

# WESTERN EXPRESS

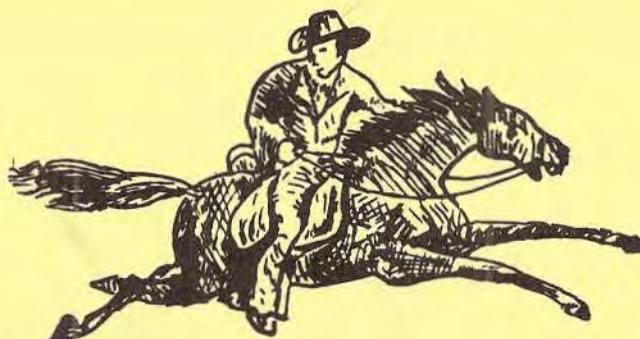
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Western Cover Society  
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APRIL, 1976

Express  
Ocean Mail  
Overland  
Post Offices



Territorial  
Statehood  
Postal Rates  
Postal History

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### EDITOR'S ARENA

#### ANNUAL MEETING

The annual meeting will be held Sunday, April 25 at the Jack Tar Hotel, Geary & Van Ness, San Francisco. As has been the practice in past years, the meeting will be preceded by the annual breakfast at 10:00 a.m. and will be followed by an auction of Western material under the direction of Robert Lewenthal.

#### INDEX TO WESTERN EXPRESS

The very fine Index of the first 25 years of WESTERN EXPRESS which accompanied our last issue, was the work of member J. David Baker. Not content with the compiling of the Index — no small task — David had the Index printed at his own expense. A generous donation to our Society. Thank you Dave.

#### MEMBERSHIP DUES

This year we returned to the practice of mailing notices of dues, separately from the WESTERN EXPRESS mailing, and the quick response was gratifying. As of December 31, almost 75% of the membership had paid their dues. However January receipts slowed down and on February 1 there were 37 who had not responded. A second notice was sent to them, before dropping for Non-Payment of dues. The listing under "Membership Changes," in another section, indicates the response — or lack of it — to this second notice. We regret the loss of so many good members in this way.

#### MINERAL PARK P.O.

On page 10 of the January 1976 issue there is a typographical error. This Arizona post office opened December 23, 1872, not 1892.

### MEMBERSHIP CHANGES

#### New Members

- #634 Richard Carlson, P.O. Box 866, Fairbor, OH, 45324  
(Interested in Postal History)
- #635 John J. Fendrick, 45 Collier Circle, Ridley Park, PA 19078  
(Collects Express & Western Stage Line covers, letterheads, waybills, etc.)
- #636 Marvin Raphael, 267 Scholfield Rd., Rochester, N.Y. 14617  
(Collects Express, Towns)
- #637 Alfred D. Hoch, 225 Willow Ave., Somerville, MA 02144
- #638 Colorado State University, Fort Collins, Colorado 80521  
(Institutional)
- #639 Floyd A. Cooney, P.O. Box 172, Fort Bragg, CA 95437
- #640 C. H. Aall, 33 Rue Anna Jacquin, 92 Boulogne, France  
(Collects All Hawaiian Covers)
- #641 Thomas S. Kelly, Jr. 4965 Countryside Lane, Lyndhurst, OH 44124  
(Collects Wells, Fargo & Co. handstamps)
- #642 Richard Schwartz, 168 Cherry Lane, River Edge, N.J. 07661  
(Collects U.S. Locals & Carriers and Some Expresses)

**MEMBERSHIP CHANGES (Continued)****Resignations**

#520 Ben Gorlick, #127 Daniel Hopping, #445 Robert Lyman, #130 Gregory Mozian, #249 James Turner

**Dropped for Non Payment of Dues**

#464 Ben R. Adams, #543 Terrence J. Dodson, #552 William P. Helmer, #486 Norman W. Johanson, #462 Harold Lawrence, #548 H. Lund, #611 R.C. Mellones II, #580 Leonard McCabe, Jr., #292 Elliott R. Pearson, #480 Lt. Col. Neil Schroeder USAF (Ret), #586 J.D. Wood.

**Deceased**

#201 Everett Lampson, Vice-President and Director.

**Changes of Address**

John Birkinbine II, 7225 N. Oracle Rd., Tucson, AZ 85704  
 W.L. Burkhardt, 7042 Utica Court, Dublin, CA 94566.  
 Fred W. Coops, Jr., 115 Central Mall, San Bernardino, CA 92401  
 Clifford Moss, P.O. Box 516, San Francisco, CA 94101  
 Paul C. Rohloff, 1019 Keystone, River Forest, IL 60305  
 Jerome Schwimmer, 812 La Bellorita, South Pasadena, CA 91030  
 Daniel Stone, Box 313 Black Hawk, CO 80422  
 Rickard Wilkerson, Box 2142, Carmel, CA 93929

**Patron and Sustaining Members for 1976****PATRON**

J. David Baker  
 David T. Beale III  
 Henry Clifford  
 Marc Haas  
 J.C. Hawley

John F. Leutzinger  
 G. William Magladry, M.D.  
 Kenneth Greenberg  
 King Parker, Jr.

Basil C. Pearce  
 W. Scott Pollard, M.D.  
 J. Earle Stromberg  
 E. Murray Todd

**SUSTAINING**

S. M. Arnold  
 Dr. W. W. Bilyeu  
 J. Leonard Diamond  
 Dorothy Hotze  
 Clifford Horst  
 Joy Hutton  
 John C. Juhring  
 Trowbridge Leavitt  
 Robert Lewenthal

Howard Mader  
 Charles Molnar  
 Robert Myerson  
 Ray Newburn, Jr.  
 Frank Q. Newton, Jr.  
 Ralzemond Parker  
 N.L. Persson  
 Joseph F. Rorke, M.D.  
 Sol Salkind  
 Jack E. Stucky, M.D.

Oscar Salzar  
 William Semsrott  
 Tracy Simpson  
 Gerald Smith, M.D.  
 Henry Spelman III  
 Elmer Tvedt  
 Irwin Vogel  
 Dr. Heinz von Hungen  
 C. A. Whittlessey  
 Al Zimmerman

## CONTENTS OF A LETTER

Courtesy of Fred Starr

At Sea Lat. 12 57' Lon. 78 08'  
233 Miles from Aspinwall on board the  
S.S. Atlantic - bound for Aspinwall Jan 18, 1866

Mr. T. H. Tremper  
Rondout, New York

You will see by the above where I am. I expect to be in Aspinwall about 10:00 a.m. tomorrow. Will have no time to write you from there. I have had a rather *rough time* of it so far—not been seasick but I have not felt very well down the voyage & have rather a lonesome, disagreeable & unpleasant time. Some rough weather, heavy seas, yet not more so than I expected. The ship is rolling, pitching and tumbling about at such a dreadful rate at present it is almost impossible for me even to write, even with a pencil — with pen and ink intensely so. Saturday morning I intend to leave for San Francisco, maybe before noon. We have very few passengers, only 150 all told & I begin to wish there was one less, & *that* your humble servant. I've made up my mind *to go*, so will continue on my way rejoicing even if I know I would go to the bottom of the ocean.

Now what *should* I write you. We ran (that is the ship did) 286 miles since yesterday 12 o'clock to today 12 o'clock, the best days run since we left U.S. Some days 211 - 230 - 256 & so on. While I think of it, I will mention one thing. The Lease & Power of Attorney I gave you have no stamps on — please see to it. I suppose you want to know how warm it is here. *My* thermometer stands a little above 80 in my room, with strong winds blowing in same. My *ears* have all peeled off very *handsomely* & feel much better. Now I will *save* both of them. One time I thought I would go to Oregon with only *one*, if not *less*

DeWitt

Friday Jany 19th, 7½ o'clock. A.M. Land in sight. Expect to be in Aspinwall in about two hours — will cross over today. It is warm, in fact *hot*. We are all as well as usual. Yesterday packed my trunk & got my check, paid \$7 extra freight. Every body very busy & so am I. Have not got morning papers yet. Guess it is all quiet on the Isthmus. I wonder if it is still so cold on the *Hudson*. Remember me to *no body* — don't want you to give my love to anyone. I will close

P.D.N. Hardenbigh



CONTENTS OF A LETTER (Continued)

Aspinwall June 24th 1851

My Dear Sisters

Sarah & Addie

It is with much pain that I take my pen in hand to write you. It makes my heart ache when I think of breaking to you the news of the death of my dear Vesta. She was taken sick Sunday a week yesterday & passed from this land of sinfullness last Saturday night June 22 at 5 minutes 11 O'Clock with only 7 days sickness of Tyfoid Fever.

