

WESTERN EXPRESS

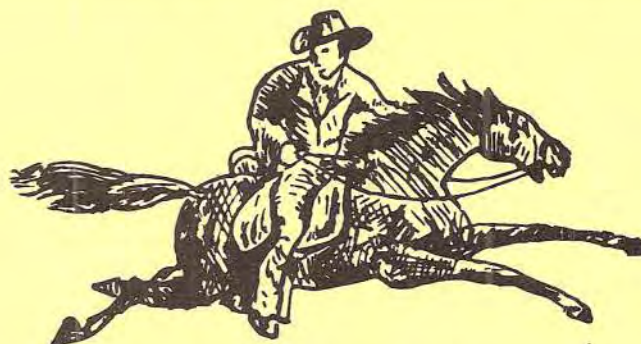
RESEARCH JOURNAL OF EARLY WESTERN MAILES

VOLUME XXVII, NO. 2

Western Cover Society
Unit No. 14 - American Philatelic Society

APRIL, 1977

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

CONTENTS

Editor's Arena	1
Secretary's Report	3
Treasurer's Report	5
Patron and Sustaining Members	5
Truman & Co's Express By Jack Greenberg	7
The Postal History of the Colorado San Juan, Chapter V; Part Three By Ray Newburn, Jr.	13
A Group of Western Expresses By the late A. Jay Hertz	19
Black Jacks West By Paul J. Wolf	23
Auction Action By Robert Lewenthal	25
Advertisements	4, 6, 18, 22

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EDITOR'S ARENA

ANNUAL MEETING As in previous years, the annual meeting of the Society will be held in conjunction with WESTPEX. This year the Breakfast-Meeting will be held Sunday morning May 1 at 10:00 A.M. at the Jack Tar Hotel, San Francisco. With the United Postal Stationery Society being featured at this WESTPEX and the U.S. Philatelic Classics Society having its annual meeting during WESTPEX, we expect the Western Cover Society's Breakfast-meeting to have a large attendance since so many have dual memberships.

AWARDS While not exactly the "awards" usually listed in WESTERN EXPRESS, it seems fitting to call your attention to the fine array of authors whose articles appeared in the CONGRESS YEAR BOOK, issued in connection with the 42nd Annual American Philatelic Congress held in Atlantic City Oct 15-17 last year. These were: William Bauer, "Colorado-The Centennial State; John Birkinbine III, "Provisional Surcharges on U.S. Postage Paper during the 1850's"; R.L.D. Davidson, "Postal History of the Division of the Union May 1860 - December 1861"; Guy Prescott, "Letters from the Cherokee Nation"; and Morrison Waud, "Postage Due in the U.S. to 1894."

MEMBERSHIP Elsewhere you will find the detailed report of new membership — note the excellent showing of "new members". Several of these new members are the result of the free advertising given in the auction catalogues of our good members Henry Spelman III and Richard Wolffers. The Society is thankful for this fine cooperation.

JARRETT-COLORADO These words are even more synonymous with the release of Dave's "*Colorado Territorial Postmarks*." In this 206 page volume, Dave gives us the results of his two decade research and study of the subject; the postmarks of the 117 postoffices of and before the territorial period of Colorado. The alphabetical listing carries a complete illustration of each of the postmarks — a large proportion in manuscript, as would be expected in the early and experimental form of many of the post offices. It is also replete with illustrations of covers and includes a tabular record of the type of postmark, with the earliest and latest date of use. And of prime interest is the relative scarcity rating. Slightly over half of the offices had but one type of postmark, with about a quarter having two varieties. Denver used the largest variety — providing eighteen to bring the grand total of known postmarks to 243. The listing is numbered and we can look forward to dealers and auctioneers identifying their material by "Jarrett number".

Following the catalogue listing of postmarks is a section of some 25 pages computed from the Records of Postmaster Appointments, which shows the date established, the county and the date discontinued within the territorial period. Postmasters' compensations for the odd years from 1873 thru 1861 requires an additional nine pages — including early photos of some of the towns.

The book is rounded out with an illustrated story of the Private Express Companies which operated within or thru the Territory.

There is no question but that this is a book that should find a place in each Western cover collector's library. It was published by the Collectors Club of Chicago, 1029 North Dearborn St., Chicago, IL 60610 at \$17.50 for the regular edition and \$22.50 for a DeLuxe copy which includes a 30x35" map of Colorado in 1880. You may order the copy direct or thru your favorite dealer.

AWARDS Our Society's Vice-President, John Drew carried off some top awards at the annual Filatelic Fiesta held in San Jose in February. Titled "San Jose-From Pueblo to the First State's Golden Jubilee," the exhibit garnered a Gold, The President's Trophy (Best exhibit by a San Jose Stamp Club member) and the W.T. Adams Novice Award (for the best first time exhibitor).

EDITOR'S ARENA (Continued)

ANNUAL DUES Dues notices were sent to all members on December 1, 1976. Many made prompt returns; others waited until 1977 for a deduction of that year. Still other just "waited". As of February 1, 1977 there were exactly 47 members who had not paid their dues. This necessitated the sending of a reminder that non-receipt of dues meant being dropped for non-payment of dues. Fortunately, response to the second notice was more gratifying, but still left too many for the NPD section in the Secretary's report.

PATRON & SUSTAINING MEMBERS On the brighter side, the list of those members who decided that their membership was worth the extra \$5.00 or \$15.00 to give them a Sustaining or a Patron membership, is encouraging. Looking at the list we find many repeats from previous years. The Society is most grateful to them, and to the new ones who have been added. From a purely monetary viewpoint, their additional contribution is equivalent to 39 new members!

**COMPLETE YOUR FILES OF WESTERN EXPRESS**

The following are available from The Editor, 9877 Elmar Ave., Oakland, CA 94603.
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Priced at \$4.50 postpaid: 1976, Vol. 26, No. 3 with Roster

Priced at \$1.50 each, postpaid: Robert Hanson Maps:

1. The Holy Road, 1846-7, San Francisco-El Paso (8½ x 40, folded for 8½ x 11)
2. Holy Road, 1846-7, El Paso-St. Louis (folded as above)
3. Butterfield Overland Route (21" x 30", folded for 8½ x 11)

