port Praya was in port, they are a set of jolly fellows, we had a good time with them in P. Praya. I shall write home again and give a description of my visit to this place. I have just finished a letter to mother and to Hellen. I shall expect to find a long letter from you in San Francisco when I arrive there. We shall probably be there by the last of February if we have good luck. Give my love to sister harriet and all inquiring friends.

From your brother, Chandler B. Fowler

Lat 30° 26' N. Long 134° 00' W

On board Ship Mary Mitchell  
March 27th, 1850

Dear Brother,

Having nothing to do but write, I thought I would improve my time in commencing a letter to send to you on our arrival in San Francisco, where I am in hopes we shall be in less than a week if we have a favourable wind. You doubtless have looked for our arrival long ere this. When I wrote from Rio (de) Janeiro, I was convinced that we should make a longer passage than we at first anticipated, owing in a great measure to our misfortune in making the Harbour of Rio which was 10 days after we made the light, before we got in and then the enormous long time that we were at anchor (22 days), at once convinced me that these two things must make quite a difference in the length of our passage. There was but a very few ships that made a shorter passage then we did to Valperaiso, we were 61 days and I know from what I learned from the passengers of other ships that there is not another ship that came around Cape Horn that had the mild and pleasant weather that we did. I must say that it was exceeded beyond all exceptions my expectations this far, and we are within 500 miles of our destined port. While many ships have come around the Cape, and two have been lost, and many dismasted and many others have had their house on deck was hed over board, and in one instance, with it 40 passangers, fortunately none were lost. We have come around with nothing more than a whole-sale breeze and very pleasant mild weather, the thermometer hardly ever going lower than 55°. This part of a California Voyage is the dread of almost everyone, but I should never dread that part of it again if I could only have the same mild and pleasant weather that we have had this time. Sometimes when I am alone in my stateroom and thinking about our passage I say how foolish I was in making this long journey when it could be made in neary 1/4 of the time that we have been making it, (and for) very little more expence, but on taking a "second sober thought" I say to myself I have had an opportunity to visit the Emporium cities of South America and what is more in the NAME than anything else, "I HAVE BEEN AROUND CAPE HORN", where taking it at the season of the year that we did you will find that the days are all length and the nights are mere nothing. The sun would rise at 2 in the morning and set at 9 in the evening. This was when we were in Lat 58°.00, the furthest south that we went. You could see to read on deck anytime in 24 hours. We did not have or see snow enough to make a snowball. I shall always look upon this long voyage with a great deal of pleasure. It is a good plan to be able to say in after years that you have been beyond the borders of your own native town. And what is more I can say that I have enjoyed the very best of health. I am aware that I have every reason to be thankful that I have been this happily blest, while others equally as robust as myself have been cut off with a very little nursing and been committed to an Ocean Grave. One great thing in our passage is this, that among so many and being so intimately connected that everything has gone on so pleasantly. I think that the greater part of the passangers have tried to make the voyage an agreeable one. In a company of 50 you will always find some that if they are not always in a broil they are out of their great element. We

CONTENTS OF A 49er LETTER - (Cont'd.)

have a very few and I might say only one person of this character on board. He has had to remain out of his element so long that I am in hopes that before we arrive in San Francisco that he will be entirely a changed man. We arrived in Valpariso on the 2nd day of February. The scenery around the city and along the coast is mountainous, and as you approach it you can see in the distance the lofty ranges of the Andes with their towering heights reaching far beyond the sight of the eye when assisted by the telescope. Valpariso is in Latitude 33° .02' south. The city is entirely surrounded by high hills on every side but the N.W. the place of entrance into the harbour. It is very pleasantly situated being entirely protected from severe gales except a North wester. It is a place of about 20,000 inhabitants. The streets are very well and regularly laid out being paved and good stone sidewalks. Most of the buildings on the main street are 3 and 4 stories high. The buildings are built of stone and sun dried brick, the walls are built up of this and planked over and painted. The horses here will go ahead of your York horses in point of beauty and cheapness. They are certainly the handsomest horses ever seen and you can buy a first rate handsome one for \$45. They have no Handsome carriages here, in the place of our hacks for public conveyance they have what they call Alantice(?) it is nothing more than an old fasion chaise with one horse in the shaft and another hitched along side for the driver to ride, and all you have to do is to give the rider 1 Real, or 12-1/2 Cts. and you can ride all over the city. I saw some fine "Sinoritas", young ladies. I went to a Fandango or small ball, while there, and of all the looking objects in the shape of men and women you could see here. There were 2,000 people there and most of them were in fancy dress. I went onto the floor and danced. You could get any of them to dance with you. Some would come and ask you to dance with them. I don't know WHEN i have laughed so much or passed an evening more agreeably than I did at the Fandango. I only regret that I could not talk more Spanish. I should have enjoyed it better for it makes a fellow feel devilish foolish to stand along side a right handsome girl, and she hold of your hand, and you cannot say a word to her. I must close this and finish when we get in. We were within 700 miles at noon.

