

# WESTERN EXPRESS

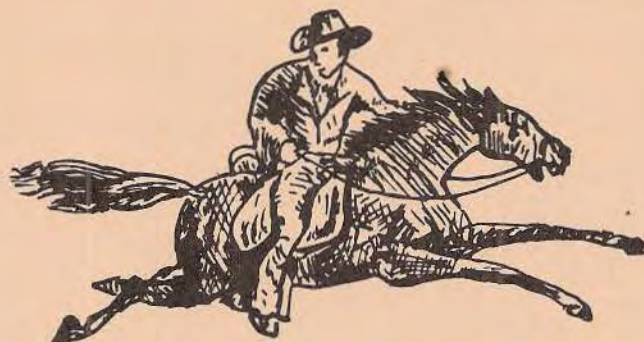
RESEARCH JOURNAL OF EARLY WESTERN MAILS

VOLUME XXVII, NO. 3

Western Cover Society  
Unit No. 14 - American Philatelic Society

JULY, 1977

Express  
Ocean Mail  
Overland  
Post Offices



Territorial  
Statehood  
Postal Rates  
Postal History

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## EDITOR'S ARENA

**ANNUAL BREAKFAST MEETING** At the traditional Sunday breakfast at the Jack Tar Hotel, May 1, President Basil Pearce called the annual meeting to order with 58 members and guests in attendance, representing nine states, from New York thru the middle west and northwest. Attendance would have been larger, but several put off securing their tickets until the morning of the event, and had to be regretfully turned away because our maximum commitment to the Hotel had already been stretched beyond its limit.

Through the courtesy of the Wells Fargo Bank History Room as arranged for by President Pearce, historical sets of playing cards were provided at each place. In addition early prints of San Francisco and Wells Fargo Bank souvenirs were carried away by lucky winners in the free raffle.

**WESTPEX '77 AWARDS** Our members came thru with flying colors in the awards for WESTPEX '77. Dave Beals III and Tom Alexander teamed up for the exhibit title "Gateway to the West" and received the Grand Award, plus the SESCAL Award for Postal History and the Cliff Horst Award for the best U.S. Don't know how Dave and Tom will divide a bowl, a medal and a trophy—but that's their problem! Charles Wunsch showed the 2nd Nesbitt issue, for which he received a Gold, plus the Marcus White Memorial Trophy and the Pep Thorp Award for the best in U.S. Envelopes.

Vermeil Awards went to William Aichele for "Discontinued Post Offices of Colorado" and to Robert Payne for "The McKinley Story."

Silver Awards were presented to Sam Arlen (Wells Fargo Franks—The California Gold Rush) and to Joe Clary (Prussian 19th Century Transit Markings.)

**A GROUP OF WESTERN EXPRESSES** You may—or may not—notice the absence of the late Dr. Hertz' findings on early expresses. Mel Nathan ran his stories while he was Editor, and when he transferred the editorship to me, he gave me quite a legacy of typed pages that Dr. Hertz had provided. I still have enough for two or three years ahead. Dr. Hertz must have been a prodigious reader of the early and obscure newspapers of the western area, and collectors of express covers owe him a great deal for the information he has provided. His stories will continue in the October issue.

**J.S. HAWLEY** It is rather a coincidence that Director John Drew should provide a letter from his collection, addressed to Jacob C. Hawley, and that our member J.C. Hawley forward copies of Wells, Fargo & Co.'s broadsides for publication in W/E.

**AWARDS AT SPOKANE, WASH.** Member A.F. Bostwick made rather a clean sweep of the awards at the Inland Empire Philatelic Society's show in Spokane, Washington; Grand Award and a Gold for his "Guatemala—the Waterlow Issues," Reserve Grand Award, Postal History Award and Gold Medal for his "U.S. Postal History of Guam" and finally, a Silver for his "U.S. Postal Rates and Markings 1800-1850." All this topped off by the Inland Empire Philatelic Society's award for the best member's exhibit. Congratulations!