SECRETARY'S REPORT
MEMBERSHIP CHANGES

- New Members** #659 Brad Casoly, 107-12th Ave., San Francisco, CA 94118
(Collects Western letters, suffrage & other Western collateral)
- #660 John Vick, P.O. Box 41, Andalusia, Alabama 36420
(Collects Express, Territorials-Ariz., N.M., Wyo., Dak., Mont., Nev., Idaho)
- #661 A.W. (Bill) Peterson, 24 Clarendon Rd. Savannah, Georgia, 31410
(Collects Colorado Territory, esp. ghost towns; Wells Fargo; Early Texas)
- #662 Lt. Col. Gerald M. Breen, 415 Buena Tierra Drive, Woodland, CA 95695
(Collects Calif. townmarks — Stampless & on cover to 1925)
- #663 Mark Metkin, 5703 Cassia St., Boise, Idaho 83705
(Collects Idaho Postal History — emphasis on 19th Century covers)
- #664 Greg Gibson, 842 Oregon St., North Bend, OR 97459
(Collects Express, Territorials, all FDC's)
- #665 Joe R. Seacrest, 1725 So. 33rd, Lincoln, Nebr. 68506
(Collects Great Plains Express, Railroad and Military Evolution History, Nebr. & Wyo. Territorials & Statehood, Kans. & Nebr. overprint, covers)
- #666 Brian Mullin, M.D. 10400 Rockville Pk., Rockville, MD 20852
(Collects Dakota Territorials, Pony Express, Western Americana, esp. relating to "real life cowboys" like Bill Cody, Wild Bill Hickok, etc.)
- #667 Bill Bramlett, Box 1105, Florence, S.C. 29503
(Collects Winchester gun adv. covers, particularly from Far West)
- #668 Edward M. Hill, 2916 Mid Lane, Houston, TX 77027
(Dealer)
- #669 Raymond Epple, 2622 Lafayette Ave., St. Louis, MO 63104
(Collects Dakota Postal History)
- #670 Leonard Kapiloff, Box 1272, Rockville, MD 20850
- #671 Harold Holman, P.O. Box 416, Atwater, CA 95301
(Collects covers of the Old West)
- Re-instated** #512 Richard Helbock, 1635 Mariposa Drive, Las Cruces, N.M. 88001
- Resignations** #269 Robert Haines, Jr.; #445 Robert Lyman, #471 W. Senchuk; #577 Morton Albert; #623 Howard Miller, #633 Daphne Dunn, #511 Walter Weyman
- Deceased** #230 Percy Murray
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- Change of Address** Richard Carlson, P.O. Box 272, Fairborn, OH 45324
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TREASURER'S REPORT

Cash on hand, January 1, 1976 \$3,960.30

RECEIPTS

Dues — 1976	960.00	
— 1977	<u>1865.00</u>	2,825.00
Advertising—1976	360.00	
—1977	<u>200.00</u>	560.00
Sale of back issues of Western Express		65.00
Donation		35.00
Refund of INTERPHIL '76		250.00
Interest on Short-term Savings		<u>214.22</u>
Total Funds Available.....		3,949.22
		<u>7,909.52</u>

EXPENDITURES

Printing & Mailing of Western Express	3,670.93	
Secretary-Treasurer Expense	<u>149.08</u>	3,820.01
Cash on Hand, December 31, 1976		\$4,089.51

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TRUMAN & CO'S EXPRESS
Its Printed Franks and Their Sequence Of Emission

by Jack Greenberg

PART TWO

I was sitting at my typewriter working on this article when my wife came into the room. "What are you doing?" she queried. "I am working on part two of an article for "Western Express" about Truman's Express" I responded. "Where is part one" she asked. "I haven't written it yet" I answered. "How can you write part two without first writing part one?" she asked, "isn't that unconventional?"

I hope that our readers do not share my wife's sensitivities. Part one of this article is intended to be a comprehensive history of this company and no history can be written without consulting the Truman diaries on deposit at the Pomona Public Library, in Pomona California. Living in Northern California the press of business has not allowed me to take the time to do the research required. I hope to be able to do this before the end of the year, but with your indulgence, and that of my wife, I present part two the data for which is at hand and complete.

When commencing the study of any new area of Western Postal History, one naturally turns to the established sources of reference. When studying the types of the franks of the Western Express', the "Catalogue of United States Stamped Envelopes" by Thorp-Bartels has been the logical place to start. However, glancing through the listings of the types of Truman & Co's Express franks it soon becomes apparent that the sequence of emission as indicated by the type numbers is impossible.

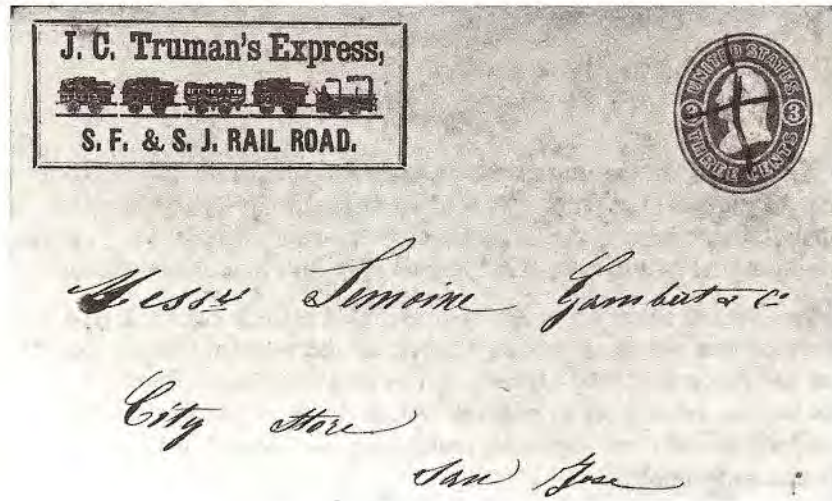
For instance, type 1. appears on 164 and 165, printed in blue. These envelopes were issued in 1864. Type 4 was issued in black on envelopes number 88, 91, 92, and 93, all of which were issued in 1861. It is obvious that type 4 was in use before the envelopes for type 1. were issued.

The following study, I hope will put to rest for all times the sequence of emission and therefore the type designations of this company's franks. There are various "holes" in the fabric of this study which it is hoped will be plugged when I have the time to study the Truman diaries, such information as the quantity printed and the number of printings of the franks after the first three types. The information of this sort regarding the first three types is complete, as far as I know, and was taken from Cohoon's article published in *Western Express* in January, 1970. The balance of the information was retrieved from covers studied, and auction catalogue descriptions noted.

At the end of this article you will find a chart summarizing the information regarding the type number, description, diagnostic features, quantities and dates of issue, envelope type, using Scott numbers, the color of the frank, and the Bartels' frank type designation. At the conclusion of reviewing the Truman diaries this chart will be up-graded and re-printed.

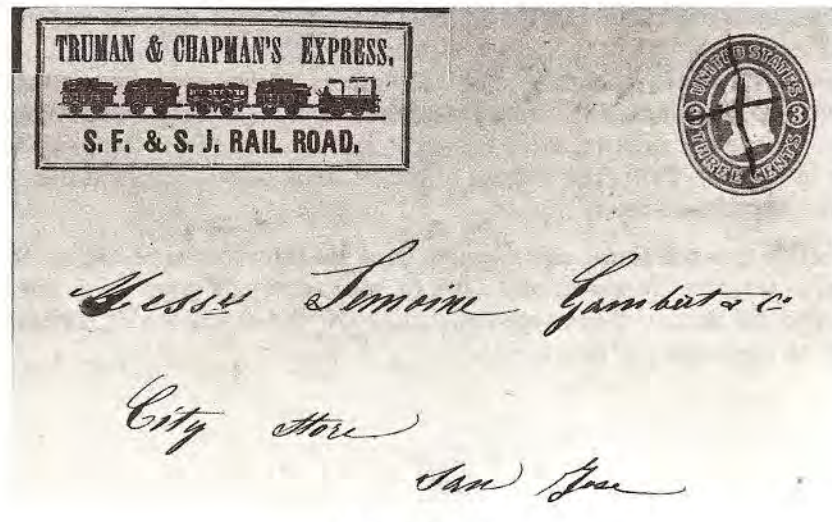


TRUMAN & CO'S EXPRESS (Continued)



FRANK TYPE I (3)

The type I frank was ordered from the printers on February 9, 1864. Only 1000 of these were ordered, and none ever reordered, making this a scarce frank. The train in this frank is facing right and the second car in the train is a passenger car, while the others are freight cars. The frank is printed in black on U34 and U35 envelopes. The cover illustrated is courtesy of Basil C. Pearce.