San Francisco April 15/50

Dear Brother,

We have at Last arrived at our port of destination. We arrived here Thursday last after a passage of 233 days. There have been but very few ships that have made a longer one than we but we have had a pleasant one and I am realy glad that it is ended. Therefore I shall not say anymore about the length of it. I was very glad to find a letter of so late a date as Jan 20th from you and Harriet. I can tell you it was a rich treat to get 8 letters from friends that I had not heard a word about for 8 months. Your letters were the latest dates I have. A part of the last mail was left at Panama and it arrived in the Steamer TENNESSEE yesterday noon. I cannot get my letters from the office until tomorrow for it takes a great while to open the Mail here. There was 48 bags and that was only a part that was left. The box delivery was open this day at 11 I was at the office to see the rush. I should judge that there was 400 people waiting at the outside for the doors to open and when they were you may depend on it, their was a grand rush. They say that it is nothing to what I shall see tomorrow, men have been known to give an ounce to a fellow that had got near the door for his chance, while others have crowded all day and then gone away.

I have been here so short a time I hardly know what to say to you about San Francisco. I cannot say how I shall (like it) or what I shall do. I write today because the Steamer leaves in 3 days for the Isthmus and I thought I (you) should be glad to hear of my safe arrival.

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CONTENTS OF A 49 er LETTER - (Cont'd.)

The Mines are all the go, as business at the present is rather slack. I daily see hundreds of men returning from the mines with their thousands some are ready to return home, others come down to have a good time and Gamble it all away. You have no idea to what extent it is carried on until you come here and see it. In one building there is 15 gambling tables and two bars for the sale of liquor. I cannot begin, in the short time that I have got (which to) answer all my letters to give you anything of a description of what I have all ready seen. I hardly know when I shall get time (to) write you a long letter if I do not get the situation that another man talks of leaving, I shall as soon as I get my letters out of the office start for the "DIGGINS", and then if you do not get a letter oftener than once in six months you must not think (it) strange. I find for a young man without any capital cannot do much of anything but dig, and if it is, I say, and if I only can have my health, I will have something to show for it. It will not do to worry for common Board \$12.00 a week and do nothing. There is a man here that I am acquainted with from Fall River that started only a few weeks before I did and came across and he returns in the next Steamer and carries my letters with \$400, and he will not be gone from home a year. He says a man has got to work and undergo a deal. If he can have his health and is steady he can't but do well. There is nearly 400 sails of different kinds. 550 pasangers came in the Steamer yesterday, and she left 800 at the Isthmus, so you can see how they are flocking in here. 8 ships came in the day we did. I must close for the present and answer some other letters. You must write me often, and the first oppertunity I get I will give you a full account of California. Give my love to Harriet and retain a share for yourself, and I hope in due time I shall see you both enjoying every comfort of life. From your brother, Chandler B. Fowler.

APRIL 17th

I am very much obliged to you for those 4 last papers that came to hand today. They are a fine thing to read. The fare has just been lowered on this side to \$160. Steerage passage, on account of opposition, so you can come out here for what it has cost me to come around Cape Horn, \$250.

RED MOUNTAIN CITY, M.T.

(Montana Territory)

By Harry L. Fine



Gold was discovered in southern Deer Lodge County, Montana Territory during the summer of 1867. Soon the settlement of Red Mountain City had over 1,000 miners; many had their families with them. The town had a hotel, general stores, sawmill, blacksmith shop and the usual saloons and dance halls, as well as Doctor Day who treated the sick when sober.

This entire district was located at elevations of over 7,000 feet and was snowbound for several months during the year. The spring however brought the miners back to the "diggings" again. The richest mine in the area proved to be the Tilton, later named the "Only Chance" and was discovered while road building. Some operations in this area continued on until as late as 1915, but Red Mountain City by 1874 was virtually deserted.

The post office was established on May 29, 1869 with George Searles as its first postmaster. The office was discontinued on December 1, 1873, reopened on January 14, 1878 and closed again on January 17, 1880, with the office being moved to Deer Lodge City.

The example of the Red Mountain City shown above is from my collection. The manuscript date of Sept. 11, 1869 establishes the cover and letter date, which makes it an early example. The target killer ties a nice example of the 3 cent 1869, and so adds interest to the cover.

TERRITORIAL TIMES - WASHINGTON TERRITORY

By Mel C. Nathan, Jr.

