

# WESTERN EXPRESS

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Western Cover Society

APRIL, 1975

Express  
Ocean Mail  
Overland  
Post Offices



Territorial  
Statehood  
Postal Rates  
Postal History

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## EDITOR'S ARENA

**ANNUAL MEETING** The Society's annual meeting will be held in conjunction with the 10:00 a.m. breakfast, Sunday, April 20th at the Jack Tar Hotel, San Francisco, as in the past. The breakfast-meeting will be followed by Robert Lewenthal's auction of choice Western Covers.



**GOLD AWARDS** As a last minute item in the January issue of *Western Express* we noted that Mel Nathan's "Franks of the Western Expresses" had been awarded a gold medal at the 88th Convention and Exhibition of the American Philatelic Society and the Chicago Philatelic Society, and also that his last volume of "Western Express" had been given a like award. This information had come thru the philatelic weeklies, and not from the Society sponsoring the exhibit of October 11-13, 1974. We wrote to Chicago's chairman in November for information. On January 7 a certificate confirming the Award to "Western Express" was received — but no medal! Finally the medal arrived the end of February with the USPS contributing to the delay — 12 days from Chicago to the Far West.

Your editor entered the first volume of "Western Express" published under his direction, in the Literature section of San Jose's Filatelic Fiesta, held February 8-9. The judges saw fit to award it a gold medal — the APS Writer's Unit fine emblem. Our thanks to the judges — but more so to the members who have contributed the fine articles for your editor to use, and to our printer, Falcon Associates, who put the material into its proper and pleasing form. The medal was shown at the Friday luncheon, following the Filatelic Fiesta.



**U.S. CLASSICS SOCIETY** On Saturday, April 19, 1975, the U.S. Classics Society will hold a seminar at the Jack Tar Hotel, San Francisco, in conjunction with WESTPEX '75. This meeting will be held from 1:00 to 3:00 p.m. and a special program of speakers has been lined up for this event.



**RECOGNITION** My apologies to Harry Fine and Jim Chemi for overlooking them in the mention of EXFILMEX '74 awards. For their joint publication "Arizona Territorial Days: Robbed by Highwayman Marking Starts Devil's Canyon Search," the judges presented them with a silver-bronze medal. My usual sources for these "recognition" items are the pages of the philatelic publications to which I subscribe, and there is always the good chance that I will miss some reference to the awards our members receive. But there is no excuse for omitting this one, for I was at the Awards Banquet in Mexico City and received the printed list of all winners.

Another item that failed to make the January issue of W/E was the group of Western Cover Society members who received awards at the Mound City Stamp Club Open House Show held in St. Louis, September 27-29. The Grand Award went to Paul Rohloff for his "Early Ship Letters of Jamaica and British Stamps Used in Jamaica." A gold medal was awarded Robert L. D. Davidson for "The Postal History of the Division of the County, 1860-1862," and John L. Norbeck received a gold medal as well as the Transmississippi Philatelic Society's medal for his

## EDITOR'S ARENA (continued)

entry "Hawaiian Postal History." Silver medals were bestowed on W. H. Semsrott for "Rocky Mountain and Western Mails and Pony Express" and on David Beals III for "Postal History of Kansas City." In the bronze medal class were Ward S. Parker (Covers of Territorial St. Louis) and T. J. Alexander (U.S. Postal History Marking 1851-1861." Ward also received the SPA medal.

Last Spring Harry Fine was elected to the Arizona Philatelic Hall of Fame. During the October meeting of the Mesa Stamp Club (fittingly termed Harry Fine Night) the dean of the Arizona Hall of Fame, James Chemi, presented Harry with his diploma of merit.



## TREASURER'S REPORT

Balance on Hand, January 1, 1974			4,926.67
Receipts:			
Dues — 1974	1,095.00		
Dues — 1975	1,135.00	2,230.00	
Advertising — 1974	202.50		
Advertising — 1975	292.50	495.00	
Sales of Western Express		76.40	
Interest on Short Term Investment		204.46	3,005.86
Total Funds Available			<u>7,932.53</u>
Expenditures:			
Printing & Mailing Western Express	3,535.22		
Expenses—Editor & Sec.-Treasurer	114.73		
Supplies	63.47		
Executive Expense	21.53		3,734.95
Balance on Hand December 31, 1974			<u><u>4,197.58</u></u>



**BONUS** Under separate cover members will receive a reprint of Dr. T. W. Jackson's article from the Southern California Quarterly, concerning Wells, Fargo & Co's activities in Southern California. Courtesy of Wells Fargo Bank.

## MEMBERSHIP CHANGES

## New Members

- #610 Alfred C. Schnaus, 425 Chubb Road, Auburn, CA 95603  
(Collects all Western Expresses, Territorials and ghost towns of California, Montana and Oklahoma)
- #611 Richard C. Mellonee II, 6003-125th Ave. S.E., Bellevue, WA 98006  
(Collects Express, Towns, Territorials which reveal history of the West)
- #612 Morrison Waud, 55 No. Greenbay Rd., Lake Forest, Illinois 60045  
(Collects Kicking Mules, Port Townsend and some Territorials)
- #613 Stanley Dempsey, 10899 W. 30th Ave., Lakewood, Colorado 80215  
(Collects Colorado Towns)
- #614 Richard H. Poultridge, 1029-151st Ave. S.E., Bellevue, WA 98007  
(Collects Washington Territorials)
- #615 King Parker, Jr., Box 5572, Walnut Creek, CA 95603  
(Collects 19th Century California Towns)
- #616 Dale A. Clemens, 4617 Davison Road, Lapeer, Michigan 48446  
(Collects Colorado and Kansas Territorials)
- #617 Fred Smoot, 53 Sonora Way, Corte Madera, CA 94925  
(Collects Expresses)
- #618 Clifford Moss, 1885 Grenada Dr., Concord, CA 94519  
(Collects Expresses)

## Re-instated

- #459 Jack Greenberg, 357 Metzger Ave., Half Moon Bay 94091  
(Collects San Mateo County covers)

## Resigned

- #544 Mildred Hamilton    #50 George E. Hargest    #532 Tom Pulley    #391 M. A. Roloff

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- #467 A. F. Bostwick, 15742 Williams, Apt. No. 130, Tustin, CA 92680
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- #28 Art Farrell, 1695 So. Locust Gr., Meridian, Idaho 83642
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- #473 Jerry Lewin, P.O. Box 453, Camino, CA 95709
- #580 Leonard McCabe, Jr., 9171 Annik Drive, Huntington Beach, Ca 92646
- #86 Charles Meroni, 233 South Wacker Dr., 70th Floor, Chicago, Ill. 60606
- #591 Stanley Piller, 2457 Virginia, Berkeley, CA 94709
- #85 E. N. Sampson, Box 6488, Clearwater, Fla. 33515
- #480 Lt. Col Neil Schroeder, Box 2278, APO San Francisco, CA 96264
- #406 E. Murray Todd, 862 Holmdel Rd., Holmdel, N.J. 07733

## Deceased

- #355 Kenneth Keister

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**BLACK JACKS WEST**

by Paul J. Wolf

Benicia, California, to Nova Scotia

Cover at the 15c rate, made up of the 3c entire, Scott U58, the 3c Pink on White, a 10c 1861, No. 68 and a Black Jack, from Benicia, California to Lower Granville, Annapolis County, Nova Scotia. A backstamp gives the year date, 1867, which is helpful, as the Benicia CDS has only the month and day, May 27. Marked for carriage "Via Panama."

The 15c rate was for carriage over 3,000 miles, and ended Jan. 1, 1868, when the rate was reduced to 6c. A pencil notation in the upper left corner, "No. 3" is a docketing. Many people numbered their missives at that time, in order to keep track of what they had received.

The numbers "27" twice struck on the right margin would appear to be a clerk's testing to be sure that he had the proper date slugs, since the numerals in the CDS appear to be identical.