## EDITOR'S ARENA (Continued)

## SECRETARY'S REPORT

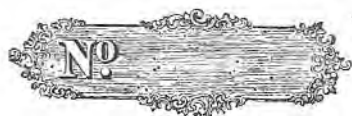
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  - #673 William T. Crowe, c/o Richard Wolfers Inc. 127 Kearney St., S.F. 94108  
(Collects Express, Ocean Mails, Postal History)
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JOR IRO  
(Collects covers pertaining to fur trade; N.W. & Yukon Territories, prior 1887)
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(Collects Arizona & N.M.; dealer)
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  - Robert Lisbeth, 6208 Long Meadow Road, McLean, VA 22101
  - Morrison Wauid, 501 N. Oakwood, Lake Forest, IL 60045
  - Ron Wilbur, P.O. Box 1417, Redondo Beach, CA 90278
  - Karl H. Willers, 2351 Randall Road, Winter Park, FL 32789
- Dropped for Non Payment of Dues**
- #101 Don Donaldson, #258 P.H. Thorp, #635 J.C. Fendrick.
- Re-instated**
- #548 H. Lund, #627 H.A. Mills




UTILITY USE OF SAN FRANCISCO POSTMARKS

Did you ever wonder what happens to the particular piece of equipment that puts the date-stamp on your letter—when that date-stamp is made obsolete by some decision to change the type of the date-stamp? Are they destroyed—whether they be rubber or metal stamps, or whatever?

The illustrations here suggest that they are not always destroyed or even discarded, but are sometimes put into use in another operation. In these cases, as records of the dates of Box Rent, Postage Due or Deposit. The first illustration covers a four dollar charge for Box rental for the last quarter of 1872 and postage due for the same period of \$2.30. It is rather strange to see the double circle date-stamp used to show the date of the opening quarter. The postmark used on the last day of the quarter appears to be a single circle type, but is probably a light strike, with the inner circle not registering. This double circle date-stamp was used on letters from 1870 thru 1875.


Post Office, San Francisco,

1218


1872

---

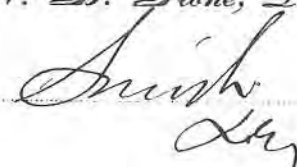
**To POST OFFICE, D.**

<i>For Box Rent, quarter ending</i>	DEC 1872	4
<i>For Postage due to date</i>	31	2 30
<i>For Deposit to cover Postage to account</i>		7 4.30

---

*Received Payment,*

*N. B. Stone, Postmaster,*

*Per*  *Clk.*

UTILITY USE OF SAN FRANCISCO POSTMARKS (Continued)

The second receipt is the unusual one however. A receipt for the first quarter of 1878 when James Coey was Postmaster. It is remarkable for the late use of the 6-cent rate date-stamp.

No. 434 Post Office, San Francisco, CALIF.

SAN FRANCISCO, CALIF. JAN 1 6 1878

To POST OFFICE, Dr.

---

For Box-Rent, quarter ending \_\_\_\_\_

For Postage due to date - - - - -

For Deposit to cover Postage to accrue - - - - -

SAN FRANCISCO, CALIF. MAR 3 6 1878

Received Payment,

JAMES COEY, P. M.

Per *White*, Clerk.

(OVER.)

**POSTAL HISTORY OF THE COLORADO SAN JUAN**

Chapter V, Ouray County  
Part Four

By Ray L. Newburn, Jr.  
Photography by James Young

**PLUMER**

Established May 28, 1900

Discontinued Dec. 14, 1901

When Portland reacquired its post office in 1900, the name was already taken by a town in Fremont County, and the name Plumer was substituted. (See Portland).

During this period the mail was brought from Ouray by "Special supply".<sup>119</sup> No postmarks have been reported from Plumer.

**PORTLAND**

Established Jan. 11, 1878

Discontinued Mar. 25, 1896

Reestablished Mar. 31, 1896

Discontinued Apr. 24, 1896

The town of Portland was situated on the east bank of the Uncompahgre River, five miles north of Ouray, at the point where the valley begins to widen sufficiently for a bit of farming. The elevation was 7257 feet (Ouray Quadrangle, 1955).

Until the Utes were removed to Utah in 1881, most of the good farmland along the Uncompahgre River was Indian land. Portland was founded by Preston and Enos Hotchkiss as a center to supply produce to Ouray from what land was available.<sup>28</sup> Crofutt described it as "one store, ranch, and a few scattered settlers in his 1881 edition, but by 1885 the special state census gave it a population of 100."<sup>32, 105</sup>