FRANK TYPE II (-)

The type II frank was ordered from the printers on February 13, 1864. Only 250 were ordered automatically making this the rarest Truman of them all. One sold in the Clifford Sale in 1969 and is the only one I have ever seen. Its characteristics are the same as type I except for the change of name. It appears on envelope U35 in black only. The Photo is a composite of a type I envelope and a piece of a Type IIa Frank.

*The number in parenthesis is the Thorp-Bartels type number.

TRUMAN & CO'S EXPRESS (Continued)



FRANK TYPE IIa (4)

The type IIa frank was ordered from the printers on March 1, 1864. The quantity ordered was 1000. It was easy to see by the number of franked envelopes being consumed that Trumans was a popular express. This frank is identical to the type II frank except that all of the cars are freight cars. This frank appears on the U35 envelope in black. The cover illustrated is courtesy of Basil C. Pearce.



FRANK TYPE III (1)

The type III frank was ordered sometime in December 1864. The quantity ordered is not known but it is not scarce and may have been ordered several times. The design is composed of an entirely new train of later vintage and this time facing left. It is found on U35, U58 and U59 envelopes in black which further substantiates its multiple printings. The cover illustrated is from the Basil C. Pearce Collection.

TRUMAN & CO'S EXPRESS (Continued)



FRANK TYPE IIIa (1)

The type IIIa frank was ordered sometime in January 1865. This and subsequent franks become more common and probably 1000 were ordered every couple of months as the volume of Truman's business continued to grow. This frank is identical to type III except for the fact that it is printed in blue rather than black. It appears on U58 and U59 envelopes. The cover illustrated is from the author's collection.



FRANK TYPE IV (2)

The type IV frank appears sometime in early 1866. It is of an entirely new type consisting of a truncated rectangle. Type IV is this basic form without any additional lettering above or below. It is far from common and was probably printed once in this form. It appears only on U59 envelopes in black. This particular cover has the rare Truman handstamp only two of which the author has seen. This cover is from the Basil C. Pearce Collection.

TRUMAN & CO'S EXPRESS (Continued)



FRANK TYPE IVa (2a)

The type IVa frank made its appearance sometime in 1867. It is by far the most common of all the Truman franks. It is found on U58 and U59 envelopes printed in black, and only differs from type IV by the additional line printed below the rectangle, "Merchants' Exchange Building, Battery Street, opposite the Post Office." The cover illustrated is from the author's collection.



FRANK TYPE IVb (2b)

The type IV b frank made its appearance sometime in early 1868 and is far from being a common type. It could not have been in use for long before Truman was jockeyed out of business by the influence of the Central Pacific Railroad interests in favor of the Pacific Union Express. This frank differs only in the addition of the line "S. F. & S. J. R. R. EXPRESS" above the type IVa frank. It appears in black on U58 and U59 envelopes. The cover illustrated is courtesy of the Basil C. Pearce Collection.

**THE TRUE SEQUENCE OF EMISSION OF TRUMAN & CO'S EXPRESS PRINTED FRANKS
ON U. S. STAMPED ENVELOPES**

<u>Frank Type</u>	<u>Description Of Frank</u>	<u>Diagnostic Features</u>	<u>Issue Date & Quantities</u>	<u>Envelope Type</u>	<u>Frank Color</u>	<u>Bartel's Type No.</u>
I.	"J. C. Truman's Express, S. F. & S. J. RAIL ROAD."	The second car of the train is a passenger car, all others are freight cars. Train facing right.	Feb. 9, 1864 1000 ordered.	U34, U35	BLACK	3.
II.	"TRUMAN & CHAPMAN'S EXPRESS, S.F.&S.J. RAIL ROAD."	The second car of the train is a passenger car, all others are freight cars. Train is facing right.	Feb. 13, 1864 250 ordered	U35	Black	—
IIa.	"TRUMAN & CHAPMAN'S EXPRESS, S.F.&S.J. RAIL ROAD."	All cars are freight cars. Train facing right.	Mar. 1, 1864 1000 ordered	U35	Black	4.
III.	TRUMAN & CO'S EXPRESS OFFICE IN S.F. CORNER FRONT AND WASHINGTON STS. Prepaid envelopes, \$7.00 per hundred	Train facing left.	Dec. 1, 1864 (Approx.)	U35, U58, U59	Black	1.
IIIa.	TRUMAN & CO'S EXPRESS OFFICE IN S.F. CORNER FRONT AND WASHINGTON STS. Prepaid envelopes, \$7.00 per hundred	Train facing left.	January 1865	U58, U59	Blue	1.
IV.	"PAID TRUMAN & CO'S EXPRESS.	Truncated rectangle without address beneath	1866	U59	Black	2.
IVa.	"PAID TRUMAN & CO'S EXPRESS, Merchants' Exchange Building, Battery Street, opposite the Post Office"	Address in one line below the frank.	1866	U58, U59	Black	2a.
IVb.	"S.F.&S.J.R.R. EXPRESS "PAID TRUMAN & CO'S EXPRESS, Merchants' Exchange Building, Battery Street, opposite the Post Office"	Same as Type IVa but with the S.F. & S.J. R.R. EXPRESS line added above the rectangular box of the frank.	1868	U58, U59	Black	2b.

POSTAL HISTORY OF THE COLORADO SAN JUAN

Chapter V, Ouray County

Part Three

By Ray L. Newburn, Jr.

Photography by James Young

LAWRENCE

Established Feb. 5, 1883

Discontinued Feb. 11, 1884

Lawrence was the first post office at or near Dallas (see Dallas). Its location on the 1883 postal route map appears very slightly south of that shown later for Dallas, placing it on or near David Wood's ranch, but these maps are rather poor for precise topography and town locations.⁶⁹ Postal records state the office was "moved to Dallas" on Feb. 11, 1884, normally an indication that a physical move occurred rather than a simple name change.¹¹¹

No postmarks have been reported from Lawrence.

MOUNT SNEFFELS

Established Oct. 31, 1879

Name Changed Apr. 3, 1895

Located on a flat area of a few acres on Sneffels Creek at 10,600 feet and seven miles southwest of Ouray (Silverton Quadrangle, 1902; Ironton Quadrangle, 1955) the town was named for the nearby mountain, a fine "14,000 footer" and highest point in the county. The mountain in turn was apparently named for the Icelandic peak in Jules Verne's "A Journey to the Center of the Earth."⁹⁸ In 1895 the "Mount was dropped from the name. Interestingly, intervening hills prevent the mountain from actually being seen from its namesake town.

As noted in the introduction to this chapter, good mines were found in the Sneffels District in 1875. The biggest producer in the district was the Virginus, discovered in 1877, one and a half miles away and 1600 feet higher, with three levels and two shafts operating by 1881.⁹⁸ Other mines such as the Wheel of Fortune, Yankee Boy, and Weston were also producing in this early period, and the town gradually grew up, first called Porters for a pioneer shopkeeper (see the figure 3 cornercard) and then Mt. Sneffels.^{56, 66} The problem of building an adequate wagon road into the area, finally solved by Otto Mears, was discussed in the introduction to this chapter. Even the silver panic of 1893 didn't hurt the town badly. The Revenue adit cut into the Virginus vein at the 2000 foot level that year, making it possible to bring the ore out straight into "downtown" Sneffels, and the Virginus began to show considerable gold at these greater depths.⁴⁹ while other mines such as the Atlas were excellent gold producers.² The Revenue-Virginus produced \$27,000,000 between 1881 and 1919.⁴⁹ Sneffels 1885 population was 100,¹⁰⁵ that of 1900 was 300,⁸⁵ and by 1910 it still had 210.⁴⁴

The mail came to Sneffels out of Ouray, at least six times a week during most of the town's history^{69, 75, 114, 117, 119} Postmarks are the most available of any Ouray County *mining* town save Ouray itself, a dozen having been reported. This hardly makes them common!

