

WESTERN EXPRESS

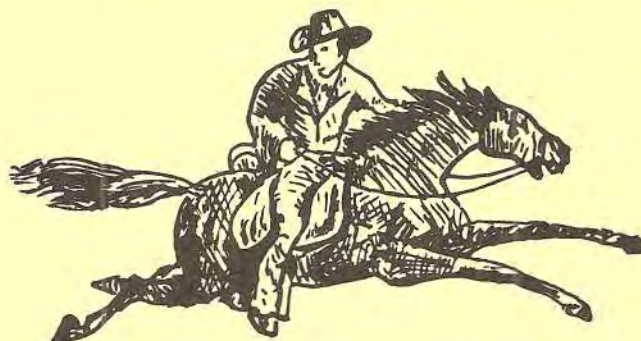
RESEARCH JOURNAL OF EARLY WESTERN MAILS

VOLUME XXVII, NO. 1

Western Cover Society
Unit No. 14 - American Philatelic Society

JANUARY, 1977

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

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Advertising rates, per issue: \$35.00, full page; \$17.50, half page; \$10.00 quarter page.

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

EDITOR'S ARENA

WINNERS At MIDAPHIL, held in Kansas City in September Thomas Alexander received the Reserve Grand Award for his Confederate Covers of Missouri and David Beals III's Western Military Postal History brought him a Gold as did William Bauer's "Otsego County Postal History".

At BALPEX, Paul Wolfe received the Vermeil award for "Domestic Usage of the Black Jack", while up in British Columbia (ROYPEX) his "Spanish American Patriotic Covers with Stamps of the Trans-Mississippi issue" carried off the Grand Award, and a gold for Joseph M. Clary's "Poland Postal History" at SESCAL.

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BLACK JACKS WEST

by Paul J. Wolf

Through the courtesy and cooperation of Mr. Herman Herst, Jr., and Mr. Robert Lewenthal, we are enabled to present two extremely interesting Kansas covers from the Harrie S. Mueller Collection.

First is a cover from Manhattan, Kansas, franked with a 1¢ 1867, F Grill, and a Black Jack not grilled, to make the 3¢ First Class rate. A very fine corner card distinguishes this cover, and in addition there is an impressed, colorless seal of the Kansas State University. The Kansas Natural History Society of Topeka furnished the envelope, but it was mailed from the College at Manhattan, Kansas, to Yale University.

There is no year date in the CDS, nor any docketing, but the presence of the grilled 1¢ stamp makes the year of use, in all probability, 1868.

Kansas Black Jack covers are very much on the scarce side. The most difficult states to acquire are probably Kansas, Nebraska and Delaware, in that order of scarcity, Delaware being the scarcest. This writer possesses examples of Black Jack covers from all 37 States, (36 in 1863, Nebraska made it 37 in 1867) including two Kansas covers, but neither of his have such resirable corner cards as are seen here. However, things being as they are, ANY Kansas Black Jack cover is highly desirable!



A drop letter in Sacramento, with the corner card of the Adjutant General's Office, State of California, Official.

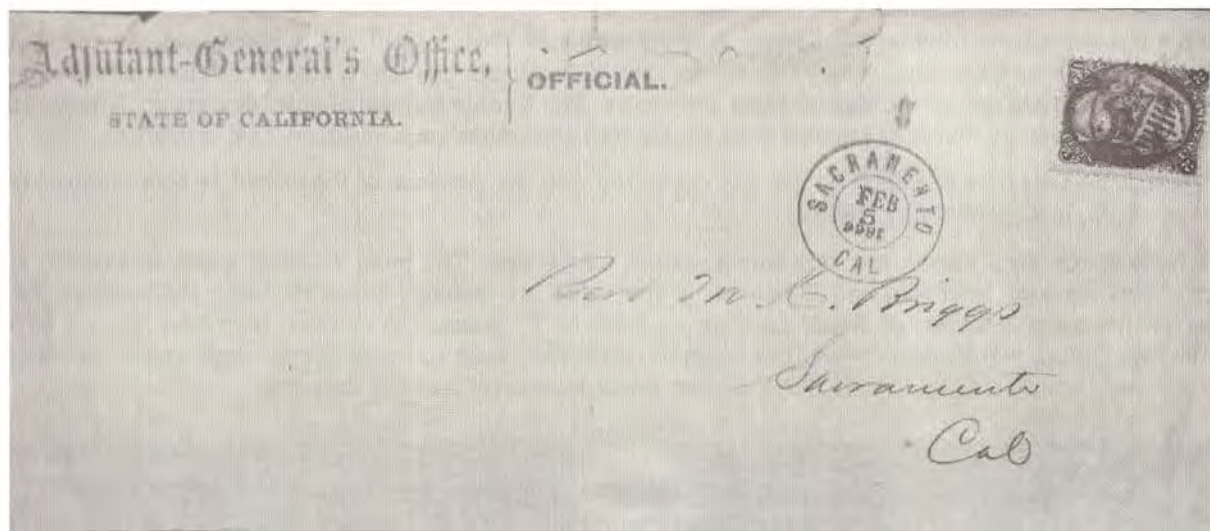
Postmarked Sacramento, Feb 5, 1866 (the year date inverted in the handstamp) and the single Black Jack cancelled with the Sacramento Shield, not tying the stamp, but a lovely socked- on- the nose strike!

Unhappily, this #10 size cover has been opened carelessly, so that it presents a very poor appearance. As the saying goes, it is a dog, but unquestionably it is a very rare dog!

This cover now reposes in the collection of the leading Black Jack collector, and this writer will be much interested to see how it will be displayed, given it's poor condition.