Portland got its biggest "boost" as a result of a classic railroad "competition". Construction south of Portland was clearly going to be relatively difficult in the narrow canyon. Late in 1886 a group, which included railroad officials, laid out a large new townsite encompassing the village of Portland and began promoting it as the proper terminus for the line. The townsite was successively called Dayton, Helena, Ramona, and Chipeta, none of which were ever recognized by the postal service. In late July of 1887, after much construction was under way in "Chipeta", a group of Ouray businessmen "volunteered" \$35,000 to help with the difficult construction from Portland on in to Ouray. The railroad not only accepted but even built up the opposite side of the river from the town of Portland-Chipeta, skipping it entirely.<sup>107</sup>

With no railroad and the rapid development of Ridgway a few miles north beginning in 1890, Portland began to die. Jocknick says it was completely deserted by the time a new Fremont County town asked for the name (early 1900).<sup>28</sup> In fact a few people have lived on the site through the present century, the village being identified on standard H.M. Gousha Co. highway maps of Colorado through 1960. And, a post office was reacquired briefly in 1900 and 1901, but it had to go under the name of Plumer because Portland was now being used in Fremont County.

Mail for Portland appears to have been delivered to Ouray and then distributed back after sorting, at least before the railroad came.<sup>33a, 69, 70</sup> This probably remained true after 1887 as well, since the railroad was on the other side of the river. Portland is not an inordinately rare postmark, but the type seen is usually that of 1886-1888, the "boom" period.

PORTLAND COLO. (3½) 1883/04/10-1884/?/22

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

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

PORTLAND Colorado. (3) 1885/12/13

CI:P,2,0:300,270:T;M,D,Y;S;G;G:cork blob

PORTLAND, COLO. (3) 1886/06/25-1888/10/14 (See Fig. 43)

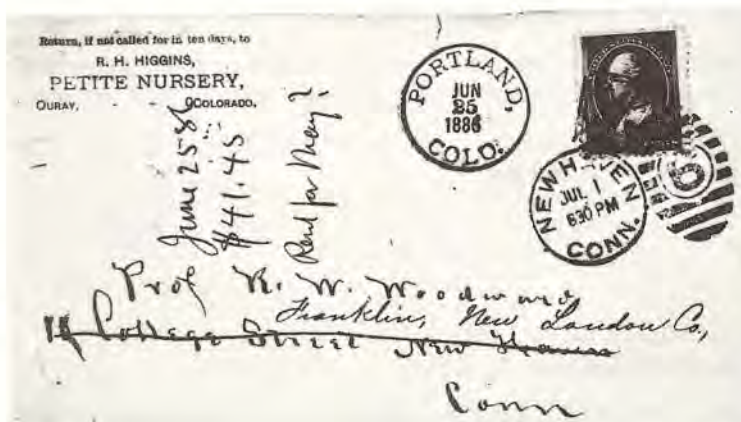
CI:P,1,0:265:T;M,D,Y;S;R;G:maltese cross  
seen in magenta early and purple late

Figure 43

The boom period of Portland was 1886-1888 (see text) and most known covers are from that period.



## RED MOUNTAIN

Established Jan. 29, 1883

Reestablished Apr. 27, 1896

Discontinued Mar. 16, 1895

Discontinued Feb. 28, 1913

All of the standard references indicate that the exact location of Red Mountain (Town) wandered about during the first three years of its existence, many of the authors probably following Mrs. Wolle's lead.<sup>49</sup> Yet every actual quote is fully consistent with Red Mountain (Town) always having been located exactly where it certainly was from 1886 on, namely east and south of "The Knob" and astride the east fork of Red Mountain Creek, in a small park at an elevation of 10,900 feet (Silverton Quadrangle, 1902; Ironton Quadrangle, 1955). Much of the confusion has occurred because there was also a Red Mountain City, just to the south on the Silverton side of the divide, which was probably the popular name for the town whose post office was Congress (see same, Chapter IV). The post office route maps of 1883 and 1885 and the 1885 edition of Crofutt show no disagreement with this simple explanation.<sup>37. 69. 70</sup> Hall in fact states that the town was platted in June 1883.<sup>54</sup>

Red Mountain took its name from the adjacent brilliant red peaks, the town lying in fact on the lower flank of Red Mountain No. 3.<sup>62</sup> The town occupied the nearest reasonably level land to the great Guston and Yankee Girl discoveries of 1881 and 1882 (see Guston) as well as the Congress discovery of 1881 (see Chapter IV). In addition the National Belle Mine right on The Knob was discovered only a few months after the Yankee Girl and for a number of years outproduced it. Ingersoll tells the fascinating story of the National Belle's discovery when a workman broke into an immense natural cavern coated with valuable minerals.<sup>123</sup>

Red Mountain was at its peak from the arrival of the first train of the Silverton Railroad on Sept. 19, 1888 until the main street of the town burned in the great fire of August 20, 1892.<sup>121</sup> With silver demonized in 1893, most of the structures were never rebuilt. By the fall of 1888 Red Mountain had some 600 inhabitants and continued to grow until about 1890.<sup>121</sup> Following the fire, the population fell to 400 in

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

1893<sup>49</sup>, 30 in 1900<sup>85</sup>, and 26 in 1910<sup>44</sup>.