On August 29, 1851, a group of pioneers, mainly residents of the northern portion of Oregon Territory, met at Cowlitz Prairie and framed a memorial to Congress favoring the creation of a separate territory north of the Columbia River. After no success in 1851, on October 26, 1852 a convention assembled at Monticello and voted another memorial to Congress but before the document reached Washington D.C., Territorial Delegate Lane had, on December 6, 1852, introduced a resolution asking Congress to investigate the expedience of dividing Oregon. There was some opposition from the Whigs and Republicans, but the Democrats, who were in the majority, favored the idea. At the suggestions of Stanton of Kentucky the name was changed from "Columbia" to Washington; Stephen A. Douglas proposed, but did not insist upon, the adoption of the name "Washingtonia" in order to avoid confusion with the name of the National Capital. On March 2, 1853, President Millard Fillmore signed the bill creating Washington Territory, with an area of 193,071 square miles, including the present State, Northern Idaho and Western Montana. Isaac Ingalls Stevens was appointed Governor, and on November 28, 1853, Olympia (formerly named Nesqually while in Oregon Territory) was proclaimed the Capital. The white population of the Territory was 3,965.\*

Things suddenly began to happen. Northern Oregon Territory became Washington Territory; Northern Thurston County became King County; the plat of the town of Seattle was filed; and the town (Seattle) got a log-cabin post office. At the beginning Seattle was a part of Duwamps in Thurston County and its mail address was Olympia, Oregon Territory. Citizens paid 25¢ a letter for mail brought from Olympia by Maxlie's Weekly Canoe Express. Before too long the address became Seattle, King County, Washington Territory and the First Postmaster of the great city was A. A. Denny.

The following is a list of the first counties in Washington Territory along with the county seats:

<u>COUNTY</u>	<u>COUNTY SEAT</u>
Clark	Columbia City, (Vancouver )
Cowlitz	Monticello
Jefferson	Port Townsend
King	Seattle
Lewis	Claquato
Pacific	Chinookville (Chinook)
Pierce	Steilacoom (Steilacoom City)
Skamania	Cascades
Thurston	Olympia
Wahkiakum	Cathlamet

The following list includes some of the first Post Offices in Washington Territory:

Cascades, Skamania County, established November 11, 1851 in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster Daniel F. Bradford.

Cathlamet, Wahkiakum County, established August 8, 1851 in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster, James Birnie.

TERRITORIAL TIMES - WASHINGTON TERRITORY - (Cont'd.)

Chinook (Chinookville), Pacific County, established March 2, 1853; First Postmaster, Annie Henderson.

Columbia City, Clark County, established December 12, 1850 (from Vancouver) in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster, Elisha Camp. Name changed to Vancouver on December 10, 1855.

Monticello, Cowlitz County, established November 28, 1850 in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster, David Stone.

Oak Point, Cowlitz County, established February 18, 1851 in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster, Alexander S. Abernathy. This post office was discontinued in 1937.

Olympia, Thurston County, established August 28, 1850 in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster, Michael Simmons. Original name of this town was Nesqually.

Pacific City, Pacific County, established December 26, 1850 in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster, Isaac Whealdon.

Steilacoom (Steilacoom City), Pierce County, established July 6, 1852 in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster, E. A. Light.

Vancouver, Clark County, established January 8, 1850 in Oregon Territory; First Postmaster, Elisha Camp. Name of town changed to Columbia City on December 12, 1850. Name changed back to Vancouver, while in Washington Territory, on December 10, 1855 with William Kelly as First Postmaster.

Washougal, Clark County, established August 6, 1852 in Oregon Territory - to Washington Territory on March 2, 1853; First Postmaster, Joseph H. Watkins. This post office was discontinued on September 10, 1868 and re-established on August 17, 1874.

Washington became the 42nd State of the United States during the term of President Grover Cleveland on November 11, 1889 after 36 years as a Territory.

\*Reference: "U. S. Territorial Postmarks" - Chase and Cabeen.

A GROUP OF EXPRESSES

By A. Jay Hertz

KERENS & MITCHELL'S STAGE LINE

KERENS & GRIFFITH'S STAGE LINE

These two companies ran out of Tucson, one to San Diego; the other to Prescott, Phoenix and Maricopa. Kerens & Mitchell's Stage, known also as Southern Pacific Mail Line, also ran from San Diego, Cal., to Mesilla, New Mexico, a distance of 850 miles. At Mesilla, it made connections with other lines, running to railroads to the East. This line entered Arizona in the West at Yuma and in the East, at Stein's Peak Mountains, 15 miles East of Apache Pass. It was a tri-weekly route and the time from San Diego to Mesilla, was 8 days. This line was well stocked with horses, Concord coaches and closed buckboard carriages.

Both companies ran about the same time, within four years of each other, 1874 - 78. They both had the same senior partner. From Arizona Sentinal, July 25, 1874:

"Runs from Tucson to Florence and Tucson to San Francisco. James A. Moore, Superintendent. Holds mail contract between San Diego and Mesilla. Five days running time maintained between Tucson and San Diego, with tri-weekly service. Messrs. Kerens & Mitchell, the new mail contractors on the route between San Diego and Mesilla, have petitioned General Crook for a small detachment of cavalry to patrol the most exposed portions of the road, between Yuma and Tucson against outlaws and murderers, who have been committing murders for years, and robberies along the road and then fleeing over the line to Sonora, for protection."