**BLACK JACKS WEST (continued)**

California to Hawaii

Cover to Lahaina, Sandwich Islands (Hawaii) from an unnamed town in California. The franking is a 3c entire, Scott U59, 3c Pink on Buff, a 3c 1861 (No. 65) and two Black Jacks, all with pen cancellation. The poorly struck CDS shows only the date, Feb. 7, and "CAL" with most of the town name unreadable.

The rate is for the 11th Period, 1867 to 1870, and an orange-red crayon "5" calls for the collection of 5 cents for Hawaiian inland service.

The envelope is addressed to a noted missionary, the Reverend Sereno E. Bishop.

Perhaps someone more familiar with California town marks of the period can identify where this letter originated. A clue that may be helpful is the letter "N" at the right, about 2 o'clock in the CDS. Could this be Auburn? Other letters to Hawaii, in this period, are known from Auburn.



## A LETTER FROM LT. JAMES BLAIR, USN

by Sandra and Judah Landes

The Blair family played a significant political and journalistic role in the history of the country during the 1800's. Francis P. Blair Sr. (1791-1876) was a close advisor and supporter of Andrew Jackson. He was the editor of the Washington Globe and a Unionist politician. His oldest son, Montgomery Blair (1813-1883), was a vocal advocate of Abraham Lincoln. President Lincoln appointed him Postmaster General of the United States. Francis P. Blair, Jr. (1821-1875), the third son, was a Union Brigadier General and later an active congressman from Missouri. During 1868 he was the Democratic candidate for the Vice Presidency of the United States.

Little is known about the second son of this illustrious family, James Blair. He has apparently disappeared from historic accounts of the Blair family. We know that he was a Lieutenant in the United States Navy. He resigned his commission and stayed in San Francisco, California as a ship builder and business associate of the Aspinwalls. He piloted the paddlewheel steamer "Senator" on her first voyage to Sacramento. Blair established the Sutter Iron Works at Rincon Point in San Francisco, where he built inland waterway steam ships. He died in 1853.

This letter was apparently written by James Blair to his father upon the occasion of his resignation from the United States Navy. It was probably carried by Naval vessel to New Orleans, where it entered the mails, and reached its ultimate destination, Blair House, in Silver Spring, Maryland.



San Francisco July 14th 1850

My dear Father

After the most strenuous exertions of my part to return home on the steamer which sails tomorrow, I have failed entirely. I do not know (after a full survey of the condition of my affairs here) but that the decisions of the commodores may result in being the best for my welfare. I remain in charge of the mere nominal duty of enlisting men at the naval rendezvous in this town — I say mere nominal duty because I can not enlist more than two men a week. I might say however with truth that almost the whole naval duty in these waters is nominal because the ships are so difficient in men that they are perfectly inactive. And this is what makes the duty so disagreeable, all the etiquette & form with no strength or efficiency. I remain in the same position which I endeavoured to define to the secretary of the navy in a letter which I enclosed to you

## A LETTER FROM LT. JAMES BLAIR, USN (continued)

sometime since dated 31st Mch. 50. There is not an officer in the service who would leave it with more regret than myself, nor would I leave it under these circumstances if there was a pressing emergency of war, for then I would look to the reputation of the name I bear. And further, there is not an officer in service who would more willingly at this time accept a limited or indefinite furlough, bearing the odium of such a position, and relying upon my own exertions to gain position when the time of trial should come. The farmer Hero & soldier of the Hermitage never had a clearer appreciation of the dignity and nobleness of his life and career, than I have of it, that of appearing only in times of trial and then returning in times of peace and quiet, preferring to rest for support upon his exertions than to accepting the pittance of the government — such men and such actions appear but seldom in this world, and I would be thankful to God to inspire with me the ability and offer me the opportunity of leading such a career and dying as Jackson did — But such a life for me is *but hope & imagination* and therefore I will say no more about it.

My dear Father, you must not blame me for having something of your own disposition. for loving to picture to myself a home of happiness my wife and child with all they could wish about them, with Books & flowers at the “Moorings” and near “Silver Spring.”

In my letter to Mary by this steamer Ill send a rough plan of a house I wish to have built next to one lately occupied by D. Harris. I think you gave me the land some three years since, if not I will take the land of you at an appraised value. I like the location and believe it will prove a good investment even if Mary or the General should conclude not to occupy it. By the steamer of the 1st of August Ill send a complete building plan and specifications, with the New York estimates attached and I think the work can be done at Washington for 10 or 12 pr ct advance on these estimates that Ill submit, and possibly less, if Mary or yourself should conclude to make any alterations in the plans & specifications that I will forward, I would caution you to make the specifications very full & complete previous to obtaining a contractor, who should be a very reliable man.

There is one thing more my dear Father I wish you would do for me, and I herewith give you full powers of Attorney for action in the matter, to make full and complete conveyance to Mary and my little Violet, of all monies that I have remitted to you or Mr Rives after having invested the same in such stocks as your judgement may dictate, and to convey to them all land and Houses that I own or may own in or near Washington, Ill remit you or Mr Rives money sufficient to build the House alluded to in this letter even if it should be possible to build it before the frosts of this year come on, which would give the contractor 60 or 70 days for the work. My N.Y. estimate will reach about seven thousand & two or three Hundred dollars. A Washington contractor will probably require nearly one thousand dollars advance upon that sum, and necessarily so from the difference of the market in labor & materials.

Ill enclose to Mary copies of my correspondences with Commodores Jones & McCauly, which I wish you would look at when you go into town.

My best love to Mother, Sister and little Betty and remember me kindly to Mr. Lee

Your Son  
James Blair

## References

Paddle-Wheel Days in California, by Jerry MacMullen. Stanford University Press. 1944  
Quarterly of the California Historical Society, December 1930, p. 397

**POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER II**  
**The Territorial Period**  
**(Establishment of Towns, Government, and Communications)**

When the Colorado Territory was organized in 1861, one of the first acts of the territorial legislature was to divide the territory into 17 counties and designate county seats.<sup>19</sup> The entire western slope (the area west of the continental divide) was included in three counties, Summit in the north, Lake in the middle, and Conejos in the south. The latter two of these had their county seats east of the continental divide. Most of the area of the San Juan Country was in Conejos County, although the northern drainage and some of the western was in Lake County, and a neck of Costilla County came west into the "big bend," the big loop to the west in the continental divide where it encloses the headwaters of the Rio Grande River. In 1866 Saguache County was created out of portions of Costilla and Lake Counties. Thus at the time the Brunot Treaty opened the San Juans to exploration and organization they were contained entirely in the three counties of Conejos, Lake, and Saguache. Even during the years of illegal mining activity, 1871-73, Miles T. Johnson each winter copied the records of the Las Animas Mining district (see Chapter I) into the official county records at Conejos, county seat of Conejos County.<sup>16</sup>

With the ratification by the United States senate of the Brunot Treaty on April 29, 1874, government could come legally to the San Juans. Anticipating that a bit, the territorial legislature created Rio Grande, Hinsdale, and La Plata Counties on February 10, 1874, with county seats at Del Norte, San Juan, and Howardsville respectively.<sup>19</sup>

Rio Grande County was not greatly different in outline from the modern county. It included a bit of the La Garita Mountains later returned to Saguache County and its western end was lost in the formation of Mineral County in 1893. The first post office in what is now Rio Grande County was established on the north side of the river at Loma on April 1, 1867. By 1873 the competing town of Del Norte on the south side of the river had become dominant. The post office was moved there and the name changed to Del Norte on Jan. 28, 1873. No postmarks are known from Loma, while numerous different markings including two territorial markings (see Fig. 3) exist from Del Norte, which to this day remains a reasonably prosperous San Luis Valley farm town and county seat.