Red Mountain had seven different newspapers between 1883 and 1899<sup>60</sup> and even had its own water-works.<sup>49</sup> It reputedly had a fine fire company, but this didn't seem to help in the big fire of 1892. The National Belle closed in 1897 and along with other mines in the area worked sporadically from then apparently through 1912, the last year the Silverton Railway (Railway following reorganization in Nov. 1904) showed any significant passenger revenue.<sup>121</sup>

Mail came to Red Mountain via the same Silverton to Ouray route that served Guston and Ironton, and once again there is no evidence that the mail ever was carried by the Silverton Railroad (or Railway). Red Mountain postmarks are surprisingly scarce, considering the size and duration of the office, yet only Mt. Sneffels, Portland, and perhaps Dallas are seen as often among the discontinued offices of Ouray County.

Red Mountain Colo. ms. 1883/10/27-1883/05/14 (See Fig. 44)

RED MOUNTAIN COL. (3½) 1885/02/02-1888/10/19

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

XXD XOUNTAIN XOXO (2½) 1893/11/25

CI:P,1,0:285:T;M,D,Y;S;G;G:cork

A printed corner card verifies the poor strike

RED MOUNTAIN COLO. (2½) 1907/08/23-1908/04/09

CI:P,1,0:270:T;M,D,Y;S;G;G:target

RED MOUNTAIN COL 1911/05/31

CI:P,1,0:310:T;M,D,Y;S;?:?:bars

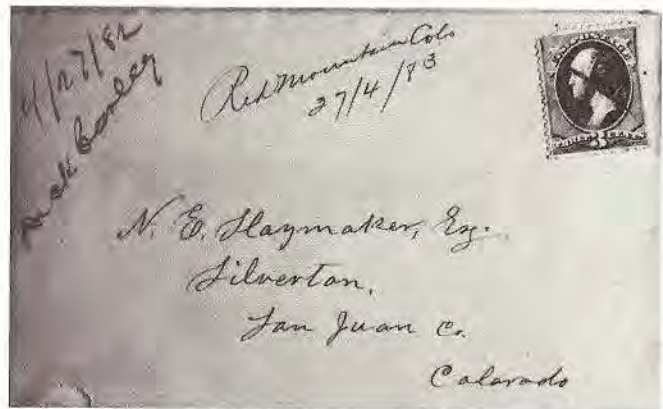


Figure 44

The earliest cover reported from Red Mountain, a manuscript from the three month old office, is shown here, addressed to attorney Slaymaker.



RIDGWAY

Established Oct. 1, 1890

Still Operating

Ridgway lies on the west bank of the Uncompahgre River immediately north of Cottonwood Creek at an elevation of 7040 feet and 10 miles north of Ouray (Ridgway Quadrangle, 1967). The town was started by the builders of the Rio Grande Southern Railroad at their junction with the Denver and Rio Grande (see Dallas). It was first called Dallas Junction, then Magentie, then Ridgway Junction, and finally just Ridgway after R.M. Ridgway, construction superintendent of the northern two-thirds of the railroad.

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

(He was borrowed for this from the Denver & Rio Grande, where he was superintendent of their mountain divisions 3 and 4 from 1881 to 1902.)<sup>116</sup>

The Ridgway townsite was located June 6, 1890, the plat filed July 7, 1890 and the town incorporated the next spring. A Rio Grande Southern roundhouse, shops, yards, offices, and depot were built there. The year 1890 saw the first church built, and a large hotel, several stores, and residences were in use in the first year.<sup>4,30</sup> In Jan. 1891 Ridgway got the first of four newspapers which operated in the town, one after the other, until 1926.<sup>60</sup> In 1900 its population was 245<sup>44</sup> and in 1910 it was 376<sup>65</sup>, a population which was rather stable until the Rio Grande Southern headed toward abandonment in the 40s. (Then it fell back to about 250, where it remained through 1970.) Ridgway until recently was a railroad town, shipping center of agricultural and mine products, and a shopping and recreation center for surrounding farms and ranches. Today it is only the last, and that too will go, if the proposed dam is built on the Uncompahgre River near Dallas.

