

WESTERN EXPRESS

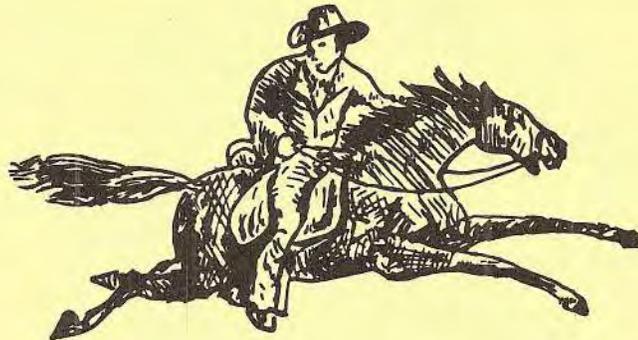
RESEARCH JOURNAL OF EARLY WESTERN MAILS

VOLUME XXVI, NO. 1

Western Cover Society
Unit No. 14 – American Philatelic Society

JANUARY, 1976

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

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Advertising rates, per issue: \$35.00, full page; \$17.50, half page; \$10.00 quarter page
Address all communications to Editor, Everett Erle, 9877 Elmar Ave., Oakland, CA 94603

IN MEMORIAM

MEL C. NATHAN

(1893-1975)



In every person's lifetime he or she is privileged to meet and know certain people who, for different reasons, are something special.

Those of us in the Western Cover Society looked upon Mel Nathan as someone special. He had a certain elan that made western covers and their related history come alive. He had a style and way of "manipulating the time machine" so that you projected yourself back in history to those precious moments when gold rush events were happening and for a brief moment you were part of that great American experience of the mid-19th century.

His collection, writings, editorships all reflect his sincerity of purpose to tell the true story of what it was like in those bye-gone days. He was a man of tremendous integrity and principle who could be counted upon to do the right thing.

Today's western cover collectors owe Mel Nathan a debt of gratitude for his encouragement and help in guiding them to build the right kind of collection.

His two books and "Western Express" stand as monuments to his research contribution and reflect his dedication to and love of western covers.

We shall miss this kind and gentle man who gave so much of himself helping others and advancing the body of research on early western mails.

He was an outstanding collector of western covers, a very knowledgeable writer, a top-notch editor, a highly successful businessman and a respected community leader.

Each of us should say a silent prayer for one of God's creatures who stood tall, was a credit to mankind and is now gone.

Basil C. Pearce
President

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EDITOR'S ARENA

AWARD

Your quarterly publication, WESTERN EXPRESS was awarded the Frank O. Brasch trophy at the recent Literature competition held in Columbus, Ohio in September. This competition is sponsored annually by the Writers Unit of the A.P.S. in conjunction with the parent Society's convention. WESTERN EXPRESS (volume 24) was declared the best in the periodical section. The fine articles and stories submitted by you, and so excellently reproduced by our printers, FALCON ASSOCIATES, brought this honor to our Society. Don't sit back now and bask in past glory, but look ahead to an even better volume this year and the years to come. Don't be backward—finish that story you have been mulling over and send it to your Editor for publication.

RECOGNITION

My apologies for this late recognition for our President Basil Pearce. Last year Basil, a trustee of the California Historical Society, was named manager of the Wells Fargo & Company's expanded historical research program. Basil, a veteran of 27 years with the trust division of Wells Fargo, is responsible for the San Francisco History Room at the Bank's headquarters, and for related exhibit programs at the branch offices. The thousands of historical documents to be organized and catalogued, include no small quantity of Express and other covers which help delineate the history of the area.

ANNUAL MEETING

A short talk and display of Western material is planned in conjunction with our annual Breakfast-Meeting on Sunday April 25, the last day of WESTPEX '76. More details in the next issue. And to plug another Society the U.S. Classics will have a regional meeting on Saturday April 24 at WESTPEX, with a slide program. Last year's successful meeting and program supplied the impetus for a repeat in 1976.

CENTRAL OVERLAND

Please refer to the fine article on the LEAVENWORTH AND PIKES PEAK EXPRESS COMPANIES in the October 1975 issue. Author David Beals asks that the parenthetical information in the last line on page 8 be changed to read "(it originated in Des Moines on March 10 and was delivered by westbound express to Golden City—a bit west of Auraria)"



SECRETARY'S REPORT

NEW MEMBERS

- #629 Robert L. Lisbeth, P.O. Box 1325, Springfield, VA 22151
(Collects Expresses and Territorials)
- #630 James B. Schmitt, Box 2196, Pittsburgh, PA 15220
(Collects Early Statehood Covers)
- #631 Barbara Furst, 476 Park Ave., Chandler, AZ 85224
(Collects Territorials)
- #632 Rick Horne, 1355 27th Ave., San Francisco, CA 94122
(Collects California Towns)
- #633 Dr. Daphne Dunn, P.O. Box 27356, San Francisco, CA 94127
(Collects Wyoming Towns and Territorials)

Changes of Address

- William Bauer, Box 30724, New Orleans, La. 70190
- William Burger, 107 Sea Foam Ave., Monterey, CA 93940
- C.C. Hart, 2700 Verona Road, Shawnee Mission, KS 66208
- Norman Johanson, 135 Princeton Drive, Shelton, Conn. 06484
- Daniel Seigle, 9109 Brace Ave., Detroit, Mich. 48228
- Frank A. Zid, 1901 McAdam Road, Darien, Ill. 60559

Deceased

- # 29 Ed. S. McConnell
- #129 Mel C. Nathan



A GROUP OF WESTERN EXPRESSES

by the late A.J. Hertz

PACIFIC EXPRESS COMPANY

This was the second of the same name, and was formed after the first went out of business. The headquarters of this second company was in Virginia City, N.T. Michael Reese was president.

The route of the express lay between Virginia City, Gold Hill, Steamboat Springs, Eureka, San Juan, Lake City, Nevada City, Grass Valley, Auburn and San Francisco.

From the *Daily Morning Message of Gold Hill*, N.T. June 24, 1864—

Pacific Express Co.

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	D. Crittendent, Agent
	Virginia City, N.T.

There appears to be a lapse of advertising for almost five years, and we now read an item of the Express, regarding the resignation of their man in the north. From the *Quincy Union* of January 2, 1869 we see —

“Local items. Express change

Mr. J.H. Thomas, the agent of the Pacific Express in this place having concluded to retain the Post Office and having so much business that he could not give the express agency the necessary time required to attend to it, forwarded his resignation as agent of the Company, having appointed Mr. George W. Cabell of Willard & Co. as his successor. The office has been moved to the drug store of E.O. Willard & Co.”



A GROUP OF WESTERN EXPRESSES (Continued)

THE PIONEER STAGE COMPANY

In 1857 J.B. Crandall drove the first coach from Shingle Springs over terrifically rough trail, through Strawberry Valley, Genoa and Carson City (Hafen). Thus before the Comstock rush began, a tri-weekly line of stages, the Pioneer Line, was in operation. This was the answer to the problem of crossing the Sierra. Later this became the first link of the transcontinental chain.

Louis McLane was the President of the Company and probably its founder. It took about eight years to make this company into one of the finest of staging ability. It was, in essence a product of California gold and Nevada silver — a bit more of the latter.

McLane himself set the record for the 116 miles his stages traversed. His time was 13 hours and 45 minutes — a colossal task for the ground it covered.

From the *Sacramento Union* of July 8, 1857 —

“New Stage Line. The Yreka Union of July 2nd says that the Pioneer Stage Line, having completed arrangements are now running a tri-weekly line of four horse stages on the Sacramento route. Sulloway has charge of the stages and his well-known popularity in this neighborhood will induce a very liberal patronage . . .”

