

WESTERN EXPRESS

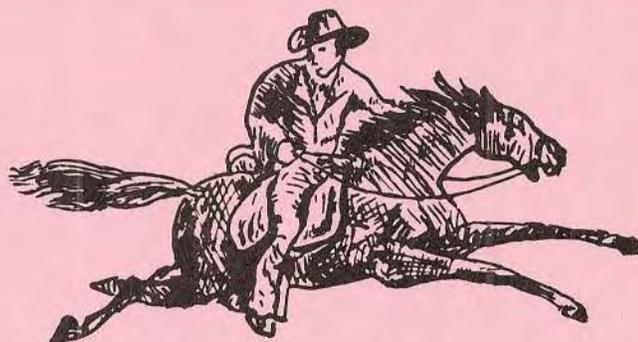
RESEARCH JOURNAL OF EARLY WESTERN MAILS

VOLUME XXVII, NO. 4

Western Cover Society
Unit No. 14 - American Philatelic Society

OCTOBER, 1976

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

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Address all communications to Editor, Everett Erle, 9877 Elmar Ave., Oakland CA 94603

EDITOR'S ARENA

CHANGES OF ADDRESS Please save your Society a little money. Send in your change of address promptly. With postage at its present high point, it becomes expensive to make changes. For example, the July issue went out with 24¢ postage. If it goes to your old address, it is returned and the Society pays an additional 24¢ for its return. Then off it goes to the new address, with another 24¢ stamp.

TANDLER & CARION Past issues* of *Western Express* have carried items on the Tandler forgeries, and in this issue Robert Livingstone has a story of two Tandler covers that are not forgeries. But not too much has been said in these articles about the one responsible for the forgeries—George Carion. However that void is going to be filled. In the Robson Lowe Ltd. publication, *The Philatelist*, Varro E. Tyler has been writing a "*History of Philatelic Forgers*", and in Part 4 of the series, appearing in the May 1975 issue, he has an account of George Carion. With the permission of Editor Peter Collins and the author we are reprinting that story on page 25.

* Jan. & April 1956, Jan 1974.

WELLS FARGO With this issue of *Western Express*, members of our Society have a bonus—a 30-page booklet entitled "*Wells Fargo - A Brief History*." This booklet is furnished members through the courtesy of Wells Fargo Bank, whose History Room at its Corporate headquarters on Montgomery Street, in San Francisco, is a well-known source of information for Western cover collectors and others interested in the memorabilia of the "old West". Distribution of the booklet was arranged for by our President, Basil C. Pearce, who is vice-president of the History Department of Wells Fargo Bank.



SECRETARY'S REPORT

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Roster Addition

Please add the following codes after John Birkinbine's listing on page S-1, July 1976:

2A, F & G to 1870; 17A, F & G to 1864; 5D 1855 only.

ADVERTISEMENT



October, 1976

Dear Western Cover Society Member:

On July 2nd I purchased the Robert Lewenthal auction business. I will continue the business, holding at least two sales annually of postal history material, strong in western and territorial covers.

Bob Lewenthal will continue to be active in stamps and covers; he has only sold the auction business.

I will hold my first sale on Sunday, October 24th, 1976 in the Jack Tar Hotel in San Francisco, in conjunction with CALPEX. The sale will be held under the name of ROBERT LEWENTHAL CO. The catalog was mailed early in September to the regular mailing list, with additions. If you did not get a copy, let me know right away, and if there is time, I'll send you one. If not, I'll see that you get the next one.

I am asking for material for future sales. I will be happy to have covers consigned, or to buy them outright. The more material I get, the more sales I can hold, and the better they will be. So please look over your holdings, and see what you can let me have for auction or purchase.

There will be a sale on May 1st, 1977 at WESTPEX, and there may be a sale in January, if enough material is available.

I'll try to hold my standards as high as Bob Lewenthal has, and to produce interesting and well illustrated catalogs. The content of the sales will depend on what covers I can get. While the emphasis will be on western material, I will greatly increase the number of other covers — easterns, ocean mails, Confederate, and so on.

Sincerely,

HENRY M. SPELMAN III

THE VICTORIA, VANCOUVER ISLAND HANDSTAMP FRANKS

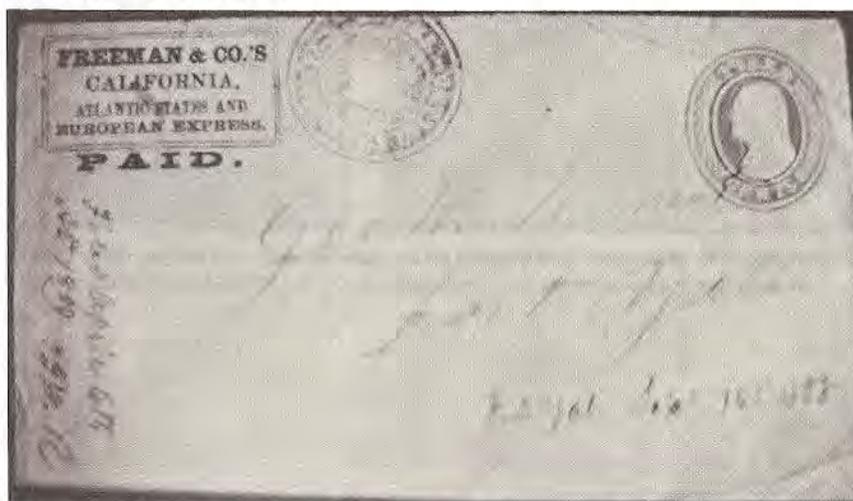
By Donald E. Forster, M.D.

In the 1840s, the only postal service available at Victoria was provided by the Hudson's Bay Company and private ships. The discovery of gold at Sutter's mill in California in 1849, resulted in increased activity in the San Francisco area and shortly thereafter the United States Government established mail service by sea between San Francisco and Portland and Olympia. Thus letters from Victoria in the 1850s, most of which were sent to England, went via Olympia or Portland to San Francisco by U.S. Mail. These letters continued on to Panama by steamer and across the isthmus to Colon where the Royal Mail Line transmitted them on to New York and thence to London. This journey took several months and connections were irregular and uncertain.

The gold rush on British Columbia's Fraser River started in the spring of 1858 and there was a large influx of miners from the United States. Victoria rapidly became a boomtown of thousands and a one story wooden building was erected on Government Street to serve as a Post Office and Custom House. Along with the miners came two express companies; Wells Fargo and Co., and Freeman and Co., both of whom opened offices in Victoria. Shortly, regular monthly steamboat service connected Victoria and San Francisco.

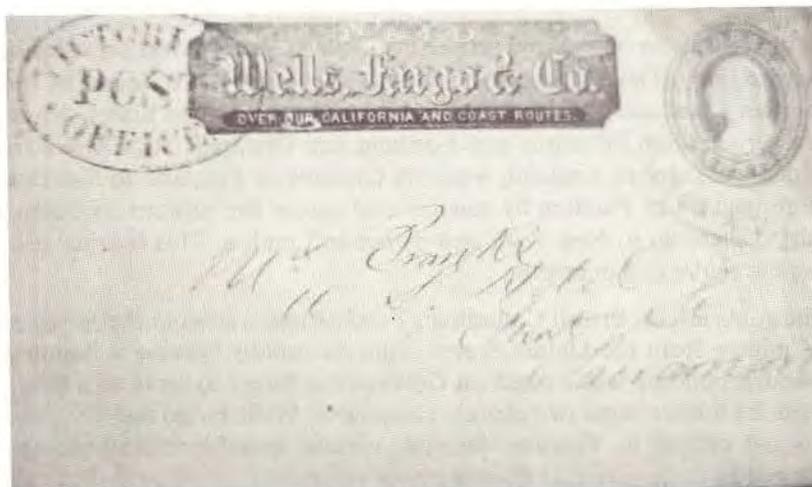
Incoming mail destined for Victoria was received without payment of a colonial fee, but incoming mail for points other than Victoria and outgoing mail required the payment of 2½ pence. Since no colonial postage stamps were issued until 1860, fees were paid in cash at the Victoria Post Office. Receipt of this fee was indicated by a Victoria V.I. Handstamp Frank imprinted on the envelope, usually in the upper left hand corner. These have been designated as the Victoria V.I. postmaster provisionals when used prior to the issuance of stamps and are similar to some of the U.S. postmaster provisionals. Later, after stamps were issued, the same franks continued to be used to indicate prepayment of postage and also as cancelling devices on stamps.

A description of the franks and illustrations of the five* types are found in Deauville's book, The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia. Robson Lowe in Volume V of The Encyclopedia of British Empire Postage Stamps gives further details as to their use and rarity, and numbers them chronologically from 1 thru 5. Reproductions of these franks and illustrations of covers showing their use follow.

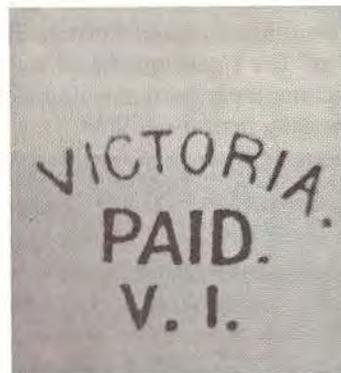


Frank #1, the Custom Crown Seal, was used on Wells Fargo & Co. and Freeman & Co. Express prepaid stamped envelopes to indicate the payment of 2½ pence to the Victoria Post Office. This was in black ink and usually placed on the upper left portion of the envelope. It was first used in 1858 and discontinued in 1859. It's usage is rare.

THE VICTORIA, VANCOUVER ISLAND HANDSTAMP FRANKS (Continued)



Frank #2 replaced Frank #1 in 1859. It was used on Ballou's Express envelopes to Fort Hope and on Wells Fargo prepaid envelopes to the U.S. Both black and blue colors are known and usage is rare.