During the period of primary concern to this study (1876-1926) Ridgway always received its mail via its railroads, described in the chapter introduction.

RIDGWAY COLO. (3+) 1891/03/26-1891/06/08 (See Fig. 45) CI:P,1,0:280:T;M,D,Y;S:G;R:small target	RIDGWAY, COL,REC'D. (2½) 1906/12/24 CI:P,1,0:285:(T,S);M,D,H,Y;REC'D:G;G:
RIDGWAY COLO. (3-) 1893/05/30 CI:P,1,0:285:T;H,M,D,Y;S:G;G:cork	RIDGWAY, COLO. (3) 1909/08/03 CI:P,1,0:315:T;M,D,H,Y;S:G;G:4-bar in purple
RIDGWAY COLO. (2½) 1896/08/26-1897/03/10 CI:P,1,0:285:T;M,D,Y;S:G;G:cork	RIDGWAY COLO. (2½) 1910/10/21 (See Fig. 46) CI:P,1,0:290:T;M,D,H,Y;S:G;G:grid



Figure 45

Ridgway built up very fast once the Rio Grand Southern Railroad went to work, and two strikes of the type shown have been reported from the first year of the office. A bit more care in opening the envelope would have been nice.

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)



Figure 46

The postmark is common, but isn't this a lovely little advertising cover from a tiny town!

**ROGERVILLE**

Established Mar. 19, 1883

Discontinued June 15, 1883

The only evidence of Rogerville (that I have uncovered) is in the postal records. The office was two miles south of Ironton and one mile north of Red Mountain.<sup>69</sup> This places it at the same site as the later town of Guston, and it was undoubtedly located at one of the major mines, probably the Guston or the Yankee Girl (see Guston).

No postmarks have been reported from Rogerville.

**RUBY CITY**

Established May 17, 1878

Discontinued July 31, 1879

There is some confusion over the site of Ruby City, some sources placing it around the Ruby Trust mine west of Mount Sneffels.<sup>20. 98</sup> The Postal Route Maps for 1877, 1879, and 1881 and Nell's maps of 1880 and 1881 all plainly show Ruby City some seven miles EAST of the Uncompahgre River, a bit north of Ouray, and apparently located on upper Cow Creek.<sup>26. 32. 33. 69. 125</sup> Whether Ruby City was a mining camp or just a stop on a trail to Hinsdale County I have no evidence.

No postmarks have been reported from Ruby City.

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

## SNEFFELS

Name changed to: Apr. 3, 1895

Discontinued Oct. 6, 1930

This was a simple name change from Mount Sneffels to Sneffels after 15½ years of operation. A complete writeup, postmark descriptions, and illustrations are given under "Mount Sneffels".



## VIRGINIUS

Established Aug. 16, 1887

Discontinued Apr. 24, 1894

Virginius was located at the Virginius Mine, 1½ miles west southwest of Sneffels (as the crow flies) at an elevation of 12,160 feet (Telluride Quadrangle, 1904; Telluride Quadrangle, 1955). The mine was discovered by William Feeland in 1877 and soon sold. Development began immediately, with some ore taken out as early as 1878.<sup>54</sup>

By 1881 there were three levels being worked through two shafts. During 1882, 3, and 4 the mine produced 300-400 tons of ore per year containing from 50 to over 700 ounces of silver per ton, plus a great deal of lead.<sup>99</sup> Evidently the level of effort continued to be significant, for the miners were soon down eleven levels (1100 feet). By this time it was obvious that the Virginius was a true fissure vein and plans were made to tunnel in from the level of Sneffels, cutting the vein at the 2000 foot level. The Revenue Adit, completed about 1893, tremendously increased the productivity of the Revenue-Virginius, allowing the ore (and water) to be taken straight down and out and finally allowing free ventilation once contact had been made with the upper levels.<sup>66,99</sup> The mine eventually produced more than \$27 million worth of ore.<sup>49</sup>

Until the Revenue Adit was completed, the Virginius miners lived in a boardinghouse right at the mine, which was connected with "civilization" at Sneffels only by a hazardous burro trail, and as the mine continued significant, it got a post office,<sup>66</sup> which probably also served the nearby Humboldt Mine. Once the Revenue Adit was completed, the miners moved down to Sneffels, and the post office was closed.