The greatest competition of the Pioneer Stage was the California Stage Company which ran from Dutch Flat, Cal. over the Sierra, to Virginia City. The two companies were in active competition until 10 years later when Pioneer Stage Company bought them out.

The route over which their stage ran, was a most beautiful one. The scenery was superb and the road graded and quickly scraped free of snow in the winter. It was maintained in perfect condition for speed was a prime requisite. McLane spent between \$3— and \$500,000 to improve the road. In summer, the road was watered down to lay the dust, for the comfort of the passengers.

The Pioneer Stage Line was the sub-contractor for the Overland Mail Company, from Virginia City to Placerville. After the “rush to Washoe” and the opening of the mining camps in western Nevada, there was so much business, that it required many stations, 75 coaches, 30 drivers and 268 horses.

From the *Morning Oregonian*, Aug. 8, 1866:

“On and after Aug. 1, 1866, The Pioneer Stage Company will discontinue carrying freight. Wells, Fargo & Co., having made arrangements with them for the transportation of all freight going over their route.”

For a long time, there had been a reason for this change. There was such a rush of passengers, that during one year, the toll for the company’s passage, was almost \$600,000. They carried some 20,000 passengers at \$27 a person.

With this mass of humanity, the company had to run a daily line to Carson and Virginia City. From the *Sacramento Union* of April 27, 1861:

A GROUP OF WESTERN EXPRESSES (Continued)

“The Pioneer Stage Company will commence running a daily line to Carson, Monday, April 19th (1861).”

On the important Pony run, it formed the link that connected the Overland Mail route, from Salt Lake to Virginia City, with that of Wells, Fargo, going west from Placerville. The excellent route of the Pioneer Stage Company over the Sierra, made this a comparatively easy chore.

Storms blocked the road over the mountains. From the *Sacramento Union* of April 7, 1860:

“By the Alta Telegraph Line. Placerville, April 6th. The storm continues. The snow whitens the hill surrounding this place and reports from the mountains say that the trail is almost impassable. The stages coming from Carson, are snowed in near Strawberry Valley. No feed can be had on the road from Placerville to Genoa . . .”

Wells, Fargo found that they needed this money-making express. It was an indivisible part of their transcontinental route, having a fine route that was well-kept and desirable from every point of view. They absorbed it, along with the Holladay Overland Mail, the child of Ben Holladay. And they made Louis McLane, president of the Pioneer Stage Company, the President of the new consolidation, and President of Wells, Fargo & Company, as well.

From the *Sacramento Union* of Nov. 5, 1866:

“Overland movements. A dispatch dated at Salt Lake, Nov. 3, says: Ben Holladay left for California this Morning. Rumor has it that a consolidation has been effected between the Holladay Overland Mail and Express Company, the Overland Mail Company, the Pioneer Stage Company, Wells, Fargo & Company and the American Express and United States Express Company, under the Holladay charter, with a capital of \$10,000,000. It is understood that Ben Holladay received from \$1,000,000 to \$1,500,000 cash and \$500,000 in stock for his overland stage line and remains in the direction of the consolidated company. Louis McLane will probably be the President — (We learn from a private dispatch that Louis McLane, Esq., has been elected President. The consolidation is under the name of Wells, Fargo & Co.)”

The writer has seen only one handstamp of this express — an oval, bearing the name of the company.

The great success of this comparatively insignificant firm, was that it had been on the scene, when the Comstock Lode was discovered. It was already in evidence, when the little Pony started to run. At the head of it, was a brilliant expressman, who built a short road but a good one and one that made money. He had the right formula to start with — he ended as head of the giant itself — Wells, Fargo & Company.



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CONTENTS OF A LETTER
 Courtesy of Charles Nettleship

(This letter is in the archives of the State of Arizona Western Postal History Museum, and was transcribed for Western Express by member Charles Nettleship. Ed.)

Mineral Park, Aug. 23" 1881

Mr. John I. Throckmorton

Dear Sir

Your telegram of 16" reached me 3 p.m. 21" and I expect your letter on 26" or 28". I am thoroughly tired and disgusted with the mail & telegraph of this country — Your telegram in regard to stocks was evidently changed so that I could not understand it — and I returned it in my report of 18". The one of 16" was received in Prescott same day and was 5 days on the way from here — and it is evidently changed — you say to secure Quick Relief & "Rappahannock". do not know of any mine of that name. The mine I wrote you about is the "Shenandoah" and thinking that is what is meant will secure it & the "Relief".

In regard to Keystone property I think the property is worth the price — But they are two things it *must have* to make dividends — That is *Working Capital* and *experienced Management* — without these it will be a "sinking fund" — 99 mines of every 100 mines here are failures for want of either or both the above qualifications. This may seem a startling proposition to make yet of the other 4 mills this district that cost \$200,000, none are running today. The ore is here in abundance but skill and business management are very scarce — I cannot give you the particulars of each mill in a letter — My opinion may be wrong but I think we ought to own 1/2 of this property instead of 1/3. As it is we have no voice in management but are compelled to pay 1/3 of the deficiency if it does not make money. What arrangement Mr. Wadsworth stated to you they could make for working capital I do not know. I gathered from him it was to be from the sale of stock. Did Mr. Wadsworth explain to you about the mortgage fully? *His company have never had possession of the property.* The deed is all ready to deliver but the acknowledgement was not satisfactory to Mr Spear and he is holding the property until it is — After Mr Wadsworth departure (and he did not inform me until an hour before his departure that he was going) told me a day or so before that he did not expect to go until this month. For two weeks I enquired of Mr. Spear what arrangements had been made with him about getting ready to start the mill again. He then told me the Condition of things — Spear did not want to make investments in ore & c and on Wadsworth return with the Mortgage and Wadsworth not being satisfied and Wadsworth not having possession could make no arrangements. I would have telegraphed you this on the 14" but the Prescott papers stated that the telegraph lines were down with the floods — Judge Blakeley told me that we were safe as it was — as the title was really in Larned and he had deeded it to the N.Y. & A Co. I do not think there is any doubt but the Mortgage will be made satisfactory. But I blame Mr. Wadsworth for not telling me candidly *all the truth* in the matter. He may have told you in Columbus — in his hurry to get ready to start I had not the opportunity to question him.

Would it not be a good arrangement to have 1/2 interest pay \$9,000 more and then both Companies raise a Working Capital of \$20,000 — I have no letters from you except July 30 and August 31 — Consequently do not know what your plans are and think you done wrong to our interests not to keep me better posted of what you are doing. Two letters in all most two months is not very encouraging to me — Until the receipt of your telegram I did not know of your intention to make the other payments or not — I had no authority to make any purchase of mines and would not advise any unless in connexion with the mill — So far as known yet I regard the Keystone as the best mine in the Park — As to getting mines that are not located — that is mere chance. Everything of supposed value is located and held a year and if there is no assessment done on it the 1st of Jan someone else locates it for a year — I think it better to pay

CONTENTS OF A LETTER (Continued)

more for a mine that is prospected so as to know something of its value than to spend money on uncertainty on new mines. Also that will be better to have a mine that will show as the Relief does than a 1/2 that are only prospects.

This morning I bot the "Relief" and the two adjoining claims, the "Mogul" & "Syndicate" for \$6,000. to pay him \$300. cash and balance in 60 days. Making a written agreement for a deed to property on the receipt of \$5700. - I wrote you in my last letter giving plat of mine &c that he wanted \$7000. and I expected to have to pay that. The Shenandoah I want to make another assay on before I contract for it-I think it can be had for a \$1000. and perhaps pay some in stock. This \$300. is my own money and I will want a draft for that am't sent me to Tucson - Will telegraph when to send. Will arrange for the ballance on "Relief" through Judge Blakeley & have draft sent to him I expect to go from here to Tucson - Will write more on next mail &c

A.L. Brown



The Mineral Park post office was opened December 23, 1892.