Dear Sisters, I know it will cause you much pain to read this, as it does me to write it — but it must be done. She had every wish gratified & the best of care. She was buried yesterday at 3 P.M. I don't feel able to write more for I am most sick but I will write again by the next steamer & give you the full particulars. I have written to Father & Mother Stevens, also to my mother & I will ask you to tell our folks at Waterville. Tell Robt. I will write him soon. I know you will excuse me from not writing if you know my feelings. Write soon to you Affect't

Brother Charles, Aspinwall. N.G.

Care Panama R.R.Co.  
88 Wall St. New York.



**JOHN CHARLES FREMONT - 1846**

by Marc Haas

John Charles Fremont, known as the Pathfinder, was an outstanding pioneer of the West and a most controversial person in our country's history.

His first service to the U.S. was in the Topographical Corps., when he became the country's ablest Cartographer. Subsequently he became an officer in the U.S. Army.

Fremont's first expedition West was to the Rocky Mountain Area, his second to what is now California and Oregon, and his third to the Monterey Area. He arrived at Monterey then the Capital of the Mexican Province of California in late January of 1846 for a visit with Thomas O. Larkin U.S. Consul.

Accompanying him was a group of some 60 trained riflemen, a formidable force in those days. War with Mexico was expected at any time over the annexation of Texas, and Fremont, by then a Captain in the U.S. Army, was prepared to raise the American flag and claim California for the U.S. if the opportunity presented itself.

Mid February found this group near San Jose. Shortly before March 1 they were encamped on a ranch near Santa Cruz from where this letter was written.

The Mexicans were very nervous about the presence of Fremont and his group fearing it had martial overtones rather than the mapping expedition in which he claimed to be engaged. They therefore sought a valid excuse to order him from this area.

To this end they chose to accuse him of horse stealing, a most serious crime. Col. Castro the Mexican military commander of San Jose issued a proclamation charging "A band of robbers commanded by a Captain of the United States Army sallies forth making scandalous skirmishes." The word "robbers" was occasioned by the accusation that Fremont and his men had been horse stealing. On this basis they were ordered to leave the area and Fremont to appear before a Judge in San Jose.

This letter addressed to D. Dolores Pacheco, Juzgado del Pueblo de San Jose, contains Fremont's answer to the charge made. This led to a most important incident in California's history.

Fremont preparing for possible military action broke camp and moved his forces to nearby Hawk's Peak in the Gaviion Mountains where he raised the American flag on March 6. The Mexicans under Col. Castro pursued him, surrounded the mountain and for a short time it appeared a conflict would ensue. Fremont however, retired from the scene and withdrew North to Oregon only to return at a later date. But that is another story.

This letter was delivered by courier and therefore has no postal markings. It is written in rather bad Spanish, probably by one of Fremont's men or by someone employed as a scribe and interpreter. Signed by the Captain, it is an interesting and important document bearing on California's early history.

One of the fascinating things about our hobby is that just when we feel no new discoveries are possible something of importance such as this letter turns up from out of the blue.

JOHN C. FREMONT - 1846 (Continued)

Inducido

En campamento cerca del curso de Sta Cruz

21. de Febro de 1846.

Lord

Recivi su carta con fecha de ayer, informandome  
 q se han puesto una queja contra me en su juzgado  
 por haber negado de entregar ciertas bestias q  
 pertenecen a mi compania, y q son reclamados como  
 robados de este vecindario hace como dos meses; y  
 mas de q el demandante fue ultrajado en mi  
 encampamento.

Yo puedo probar bajo el juramento de treinta  
 hombres aqui presente, q la bestia q el reclamador  
 queria quitar, vino en la compania de mi mando  
 desde los Estados Unidos.

El ultraje de q se quiza, yo lo autorize, y con-  
 sidera en estar mandado de retirarse luego de mi  
 encampamento. Despues de haber sido pillado en un  
 tentativo de llevar bestias con pretextos falsos,  
 debe de considerarse muy dichoso de haber escapado  
 sin un castigo de latigazos.

Un hatido de mi gente en mi ausencia mero  
 cuatro bestias a los Indios de los Tularos, y yo seri pronto  
 de entregarles a sus dueños si vienen con pruebas  
 legales. Para el fin de evitar mas molestias  
 me parece conveniente de informar a U.S. q con excepcion  
 de las cuatro bestias mencionadas, toda la caballeria

## JOHN C. FREMONT - 1846 (Continued)

que tengo fui mercado y pagado, y por esto, mas comunicaciones en este asunto no recibieran atencion ninguna.

V.S. entienda facilmente, que mis deberes no me permiten de comparecer delante los magistrados de vuestros pueblos por las quijas de cualesquiera vagamundos que pueda casualmente visitar mis campamentos.

V.S. me avise si no hago satisfacion de los bues, entregando las bestias en cuestion, y se hara la quija al gobernador. Deses que juntamente se remitira una copia de este carta.

Soy Sr. muy respetuosamente  
su Obediente Servidor  
(firmado)

J. C. Fremont.  
Capitan en el  
Ejercito de los Estados Unidos

JOHN C. FREMONT - 1846 (Continued)

Camp near the road to Sta. Cruz  
February 21, 1846

Sir,

I received your letter dated yesterday, informing me that a complaint has been filed in your courtroom for having denied the delivery of certain animals that belong to my company and which are being claimed to have been stolen from this neighborhood some two months ago- and furthermore that the claimant was insulted at my camp.

I can prove by the sworn testimony of thirty men here present, that the animal which the claimant wants to take, came in the company of my command from the United States.

The insult that he complains about was authorized by me, and consisted in being commanded to leave my camp. After being caught in an attempt to take animals under false pretenses, he should consider himself fortunate of having escaped a punishment of whipping.

A party of my people in my absence branded four animals of the Indians of the Tulures, and I will promptly return them to their owners if they came with legal proof. In order to avoid further inconvenience, it appears to me appropriate to inform you that excepting the four animals mentioned, all the horses I have were branded and paid for, and because of this, further communications on this matter will not receive any attention.

You will easily understand that my duties do not allow me to appear before magistrates of your towns because of complaints from any bum that may casually visit my camp.

You will advise me if it is not enough satisfaction of course, by returning the animals in question, to make the complaint to the governor. I wish that simultaneously a copy of this letter be remitted.

I am Sir very respectfully your Obedient Servant.

(Signed)

J.C. Fremont  
Captain in the Army of the United States



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

by Ray L. Newburn, Jr.

EUREKA

Established Aug. 9, 1875

Discontinued May 1942

Eureka was located largely on the east side of the Animas River immediately above the stream flowing out of Eureka Gulch. (Handies Peak Quadrangle, 1955) The site is at 9,860 feet elevation on quite level ground. Immediately to the north the Animas Canyon becomes quite narrow, with walls 2-3,000 feet high, and doesn't widen out again until near Animas Forks. The town was named from the gulch.<sup>77</sup> The Hayden survey of 1874 reported coming "out into a thick clump of trees in which were several big cabins bearing on a flaring signboard the word EUREKA, evidently intended for the name of a town that was expected to be, though what had been found there to suggest the name was not immediately apparent."<sup>77</sup> According to the San Juan Herald in 1883 the gulch acquired its name from the Greek word meaning "I have found it", from early prospectors during the 1860s.<sup>77</sup> The name is scarcely unique even in Colorado. The Eureka Gulch at Central City is certainly better known, though a far less striking topographic feature.

The Baker part of 1860 (see Chapter I) "spent the winter in brush shanties at (the site of) Eureka", though they found little gold.<sup>14</sup> By 1875 the Silver Wing mine northeast of town was under development,<sup>89</sup> and the town acquired its post office, which operated continuously for 67 years, longest of any in San Juan County except Silverton. Although there were a number of more-or-less profitable mines around Eureka, the Sunnyside group was the big producer. Originally located in 1873<sup>49</sup> by George Howard (see Howardsville),<sup>66</sup> the Sunnyside was combined with the Sunnyside Extension and other adjacent properties to be operated nearly continuously until 1936.<sup>2,66,89</sup> In the early 1900s it was the third largest producer in San Juan County.<sup>89</sup> The Sunnyside and the Gold King (see Gladstone) produced most of the values of the Eureka District, which ranked third in gold production in the *state* from 1916 to 1927<sup>2</sup>.