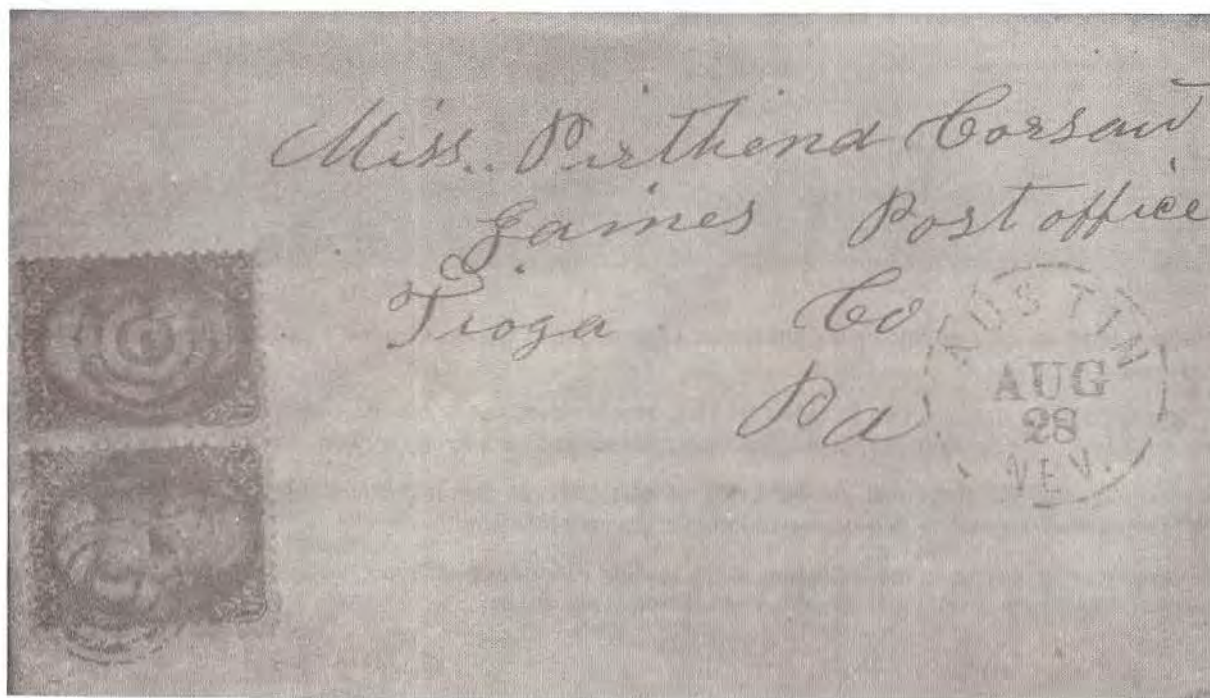
BLACK JACKS WEST (Continued)

This, too, appears through the courtesy and cooperation of Mr. Robert Lewenthal, which the writer is very happy to acknowledge.



Austin, Nevada to Pennsylvania. The pair of Black Jacks is neatly tied by target cancels and the Austin CDS, with the date Aug. 28, has no year date. Austin, nowadays, is a county seat, about 150 miles due East of Reno. This, of course, is the usual convenience overfranking.

According to Leonard A. Persson, this CDS, with broken rim, is early, and could be either from late in the Territorial period (Nevada became a State on Oct. 31, 1864) or early in the Statehood era. Since the year date is not given, and there are no contents, it is not very likely that we'll ever know. About the only chance would be if another cover from the same correspondence turned up, complete with contents. Then we might be able to come up with an answer.



CONTENTS OF A LETTER

From the Collection of
Thomas P. Sargent

While the letter for the Agent of the N.Y. Associated Press, addressed to the nearest Telegraph Office to Springfield, Missouri, bears no postmark, the stamp, and ship references in the letter itself offer their respective clues as to the period. (For instance the *Napier* arrived in San Francisco February 19, 1859 after a 119-day voyage from New York. And the *Powattan*, which sailed from Yokohama in February, arrived in San Francisco March 29, 1860). The "nearest telegraph office" seems to be Mullag's Station, as per the manuscript addition on the face of the envelope.



San Francisco Feb. 20

"Arrived since overland mail of the 17th — *Sumatra*, New York, *Napier*, do. Sailed 19th bark *Onward*, Japan

Trade closed moderate on Saturday. The speculative movement in Sugars had abated, and 13¢ for crushed was about a full figure. Provisions firmer, with upward tendency for bacon and Lard. Candles 20¢. Butter, dull, Money, plenty, and receipts for interior satisfactory.

The steamers *Golden Age* and *Champion* sailed at 9 this morning. The former took 283 passengers and \$1,260,000 treasure — the latter 279 passengers and \$210,000 treasure. Orders have been received at the Mare Island Navy Yard to have the Dry Dock ready for the U.S. Steamship *Powattan* which is expected from Japan, and will need repairs before sailing for Panama. The Japanese Embassy was expected to leave in February by the *Powattan* en route for Washington.

Over \$2,300 have been raised by the Jews of California, and shipped by today's steamer, for the relief of the Hebrews who were driven out of Morocco on account of the war with Spain.

A duel is anticipated at Yreka, between W.L. Fair and F. Granahl, growing out of a question of veracity raised during the trial of a case in court.

CONTENTS OF A LETTER (Continued)

The Napa *Reporter* says that 800 men have secured claims in the new quicksilver mines of the Geyser Mountains.

The Legislature has not been in session since Friday. A Committee has been sent to Mendocino county to investigate all the facts concerning the late Indian War in that region. A Legislative Committee is now in San Francisco inquiring into the expediency of making this the permanent seat of Government.

Accounts from Carson Valley state that the weather had moderated, and but a few inches of snow remained. The large companies at Virginia had commenced operations again and would soon begin the transportation of silver ore to San Francisco. A ditch company has been formed to turn the waters of Clear creek and several mountain streams in the placer gold diggings of the Carson City district — requiring the construction of a canal 35 miles long.

At Honey Lake, the excitement about silver mines continued. But there were apprehensions of Indian difficulties.

Oregon and British Columbia dates are no later than dispatched by telegraph to overtake the last overland mail."



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POSTAL HISTORY OF THE COLORADO SAN JUAN

Chapter V, Ouray County

Part Two

by Ray L. Newburn, Jr.

Photography by James Young

DALLAS

Established Feb. 11, 1884

Discontinued Oct. 31, 1899

Dallas was located largely along the east bank of the Uncompahgre River near its junction with Dallas Creek. The main business section extended for about ¼ mile south from that junction, and most houses were in the same area, although some were to the north and a few even on the west bank, which was included in the city limits. David Wood's ranch bordered the town on the south.³⁰ The town, at an elevation of 6900 feet, was actually ¼ mile north of the spot labeled Dallas on the modern Dallas Quadrangle (1963).

Prospectors set up tents at the junction of Dallas Creek and the Uncompahgre River in the spring of 1879 to mine the placer bars, calling the area Gold City. As the bars petered out that summer, they moved on to the new strikes at Rico. The spot was a natural division point for the roads to Ouray and to the San Miguel area, however, and a permanent settlement was begun in 1880 by one George W. Cobb.²⁸ As noted in the introduction to this chapter, Dallas is also in the middle of some good farming and ranching country, and such activity continues to this day.