Kerens and Mitchell, as we see from the above, had a lot to contend with in the operation of the express. In 1874, Arizona was a wild section of the Southwest, infested with outlaws who thought nothing of taking human life. From the same paper, Sept. 25, 1875:

"Mr. Griffith, state agent for Kerens & Mitchell... informs us that the New River Station will be immediately abandoned... This is a good move as this station has been so infested with Mexican robbers and border outlaws that it has been impossible to find a reliable man who will stay there."

A year passed and General Crooks either failed to give the aid sought or the aid was ineffectual. There was only one thing to do and the company did it. They closed those stations where they found it impossible to continue.

Four years later, Mitchell quit the express and the afore-mentioned Griffith, who had been state agent for the firm, became the new partner. From Arizona Star, Sept. 1878:

"Company operates from Tucson to Southern Pacific terminus. Stages connect at Casa Grande and Florence. A daily service from Prescott to Phoenix and Maricopa, via Gillette and Black Canyon is also maintained. A Tucson to Globe City line, also operates. D.C. Stevens is the superintendent of the line."

A GROUP OF EXPRESSES - (Cont'd.)KERENS & GRIFFITH'S - (Cont'd)

Ten 13 passenger Concord coaches have been shipped from Concord, New Hampshire, came to Karens & Griffith, for their stage line between Yuma and Tucson. Nicely upholstered throughout and said to be the best ever brought to Arizona. Due next week, Messrs. Kerens & Griffith have also bought in California, some 80 head of half breed mules. It looks as if this firm intends to make every improvement in carrying passengers."

The Company carried mail and Wells, Fargo and Co.'s Express.

Kerens had been in the staging and express business for four years and had been improving and enlarging his express. Evidently there was enough business to keep operating, despite the dangers the outlaws offered. Further notes on these expresses, are lacking.

FOWLER'S EXPRESS

Not everything was smooth going for a man who started in the express business in California in the 1850's. Starting seemed easy. All one needed was a horse, to deliver papers, small packages and mail, but if larger ideas were entertained, it needed quite a bit of capital to buy a stage coach. Even then a route had to be acquired, which could be purchased from another express or "worked out" on one's own. That usually meant pioneering on a new and untried road, which was at best, a precarious adventure and a poor business risk. The final means at hand, was "bucking" a route, that was already serviced by another company. Trying to take over that route from one of the older established stage or express companies, was in its very act, a dangerous and ill advised piece of business. This history, is the record of such an attempt.

Expressman Fowler, whose route between Sacramento and Tehama (and later, between Sacramento and Red Bluff), lay on the roads over which the California Stage Co. operated. The latter, an old and powerful organization, was not one to be trifled with. But Fowler refused to heed the warnings of the California Stage men. He had the contract for carrying the mail and he was going to carry it, whether the California Stage Co. liked it or not.

The Sacramento Union of Aug. 4, 1858, quotes the Red Bluff Beacon of Aug. 2nd:

"D. Fowler & Co. have put on a stage line from this place to Sacramento, making Tehama, Colusa, Knight's Landing and Fremont, points on the route. This company have the contract for carrying mail and are now making successful tri-weekly trips between the two points...."

These trips went on for three and a half months and then trouble started. From the Sacramento Union, Nov. 15, 1858:

"An unfortunate affair. In our advertising columns, we give the main particulars, on one side of a shooting affair which took place yesterday a little distance this side of Nicolaus, on the Maryville road. It grew out of the rivalry between the old line and the new opposition stages. The facts sworn to by the driver and passengers of the opposition line make out a case of strong provocation and unless rebutted by testimony

A GROUP OF EXPRESSES - (Cont'd.)FOWLER'S EXPRESS - (Cont'd.)

on the other side, will go far in the public mind toward a clear justification for shooting the offending driver....The name of the driver of the California Stage Company's coach, is Oscar Case; the name of the man who did the shooting was Ames...."

"CARD TO THE PUBLIC. In order that the public may be informed of the true nature of an affray occurring near Nicolaus on the 14th inst., the following affidavits stating the facts of the case, are published.

D. Fowler & Co."

"State of California, County of Sacramento, ss:

J. Stinchfield being duly sworn on oath says,

That he is the driver of the stage owned by D. Fowler & Co. and running from Marysville to Grey's Rancho, on the Road to Sacramento, that he commenced such service on last Saturday, a week ago and has continued since. During that time, the drivers of the California Stage Company's stages made repeated attempts to drive into the stage affiant was driving and also made repeated threats that they would run into these stages and injure them. On the morning of the 14th inst., in front of the office in Marysville, the Road Agent, Mr. Montgomery did, without any provocation whatsoever, commit an assault on affiant, by knocking him down and kicking him....Affiant started out with his stage....was overtaken by said Oscar....commenced throwing fire crackers among the horses affiant was driving, so that they became almost unmanageable....A passenger was riding on the seat with affiant....having no way to escape told Oscar to keep away....but Oscar would not desist. The passenger then fired at him; the shot took effect in his back...."