Eureka is described as a small camp with a population of 200 in 1880 and having "a population of nearly 200" in 1885.<sup>105,37</sup> It had a monthly newspaper in 1880.<sup>32</sup> The population is given variously as 39, 87 and 100 in different sources from 1900 to 1911<sup>43,44,85</sup> and 197 in the 1930s before the mine and mill were shut down.<sup>77</sup> In no period are postmarks from Eureka as common as those from Animas Forks in the early 80's, but they exist, scattered through the years rather randomly. They are comparable in scarcity to the postmarks of Howardsville and Mineral Point.

Eureka lay on the Animas Canyon "thoroughfare" between Silverton and Hinsdale County, as described in the general introduction to this chapter. It always had good postal service, twice a week in 1880 from Animas Forks (and Lake City)<sup>32</sup> and later more often from Silverton<sup>37,71</sup>. The mail came by train after 1896.<sup>72,75</sup> The Sunnyside apparently was last operated in 1938,<sup>49</sup> but a more rapid than usual end came to the town in 1942 when many of the serviceable buildings were moved away to house workers of the Idarado Mine, whose output was needed for the war effort.

EUREKA, SAN JUAN CO. COLO. (2) 1880/08/03-1881/05/14 (See Fig. 24)

CI:P,2,1:270;180:T;M,D,Y;(C,S):G;G;R:star in double circle

postmark & killer in magenta, Eureka in boldface

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

EUREKA COLO. (3) 1883/06/26-1888/06/26

CI:P,1,0:265:T;M,D;S;G;\*:fancy target

\*G 1883, R 1884-1888

EUREKA COLO. 1895/09/01-1901/05/09

CI:P,1,0:280:T;M,D,Y;S;G;\*:target+

\*both gothic and roman used (+ possibly others)

EUREKA COLO (2½) 192?/05/08

CI:P,1,0:300:T;M,D,H,\*;S;G:grid

\*rectangular blot instead of year, stamp is 2¢ flat plate of 1923



Figure 24.

This town and county marking, always seen in magenta ink, is the earliest type reported from Eureka. What type was used for the first five years?



## GLADSTONE

Established Jan. 24, 1878

Re-established June 25, 1883

Re-established June 17, 1898

Discontinued No. 6, 1879

Discontinued Dec. 17, 1887

Discontinued Jan. 15, 1912

Gladstone grew up at the junction of the South Fork with the main branch of Cement Creek at an elevation of 10,500 feet (Ironton Quadrangle, 1955). The town was named for the famous British Prime Minister, according to a contemporary Ouray Times article.<sup>90</sup>

During the late 70s interesting prospects were found all over northern San Juan County and small towns grew up wherever there was a bit of flat land for a store and a saloon. Gladstone acquired chlorination and lixiviation works in this early period, and a road was built from Silverton through Gladstone to the head of Poughkeepsie Gulch in 1879.<sup>49</sup> Apparently there was enough activity in the area to justify a post office during 1878 and 1879. In 1880 the population was officially 40.<sup>105</sup> The first "name" mine in the area was the Sampson, which was opened in 1882.

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

Soon the post office was re-established. The "big" mine in the area was the Gold King, discovered in 1887 by a miner who had no money to develop it. Sold to W.Z. Kinney, representing eastern developers, in 1894, it became a big producer.<sup>49,66</sup> The town, which had never had more than about 100 people in it, soon grew to more than 300, and the Silverton, Gladstone, and Northerly Railroad was built into town in 1899.<sup>49</sup> The Gold King Mill was "one of the finest in the country" with a capacity of 400 tons a day.<sup>66</sup> By 1902 the Gold King Consolidated became the largest producer in San Juan County.<sup>89</sup> The period from 1895 to about 1910 was the heyday of Gladstone. Litigation and other problems greatly curtailed later production, although there is still activity in the area to this day. The population of Gladstone in the late 1930s was exactly 3.<sup>90</sup>

Mail always came to Gladstone via its own special route from Silverton, except the Postal Route Map of 1883 shows it coming via special service from Howardsville.<sup>69</sup> This is probably an error, since there is literally no way to get directly from Howardsville to Gladstone, even by trail. In 1885 there was service six times a week in Summer, three times a week in Winter.<sup>70</sup> After 1899 service was by the railroad, as long as it ran regularly.<sup>73</sup> By 1911, however, it was "special supply" once again,<sup>74</sup> and soon the office closed. The railroad made occasional runs until 1924 and was formally abandoned in 1937.<sup>93</sup>

Although there were 50 men at work on the Gold King properties in 1920, the post office never reopened. Considering the number of people in the area and a post office open for nearly 20 years all together, it is strange to be able to record only one postmark (so far).

GLADSTONE, COLO. (3) 1910/03/27

CI:P,1,0:305:T:M,D,Y,H;S:G;G:narrow 4-bar with numeral 5

**GRASSY HILL**

Established Jan. 30, 1879

Discontinued July 15, 1880

Grassy Hill lay on the north side of the Rio Grande River, about one mile west of Pole Creek, at the foot of Grassy Hill.<sup>16,32</sup> The elevation was about 10,800 feet. A family named Watson ran a road-house there beginning in 1874, offering food and lodging for both men and animals.<sup>16</sup> Mrs. Nancy Watson was the one and only postmaster during the 1½ years that a post office was also maintained. Being on the main Cunningham Pass-Stony Pass Road (see Chapter II) into San Juan County, business was apparently excellent. W.D. Watson helped snub freight wagons down a short (200 ft.) steep pitch near timberline for \$2.50 each.<sup>16</sup> With 5-20 wagons per day during the summer, this was good money for the 1870s. One can speculate that the new, good road over Stony Pass completed in 1879 made the Watson's services superfluous.

One Ben Howard packed the mail over the pass from Grassy Hill to Howardsville on snowshoes for several winters.<sup>16</sup> Apparently the mail was transferred at Grassy Hill in winter even before there was a postoffice there. Unfortunately no postmarks have been reported from Grassy Hill.



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

## HIGHLAND MARY

Established Mar. 26, 1878

Discontinued June 29, 1885

Highland Mary was located at the head of Cunningham Gulch, a tributary of the Animas River, four miles south of Howardsville, at an elevation of 10,450 feet.

Brothers by the name of Innis or Ennis paid a New York spiritualist \$50,000 to locate a mine for them, which they named the Highland Mary.<sup>49</sup> They spent \$1,000,000 driving a mile long tunnel into the mountain, following random directions from the spiritualist. Although they found some values, they finally went broke in 1885. The original Innis tunnel portal was at the end of the present dirt road up the gulch.<sup>92</sup> (Howardsville Quadrangle, 1955) There they built a home and a mill, and in a short time a small town grew up which acquired a post office. In 1880 the population was 95.<sup>105</sup> When the Innis's went bankrupt, the town apparently went down hill fast and lost its post office. Later, under systematic exploration by new owners, the Highland Mary became a very important producer, over \$3,000,000 between 1901 and 1957 alone.<sup>92</sup>

Mail service was by a short route from Howardsville (Crofutt's post road No. 122, 1885 ed) six times a week after the railroad came to Silverton. During the early period 1878-79 Highland Mary was on the main mail route from Antelope Springs through Lost Trail, Timber Hill, Grassy Hill, over the pass and into town, then on to Niegoldstown and Howardsville.<sup>33a</sup> In the period between completion of the new Stony Pass road in 1879 (see Chapter II) and the arrival of the railroad in Silverton in 1882, I haven't the appropriate Postal Route Maps.