The town is said to have been named for George M. Dallas, vice-president under James K. Polk.^{20,30} The creek was called Dallas Fork on Williams map of 1877, however, long before the town existed.²⁶ The first post office in the immediate area was called Lawrence (see same), perhaps located on Dave Wood's ranch, while the town was called Dallas City by many.^{20,26}

In a sense David Wood made Dallas and destroyed it. A pioneer freighter on the western slope, Wood was operating a huge business out of Gunnison in 1881. He had 500 head of horses, oxen, and mules and handled as much as 250 tons of freight in one day.¹¹⁵ As the railroad moved in and through, reaching Montrose in 1882, Wood centered his operation further west in Dallas, where the important routes of his San Juan Stage Lines ran to Silverton, to Telluride, and to Montrose.^{107,30} Wood's home was there on his 200 acre Dallas ranch.³⁰ Even after the railroad reached Dallas in 1887, little changed. When Otto Mears began surveying for the Rio Grande Southern Railroad late in 1889 he planned to connect with the D&RGW at Dallas, but Wood owned part of the land needed and pretended disinterest in selling. The railroad just moved 2.7 miles south and started a new town (Ridgway), and Dallas began to die.¹¹⁶ Dallas, which had a population of 541 in 1890¹¹⁶, was down to 50 in 1900,⁵² and was receiving its mail from Ridgway.

Much of Dallas burned in a great fire on Sept. 10, 1888, but everything was rebuilt rapidly. Note that a manuscript cancellation was in use for a brief period after the fire. In the early 90's fire wiped out the main business street again, and this time it was never rebuilt.³⁰

Dallas always received its mail daily via the Montrose to Ouray run, by rail after the Ouray branch line reached Dallas in the Fall of 1887.^{70,71,72,117} It never served as the origin for routes further west, however, these coming from Montrose, Ouray, or (after completion of the RGS) Ridgway.

DALLAS, COLO. (2½-) 1885/11/24 (See Fig. 35)

CI:P,2*,1:280:180:T;M,D,Y;S:G;G: circular grid

*The apparent double outer circle *may* only be an underinked heavy single circle.

DALLAS XXXX (3½-) 1887/05/06

CI:P,1,0:265:T;M,D,Y;S:G;R:

Dallas, Colo ms. 1888/11/06

DALLAS COLO. (3) 1888/12/06 - 1890/06/12

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

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 2 (Continued)



Figure 35

With the earliest postmark reported from Dallas, this envelope is part of the David Wood correspondence, as are most of the known Dallas covers (see text).



DALLAS DIVIDE

Established Mar. 24, 1894

Discontinued July 23, 1909

Dallas Divide was simply a station on the Rio Grande Southern Railroad located exactly on the divide between the watersheds of the Uncompahgre and San Miguel Rivers. It had two passing tracks, a wye, stockyards, and a section house, and it served as a shipping point for stock sent to and from its summer range in the mountains. Located at an elevation of 8960 feet (Sams Quadrangle, 1967), Dallas Divide was in an area offering a significant snow removal problem to the railroad.¹¹⁶

Exactly on the divide between Dallas Creek and Leopard Creek, the pass has been called both Dallas Divide and Leopard Creek Divide, but the town took its name from the much more common Dallas Divide, which name prevails to this day for the pass. The biggest question is what county to include the town under. The post office records say San Miguel, Ouray, and San Miguel again. Did the p.o. change buildings back and forth across the county line? Two topographic maps (Sams 1967 and Montrose 1911) seem to show a preference for the Ouray County side for the town, so it is included here, but the post office certainly considered it to be in San Miguel County part of the time. The town had a 1900 population of 21.⁹²

Mail came in via the railroad from Ridgway. Only one postmark has been reported.

DALLAS DIVIDE COLO. (3) 1900/03/21 (See Fig. 36)

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

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 2 (Continued)



Figure 36

At the time Mrs. Washburn wrote this letter the Dallas Divide post office must have been in San Miguel County, but at other times it was in Ouray County (see text).



DALLASVILLE

Established Dec. 21, 1877

Discontinued July 9, 1879

Dallasville is shown on the Postal Route Map of March 1881 as a discontinued office a short distance south-southeast of Aurora. It is shown on the east side of the same stream (the only stream mapped in that area) that passes by Aurora.¹⁴ The map in Crofutt's 1885 edition shows Dallasville on the west side of the East Fork (which *is* on the east side of the West Fork, after all!).³⁷ In any event Dallasville is not an unlikely name for a town that was built along one fork of Dallas Creek (or Dallas Fork as it was then called on some maps). It seems possible that all or part of the town may have been moved northwest to a new site late in 1879 to become Aurora (see same).

Dallasville was served by a mail route from Ouray through Dallasville and Alder Creek to San Miguel, the latter two towns in modern San Miguel County. This route was quite independent of that from Ouray to Placerville and on into Utah, which ran concurrently.³³

No postmarks have been reported.



THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 2 (Continued)

GABBERT

Established April 22, 1898

Discontinued Oct. 14, 1903

Gabbert was a station on the Denver and Rio Grande Railroad immediately northeast of the confluence of Cow Creek with the Uncompahgre River at an elevation of 6625 feet (118; Colona Quadrangle, 1963). It had a population of 22 in 1900.¹¹⁸ Mail came via the railroad.¹¹⁹

No covers have been reported from Gabbert.



Established Jan. 26, 1892

Discontinued Nov. 16, 1898

On August 14, 1881 John Robinson and three companions, Andrew Meldrum, Gust Lang, and A. Dietlaff made the initial discovery in the Guston area which resulted in their staking the famous Yankee Girl, Guston, Robinson and Orphan Boy claims.^{66, 69, 120} These mines being located in terrain rather more vertical than horizontal, supporting business grew up a mile south in Red Mountain Town and a mile and a half north in Ironton.

Over the years many homes were built in the immediate vicinity of the Guston and Yankee Girl Mines, however, and by 1890 the permanent population of Guston was 332.¹²¹ High on the west side of Red Mountain No. 2, 200 feet above Red Mountain Creek and astride Champion Gulch at an elevation of 10,600 feet, Guston continued to grow (Silverton Quadrangle, 1902; Ironton Quadrangle, 1955) and finally got a post office of its own, in spite of those nearby in Ironton and Red Mountain. The post office name was taken from the nearby Guston Mine.⁹⁰ Bauer suggests the mine may have taken its name from the discoverer *Gust* Lang.