MT. SNEFFELS, COLO. (2½) 1882/12/29-1887/03/24 (See Fig. 39)

CI:P,2,0:275,265:T;M,D,Y;S:R;G:target

MT. SNEFFELS, COLX (3½) 1890/04/07-1891/11/18

CI:P,1,0:325:T;(M,D,Y);S:R;G:target



POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)



Figure 39

The first postmaster in Mount Sneffels was Andy Richardson (see Chapbird), and the second was George Porter, after whom the town was almost named (see text). His corner card on this and several other lovely covers notes his office (P.M.) and his main business but does not mention that he was also a pioneer photographer who took many early pictures of the Sneffels area.

Postmarks following the name change are also listed here for continuity.

- SNEFFELS COLO (2½) 1895/11/17-1897/03/01 (See Fig. 40)
CI:P,1,0:270:T;M,D,Y;S;G;G:target
- SNEFFELS COLX (2½) 1900/09/14
CI:P,1,0:280:T;M,D,Y;S;G;G:cork
- SNEFFELS COLO. (3) 1904/04/02-1904/05/10
CI:P,1,0:295:T;M,D,H,Y;S;G;G:grid
- SNEFFELS COLO. (3-) 1911/12/29
CI:P,1,0:310:T;M,D,Y,H;S;G;G:wide 4-bar



Figure 40

This cover is the first reported after the name change from Mount Sneffels to Sneffels.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

OURAY

Established Oct. 28, 1875
Reestablished May, 1976

Discontinued Mar. 20, 1876
Still Operating

Ouray, often called the Gem City or the Queen City of the Rockies, lies at 7800 feet in a small park formed along the Uncompahgre River where Canyon, Portland, and Cascade Creeks enter it (Ouray Quadrangle, 1955).

The story of its founding usually comes directly or indirectly from the Ouray "Plainedealer" of Jan. 2, 1890, quoted here from Hall.⁵⁴ A. W. (Gus) Begloe and Jack Eckles spotted the Ouray area from above in July 1875 and returned there August 11 after resupplying. They staked the Cedar and Clipper lodes around some blossom rock and were returning south for yet more supplies when they met Judge R. F. Long, Capt. M. W. Cline, A. J. Staley, Logan Whitlock and others and told them about the yet to be named Ouray area. Staley and Whitlock located the first real ore in place at the Trout and Fisherman's lode a short time later, while Long and Cline named the site for Chief Ouray. Begloe and Eckles located the Mineral Farm a half mile (in a straight line) south of the little park upon their second return, and this proved to be the best mine in the immediate area. Other mines were also found, and a townsite was surveyed that same fall. Note the post office arrived less than three months after the initial discovery, an unusually short period, and in fact the site of Ouray was occupied right through the first Winter.⁵⁴ (Later the new county formed in 1877 also took the name Ouray, with Ouray as the county seat, as discussed in the introduction to this chapter.)

There are other discovery chronologies, the San Juan "Sentinel" stating in its Jan. 1, 1878 issue that Begloe and Eckles found the Mineral Farm in July 1875, for example. In any event, Ouray was incorporated in 1876 and the first town board meeting was held Oct. 4 of that year. Ouray was on its way.⁵⁴

The history of Ouray has been well documented in newspapers of at least 14 names, beginning with the Times in 1877, through the famous Solid Muldoon (1879-1892), to the contemporary Ouray County Plaindealer and Ouray herald.⁶⁰ Hall's history of 1895,⁵⁴ a 1934 article by Thomas based upon the first four volumes of the Ouray Times³¹, and Rockwell's "Uncompahgre Country"⁴⁴ are accessible sources of early detail. Among the interesting facts, ouray got its first *daily* mail in July 1878 (daily when the weather was good, at least). That summer also saw a local phone service extend as far as Silverton and Lake City, and 1880 brought a town water works. The year 1881 saw the first brick building, and in 1887 came the railroad, as discussed earlier in this chapter. The population was said to be about 1000 by 1877, although much of it was transient. The 90s found Ouray with electric lights, two banks, four churches, hospital, an eight room school, and the Beaumont (built 1886) and Western (built 1892), both buildings still in use (the latter as a museum).

Ouray got its start from local mines and the tributary Sneffels District (see Mt. Sneffels). The Red Mountain District discoveries of 1881-3 built momentum, although these mines always had more to do with more easily accessible Silverton (see Guston, Ironton, and Red Mountain). Silver demonitization in 1893 really hurt, but in 1895 along came the Camp Bird Mine, one of the great gold mines (see Campbird), and the Revenue tunnel started making the Revenue-Virginus more productive than ever (see Mt. Sneffels). The 1900 population of Ouray was 2196,⁶⁵ and that of 1910 was 1644.⁴⁴ Modern Ouray, one of America's real beauty spots, is devoted a bit more to tourists than to mining, but the Idarado is active and so too at times are the Camp Bird and one of the Sneffels mines., Through 1953 Ouray County has produced \$41.4 million in gold, \$35.3 million in silver, \$4.5 million in copper, \$11.1 million in lead, and \$2.7 million in zinc.²⁰

Mail routes into Ouray varied in the early years. In the earliest period (1875) all mail came through Los Pinos from Saguache via Barnum (see Chapter II and the introduction to this chapter). By 1879 it came from Barnum via Hot Springs, skipping the Ute Agency at Los Pinos.³³⁰ In 1881 it was coming from Gun-

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

nison via Barnum and Fort Crawford (Uncompahgre P.O.).¹¹⁴ After the railroad reached Montrose in 1882, the mail came from there until the branch line was completed into Ouray at the end of 1887.^{69,71} The railroad then carried the mail until 1931. A local route to Silverton operated continuously from 1883.

Ouray is the only town in Ouray County from which 19th century postmarks are easily available, although by the late 90s those of Ridgway are not uncommon.

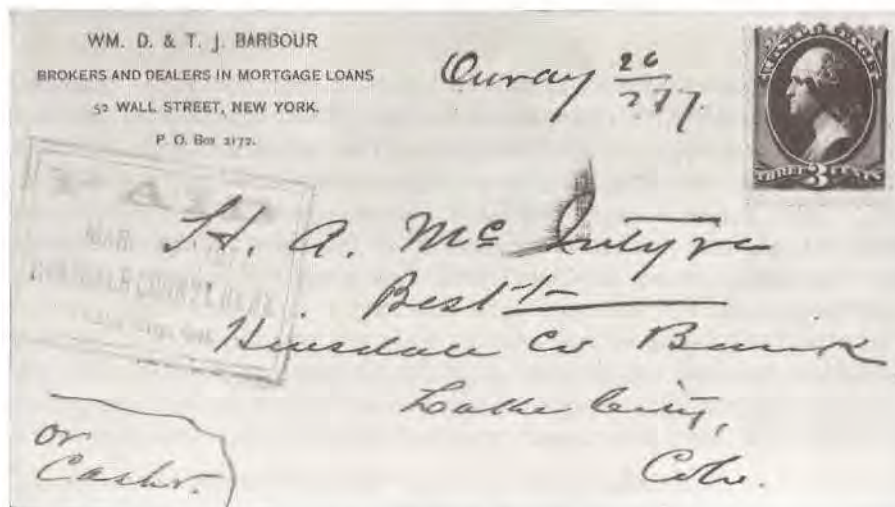


Figure 41

This manuscript marking of Feb. 26, 1877 is the earliest reported from Ouray, almost a year and a half after the post office was established. There must be an earlier one somewhere!