BLACK JACKS WEST

by Paul Wolf

SAN FRANCISCO, CAL., TO ST. JOHN, NEW BRUNSWICK.

Franked at the 10¢ rate, a U34 entire, a Black Jack, and the 5¢, Brown, #76. Backstamped St. John, N.B., Feb 17, 1865. Endorsed for transmission by steamer, this took a total of 25 days to reach destination.

What sets this cover apart from the many sent to the various BNA Provinces is the presence of a Cross Border Marking, a red oval "U.S. 10 cts Paid." While the regulations provided that every cover going from the United States to Canada was to be handstamped with a marking to show country of origin and rate, by the time the Black Jacks arrived on the scene this order was only rarely complied with. The author has in his collection some 14 or 15 covers to Canada, and only this and one other carry the marking. Apparently it was too much trouble for the clerks in the exchange offices, and they didn't bother.



BLACK JACKS WEST (Continued)

SILVER MOUNTAIN, ALPINE COUNTY, CAL. TO LONDON.

The franking is a Black Jack, #73, and a 10¢ Green of the 1857 issue, used 7 years after demonetization. Obviously, the postal people were not looking for such usages so long after the fact and this slipped through. (The 12¢ rate became effective January 1, 1868)

On receiving the cover, I consulted my notes, and found that a cover with similar points of origin and destination, and with the same franking, had been noted by Dr. Milgram in CHRONICLE #46, Dec. 1963, page 23. I promptly wrote Dr. Milgram, and he gave me some very interesting background. There *are* two similar covers, and they are part of a much larger correspondence, sold in the 1959-1961 period by John A. Fox. There are also about six covers from this group with the Black Jack and 10¢ Greens of the 1861 issue, #68.

For the record, we should note that this cover is postmarked Silver Mountain, Feb 24, NYD. New York Transit CDS "New York Paid All Mar 18" in red, and London receiving mark of Mar 28, 1868. This is a total transit time of 32 days, far better than we are doing today, when surface mail often takes over 7 weeks to arrive!



IONE CITY, CALIFORNIA

by Harry L. Fine

I do not make any special effort to collect California covers, however in my never ending search for western (Intermountain) material and primarily Montana and Fort Laramie when an interesting California cover comes along I try to acquire it.

The Ione City in Manuscript shown with this article is such a cover. It appeared to be a Jone City but upon further investigation the 1860 date (appearing on the enclosure) is too late for it to be considered a Jone City.

I checked through every issue of our WCS "Auction Action" since its inception, Bob Siegel's, Pat Herst's and other catalogs back to the 1950's and was unable to find a Jone City or Ione City in manuscript being offered at auction. I did find an 1862 Ione City in a 1971 Siegel sale but it carried a handstamped Ione City. It would appear that Ione City covers are not plentiful.

"A century of California Post Offices"¹ carries the information that Ione City in Amador County was first known as Jone Valley and located in Calaveras County. The post office was established on September 3, 1853 and James Alvord was appointed its first postmaster. The name was changed to Jone City and into Amador County as Ione City on the same date (February 16, 1857). The name was changed to Ione on March 23, 1880.

The enclosure with a date line of Lancha Plana, October 7, 1860 is shown along with the cover. It would appear the letter was written in Lancha Plana and mailed from the Ione City post office.



IONE CITY, CALIFORNIA (Continued)

Lancha Plana (Spanish for flat boat) located across the river from Poverty Bar was a town with one store in 1857 and within a year the town consisted of seven stores, two restaurants, two barber shops, four blacksmith shops and two wagon shops. It was the usual type of mining community with everyone waiting for the spring flow of water so the pay dirt could be processed for gold²

A post office was established at Lancha Plana in Amador County of May 2, 1859 with John D. Tilson serving as its first postmaster. The post office was discontinued on January 31, 1919.³

The letter written from Lancha Plana is quite lengthy and only part of it seems to be of historical value, an excerpt from the letter reads as follows:

"I can get you a situation to attend the upper end of the ditch, if the work and wages suit. The work for the great portion of the time will probably be very light, almost nothing, but for a month or a month and half perhaps you would have some muddling, hard kind of work. This all would depend upon whether Lancaster would want you to go up to the head of the ditch immediately on your arrival here or whether he would want you to help finish the repairing which we are doing down here. But if the water keeps up as it has all summer and as it is now, you would be wanted at the head right away. This in all probability would be the case now. If you would like the job let me know and come up here right off as soon as you get this as you may miss it entirely. Lancaster thinks he cannot pay no more than \$30. in the commencement, with a prospect of something better in time. It will depend altogether upon the nature of the work, he does not know how he will shape his work this winter yet, in all evente your work will be easy and I think a long job if you like to improve it. If you come lose no time, Yours C.H. Millerd

P.S. This price is the best wages I am able to get for the present, there are other hands who have been working on the ditch for a long time who get just the same and no more. There are plenty here who would like the job at the same figure.

The Ione Valley was named by Thomas Brown in 1849. In the early period Ione served as a trading center for gold prospectors, later the lumber industry became of greater importance to Ione. During the 1876 Centennial year Ione had a population of about 600 including some 100 Chinese.⁴

The Amador Central Railroad connected Ione with Martell, a distance of 12 miles and has the distinction of being the shortest standard guage railroad in regular operation. Gold ore was carried from the Argonaut and Kennedy mines. Later, lumber replaced gold ore and in the period before the early 1930's when the railroad carried passengers, they operated excursion trips to San Francisco on a regular basis.⁵

The 1970 Ione had a population of 2417 and was the largest city in Amador County. It is now noted for its clay products, ceramics, chinaware and 90% of the bottle glass used on the west coast is produced in Ione.⁶

This early community located in the foothills of the Sierra mountains is eleven miles west of Jackson, the county seat and thirty nine miles north east of Stockton and forty miles south east of Sacramento.⁷ Include Ione on your next trip to the Mother Lode county; it is well worth while.

IONE CITY, CALIFORNIA (Continued)

- (1) Walter N. Frickstad, "Century of California Post offices"
- (2) San Francisco "Alta" November 17, 1858 Page 1, Column 1
- (3) Century of California Post Offices by Frickstad
- (4) Ione Planning Commission
- (5) The American Eagle Vol. 23, No. 4, pp 8-12
- (6) Ione Planning Commission
- (7) Ibid

I might add, the Knave (Oakland Tribune Sun March 10, 1963) carries a fine article on Lancha Plana by John W. Wickley who was pastor of the big brick Church in Ione about 1912-13, those who are interested in the area will find the article most rewarding.