Although Mears completed his toll road into the area from Ouray in 1883 and from Silverton in 1884, the real boom began with the arrival of the Silverton Railroad, which reached Guston in October 1888.⁴⁰ With news that the railroad was under construction, an English syndicate bought the Guston in 1887 and began its systematic development in the next year.¹²¹ In 1891 a rather famous little Congregational Church was built, which used a mine whistle rather than a bell to call its flock to worship!⁴⁹ That year the summer population purportedly reached 1000.¹²¹

Demonitization of silver in 1893, exhaustion of the richest ore, and an abundance of very acid water all caused problems as the mines went deeper. In 1897 the Yankee Girl and the Guston both closed, and as the population dropped, Guston soon lost its post office. The Silverton Railroad stopped running beyond Red Mountain from late 1897 until June 1898, and rails were pulled in some places beyond Guston.¹²¹ In 1904 work began on the Joker Tunnel to drain the Guston area mines, the work being completed successfully in 1907. The tunnel builders rebuilt the railway as far as Ironton in 1907. By 1912 the railway again was running only to Red Mountain, however, and, work at Guston had apparently ceased once again.¹²¹

A mine of greater long term significance was the Treasury Tunnel Mine which began working westward across Red Mountain Creek from Guston proper in about 1898. This mine still operates today as the Idarado and rather indirectly connects clear through to the Telluride side of the mountain.^{30, 121}

Mail service to Guston was via a route from Silverton to Ouray, and although the Silverton Railroad was operational during the entire existence of the Guston post office (except during the severe winter season), there is no indication that it ever carried the mail.^{72, 117} Even more surprising, only one postmark has been reported from Guston.

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 2 (Continued)

GUSTON COLO. (3) 1896/12/14 (See Fig. 37)

CI:P,1,0:275:T;M,D,Y;S;G;R: target

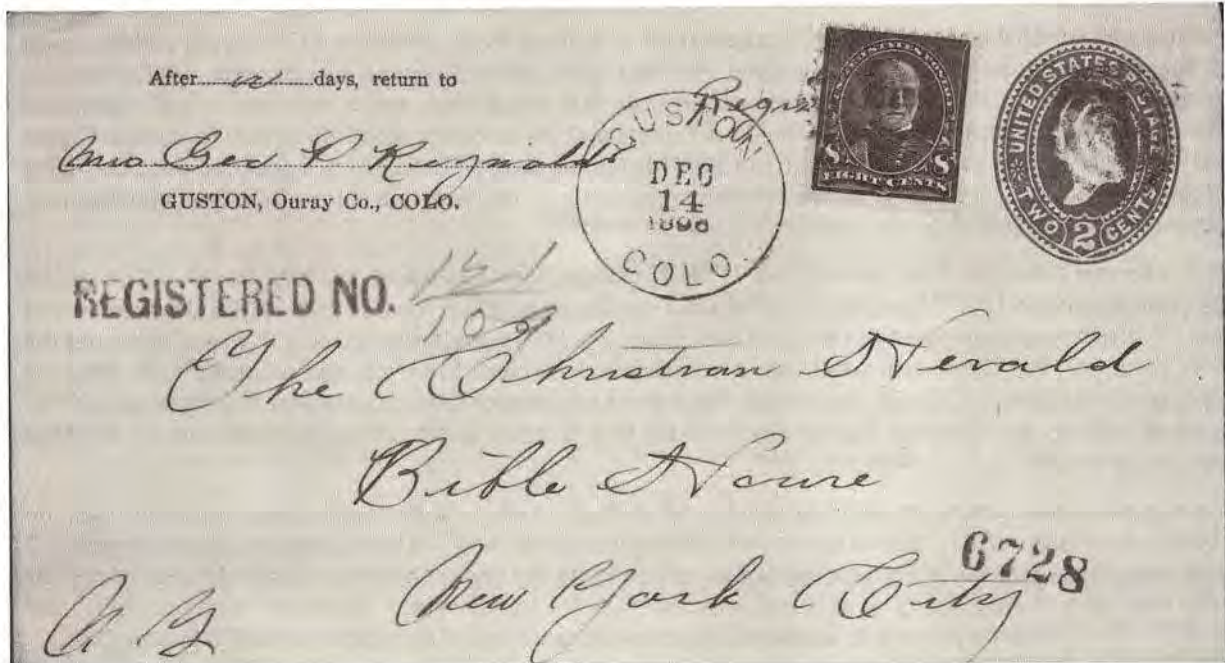


Figure 37

This lovely registered cover from Guston is the only one yet reported, and it comes from the period after silver demonitization and mining problems had caused a big decline in activity in the area.



HOT SPRINGS

Established May 4, 1877

Discontinued Aug. 28, 1879

Hot Springs post office was located at the hot springs on the east side of the Uncompahgre River just above the modern town of Ridgway at an elevation of 7080 feet and actually on Ute land (in the strip). On modern maps it is sometimes labeled Orvis Hot Spring (32;33aMontrose Quadrangle, 1911; Dallas Quadrangle, 1963). Indian tradition says the springs were once a geyser.²⁸ During the late 1870s they provided hot baths for both Indians and "tourists", a very popular stopping place.³²

And so, briefly, there was a Hot Springs post office on the main daily-except-Sunday mail route from Bar-num and points east to Ouray (see Chapter II). In fact by 1879 the Los Pinos Agency was served by a separate route out of Ouray (which also stopped at Hot Springs) and was no longer the central mail collection point for Ouray County, this having been assumed by Ouray.³³ No postmarks have been reported from Hot Springs.