Frank #3 was contemporary with Frank #2 and they have been found used together on the same envelope. It's use was limited to prepaid Wells Fargo Express envelopes of 3 cent and 10 cent denomination for transit to the U. S. in 1859 and 1860. Black and blue colors are known and usage is rare.

THE VICTORIA, VANCOUVER ISLAND HANDSTAMP FRANKS (Continued)



Frank #4 was in use from 1860 to 1871 primarily to frank express company envelopes, but also to pay colonial postage during the shortage of stamps in 1864 and 1865. It is known in black and blue inks and rarely as a stamp cancellation. Examples of this frank are considerably more common than the preceding franks.



Frank #5 is found on ordinary and express envelopes in black or blue indicated payment of 2½ pence or 5 cents. It was used from 1863 to 1871. During the latter years it served primarily as a cancellation on adhesive stamps.

* The October 1868 issue of Western Express contains an article by Jacque Houser entitled "A New Vancouver's Island Colonial Frank" with illustrations of two covers from Victoria to the United States in 1858. They are franked with a circular hand-stamp containing VICTORIA at the top, PAID in the center and V.I. at the bottom. Whether this represents a true colonial frank or a bogus handstamp, as described by Robson Lowe, is not clear at this time. A recent communication from Mr. Houser states that he is not aware of additional examples of this handstamp.

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CARBONDALE
Los Angeles County Ghost Town

By **Kenneth S. Greenberg**

The mining camp of Carbondale boomed into existence shortly after one Ramon Mesquida discovered a rich vein of Bituminous coal in Silverado Canyon in February, 1878. By 1880 several hundred men were engaged in digging coal on approximately 300 acres of land. Most of the coal, at about five tons per load, was hauled in wagons by six horse teams to the Southern Pacific depot at Anaheim for shipment to Los Angeles.

Silverado Canyon, in the Santiago Mountains (Santa Ana Range) was at that time part of Los Angeles County prior to the creation of Orange County in 1889.

It was silver not coal which attracted prospectors to the Santa Ana Mountains in the late 1870's. But about 1880 when the silver mining boom fizzled, many of the miners were attracted to the coal diggings and saloons at Carbondale.

A post office was established at Carbondale 11 May 1881, and remained in service until 29 Jan 1884 when the veins of coal were exhausted.

Today nothing remains to indicate where this ghost town was located.

The cover pictured here may represent a unique surviving example of a Carbondale's postal history.



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POSTAL HISTORY OF THE COLORADO SAN JUAN

Chapter V, Ouray County

Part One

by Ray L. Newburn, Jr.

Maps by William Bauer

Photography by James Young

Ouray County was established Jan. 18, 1877, by removing to it the northern and western 85 percent of San Juan County. It then included all of the present San Miguel and Dolores Counties. At that time, however, the northern boundary was essentially a straight line continuing the Gunnison County-Hinsdale County line westward and passing through the modern town of Ridgeway (see Map 5). The exception was a four mile strip up along the Uncompahgre River, considered Indian land. On February 19, 1881, Dolores County was created, removed from the southwestern part of Ouray County. Then on February 27, 1883 a new county called Uncompahgre County was created from Ouray and Gunnison Counties, having the boundaries of modern Ouray County. Three days later, March 2, 1883, the state legislature changed the name of Uncompahgre County to Ouray County and the name of Ouray County to San Miguel County.^{1,9,5,4} There the situation remains, giving Ouray County a smallish 557 square miles.^{5,6}

Ouray County was named for the most famous of the Ute Indian chiefs, but unlike many Indian words, the name has no further significance. Chief Ouray himself said his parents named him after the first sound he made, Oo-ay. His own people called him Oolay or Ulay, the whites Ouray. In later years the Chief himself always signed his name Ouray, while earlier versions included U-ray and U-re.^{1,2,10,6}

The entire county is drained by the Uncompahgre River and its tributaries, the low point in the county being where that river flows north into Montrose County near Colona at an elevation of 6320 ft. The high point in the county is the summit of 14,150 foot Mt. Sneffels. There is some farming and ranching land in the northern part of Ouray County, especially along the Uncompahgre River and Dallas and Cow Creeks. The history of Ouray County is mining history, however, the famous mines and mining camps being mostly those along Canyon Creek and Red Mountain Creek. The town of Ouray is still a mining town, although tourism now dominates in the summer months.

Civilization came to the banks of the Uncompahgre in the summer of 1875 with the arrival of the Ute Agency, as described in Chapter I, and of Augustus (Gus) Begole and John Eckles at the small park where Canyon Creek joins the River. These men located the first lodes on the lower Uncompahgre, within the modern town of Ouray. Returning to Howardsville for supplies, they told many others of the area, and that fall Begole and Eckles found the Mineral Farm, one of the more successful mines in the area, 1½ miles south of Ouray. A crude townsite survey was made that same year, and a number of people remained in the area right through the winter (see details under Ouray).⁴ Unknown to each other until next spring, prospectors also began working in the Sneffels district on the tributaries of Canyon Creek in the fall of 1875, and they too remained through the winter.^{5,4} Only Ouray acquired a post office in Ouray County during the territorial period, or for nearly a year thereafter. When Ouray County was created, Ouray became the county seat and has remained such (unless you quibble over the three days when San Miguel County was called Ouray County).

As noted in Chapter II, Otto Mears acquired the initial contract in the fall of 1875 for bringing all mail to the region that would become Ouray County. As the snow began to pile up that winter, one Stewart Daniells suggested using dog teams, Eskimo fashion, and got one of the jobs as mail carrier. By March 1876 the snow was so bad that neither dog teams nor men on snowshoes could make the runs with any certainty. With increasing complaints about the mail service,

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 1 (Continued)

Mears had to carry the mail himself on his back to get the trail open again and the mail delivered.²⁸ The next year Mears built a toll road from Barnum on the Saguache-Lake City road through the Agency to Ouray.²⁷ The mails continued somewhat irregularly apparently, for in early 1878 the "Ouray Times" spoke of "irregular and uncertain mails" continued weekly and talked of forming a telephone company for contact with the outside world. Finally daily mail began in July 1878. Even so, when it stormed the mails stopped, and the Ouray Times complained that their town "is one end of the longest saddlebag mail route in the U.S."³¹

Mail for Ouray County has always come up the Uncompahgre River from the north with very minor exceptions. During 1878 Gilmer and Saulsbury apparently held a contract to bring mail from the San Luis Valley via Henson Creek and Yvonne Pass.³⁶ And from the early 80s on there has always been a route between Silverton and Ouray, operating at least during the summer. The principal carrier of mail to Ouray County from the late 70s to 1884, however, was always "Barlow and Sanderson" (officially J.L. Sanderson and Co.), operating from the nearest railroad down the Uncompahgre River.³⁶ That was Montrose after September 8, 1882, only 35 miles away. The D&RG didn't build into Ouray for another five years, however, the first regular scheduled train arriving December 21, 1887. During at least part of the period 1884-1887 the famous David Wood's* San Juan Stage Lines carried the mail into Ouray.¹⁰⁷

Getting the mail to Ouray was only half the battle for some of the mining camps. The San Juans are rugged country. As early as December 7, 1876 a toll road company was chartered to run a road the 10 miles from Ouray into the middle of the Sneffels District. The "Ouray and Mt. Sneffels Toll Road Company" didn't make it. September 7, 1877, and the "Mt. Sneffels Toll Road Company", another failure. December 18, 1877, the "Mount Sneffels, Canyon Creek, and Ouray Toll Road Company", failed yet again. June 14, 1878, the "Ouray, Canyon Creek, and Mt. Sneffels Toll Road Company", likewise. February 25, 1880, the "Ouray and Mt. Sneffels Toll Road Company, ditto."²⁴ Well, not quite. This fifth company actually managed to build a totally inadequate road. Finally on August 20, 1883 none other than Otto Mears incorporated the "Ouray and Canyon Creek Toll Road Company" and proceeded to build one of the best mountain roads in the Rockies.¹⁰¹

Communication with the slightly more advanced mining camps of San Juan County to the south (and with their own county seat in Silverton until Ouray County was formed) was generally over a poor trail up the Uncompahgre River gorge to Mineral Point and then down the Mear's Animas River road (see Chapter IV). Trails also existed through the Red Mountain area and down Mineral Creek or across a pass to Cement Creek.²⁶ There were two early efforts to build toll roads from Ouray up the Uncompahgre Gorge to the Red Mountain area, one in 1877 and one in 1880. With the discovery of the Guston Mine in 1881 and the fabulous Yankee Girl Mine in August 1882 a road became imperative, if the new area were not to conduct all its business with Silverton. On June 14, 1883 Otto Mears agreed to build the road.¹⁰¹

Completed only three months after Mears agreed to build it, the Ouray and San Juan Toll Road was mainly a ledge blasted from solid quartzite cliffs hundreds of feet above the river, but it was an excellent road with all grades under 11 percent. Men were lowered on ropes from the canyon rim to set the dynamite charges (with LONG fuses). After eight years of operation, the county finally bought the road to circumvent the high tolls.¹⁰¹ Mears construction of a road from Red Mountain to Silverton the next year meant a good highway all the way between Ouray and Silverton. Regular mail service between Silverton and Ouray and all operating offices in between, including at various times Chattanooga, Silver Ledge, Congress, Red Mountain, Roger-ville, Guston, and Ironton, was under way by 1883.⁶⁹ Today US 550, the so-called Million Dollar Highway, follows the route established by Mears in many places.

*For more on David Wood see the section on Dallas.

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 1 (Continued)

With completion of the D&RG narrow gauge tracks into Ouray at the end of 1887, the mail came by train. Willard lists the Salida and Ouray R.P.O. operating 1892-1900, 1900-1909, 1912-1927. During the period 1909-1912 the Salida car ran to Grand Junction and Ouray was served by the Montrose and Ouray R.P.O.^{41,108} On September 14, 1930 the last regular passenger train ran into Ouray, and the schedule of mixed trains that continued didn't suit R.P.O. requirements, so R.P.O. service was ended effective July 1, 1931.¹⁰⁷ A Montrose and Ridgway R.P.O. ran briefly during 1891.