J. Stinchfield.

"We, Elijah Pease and John Gengel, do solemnly swear that we have heard and read the foregoing affidavit of J. Stinchfield and know its contents....the above affidavit concerning them, are true."

From same, Nov. 16, 1858:

"An investigation of the late stage tragedy near Nicolaus will take place there today, Ames, the man who shot the driver, Oscar Case, having been arrested."

From same, Nov. 17, 1858:

"The stage assault....It is reported that Oscar Case, the driver is.... in a precarious condition....and will await further developments as to the result of the injury."

From same, Nov. 29, 1858:

"O. Ames acquitted. The examination of O. Ames, at Nicolaus before Justice Hart, for the shooting of Oscar Case, Nov. 14th, while running into a coach in which he was riding, between Marysville and Sacramento,

A GROUP OF EXPRESSES - (Cont'd)FOWLER'S EXPRESS - (Cont'd)

terminated Nov. 26th. After the conclusion of the evidence, Justice Hart remarked that it was a plain case of self-defense and directed that the defendant should be discharged at once. The evidence in the case supported the view taken of it in the Union at the time of the occurrence....It is stated that Case, the wounded man, is still in a critical condition."

This is just one of the many adventures of an expressman. When there was not rivalry to bedevil him, it was the highwayman, storms, floods, accidents and Indians. It was a game to be played by men and it was men who played it.

DOUGLAS & REANY'S EUREKA LINE

As was the custom in the early period of staging, not alone were passengers carried but also letters, small packages and newspapers. The letters and newspapers were even more important than the living freight, as newspapers and news from home and the outside world, were the breath of life and inspiration to the miners. The stage line of Douglas & Reany, not alone carried passengers but also the mail, packages and newspapers to the southern mines and picked up letters and gold dust for Reynold's & Co.'s Express.

The route of the Eureka Stage Line, ran between Stockton and Carson's Creek, via Double Springs and from there, to Angel's Camp. From Stockton Journal, June 7, 1851:

"Eureka Stage Line, Through by Daylight.

From Stockton to Carson's Creek by way of Double Springs, meeting with the regular line at Angel's Camp. Leaves Stockton Tuesday, Thursday and Saturday; returning leaves Carson's Creek on Monday, Wednesday and Saturday. Passage through, \$16. For passage apply to Reynold's & Co.'s Express, office on the levee or at the bar at The Stockton House.

This line will carry Reynold's & Co.'s Express. All packages, papers or gold dust will be carefully transmitted by them to all parts of the United States and Europe; and all letters from San Francisco and Stockton post offices will be promptly delivered in all parts of the southern mines.

John Morehead, Driver.  
je4tf

David F. Douglas,  
McKee Reany. "

This was one of the early expresses to the Southern Mines. The following year, with the coming of Wells Fargo, the "going" became more difficult on account of the increased competition and this, with other little companies, were forced out.

\* \* \* \* \*

AUCTION ACTION

By N. Leonard Persson

When ardent cover enthusiasts get together, sooner or later the conversation will get around to the discussion of the modes, morals, mechanisms and various alleged manipulations of auctioneers. Personal opinions and hearsay are exchanged with such apparent certainty that some old wives' tales and just plain gossip seem to become true gospel. There have been and, no doubt, still are interesting shenanigans practiced by some auction houses. These tend to destroy the faith of bidders and buyers in auction house integrity. All too often, however, weird bidding coincidences, which will occur in every auction, are interpreted as a promotion of false and fraudulent price structures.

It is not the intention here to weep with those who bid \$51.00 for a cover which is supported by a bona fide underbid of \$50.00. Rather let's take a sympathetic look at the auctioneer who has an obligation not only to the potential buyer but also to the seller of a specific item. How shall an auctioneer determine the fair auction block price for a cover estimated at \$20.00 to \$30.00 when the only submitted bid is \$25.00? If the seller has not submitted a minimum bid (a practice frowned on by a majority of collectors), should he be satisfied with a price reduction down to the nominal opening bid of say \$2.00? Should the auctioneer in good conscience assume the lower limit of his estimated evaluation to be the underbid? Or should the buyer get the cover at his firm bid of \$25.00? It is interesting to note in this case that should the buyer have had weak competition for this cover instead of no competition at all, there would be no question as to the knock down price according to the rules of a majority of auctioneers.

There are other on-the-spot decisions an auctioneer must make during a floor sale also. The "maximum purchase limit" can lead to some real confusion for an auctioneer who extends this additional service to his customers. It could very well be that he would receive a bid sheet of, say, a dozen 5 to 10 dollar bids and perhaps half way down the sheet there lurks one \$25.00 bid. Assume the given total purchase limit is \$30.00. One can quickly see some of the complications that can arise. It could be that the acquisition of the most expensive lot prevents the purchase or even bidding of all other lots. Also it could change the bid on the collector's most desired lot because the remaining buying power, available after the purchase of a few less desirable lots in the sale, has in effect been significantly reduced.