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 2 (Continued)

IRONTON

Established May 2, 1883
 Reestablished Jan. 18, 1894

Discontinued Apr. 11, 1893
 Discontinued Aug. 7, 1920

Ironton was established in the upper (southern) end of Ironton Park, elevation 9775 feet, as a direct result of the Red Mountain District discoveries in 1881 and 1882 (Silverton Quadrangle, 1902; Ironton Quadrangle, 1955). Although the richest mines were 800 feet higher and a mile and a half south (see Guston and Red Mountain), there was a lot of flat ground on the valley floor along Red Mountain Creek, and there grew the most long-lived of the Red Mountain camps. It has been suggested that the name originated from the presence of numerous iron compounds in the area, the color of the Red Mountains in fact originating largely from the presence of iron oxides.¹²²

With a formal town plat filed on March 20, 1884,⁵⁴ Ironton soon had about 125 inhabitants.³⁷ The special 1885 census showed 181.¹⁰⁵ The Silverton Railroad was completed into town in mid-1889 and a \$2500 depot built.¹²¹ A newspaper operated in 1888 and 1889,⁶⁰ and the 1890 population was 322.¹²⁴ From 1889 until the silver panic of 1893 there were two trains daily each way between Silverton and Ironton.¹²¹ By 1900 the population was down to 71, still much better than Red Mountain or Guston, however.⁸⁵ Continued activity on mines such as the Treasury Tunnel (see Guston) kept Ironton going for quite awhile, but by 1910 the population was 48⁴⁴ and by 1940, only 9.¹²²

Brown reports that during prohibition some local residents tried to convince the last postmaster that the recently closed post office "would be a superb place for an illegal still". The suggestion was not accepted.⁶⁶ Mail came to the Ironton office throughout its existence via the regular Silverton to Ouray route (never by rail), the only change being a nominal reversal (Ouray to Silverton) sometime between 1901 and 1905.^{69 75. 117. 119} Ironton postmarks are surprisingly scarce, only five of four types having been reported.

IRONTON, COLO. (3) 1884/04/30 (See Fig. 38)

CI:P,2,0:320,295:T;M,D,Y;S;R;R: square grid

IRONTON, COLO. (3½ +) 1893/06/07

CI:P,1,0:280:T;M,D;S;G;G: cork blob

IRONTON, COLO 1908/01/02

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

IRONTON, COLO. (2½) 1913/02/03 1913/05/13

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



Figure 38

The earliest cover reported from Ironton went to our old friends Hudson and Slaymaker (see Chapter IV). Note the unusual square killer.

THE POSTAL HISTORY OF THE COLORADO SAN JUAN—CHAPTER V, PART 2 (Continued)

Bibliography (cont.)

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(125). Postal Route Map of the State of Colorado, map dated 1877, Photostat from the Library of Congress.

*This book contains the most beautiful and complete set of historical photographs of the railroads, towns, and mines of San Juan and Southern Ouray Counties ever published between one set of covers.



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A GROUP OF WESTERN EXPRESSES

by (the late) A.J. Hertz

STEWART'S STAGE LINE

This line was owned and operated by a man named James Stewart. It was a late line that ran between Prescott and Williams to the Atlantic and Pacific Railroad connections. Stewart had been employed by the California and Arizona Stage Company, and he seemed fully capable of running his own line. He established his office in Prescott, with Wells, Fargo & Co's. Express.

From the weekly *Arizona Miner* of August 25, 1882, we read the following:

“Carrying U.S. Mail and Wells, Fargo & Co's. Express, Prescott to Gillett, Phoenix and Maricopa daily; Prescott to Skull and Peoples Valley, Antelope, Wickenburg, Vulture and Phoenix, tri-weekly. Time to Maricopa — 30 hours; to Phoenix 24 hours. Prescott to Williams and the Atlantic and Pacific Railroads, daily. Upon all these lines the finest Concord coaches, finest horses and experienced drivers. Stages from Maricopa connect at Prescott with daily line of buckboards for Mineral Park, Fort Mojave and Hackberry, and with buckboard line to Cape Verde and points East.

Through tickets can be obtained at the company's office at Prescott for San Francisco as well as the principal Eastern cities. Office with Wells, Fargo & Co. Prescott.

Prescott Aug, 1, 1882

Frank Mador, Agent”



TAYLOR'S EXPRESS

Taylor's Express operated in 1851 and lasted a little more than a year. It covered the area between Sacramento, Marysville, Yuba City, Hamilton City and Shasta. The operator and proprietor was L. M. (or W.) Taylor.

The earliest cover that has come to light, is a 40 cent, Sacramento City, April 17 (1851), sent from Shasta, April 10, by Taylor's Express to Monroe, Green County, Wisconsin. It was carried by the express from Shasta to Sacramento, where it was put in the mail. As far as this writer has learned, there never was a handstamp or frank of this company.

We first hear of this company, by an advertisement in the *Sacramento Union*, June 12, 1851:

“Taylor's Sacramento and Shasta Semi-monthly Express, Leaving Sacramento about the 1st and 15th of every month, via Marysville, Yuba City, Hamilton City and intermediate points, en route for Shasta, connecting with branch express trains for all the north and northwestern mines. All business usually done by expressmen, will be attended to by the undersigned with promptness and dispatch. Particular attention paid to the forwarding of Gold Dust to the Atlantic States through Messrs. Gregory & Co.'s well known and unrivalled express. Also to obtaining letters for miners and others, from San Francisco, Sacramento and Marysville postoffices.

N.B. Letters and packages for Shasta and the northwestern mines may be left at Gregory & Co.'s office, on 2nd St., between J and K.”

Evidently he began earlier than stated above, for on the next day, in the same paper, we have evidence that he was in business on June 9th:

A GROUP OF WESTERN EXPRESSES (Continued)

“. . . from a letter dated June 9th, which we have just received from a friend at Shasta, through Taylor's Express. . . .”

The attraction that Taylor exerted, was the fact that it delivered mail, packages and papers, in the shortest time. From the Sacramento Union:

“Mr. Taylor, express proprietor, who left this city (Sacramento) on Saturday evening last, for Colusa and Shasta City, arrived before 8 o'clock last evening, on his return trip, making the entire journey in six days. The distance is nearly 400 miles.”

This event occurred toward the end of his express in the Spring of 1852, when floods were wrecking bridges, incapacitating ferries and drowning men. That does not seem to have stopped Taylor, for by swimming where he was unable to get a boat, and using fast horses, he carried his mail through.

He kept going through the Fall of 1851, for we note the *Alta California*, Sept. 17, 1851:

“We take the following from the Sacramento Union:
Taylor & Co.'s Express arrived from Shasta but brought no definite intelligence of the election. . . .”

Indians were on the warpath directly in the line of the express but even that did not seem to interfere with that intrepid expressman. From *Alta California*, Feb. 29, 1852:

“The Sacramento Union says (28th): Late and Important from Shasta — Indian Depredations — Thirty Indians Killed. Mr. Taylor of Taylor's Express arrived last night about 9 o'clock in the Captain Sutter, which boat left Colusa, yesterday morning. We are indebted to him for the following news. . . .”

Here again we have the story of an early express, having a nebulous beginning, a spirited life (although a short one), and a clouded ending. These one-man express operators quit by just stopping, without fanfare or statement as to the reason. One day, he was an active, fast moving expressman; the next day, he was finished and nothing further was heard of him.