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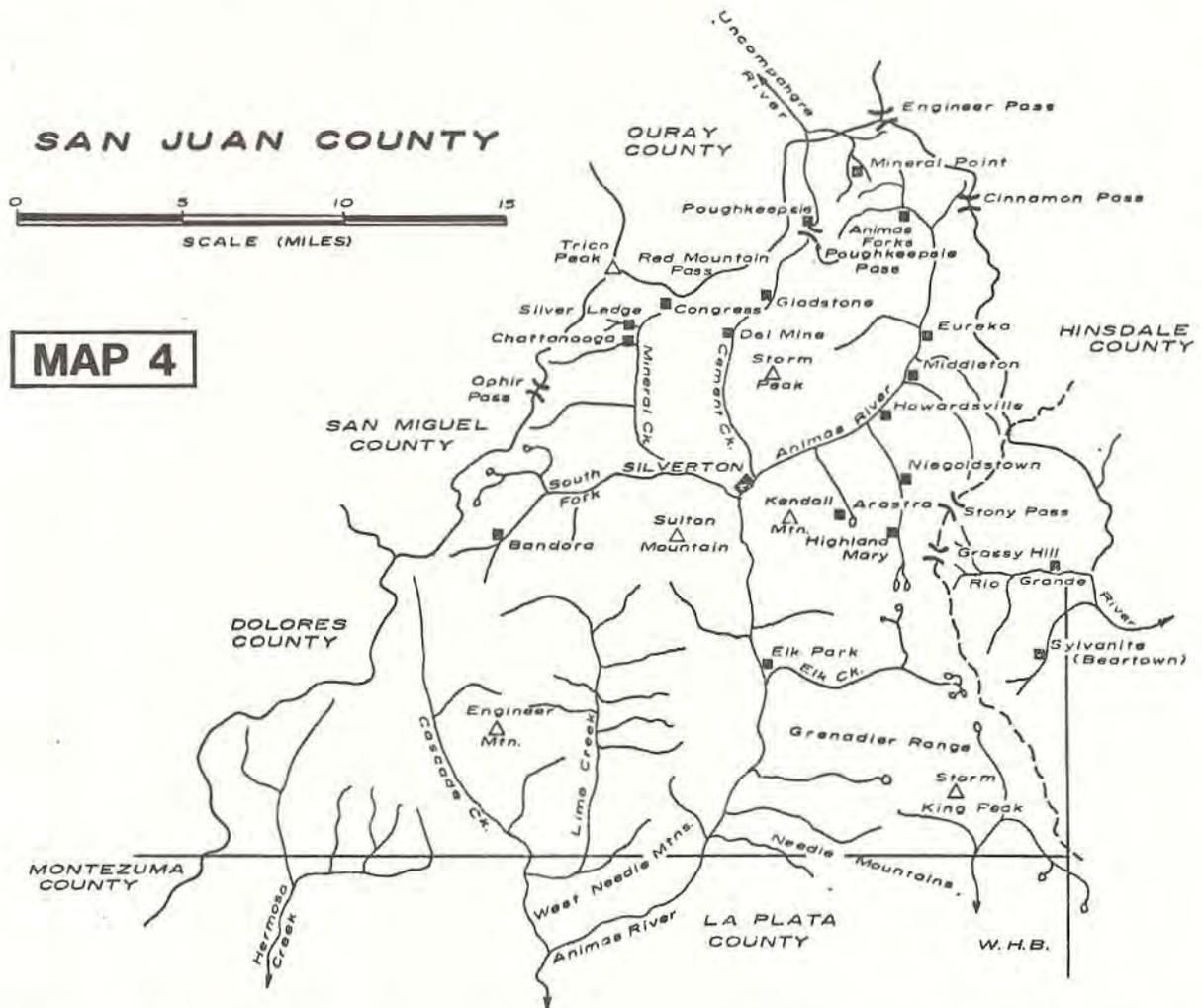
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POSTAL HISTORY OF THE COLORADO SAN JUAN
 Chapter IV, San Juan County
 Part One

by Ray L. Newburn, Jr.

Maps by William Bauer Photography by James Young

The circumstances of the creation of San Juan County were discussed in Chapter II. The name came from the mountain range in whose midst it lies.^{7,6} Less than a year after its creation, it was shorn of 85 percent of its territory to form the new Ouray County (including the modern San Miguel and Dolores Counties). At that time, Jan. 18, 1877, it acquired the boundaries which it still retains^{5,6}, as shown in Map 4. San Juan County is now one of the smallest counties in the state, having an area of only 438 square miles.^{5,6}



The lowest point in San Juan County has an elevation of 8265 feet, in the canyon where the Animas River flows into La Plata County. There is not a single acre of true farm land in the county^{6,8}, and even level ground is at a premium, the largest relatively flat area being the three square miles which constitute Baker's Park, where the county seat, Silverton, lies. High point in the county is 13,846 foot Vestal Peak in the Grenadier Range.

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The topography of San Juan County is dominated by the Animas River and its tributaries, which drain the entire county except for a small piece east of the continental divide and an even smaller piece in the north. All forms of transportation have generally followed the waterways, although entry to the county at first was generally from the eastern passes (see Chapters II & III) because of the greater distance and difficulty via the Animas River gorge to the south. In 1879 the major mail route to San Juan County was from Antelope Springs via Stony Pass^{33a} (Crofutt's Post Road No. 67, 1881 edition³²). Mail and passengers were handled by "Brewster's mail line and passenger conveyances".⁸³ There were local routes into La Plata and San Miguel Counties and from Hinsdale County.^{33a} Once the Denver & Rio Grande Railway reached Silverton on July 8, 1882 all long distance mail came into the county by rail. Short local routes still operated into Ouray, San Miguel and Hinsdale Counties in 1885, the latter two in summer only.⁷⁰

Any form of transportation has always been difficult in the San Juans in the winter, and the winters are long. As the locals say, "We have three seasons, July, August, and Winter". Or, the climate is "nine months winter and three months mighty late in the fall".¹⁴ Even completion of the railroad didn't prevent disruptions of the mail. Big snows in 1884, 1916, and 1928 closed the Silverton line for eight weeks and more. In 1884 with the railroad blocked from Feb. 4 until April 17, mail finally was brought over the pass from Ouray by men on snowshoes.⁸⁷ In 1932 it was closed from Feb. 5 to May 5, partially because the railroad made no effort to open it up until Silverton complained to the Public Utilities Commission.^{33b,78} Floods have also been damaging at times. That of Oct. 5, 1911 took out most of the bridges between Durango and Silverton and even much track east of Durango. (This is the flood that destroyed Baker's original bridge of 1861; see chapter I.) Even Durango had no mail from the east for six weeks (when a mule pack train was organized)⁷⁸, and Silverton had no service for 10 weeks.⁷⁹ Since Silverton was the central distribution point, these disruptions meant no mail for all of San Juan County.

Within San Juan County transportation was rather unique. It began normally enough with the most important trails becoming toll roads. Those from Silverton to Mineral Point and over the three main eastern passes were described in chapter II, all being completed by 1879. Access to the important Red Mountain Mining District of Ouray County was potentially easier from Silverton than up the Uncompahgre Canyon from Ouray, and after Otto Mears connected Red Mountain with Silverton in 1884 by one of his toll roads it was heavily used. Also in 1885, Mears rebuilt his road of 1875 from Eureka to Mineral Point.¹⁰¹ These had become county roads until Mears rebuilt them.

Then the toll roads began to be built into railroad beds. The Silverton Railroad was incorporated on July 5, 1887 by Otto Mears and colleagues and began that same summer to build up Mineral Creek toward Red Mountain, which it reached a year later, being extended further north to Ironton and Albany in 1889.⁴⁰ In 1893 a two mile extension was built up the Animas River from Silverton. Construction was continued the next year.⁹¹ Then on Sept. 20, 1895 the Silverton Northern was incorporated by Mears, et al., the existing construction from Silverton transferred to it, and work continued, to reach Eureka in late June of 1896.^{91,40} In 1904 the Silverton Northern was extended to Animas Forks, operations beginning in 1905, while a branch was built 1.3 miles from Howardsville up Cunningham Gulch in 1905.⁴⁰ Meanwhile, in 1899 W. Z. Kinney built the Silverton, Gladstone, and Northerly 7½ miles up Cement Creek from Silverton to Gladstone. On Jan. 10, 1910 Mears also leased this line, later (1915) buying it.⁹¹ Silverton then had the unique distinction "of being the only town in the United States served by four individual narrow gauge railroads".^{33b}

Although the principal towns lay along the streams, a few towns and most of the mines were as much as several thousand feet higher. Early transportation was by trains of pack animals, in

POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER IV, PART ONE (Continued)

summer, over precipitous trails. During winter the miners lived from stored supplies or in some cases simply ceased operations. A few gravity or steam operated aerial tramways were built quite early to carry ore out and supplies in. With the advent of electric power in the late 80s, the aerial tram became virtually ubiquitous in the San Juan heartland, even the miners often riding to work in the tram buckets from the towns below.⁸⁰ Such travel was not only faster but safer, the San Juan Mountains being the worst avalanche country in the United States. While perhaps not unique, travel by tram hardly became common in the United States until skiing became popular after World War II.