XXXXLAND MARY P.O. COLORADO (3-) 1881/08/09

CI:P,1,0:270:T;M,D,Y;S;G;G:star  
postmark and killer in blue ink

HIGHLAND MARY COLORADO (3-) 1883/08/04-1884/06/14 (See Fig. 25)

CI:P,1,0:275:T;M,D,Y;S;G;G:star in circle  
postmark and killer in blue ink

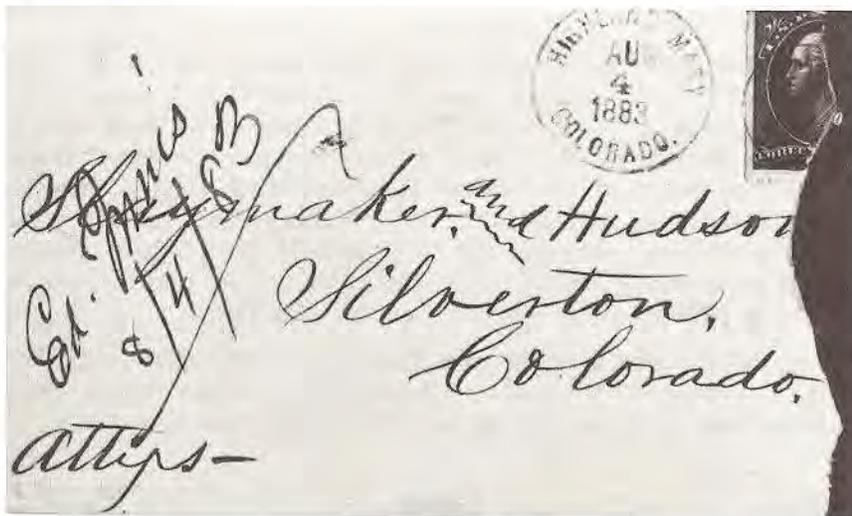


Figure 25

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

## Figure 25

Highland Mary is extremely scarce and very desirable in any condition, but one can't be blamed for wishing Messrs. Hudson and Slaymaker had used a letter opener more often. Two of the three reported Highland Mary covers (including this one) turned up together with more than a dozen other rare San Juan area postmarks, all Hudson and Slaymaker correspondence, as one lot in a large eastern auction 13 years ago.



## HOWARDSVILLE

Established June 24, 1874  
Re-established Jan. 18, 1923

Discontinued Sep. 30, 1922  
Discontinued Oct. 31, 1939

Howardsville lies on the east side of the Animas River immediately above its junction with Cunningham Creek. The elevation at this point,  $4\frac{1}{2}$  miles above Silverton, is 9670 feet. The site is the first flat spot of any consequence after crossing Cunningham Pass from the east and additionally was near a number of good prospects. The first cabin was built there in 1872 by George W. Howard, who had been a member of the original Baker party and had prospected there during the previous Summer,<sup>14</sup> being one of those who located the Little Giant (see Chapter I). Some say the town was named for him, while others claim it was named for a Lt. Howard of the Baker party.<sup>14,49</sup> Cooper states that George Howard was Lt. Howard.<sup>16</sup> In fact in its earliest days the town was called Bullion City.<sup>20</sup>

When La Plata County was created on Feb. 10, 1874, Howardsville was made the county seat. A combined saloon and general store soon opened, the first in the county. The post office opened in 1874, as discussed in Chapter II, and in the Spring of 1875 the postmaster's wife, one of the first four women in the county, give birth to a baby boy, the first birth in the county.<sup>16</sup> By 1875 a two room log courthouse was completed, the first in the western third of the State.<sup>14,16</sup> It was used only a short time before the county seat was moved to Silverton (see Chapter II). Another first for Howardsville was the first brewery in south-western Colorado in the early 80s<sup>14</sup>

By 1880 Howardsville had about 30 buildings and a population of 150 according to Crofutt,<sup>32</sup> although the census lists only 50.<sup>105</sup> Any pretense of competition with Silverton, however, ended with the arrival of the railroad in the latter in 1882. By 1885 the town hadn't really changed, and the population was only about 100.<sup>37</sup> In fact the published population in a special Colorado census taken that year found only 27 in Howardsville, but many single men were undoubtedly missed.<sup>102</sup> The arrival of the Silverton Northern Railroad in 1894 and the extension up Cunningham Gulch in 1905 didn't change things much either. Various sources give the population between 53<sup>85</sup> and 315<sup>44</sup> in the 1900 to 1910 period. By 1941 the population was down to 20.<sup>14</sup> Increasing somewhat during World War II, it fell back to 30 after the war.<sup>14</sup> There has been activity at the Pride of the West mine in Cunningham Gulch more or less continuously since its discovery in 1871, production in the combined Pride of the West and Green Mountain mines amounting to \$6,310,000 between 1901 and 1957.<sup>92</sup> Near the time the Silverton Northern branch up the Gulch was abandoned in 1936<sup>93</sup>, the Pride of the West mill was moved to Howardsville and activity continued through the 50s. By 1967 the state highway into town from Silverton was even paved.

Howardsville had a post office continuously for 65 years except for the Fall of 1922. Lead and zinc prices began to fall in Nov. 1920 and reached such low levels that most mines in San Juan County were idle by 1922. Prices pricked up in 1923 and mining resumed.<sup>89</sup> The town was at its

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

peak during the period 1882-1893, after the railroad reached Silverton and before the repeal of the Sherman Act. This is the period when the most covers are found, although they are not common.

In the late 70's Howardsville received mail both via the major Antelope Springs to Silverton route (Crofutt's Post Road 67, 1881 ed) and indirectly from Lake City via Animas Forks (Post Road 30, 1881 ed.) These in turn connected with Del Norte and Saguache respectively (see Chapter III) and points east. Service appears to have been six times a week in 1879,<sup>3,3a</sup> falling to three times a week in 1880.<sup>3,2</sup> During the "good" 80's there was service six times a week from Silverton, with service to Lake City via Animas Forks maintained through at least 1885.<sup>6,9-71</sup> The railroad carried the mail from Silverton in the 20th century.<sup>7,3-75</sup> There was service three times a week by truck in 1937,<sup>9,4</sup> after the railroad service became irregular.

The oldest known cover from Howardsville is the territorial manuscript marking shown as Figure 4 (in Chapter II). Other postmark types reported are:

HOWARDSVILLE COLO. P.F. Lobanoff, P.M. (2½) 1881/10-19-1882/08/26

CI:H,2,0:325,300:(T,S):M,D,Y:PM:R:G:

order of M,D,Y is reversed in 1882/08/26 strike

HOWARDSVILLE COL 1885/01/08

CI:P,1,0:275:T:M,D,Y:S?:target

HOWARDSVILLE, COLO. (3) 1885/04/22-1891/02/28 (See Fig. 26)

CI:P,2,0:280,265:T:M,D,Y:S:R:G:circular fancy

HOWARDSVILLE COLO. (2½) 1900/08/31

CI:P,1,0:280:T:M,D,Y:S:G:G:target

HOWARDSVILLE, COLO. (3) 1907/09/12

CI:P,1,0:310:T:M,D,Y:S:G:G:narrow 4-bar



**Figure 26**

This marking, always seen with the same fancy killer is the longest lived and best known of the six types of postmarks reported to date from the first 50 years of the Howardsville office.



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

## MINERAL POINT

Established Oct. 29, 1875  
 Re-established Apr. 23, 1879

Discontinued Oct. 14, 1878  
 Discontinued Jan. 28, 1897

Mineral Point lay on a fork of Miners Creek which itself is a branch of Mineral Creek, a short tributary of the Uncompahgre River (Handies Peak Quadrangle, 1955). At 11,700 feet elevation, Mineral Point was one of the highest significant mining camps in the state and within a short distance of the headwaters of both the Uncompahgre River and the Animas River. The name is said to have come "from the many small, highly mineralized peaks in the vicinity,"<sup>95</sup> although the citizens usually called the town Mineral City throughout much of its life.<sup>20</sup> In fact the town was built on the west side of a geographical feature called Mineral Point Mountain which contained a 60 foot thick knob of quartz and silver veins and seems a probable source of the name.<sup>49,96</sup>

The first claims were staked out in the area in 1873 and several cabins built.<sup>95</sup> The town was important enough by 1875 to be included as the prospective terminus of one of Mears' toll roads, starting in Silverton and passing through Howardsville, Eureka, and Animas Forks.<sup>27</sup> By 1880 Crofutt found it had several businesses and enough cabins for some 200 people.<sup>32</sup> Even the census lists 163.<sup>105</sup> A Silverton paper claims it reached a population of six or seven hundred in the early 80s.<sup>49</sup> Mineral Point went downhill fast following the demonitization of silver in 1893. A modern geology report suggests that the volcanic rocks in the area are up to 3000 feet thick and potentially productive throughout.<sup>2</sup> That the town never came back is largely due to the rigors of living above timberline in the San Juans. The nearby San Juan Chief mill appears to have been used much more recently than 1897, however, and is one of the more interesting ruins in the San Juans.