Northern Ouray County has always been an artery for traffic into San Miguel County and even Dolores County. On November 7, 1889 Otto Mears and others incorporated the Rio Grande Southern Railroad and began surveying westward from the Uncompahgre. By the end of 1891 the RGS reached Durango.¹⁰⁷ As a result there were Montrose and Telluride (1891-1892), Montrose and Rico (1892), Ridgway and Rico (1892), Ridgway and Durango (1892-1917), and Ridgway and Telluride (1917-1927, 1931-1933) R.P.O.'s.⁴¹

The last train into Ouray operated on March 21, 1953. The rails were pulled back to Ridgway, and the line from Ridgway to Montrose was converted to standard gauge.¹⁰⁷ From 1931 on, the mail came by truck.

Although many of the earliest mines in Ouray County were very near Ouray, the big producers were in the Red Mountain District, particularly from 1882 to 1893, and in the Sneffels District, where the Campbird was the best of several important mines and produced prodigiously from 1896 to 1916. The values from Ouray County through 1923 amounted to 78 million dollars, slightly exceeding the output of San Juan County during that period.⁵⁰

The population of Ouray County reached 2,670 in 1880¹⁰⁵ and 6,510 in 1890.⁵⁴ It then fell to 4,731 in 1900 and 3,514 in 1910.⁵⁶ Today the population stands at about 1,300, largely in Ouray, Ridgway, and the farms and ranches of the northern part of the county. The Idarado is the most important mine active today. Although many of its workers live in Ouray and enter the mine on the Red Mountain side, the workings go clear through to the Telluride side, and the ore is removed there. The Campbird mine has also been active in recent times, and some work has been done in the Sneffels area. Tourism is a big money maker today, however, for Ouray, variously called "Gem of the Rockies", "Switzerland of America", etc. is truly one of the most beautiful spots in the country.

ASH

Established Oct. 11, 1899

Discontinued Dec. 31, 1905

The town of Ash was located along Dexter Creek, a mile and a half above its confluence with the Uncompahgre River three miles north of Ouray (Ouray Quadrangle, 1904; Ouray Quadrangle, 1955). Located at an elevation of 8600 feet, immediately below the Bachelor Mine, the town got its name from the initials of the three owners of that mine, Charles Armstrong, Frank Sanders, and George Hurlburt.*

The Bachelor vein was discovered in 1894. Development was slow at first, but 700 feet into the mountain a feeder to a very productive vein was struck and the partners did very well while it lasted.⁴⁹ The population of Ash was 100 in the 1900 census.⁸⁵

Mail for Ash came from Ouray, seven times a week in 1905.⁷³

I have heard one second-hand report of an Ash postmark, but no regular collector has reported even seeing one.

*I am indebted to Mr. Marvin Gregory of Ouray, Colorado for these names.

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART I (Continued)

AURORA

Established May 10, 1880

Discontinued Feb. 19, 1884

Aurora probably was located on the west side of the West Fork of Dallas Creek about a half mile above its junction with the East Fork, as shown on Nell's map of 1881.³² This site at 7500 feet elevation is about four miles west of Ridgway on modern state highway 62 (Ridgway Quadrangle, 1967).

Croft commented "Grazing lands principally in the vicinity" and noted the town was often called Dallasville.³² Nell's map of 1880 in fact labels the site just Dallasville,²⁶ but this does not indicate just a name change for the earlier Dallasville post office, since the Postal Route Map of 1881 shows Aurora and Dallasville as distinct and separate sites (the latter as a discontinued office, of course). It is quite possible that the entire town or most of it was moved bodily to a more convenient site, with the post office adopting a new name and many inhabitants preferring the old one.

Aurora lay on the first good wagon road into (modern) San Miguel County. Until the growth of Lawrence (Dallas), Aurora was the only post office between Placerville and Portland or the Los Pinos Agency and thus served a large area. Meserole and Blake used Aurora as a stage stop on their Ouray-Telluride line (sold to J.L. Sanderson and Co. July 1, 1882).³⁶ So, Aurora appears to have been a part of that ubiquitous western phenomena, the combination general store-post office-stage stop.

In 1883 Aurora received mail seven times a week on a route from Ouray to Placerville.⁶⁹ Interestingly, in 1885 mail came straight from Montrose to Placerville via Dave Wood's wagon road (70 and Montrose Quadrangle, 1911), and Sanderson's loss of the San Miguel County mail route to Wood is probably what ended the office at Aurora.

No Aurora postmarks have yet been reported.

CAMPBIRD

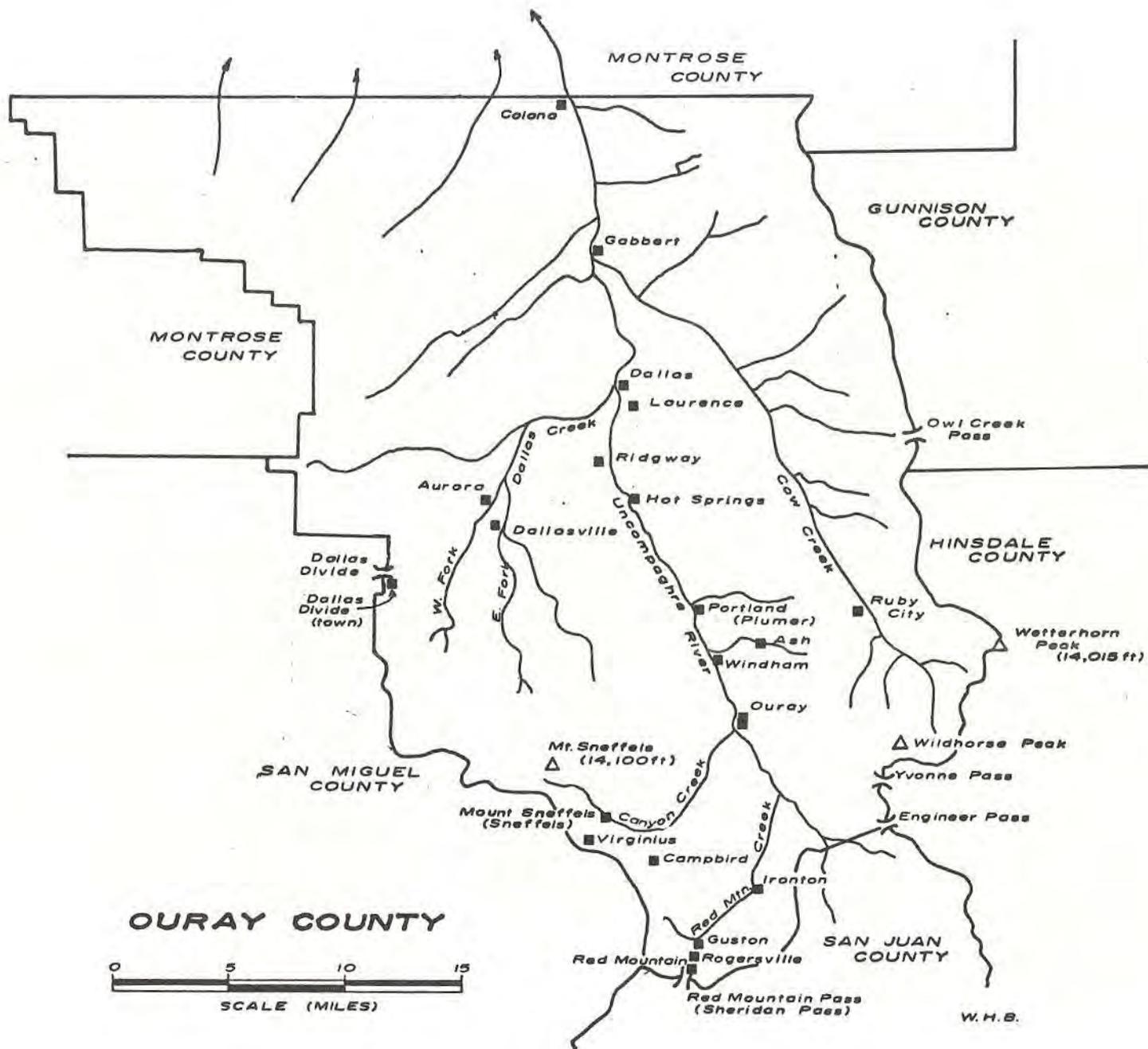
Established April 28, 1898

Discontinued Mar. 15, 1918

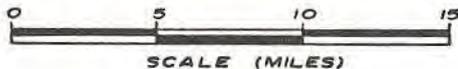
Campbird and the famous Camp Bird Mine were synonymous. The post office was located at the mine in Imogene Basin at an elevation of 11,250 feet (Silverton Quadrangle, 1902; Ironton Quadrangle, 1955). This is two miles south of the large mill of later years which has been much photographed and admired by modern jeepers. The mill is located near the junction of Imogene and Sneffels Creeks which together become Canyon Creek. The mine is on upper Imogene Creek. Post office and mine were named for the Canada Jay, commonly called Camp Robbers or Camp Birds, one of which is said to have stolen the discoverers lunch at the mine site.⁶⁶

There are several versions of the discovery story. Everyone agrees there was activity in the Imogene Basin as early as 1875 but that this ended by the fall of 1881.⁴⁹ Whether Tom Walsh himself or one Andy Richardson working for Walsh picked up the samples which proved the Camp Bird is disputed.⁶⁶ Evalyn Walsh McLean gives a detailed description of her father making the discovery.¹⁰⁹ The important fact is that the 1895 discovery was one of the most productive in Colorado. Walsh took out over \$4,000,000 in values (\$2,400,000 profit) from 1896 until April 1902 when he turned it over to a British syndicate for \$6,000,000. The syndicate removed \$23,234,256 (\$15,331,788 profit) between 1902 and 1916, \$21,884,894 of this in gold and the remainder silver, lead, and copper.⁸⁹

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART I (Continued)



OURAY COUNTY



THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 1 (Continued)

In 1916 normal mining stopped while a two mile long drainage tunnel was dug intersecting the mine 450 feet below the previous workings. Not enough ore was found at the lower levels to keep the 60 ton mill operating, however.^{8,9} With the subsequent decline in activity Campbird lost its post office. The mine had employed as many as 300 men. During the early 20s it was not operated at all. Then during the depression of the 30s the price of gold increased and the King leasing company, which had reopened the mine in 1926, began working the Camp Bird continuously using about 40 men.^{2,110} It has been worked sporadically even since World War II.