We are sure that there have been faux pas by bidders too, and hope they are sufficiently humorous to regard the good honest auctioneers in some way for the constant barrage of criticism leveled by successful purchasers who occasionally have to pay what they bid!

We don't know what the reserves were, but here are some real recent prices that were paid for Western material recently:

ALASKA

JUNEAU ALASKA 1921 Flag Cancel, Fine cover and strike	Severy	\$15.40
VANCOUVER-SKAGWAY RPO and Str. Princess Alice in sawtooth double oval, !92!, VF	Severy	12.00
CHOMLY, ALASKA, 1916 VF 4-bar on post card	Severy	10.00
COLDFOOT, ALASKA, 1909, Fine receiving mark on post card	Lewenthal	15.00
SKAGWAY, ALASKA, Apr 16, 1898, on U 311 Fine	"	22.50

AUCTION ACTION - (Cont'd)ALASKA - (Cont'd.)

SEATTLE & SKAGWAY RPO East 1904, VF with Haines, Alas, c.c.	Lewenthal	\$17.00
ATLIN, B.C. 1900 with Skagway Transit VF on Can. entire	"	13.00
DOMINION, YUKON, 1901 Canada #77 tied, closed tears	"	13.00
ALASKA COMM'L CO, St. Michael, Alaska, 1892 in VF red triple oval on reverse of cover with Port Townsend, Wash tying 5¢ Canada	Rigby	12 L

ARIZONA

CONTEBTION, ARIZ. 1883 VF strike on large USPOD Reg. Env.	Brooks	22.00
TUCSON, ARIZ 1886 on stpls legal size penalty env. with "U.S. Marshall" C.C. Fine	"	13.50
NACO, ARIZ. 1904 on stmpls C.C. env to Tombstone, F	"	11.50
CAMP VERDE, ARIZ 1908, #306 on Reg. U411, F	"	15.00
MORENCI, ARIZ, 1906, ties #319 on hotel c.c., F	"	22.00
SOLOMONSVILLE, ARIZ, 1906 on VF U385	"	16.00
GLOBE & TEVISTON R.P.O., 1906 on VF 385 with c.c.	"	17.00
JEROME, ARIZ 1906 on U 395 with c.c. Fine	"	17.50
COPPER HILL, ARIZ., 1910 ties #331 to VF post card	"	15.00
SHOW LOW, ARIZ. 1909 ties #331 to VF post card	"	15.00
APACHE, ARIZ 1911 ties #331 to VF post card	"	21.00
WHITERIVER, ARIZ, 1910, ties #331 to stained post card	"	16.50
TURNER, ARIZ, 1911, ties #331 to VF post card	Severy	12.50
CALABASAS, ARIZONA, 1889, with #213 on fine cover	Lewenthal	28.00
PANTANO, ARIZ. 1888 VF purple D.C. ties #213	"	52.50

CALIFORNIA

QUARTZBURG, CAL, "54" and "10¢" in mss on folded letter	Kelleher	40.00
ROUGH & READY, CALA & "40" on fine cover, 1851, encl.	"	190.00
FOWLER CAL, 1902 Ex strike on govt postal	Severy	15.50
AEROPLANE STATION, LOS ANGELES, CAL on card, 1912 VF	Lewenthal	17.00
"To U.S. SHIP SAVANNAH, PACIFIC STATION, SAN FRAN", 1849 with Philadelphia, Paid, 40 all in blue	"	52.00
BIDWELL'S BAR & "10" all in mss, VF	"	27.50
BUTTE MILLS, 1859 Paid 10, mss, with letter, VF	"	75.00
COON CREEK, Paid 10, mss, VF	"	67.50
MORMON ISLAND, 1851, "10", mss F-VF	"	50.00
OAK SPRINGS & "10", mss on fine cover	"	77.50
POVERTY BAR, 1858, "10", mss on fine folded letter	"	102.50
SAN DIEGO, 1850, & 12-1/2" to San Jose Ex F folded letter	"	140.00
SUISUN, 1853, Paid 6, mss, Fine with letter	"	33.00
SUTTER CREEK, PAID 12. mss, long letter, F	"	34.00
VALLEJO, 1851 "s/ford 5/10" in mss, VF	"	36.00
WOODS DIGGINGS, 1852, "10", mss, Fine folded letter	"	39.00
YANKEE JIMS, 1854, "10" on VF folded miners letter	"	32.00
LOS ANGELES 7 PAID 3 in blue circles, 1855, letter, VF	"	66.50
SAN FRANCISCO, 1859 & Drop 1 ct in ExF Circle	"	25.00
SAN FRANCISCO, "12-1/2" Bold Strikes in red on VF folded letter	"	105.00
SAN JOSE, CAL, clear red circle "12-1/2" on 1851 fld ltr, F	"	31.00
PASADENA, LOS ANGELES CO., CAL 1881 Fine magenta T.C. with negative star on fine U163	"	33.00