For some strange reason the mail to Mineral Point in 1880 came out of Ouray via Poughkeepsie three times a week (Crofutt's Post Road No. 25, 1881 ed.)<sup>32</sup> Crofutt remarks "This is a villainous trail," so it really must have been bad. In 1883 the mail was coming from Animas Forks.<sup>69</sup> By 1885 there was a wagon road from Ouray and the mail came both from there three times a week (Post Road No. 133, 1885 ed) and from Silverton via Animas Forks (Post Road No. 121, 1885 ed).<sup>37</sup> Mail also came from Lake City via Rose's Cabin.<sup>70</sup> By 1889 there was only once a week service from Ouray.<sup>71</sup>

With a total life of almost 21 years, Mineral Point is the sixth longest-lived office in San Juan County, and after Silverton, Animas Forks, Eureka, and Howardsville, the next easiest from which to find postmarks. Only from these five offices do the total number of known strikes of all types recorded exceed 10.

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

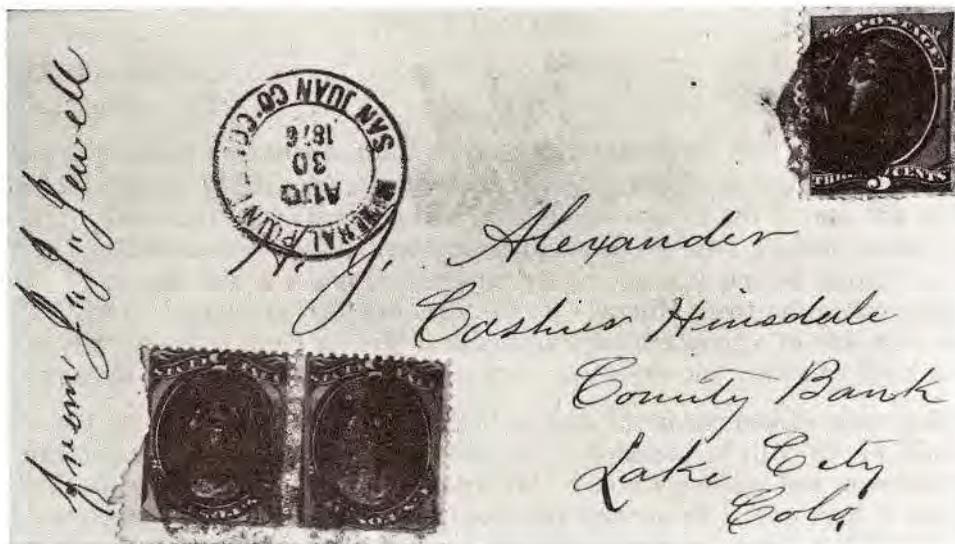


Figure 27

This is the earliest known state of the Mineral Point town and county marking (only 30 days into statehood!), with JUAN and CO' very close together. Note the high period after CO. The strike of September 1882, with the widest separation, still has this high period. The H in the killer was apparently the work of Elwood Hofer, the postmaster. It can be seen best on the 3¢ banknote.

MINERAL POINT SAN JUAN CO' COL (3-) 1876/08/30-1883/03/12 (See Fig. 27)

CI:P,1,1:270;185:T:M,D,Y;(C,S):G;G:solid octagon with incuse H

There may be more than one strike in use here. The distance between the top of the N in JUAN and the C in CO' is only 1.5 mm in 1876, is 2.0 mm in 1883, and is 4.0 mm in Sept. 1882. Yet all could be accounted for by movable type in one handle. The type all appears the same, although later markings are badly worn. Many killers are used, from that shown in figure 27 (in 1876) to a large asterisk.

MINERAL PXXXX COLO. (2½) 1881/08/09

CI:H,2,1:290,260;190:T:M,D,Y;S:R,G:grid

MINERAL POINT COLO 1886/03/05

black manuscript, stamp pen cancelled

MINERAL POINT COLO (3) 1886/08/27 (See Fig. 28)

CI:P,1,0:300:T:M,D,Y;S:I;G:grid

MINERAL POINT COLO. (3) 1891/06/08 - July 19? (See Fig. 29)

CI:P,1,0:280:T:M,D;S:G;R:target

there is a rectangular blob where the year date would normally be

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



Figure 28

Note the unusual italic lettering in this, so far, unique strike. The hotel corner card is also unique from the town. Only the correspondence is common, that of David Wood (of whom, much more in Chapter V)



Figure 29

Letters of Mr. S.W. Pingrey of Durango covering at least a decade are found in Colorado collections. Perhaps more will be uncovered about this gentleman in time for the La Plata County chapter. Unfortunately even this registered cover has no backstamps (or enclosure) to indicate the year date.



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

## NIEGOLDSTOWN

Established Jan. 10, 1878

Discontinued Aug. 15, 1881

A "flamboyant" family by the name of Niegold (sometimes given as Neigold) were early arrivals in Cunningham Gulch.<sup>14</sup> They built cabins near their claim, at the point where Stony Gulch joins Cunningham Gulch, apparently on the southeast side.<sup>26</sup> There, at an elevation of 10,000 feet (Howardsville Quadrangle, 1955), they lived a life of considerable elegance for a mining camp. They enjoyed imported wines and tobacco and even a grand piano, while making a good living until they sold out in 1904 and moved to the city. They called their cabins Niegold's Town.<sup>14,97</sup>

Located in a region of several good mines besides their own, the Niegolds built a concentration works, and a fair sized town grew up. Eberhart claims it had a population of 200-300.<sup>98</sup> It certainly had a post office for more than 3½ years. It was on the main mail route from Antelope Springs to Silverton (Crofutts Post Road 67, 1881 ed) via Rio Grande Pass in 1878 and early 1879<sup>33a</sup>, and it was at the foot of the western approach to the new Stony Pass road when that was completed in 1879 (see Chapter II). It is not clear why the post office was lost in 1881.

Niegoldstown Colo. 6/25/79-6/28/79 (See Fig. 30)

Manuscript in blue-black, pen cancel in same ink

NIEGOLDSTOWN COLO. (3+) 1880/08/07

CI:P,2,0:260,245:T:Y,M,D;S:R;G:pen



Figure 30.

Surprisingly, three covers have been reported from short-lived Niegoldstown, this one addressed to the ubiquitous Atty. Hudson.



## A GROUP OF WESTERN EXPRESSES

by the late A.J. Hertz

### MEEK'S EXPRESS

An express that started as early as Meek's Express, could not have had the niceties and enticing features of expresses that were started four or five years later. Stephen Meek started his express in 1846, before gold was discovered in the Mother Lode, so his affair was a very crude one and one not in very great demand. It offered to take you, your letter, newspaper or package and deliver it — but how, with what comfort, it did not promise, or even say. There was the offer — take it or leave it, and in cases where it was imperative, they took it — no questions asked, sight unseen, at the sender's risk, payment in advance. The route ran from Oregon and Linn Cities to Tuality Plains.

The offer of any conveniences, no matter what sort, of stage or express in the Pacific Northwest, was to most settlers, a blessing most unexpected. In the East, where many of the settlers in the Oregon country originated, expresses had been in regular runs for a long time — possibly 50 or 75 years. Road building, or what was intended for that, was started in 1846. And just about the same time, the first of many stage lines in the Pacific Northwest appeared. From the Oregon

From the *Oregon Spectator*, October 29, 1846:

The Subscriber begs leave to announce to the public that he proposes to run an express—rain or no rain—mud or no mud—load or no load—but not without pay—from Oregon and Linn Cities to Tuality Plains during the ensuing season—leaving the two former places on Monday and Thursday and the Plains on Wednesday and Saturday. The “cars” will be covered and every accomodation extended to the passengers. For freight or passage, apply to the subscriber, proprietor and engineer at Linn City.