**TAYLOR'S TRI-WEEKLY PASSENGER & EXPRESS PACKET**

From *British Colonist* (Victoria, B.C.) of June 26, 1860 we find the following:

“Tri-weekly Passenger and Express Packet between Port Townsend and Victoria, V.I.

The undersigned will run a well known favorite yacht J.C. Caswell, associated by the new clipper Schooner Petral, between the above places leaving Port Townsend every Monday, Wednesday and Friday and from Myers' wharf, Victoria, every Tuesday, Thursday and Saturday.

Will forward letters, parcels and light freight to Whitby's Island, Port Ludlow and Tuckalet.

These vessels have been built expressly for speed and the accommodations of passengers, and can be at all times relied on to proceed with dispatch.

The patronage of merchants traveling public and other is respectfully solicited.

Port Townsend, June 12, 1860.

Taylor & Co., Proprietor.”

A GROUP OF WESTERN EXPRESSES (Continued)

TODD'S EXPRESS

The owner and operator of this express was Mr. G. A. Todd (no relation to Alexander Todd*). He succeeded Reynolds, Todd & Co. and ran throughout all the Southern mines. From the San Francisco Directory of April 22, 1852, we find the following:

“C.A. Todd, Proprietor and Successor to
Reynolds, Todd and Co.

On and after this date, C.A. Todd will run a daily express to Stockton, Sonora, Columbia, Mariposa Agua Fria, Quartzberg, Double Springs, Mokelumne Hill and all parts of the Southern Mines.

Office in San Francisco with Joseph W. Gregory, corner of Merchant and Montgomery Sts. C.A. Todd

(*See Western Express, Jan. 1956, page 6)

In the *Calaveras Chronicle* of Mokelumne Hill issue of March 19, 1853 we read:

“Todd's Express,
C.A. Todd, Proprietor and Successor
to

Reynolds, Todd & Company,

On and after this date, C.A. Todd will run a daily express to and from San Francisco; also to and from Sonora, Columbia, Mariposa, Aqua Frio, Quartzburg, Double Springs, Mokelumne Hill and all points of the Southwest Mines.

Gold dust, specie, valuable packages, etc., received and forwarded. notes, accounts, etc., collected and all express business promptly attended to. Stages leave daily for each of the above places.

C.A. Todd, having purchased the business together with the good will of the late firm, would respectfully solicit a continuance of the patronage heretofore so liberally bestowed upon the old firm and trust by strict attention to his business, to merit the same.

Office at Mokelumne Hill in the Empire Building, Center Street.

C.A. Todd.”

**TOMILSON & CO. EXPRESS LINE**

In the *Bernardino Guardian* of May 4, 1867 we find the following:

“U.S. Mail Line. Los Angeles - Tucson. By way of San Bernardino and Fort Yuma. On and after May 6th, the undersigned will run a line of 4 horse coaches carrying U.S., Mail and express matter from Los Angeles, connecting at San Bernardino with the Fort Yuma and Tucson Mail Line. Through passage can be procured by applying in Los Angeles to Tomilson & Co. or in San Bernardino to Agent, O.M. Wozencroft. May 4, 1867.”

As mentioned, they carried U.S. Mail and express. They connected with another line, Fort Yuma and Tucson Mail Line at San Bernardino. From the *Daily Miner* of Sept. 12, 1867 we find the following report:

“U.S. Mail Line from Los Angeles to Tucson by way of San Bernardino and Fort Yuma. Leaving Los Angeles every Monday at 7 A.M., connecting at San Bernardino with the Fort Yuma and Tucson Mail Line.

Tomilson & Co., Proprietors.”

A GROUP OF WESTERN EXPRESSES (Continued)

T'VAULT & CO.'S OREGON & SHASTA EXPRESS

One is apt to suppose that all expresses that operated in Oregon and Washington in the early 1850's, were expresses out of California. Here we have the facts that bear out the truth that T'Vault's Express, was a "home-grown" product.

From O.O. Winther's "*The Old Oregon Country*,":

"In 1846, Oregon's first postmaster, W. G. T'Vault was appointed and later became editor of *The Spectator*. He combined express and postal service. His first system failed but in 1852, this pioneer in Oregon transportation established T'Vault & Co.'s Oregon and Shasta Express, with offices in Oregon City, Winchester, Rogue River Indian Agency, Josephine Creek, Minersville on Humbug Creek, Humbug City and Shasta City, California. (From *Oregon Statesman*, Oct. 9, 1852).

Six years later, in 1852, T'Vault decided that the time had come to engage in the express business and formed his own company. From Scott's "*History of the Oregon Country*, P. 238:"

"Col. William G. T'Vault operated an express line in 1852 between Winchester (near Roseburg) and the mines of the Klamath and Shasta country."

Offices were opened at Oregon City, Winchester, Rogue River, Indian Agency, Josephine Creek, Minersville on Humbug Creek, Humbug City and Shasta.

On Feb. 21, 1852, the first advertisement appeared in the *Portland Oregonian*:

"T'Vault & Co.'s Oregon and Shasta Express will positively run every two weeks between Winchester and Shasta, Butte City, touching at Rogue River, Smith's River, Josephine Creek, Klamath and Humbug Creek. Letters and packages forwarded to Winchester by mail, care of T'Vault & Co.'s Express, will be received and delivered to addressee. . . .
Office at McCracken and Goodwin's, Oregon City and Shasta
Butte City.

W.G.T'Vault,
Agent for Proprietors."

**UHL'S EXPRESS**

From the news section of *Shasta Courier* of May 19, 1856 we read the following:

"Express to Dog Creek.

Charley Uhl has established a weekly Express from Shasta to Dog Creek for the purpose of carrying letters, papers, packages, etc., to the mines of Dog Dog Creek and the surrounding localities. This is a thing much needed and we have no doubt that the people of that section will fully appreciate Charley's action. There are some three or four hundred miners on Dog Creek at the present time."

The small size of Dog Creek and its sudden springing into the spotlight, was the cause of this necessity. Some four hundred miners or so, made it an important place that had been neglected. It now had to be put on the map. This express did that very thing. Charley Uhl was an important person.

We have been unable to locate any advertisement for Uhl.