Hinsdale County as created in 1874 included most of the present county plus about a third more area on the southeast that became part of Mineral County in 1893. Its first post office was established in the new county seat at San Juan (sometimes called San Juan City) on June 24, 1874, the same day as the post office in Howardsville in La Plata County. Thus San Juan and Howardsville were the first post offices in the San Juan Country except for the Los Pinos Indian Agency in the Cochetopa Hills. San Juan was a stage station, a stopping point on the main route from the San Luis Valley to the mines. The county seat remained there only until Feb. 23, 1875, when it was moved to Lake City (where it still remains).<sup>20</sup>



Figure 3

The territorial rimless circle postmark of Del Norte used in 1874. This cover apparently was misrouted on its way from Canon City to South Arkansas (near modern Poncha Springs) and back. The identical marking is known on a cover originating in Del Norte, but not quite so well struck.

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)



Figure 4

The territorial manuscript postmark of Howardsville, dated April 17, 1876. Only one other territorial marking from the San Juan Country has been recorded – an 1876 single circle from Silverton, which unfortunately is not available for illustration.

La Plata County as created in 1874 included not only what is now La Plata County but all of San Juan, Montezuma, Dolores, and San Miguel Counties and all of Ouray County except that portion which was then in the Ute reservation. Actually a strip about 15 miles wide along the New Mexico border and one 20 miles wide along the Utah border were also Ute reservation, but this seems to have been ignored in carving out counties. The county seat at Howardsville\* got its post office June 24, 1874, as previously noted. A manuscript marking from the territorial period is known (see Fig. 4).

In 1875 in classic western fashion the county seat was pirated. Apparently a group from the new and growing town of Silverton went to Howardsville, got a great many people including the county officers thoroughly drunk with "free" liquor, and moved all the county records to Silverton.<sup>21</sup> It is doubtful that this was ever completely legitimized. On Jan. 31, 1876 San Juan County was created with Silverton as its legal county seat.<sup>19</sup> A county election was held June 12, 1876 to vote confirmation of the subdivision of La Plata County.<sup>21</sup> The separation was approved and Parrott City became the new seat of a La Plata County now consisting only of the modern La Plata and Montezuma Counties.<sup>21</sup>

The new San Juan County was composed of the modern counties of San Juan, Dolores, San Miguel, and most of Ouray. This was the last boundary change before statehood which came on Aug. 1, 1876. Silverton acquired its post office on Feb. 1, 1875. A territorial strike of 1876 from Silverton, the simple single circle type, does exist but unfortunately is not available for illustration.

Table 1 gives the basic facts on the post offices established during the territorial period in the San Juan Country. Details on the towns and their statehood postmarks are given in succeeding parts of this "history." Only Howardsville and Silverton postmarks are known from the territorial period.

\*Each town and its postmarks are described in the section in which its site is located according to modern county lines, even though the town may have ceased to exist before the county was created.

**TABLE I**  
**Territorial San Juan Post Offices**

Town	County established in	Date established	Modern county containing the townsite*	Remarks
Animas Forks	La Plata	8 Feb 75	San Juan	P.O. in and out three times. Name changed to Timber Hill 4/25/79.
Antelope Springs	Hinsdale	5 May 76	Mineral	
Eureka	La Plata	9 Aug 75	San Juan	
Hermosa	La Plata	27 July 76	La Plata	
Howardsville	La Plata	24 June 74	San Juan	
Jennison	Hinsdale	15 Jan 75	Hinsdale	
Lake City	Hinsdale	18 June 75	Hinsdale	
Mineral Point	La Plata	29 Oct 75	San Juan	
Ouray	La Plata	28 Oct 75	Ouray	
Parrott	La Plata	5 May 76	La Plata	
San Juan	Hinsdale	24 June 74	Hinsdale	often called San Juan City
Silverton	La Plata	1 Feb 75	San Juan	P.O. records initially listed it incorrectly in Saguache County
Tellurium	Hinsdale	24 Aug 75	Hinsdale	
Wagon Wheel Gap	Rio Grande	27 Aug 75	Mineral	

**Important Territorial Offices on the Fringe of the San Juan**

Town	County established in	Date established	Modern county containing the townsite*	Remarks
Barnum	Lake	10 Mar 76	Gunnison	P.O. records initially listed it incorrectly in Saguache County
Del Norte	Conejos	28 Jan 73	Rio Grande	Name changed to Cochetopa 2/23/77
Los Pinos	Saguache	20 Nov 72	Saguache	
South Fork	Rio Grande	10 Feb 76	Rio Grande	P.O. records initially listed it incorrectly in La Plata County name changed to Uncompahgre 3/20/76
Uncompahgre**	Lake	20 Dec 75	Montrose	
Uncompahgre**	Lake	20 Mar 76	Montrose	P.O. records initially listed it incorrectly in La Plata County name changed to Los Pinos 2/23/77
White Earth	Lake	24 Jan 76	Gunnison	P.O. records initially listed it incorrectly in Saguache County

\*and the county under which detailed information on the town is given in subsequent chapters.

\*\*Spelling taken from original records in the National Archives. These are misspelled in reference 13.

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)



**Figure 5**  
 Photograph taken in 1875  
 by W. H. Jackson of his mule  
 Hypo on the trail in  
 Cunningham Gulch.  
 Copy courtesy of the  
 U.S. Geological Survey.

The development of roads into the rugged San Juan Country was a truly difficult task. The earliest parties into the area followed the old Indian trails or made their own. These were suitable for mules and for men with strong hearts. The trails were steep and drops of more than a thousand feet on one side were common.

On their first trip the Baker party of 1860 traveled up the Lake Fork of the Gunnison to cross Cinnamon Pass at 12,600 feet to the headwaters of the Animas River and down to Baker's Park (see chapter I and ref. 11). The Hayden Survey team, San Juan Division, also came this way in 1874.<sup>22</sup> Major M. V. B. Wasson brought wagons containing the first quartz mill to the Little Giant in Arastra Gulch in 1872 via Cinnamon Pass, improving the "road" as he went.<sup>17</sup>

The Baker party apparently left Baker's Park to the south over the southeast shoulder of Sultan Mountain via what is now called Molas Pass. At least this was the route followed on their return in 1861.<sup>11</sup> The canyon of the Animas River itself was generally considered too rugged for travel. A somewhat easier route actually existed around the west side of Sultan Mountain.<sup>22</sup>

The third route into the heart of the San Juan followed up the Rio Grande, over a 12,500 ft. pass south of the later Stony Pass, and down Cunningham Gulch to the Animas. The pass was generally called Rio Grande Pass or Cunningham Pass by the pioneers.<sup>22</sup> As the most direct route to supplies and winter quarters in Del Norte and points east it was the most heavily used pass in the 1870's.<sup>23</sup> Unfortunately at one point on the western side the original route drops 1500 ft. in just over one mile and wagons had to be slid down with ropes. A good toll road over Stony Pass was completed in 1879 relieving some of the thrills. One of the very famous photos of the great photographer, W. H. Jackson is of his mule Hypo on a ledge, part of the original route, in 1875 (See Fig. 5). All the mail came via this route on saddle animals in the summer and in backpacks on men on snowshoes or skis in winter (See Fig. 6) until roads were completed.<sup>14</sup>

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)



CROSSING THE RANGE ON SNOW SKATES.