Throughout most of its history Campbird was served by an individual mail route from Ouray.^{73,74} During its last years mail was carried to the mill on the run to Sneffels and a separate carrier was responsible for getting the mail on up to the mine.⁷⁵ It is interesting to note that although the mine name was always (correctly) spelled as two words, Camp Bird, existing postmarks are all run together as one word, Campbird, and it is so listed in the postmaster appointment records. Incidentally, the first postmaster of Campbird was none other than Andy Richardson who continued in office until Oct. 23, 1902, shortly after the British syndicate took over the mine.¹¹¹

CAMPBIRD COLO. (2½+) 1902/01/08

CI:P,1,0:275:T:M,D,X:S:G:G: on reg. card, no killer

CAMPBIRD COLO. (3) 1907/11/14 – 1910/11/30 (see Fig. 34)

CI:P,1,0:295:T:M,D,H,Y:S:G:G: grid



Figure 34

A well struck example of Campbird from the time of greatest activity at the mine, this cancellation plainly shows the incorrect single word name always used by the post office.

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 1 (Continued)

COLONA

Established Oct. 19, 1891

Discontinued Apr. 1943

Colona lies on the west bank of the Uncompahgre River 12 miles south of Montrose at an elevation of 6385 feet (Colona Quadrangle, 1963). The town grew up immediately south of the old Uncompahgre Ute Agency (see Chapter I) after the Utes were removed to Utah and the Agency closed in 1881. A late postmaster says the town was originally called Hotchkiss, after Preston Hotchkiss,^{1,2} but there was already another Hotchkiss in Delta County, named for brother Enos, which acquired a post office in 1882.^{1,3} The postmaster claims the railroad came up with Colona, Spanish for colonist.^{1,2}

The Colorado "Writers Guide" describes Colona as "a farming village" and "the center of a partly developed coal field."^{1,3} With a population of 40 in 1900^{8,5} and 100 in 1930^{1,3}, Colona remains today as a tiny farming community.

Postal service was from Montrose via the Denver and Rio Grande Railroad. No early postmarks have been reported, the "earliest" being a standard 4-bar of 1932.



THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART I (Continued)**Bibliography (cont.)**

References 1 through 105 will be found following previous chapters and though used are not repeated here. (1–19 January 1975 page 9; 20–33b April 1975 page 16; 34–75 July 1975 page 19 & October 1975 page 25; and 76–105 January 1976 page 26).

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- (107). Chappel, G., "Train Time in Ouray", Colo. Rail Annual No. 11, Golden, 1973.
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- (113). Workers of the Writers' Program of the W.P.A., "Colorado, A Guide to the Highest State", Hastings House, New York, 1941.
- (114). Postal Route Map of the State of Colorado, Mar. 1, 1881. Photostat from the Library of Congress.

**ERRATA**

Postal History of the Colorado San Juan
By Ray L. Newburn, Jr.

All quotes in Chapter IV from reference 105 purporting to be 1880 census figures are almost certainly those of the special Colorado state census of 1885, the figures sometimes rounded off. In particular this solves the mystery of an apparent population quote for Congress before the Congress mine was discovered.

Reference 54, Frank Hall's "History of the State of Colorado" actually came out over a period of six years. The referenced Vol IV in fact appeared in 1895 and not in 1889, the date of Vol. I.

HALL & CRANDALL'S STAGE LINE.

By A. Jay Hertz

Warren F. Hall, W. H. Hall and Jared B. Crandall were actively engaged in the staging business in March of 1851, operating the first California stage line of any consequence. They ran between San Francisco and San Jose. It must of had great value as an express line also, for although it was referred to as the Hall and Crandall Line, many of the advertisements had at the bottom, "Berford & Co., Proprietors." Their stages started from the office of the latter company, who seemed to have acquired a controlling interest in it.

The route extended for over 300 miles. The Hall & Crandall-Berford Line boasted of the fact that they never had any accidents. That sounded like a record but could be easily explained. They had a smooth, flat road all the way, never venturing far off into the rough and hilly part of the country. In the San Francisco Business Directory, we have a Berford advertisement, which reads: (Mar. 15, 1851).

" . . . Berford & Co.'s Express for all parts of the States and the only express to San Jose. . . .
Hall & Crandall, Stage Proprietors, San Francisco to San Jose. . . ."

and from the *Christian Advocate*, Dec. 24, 1851:

"Hall & Crandall's Express Stage Line, Between San Francisco and San Jose, daily, Office, Portsmouth Square, cor. Clay Street."

In *Alta California*, April 21, 1851, we find that Hall & Crandall have become mail contractors:

"Berford's Express — Through a recent postal arrangement with Hall & Crandall's stages, the usual facilities to editors are now at an end, unless some other arrangement be effected. The proprietors of the stage have become mail contractors and are necessarily restrained from carrying mailable matter outside of the regular Post Office bags. . . ."

In May, Hall & Crandall reduced the fares to San Jose and Monterey. From *Alta California*, May 12, 1851, we have a news item:

"Fare reduced to San Jose and Monterey. A few days since we announced that Messrs. Hall & Crandall had extended their line of stages to Monterey, and we are now pleased to state that they have advertized a reduction of the price of passage both to San Jose and Monterey. . . ."

The stage line was seeking new routes and looking northward. From a news item in the same paper, Nov. 12, 1851:

"Stage Route to Shasta. The Marysville Herald says, "WE had the pleasure of a call last evening from Mr. Hall of the firm of Hall & Crandall, stage proprietors and learn from that gentleman of his intention to go over the route between our city and Shasta, and ascertain the facilities for travel. If matters appear satisfactory, it is the intention of these proprietors to put on a line of elegant stages and give us a daily communication with that important point. . . ."

From *Sacramento Union*, March 25, 1852:

"Hall & Crandall of San Francisco, intend soon to commence staging to Shasta. It is their intention to run a line From Colusa & Marysville to Tehama and a line from Tehama to Shasta."

About this time, the company again reduced the fare to San Jose, from the already reduced price of \$16 to

HALL & CRANDALL'S STAGE LINE (Continued)

§3. Such reduction drove out all competition. (*Alta California*, Nov. 24, 1851).

In 1853, the stage line to San Jose, was sold and was purchased by Dillon, Hedge & Co. From *Alta California*, Feb. 23, 1853:

"The San Jose Stage Line. The old established and favorite Stage Line to San Jose, so well conducted during the past three years by Messrs. Hall & Crandall, resume operations on Saturday next under new auspices. It will be seen by an advertisement, that the concern has been purchased by Dillon Hedge & Co., old and experienced stagers, who have taken hold of this enterprise with spirit and with a determination to make it the safest, swiftest and most popular line in the country. . . ."

Despite the assertion that they never had an accident, we read in the *Sacramento Union* of a stage upset, Nov. 16, 1853:

"Stage Upset. The Marysville Herald says, 'Monday morning the Sacramento stage upset. . . . It was one of Hall & Crandall's six horse coaches. . . . No blame is attached to the driver.'"

The proprietors of the various stage lines joined to form the California Stage Line and Hall and Crandall were one of the participants. From *State Journal*, Sacramento, Dec. 15, 1853:

"Stage Combination. We learn that the proprietors of all the stages running from Sacramento the Northern mines have entered into a combination for mutual protection. They have formed a joint stock concern called, The California Stage Company. The persons who are parties to the arrangement are, Messrs. James Birch, Charles Green, Moore, Hall & Crandall. . . ."

After the firm of Hall & Crandall decided to dissolve, this notice appeared in *Alta California*, May 13, 1854:

"Dissolution of Co-POartnership. Take notice—That the firm hitherto known as the firm of Hall & Crandall, Stage Proprietors, is hereby dissolved by mutual consent. The business of the firm will be settled by Warren F. Hall. San Jose, May 10, 1854.

W. F. Hall, W. H. Hall, J. B. Crandall."

Hall continued on with the California Stage Co. Crandall established a semi-weekly stage line between Placerville and Carson Valley. He was the first stageman to drive over the Sierra Nevada, which he did by driving an experimental coach in 1857 over a rough trail through Johnson's Pass, 10 miles north of Carson's Pass, Luther's and Daggett's Passes to the Mormon settlement of Genoa. He thus established a tri-weekly line of stages over the mountains, before the Comstock rush. Over this route, the Pioneer Line and the Carson Valley Express (A Tracy company), which used the former route, operated.

Crandall ran the Tracy brothers' Carson Valley express for them. From *Sacramento Union*, June 17, 1857:

"Tracy Carson Valley Express. . . . Col. J. B. Crandall having established a tri-weekly line of stages from Placerville to Carson Valley, and the undersigned having the exclusive privilege of running an express on the same, can offer unequalled advantages for the transportation of express matter over this route.

F.F. Tracy, E.W. Tracy, Agents at Placerville."

HALL & CRANDALL'S STAGE LINE (Continued)

Crandall went on, actively engaged in the business, until the thing about which he had boasted never occurring, happened to him. He was thrown from his coach and died soon after from injuries he had received. From Los Angeles *Weekly News*, Nov. 30, 1872:

“Fatal stage accident. Shortly after dark. . . the stage met with an accident. . . whereby the driver, Mr. J. B. Crandall received injuries from which he died. . . The night was dark. . . the leaders slipped off the road down a small embankment and as Crandall endeavored to pull them, they jerked him completely out of his seat, throwing him, head foremost between the wheel horses. . . Crandall was asked if he was hurt, said he believed not and aided in unhitching the horses. . . . In three hours. . . he expired. . . . The deceased leaves three sons, grown to manhood and a daughter. . . .”