During its seven year existence Virginius was served by an extension of the same mail route out of Ouray that came to Mount Sneffels, although not as frequently.<sup>71, 117</sup> One postmark has been reported.

VIRGINIUS COLO. (3) Mar. 25, 1892 (See Fig. 47)

CI:P,1,0:295:T;(M,D,Y);S:G;G:4-ring target



Figure 47

This Virginius postmark is a scarce one, from the shortest lived Ouray County post office from which a postmark has been reported.

## POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

**WAREVILLE**

Established May 16, 1877

Discontinued July 17, 1877

I have absolutely no information about this office, shortest lived of all those ever established in Ouray County. The Postal Route Map supposedly for 1877 in fact has no actual effective date and shows a number of offices not established until 1878 (Ruby City and Windham, for example). It shows no sign of Wareville. Any information would be most welcome.

No postmarks have been reported from Wareville.

**WINDHAM**

Established Dec. 9, 1897

Discontinued June 20, 1881

To quote Crofutt, Windham "is at the mouth of the Uncompahgre Canon, on the Uncompahgre River, three miles north from Ouray. It is a small ranch, post office, and a few buildings."<sup>32</sup> It appears to have been located on the east side of the river about where Dexter Creek enters it.

During the winter and spring of 1878-9 there were four post offices within ten miles, Ouray, Windham, Portland, and Hot Springs, but the roads were still quite poor in the canyon and the many offices surely welcome. Jocknick even titles his Chapter XVI, "Bad Roads to Travel in 1877 and 1878", referring to travel between the Ute Agency at Los Pinos and Ouray.<sup>28</sup>

The Postal Route Map of 1879 appears to show a route back to Windham from Ouray, while the 1881 map shows service coming sequentially in to Ouray via each of the canyon post offices then operating.<sup>33, 114</sup> No postmarks have been reported from Windham.

Note: For bibliography references — see April 1977, page 17.



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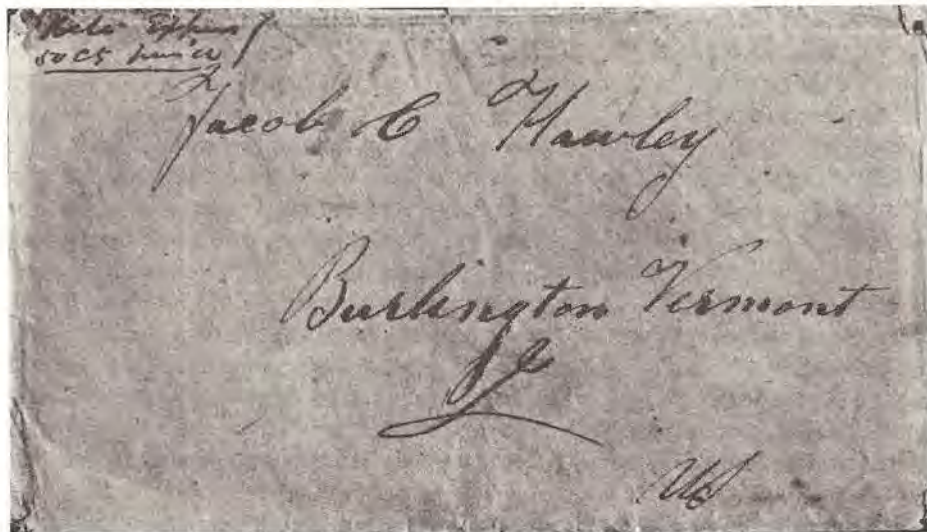
### CONTENTS OF A LETTER - FROM FOSTERS BAR

From the collection of John Drew

This 1850 California gold rush cover addressed to Jacob C. Hawley, Burlington, Vermont has the circular date-stamp of San Francisco in orange which makes it difficult to photograph. It reads "San Francisco - May ?, 1850 - 40".

The manuscript "Niles Express - 50 cents paid" appears in the upper left corner of the cover.

Niles Express was one of the early one-man expresses that operated in the California gold country. Many of the Argonauts would become expressmen to support their friends and partners in the mines. The following letter states that the expressman would pick up their mail in San Francisco.