Figure 6  
The classic means of transporting mail in the winter.  
Taken from the 1881 edition of Crofutt's "Grip-Sack Guide of Colorado"

These early routes were hazardous things for a wagon at best. Hence, enter the toll road builders. By the time the Brunot Treaty was signed there were already good roads into Saguache and Del Norte. In July 1873 the Del Norte and Antelope Park Toll Road Co. was chartered to build into the valley of the Rio Grande west of the present town of Creede (and the eastern edge of the Ute reservation before the Brunot Treaty).<sup>24</sup> In 1874 Otto Mears (the famous Pathfinder of the San Juan) and associates chartered the Saguache and San Juan Toll Road Co. and contracted with Enos T. Hotchkiss to do the building.<sup>24, 20</sup> In August, while surveying down Slumgullion Hill, Hotchkiss located an interesting outcropping above Lake San Cristobal which became the Hotchkiss (later Golden Fleece) Mine.<sup>20, 25</sup> That same month he built the first cabin in what was shortly to become Lake City, a townsite being entered with the U.S. Land Office in October.<sup>25</sup> The toll road which very generally went over Cochetopa Pass, west-northwest to the Lake Fork of the Gunnison at Indian Creek (soon to be the site of Barnum), and then up the Lake Fork to Lake City was completed in July or August of 1875. Smoot says Barlow and Sanderson's stage line began tri-weekly runs from Saguache on July 11,<sup>25</sup> while Williams reports the road completed August 10 and runs beginning a few days later.<sup>26</sup> Smoot and Williams agree that the Antelope Park and Lake City Toll Road was finished November 2, completing the route from Del Norte to Lake City.<sup>25, 26</sup> In 1876 Barlow and Sanderson began running stages over this route also.<sup>24</sup> According to the Wrights, the Del Norte stages carried the U.S. mail to Lake City during the early period.<sup>29</sup> It is interesting to note the freight rates in 1877 from either Del Norte or Saguache to Lake City were 2 to 2½¢ per lb. in summer and 3 to 4¢ per lb. in winter.<sup>26</sup>

When Mears, Hotchkiss, et al. began their road from Saguache, they intended to build to Howardsville via the Lake Fork and Cinnamon Pass. It appears that the Lake City discoveries

**POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)**

changed this plan, and Mears never built over Cinnamon Pass. At least an apparently complete list of Mears' roads does not clearly include this one.<sup>27</sup> Instead Mears began work July 14, 1875, on a road from Silverton through Howardsville, Eureka, and Animas Forks to Mineral Point. On August 10, 1877 a Mears toll road from Animas Forks to Lake City via Henson Creek was completed.<sup>27</sup> It is not absolutely clear who built the Cinnamon Pass toll road, but such a road was apparently built by March 1877 since it is shown on a U.S. Geological Survey map of that date (See Map 2). Sprague attributes this road to Hotchkiss;<sup>23</sup> perhaps Mears did finance it. Information here would be appreciated.

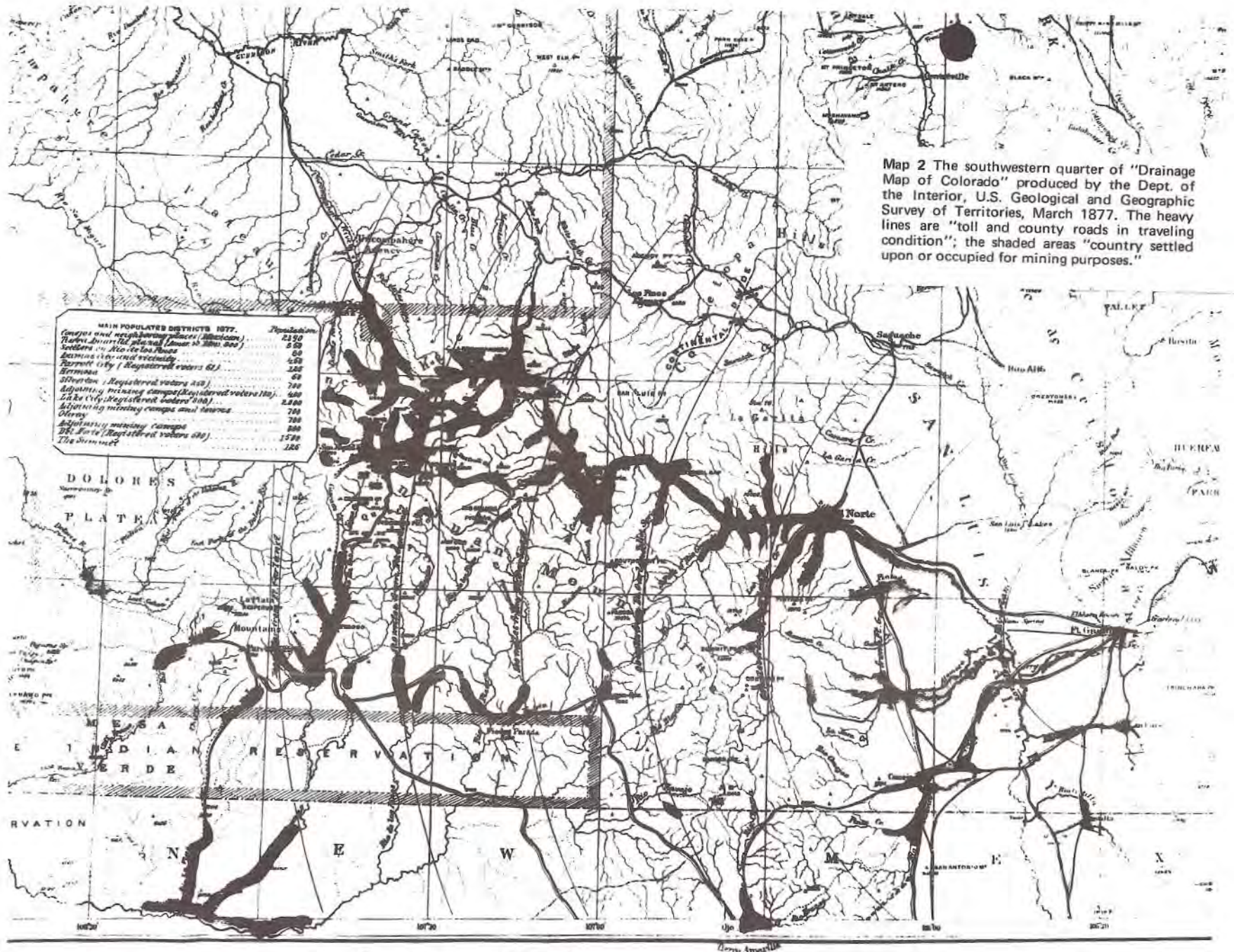
The townsite of Ouray was laid out in 1875, the year that the first significant mines were found in the area, and in 1876 it was incorporated.<sup>4</sup> (See details in Chapter V.) The nearest supply point in 1875 was Howardsville. The distance was less than 25 miles, but the lowest pass between the two was 3300 ft. higher than Ouray, and the route via Mineral Point from whence a relatively good road led on into Howardsville required a 4300 ft. climb in 12 miles. In fact many newcomers arrived via the only easy access to Ouray, namely up the Uncompahgre River from the new Ute Agency, which they had reached via the classic route over Cochetopa Pass. Unfortunately there was still no road as such from the Lake Fork through the Cimarron country to the Agency, and in addition the route crossed a corner of the Indian reservation which was improper and sometimes objected to by authorities.<sup>4</sup>

Recognizing the need for regular mails, a public meeting was held at the Ute Agency that fall (1875) at which it was decided all mail inbound or outbound from the Uncompahgre area mines would pass through the agency as an "initial point."<sup>28</sup> None other than Otto Mears was awarded the contract for transporting the mail to the Uncompahgre Agency from the Saguache-Lake City road, and he was also made responsible for individual contractors who would carry the mail from the agency to the various mines as they developed. During the winter, delivery was made by dogsled "with a man alongside on Norwegian shoes" (skis).<sup>28</sup> This prompted Otto Mears, in 1877, to build another of his ubiquitous toll roads from a point on the Saguache-Lake City road at Indian Creek (soon to be called Barnum) generally westward to the Uncompahgre Ute Agency and then up the river to Ouray.<sup>27, 30</sup> Part of this road was not too far from the present alignment of US 50 over Blue Mesa and Cerro Summit.<sup>23</sup>