Thus passed on one of the express pioneers of the West.



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PACIFIC MAIL STEAM SHIP COMPANY OFFICIAL MARKING

By David L. Jarrett



The 1850 folded lettersheet illustrated here is the only example known to this writer of the official contract mail marking of the Pacific Mail Steam Ship Company. The Pacific Mail Steam Ship Company had the U.S. government contract for carrying the mails between San Francisco and Panama at the time. All covers carried by the company originating in San Francisco had a San Francisco townmark on them. Since this particular cover (figure 1) was picked up by the contract steamer "Panama" on way to Panama from San Francisco, at Matzatlan, Mexico, it received a special manuscript way marking: "Pacific S. Ship. Way San Francisco, Feb 2" and a 40¢ rate. At Panama, the steamer "Panama" connected with the U.S. Mail Steamship "Cherokee" on the Atlantic side of the Isthmus for carriage to the port of New York.¹ When it was delivered to the New York City post office by the contract steamer "Cherokee" it received two line black "STEAM SHIP" handstamp and was subsequently carried by the U.S. mails to its Missouri destination.

The February 2 date in the manuscript marking was the departure date of the steamer "Panama" from San Francisco, which apparently missed its scheduled first-of-the-month departure time by a day. The letter itself was written at Matzatlan, Mexico on February 9, 1850 and states in part, "We have this moment arrived at this Port, (from an overland journey) and the Steamer for Panama (is) leaving within an hour. . . ." "The Steamer for California is to arrive tomorrow or next day. . . ." The writer was thus able to quickly write the letter and deliver it to the steamer "Panama" before it departed on its way to Panama.

¹ Wiltsee, Ernest A., *Gold Rush Steamers of the Pacific*, The Grabhorn Press, San Francisco, 1938, p. 22.

PACIFIC MAIL STEAM SHIP COMPANY OFFICIAL MARKING (Continued)

PACIFIC MAIL STEAM SHIP COMPANY.
 THE ONLY THROUGH LINE FOR
CALIFORNIA,
 And Oregon, via Chagres or Navy Bay.

The public are informed that under the new arrangements of the Company Steamers inspected and approved by the Navy Department, and carrying the U. S. Mails, will hereafter
 Leave PANAMA immediately on arrival of the Atlantic Mails,
 And SAN FRANCISCO on the 1st and 15th of each Month.



The following Steam Packets belonging to the Company are now in the Pacific, one of which will be always in port at each end of the route.

Golden Gate, 2500 tons,	Antelope, 750 tons,
Oregon, 1100 "	Republic, 1200 "
Panama, 1100 "	Carolina, 600 "
California, 1050 "	Columbus, 600 "
Tennessee, 1300 "	Isthmus, 600 "
Northerner, 1200 "	Unicorn, 600 "
Columbia, 800 "	Fremont, 600 "

The New Steamer COLUMBIA will ply regularly between San Francisco and Oregon.

The connection in the Atlantic will be maintained by the

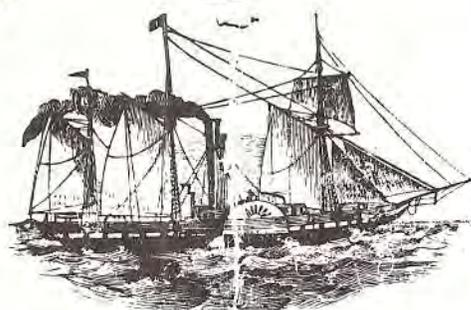
UNITED STATES MAIL STEAMSHIPS

GEORGIA, 3000 tons,	EMPIRE CITY, 2000 tons,
OHIO, 3000 "	CRESCENT CITY, 1500 "
ILLINOIS, 2500 "	CHEROKEE, 1300 "
PHILADELPHIA, 1100 tons.	

Leaving New-York for Chagres or Navy Bay,
 On the 1st and 15th of each month. [OVER.]

Figure 2

Sailing card of the Pacific Mail Steam Ship Company, listing all of the western and eastern steamers, including the western Panama and the eastern Cherokee.



Rates of Fare to Chagres.

LADIES' SALOON, STATE ROOMS, - - - - -	\$65
LOWER AFT AND FORWARD SALOON ROOMS, - - -	55
SECOND CABIN STANDEES, - - - - -	45
STEERAGE, - - - - -	35

RATES THROUGH TO SAN FRANCISCO.

FIRST CLASS, - - - - -	\$315
SECOND " - - - - -	270 245
STEERAGE, - - - - -	200 160

Transit of the Isthmus at the expense of the Passengers.

Each Passenger allowed 250 lbs. or 10 cubic feet baggage free.

For Passage apply at the AGENCY OFFICE,
 No. 18 Broad Street, Boston.
C. L. BARTLETT.
 [OVER.]

Figure 3

Reverse of the sailing card. Probably carried in the pocket of the ticket agent.

CHASE'S EXPRESS TO TANDLER & CO.

By Robert D. Livingston

In the January 1974 issue of *Western Express*, W. Scott Polland, M.D. admonished the buyer to beware of covers addressed to Tandler & Co., particularly with regard to certain combinations. An exceptionally clever forger was responsible for applying additional handstamps to envelopes with genuine markings addressed to the San Francisco firm and the forgeries have appeared in some of the finest collections.

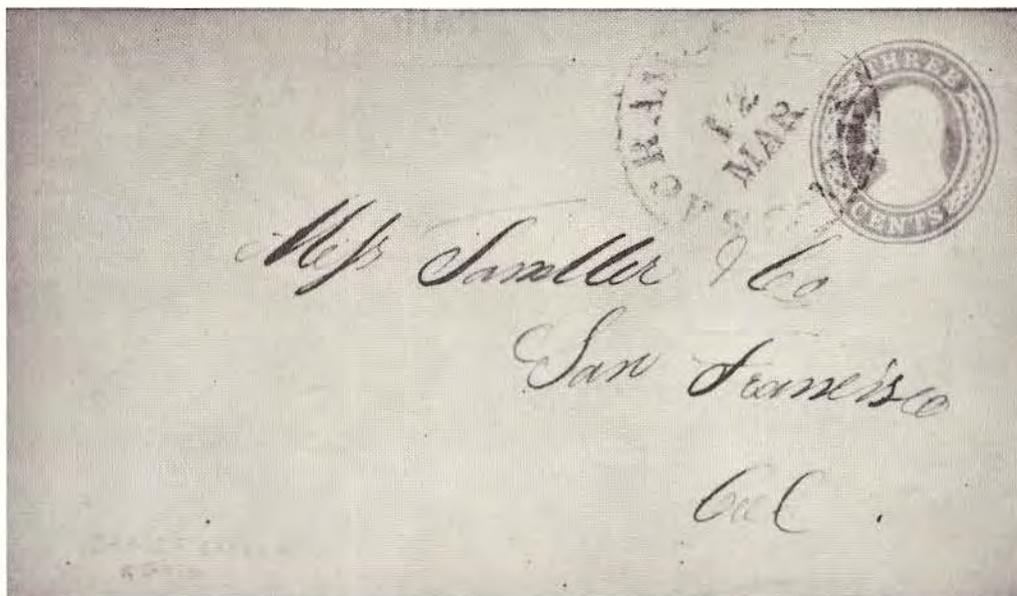
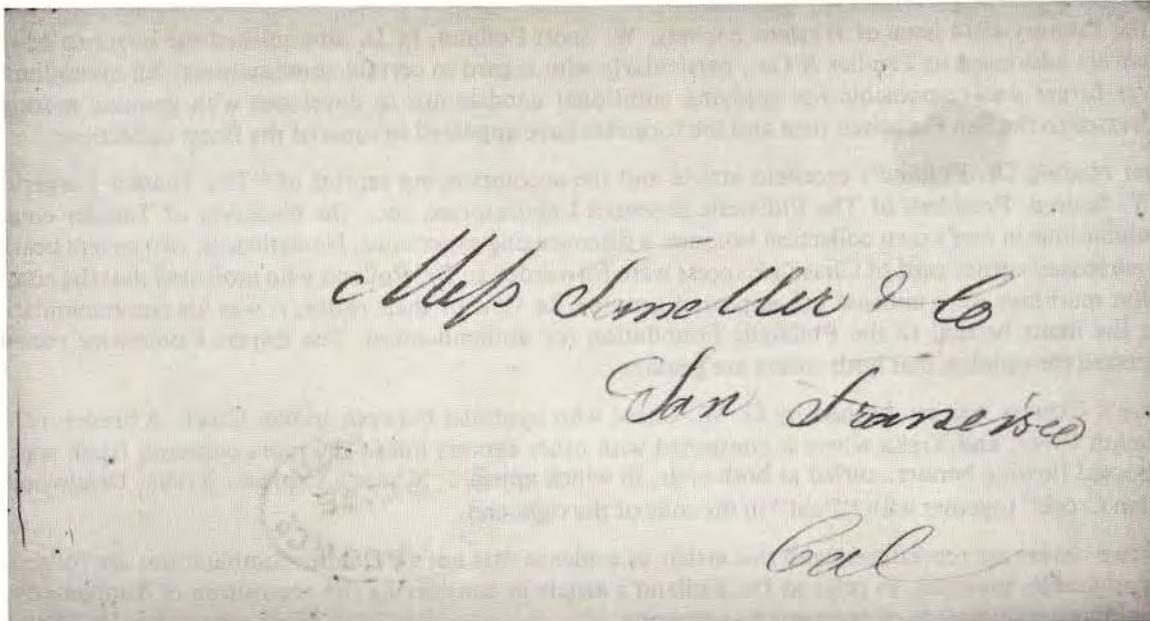
After reading Dr. Polland's excellent article and the accompanying reprint of "The Tandler Forgeries" by Y. Souren, President of The Philatelic Research Laboratories, Inc., the discovery of Tandler combinations in one's own collection becomes a discouraging experience. Nevertheless, two covers bearing the *embossed* corner card of Chase's Express were forwarded to Dr. Polland who indicated that the combination markings were unusual but appeared genuine. In view of their rarity, it was his recommendation that the items be sent to the Philatelic Foundation for authentication. The Expert Committee recently expressed the opinion that both covers are genuine.