The economy of San Juan County revolved totally around mining until "the narrow gauge" from Durango to Silverton became a popular tourist attraction in the 50's. The population reflected a steady growth until World War I; 1,087 in 1880⁵⁴; 1,572 in 1890⁵⁴; 2,342 in 1900⁵⁶; 3,063 in 1910⁵⁶; and 1,700 in 1920⁷⁶. Since that time it has shown a very slow decline to its present level of about 850. Up to 1945 San Juan County produced over 26% of the values of the San Juan Country. Virtually all of this came from the Animas District, which lies on both sides of the Animas River between Silverton and Howardsville and includes the tributary Cunningham and Arastra Gulches, and the Eureka District, which includes the mines around Eureka, Animas Forks and Gladstone.² Very small production has been reported from the Bear Creek District (around Sylvanite) and the Ice Lake Basin District (north of Bandora).⁵⁰

Although Howardsville got a bit of a head start on Silverton, the center of population soon shifted to the latter, and with the coming of the railroad in 1882 there was no longer any comparison. Since the final closing of the Sunnyside Mill in Eureka in about 1938, practically all of the population of San Juan County has lived in Silverton. A severe decline in Ouray County's Red Mountain District began in 1896 and the Silverton Railroad finally ceased operation in 1921. The Silverton, Gladstone and Northerly quit at about the same time. The Silverton Northern ran regularly until 1923, then intermittantly until at least 1930.⁹¹ The section from Eureka to Animas Forks was junked in 1936 and operated only rarely after 1917.^{40,49} The roadbed from Eureka to Animas Forks became a county road in 1936.⁴⁰ There is disagreement over operation during the 1930's, Mrs. Crum stating the Silverton Northern operated as long as the Sunnyside Mill in Eureka (about 1938).⁴⁰ The railroad was sold for scrap by Otto Mears' grandson in 1941, the money being used to pay back-taxes. All rails were removed by Oct. 1942.⁹¹ Roadbed and ties could still be seen in some places between Eureka and Silverton in the early 60s, as was also true for the Silverton, Gladstone, and Northerly. Segments of the Silverton Railroad roadbed became part of the famous million dollar highway.

San Juan County was ill prepared for the arrival of the automobile. Access was apparently still "feasible" via the eastern passes for a time (see Chapter III). Then during 1919-1924 the million dollar highway was built from Durango to Silverton (in 1921) and on to Ouray (in 1924, although some traffic came through in 1923 or earlier).^{46,81,82} There are two versions of the origin of the name, some attributing it to the high construction costs, while most say it came from the high values of the rock in the region traversed. Paving of the highway was finally completed in 1956. Comments on access to individual towns will be given in their detailed discussions which follow.

The Silverton town name is found in three types of R.P.O. markings used on the Denver and Rio Grande. Pueblo and Silverton is found during the years 1883-1890, 1900-1903, and 1903-1907. Salida and Silverton is found 1890-1895 and during 1896. Silverton and Durango was used 1882-1883 and 1907-1911⁴¹.

As in Chapter III postal markings are listed using Bauer's "descriptor system", described in an

POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER IV, PART ONE (Continued)

appendix to that chapter and in more detail in reference 67. As before, individual owners are not listed, for the sake of safety.

ANIMAS FORKS

Established Feb. 8, 1875
 Re-established Oct. 21, 1889
 Re-established Jul. 25, 1904

Discontinued Feb. 26, 1889
 Discontinued Nov. 14, 1891
 Discontinued Nov. 30, 1915

Animas Forks is situated at the confluence of the West and North Forks of the Animas River, on the southwest side at an altitude of 11,160 feet* (Handies Peak Quadrangle, 1955), which makes the origin of the name obvious. Apparently Animas Forks began as a small tent city in a *relatively* level spot that was convenient to a number of promising prospects in the nearby canyons. No one stayed during the first winter, and a permanent townsite was not laid out until 1877. Late 1876 found two reduction works operational and some 30 log cabins, however, as well as many tents.^{84,89} The year 1877 found Animas Forks served by three major toll roads (see Chapter II), from Silverton and from Lake City via Engineer Pass or Cinnamon Pass. Mear's road up the Animas also extended on to Mineral Point.

By 1879-80 Crofutt found a population of 200 in the immediate vicinity.³² The 1880 census gave Animas Forks 150 people.¹⁰⁵ In 1881 the town was incorporated,⁴⁹ and in June 1882 it acquired its own newspaper, the Animas Forks Pioneer, which came out weekly until Oct. 1886, the only newspaper published in San Juan County at least weekly for more than a few issues outside of Silverton.⁶⁰ Ransome says the population reached 450 in 1883,⁸⁸ and indeed the years 1882-1884 are those from which the largest number of postmarks are seen. The 1885 edition of Crofutt reports a population of 170.³⁷

Although no San Juan County postmarks save those of Silverton are really common, Animas Forks markings from the period 1879 through 1884 are not rare and are the most common 19th century markings except Silverton's. Yet, 20th century markings are unknown! Animas Forks in the early 80s was a busy place in spite of winters like that of 1884 which saw 25 feet of level snow on the main street of town.⁸⁴

In 1879 mail came to Animas Forks over Cinnamon Pass from Lake City.^{33a} By 1884 it was coming from Silverton (Crofutt's Post Road No. 121, 1885 ed).³⁷ There were still local routes to Lake City (with an exchange at Rose's Cabin) and to Ouray (with an exchange at Mineral Point) during the summer, however. There was no service over Cinnamon Pass by this time, service to Whitecross or Sherman having to go around through Lake City.⁷⁰

The biggest single economic unit controlling the fortunes of Animas Forks was the huge Gold Prince Mill, built in the early 80s and capable of handling 500 tons of ore per day.⁸⁴ Although the mill apparently escaped the disastrous fire of Oct. 22, 1891, the post office did not, and with the town in ruins, direct mail service officially ceased the next month. Rebuilding was begun, but the repeal of the Sherman silver purchase act in 1893 put a damper on things for a decade, since roughly half the monetary value of ores in this area was in the silver.^{2,84} A promotional booklet published by the Silverton Standard in 1899 shows all the active mills in the county, even mills with only 30 tons capacity and operations in the outlying Ice Lake and Bear Creek Mining Districts, without ever mentioning Animas Forks or

* The elevations quoted in this monograph are taken from modern topographic maps. Values quoted in older references are often in error by several hundred feet, usually on the high side.

POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER IV, PART ONE (Continued)

the Gold Prince.⁸⁶ Writing in 1901, Ransome states the "town is now desolate and ruined". Then in 1903 the owners of the Gold Prince Mill bought the Sunnyside Extension Mine, renaming it the Gold Prince Mine.⁴⁹ They apparently began to work it heavily, because in 1904 Mears extended the Silverton Northern into Animas Forks and the town reacquired its post office. The population once again rose to about 200.^{43,44}

After a further decade of activity the town began to die once more. The Gold Prince Mill was moved down to Eureka in 1917 and the town was deserted by 1923, although the train still made occasional runs on request to bring ore from the surrounding mines down to the mill now in Eureka. A few mines produced ore as late as the 40s,⁴⁹ and a visit to the mines in the summer even today will often turn up a prospector or two, usually with a camper on a 4-wheel drive pickup.