Apparently the early newspapers were full of complaints about mail service in the San Juans.<sup>31</sup> Ouray's first newspaper, the *Times*, appeared June 16, 1877, and it soon spoke of "mail once a week and uncertain at that, with mail bags meant for Silverton or Lake City delivered to Ouray, or the reverse."<sup>31</sup>

The other area of San Juan settlement during the territorial period was at two points in the south in modern La Plata County. A group of miners led by John Moss established a camp on the La Plata River in the spring of 1873 which was named Parrott City.<sup>21</sup> A conscious political effort by Moss resulted in Parrott City becoming the county seat of La Plata County after San Juan County was separated from it, as previously noted. A road of sorts was soon developed from Parrott City to the valley of the Animas River following closely what would become the alignment of the Rio Grande Southern Railroad.<sup>26</sup> From that point (soon to be Animas City, now a part of Durango) two roads led southeast into New Mexico, and it seems probable that until the railroad arrived most mail for the region came from New Mexico. In 1880 post road No. 71 was operating three times weekly in each direction between Animas City and Ojo Caliente, New Mexico via Pagosa Springs, and there was a daily buckboard in 1881.<sup>32</sup> As early as 1879 there was a route between the railroad at Alamosa and Pagosa Springs, however, and some mail could have come that way and been transferred at Pagosa Springs.<sup>33a</sup>

The other La Plata county settlement was Hermosa, the center of early farming activity along the upper Animas Valley, near the confluence of Hermosa Creek and the Animas River. There were



Map 2 The southwestern quarter of "Drainage Map of Colorado" produced by the Dept. of the Interior, U.S. Geological and Geographic Survey of Territories, March 1877. The heavy lines are "toll and county roads in traveling condition"; the shaded areas "country settled upon or occupied for mining purposes."

**POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)**

more farmers in this valley than there were miners along the La Plata River, but none of them bothered to go to Silverton to vote on a new county seat as did Moss and his men.<sup>21</sup> There was a good road from Hermosa south down the valley connecting with the Parrott City road at what was soon to become Animas City. North was another story. A crude road was constructed to a point 16 miles north of Rockwood in 1875, but the last 14 miles into Silverton was strictly a trail for pack animals.<sup>33</sup> In 1877 or 1878 the Wightman Brothers Toll Road was completed, dropping into the canyon itself at Little Cascade Creek near what is now Lake Electra. It took six horses to pull the stages up the grade out of the canyon, and the toll was \$6.00 (!) between Baker's Bridge and the canyon below Silverton.<sup>33</sup> <sup>33b</sup> This undoubtedly was a great help in delivery of farm products to the miners but seems unlikely to have changed the major mail routes to La Plata county. There was a local route beginning at Silverton and running through Animas City to Parrott City in 1879.<sup>33a</sup>

In Chapter II of this series I have attempted to give a general picture of the organization of government, transportation, and mails in the San Juan Country during the territorial period, occasionally moving forward a year or two to complete a story. In 1876 the nearest railroad, the Denver and Rio Grande, was just beginning to build up the eastern side of La Veta Pass and would not reach any part of the San Juans for another five years. Further development of the towns, roads, and mails and a list of known postmarks from each office will be given county by county in succeeding parts of the series.

**Bibliography**

References 1 through 19 will be found following Chapter I of this series and though used are not repeated here.

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**POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)**

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\*This reference is a book of "memories," and many dates are very wrong. One author was postmaster of Lake City from 1914 to 1935, however, and the facts about mail service are probably correct, as are most of the qualitative statements.

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## THE SIDNEY, WYOMING TERRITORY TOWNMARK ERROR

By David L. Jarrett

Throughout much of the nineteenth century territorial and state boundaries were constantly changing as one territory or state was carved out of another. This resulted in changes in the designation of postmarks. For example, Fort Laramie, now located in the state of Wyoming, is known to have postmarks designated "O.R." (Oregon Route), "N.T." (Nebraska territory), "M.T." (Montana territory), "DAK" (Dakota territory) and finally "WG.TY." (Wyoming territory).

This writer knows of a few examples where a post office was clearly continually located in one territory or state but its postmark had a different designation. Such is the case with Sidney, Nebraska. A post office called Sidney, Dakota territory was officially established July 2, 1868 but transferred to Wyoming territory when that territory was established July 29, 1868,<sup>1</sup> it being presumed that the Sidney post office had been located in the western portion of Dakota territory which was carved away to form the eastern part of Wyoming territory. It is probable that the post office commenced actual operation August 22, 1868, as postmaster R. T. Hillard's compensation of \$4.30 was for the period between August 22 and December 31, according to the Wyoming territory page in the *Register of Officers and Agents, Civil, Military and Naval, in the Service of the United States, on the Thirtieth of September, 1869*. The postmaster appointment records indicate that the post office was officially changed to Cheyenne county, Nebraska on January 15, 1870.<sup>2</sup>



THE SIDNEY, WYOMING TERRITORY (continued)

Sidney was a Union Pacific railroad town located approximately fifty miles east of the Wyoming border in Nebraska; Asher & Adam's Nebraska map of 1870 clearly shows this location (see photo). Since that boundary was fixed prior to the time Nebraska became a state on March 1, 1867, Sidney was always located within the boundary of Nebraska and never in Dakota or Wyoming territories. Apparently the Post Office Department did not realize this fact until January, 1870, perhaps because the region was largely unsettled. The Post Office Department compounded its initial error by issuing a townmark handstamp reading "SIDNEY W. TY." This writer is fortunate in owning the only recorded example of a cover from there, which is dated NOV 20 (1869) on a 3c 1869 adhesive (see photo). It is likely that covers from Sidney, Nebraska are more



common as postmaster James A. Moore was compensated \$240 for his service for the fiscal year ending September 30, 1871, according to the Nebraska page in the *Register*.

1 Meschter, Daniel Y., *Wyoming Territorial and Pre-territorial Post Offices*, 1971, Cheyenne, Wyoming, p. 7.

2 *Ibid*, p. 16.



**MY OBSERVATIONS  
MASONIC CANCELLATIONS FROM CALIFORNIA**  
By W. Scott Polland, M.D.

Masonic cancellations of various types are very popular collectors' items, particularly on the 3c green Bank Note issues. Although Masonic buildings are often seen in the old gold rush towns of California, I have never seen a Masonic cancellation on a cover from any of these towns. However, Colusa, the County seat of Colusa County, a farming area, had such a cancellation for a short time in the 1870's. I have seen two of these. The one illustrated as No. 1 has a letter dated September 9, 1874. Does anyone have others?



Illustration No. 1 – Author's Collection

Interestingly enough, California had a ghost town – an old mining town, called Masonic, about ten miles above Bridgeport in Mono County. At the turn of the century rich gold croppings were found there. Today it is very difficult to get to because of the rough winding road.

Fricksted says there was a post office at Masonic from about 1906 to 1927. I have never seen a cover from there, but have a registered receipt dated February 13, 1924, with a very clear impression of the Masonic state-stamp.

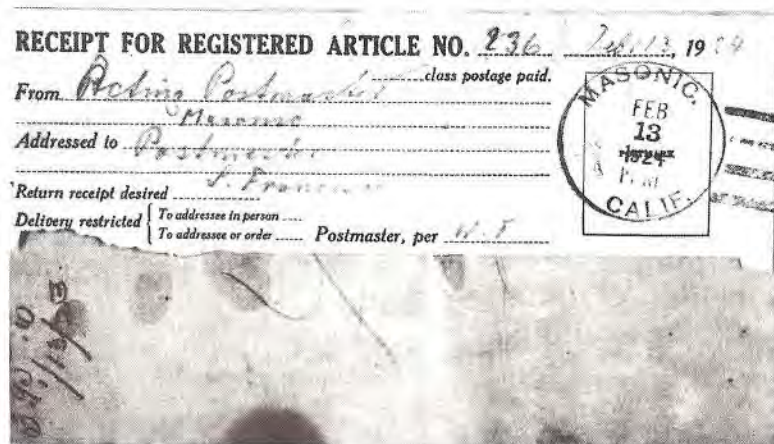


Illustration No. 2 – Author's Collection

**MY OBSERVATIONS—MASONIC CANCELLATIONS FROM CALIFORNIA (continued)**

Also I have seen a cover from Reno to Masonic, with a receiving mark on the back of November 2, 1909.