October 29, 1846

S.H.L. Meek”

Stephen Meek and his express do not seem to have continued long. He was a man with an excellent idea, but a little ahead of his time. When the territory became a fact in the years following, services by stagecoach and express became a reality in the Valley of the Willamette.



### REED AND KENDALL'S EXPRESS

Reed and Kendall were the partners who operated this route, which ran from San Francisco to San Jose.

As a young man Elliott Reed came to San Jose in October 1850. Fernando Bonacina, agent for Berford & Co. at San Jose, took a liking to Reed and employed him to deliver letters. There were many to be delivered as San Jose was the Capital of the State at that time.

The postage on a letter from San Francisco to San Jose was \$1.00 and when the legislature was in session things were lively. But, in these uncertain times, there was little of a permanent nature—and that idea related to Capitals. The Capital was changed overnight, and things fell flat. No need to say that Reed lost his job, (From Dr. Berthold's notes)

Just about this time Reed had gone in with Kendall to operate an Express. Kendall acted as messenger, while Reed sought the business for the Company. However the venture lasted only a few months and Kendall quit September 1, 1856, to go into business in San Francisco.

**A GROUP OF WESTERN EXPRESSES (Continued)**

At about that time Reed was appointed the Agent for Wells, Fargo & Co. at San Jose. The first shipment that came to him from San Francisco was one of \$10,000 consigned to A. Pfister & Co.

Years later, in response to a letter of inquiry about his express, Elliott Reed, now an old man, replied giving the above data. He wrote that he could not recall the given name of his former partner Kendall, or what had become of him.

**SAN JOSE EXPRESS**

George Leland organized the San Jose Express, running between San Francisco, San Jose, New Almaden, and other towns.

From the *Evening Bulletin* of Oct. 23, 1855

“San Jose Express—Leland’s Express

is despatched daily at 8A.M. with the California Stage Co. to San Jose, Santa Clara and New Almaden, etc.

This is the best and oldest established express on the road and is now prepared to transport with promptness and despatch and safety at reasonable rates, specie, valuable packages, heavy and light freight, parcels and letters, connecting at San Francisco with the responsible expresses of G.H. Wines & Co. to all the Atlantic States, Europe and all parts of California.

Principal office in San Francisco with G.H. Wines & Co. Sacramento Street; also at the Post Office Arcade as heretofore.

The handstamp of this express was a circle from which radiated a flame. In the center, circling top and bottom, was LELAND’S/EXPRESS/SAN JOSE

The next year a new stage line ran between San Francisco and San Antonio, via San Leandro and San Lorenzo.

From the *San Francisco Bulletin* of Aug. 8, 1856 we read—

“Stage Notice — New Line

The subscriber desires to inform the public that he has established a daily line of stages from Haywood’s Hotel to San Antonio, via San Leandro and San Lorenzo, connecting with the first boat in the morning and the last boat in the evening, thereby giving the travelling public an opportunity of going to San Francisco and returning the same evening, allowing a whole day for business in San Francisco. The public patronage is respectfully solicited.

George W. Leland, Proprietor, San Leandro,”



**A GROUP OF WESTERN EXPRESSES (Continued)****J.L. SANDERSON'S COAST OVERLAND MAIL COMPANY**

Sanderson gained much experience in the business of expressing. This company was formed and ran in conjunction with Barlow, as accounts of that company and the above company date from 1873. Its principal office was in Yreka, Cal. and it operated between California and Oregon.

From the *Yreka Journal* of February 5, 1873—

“We learn that J.L. Sanderson, the general manager and one of the operators of the C. & O. Coast Overland Mail Company, between California and Oregon, is now stopping here to make full arrangements preparatory for the approach of the Epizootic which it is anticipated may attack the stage stock at any moment. . .”

The history of J.L. Sanderson alone and Barlow and Sanderson together, is too well known for repetition here. They were good expressors, speedy, prompt and efficient during the time that they operated.

From the *Weekly Trinity Journal* of February 25, 1882—

“California and Oregon Coast Overland Mail Co.  
J. L. Sanderson, Proprietor  
Reading and Weaverville Line

Stages of the above line, carrying U.S. mail, Wells, Fargo & Co. Express and Passengers, run daily between the Railroad Terminus at Reading, Shasta Co. and Weaverville, Trinity Co. stopping at all intermediate points including Shasta, Whiskeytown, Tower House, Lewiston and Lower Ranch. . .

W.H. Stone, Supt., W.R. Smith, Div. Agt.”

**SANDERSON, PARKER & CO'S EXPRESS**

The owners and operators ran this express from Redding, Calif. to Roseburg, Oregon. From information gathered from the writings of Mae H.B. Boggs we read the following:

Coast Overland Mail Co.

Sanderson, Parker & Co. Proprietors

Frank Clugage, Superintendent

W.R. Smith, Division Agent South of Yreka

Louis B. Tucker, Division Agent North of Yreka.

Stage stations, via Sacramento River Road, are Redding, Bass, Allen's, Sacramento Bridge, Slate Creek, Southern's, Strawberry Valley, Butteville, Starveout, Yreka, Klamath Ferry, Col's, Mountain House, American's, Jacksonville, Rock Point, Grant's Pass, Grave Creek, Levens, Canyonville, Oak Grove and Roseburg.

**A GROUP OF WESTERN EXPRESSES (Continued)****SEYMOUR & COMPANY'S EXPRESS**

The Hastings Express was operated from 1856 to 1869 when it was taken over by the Seymour & Company's Express. Having been in operation for four years, it was considered an old and reliable express. The frank was that of a flying horse (all four feet off the ground), carrying a rider with a streamer in his hand, which read "NEWS".

"From the *Weekly Oregonian*, July 2, 1859, we read:

Seymour & Company's Express  
(Late Hastings)

"From Portland to The Dalles, Walla Walla and Colville. Letter and package express between Portland and Walla Walla. Letter express to Colville. Collections made, and all business attended to with despatch.

Portland Jun 18, 1859

S.A. Seymour  
E.L. Hastings  
A.J. Cane."

**SHEPHERD' COOPER and COMPANY'S EXPRESS**

The man who owned and managed this express was a chap by the name of J.M. Shepherd. The route was to Auburn, John Day and the Boise Mines. It ran in Idaho and through Oregon, and it also went to Walla Walla, Washington.

It was after he had been in business with Cooper that Shepherd went into the mines of Idaho and started Shepherd's Express.

In 1863, he ran an express through Placerville (Idaho) for D.W. Tracy and later drove for Wells, Fargo and Co. He retired in 1871 and purchased the Baker City (Oregon) newspaper.

From the *Daily Oregonian* of July 23, 1863, we find:

"Shepherd's Express.

To Auburn, John Day and Boise Mines. Leaves Walla Walla every Monday morning and returns from Boise, John Day and Auburn connecting with Wells, Fargo & Co's Express at Walla Walla every Saturday.

Persons wishing their friends in the above mines to receive their letters regularly had better direct their letters to Walla Walla in care of Shepherd's Express, and they will not be destroyed or thrown away.

Wells, Fargo & Co. have no express to the above mines and do not run to Auburn.

J.M. Shepherd

N.B. J.M. Shepherd has located in Placerville where he is prepared to receive goods on storage or to sell on commission. All Letters to him should be directed to Walla Walla.

J.M. Shepherd."

(The above notes were gained with the able and kind assistance of Dr. Sheldon Goodman of California. A.J.H.)

**A GROUP OF WESTERN EXPRESSES (Continued)****SILMAN LINE**

The men who owned and operated this line of stages were Silman and Carter. This was in the latter days of the express business and railroads were everywhere.

From the *History of Fresno, Tuolumne and Kern Counties*:

“The Silman line of stages ran from Stockton to Millerton, via Tuolumne City, Paradise City, Empire City, Snelling and Plainsburg, making regular trips and well loaded with passengers. There were no post offices. All mail was handled by express companies. Later Stilman and Carter ran a stage line from Stockton to Visalia via Millerton.”

Thus we see that all mail was handled by the men themselves - and maybe not as efficient as mail, it was certainly as good as could be had.

From *History of Fresno County*, pg. 193:

“The lines of stages of Mr. Stilman in 1870, ran from Stockton via Tuolumne City, Paradise City, Empire City, Snelling and Plainsburg. . Afterwards Messrs. Silman and Carter entered into partnership for the purpose of running a stage line from Stockton, to Visalia.”