ANIMAS FORKS 03/24 (probably 1877) (See Fig. 19)
Manuscript in brown, pen cancel and registry in same ink

ANIMAS FORKS COL. (3) 1879/09/02
CI: P,1,0:250:T;M,D;S;G;R:

ANIMAS FORKS, COLO. (3) 1880/03/05-1882/02/02 (See Fig. 20)
CI:P,2,0:270, 260:T;M,D,Y;S;R;G: seen in magenta, purple, and black

ANIMAS FORKS, COLO. (3) 1882/03/31 (See Fig. 21)
CI:H,1,1:305;185:T;M,D,Y;S;R;G:hollow 5 pt. star

ANIMAS FORKS, COLO. (3) 1882/09/30-1883/01/23
CI:P,1,0:260+:T;M,D;S;G;R:cork

ANIMAS FORKS, COLO. (3) 1883/05/11-1886/02/12
CI:P,2,1:340,320;210:T;M,D,Y;S;R;G:4 ring target



Figure 19

This 1¢ overpaid registered cover presents an intriguing year date problem. The postmaster of Animas Forks was B. Hobson from May 9, 1876 until Jan. 2, 1877. The script H cancellation can be his initial only if the postmaster appointment records were six weeks early or ten

POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER IV, PART ONE (Continued)

weeks late in recording the change. In a mining camp with a very transient population, a change perhaps was more likely *before* Washington knew about it. In fact no one is supposed to have wintered in the camp in 1875-76, so perhaps William Randall, the first postmaster, never returned to the camp in 1876. On the other hand, March 24 is pretty early for *anyone* to return, so perhaps the cover is 1877. The Hinsdale County Bank correspondence is known in both 1876 and 1877, but after mid-1876 it has a bank receiving stamp on covers known to the author. I am sure the owner would like this cover to be 1876 and territorial, but is it? Until more covers are reported the question remains open.



Figure 20

This example of a finely wrought cancellation is beautifully struck in magenta ink.



Figure 21

The heavy outer circle is unusual in this unique copy of an apparently short-lived cancellation. The correspondence is that of the ubiquitous attorneys, Hudson and Slaymaker. (see Silverton)

POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER IV, PART ONE (Continued)

ARASTRA

Established June 15, 1895

Discontinued Mar. 31, 1919

Arastra was located on the northwest side of Silver Lake at the head of Arastra Gulch at an elevation of 12,200 feet (Silverton Quadrangle, 1902; Howardsville Quadrangle 1955). See Figure 22. The town name *presumably* was taken from the creek and gulch at whose head it was built, and the name of the gulch apparently derives from the fact that the first gold milled in San Juan County in 1871 (see Chapter I) was removed with an arastra* built in that gulch.¹⁶

The mines around Silver Lake were located quite early, the Silver Lake Mine itself in 1872 or 1873.¹⁶ The large Silver Lake Mill at Silver Lake was not built until 1890, however,⁴⁹ and apparently there weren't enough people to justify a post office until then. The Arastra post office was at this mill. Henderson reports the Silver Lake Group began to show signs of exhaustion in 1910. The mines were turned over to leasees in 1913, the mill being opened as a custom mill with a new flotation unit added.⁸⁹ Operations apparently slowed down or ceased in the general recession following World War I, although the mines later became a part of the Shenandoah Dives Company which is still active in the Silverton area. Throughout its history the mail was delivered directly from Silverton.^{72,73}



Figure 22

This view northwest across Silver Lake gives some idea of the truly bleak, though majestic, setting of some of the San Juan mining camps. The Arastra post office was in one of the Silver Lake Mine buildings in the center of the picture. The Animas River (between Silverton and Howardsville) lies almost 3,000 feet below the lake at the base of the mountains in the background. The photograph is from Varnes paper (92) with the kind permission of the U.S. Geological Survey.

ARASTRA, COLO. (3-) 1913/11/26

CI:P,1,0:320:T;M,D,H,H;S:G;G:4-bar, sculptured, reddish purple

ARASTRA, COLO. (2½+) 1916/04/20-1918/10/14

CI:P,1,0:320:T;M,D,Y,H;S:G;G:4-bar, sculptured

Although a poor, damaged strike, there seems to be small differences between this and the previous postmark

*The arrastre is a crude device, originating in Mexico, in which soft ores are crushed by a heavy millstone dragged around inside a large stone container, the millstone turned by animal power. The pioneers "americanized" the spelling.

POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER IV, PART ONE (Continued)

CHATTANOOGA

Established April 4, 1883

Discontinued June 4, 1894

Chattanooga was located along the north side of Mill Creek essentially at its junction with Mineral Creek. At an elevation of 10,275 feet, this was the last spot of nearly level ground before very steep climbs leading toward Red Mountain Pass in the north or the mines along upper Mill Creek to the west (Silverton Quadrangle, 1902, 1955). The origin of the name is unknown to me.

The town was never a mining camp in the sense of Arastra or Animas Forks. It grew up as a staging and supply point. The 7½ miles to Silverton, while steep in places, lies about two-thirds in a fairly broad valley and was passable by wagon. At Chattanooga the freight had to be transferred to pack trains until Mears toll road was completed in 1884. The first mines in the area were those located up Mill Creek in 1878.⁴⁹ A little later the Silver Ledge Mine a half mile up the Mineral Creek Gorge was located. In 1880 Chattanooga had a population of 300, second only to Silverton in San Juan County.¹⁰⁵ Postal service in Chattanooga came six days per week from Silverton in 1885 (70, post road 114).

Things went well for Chattanooga until fire destroyed a large part of the town in August 1892. The repeal of the Sherman Act in 1893 and a major avalanche fairly finished the job. By 1898 the population was down to two, one operating a saloon and the other a laundry.⁴⁹ There is still an active ranch at the site, furnishing mounts for trips into the mountains in the Summer.

Chattanooga Colo. 1883/6/18
manuscript in black

CHATTANOOGA COLO. (3½) 1887/7/6-1887/7/28 (See Fig. 23)
CI:P,1,0:270:T,M,D,Y;S:G;R:4-ring target



Figure 23

Some day someone should write the story of the "liberation" of the "Consumers Boot & Shoe Co." correspondence. It contained some of the clearest, most attractive western cover ever found for the period 1885-1888, virtually all of them registered, as is this scarce Chattanooga cover. Presumably they contained cash for merchandise.

POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER IV, PART ONE (Continued)

CONGRESS

Established April 2, 1883

Discontinued Jan. 7, 1884

The town of Congress grew up midway between Chattanooga and Red Mountain (see Chapter V), 1½ miles from each by trail.³⁷ It apparently was right at the site of the Congress Mine, which was at 11,520 feet elevation, one half mile east of modern US550 and a few hundred feet south of the Ouray County line (80 and Ironton Quadrangle, 1955). The mine was located during the fall of 1881 and sold the following year for \$21,000. In 1883 it produced 2,500 tons of ore valued at \$220,000 and then virtually died.⁸⁸ This is consistent with the post office dates. Yet the town appears to have preceeded the mine, being shown with a population of 40 in the 1880 census.¹⁰⁵ There were other mines about, but the rapid growth of Red Mountain just a mile north (1½ miles by trail) worked against the survival of a second town and post office. There is evidence that Congress may have been called Red Mountain City (as opposed to Red Mountain Town to the north) by its inhabitants, but such obvious potential for confusion wouldn't be allowed by the post office.²⁰

Congress was on the "regular run" from Silverton to Chattanooga and Red Mountain and on to Ouray over Mear's toll road.

No postmarks from Congress have yet been reported.