- Ouray 26/277 (See Fig. 41)
 Manuscript and pen cancel in black
- OURAY, COLO. (2½) 1877/10/25-1881/9/18 (See Fig. 42)
 CI:P,1,0:285:T;M,D,Y;S:R;G:fancy, star in circle, etc.
 1877 magenta, 1878 purple, 1881 black
- REGISTERED, /OURAY, COLO. (2½) 1880/9/20-1882/4/3
 OC:P,1,0:275:Reg.;M,D,Y;(T,S):R;G:black pen cancels
 1881 red, 1882 purplish magenta
- OURAY COLO. (3) 1882/7/26-1882/8/15
 CI:P,1,0:255:T;M,D;S:G,R:various corks
- OURAY, COLO. (3) 1883/3/10-1887/5/13
 CI:P,1,0:270:T;M,D,Y;S:G,*:various corks
 *Feb., Mar., May, June, Aug & Oct. R; Jan., July & Sep. G
- OURAY COLO. (3) 1888/6/15-1891/8/13
 CI:P,1,0:270:T;M,D,Y;S:G:quartered cork
 The shape & spacing of letters are very different in this and the previous type. Most notably, the base of the L in COLO is 1 mm long in this type and 2mm in the previous one. Four covers are reported in 1888 without information about which type they are.
- OURAY COLO (2½) 1895/9/14
 CI:P,1,0:270:T;M,D,Y;S;G:quartered cork
 smaller letters much more closely spaced

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

- OURAY COLO (2) 1897/3/25-1899/12/14
 CI:P,1,0:275:T;M,D,Y;S G:various corks
 OURAY COLO. (2½) 1898/12/10-1899/4/20
 CI:P,1,0:285:T;M,D,Y;S;G:quartered cork
 OURAY, COLO. (2½) 1905/12/07-1906/4/26
 CI:P,1,0:255:(T,S);(M,D),H;Y;G:machine grid
 OURAY, COLO/REC'D. (3-) 1906/7/31
 CI:P,1,0:295:(T,S);(M,D),H,Y;Rec'd:G:
 OURAY, COLO. (3-) 1907/9/21-1914/8/21
 CI:P,1,0:300:T;M,D,H,Y;S;G:machine grid
 OURAYCOLO. (4) 1891/11/25
 RC:P,2,0:400:235:REG;(M,D,Y);(T,S):R;G



Figure 42

This attractive cancellation was used for four years in various colors of ink, giving sharp strikes up to the very last one reported.

Bibliography (cont.)

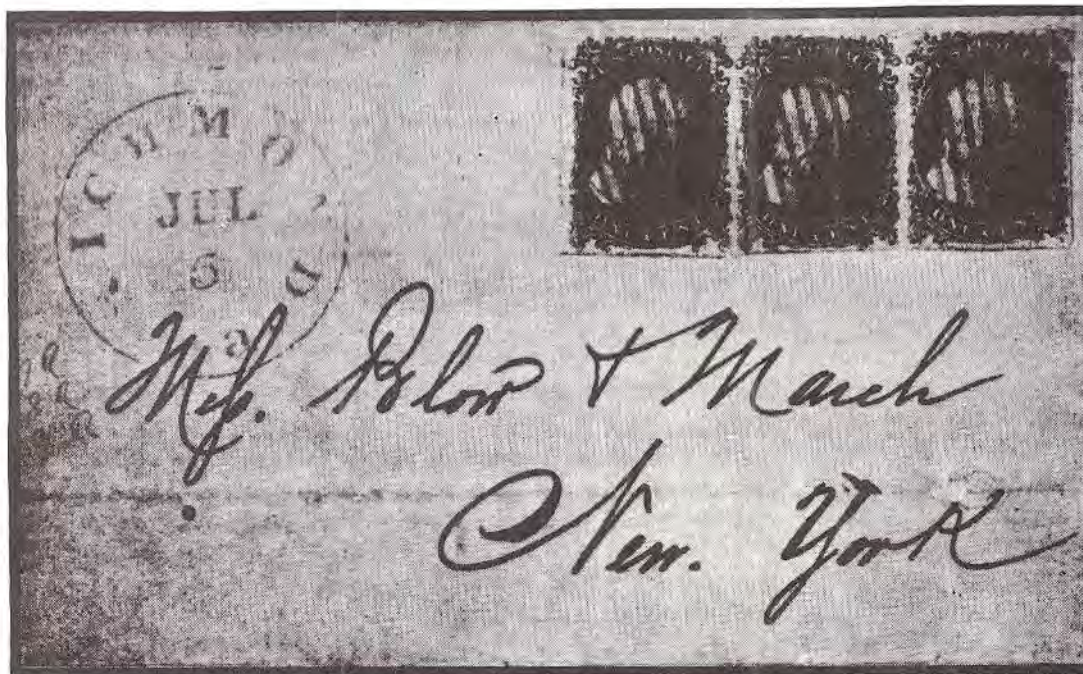
- References 1 through 125 will be found in previous chapters: 1-19 January 1975 pg 99; 20-33b April 1975 pg 16; 34-75 July 1975 pg 19; & October 1975 pg 25; 76-105 January 1976 pg 26; 106-114 October 1976 pg 16; 115-125 January 1977 pg 13.
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*This book 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.

American Philatelic Miscellany

Introduced and Arranged by

Susan M. McDonald



This anthology, containing reprints of thirty articles originally published in *The Stamp Specialist* between 1939 and 1948, retrieves writings of past philatelic giants and acquaints the reader with some less familiar names. (Authors include Stanley Ashbrook, Richard Cabeen, Harry M. Konwiser, and Frank Staff.) The majority of the articles, which have been grouped according to subject matter, are still valuable, but others are of interest mostly as curiosities. In her foreword, Susan M. McDonald evaluates these articles in the light of current information so that the reader will not be misled. McDonald also gives sources of current information on the subjects and briefly discusses some of the authors. This 592-page hardcover volume contains something of worth and interest to almost every collector of nineteenth century United States stamps or postal history.

\$40.00 (Postpaid)

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A GROUP OF WESTERN EXPRESSES

by (the late) A.J. Hertz

U.S. MAIL LINE

From the *Sacramento Union* of February 27, 1852, we have the following report:

“U.S. Mail Line for Stockton

On an after Friday Feb. 27th, a four horse line of mail stages will leave the Missouri Hotel every morning for Stockton, crossing the Consumes, Calaveras and Mokelumne Rivers, arriving at Stockton at 3 P.M.

Returning leaves Stockton every morning at 7 o' clock, arriving at Sacramento at 3 P.M. the same day.

Passengers booking their names at the Missouri Hotel, will be called for in any part of the city.

J. Smith, Proprietor

U.S. Mail Lines leave the Missouri Hotel every morning for all sections of the northern and southern mines.”