This was a short line and lasted for only a few years. Nothing more could be found about this line, at this time.

(Dr. Hertz' notes show an interchange of Silman and Stilman, as above. Mel Nathan's Franks of the Western Expresses does not mention either. E.C.E.)

**SMITH'S STAGE LINE**

The owner and operator of this express was C.E. Smith. The express ran between the towns of Quincy and Summit, in the north end of the Sierra and very high country. We could find no ads of the company, but did find a news item of the express.

From the *Plumas National* of May 6, 1871:

“Local Matters. New Stage Line.

Mr. C.E. Smith of the Summit House, who has been in town during the week attending to his duties as Supervisor, informs us that he has purchased the Mail line from this place to Summit, of Mr. E. Bates and will continue running the coaches by the first of June. His line will either connect with Susanville and Reno line or else run through to Reno. The number of trips per week has not yet been fully agreed upon but due notice as to that or other arrangements will be given hereafter. We are glad that this arrangement has been made, as a regular stage to Reno will facilitate travel and be of much merit to this section.”

What those benefits would be, is not mentioned in the paper. Most probably it had to do with mining for other things, as buying supplies was out of the question. The great silver mines were long open and that was the industry of the moment..

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**BLACK JACKS WEST**

by Paul J. Wolf

**VICTORIA, BRITISH COLUMBIA TO IRELAND**

A Wells, Fargo cover. The 10¢ entire, Scott #U40, plus a Black Jack with "E" grill make up the 12¢ rate for a letter under ½ ounce mailed after Jan. 1, 1868.

The blue "Post Office Victoria" oval handstamp shows that the local Victoria and Vancouver Island postage, 5¢, was paid in cash.

The absence of a postmark from any one of the three Ports of Entry: Port Townsend, Wash.; Portland, Oregon or San Francisco, indicates that this cover was carried out of the mails by Wells, Fargo to New York, where it was placed in the mails and received the "New York Paid All" handstamp in red. A black backstamp of Middleton shows receipt May 16, 1869.

In the period prior to 1871, British Columbia's only postal contact with the outside world was through the United States Mails, and the Post Office at Victoria stocked U.S. stamps for the convenience of its' patrons.

A considerable number of covers similar to this one exist, some with mixed frankings, usually the 2½d Rose Victoria and Vancouver Island stamp covering the inland postage; some, as here, merely with the handstamp to show such payment. The number known to the writer is over 14, and some of the destinations that have been noted are: Austria, England, Ireland, Ontario (Canada West), Salt Lake City, Sacramento and San Francisco.

This cover was also published in the CHRONICLE of the US Philatelic Classics Society, August 1974, Vol. 26, No. 3, Whole No. 83.



## BLACK JACKS WEST (Continued)



## REGISTERED LETTER FROM LAS CRUCES, NEW MEXICO

This delightful little item, a front only, bears the start of a Classic Era stamp collection all by itself! In addition to the 3¢ entire, Scott #U82, the franking includes two 3¢ 1867 "E" grills, #88; a 3¢ 1869, #114; a 2¢ Bank Note, #146 and two Black Jacks with "E" grill, #87. These make up the proper 18¢ charge for a Registered Letter, 3¢ First Class rate, 15¢ for Registry.

This is a New Mexico Territorial, thus even scarcer. New Mexico, of course, attained Statehood Jan. 6, 1912, so the date of this cover, April 11, 1871, is quite early. The sender was a Notary Public, so it would appear that he used up some of the odd stamps he had accumulated around the office.

The writer keeps a list of Black Jack Registered covers, which are on the scarce side. At this writing, the list is up to 12.

CONTENTS OF A LETTER

By Stanley Piller



The 3¢ U59 is cancelled with a blue double circle, "BAMBER & CO. S.F. EXPRESS". The baseball player is hand-drawn on the cover.

The letter is as follows:

Oakland Oct. 30th (1860)

Dear Rog:

Do you think because the Sac Union states under its "Telegraphic" of the 21st that the "Live Oaks" were defeated by the "Cosmopolitans" for the "Championship of the State" that I wish to deny my connection with the former named Club?

The correspondent of the Union was so overjoyed with the idea of the L.O.'s being beaten at all that he got his "items" slightly mixed. He should have said somewhat thuswise: In the *second* game of a *match of three* between the Live Oak and the Cosmopolitan B.B. clubs, the former was defeated. In the first place the L.O.'s are not the champions in Baseball, altho they have beaten the Pacific club which is *the* champion club of this Coast. To win the championship, the challenge has to be given *to* the Club that holds it and not come *from* them. In our match with the Pacifics we were the party who received the challenge, *they* expecting to come over and "show us a few points". (I send you the score of the game). Our match with the "cosmops" will not be at an end till Saturday night, which will be the end of the third game. There is to be a fine banner presented to the victors and of course *we* hope to get it. There has been a great deal of talk about this match and its result. I hear that a friend of L.O. Fraternity has at stake (\$1000) against (\$700) on the next game, which may seem to be quite a stack, but even on the last game at least several times the above amounts was up in small bids. I think there will be a large crowd on the field - as indeed there always has been heretofore - and you may depend upon it, if we are defeated, the S.F. papers will have something to say about it.

In the first game the Cosmops were defeated by 13 runs; in the second by 11 or twelve - I am not sure which, but as some old players said - more by the umpire than the opposing club. I

## CONTENTS OF A LETTER (Continued)

have a whole pile of newspaper squibs about B.B. matches, three of which I send you, which you will please return when you have perused as I wish to keep them.

The banquet at the Hotel de France was but the return of our compliment to the Cosmops. What we will do next Saturday night is not yet decided. I hope we wont have occasion to "bow our heads".

With love to Hattie and all in the Folsom mansion, I remain,

Yours hopefully,

Clinton Day

S.F. 2nd Line, L.O.B.B.Cl.

(Short Stop)

P.S. Our Sec'y was instructed to correct the communication in the Union, but I don't suppose they will publish it. C.D.

There will be a match game of base ball to-morrow, at Clinton, between the "Live Oaks" and the "Cosmopolitans," of San Francisco. An interesting game may be expected. The admirers of skillful playing should, by all means, be present. In reference to this game, yesterday's *Alta* says:

We learn that there is to be a *delectable* contest between the Live Oak Base Ball Club, of Oakland, and the Cosmopolitan Base Ball Club of this city. It will begin on Saturday, October 13th, the first game to be played at Oakland, the second in this city and the final one at Oakland. George W. Downer, a young gentleman of this city, is having made, at his own expense, a very fine banner to be given to the Club winning two games out of three. The Cosmopolitan is composed of young merchants and lawyers, and the Live Oak of the representative young men of our lovely little sister city of Oakland. The Live Oaks have always been victorious in their games with our San Francisco boys and for that reason the contestants must see the necessity of preparing more thoroughly for this contest and endeavor to win the flag, which will be a beautiful affair. Base ball is one of the very best of manly sports in favor in America, and we hope to see it growing more popular every day.

We do not exactly understand what is meant by the "representative" young men of this city. The Live Oak Club is composed *exclusively* of those who are, or have been, students in the College of California. There are but twenty-four members, a small number to select from:

One of the "squibs"  
Mentioned in the letter.

## CAVEAT EMPTOR

By Everett Erle

The above exhortation merely suggests that you "know" your stamps and covers, for knowledge will prevent the purchase of items that later may bring deep regret, or will hasten the purchase of those you believe to be headed for better days.

Mr. Tony Wiseman, writing in the November-December issue of *The Stamp Lover* (the bi-monthly publication of the National Philatelic Society (London) has some very cogent remarks about proofs and color trials of the King Edward VII 6d value. What he says, in the following quotations, easily applies to your Western covers. Mr. Wiseman (well-named) says "A few words of warning may have a salutary effect on some who have money burning in their pockets without the knowledge to match." And further, ". . .of course if you like the look of them, there is no reason why you should not buy them for what they are. But do not buy them because you hope that they are not what they are. . .find out all you can about the items before you part with your money, otherwise you will probably live to regret your enthusiasm".

The three covers illustrated here are fairly familiar - particularly to the cognoscente. They are used here merely as a convenient basis for an hypothetical story of an incentive for acquiring knowledge.