DEL MINE

Established June 12, 1883

Discontinued May 19, 1884

This is the most obscure office in San Juan County. Postal Route maps of the period show a circle labeled Del Mine "off in the tules" midway between Gladstone and Chattanooga. Unfortunately these maps are meant to show only routes and service frequency and do not show accurate geography. Mrs. Wolle mentions a camp named "Dela Mino" which "was simply an unpacking point for burro trains" coming across from Red Mountain to the good road up Cement Creek.⁴⁹ The easiest pack trail to this day goes from Cement Creek up Prospect Gulch, across the divide (and county line) in an unnamed pass at 12,150 feet, and into the site of Congress. A possible location for Del Mine then is at the junction of Prospect Gulch and Cement Creek.

The name is as obscure as the location. "De la mina" would be perfectly good Spanish for "of the mine". De la mino gives "mine" the wrong gender, and del mine gives "the" the wrong gender and Anglicizes "mine". There is no reference to an actual mine by the name of Del Mine in any standard reference, and Mrs. Wolle's information makes me think the name is just bad Spanish. A population of 25 is given in the 1880 census.¹⁰⁵

Any additional information on this office would be much appreciated.

No postmarks are known from Del Mine.

POSTAL HISTORY OF THE COLORADO SAN JUAN, CHAPTER IV, PART ONE (Continued)

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AUCTION ACTION

By Robert Lewenthal

In the last few months there has been a noticeable increase in activity of Postal History material sold at auction. Several sales have been held. Prices in general, have been quite strong and it appears that the demand for this material is more than equal to the supply.

Sales included in this report are:

Sol Salkind (S), Sept. 3, 1975

Bob Lewenthal (L), Oct 19, 1975

Richard Wolfers (W), Oct. 30, 1975

The Smith-Younger correspondence, consisting of four folded letters of William Smith en route from Liberty, Mo. to San Jose, Cal. from Oct. 21, 1849 to April 5, 1850.

A) "Near Santa Fe, Oct. 21, 1849" pmkd. Fort Leavenworth, Mo., Dec. 6 and "5"

B) Socoro, N.M., Nov. 20, 1849 and Paid to Ft. Leavenworth in MS. Pmkd. Fort Leavenworth, Mo., Feb. 7, (1850) and "5"

C) Pacific S. Ship, Way, San Francisco, Feb. 2 in MS. '40' in MS. and bold hand stamped Steam Ship on folded letter datelines 'Mazatlan, Feb. 9.

D) San Jose, Cal., 9 April and 40 cts. All in MS. on folded letter headed 'San Jose, Apr.5, 1850

These four covers sold individually for a total of	W	\$2850.00
Alpha and 10. Excellent strike on V.F. cover to Vt.	S	50.00
Butte City, Colo., Jun 29, 1858. Neat Ms. pmk. Handstamped 5 crossed out and Ms. '3' substituted. Very rare. V.F.	L	125.00
Cascade City. Neat Ms. pmk. on U16. Rare. P.O. in less than 2 yrs. V.F.	L	125.00
Contra Costa, Cal., Feb. 28, Paid 6. All in Ms. on buff cover to N.Y. Corner bit worn. F./V.F.	L	77.50
Downieville, Nice strike. 10¢ (14), four margins, tied by grid. F./V.F.	W	62.50
Emery's Crossing. Ms. pmk. on U17. Letter encl. Bit spotted. F./V.F.	W	105.00
Esmerelda, Cal. Ms. pmk. 3¢ 1861 pen canc. Fine	W	180.00
Hansenville. Ms. pmk. on small cover. 3¢ 1857 pen canc. Invitation to Ball enc. Fine.	L	85.00
Louisville. Neat Ms. pmk. Handstamped PAID 6 on cover to Kentucky. V.F.	L	90.00
Loving's Ferry 1859. Neat Ms. pmk. on U10. Very scarce. V.F.	L	170.00
MacDermott's Bridge, Cal. Excellent bold strike in D/L oval with Ms. "10" on interesting folded letter to Mo. Somewhat worn, but very rare.	L	290.00
Mokelumne Hill, Cal. and Paid 10. V.F. strikes on fine cover to Mass.	S	40.00
Mount Ophir. Fine strike in red D/L circle with Ms. date. Bold red PAID 10. V.F.	L	85.00
Oro City 1855. Neat Ms. pmk. on U10. Small sealed tear, otherwise V.F.	L	90.00
Orrs Ranch. Ms. pmk. on U16 to Mich. Bit ragged at right. F./V.F. app.	L	85.00
Quartsburg 1855. Perfect strike. Ms. "Free". Very scarce. F./V.F.	L	160.00
Rattlesnake. Clear strike on U16a to Maine. Bit ragged at left. Fine	W	62.50
Red Dog. Ms. pmk. ties U10 to F. & A.M. cover. Extremely fine.	W	90.00
Round Tent, Oct. 3, 1859. Bold Ms. pmk. on U16. Very Fine.	L	125.00
San Francisco. Excellent Straight Line pmk. Red Ms. 'June 20' (1849) and black Ms. '40' on cover to Conn. V.F.	L	1050.00
San Francisco. Bold Straight Line pmk. Red Ms. 'July 2,' (1849) and red Ms. '40' on cover to Conn. Interesting letter encl. Corners worn. Fine.	L	725.00
San Francisco, Cal. Jun 22, 1858 and Ship 6 in fancy shell. Ms. "Per Flying Fish" on folded letter from Hong Kong. V.F.	W	105.00
San Francisco. Partially clear strike. Bold red '12½' on cover to San Jose. F./V.F.	W	67.50
San Francisco. Good strike in red. Matching 80 on buff cover to St. Louis. F./V.F.	W	85.00
Sonora, California, Jan 12, 1852. Excellent strike in two blue straight lines. Ms. '10' on buff cover to N.J. Interesting miner's letter encl. V.F.	L	400.00
Steinbergers, April 18, (1854) Ms. pmk. 3¢ 1851 pen canc. Very scarce. F./V.F.	W	350.00
Washington South Yuba, Cal., Oct. 8 and 10. All in Ms. on 1853 folded letter to Kentucky. Worn and fragile, but very rare.	L	115.00
Woods Ferry. Excellent bold strike on U16 to Ohio. Ms. "Due 10cts". V.F.	L	215.00

AUCTION ACTION (Continued)

A Few Late Covers

Cherokee 1867. Fine strike in blue. Strip of six 3¢ 1861 and single 2¢ Blackjack tied or tied together on cover to Whitby, Canada. Rare usage. Fine.	L	165.00
Evans Ranch 1868. Neat Ms. pmk. 3¢ 1861 pen canc. Bit soiled. F./V.F.	L	75.00
Granite Hill 1889. Ms. pink on U306. Scarce. V.F.	W	70.00
Green Springs. Neat Ms. pmk. 3¢ 1861 tied by penstroke. V.F.	L	67.50
Grizzly Bear House 1864. Ms. pmk. on U34. Corners worn. V.G./Fine.	L	80.00
Konigsburg. Neat Ms. pmk. 3¢ 1861 pen canc. Rare P.O. in less than two years. V.F.	L	125.00
Lundy. Bold strike. 2¢ (183) tied. V.F.	W	67.50
Mammoth 1880. Bold strike in D/L circle. 3¢ green tied. F./V.F.	L	180.00
Oasis. Ms. pmk. 2¢, 10¢ (213, 209) pen canc. on reg. cover. F./V.F.	W	57.50
South San Diego. Excellent strike. 3¢ 1869 tied. Bit trimmed at R, still V.F.	W	90.00
Upper Clear Lake 1862. Neat Ms. pmk. Bold Ms. "Paid by Cash, 3, for want of Stamps, P.M." V.F.	L	100.00
Yocumville. Excellent strike in violet D/L circle. 3¢ green canc. matching target on 1880 cover to Maine. UR corner off. Fine.	W	62.50
Fish Springs 1872. Ms. pmk. ties 3¢ green. Interesting letter encl. F./V.F.	L	95.00
Fourth Crossing. Clear strike 3¢ (147) canc. matching target. Small closed tear. V.F. app.	L	110.00
Blue Tent 1883. Clear strike. 3¢ green not tied. Very scarce. F./V.F.	L	67.50
Rich Gulch 1887. Perfect strike on U311. Bit trimmed at right. F./V.F.	L	100.00
Chili Junction 1892. Fine strike. 2¢ (220) tied. Rare. P.O. in ten months. V.F.	L	85.00