A 12¢ BISECT

BY Marc Haas

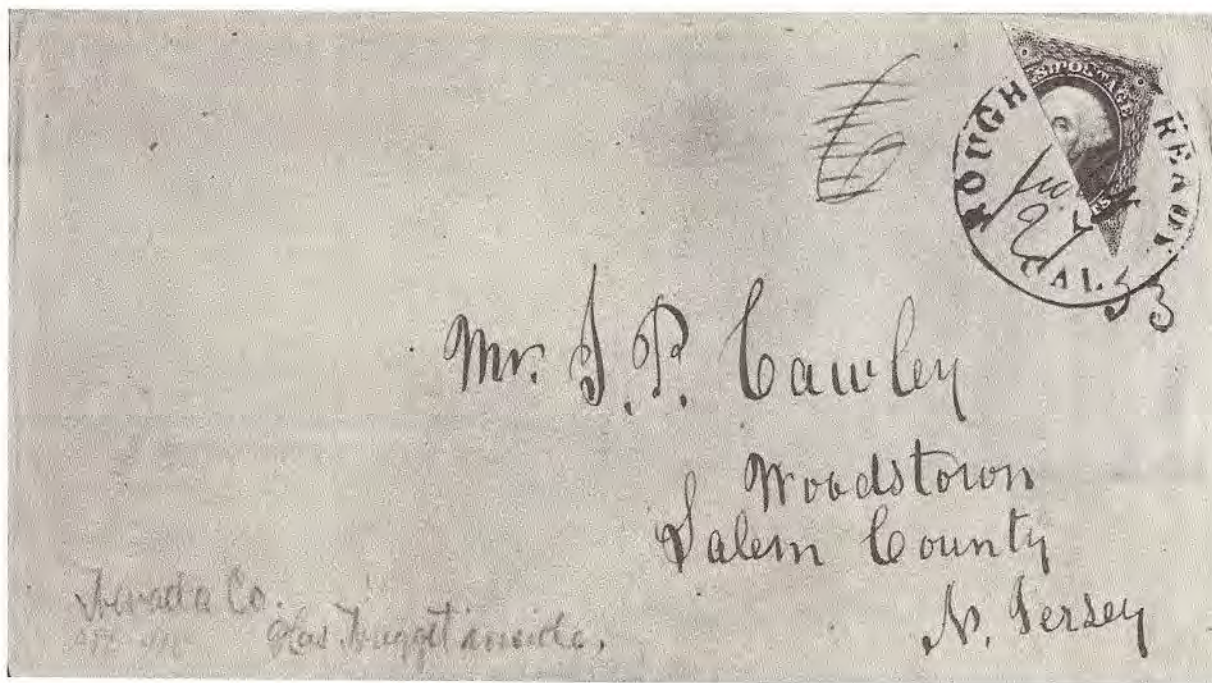
A most interesting twelve cent 1851 bisect (#17a) on cover came into my hands recently. It has a beautifully clear cancel of Rough and Ready, with a manuscript date of July 27, 53. Also present is a manuscript 6 which has been crossed out. The cover is addressed to Woodstown, New Jersey, and I would guess it came through San Francisco and via Nicaragua, although the cover does not bear any via Nic marking.

The long letter enclosed, might be described as "social", but I have excerpted certain parts which are interesting because of their reference to mining and the situation around Rough and Ready at that time.

The fact that the letter still contains the gold nugget originally enclosed, makes the letter most unusual. At \$17.50 per ounce it was worth 30 cents then; a bit more at today's prices.

If the writer had ever imagined covers would bring today's prices he might have given up mining and devoted himself to letter writing.

As I have often observed, the fascination of our hobby is that new things of great interest do keep turning up from time to time. I never suspected this bisect existed. They are rare from any city, but one from Rough and Ready seems completely impossible.



Rough and Ready, April 27, 1853.

Mr. J.P.Cawly,

Dear Nephew: I received your favour of the 12 of March which assures me that I am not neglected by my friends with regard to their writing to me. . . . Mining has finally begun in this section and much of the precious metal is being taken from the earth. I will give you the amount taken out of my company in the last four weeks. There are six shares. I own 2/6 of the stock.

The yield was as follows to wit, \$310 from the third to the tenth of April and from the tenth to the 17th \$295, and from the 17th to the 24th, \$341, and from the 24th to the first day of May \$350. . . . Thus you can see what I am doing, but for the last few weeks I have not been mining, but at work at my trade for which I

A 12c BISECT (Continued)

receive \$8 per day, and I have only to pay \$5 per day for hands to mine. . . .

It has been raining very hard most of the day and uncommonly cold, the wind an easterly direction which blows off the Sierra Nevada mountains. It has snowed some today. But this has been a very refreshing Spring. The rain commonly ceases to fall by the first of April but we have had many beautiful showers, such as common the Atlantic States. . . .

I will send you a small specimen of gold which we found in this section of the mines which is not inferior to any in the world. This piece weighs about .30 cents and will show the quality of the gold. I found a piece the day before yesterday in going to town, that weighted \$15.75. In the last three weeks I have found lumps whose united weights were \$50. The man whom I work for went down the road yesterday about ¼ mile, and in doing so he found a lump that weighted \$13.50. . . .

I was pleased with your description of the Emp. of France (Napolian) who has assuredly been able to draw the wool over the eys of the French Nation to an appalling extent, so much so as to put the chains of despotism upon them still tighter than under the reigns of the Burbens. But his idea of invading England is preposterous in the extream. . . .

Direct, until further orders, simply to Rough and Ready, Nevada County, California. I will close with my respects to all relations and friends, and am as ever yours.

I. Heritage.



The gold specimen which was included in the letter, super-imposed on the corner of the envelope to illustrate the relative size.



EARLY STAGING ON THE EL CAMINO AND ELSEWHERE IN CALIFORNIA IN THE 1850s

Edited by Jack Greenberg

The fall of '49 in Northern California was a time of great activity. The fledgling Capital of the territory located in El Pueblo San Jose, and the center of commerce in San Francisco created an urgent demand for reliable scheduled service for the transportation of passengers and freight between these two hubs of activity.

John W. Wistman was not slow to realize the commercial possibilities here presented, and in the last quarter of the year established scheduled stage service between these two points.

One of the first "Whips" employed in this service was Henry C. Ward. Ward was kind enough to leave us with his reminiscences, written in 1893 or 1894, which highlight the details of early staging in California.

The following is a verbatim copy of his manuscript.