Fosters Bar Calafornia May 10th 1850  
Mr Jacob C Hawley Dear Sir

I take the present opportunity of writing to you not knowing when I shall be near any Express again I wrote you when I was coming up the river but had not seen much & could not give you much news but will now give you all the particulars that I can Myself and comrades had a good time coming up the river from San Francisco to Marysville on the Uba river We came up the bay of San Francisco Pablo bay & Suisun bay into Sacramento river then into Feather river & then into Uba river up to Marysville a distance of about 225 miles We then sold our boat for 75 dollars (it cost about 40 dollars) & got our provisions &c drawn to Long bar by team for a distance of 14 miles for 4 cents per pound We stoped at long bar about 3 weeks & dug some little but the claims that were worth working were all taken & we left there & came to this bar which is 40 miles from Long bar We paid 18 cts per pound to have our things drawn up At Marysville we found Edward Hursch the glass blower he had been at work on Ousleys bar but had worked his claim out & is with us now It is about 15 days since I arrived here & have been up the river about 30 miles prospecting & have made a claim on Slate Creek which empties into the Uba Our claim is about 30 miles from here & I have some hopes of doing something there the Gold is midling coarse there We often get peices that is worth 25 cts It will cost about 50 cts per pound to get our provisions &c packed up there but at that rate our stuff will not cost so much as it is selling for 15 miles below there We were the first that went onto Slate Creek but at this time there are over 100 claims taken on it When we went up last there was in places about 16 feet of snow & it was hard to find a spot with less than 6 feet When we camped at night we built a large fire & cut some bushes & laid down on the

## CONTENTS OF A LETTER (Continued)

ground or snow then cooked our supper in a frying pan & tin pot then roll our blanket about us & lay down for the night & sleep very comfortable. The snow is going very fast & the streams will be low soon & the miners will have a chance to work there is but few that makes any more than their board at present & hundreds make less. The mountains is quite high here. We often go 3 miles from the river to the top of the bank.

The way that the miners get the gold out is with a machine called a cradle or rocker. It is made like a cradle with rockers & has a hopper with a Sheet Iron screen where the dirt is put in then there is water turned on & the cradle is rocked & the dirt goes through the screen into the cradle & out the tail end the gold stoping in the bottom of the cradle. These are riffles put in the bottom of the cradle to catch the gold. The stones remain in the hopper & are thrown off. The way that we tell if the ground will pay for working is by filling a tin pan with dirt & wash it out by shaking it in the river & if there is 10 or 12 cents in the pan the ground is called good.

I think I have seen enough to advise those who wish to come to California. Tell all who wish to come to stay at home as they are too late. I was full late enough but hope to make something yet.

All the good claims are taken up & a new comer must go up among the mountains & pay very dear for his provisions & work in the banks of the rivers here & there whilst those that were here first are farther down the streams making their piles. Those that come here thinking to get gold without work will find themselves mistaken. — am not sorry that I came but should have been if I had been 4 months later. If I get home with as much as I started with it is all I expect now but I may have the good luck to do better. It is something like a lottery. If a person hits on a good place he does well if not the contrary. I like the country very well but I think it will never do for a farming country generally. There is very little timber growing between San Francisco & 10 miles above Marysville. Then as soon as we come to the hills we find oak & pine & the farther we go towards the mountains the larger are the trees & in greater variety.

I have seen pines 10 feet through & 300 feet long & hemlock very large. There are plenty of deer, bears, panthers, wolves &c in the woods. The Grisly bears are very large and some weight 2 thousand pounds.

At least I have been told so by old hunters & I have seen some tracks that were 18 inches long and 12 in broad where they had been in the snow. I cannot tell when I shall come back but think I shall stop here another season. The rivers are very high when the snow is melting off but when the rainy season commences the rivers are high below but keep low high up on the acct of its snowing on the mountains when it rains farther down & does not melt of until into May. Consequently there will be a chance of digging on the river in the mountains in the winter & if I find a good place I may stop in the mountains all winter. I have not had a letter from the states since I left but the Expressman that carries this down will get all for me that there is so if you have wrote I shall get the letter in about 4 week from this time.