From the *Sacramento Union* of March 7, 1852 we learn:

“United States Mail Line for Ophir and Auburn

On and after March 7, 1852 a four horse line of mail stages will leave the Missouri Hotel every morning at 7 for Ophir and Auburn.

Returning leaves the Empire Hotel, Auburn every morning at 7 o'clock arriving in Sacramento in time for the passengers to dine and take the San Francisco boats the same day. Passengers booking their names at the Missouri Hotel will be called for in any part of the city.

Rosencrans & Cutts, Proprietors”

On the 13th of May, 1852 the *Sacramento Union* carried the following news item:

“Ophir and Auburn Mail Stages

There is probably more travel upon the Auburn road than on any other of the thoroughfares running from this city into the interior. It runs almost the entire distance near the bank of the American River and the north fork and from it various other roads diverge to the bars upon those streams. The necessity of speedy and comfortable transit to passengers travelling upon this road is then more apparent. We learn that Messrs. Rosencrans & Cutts, proprietors of the first line of stages between Sacramento, Ophir and Auburn have sold their interest to Frank Baum Esq., the popular host of Halfway House. . .”

Thus we see that Rosencrans & Cutts seem to have operated this line for but two short months.

VIA NICARAGUA

In the early 1860's Commodore Vanderbilt, the great New York financier, started a route across Nicaragua, thus shortening the trip to the West — which formerly ran via the Isthmus of Panama.

We have taken the following from the *Marysville Herald* of February 22, 1853:

“Nicaragua Route. Mr. Vanderbilt has sold his interest in the Nicaragua Route — in the Nicaragua Transit Co. — for \$1,350,000. The *Panama Herald* states that Mr. Vanderbilt was induced to part with his steamship stock in consequence of the success of the Caloric Engine Ship, which he expects will produce a complete revolution in the Marine of the Pacific.”

A GROUP OF WESTERN EXPRESSES (Continued)

Then, from the *California Chronicle* of January 16, 1856:

“Nicaragua Steamship Company

For New York, New Orleans, via San Juan. Shortest, Quickest and Healthiest Route. Through ahead of the Mails. Only 12 miles land carriage. The favorite steamship *Sierra Nevada*, J.H. Blethen, Commander, will leave Jackson Street wharf for San Juan del Sud, on Monday Jan. 21, 1856 at 12 o'clock M. Touching at Manzanillo, and connecting at San Juan del Nord with the *Northern Light* for New York, and the *Prometheus* for New Orleans.

For freight and passage apply to

G.K.Garrison, Agent
Cor. Sacramento and Leidesdorf Sts.”



WATKINS EXPRESS AND PASSENGER LINE

The man who operated this express in April 1865, was Caleb Watkins. He ran the express from Shasta, where he made his headquarters, to Red Bluff. From the *Shasta Courier* of April 29, 1865:

“Watkins' Express and Passenger Line. Between Red Bluff and Shasta via Jelly's Ferry, Battle Creek, Parkeville, Milleville, Churntown and Buckeye. Carrying the U.S. Mail. Will commence running May 29th, leaving Red Bluff on that day and every Monday thereafter, at 7½ o'clock A.M., arriving in Shasta every Tuesday at 2 P.M. Leaves Shasta every Wednesday at 8 A.M. and arrives at Red Bluff, Thursday at 4 P.M. This line will connect each way with Greene's Copper City Express at Runnels', exchanging passengers and mail matter.

April 25, 1865

C. Watkins, Prop.”

From the semi-monthly *Independent* (Red Bluff), August 3, 1865:

“Watkins Express and Passenger Line, between Red Bluff and Buckeye. Carrying U.S. Mails. Passengers carried and express business attended to on the most reasonable terms. Office — Brown's Livery Stable — Red Bluff
Empire Hotel, Shasta.

May 4, 1865 Caleb Watkins, Prop.”

The last advertisement this writer could find for this company was December 23, 1865 so it appears that within the course of a single year, this express was started and abandoned.



WELLINGTON STAGE LINE

From the *Nye Co. News* of September 15, 1866, we have:

“Wellington's Stage Line. Austin to Genoa, carrying U.S. Mail, passengers and bullion. Stage will leave Austin every Monday, Wednesday and Friday at 6 o'clock A.M. by way of Ione City, Ellsworth, Hot Springs, and Walder Lake to Wellington.

Through in 30 hours, connecting with Pioneer Stage Co. and Wells, Fargo & Co.'s. Express for California.

A GROUP OF WESTERN EXPRESSES (Continued)

Leave Wellington for Austin, Monday, Wednesday and Friday at 12 o'clock, M. and arrive at Ione by 1 P.M. next day. Packages sent through Wells, Fargo & Co's. Express, addressed to our care, will be promptly relay at reasonable prices. Collections and commissions promptly attended to.
J.M.Bellrude, Agent at Ione."

Later, when the line was sold, it went to the Wilson Stage Company. Later, from the *Esmeralda Union* of November 23, 1867 we find the following:

"Wellington Stage Line.

On and after 27th of June, we will run a 6 horse Concord Coach from Aurora to Kearsage. Passengers leaving Carson City on Monday morning and arriving in Kearsage in 2 days.

Stages leaves for Sonora every Thursday going through in 2½ days. Fare \$15.

Stages run direct from Wellington to Austin, Reese River — through in 30 hours. For particulars inquire of

C.Novacoveish, Agent"



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3. Postal stationery illustrated with Winchester guns.
4. Covers bearing Scott No. 210 or earlier issues and illustrated on front.
5. Covers bearing SOUTH CAROLINA POST-MARKS.
6. Covers advertising "Model 1892 Rifle" printed in BLUE INK.
7. Covers advertising "Model 1894 Rifle" printed in BLUE INK.
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BLACK JACKS WEST

by Paul J. Wolf

Through the courtesy of Dr. James W. Milgram, we have another cover from Austin, Nevada, postmarked a few days later than the one shown on page 4 of the January 1977 issue. This one has the added attraction of still possessing its original letter, which permits year dating both of its own cover, but also, most probably, of the earlier one. They are both Territorial usages, in 1864, shortly before Nevada reached Statehood (October 31, 1864).

Dr. Milgram's cover, illustrated herewith, (Figure 1) is franked with a single Black Jack, and therefore underpaid 1¢ for the proper 3¢ rate. This was recognized by the postmaster, and the marking "Due 2" in manuscript was applied, to collect the 1¢ shortage, and a 1¢ penalty, as allowed by Postal Regulations.

It should be pointed out that Territorial Black Jack covers are not common, and those with Auxiliary Postal Markings are even scarcer!