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

STRAWBERRY VALLEY, YUBA CO. CAL 1865 ExF strike with #61 tied	Lewenthal	\$36.00
CHINESE, CAL in fine D.C. on U18	"	28.00
DOWNIEVILLE & STAR-IN-CIRCLE Fine strikes on U9	"	37.50
INDIAN SPRINGS in mss on U41 VF	"	37.50
MICHIGAN BLUFF 1854 ExF D.C. on U14, Letter encl.	"	45.00
"OVERLAND MAIL VIA LOS ANGELES" S.L. on Choo-Choo cover with #32 tied by San Francisco, ExF	"	430.00
JACKSON 1865 in good strike ties superb #11	"	30.00
LA GRACIOSA in bold strike with 3¢ green tied	"	21.00
PROVIDENCE 1888 perfect strike with #210 not tied ExF	"	32.00
CALICO, 1892, Fine strike with #220 tied, fine	"	18.00
BUCKLEY'S EXPRESS PAID in blue hndstp rectangle on WF U163	"	38.00
ENGLISH & WELLS MOORE'S FLAT & EUREKA EXP. with clear WF Cancel, Nevada, on trimmed but fine U58	"	78.00
EVERTS, WILSON & CO'S EXPRESS red frank on U15 with clear Marysville Paid by Stamps & "Via Panama" in mss, Fine	"	107.50
FREEMAN & Co's EXPRESS with clear Stockton Co. cancel on VF U10	"	45.00
NICARAGUA LINE IN ADVANCE OF THE MAIL ExF strike in oval on worn cover	"	85.00
FROM NOISY CARRIER'S MAIL, 77 Long Wharf, clear blue rectangle on U14, Fine	"	82.50
THOMES & SCADANS EXPRESS frank on U82, address, no cancel VF	"	53.00
WF BEAUMONT, 2 clear strikes on unfranked cover, 3¢ green VF	"	24.50
WF BIG OAK FLAT, clear strike on U 163 Fine	"	26.00
WF COULTERVILLE, Brilliant strike on U59 ExF	"	25.00
WF SAN FRANCISCO on U59, Vert. frank & overall ad. VF	"	23.00
MOKELUMNE HILL, CAL, good strike ties 10¢ green to rare Civil War Patriotic, Fine	"	130.00
RECLAMATION, CAL 1898, good strike on SP. AM. PATRIOTIC, Pr#264	"	47.50

COLORADO

MUDDY CREEK COL in mss with #147, interesting 1873 letter, VF	Herst	110.00
RUSSELL GULCH COL, 1890, VF strike on stained Reg. cover	Severy	11.75
BUTTE VALLEY, C.T. 1870, mss, 3¢ green tied, letter, fine	Lewenthal	23.50
CROOK, WELD CO., COLORADO, 1883 in magenta sawtooth circle #210	"	27.00
DENVER, COLO. 1872 VF strike ties 3¢ green on Rocky Mt. News - all over ad	"	17.00
GREELEY, C.T. in mss with #114 on VF cover	"	22.00
PONCHO SPRINGS COLORADO 1881 in VF triple oval on U167	"	35.00
PUEBLO CITY, ExF strike with damaged #114 on VF cover with c.c.	"	18.00
ST. ELMO, COLO, 1882, good strike in magenta, 3¢ green not tied	"	21.50
SILVER CLIFF, COLO, 1879, in good D.C. with 3¢ green tied, Fine	"	15.00
SUNSHINE, BOULDER CO. COLO 1884, VF sawtooth oval on U231 Reg.	"	28.50

DAKOTA

FORT BENNETT, DAKOTA, 1877 VF strike with star on U 277	Lewenthal	36.00
PINE RIDGE AGENCY, DAK. 1887 ExF triple circle on short U277	"	18.80
STURGIS D.T. in mss, 3¢ green, Merchant's c.c. some tears	"	19.00

AUCTION ACTION - (Cont'd.)IDAHO

WELLS FARGO LEWISTON, Fine strike on franked U165, VF	Lewenthal	\$40.00
BRUNEAU VALLEY, IDAHO, 1884 & maltese cross on U 277, VF	"	18.00
FROST, CUSTER CO, C.P. Frost, P.M. 1886 in sawtooth circle on U 277, ExF	"	52.50
OSWEGO, I.T. 1889 in mss with #213 on fine cover	"	15.00
TERMINUS, IDAHO, 1880, perfect strike in D.C. on UX 4	"	22.50
WF BOISE-MINES - PAID 50 cts, U 34 tied by legible strike of BANNOCK CITY I.T. closed tears, Fine	"	27.50

KANSAS

COLUMBUS, KANSAS, 1861 in mss with #26 on fine cover	Lewenthal	27.00
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MINNESOTA