HENRY C. WARD'S REMINISCENCES

The first staging in this part of California was done by John Whistman and was run between San Francisco and San Jose in the fall of 1849, but was compelled to haul off after the first rain as there was no settled roads in the country. The stock was then put on from San Jose to Alviso. Passengers went from there to San Francisco in boats.

The first drivers were Tom Calloway, Dawn Calvin and Ward. Early in the Spring of 1850 Wistman stocked the San Francisco road again and Ackley and Morrison (from Mexico) put on an opposition stage. The drivers were Stanley and Morrison. In the Summer of 1850 Warren Hall, William Hall, and J. B. Crandall, all from the National road running between Vera Cruz and the City of Mexico, bought the Whistman staging, and soon after contracted to carry the Mail daily to San Jose and tri-weekly to Monterey for \$32,000 a year. Passenger (fare) was \$32.00 or two ozs. of gold dust.

Before Hall & Crandall's time the staging was poor. Any kind of a spring wagon that was large enough was a stage, Whistman had an old French omnibus. The stock was mules and mustangs and badly cared for — turned out to grass for feed, and an open corral for stable. Time about 9 hours — not regular.

Hall and Crandall commenced improving the stock and established stations and put feed on the road. Hay and grain from Australia, plenty of wild oats but nothing to cut them with. They put four teams on each side. Two six horse teams out of San Francisco and two out of San Jose and four five mule teams on the middle route.

The first through-brace stage wagons were brought across the plains by William Beeks in 1850 and bought by Hall and Crandall with twenty head of big immigrant horses. The wagons were fourteen passenger Mud wagons seating twelve passengers inside and two outside with the driver. Dickey seats were put on back and front making seats for twenty passengers. The first drivers, other than the proprietors were John Dillon and John Jenkins. Dillon was from Mexico. I am not sure about Jenkins.

The drivers from Mexico were all from the U.S. Mail Stage routes. When Don Jose Saratuso (sic) contracted to carry the mails for the Mexican Government it was carried on French and German diligences hauled by six or more mules handled by postilions riding the near animal of each pair.

The art of driving six or more animals by one using reins to guide them was not known in Mexico. Don Jose, after inspecting the mail carrying of the different countries decided that the U.S. system was the best and sent there for coaches harness etc and employed the best drivers that could be found. They were to have a salary of \$100.00 per month, a servant and all expenses paid. That accounts for American drivers being in Mexico and the discovery of gold in California for their being there. Drivers salaries on the San Jose and San Francisco road was \$300.00 per month but that was a small part of their income as the prerequisites were big. There was no mail or express at the time and the drivers received pay for all letters and

EARLY STAGING ON THE EL CAMINO AND ELSEWHERE IN CALIFORNIA IN THE 1850's (Continued)

packages besides one percent for all money carried by them; letters left at the office 25 cts, if delivered \$1.00; an errand not less than \$1.00; passenger way fare \$1.00 or less when to the driver. Passengers riding on the seat with the driver was suppose to treat the driver to drinks and cigars on the road.

Drinks was free to drivers at all stations but it was seldom that drivers drank on the road. Dillon and Jenkins were temperence men. After them was Nelson Hedge, George Gordon, Jesse Couch, Curley Robinson and others. In 1850 the road from Sacramento to Marysville was stocked by John Sharp, a man named Dirkey put on an opposition. Hall and Crandall contracted to carry the Mail from Sacramento to Shasta in 1851, and bought Sharp and Dirkey off. There was not enough broke horses in the country to stock the road from Marysville to Shasta and they were compelled to use wild ones. At this time it was considered a disgrace by the Spanyards to use Mares for anything but breeding. There was thousands of wild mares in the lower part of the state. The price from \$4.00 to \$6.00 per head; but as we were pressed for time and wanted only the best we contracted with Don Juan Foster to give us the pick of all the wild mares in the country and deliver them to us in Los Angeles for \$20.00 per head.

We tried to get Mares about six years old and weight about eleven hundred. On March 1st, 1851 Foster delivered to us five hundred mares and fourteen Stalions. In twenty days we had them on Hall and Crandall's ranch (in Mountain View) and commenced to break them to harness. They had never been lassoed by the neck and when caught by the neck made a fight for life. They were corraled in the morning, twenty or thirty were lassoed and tied down and the balance turned out. Then a strong rope halter with a blind attached is put on and with about twenty feet of strong rope they are tied, a stake drove in the ground and they halterbreak themselves. After a few days at the stake they were harnessed; and — three wild Mares with a gentle or broke horse in the near lead, with the off Mare strapped to his hame ring — the Mares was blindfolded and hitched to a breaking wagon. When all was ready they raise this blindfold and let them go. They are frightened to make them start, but when they find tht they can go they make things lively. As soon as they learn to start they are put together in four or six horse teams until they are use to the bits and to being guided by lines. They then put on a line from San Jose to San Francisco with six horse Mustang stock with two drivers on each coach and no stops between stations. They was kept at work in that way and by the middle of June 300 or 400 was stage horses. They were generally worked in six horse teams and kept on valley routes, and well broken American horses was used in the mountains. Some of the Mares were crippled and a few killed but those that was good stage horses never forgot to leave a station in a run. In 1851 Warren Hall went to Concord, N.H. and ordered coaches built for the road. They were Concord running gear but instead of the paneled driver's seat and rack for baggage, they had the leather back and front boot of the Troy Mail coach, and a back and front dickey seat added. They seated seventeen passengers, nine inside and eight outside; but twenty two or three was not unusual. There was two twenty six (passenger coaches built for Sacramento and Marysville accommodation; no room for mail. They seated twelve inside and fourteen outside; thirty five was not unusual in a rush. The drivers from Sacramento to Marysville was: Big Jake Goin, John Green, William Gardner, John Littlefield and others. The drivers from Marysville to Shasta was: Gilbert House, James Lattimer, Irish Curley Cady, William Mayhew, Cornelious Dirscol, Charles Combs, H. Woody Woodworth, Dan Wentworth, Long Norton Big John Smith, John Spink, Billy Bert, Wilber, Lew Burk, Hays and others. The end of the road toward Yreka was French Gulch, sixteen miles above Shasta, Johnny Craddock driver. Passengers for Yreka went on mules from French Gulch to Callahans Ranch, passing over the Trinity and Scotts mountains. George Greathouse owned the mule teams.

George F. Thomas was Superintendent of Hall and Crandall's staging from Sacramento to French Gulch.

NOTES

The H. C. Ward manuscript is preserved in the Bradford Collection in the manuscript section of the Stanford University Library.

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