The first settlement was called Middletown and had a boarding house, general store and a few dwellings. Does anyone know why it was called Masonic?

The third illustration shows Masonic as it is today.



**Old Town of Masonic**

CONTENTS OF A LETTER

By W. J. Danley

In a day when the older generation ponder about the morals of the younger generation, there is a tendency to forget that people 90 years ago had their problems with morals – as reflected in the following letter:

Forestburg, D.T.  
May 7th, 1885

Mr. James O. Crosby, Garnsville, Ia.

Dear Sir I take my pen in hand to write you a few lines to asertain as to weather you are spared to the present day as I have not hird from Clayton County for a long time. I have been here where I am at this writing for the last six years, am enjoying very good health and have had it during the time since I came here. Have done some ferning and stock raising for a lively hood and have been Township School Clerk for the last four years. My last term will expire the last week in Aug/85 have lived all alone until my son George came home he is still with me on the farm well, Mr. Crosby, should you recive this and are still in your old practis at Law I would ask you to do me a favor and that is as I hird of many stories about Mrs. Martha A. Proberts conduct since we parted that I desire to be released from her entirely by Law I am informed by good authorities that she has had two children since we parted and that the last one was by Sheriff, Will Benton now I do not claim any of those children only the oldest one, and consequently want to be released from all such scandles as are going around the country

and would like to have you write me in regards to it and what is nessary for me to do if I am to come there or not, can if its required of me, but do not want to some and stay any longer than I could posibly help should you feel so disposed to take the case in hand pleas inform me at your earliest conveyents and oblige

Yours Respectfully  
Russel W. Probert



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## A GROUP OF WESTERN EXPRESSES

by the late A. Jay Hertz

### GARLAND'S EXPRESS

The first regular express operating between Oroville and Quincy was started about 1854 under the firm name of Garland and Dean. The route was via Mountain House, Buck's Ranch, Spanish Ranch, Greenville and Pratville. In 1857 the business was sold to Fenton B. Whiting ("Buck" Whiting) and was operated under the name of the Feather River Express, Whiting & Company, Proprietors. Whiting quit in 1868 and was succeeded by Wells, Fargo & Co. This would indicate that if, in 1874, the Oroville and Quincy Express name was used, it was owned and operated by Wells, Fargo & Co. In winter, along the route, some snow fell to a depth of 15 to 30 feet. Sleds had to be used. Whiting & Co. used dogs to draw the sleds across the snow, carrying mail and lighter express packages.

Further inspection of records opened up vastly more to fruitful research in the matter of Garland's Express. In the Quincy Union of July 16, 1864 we find:

#### Local Items. Stage Route.

On and after Monday next, Mr. Garland will commence running from Quincy to Taylorville and Crescent Mills. The stage will leave Quincy about noon on Tuesday, Thursday and Saturday of each week and will connect with the stage from Oroville.

An earlier issue of the Quincy Union — that of May 7, 1864 — stated that Mr. Garland would commence on Monday next, and in the May 20th issue his express is titled "The Quincy and Indian Valley Stage Line." The Plumas National of June 1, 1867 also carried his ad.

On February 3, 1866 Garland sold his interest in the Oroville and Quincy Stage Line to other parties. Three weeks later he journeyed to Sacramento trying to influence the legislature to pass a \$100,000 road bill.

Under local news in the Quincy Union of November 10, 1867, it is stated that Garland intended to run sleighs between Bucks and Buckeye during the winter. On May 1868 Garland is the proprietor of the Oroville and Quincy Stage line and has suffered the loss of 6 horses and a stage in a flooded stream.

An item in the Plumas National of September 29, 1866 says that Garland has taken over the Oroville and Indian Valley Stage Line.

In the same paper for October 14, 1871 he received the permission of the Post Office Department to bring the mail from Reno to Quincy over the Sierra snow on sleighs. In the same, for December 16, 1871 he receives the Truckee-Quincy route.

On February 3, 1872 Garland got into a controversy with J. A. Edman, who accused him of changing his route to leave out Buck's Ranch. Edman wrote a three column letter to the Plumas National. On February 17, 1872 Garland answered with a column and a half and on March 2, Edman answered with a column.

Things happened so quickly during the period of 18 years that often these doings interlocked. The record is given so far as I am able, in chronological order.



**A GROUP OF WESTERN EXPRESSES (Continued)****LOBDELL'S PIONEER STAGE LINES**

This announcement appeared in the Volcano Weekly Ledger of October 27, 1855—

Accommodation Line

of stages, Volcano and Jackson, via Aqueduct City. The undersigned respectfully announces to the Public that he has commenced running a stage between Volcano and Jackson, leaving Volcano every morning at 7 o'clock, leaving Jackson immediately on the arrival of the stage from Sacramento. Letters, packages etc., delivered promptly.

The proprietors hope by keeping good horses, coaches and attentive drivers, to receive a liberal patronage.

W. H. Lobdell & Co.

From the Nevada Journal of November 23, 1855 we find—

To Iowa Hill by Grass Valley, Buena Vista Ranch, Illinoistown and Nichol's Ranch. The above line of stages leave the Metropolis Hotel, Nevada every morning at 6 o'clock a.m. passing through Grass Valley by Buena Vista Ranch, Illinoistown and arriving at Creamers Hotel, Iowa Hill at 12 M.

Returning, stage leaves Creamers Hotel at 8 A.M. and arrives at Metropolis Hotel, Nevada at 2 P.M. connecting with the California Stage Company's coaches for all parts of the state.

W. S. McRoberts, Agent; J. B. Lebdell, Prop.  
Pioneer Stage Line

**LUTHER'S PACKAGE AND LETTER EXPRESS**

In the Alta California of October 31, 1850 we read the following—

Luther's package and letter Express to Pueblo de San Jose, by Steamer William Robinson.

John B. Luther, Proprietor.

Later we come across the entire ad for the express. It reads—

Luther's Package & Letter Express to Pueblo de San Jose by Steamer Wm. Robinson leaving San Francisco Monday, Wednesday and Friday and San Jose Tuesday, Thursday and Saturday. A special messenger will be dispatched each trip to attend to the forwarding and prompt delivery of packages, letters, valuables, etc. and will also attend to the purchasing of goods and do all the business of an express.  
Office in Atheneum Building, Commercial Street

John B. Luther, Prop.



## A GROUP OF WESTERN EXPRESSES (Continued)

## McCONNELL'S CALIFORNIA STAGE LINE

From the Siskiyou Chronicle of September 2, 1858 we find—

U.S. Mail Line to Shasta— Through in one day. On and after August 16, 1858, the fare on the California Stage Line's line of stages connecting with James E. Carr's Mule Team from Yreka to Shasta, via Scott Valley, Callahan's Ranch, Trinity Center, French Gulch and Tower House, will be reduced to \$5.

This line will connect with the stage from Shasta to Weaver at the Tower House, making the trip from Yreka to Weaver in 2 days.

Leaves Yreka every morning at 4 o'clock from the office at the Metropolitan Hotel.  
Yreka, Aug. 16, 1858 Wm. McConnell, Agent



## PATTERSON'S U.S. MAIL LINE

The Sacramento Union of March 3, 1852 carries the following—

## United States Mail Line

for Mormon Island, Coloma, and Placerville. On and after March 1st, the above line of Four Horse mail coaches will leave the Missouri Hotel at 7 o'clock for the above places. Through to Coloma and Placerville in 7 hours! Returning, leave Coloma and Placerville at 7 o'clock; arriving in Sacramento in season for the San Francisco boats.