Chase's Express was established by G. W. Chase who operated between Indian Creek, a branch of the Klamath River, and Yreka where it connected with other express lines. The more common frank was an embossed flowing banner, curled at both ends, in which appears "Chase's Express - Yreka, Deadwood & Indian Creek" together with "Paid" in the rolls of the right end.

The two covers are reproduced with this article as evidence that not all Tandler combinations are forgeries. It is advisable, however, to refer to Dr. Polland's article in considering the acquisition of Tandler covers containing combinations of company handstamps.



CHASE'S EXPRESS TO TANDLER & COMPANY (Continued)



THE PHILATELIST

MAY 1975

A History of Philatelic Forgers — Part 4

By Varro E. Tyler

GEORGES CARION

Carion, a Frenchman, established the stamp dealing firm of Carion & Emden at 83 Rue Lemer-gier, Paris, in 1879. He also published two philatelic journals there, the *Bulletin Mensuel* and *La Timbrologie*. Subsequently, he lived in Tahiti for a period until he apparently became *persona non grata* there over the matter of some forged Tahitian overprints. In 1894, he moved to San Francisco and established offices at 318 Kearny Street. Carion was said to have an immense holding of old Bolivian stamps as well as a "superior knowledge of the stamps of France and her Colonies." The Philatelic Society of San Francisco elected him to the important position of Counterfeit Detector (1).

At a meeting of this society on January 25, 1895, Carion showed a packet received from a correspondent in Saigon, Cochin China, containing used postage due stamps with a diagonal black overprint "COCHINCHINE" said to have been issued by the government there. He also made a short address on these stamps in which he convinced the audience that they were a legitimate issue (2). This proved not to be the case, and in the summer of 1896 Carion was expelled from the American Philatelic Association for making and selling these fakes.

The following October, he published a series of documents, including statements from the post-masters of Baclieu and of Tay-Ninh, Cochin China, in an attempt to establish the authenticity of the overprints (3). A subsequent investigation by the Société Française de Timbrologie proved conclusively that the overprinted stamps were never officially prepared or issued. The statements of authenticity from the postmasters had referred only to the basic stamps without the overprints (4,5). Carion sued the editor of the French Society's journal for 25,000 francs damages in regard to the publication of these findings, but lost when the case was finally adjudicated on March 16, 1906 (6).

In 1898, Carion was continuing to sell forged overprints of both Tahiti and Obock. To attempt to legitimize the former, he authored a pseudo-scholarly article in which he discussed several different (non-existent) types of the genuine overprints (7). This attempt to deceive was thwarted by prompt action on the part of W. Sellschopp, a prominent San Francisco stamp dealer (8). Carion was also occupied about this time in circulating a warning to collectors about the existence of forgeries of the 1867 Condor stamps of Bolivia (9).

Another nefarious activity of Carion was the production of faked or altered U.S. Western Express covers. A large quantity of genuine covers from the San Francisco firm of Tandler and Company fell into his hands. Originating during the period 1852 to 1860, most of them bore the printed frank of Wells Fargo & Co. and at the time were valued at 10 to 25 cents each. Carion added additional faked markings of other express companies to these genuine covers, thereby creating rare Western covers with multiple handstamps which he could sell for \$5 to \$10, or more.

Most Tandler fakes do not deceive serious students today because they represent impossible usages. That is, the two companies whose handstamps appear on the cover did not operate routes which were adjacent geographically, and it would not have been possible for the letter to have been transferred from one line to the other. Nevertheless, they have been present in most great Western Express cover collections of the past, including those of Ferrari, Knapp, W. Parker Lyon, and Henry B. Phillips. It has been estimated that more than 50% of the Western Express covers in the Crocker collection were Carion's Tandler fakes (10, 11).

Carion decided to return to France where he resumed his dealings in postage stamps, some of which were his own manufacture. As late as 1909, he continued to advertise both his wares and his services as an expertizer from 21, Rue Nollet, Paris (12).

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1976 Edition
(by Kriege & Dike) \$20.00

Dr. S. H. Dike
1420 Carlisle Blvd. N.E.
Albuquerque, N.M. 87110

CONTENTS OF A LETTER

Courtesy of Jack Wilcutt

Feb. 12th 1870

Mr. A.I. Stewart
Respected Sir:

Having read so often of your immense wealth and thinking how easily you could spare four thousand dollars that you would never miss, and would be a fortune to us. My husband is a miner in the gold mines of California and it takes all we can make to support us. We are middle aged people with five children and if we had the above mentioned sum we could buy a place we have been trying to get, but to borrow money the interest is 2 per cent a month and we never could pay it. Could we get the place and pay for it we could be entirely independent as we could make a living and be comfortable. you will think this a great piece of impudence but do not throw this letter entirely aside. Think a few times about it — only a stroke of your pen, and you never would miss it from your immense wealth and we should be made independently rich and happy. Please do not make this public for my husband does not know anything about this letter and he might be angry to have it made public, for we are not destitute.

Yours respectfully,

Elizabeth Hyde

Please address, E.A.Hyde, care Thomas Hughes,
Meadow Valley, Plumas Co. Cal



BLACK JACKS WEST

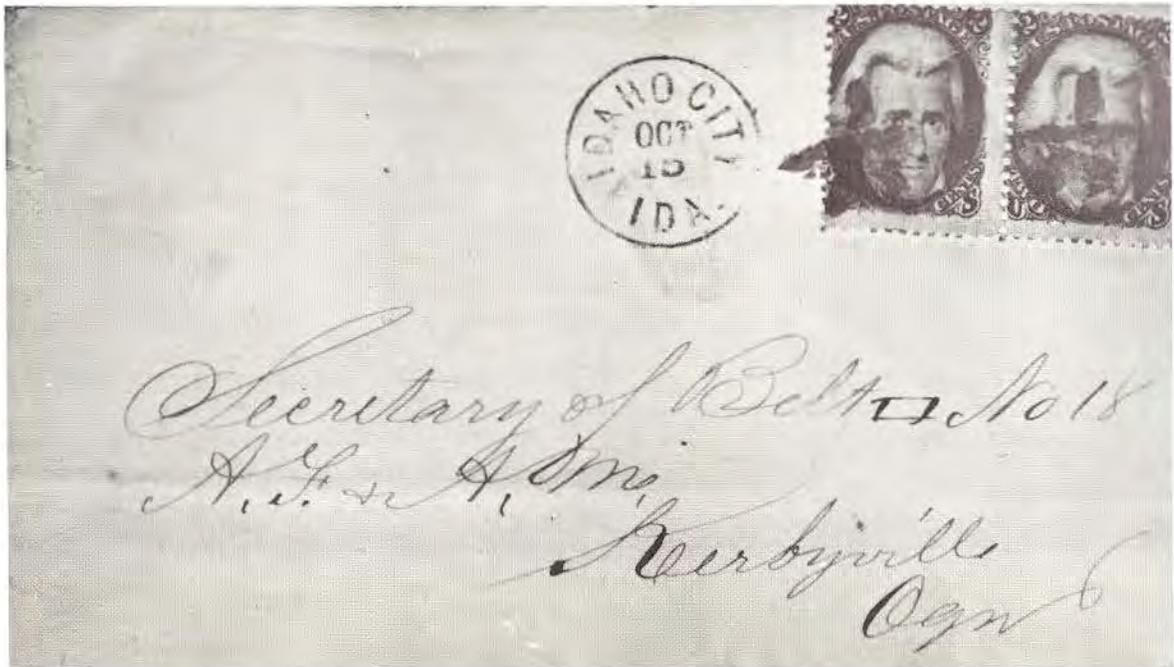
By Paul J. Wolf

Idaho City, Idaho to Kerbyville, Oregon Territory

First Class rate, 1¢ overpaid by a pair of Black Jacks. The stamps are tied by a rather crude star killer and there is no year date in the CDS.

Idaho City, about 25 miles Northeast of Boise, the Capital, has a present-day population of 164, according to the 1970 Census. Quite possibly, in the Pioneer days this could have been larger, especially if there was a Gold Rush in the neighborhood.

This is a Lodge cover, to the Masonic Lodge in Kerbyville, Oregon Territory. The franking, a pair of Black Jacks without grill, is the frequently seen overfranking.