LAKE CITY, M.T. in mss with #11 on fine cover with letter	Lewenthal	13.50
WINNEBAGO CITY, July 1858 in mss on VF ladies env, encl	"	16.00

MONTANA

BOZEMAN, MONT, with #114, legible strike on fancy cover with letter headed "Spring Hill, Mon.Ter, 1869, Fine	Lewenthal	18.00
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NEVADA

RAUMS CENTERVILLE, RUBY HILL & SCHELBURN EXPRESS on U 82 with fine postal Schelburne, Nev. strike, trimmed to stamp	"	50.00
CARSON CITY, ORMSBY CO, Nev 1888 ExF Magenta DC, Pair #209 Reg	"	105.00
EMPIRE, NEV, 1866 in mss with #65 tied VF	"	32.00
ESMERALDA, N.T., 1863, fine strike with #65 not tied on fine cvr.	"	35.00
GOLCONDA, NEV. 1899 clear strike with #279B & #E2 tied, hotel c.c.	"	22.00
HIKO, NEV, 1878 in mss on U 163 VF	"	77.50
JEFFERSON, NEV, 1874 in mss on U 82 Fine	"	38.00
WARD, NEVADA 1878, ExF strike in red octagon with star on U163	"	42.50
M.HOUSE & KEELER R.P.O. 1886 ExF strike with #210 tied, ExF.	"	28.00
SHERMANTOWN NEV fine strike with "S" on #114 on good cover	Kelleher	55.00
BARCLAY, NEV, 1909 ExF strike of 4-bar on post card	Severy	10.80
ACOMA, NEV, 1909 VF strike of 4-bar on post card	"	10.80

NEW MEXICO

FORT UNION, N.MEX, good strike with #114 tied to tiny cover with letter from ex-soldier begging for money Fine	Lewenthal	51.00
LOOKOUT, N.MEX. 1891, fine strike on VF U 312	Brooks	12.50
LOWER PENASCO, N.MEX 9-4-91 in mss on U313 VF	"	16.50
DEMING N.MEX 1890, #220 tied to fine cover	"	15.00
SEVEN RIVERS, N.Mex, 1894 ExF strike, #231 tied to fine cvr	Lewenthal	18.00
WEED, N.MEX, 1909, VF 4-bar strike on post card	Severy	10.10
DORA, N.MEX, 1908, Fine 4-bar strike on post card	"	21.30
PRATT, N.MEX, 1908, ExF 4-bar strike on post card	"	22.50
KNOWLES, N.MEX, 1909, VF strike on post card	"	10.00
ELK, N.MEX, 1907 VF 4-bar strike on post card	"	12.20
HAGAN, N.MEX, 1908, fine 4-bar strike on post card	"	14.50
QUESTA, N.MEX, VF 4-bar strike on post card	"	14.00

AUCTION ACTION - (Cont'd.)OKLAHOMA

LAWTON, OKLA, 1917, Fort Sill Branch Flag cancel on card VF Severy \$12.50

OREGON

COQUILLE, COOS CO. OGN, 1894 VF Blue strike on fair cover	Severy	12.00
RAINIER, O.T. in mss with #14 not tied pen cancel, VF	Kelleher	135.00
LA FAYETTE, YAMHILL CO. ORE, 1882 in clear sawtooth oval on U 17, VF	Lewenthal	32.00
PORTLAND EXPOS.STATION, 1905 on round 2-1/2" post card with #300	"	41.00
MITCHELL, 1880 in mss with #184, strip of 3 #186, #188 on U163 Fine	"	32.00
PORTLAND, 1898 on patriotic showing front page of Oregonian, VF	"	41.00

ORLEANS TERR.

NEW ORLEANS 1806 clear strike with mss "25" on VF folded letter " 28.50

WASHINGTON

TULALIP 1871 in mss with 3¢ green on fine cover	Lewenthal	22.00
UTSALADY, W.T. 1870 in mss with pen cancelled #114 VF	"	32.00
LOPEZ ISLAND 1887 Fine strike with maltese cross on postal	Severy	29.75
COWLITZ W.T., 1857 and "Paid 10" in mss on VF folded letter	Kelleher	42.50
COWLITZ LANDING, W.T. in mss on fld letter with #14 not tied F.	"	52.50
MONTICELLO, W.T. 1857 in mss on fine U 16	"	45.00

WYOMING

DIXON, WYOMING TERR, 1877, ExF magenta strike & star, Fine	Lewenthal	36.00
FORT BRIDGER, Wyo 1877 ExF in rimless circle on fine U 163	"	24.50
FORT FRED STEELE, WYO. ExF strike on fine cover with c.c.	"	31.00
RED BUTTES W.T. 1873 in mss with 3¢ green, small tears	"	31.00
SOUTH PASS CITY, WY.T., 2 covers with 3 # 114's some faults each with wonderful letter written from Snake Ind. Res.	"	82.50

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\* ADVERTISEMENTS \*  
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