R. B. Patterson & Co.



## MILLER &amp; CO'S STAGE LINE

From the "History of Colusa County," page 84\* we read:

"William Miller, General Superintendent of William Miller and Co's Stage Line, came to California in 1854 and carried on a staging business in lower California and Alameda County for several years. He came to Colusa and engaged in the staging business on the Colusa and Marysville route in the spring of 1870.

"He inaugurated the stage route from Colusa to Bartlett Springs in 1876 and has established several lines in Colusa, Butte and Alameda Counties. At present they run a daily from Colusa to Arbuckle and a double daily from Colusa to Williams.

"They also have the contract for carrying mails and Wells, Fargo & Co's Express over all their routes.

"William Miller has had 20 years experience in staging and has probably, had less accidents than any other expressman in California, in the same length of time. Great credit is due him for his enterprise and bravery in keeping the route open between Colusa and Williams, during the overflow when it was a perilous undertaking. They have in their service about 16 stages and 70 head of horses and in case it becomes necessary, can on short notice, concentrate all their forces on any one route."

\*(Ed. note — Dr. Hertz' notes carried no date of publication for this History," but the probability chart indicates a date in the 1890s.)

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HERVEY EXPRESS—A New Find  
by Kenneth Harrison



It is not often that the opportunity to acquire a previously unknown express frank arises. It was my good fortune to notice the Herveys handstamp while looking through a book dealer's stock of ephemera.

What is known about Hervey Express? Sam Hervey operated his express from the fall of 1858 till he sold it to James McLearn in 1860. His bi-weekly route covered the country east of Nevada City including Camden, Red Dog, Walloupa, Little York, Liberty Hill, Washington Hill, Lowell Hill, Remington Hill and a later extension to Dutch Flat. It seems strange that there are no known covers of what would seem to be a reasonably important and long lived route.

References courtesy of B. C. Pearce

- (a) News item in the Nevada City, Cal. weekly "Democrat" of November 3rd, 1858.
- (b) "History of Nevada County," Thompson & West, Oakland, Cal, 1880; page 123.
- (c) News item in the Nevada City, Cal. weekly "Democrat" of April 4th, 1860.



## A NEW SAN FRANCISCO STRAIGHT LINE

by Stanley Piller

Recently a new straight line SAN FRANCISCO folded letter was discovered by the author proving that new finds are still to be made. The letter was part of an original family correspondence and has been in the possession of the family from the day received. Fig. 1 is a photo of the cover portion of this folded letter. The letter is from Peter H. Burnett, first Gov. of the state of Calif. to a lawyer friend, William S. Smith in St. Louis, Mo. It bears a bold straight line SAN FRANCISCO, magenta ms. JUNE 20 and 40. It also bears a red ST. LOUIS 10, Aug 14, CDS, ms. FOR 5 and 45, St. Louis in address crossed out and ms. LIBERTY LIBERTY MO. According to the list published in this journal a few years ago by Dr. Scott Pollard, this is then the ninth cover known, the only cover to the midwest, the earliest known useage (possibly the first day of use) and the only forwarded cover known.

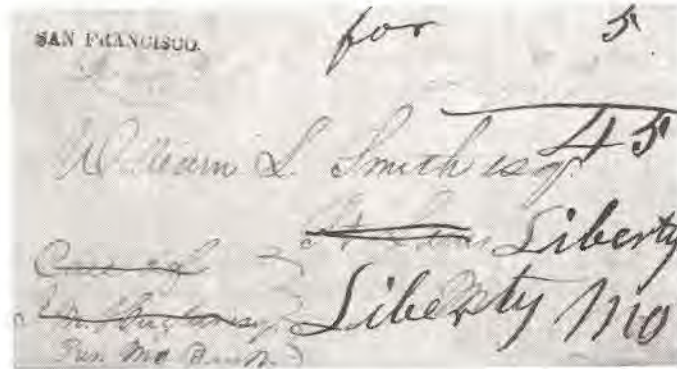


Figure 1

The transcript of the letter is as follows:

San Francisco June 19/49

Dear Billy

Enclosed I send you a draft from Mess. Jas. G. King & Sons Bankers New York, drawn by Mess. Nagle & Sinton Bankers of this place. whether it will be promptly paid or not, I cannot say but the house is the best in this place. All is perfect . . . sth and confusion and I cannot yet dete who is good and who bad. At all instincts I determined to risk the 1500\$ and send you the draft. When you send it to Mess. Bankers King & Sons you had better accompany it with the certificate of the clerk of your circuit court, with the seal attached, that it is your advisement etc. I have written to Mess. K & Sons in regard to it and cautioned them to be careful not to pay to the many person, stating to them the course you wanted to take. I write in great haste. My family are here. All well except Lucetia who is recovering from a slight attack. This place is a perfect whirlpool and I have scarcely time to get through the business imposed upon me. In the course of 18 months from Jan'y 1 1849 I hope to be able to square up all my business in Mo. I have contracted no new debts in this country and intend to keep clear of difficulties. I owe Brichu Thama about 50\$ which I wish you to forward to him out of the proceeds of this draft as I could not get a draft for that am't.

I wish you to write me and inform me what amount you think I might to pay you. Do this candidly, doing justice to yourself and to me. Let me know whether I

## A NEW SAN FRANCISCO STRAIGHT LINE (continued)

must send the money to you or whether you will draw up on me or how it will sent you. Please put an advertisement in the St. Louis Rep. that I am located in San Francisco with an agency at Sutters Fort and will practice law and give special attention to the collection of debts.

Let me know at an early day what is the fate of the draft etc. Give my kindest regards to all. Thomas W. Smith is in Oregon a splendid businessman, a gentleman and worth to be the son of his father. He is extensively engaged in the mercantile business and is making a fortune. He is in partnership with Capt. Math. Crosby, a first rate man. William came with my family from Oregon, has been about my house a great deal and we have shown him every kindness. I have often assisted him with means & furnished him with money to pay his expenses to this country. He is now in the mines & has become quite an *industrious, steady* young man & is likely to be an honorable member of Society. I shall be careful I how let him have to much means at once. I hope in your old age my old friend you will see much satisfaction. Sincerely I am determined to make you happy if I can. Dear Billy I am most truly yours

gov P H Burnett  
California

June 19/49

on back flap

If Mr. Smith should have left Mo. for California J. M. Huges esq. of St. Louis, or G. S. Hughes of Liberty will please open and comply with instructions

Peter H Burnett



## AUCTION ACTION

By Robert Lewenthal

Judging from the scarcity of "Westerns" in recent auctions, it appears that people are reluctant to part with material suitable for auction.

With the exception of Robert A. Siegel's January 1975 Postal History sale, there has been no quantity of Western covers sold at one time. Highlights from the Siegel sale, Sol Salkind's and John Kaufmann's recent auctions appear below.