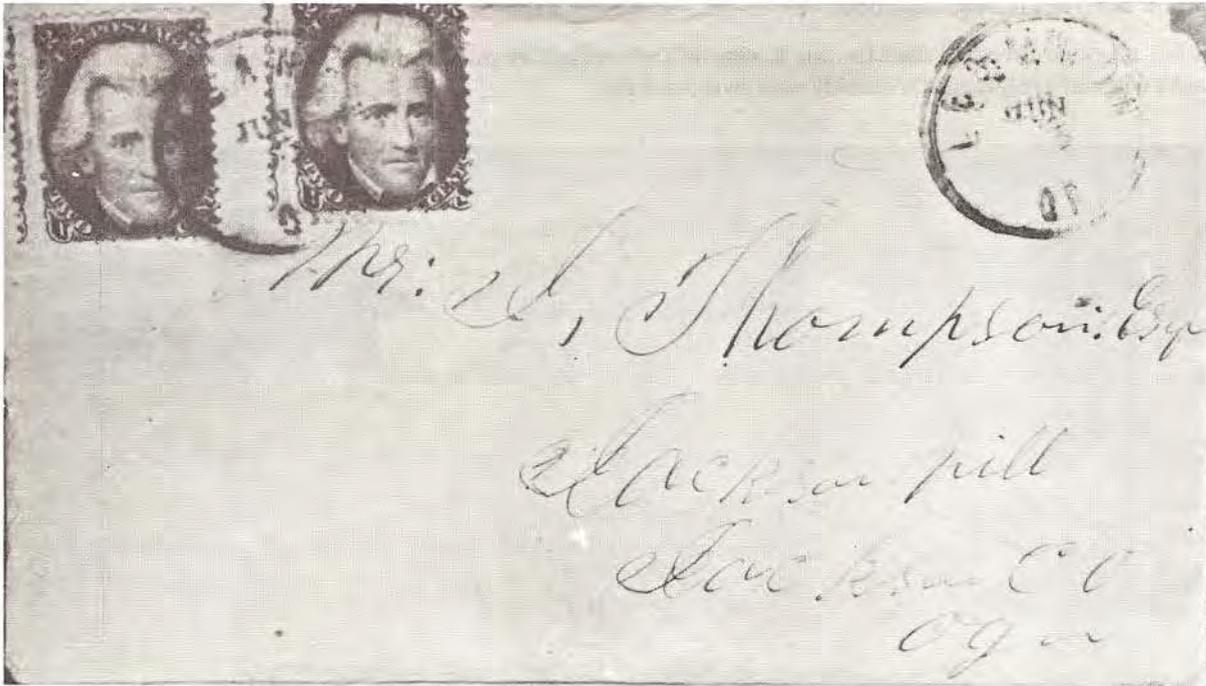


BLACKJACKS WEST (Continued)

Lebanon, Oregon to Jackson Mill, Jackson County, Oregon.

Dated Jun 5, NYD in the CDS. Two Black Jacks without grill, apparently originally a vertical pair, frank this letter with the usual 1¢ overpayment.

Oregon became a State on Feb. 14, 1859, so there are no Black Jack Territorials. But even early Statehood covers are not common, and are avidly acquired by specialists.



BLACK JACKS WEST (Continued)

Walla Walla, W. T., to Jacksonville, Oregon.

There are two blurred strikes of the CDS on this cover, one struck so badly that it cannot be read. The better of the two strikes has the date Mar 13, no year.

This is a quiet sort of Patriotic Cover, as the back has blue and red edges to the envelope folds. The white of the paper provides the balance of the "Red, White and Blue."

Washington became a State on Nov. 11, 1889.



AUCTION ACTION

By Robert Lewenthal

This report will list excerpts from auctions taking place during the last six months. Sales included are by Al Zimmerman, (Z) Richard Wolfers (W), Robert Siegel (S) and my last auction at Westpex 1976 (L).

Prices for nice covers continue to be very strong. Many record realizations were noted, especially in rare Express covers and Territorials.

CALIFORNIA TOWN CANCELS

Columbia, Cal. Dec. 12/52. Clear straight line pmk with date in ms. Bold '10' on folded letter to Maine. Attractive & scarce.	S \$	190.00
Maine Prairie, Cal. Nov. 20, '63. Neat ms. pmk. 3¢ 1861 pen canc. Choice Solano Co. cover.	S	45.00
Marysville, Cal. 10. Bold strike in blue on illustrated "Mining Scene" cover. Bit aged. Ex Knapp.	S	290.00
Goodyears Bar Cal. and PAID 10. Both in red on defective "Miners Coat of Arms" cover. Very scarce.	Z	67.50
Mokelumne hill, Aug. 3, Cal. and PAID 10. V.F. strikes on stained 1857 cover to Vermont.	Z	85.00
Marysville, Paid By Stamps. Excellent strike. 10¢ (35) tied by blue star to hand colored Four Horse Stagecoach cover "Overland Via Los Angeles". Extremely Fine.	S	1950.00
Marysville, Cal. Bold strike. 10¢ (35) tied by blue grid on Six Horse Stagecoach cover "Overland Via Los Angeles" Randall & Co. imprint. V.F.	S	900.00
Moons Ranch, Cal. Oct. 20, (1853). Neat ms. mpk. Pair 3¢ (11) defective, pen canc. Interesting letter encl.	S	80.00
Parks Bar, Cal. Feb 12. Clear ms. pmk. PAID6 on cover to N.J. Bit worn. Fine	S	67.50
San Francisco, 1 July, 40. Bold, perfect strike on 1850 folded cover to Boston. Extremely Fine.	S	62.50
Strawberry Valley, Cal. Light strike in red on Six Horse Stagecoach cover "From San Francisco, Via Los Angeles." Defective 10¢ 1861, possibly not original, canc. grid.	S	145.00
Yreka, Cal., Nov. 30, 1857. Bold strike on U16. Handstamped "Bison" at top. Ex Meroni. V.F.	S	72.50
Alviso, Cal. 1859. Neat ms. pmk. 10¢ (35) pen canc. Ms. "Via Overland Mail Pencil notation on back "Earliest known." F./V.F.	L	65.00
Campo Seco. Bold strike in 34mm blue circle ties 10¢ 1855 (14) to cover to N.Y. Corner card of Wells, Fargo & Co., New York, California & European Express & Banking Co. F./V.F.	L	135.00
Forest City. Perfect strike in 38mm circle with ms. date on 6¢ Nesbitt (U13) to Maine. PAID and ms. 4¢ in 23 & 35mm. D/L oval. Most attractive. Bit worn.	L	120.00
Hamilton P.O. Sep. 25, 1851 and PAID6. All in ms. on buff cover to Ill. Interesting letter encl. F./V.F.	L	75.00
Oregon House, Nov. 3. Neat ms. pmk. on U16 to Mass. Early use. Fine.	L	70.00
Ottitewa, Dec 24, '56. Neat ms. pmk. on U10. Very scarce. V.F.	L	90.00
Pea Vine, Apr. 28. Neat ms. pmk. on U16 to Maine. Somewhat worn. Fine app.	L	90.00
San Francisco, Apr. 12, 1859. Perfect strike in 33mm circle. DROP 1ct. in 21mm. circle on local cover. Extremely Fine.	L	95.00
San Francisco, Cal., 15 Jul. (1852) Excellent strike in 34 mm. circle ties 12¢ (17) to folded lettersheet to Boston. Attractive and V.F.	L	165.00
Western, Cal., Oct 29, '54, PAID6. All in ms. on buff cover to N.Y. State. Rare. P.O. in less than two years. F./V.F.	L	72.50
Bulliona 1871. Neat ms. pmk. 3¢ (147) pen canc. Very scarce. F./V.F.	L	80.00
Georgetown, Cal. Mar 18, 1861. Perfect bold strike ties 10¢ Star Die (U33). Bold ms. "Reg. No. 16" at upper left. Fine	L	110.00
Sacramento 1866. Excellent bold strike in D/2 circle. 2¢ Black Jack (73) canc. bold Shield on local legal size drop letter. Fine	L	60.00

AUCTION ACTION (Continued)

Willow Ranch, Colo. 1871. Red ms. pmk. ties 3¢ (147). Rare early Siskiyou Co. use. Ex Baughman. V.F.	L	70.00
Clarks Station, Oct. 25, 1881. Neat ms. pmk. 3¢ green pen cancel. nice Yo. Semite Valley Hotel corner card. V.F.	L	105.00

TOWN AND COUNTY POSTMARKS

Bennettville, Mono County, Cal. Tioga Mining District, 1884. Perfect bold strike ties 2¢ (210). Attractive & V.F.	L	60.00
Camptonville, Yuba Co., Cal. Clear strike in blue. V.F.	Z	50.00
Donner, Placer Co., Cal. Clear strike in purple with matching star in circle killer. V.F.	Z	50.00
Duncan's Mills, Sonoma Co., Cal. 1882. Clear strike. 5¢ (205) tied to cover to Switzerland. Fine.	Z	50.00
Gold Run, Placer Co., Cal. 1887. Bold strike in blue. 2¢ (210) tied. V.F.	Z	60.00
Sturgeon, Merced Co., Cal. 1889. Perfect strike in cogged triple circle. 2¢ (213) tied. V.F.	L	55.00
Atlanta, Alturas Co., Idaho 1889. Perfect strike in D/L circle. 2¢ (213) tied by negative star in circle. F./V.F.	L	60.00
Placerville, Idaho, Boise County 1889. Perfect strike in D/L circle. 10¢ (209) tied on U311. V.F.	L	72.50
Stillwater, Nev., Jas. W. Richards, P.M. 1889. Perfect strike in D/L circle. 2¢ (213) tied by solid star in circle. V.F.	L	37.50
Unionville, Humboldt County, Nevada, April 1, 1889, 2 o'clock P.M. Excellent strike in four magenta straight lines. 2¢ (213) not tied. V.F.	L	80.00
Washoe City, Washoe Co., Nev. 1889. Perfect strike in D/L circle. 2¢ (213) cancel. bold matching hollow star in circle. V.F.	L	62.50
Palouse, Whitman Co., Washington Territory, Mar. 22, 1880. Excellent strike in D/L circle on U163, cancel. by maltese cross. F./V.F.	L	90.00

EXPRESS COVERS

The Pony Express

The Central Overland, California & Pikes Peak Express Co., St. Joseph, Mo. Dec. 25. Perfect strike in green oval. 3¢ (26) tied blue Frederick, Md., Dec. 17, 1860. Sealed tear, part of flap off, still Fine.	S	675.00
The Central Overland, California & Pikes Peak Express Co., St. Joseph, Mo. Nov. 7. Bold, slightly blurred oval. Addressed to 'Central City, Col. Endorsed "Stage Business." Ex Chase, Knapp. V.F.	S	600.00
Pony Express, Sacramento, Feb. 3. Perfect strike in bold blue oval on stampless cover to Washington, D.. Green St. Joseph, Mo. Feb. 22, 1861 pmk. "Due 3" in pencil. Wonderfully Fine.	S	3000.00
W.F. & Co. Pony Express, \$1. red (143L1) Three large margins, clear at top. Tied by "San Francisco Running Pony." Green St. Joseph, Mo. pmk on 10¢ (U15). Unlisted thus. Cover bit wrinkled, still V.F.	S	5000.00
Pony Express. 10¢ (U16) cancel. 42x29mm. oval "California Pony Express, New York, Apr. 6" and blue green "Central Overland, California & Pikes Peak Express Co., St. Joseph, Mo., Apr. 14". Addressed to S.F. Both strikes Fine, cover V.F.	L	750.00