Suppose you are offered one of the three covers illustrated here (not knowing of the existence of the other two). You would note that it is a neat cover, nicely postmarked. And if it were the cover above, with the dollar Pony (and you collected Pony's) and the price asked seemed fair, you might buy it.

## CAVEAT EMPTOR (Continued)



Later you run across a dealer with the cover having the \$2.00 green from San Francisco. You are anxious to have it for your collection to match it with the other Pony. And match it does, for it is addressed in the same hand to the same young lady. Now you have two.



Sometime later you are offered a third cover - with a Noisy Carrier cornercard, but postmarked at Placerville. You see that the cover has the same handwriting and that the same young lady is the addressee. You remark on the coincidence. But now you want to re-assess your covers; to gather more information - perhaps covering the years of use of the stamped envelopes and of the two 10¢ stamps and the postmarks and handstamps involved. You might even have someone check the Philadelphia Directories of the years covered, to learn more of the Lewis family and whether Sarah lived at 1014 Green Street for the years of the scrutiny.

I do not know where the three covers are now, but I am sure that if they have ended up under one ownership, the little set has not been broken up. Too, maybe there are more than three, for the peripatetic correspondent must have written more often to Miss Sarah Lewis, who, realizing the future value, preserved the letters for her retirement.

**AUCTION ACTION**  
By Robert Lewenthal

This report covers items from Richard Wolfers' Auction of January 22, 1976. Prices realized in this sale demonstrate that the demand for good material remains quite strong. A listing of selected items follows:

**CALIFORNIA TOWN CANCELS**

Alleghany, Sierra Co. Cal. 1889. Perfect strike in blue. 2¢ (213) not tied. F./V.F.	\$ 20.00
Coarse Gold Gulch 1889. Perfect strike in purple D/L circle. 2¢ (213) tied. V.F.	85.00
Deadwood (Trinity) 1889. Excellent strike in oval. 2¢ (213), defective, tied by maltese cross. Scarce town. F./V.F.	32.50
Diamond Springs (El Dorado). Fine strike in purple on Ulba. Ms. "Per Isthmus Panama" Small tear at top. Ex Emerson. F./V.F.	47.50
Don Pedro's Bar (Tuolumne). Ms. PMK. 3¢ 1857 (26) pen canc. on clean cover to Suisun City. Tiny tear. Fine	95.00
Elk, Cal., Mendocino Co., 1889. Clear strike in D/L oval. 2¢ (213), tied. V.F.	40.00
Forbestown, Butte Co., Cal. 1889. Clear strike with part of kicking Mule ties 2¢ (213). Fine	90.00
Fort Bidwell, Modoc Co. 1888. Clear strike on registered cover with 2¢, 10¢ (213, 209) canc. targets. F./V.F.	32.50
Gibsonville, Sierra Co., Cal. 1889. Clear strike. 2¢ (213) tied. V.F.	52.50
Hough's Springs. Excellent strike in blue. 2¢ (213) canc. grid on 1890 cover. F./V.F.	47.50
Keeler, Inyo Co. Cal. 1889. Excellent strike in D/L circle. 2¢ (213) tied. F./V.F.	60.00
Lowdens Ranch 1889. Perfect strike. Pair 1¢ (212) pen canc. F./V.F.	52.50
Michigan Bluff. Clear strike ties 10¢ 1857 (32) to clean cover to Mass. F./V.F.	65.00
Montgomery Creek. Excellent strike in triple circle. 2¢ (213) canc. grid on V.F. 1889 cover.	45.00
Nevada City, 6 Paid. Mostly clear strike on 6¢ Nesbitt (U13). Bold PJE4 on cover to Conn. F./V.F.	100.00
Pentz 1889. Clear strike. 2¢ (213) tied. Scarce & V.F.	67.50
San Francisco 1860. Fine strike ties 10¢ (35) to Six Horse Stage Coach cover "Overland, Via Los Angeles" to Mass. Hutchings & Rosenfield imprint. F./V.F.	525.00
San Francisco 1893. 5¢ Columbian entire with overall pictorial cachet of "California Midwinter International Exposition" in sepia to Honolulu. V.F.	95.00
San Quentin. Clear strike in triple circle on U164. V.F.	32.50
Tallac P.O., Cal. 1889. Ms. pmt. Pair 1¢ (212) pen canc. on U312. V.F.	40.00
You Bet 1889. Excellent strike. 2¢ (213) tied. V.F.	37.50

**Other States and Expresses**

Strawberry, A.T. 1889. Ms. pmk. 2¢, 10¢ (213, 209) pen canc. on registered cover. F./V.F.	135.00
Chickasaw Agency, Feb. 20, (1820), 18½¢. Faint Ms. pmk. on folded letter to Natchez, Miss. Interesting contents. Creases, tears, but very rare.	200.00
Choctaw Agency, Sep. 11, 1822, 18½¢. Ms. pmk. on folded letter headed "Jackson" to Columbia, Miss. Interesting contents. Rare & V.F.	260.00
J. Bamber & Co.'s Contra Costa Express. Bold oval handstamp on U27, tied by boxed "Answer by Bamber & Co's. Express". Part flap missing, otherwise V.F.	85.00
Freeman & Co's. Express, Coulterville. Clear strike in blue oval on U10 to S.F. V.F.	95.00
Freeman & Co's. Express, Placerville. Excellent strike in blue oval on U10. V.F.	80.00
Forwarded by Freeman & Co's. Express San Francisco. Clear oval handstamp on 1851 stampless folded letter to Sacramento. Pencilled "Not Paid, F & Co." F./V.F.	120.00

## AUCTION ACTION (Continued)

Greenhood & Newbauer (Newbaner error) Northern Express frank on U10. Bit blurred Weaverville Co. cancel. F./V.F.	60.00
Pacific Express, Nevada. Mostly clear strike ties U10 on Thurp. Type 1 franked cover to S.F. F./V.F.	75.00
Tracy & Co., Oregon Express. "Ribbon" frank on U35. Also "Salmon River Express, Paid --- one dollar" at lower left. U35 tied by partial Wells Fargo oval. Addressed to S.F. Rare & V.F.	2200.00
Wells, Fargo & Co.	
Wells, Fargo & Co's. Ex., Los Angeles, July 7, 1894 (L17-5). Provisional handstamp on U311 to S.F. Very scarce. Used during four day Railroad strike. F./V.F.	95.00
W.F. Monterey, Cal. (L10-2). Clear strike on U349. V.F.	52.50
W.F. Sacramento (L11-2). Partly clear strike on Blue type E franked U34. V.F.	57.50
W.F. Mex. Coast Mess. (L8-3). Nice strike on U59 with Thorp type M frank., "Paid Over Our Mexican Coast and California Express -- 25 cts." Rare & V.F.	300.00



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Dr. Carroll Chase was the leading authority on the U.S. 3¢ stamp of 1851 during his lifetime. He began to publish the results of his studies in 1909 and in 1929 the first edition of his major work was published. In 1942 a revised edition of his book was published which incorporated corrections and changes which varied from a few lines to rewritten paragraphs. This 400-page hardcover reprint contains the text of the 1942 edition and the illustrations from the 1929 edition which were used for their better quality. Over 100 halftone illustrations are included along with some plating charts and diagrams.

Dr. Chase's work was so meticulous and detailed that extensive revision in light of subsequent studies is not required. This Quarterman edition contains a foreword by Thomas J. Alexander which includes corrections, mostly typographical, to the 1942 edition along with updated information on perforation, color, earliest dates used for each plate, sources of plating aids, and a bibliography of articles on new discoveries and progress in plating made since 1942. This book is a necessity for all U.S. Classics specialists and a useful reference for those interested in 19th century U.S. postal history.

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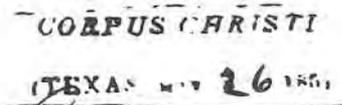
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Dues - 1975	\$2,040.00		
Dues - 1976	<u>2,065.00</u>	\$4,105.00	
Advertising		570.00	
Sale of Back Issues of Western Express		127.60	
Interest on Short-term Savings		<u>208.79</u>	<u>5,011.39</u>
Total Funds Available .....			9,208.97

## EXPENDITURES

Printing & Mailing Western Express		4,897.44	
Secretary-Treasurer Expense		61.23	
Office Expense		40.00	
Interphil '76		<u>250.00</u>	<u>5,248.67</u>

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