Symbols used: S = Siegel, Sa = Salkind, K = Kaufmann

Downieville, Cal. Nice strike in blue. Ms. "Paid 6" on Aug. 1851 folded letter. Interesting mining contests. Fine	S	55.00
Downieville, Cal., Feb. 15, 1858. Bold strike 10c 1857 (32), V.F. tied by large star in circle on V.F. cover to Boston.	S	60.00
Gold Run, Cal. Perfect strike on U59 to San Rafael. V.F.	S	32.50
HorseTown, Cal. Bold strike on U41 to Iowa. Trimmed into stamp, other faults.	S	52.50
Morris Bar, March 30, 1851. Ms. pmk. Bold 20 struck over 10 on cover to Baltimore. Faint Baltimore pmk. Cover aged & wrinkled. Unlisted. P.O.	S	70.00
Na Pa City, Cal. ties 10c 1857 (33) to Ohio. Ms. "Overland Route." Tiny cover faults. Fine	S	80.00
Red Dog, Cal. Fairly clear strike ties 3c 1861 to cover to Nevada City.	S	28.00
San Francisco. Clear red circle. Matching 12½ on folded cover to San Jose. Fine	S	55.00
McPherson, Los Angeles Co., California 1887. Bold strike in D/L oval. 2c (210) tied by Maltese Cross. V.F.	S	35.00
Barnard's Cariboo Express. Adhesive frank on salmon-pink paper. Tied by PAID in blue oval on partly restored & refolded cover to Victoria. Heavy crease in stamp breaks through paper. P.F. Certificate.	S	160.00
Downieville and Howland Flat Express. Thorp type 1 frank on legal size 6c (U62). No cancel. Addressed to Eureka, Cal. Carelessly opened at right, touching stamp.	Sa	120.00
Pacific Express Co., Sacramento. Excellent strike in blue D/L oval. In ms. "with 11 oz. Gold Dust." Fine.	Sa	52.50
Pacific Express Co., Watsonville. Bold strike in oval. Ms. "Mormon Island" in center of handstamp on V.F. cover to S.F.	Sa	67.50
Pacific Union Express Co. Scroll frank in black on 9c (U66) used with 3c 1861 F. grill from N.Y. to S.F. Black frank used only E.-W.	S	80.00
Wells Fargo illustrated Hawaiian frank in brown on Hawaiian 10c (U5). V.F. unused.	S	57.50
Wells Fargo Type E frank on U163. Clear "Ward, Nevada" pmk. in magenta octagon to N.Y. Rare town. V.F.	S	67.50
Wells Fargo Pony Express. 25c blue (143L8) tied by W.F. Sac. Messenger on U35. V.F.	K	1600.00
San Francisco, Cal. Fine strike ties block of four 3c (11) to clean cover.	K	170.00
Panama Railroad Co. Six different stock certificates 1865-72. Mostly V.F. Usual small cancelling holes.	Sa	52.50
Fort Wrangel, Alas. Clear strike on U163. 1878 use to Canada. V.F.	S	260.00
Fort Apache, Arizona 1894. Clear strike ties 2c Columbian to cover to Oklahoma Terr. Fine.	S	52.50
Fort Defiance, Ariz. 1904. Bold strike ties 2c 319. V.F.	S	60.00
Readington, Ariz. Ms. pmk. on reduced cover to Kans. 2c (213) on U277. Sealed cover tears. Fine appearance.	S	52.50
Tucson, A.T. Purple W.F. oval on 9c entire (U66) to S.F. Restored at left, otherwise fine.	S	135.00
Fort Lyon, Colo. Purple D/L circle. 2c (210) tied by "Wheel of Fortune." V.F.	S	40.00
Fort Abercrombie, D.T. Bold strike 3c 1861. Just tied by target. Choice.	S	52.50
Fort Bennett, D.T. Bold strike. 2c (210) tied to Fort Mason, Cal. V.F.	S	52.50
Fort Boford, Dakota Bold strike. Strip of three 1c (156), tied by star in circle. Post Trader's corner card. Fine.	S	35.00
Fort Hall, Dakota, Oct 6, 1881. Magenta circle & star tie 3c green. Reduced at right, otherwise V.F.	S	125.00

## AUCTION ACTION (continued)

Fort Laramie, Dak'a. 1866. 3c 1861 tied to U.S. Christian Commission, Soldier's letter. Sealed tears on back. Fine.	S	60.00
Fort Sully, Dak. 1883. Bold strike. 3c green tied by target. V.F.	S	50.00
Headquarters, Dept. of Dakota, St. Paul, Minn. Corner card on small cover to Fort Totten, D.T. 12c War (O89) tied by cork. Bit worn. Fine.	S	150.00
Spotted Tail, Dak. Good strike in blue. 3c (158) tied. Fresh. V.F.	S	52.50
Standing Rock, D.T. 1879. Fine strike in magenta D/L circle. 3c green tied star in circle. Fine	S	42.50
Bear Gulch, Dak. Bold strike on U237. V.F.	S	47.50
Big Stone City, Dakota 1881. Fine strike in sawtooth circle. 3c green not tied. Fresh. V.F.	S	40.00
Cheyenne, Dak. Fine strike in 24mm. circle. 3c F Grill (94) not tied. Matching 'Shield with U.S.' cancel. Striking cover.	S	80.00
Custer, Dakota 1888. Bold, large serrate oval ties 2c (213) to neat hotel cover. V.F.	S	105.00
Greenwood, D.T. Jan. 28, 1861. Neat two line ms. pmk. on U9. Bit worn in corner. Rare pre-territorial use. Fine.	S	210.00
Hebron, Dak. 1889. Brilliant magenta D/L circle on U311. V.F.	S	50.00
Laramie City, D.T. 25mm. blue circle and grid tie 3c grill (94) to fresh, neat cover. V.F.	S	85.00
Yancton, D.T. Clear strike. 3c 1861 tied by ms. 'X' on "Monitor & Merrimac" patriotic cover. Worn, BR corner. Attractive.	S	95.00
Forwarded by G. B. Post & Co., San Francisco in octagon and straight line "Per Schr. E.L. Frost" on 1855 cover to Honolulu. Fine	K	825.00
Kaskaskia (Ill. Terr.) Bold ms. pmk. & '25' on fresh folded cover to Ohio. 1810 noted on back. V.F.	S	190.00
Fort Keough, Mont. 1883. Fine strike in D/L circle. 3c green not tied. V.F.	S	52.50
Fort Maginnis, Mont. 1882. Bold strike in D/L octagon ties 3c green. V.F.	S	52.50
Fish Creek, Mont. 1882. Bold strike in purple octagon. 3c green tied. Choice.	S	47.50
Helena, Montano. Clear strike. Two 2c blackjack (93), not tied, docketed 1870. Fine.	S	72.50
Helena, Montano. Bold strike with ms 'paid' on stampless cover to "Masonic Lodge, Virginia, M.T." Fine.	S	110.00
Red Mountain City, M.T. Bold strike. 3c 1869 tied by target to choice cover.	S	57.50
Terminus Idaho, B.F. White, Forwarding & Commission, Terminus and "V & N.R. Ry." Two bold purple D/L circles on UX 5 to Helena. V.F.	S	180.00
Virginia City, I.T. Bold rimless circle. 3c 1861 not tied. Used during the 14 months Montana was part of Idaho Terr. V.F.	S	300.00
Bannack City Express. Bold strike in arc. Ms. "C.O.D." on small cover from Cleveland, O. to Bannock City. 3c 1861 replaced, otherwise Fine.	S	140.00
Holladay Overland Mail & Express Co. Fancy printed frank on U59. Light "Holladay, Virginia City" in blue D/L circle. Bold Leavenworth, Kans. pmk. to Independence, Mo. V.F.	S	350.00
Smith & Graeter's Virginia City, Bannock & Lessburg Express. Printed frank on U59. Light Bannock City, Mont. pmk. 1871 docketing. Slightly reduced at right, otherwise V.F.	S	550.00
Wells Fargo, Virginia City, Mont. 1868. Bold strike in blue D/L circle on 2c 'Blackjack'. entire (U50). Rare & V.F.	S	425.00
Springer, N. Mex. 1884. Fine strike. 2c (210) canc. maltese cross. V.F.	S	47.50
Camp Floyd, U.T. Feb. 4 (1859). Bold ms. pmk. on U9. Fine	S	180.00
Camp Floyd, U.T. Bold strike ties 3c 1857 (26) on cover to N.H. Docketed 1861. V.F.	S	500.00
Walla Walla, W.T. Bold strike. 24c (78a) tied by target on cover to Ireland. Scarce usage. Fine	S	135.00
Ft. Washakie, Wyo. 1887. Bold strike in magenta D/L circle, 2c, 10c (210,209) on registered cover. V.F.	S	80.00
Medicine Bow, Wyo. 1886. Neat duplex & target tie 10c, 2c (209, 210) to registered cover. V.F.	S	62.50