WESTERN EXPRESS COMPANIES

Brown's Express: "Forwarded by Brown's Express. Excellent strike in 34x19mm. blue oval. \$1 in blue (Express fee) on cover to Stockton, Cal. Pmkd. red Boston 25 Jul., 6 cts. and red PAID Ex Jessup. V.F.	L	750.00
Hinckley & Co.'s Express. Thorp type 1 frank on 3¢ star die (U27) to Minn. Tied by D/L circle St. Joseph, Mo. Good strike of Hinckley & Co.'s Express, Denver City. Very interesting mining letter headed Glenora City encl. Neatly restored at top. V.F. app.	L	450.00

AUCTION ACTION (Continued)

Langton's Pioneer Express. Type 4 frank on U9 to S.F. Bold blue Timbuctoo Co. oval and W.F. Marysville. Bit worn lower right.	L	135.00
Tracy & Co. Oregon Express. Ribbon type frank on 3¢ star die (U26). Excellent bold black oval "Tracy & Co's. Express, Ft. Vancouver" and blue W.F. Portland on cover to S.F. V.F.	L	1300.00
Tracy & Co.'s Express. Fancy rectangular frank on U9, canc. clear oval "Tracy & Co's. Express, Dalles" to Salem, Or. Ex Jessup. F./VF.	L	625.00
Greenhood & Newbauer Northern Express. 3¢ (U10) canc. clear Weaverville Co. oval to S.F. Small repair, otherwise V.F.	S	67.50
Hopkinson's Express. Ornamented printed rectangle on U58 to Nevada City. Docketed 1866. Uncancelled V.F.	S	135.00

WELLS, FARGO & CO.

W.F. Hamilton, Nev. Bold blue ovals on U58, U82. Two V.F. covers.	S	45.00
W.F. Carson City. "Paid 25 cts." below frank on U35 to S.F. Probable "Pony" use. V.F.	S	240.00
W.F. Steamboat (L2-7) Clear strike on U10. Fine	S	160.00
W.F. Steamboat (L2-5) Clear strike on U10 with "Woodblock" frank. V.F.	S	400.00
W.F. Yuma, A.T. (L10-18, unl.) Perfect strike on U311. V.F.	L	425.00
W.F. Placerville. Straight Line handstamp on UU9 to Coloma. V.F.	L	110.00
W.F. Carson City (L11-9) Fine strike on Thorp 0-3 franked "Paid 25 cts" U 35 to S.F. Probable "Pony" use. Ex Hansen, Barkhausen. V.F.	L	285.00
W.F. Cobre (Nev.). (L11-9, unl.) Legible to good strike on U58. F./V.F.	L	115.00
W.F. Crystal Peak (L11-9). Fine strike on U59. V.F.	L	125.00
W.F. Starr City, N.T. (L12-3). Clear strike on U35. Dated Oct. 30, 1864, (last day as Territory). F./V.F.	L	90.00
W.F. Tybo, Nev. (L12-3). Good strike on U163. V.F.	L	80.00
W.F. Washoe City, N. (L12-3, unl.) Excellent strike on U59. F./V.F.	L	100.00
W.F. Silver City, Utah (L4-1) Excellent strike on U27. Bit trimmed at L. V.F.	L	170.00

TERRITORIALS

Camp Thomas, A.T. 1880. Nice strike in D/L circle. 3¢ green tied. Fine	S	47.50
McDowell, A.T. Ms.-pmk. 3¢ green pen canc. Closed tear. Fine app.	Z	55.00
Agua Fria Valley. A.T. June 30, '77. Neat ms. pmk on U163. Not listed by Dike. Bit soiled, opened at sides. Fine.	L	150.00
Aultman A.T. 3-31-89 (Dike 1). Neat ms. pmk. on U227. Later than listed by Dike. V.F.	L	220.00
Central, Ariz. 1889. Excellent strike on registered cover. Town not listed by Dike. F./V.F.	L	425.00
Noonville, Feb 9, 1889 (Dike 1). Excellent strike ties strip of five 2¢ (213) on registered U312. P.O. in less than two years. Earlier than listed by Dike. F./V.F.	L	525.00
Peach Springs 1889 (Dike 1). Excellent bold strike. 2¢ (213) canc. matching target. F./V.F.	L	325.00

KANSAS

(From the Harrie S. Mueller Estate)

Aurauria, k.T., Jul 25, 1859. Good strike in two straight lines on U10. Right edge expertly restored. Extremely Fine appearance.	L	850.00
Cant. Leavenworth, 14th Oct. (1837) and 18¾. All in ms. on folded letter to St. Louis. Interesting contents by Steven W. Kearney. F./V.F.	L	1050.00
Coraville, K.T. Jun 17 (1859). Fine strike in two straight lines. Strip of three 1¢ 1857 (24), ea. canc. by the straight line pmk. with the middle stamp tied. Rare and V.F.	L	1650.00
Denver City, Feb. 11, 1861, K.T. Excellent bold "Tombstone" cancel. 3¢ (26) tied by unframed grid. Small repair at top. Ex. Chase. V.F. app.	L	1100.00

AUCTION ACTION (Continued)

Doniphan, Apr. 23, K.T. Excellent, bold "Tombstone" type cancel. 3¢(11) pen canc. Slightly trimmed at left. F./V.F.	L	700.00
Fort Dodge, Kansas, 1867. Fine strike ties 3¢ 1861 to clean cover to Mass. Nice letter encl. Early use. V.F.	L	105.00
Fort Leavenworth, Mo. Dec. 19 (1839). Perfect bold strike. Ms. "25" on folded letter written and signed by Steven W. Kearney. V.F.	L	250.00
Fort Scott, July 10, 1847 and 10. All in blue ms. on cover to Mo. Earliest known in blue. Rare & V.F.	L	625.00
Gardner, K.T. Neat ms. pmk. ties 3¢(26). Tiny Tear at tp. F./V.F.	L	425.00
Hamilton, K.T., Feb. 7. Perfect strike PAID in rounded rectangle on small neat cover to Golden City. V.F.	L	210.00
Lawrence, K.T. Jul. 21 (1858). Bold strike as forwarding cancel on cover originating at Sacramento City, Cal. to J.W. Denver, Washington, D.C. Forwarded to Lawrence, then to Lecompton, K.T. Straight line "Forwarded" and ms. "10 + 3" totalled to 13 plus "FORD. 3" totalled to Due 16cts. Burn hole at top, otherwise F./V.F.	L	200.00
Lecompton, K.T. Jan 23 (1858). Good strike ties 3¢ (26) to clean cover to "J.W. Denver, Actng. Gov. Kansas Ter." Illustrated in Ashbrook, Vol. 2., Pg. 319. V.F.	L	160.00
Manhattan, K.T. Sep. 29. Perfect strike in 37mm circle. 3¢(11) tied. Ex Chase. Very early use. V.F.	L	170.00
Mapleton K.T. Neat ms. pmk. 3¢(11) pen canc. on V.F. cover to Vermont.	L	145.00
Marion, K.T. 1859. Neat ms. pmk. 3¢(25) pen canc. Notation by Chase on back, "Only recorded postmark. Bit trimmed at left. V.F.	L	375.00
Missouri City, K.T. 1860. neat ms. pmk. on U10. P.O. in less than one year. Interesting letter encl. Ex Mason. V.F.	L	290.00
Ozarkie, K.T. Good strike in 37mm circle ties 3¢(26) to small cover to Indiana. F./V.F.	L	240.00
Quindaro, K.T. Excellent strike ties 3¢(26). Back of cover has long printed description of Quindaro. Ex Chase. Stain at left, otherwise V.F.	L	160.00
Stanton, K.T. Bold strike in 23x44mm. truncated rectangle on U10 to Ohio. Ex Chase. V.F.	L	575.00
Wyandcott C.H., K.T. Neat ms. pmk. ties 3¢(11). Early use. F./V.F.	L	100.00
Weeping Water, Neb. Ter. 1866. Neat ms. pmk. 3¢ (65) pen canc. V.F.	L	140.00

NEVADA

Carson City, Nev. T. 1863. Perfect strike in blue D/L circle on U35. Bit trimmed at right. F./V.F.	L	80.00
Fairlawn, Nev. 1889. Fine strike in purple D/L circle. 2¢(213) canc. matching target. V.F.	L	42.50
Franktown 1889. Excellent five line strike inside fancy shield. 2¢(213) tied. Most attractive. F./V.F.	L	160.00
North's Ranch, 2-12-89. Neat ms. pmk. on registered cover. 10¢(209) and two 1¢(212) pen canc. F./V.F.	L	65.00
Silver City, N.T. 1862. Excellent strike in blue with ms. date. 3¢ 1861, torn before use, tied by blue grid. V.F.	L	90.00
Astoria, Orgn. jun 24. Perfect strike in 33mm. circle Ms. "PAID 40" on 1851 lettersheet. F./V.F.	L	290.00
Astoria, Orgn. Oct 24. Good strike on cover to Conn. Ms. "Way 11". Closed tear at left, bit soiled. Fine.	L	325.00
Oregon City, O.T., Nov. 20, 40. All in ms. on cover to Postmaster at Fairhaven, Mass. Originally marked "Free", but crossed out and bold ms. "40" inserted. F./V.F.	L	250.00
Camp Floyd, U.T. Apr 28, (185). Excellent strike in black rimless circle ties 3¢(26) to cover to N.y. Bit soiled, otherwise V.F.	L	575.00