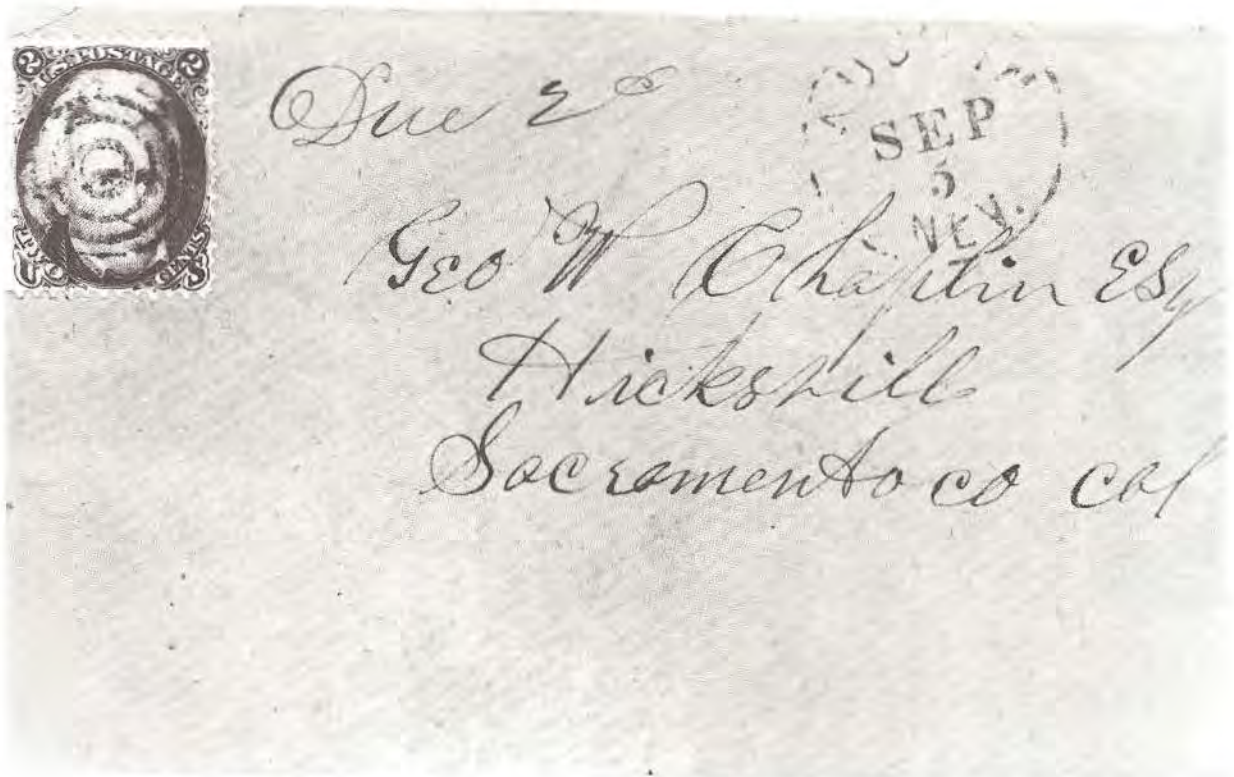


Figure 1



BLACK JACKS WEST (Continued)

Revenue Usage from Montana Territory.

During, and for some years after the Civil War, Federal Law required that certain documents and other items, such as photographs, carry revenue stamps to pay for a Federal impost, in support of the War. The law specified that actual Revenue Stamps be used, but obviously, many people felt that, lacking the proper revenue stamp, a postage stamp would do! Sometimes this practice succeeded, at others it was detected by some stickler for the letter of the law, and was not permitted.

Here (Figure 2) is a Promissory Note dated from Virginia City, Montana Territory, dated April 1st, 1868, carrying a strip of 3 Black Jacks to pay the Federal Tax on such a Note. It appears that no protest as to the legality of the stamps was made, and the usage passed.

Montana Black Jacks are not at all common in any form, so this is a nice addition to a Black Jack collection.

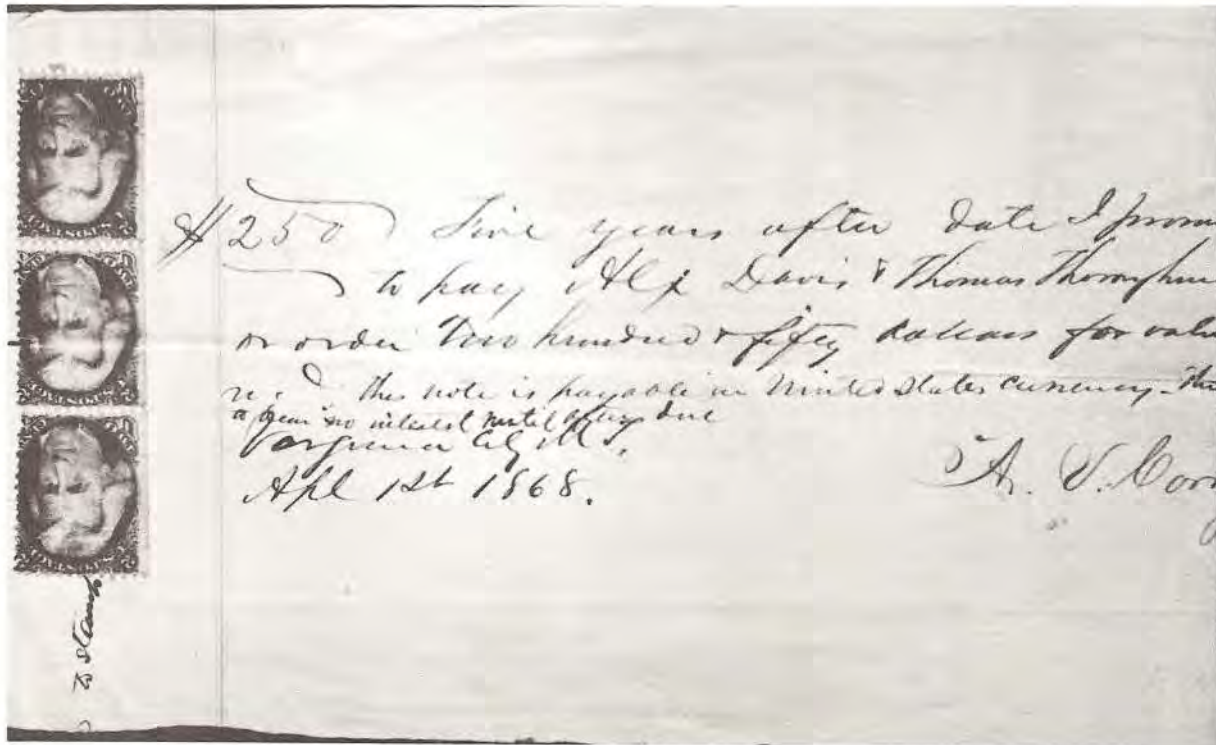


Figure 2



AUCTION ACTION

By Robert Lewenthal

Recent postal history auctions included Al Zimmerman's Western Expresses of Dec. 7, 1976 and Henry Spelman's sale of Jan. 15, 1977 featuring Inland Waterway covers.

Demand for nice covers remains strong, as the realizations will show. Highlights from these sales are listed below.

From the Zimmerman auction:

Bicycle Mail Route (12L1) tied by Fresno, Cal., Jul. 13, 1894. V.F.	425.00
Alta Express Co., Sacramento in black oval on Type 2 frank. V.F.	200.00
Berford & Co.'s Express, San Francisco in clear green D/L oval. "Free" in green on folded 1853 letter headed "Aspinwill." Fine	600.00
F.W. Blake & Co.'s Express, Weaverville in clear blue oval on U10 to Yreka.	700.00
Calif. Penny Post (34LU7) on U10. Pmkd. 'Benicia, Cal.' Rare & V.F.	1050.00
Calif. Penny Postage Paid 7 (34LU11B) on U10. Pmkd. 'Marysville, Cal.' in blue. P.F. Cert.	625.00
Copley & Co.'s Miners' Express. Bold red handstamp on U18 with Ms. 'Gibsonville, Cal' to Indiana. Authenticated by Dr. Pollard.	1900.00
City, G. & H. Express in blue oval on cover with S.F. merchant's cornercard. V.F.	550.00
Cram, Rogers & Co. Express, San Francisco & Shasta in black oval on 1852 cover from Indiana. '10' in circle and Ms. "collect 2.50" V.F.	550.00
Ford & Co. Express in black rimless circle with star. Red Thetford, Vt. and Ms. "40" on frail & worn cover.	625.00
Greathouse & Slicer, Yreka in blue rectangle on U10. Addressed to Charles Kimball. Extremely Fine.	300.00
Gregory's Express in two blue straight lines. 'Not Paid' in blue oval on fine cover to S.F.	350.00
Gregory's Atlantic and Pacific Express, Forwarded by Thompson & Hitchcock, in four black lines. Boyd's City Express Post in oval to N.Y. Fine.	750.00
Hall & Allen's Express, Dutch Flat in black oval on W.F. franked U10. Also black oval J. Bamber & Co., Contra Costa Express, San Francisco and 'Collect 12½ cts. in diamond. Rare combination. V.F.	950.00
Hinckley's Express, Denver City. Clear strike in black on U27 with type 1 frank. Pmkd. Omaha City, Neb. to Ft. Dodge, Iowa. Interesting letter encl.	600.00
Holladay Overland Mail & Express Co. Type 1 frank on U59. Canc. W.F. & Co., Salt Lake City, U.T. V.F.	450.00
Jones & Russell's Pikes Peak Express Co., Denver City in clear black circle on Free Franked stampless cover. Ms. "Free, RBB." F./V.F.	1150.00
Lamping & Co. Express. Type 1 frank on U58. 'Lamping & Co. Express, Downieville' in black oval. V.F.	450.00
Langton & Bro's. Express, Minnesota in red three line box on turned cover with 'Langton & Bro's. Express, Downieville' in red oval inside. 'Mokelumne Hill' in small black circle and 'Paid 3,.'	1750.00
Nichols & Co. Express, Paid in blue oblong. Handstamped frank on U9 to S.F. Light co. cancel. Fine.	950.00
From Noisy Carriers Mail, 77 Long Wharf, S.F. Cal. in green fancy box. Pair 3c(11) tied San Francisco to Mass. Bold strike.	350.00
Four Horse Stage Coach "Per Overland Mail via Los Angeles" 10c(14) pen canc. Ms. pmk. "Redwood City, Cal."	650.00
Reinkings Coast Express. Handstamped blue oval on cover from Ill. Ms. "Bodega, Cal., Frd. 3" to Fort Ross, Cal. Poor condition. P.F. Certificate.	600.00
Rhodes & Lusk's Express, Yreka. V.F. strike on stampless cover to S.F.	600.00
San Francisco Letter Express. Extremely fine strike in blue oval. V.F.	1000.00

AUCTION ACTION (Continued)

Stolp's Express, Nevada. Excellent strike in black oval. Nevada City, Cal. and 10 on V.F. cover to N.Y.	750.00
Swift & Co.'s Express. Type 1 frank on U10, tied clear Swift & Co., Cloverdale and W.F. Petaluma to S.F. V.F.	850.00
Todd & Co. Express in tiny shield. PAID in black on V.F. cover to S.F.	750.00
Tracy & Co. Oregon Express. Type 1 frank in blue on U10, tied by blue W.F. Portland to Victoria. Very rare in blue.	800.00
Turners Pony Express. Running Pony frank on U34 with advt. around the stamp. Very rare.	1750.00
G.H. Wines & Co.'s California Express, No. 2 Bowling Green, New York in bold blue oval. Bold S/L S. Miguel and D/L circle NICARAGUE on 1856 folded letter. V.F.	1350.00
Pony Express. 25¢ blue (143L8), faulty, tied partial blue W.F. oval on U35. Foundation Certificate.	950.00
W.F. Newspaper Stamp (143LP5) tied by W.F. San Francisco on yellow cover to "Agent, W.F. & Co., Goodyears Bar, Cal. V.F.	750.00

From Henry Spelman's auction:

Inland Waterways Mail

Steamer Bayou Belle. Excellent strike in red on cover to La. Fine app.	150.00
Steam Boat Belle Creole. Clear strike on 1851 folded letter from Vicksburg to N.O. Fine.	160.00
Sea Shore Line Steamer Camelia. Excellent strike in red oval on U59 to Bay St. Louis, Miss. Legible 'Ship Island Miss.' pmk. Part of top center of cover missing. Fine app.	165.00
Steamer Duck River. Excellent strike on 1850 folded letter. Large black 10. Interesting letter. V.F.	475.00
S.B.F.M. Streck. Clear strike in sawtooth box. Red oval "Paid, F.A. Dentzel, Agt. P.O., N.O." Ms. "10" and "Valuable" on 1849 folded letter. F./V.F.	240.00
Steamer Glendy Burke. Fine strike on 1851 folded letter. Red New Orleans, and S/L 'Way 6' V.F.	190.00
From Louisville & N. Orleans Passenger Packet. James Robb, J.E. Montgomery, Master. Fine strike in red shield on 1852 folded letter. Bold S/L 'Steam'. 3¢(11) tied by Louisville, Ky. V.F.	400.00
Steamer Meteor, Detroit. Excellent strike on 1863 cover. 3¢(65) not tied. Light stains. F./V.F.	260.00
U.S. Mail Packet, Natchez. Excellent blue strike on U10. Fine matching "Route 7309," V.F.	170.00
Steamer Ophelia. Fine strike on 1855 folded letter. Black "Steam 6" in circle and red New Orleans pmk. Some aging. Fine app.	200.00
From Steamer Osceola. Clear strike on 1850 folded letter. 'Way 11 cents' in rimless oval F./V.F.	190.00
Steamer Peytona. Clear strike on 1849 folded letter. Blue S/L 'Steam' and matching Louisville, Ky. pmk. F./V.F.	180.00
By Steamer Rapides. Bold black strike of the scarce pictorial packetmark 3¢(11) pen canc. on front only. Age stains. Fine appearance.	300.00
From Steamer Sydonia. Fine strike on U2. Fine black S/L 'Way.' Fine.	200.00
Cincinnati & Louisville Mail Route. Clear blue strike on U10. V.F.	210.00
Louisville & Cairo S.B. Clear strike ties 3¢ 1861. Edge tears & wear. Fine.	160.00
Lou & Cin. S.B. Mail Line. Fine strike on orange-red on large part of cover front. Two 3¢(11) tied. V.F. app.	170.00
Troy & New York Steamboat. Excellent strike in blue box on 1849 folded letter. "7 cts" in D/L circle. Fine.	240.00

AUCTION ACTION (Continued)

Western Covers

Central Overland, California & Pikes Peak Express Company, Denver City. K.T. Good strike in black oval. 3¢(26) tied 'St. Joseph. Mo.' Tiny edge tears. F./V.F.	325.00
Quartsburg, Cal. Excellent strike with ms. date. "Paid 10" on stampless cover to N.Y. V.F.	180.00
Fort Klamath, Oregon, Apl. 9, '80. Neat ms. pmk. on U163 to Denver. Fine.	220.00
Portland, Jan. 5, O.T. 1852, Excellent strike ties fine pair 3¢ O.B.(10). Extremely fine appearance.	525.00



Dear Western Expressers—

I am endeavoring to write a comprehensive series of articles on the 40 rate period of California post offices. I would appreciate learning about any 40 rate covers in your collection that would contribute towards a listing of earliest and latest usages of those manuscript or handstamp cancellations. Photos if possible would be appreciated.
Thank you in advance.

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