Expresses

Per Adams & Co.'s. Express. Ms. marking on cover pmkd bold St. Helen, Oregon, July 10, (1854) and 5 to San Jose. Fascinating letter encl. Earliest St. Helen known. V.F.	W	1350.00
Buckley's Express. Bold blue handstamped frank vertically at left on W.F. franked U163. Clear postal Paramint, Cal. on cover to S.F. V.F.	L	230.00
Deming & Wall Union & Eureka Express, Paid. Printed frank on stampless cover to Bucksport, Cal. Very rare. V.F.	L	350.00
Everts, Wilson & Co., Daily Express. Type 3 frank on U10 to Forest City. Light stain, otherwise F./V.F.	L	220.00
Freeman Co.'s. Express. Type 3 frank on U 10. Perfect co. oval Grass Valley. V.F.	L	115.00
Greathouse & Slicer, Yreka, Connecting with Wells Fargo & Co. Excellent strike in blue octagon on W.F. Thorp type C red franked U18 to Boston. Bit frayed at top, still F./V.F.	L	420.00
Hinckley & Co.'s. Express, Denver City, Dec 10, 1860. Mostly legible strike. Bold Sidney, loa. canc. 3¢ 1857 pen canc on cover to Denver City, Jefferson Territory. Trimmed at right. F./V.F.	W	300.00
Langton's Pioneer Express. Unlisted frank in 17x23mm. D/L black oval on U9 to "Point Sanquentin, San Francisco, Cal." PAID in black oval. Fine	L	210.00
Mossman & Co.'s. Express. Type 1a frank. Three 3¢ 1861 tied or tied together by targets on cover to Wisc. Bold Portland, Ore. 1863 cancel. Very rare, somewhat frayed & worn.	L	450.00
Pacific Express Co., Big Oak Flat. Clear strike in 29x50mm D/L oval and Pacific Express Co., Sonora in 28x37mm red oval on 1854 stampless cover to Columbia. F./V.F.	L	155.00
Per Phillips Express. Manuscript frank on U10. Ms. "with \$300. in coin." Tiny tears at bottom. F./V.F.	L	140.00
Pony Express. \$2. red (143L1), margins all around, small fault, tied by blue W.F. Placerville, Apr 28. Green St. Joseph, May 10 on part paste-up to Newbury Park, Mass. Glue stained around stamp. Fine.	W	1700.00
Pony Express. "½oz. Paid from St. Joseph to Placerville per Pony Express" vertically at left of U40, pmkd New York, Oct 12 (1861). Partially clear C.O.C.C. & P.P. Express Co., St. Joseph, Oct 17 to S.F. Minor cover faults. Rare East-West Pony.	W	2400.00

AUCTION ACTION (Continued)

Pony Express. 25¢ blue (143L8), almost complete margins, tied by docketing on U35, canc W.F. Aurora to S.F. V.F.	W	1450.00
Prindle's Express to Scott & Klamath Rivers. Printed frank on U34, addressed to Yreka. V.F.	L	430.00
Ravelet's Express, Canon Creek. Excellent handstamped frank on 1855 folded letter to Coloma, pmkd bold Weaverville, Cal. Bit worn but extremely rare.	L	475.00
Rhodes & Whitney's Express, Yreka. Bold strike in D/L blue oval. Paid in matching oval. Also G.H. Wines & Co's. Express in lighter blue oval on U10 to San Francisco. Internal tear. V.F. appearance.	L	420.00
H. C. Tickner's Yreka & Scott Bar Express. Printed frank on U59 to Yreka City. Postal Fort Jones 1867 cancel. Very rare. Not in Nathan. V.F.	L	850.00
Vera's Express. Printed frank vertically at left of W.F. franked U10, canc. excellent W.F. Marysville to S.F. Small closed tear at top, otherwise V.F.	L	725.00
J. P. Wharton's Express. Printed frank. 3¢ 1861 canc. by blue circular Wharton's Express. Orange adhesive label "Wells Fargo Express from Marysville" partly over stamp and cancel. F./V.F.	L	475.00
Whiting & Co.'s. Feather River Express. Thorp-type frank on U10, canc. clear blue circle "Everts, Davis & Co's. Express, Marysville. Addressed to "Meakers Flat, North Fork Feather River." F./V.F.	L	310.00

Wells Fargo

W.F. Chinese Camp (L3-1) Clear strike on U9. V.F.	L	60.00
W.F. Cuffey's Cove, Cal. (L12-1, unl.). Legible to good strike on U163. Fine.	L	60.00
W.F. Hornitas (L 3-1). Fine strike on U10. Tiny, neat repair. V.F. app.	L	60.00
W.F. La Grange (L 3-1, unl.) Excellent strike on 3¢ star die (U27). Town not listed by Leutzinger. Rare & V.F.	L	875.00
W.F. Meadow Lake (L11-9). Excellent strike on U59. Bit trimmed at left. Fine appearance.	L	50.00
W.F. Spanish Ranch (L11-9). Fine strike on U82. Letter encl. Right edge neatly restored. V.F. app.	L	60.00
W.F. Wheatland, Cal. (L type 10, unl.) Perfect strike on U311. V.F.	L	75.00

Territorials

Alaska: Sitka & Ounalaska R.P.O. 1893. Excellent strike. 2¢ Columbian tied. Rare marking. F./V.F.	L	325.00
Nevada: Austin. Ms. pmk. 3¢ 1861 tied by docketing. F./V.F.	W	70.00
Empire City. Ms. pmk ties 3¢ 1861 on 1867 cover. Bit trimmed. Fine.	W	95.00
Hot Creek, Nye Co., Nev. Good strike in purple D/L circle on U164. F./V.F.	W	62.50
Incline, Washoe Co., Nev. 1887. Excellent strike in purple D/L oval on U278. Extremely Fine.	W	135.00
Silver City, N.T. 1862. Fine strike in blue 1¢, 3¢ (63, 65, three) tied together on cover to Wise. Small corner repair. V.F. app.	W	235.00
La Junta N. Mex. 1879. Ms. pmk. on U164. Scarce & V.F.	W	130.00
Jacksonville, O.T. 1854 and 5. All in Ms. to "San Josa Valley, Cal." Very early use. V.F.	W	575.00
Oregon City, O.T., June 29, 1849 and 40. All in Ms. on folded letter to Liberty, Mo. Clear San Francisco, Aug 1 canc. Earliest known use of Oregon City Ms. marking. V.F.	W	2000.00
Centreville, Snohomish Co., W.T. Ms. pmk. 3¢ (147) pen canc. V.F.	S	50.00
Columbia City, W.T. 1854 and 10. All in Ms. on aged mourning cover to Ill. Fine.	S	62.50
East Sound, W.T. 1885. Perfect strike on U278. V.F.	S	60.00
Pine Creek, W.T. 1878. Ms. pmk on U165. Trimmed at right. Fine.	S	60.00
Port Angeles, W.T. Fine strike in red. 3¢ 1861 tied. Closed tears, Fine.	S	90.00