I wish you to write often & give me all the news. Tell H S White that I saw his brother here. He has a claim on a good hues bar. I see him chopping a cedar log near where I camped but did not know him at first but began to joke with him & soon found him out. He had not shaved for some time was the reason that I did not know him. He had seen Adams & Lawrence. They had gone to Deer Creek. That Tailer Backus is a waiter in a Hotel in Sacramento City. O Blackman as at Marysville looking for a place to keep store. Clark Durkee of Sheldon Vt is at Marysville keeping restaurant. My health has been good & this kind of life agrees with me well. The Indians here are the most degraded beings I ever saw. They live in dirt houses & go naked eat acorns & ants & when they kill a deer they eat the entrails & all. Two men will whip 30 of them. I start tomorrow for our claim. Mr Zatzman & Murray went up last week & I came down as soon as they got there. The water is too high to work yet but we are obliged to take care of the claim. Give my love to Mother & Laura. Tell them that I live on Pork & Pankakes & other good things. Tell them that I shall be back one year from this fall I think. Tell Zatzmans family that he is well. Also Mr Murrays folks.

J C Hawley / I remain yours &c George Harrington

**WELLS, FARGO & CO.**

Letters of Instruction

From the collection of J.C. Hawley

**Office of Wells, Fargo & Co.**

EXCHANGE DEPARTMENT,

SAN FRANCISCO, APRIL 8TH, 1861.

TO OUR AGENTS WHO SELL EXCHANGE:

The Semi-Weekly Overland Mail *via* Los Angeles has been discontinued. On or about the 1st of July next, it will be replaced by a DAILY OVERLAND MAIL *via* Sacramento, Placerville, Carson Valley and Salt Lake.

While this interruption continues, we must depend upon the Steamers and the Pony Express, for the transmission of our Exchange Advices to the Eastern States.

You will continue to send us DAILY ADVICES of Drafts sold by you, as heretofore.

All Drafts which are to be forwarded by PONY EXPRESS, should be so NOTED in your advices.

WELLS, FARGO & CO.



Return to this Office on the 29th June *all* "Pony Express Stamps" on hand at that time.

Address same to L. T. ZANDER, and Way Bill "Advanced Charges."

On the 1st of July we will furnish new Stamps with instructions for the service, to commence at that date.

WELLS, FARGO & CO.

SAN FRANCISCO, June 22, 1861.

WELLS, FARGO &amp; CO. (Continued)

## Wells, Fargo & Co's Express and Exchange Co.

SAN FRANCISCO, SEPTEMBER 3, 1866.

TO OUR AGENTS AND CLERKS:

GENTLEMEN:—

During the past eighteen months we have been robbed of large sums of money by some of our Agents, namely: Peter D. Hedley, late Agent at Gold Hill; A. M. Hayden, late Agent at Sacramento; George E. Morgan, late Cashier in this Office; and W. H. Eldridge, late Clerk at Collection Desk in this Office. In each case the money was used and lost by gambling in Mining Stocks, the buying and selling of which they pursued with the vain hope of making sudden fortunes or of retrieving losses, and thus be enabled to cover up their abuse of trust and confidence placed in them both by the public and ourselves as our Agents. Now I consider such gambling in Mining Stocks fully as demoralizing as gambling at Faro, Monte, or other card games; more dangerous, because countenanced by the community, but utterly inconsistent with the best interests of Wells, Fargo & Co.

If an Agent or Clerk can afford to lose money by trading in Mining Stocks, (and none but those who can afford to lose should buy and sell them on their own private account) we cannot afford to trust our business to his care. Such certainly is my best judgment, based upon my observation of men during the past six years; and this being my deliberate opinion, I give you notice, that if you deal in Mining Stocks on your own account I shall deem such dealing or gambling as the election on your part to leave the employ. I must not be understood as wishing to interfere with legitimate mining enterprises; for this is a country of great mineral wealth and resources, in the development and fostering of which we have done our part: but I do intend, so far as lays in my power, to put a stop to Mining Stock gambling by our Agents and Clerks, who cannot by any possibility have any doubts as to the correct meaning of the term "Mining Stock Gambling," which has certainly ruined thousands of Clerks in this country during the past five years.

LOUIS McLANE,

Gen'l Agt. of Wells, Fargo &amp; Co.

**GLADSTONE**  
Los Angeles County Ghost Town

By Kenneth S. Greenberg

If Haley's Comet had trailed its fiery tail across Southern California skies in the summer of 1887 many citizens would have thought that phenomenon was a promoter's gimmick to publicize a boom town called Gladstone.

Gladstone was first brought to the attention of newspaper readers in Los Angeles when the following half page ad appeared in the Los Angeles Tribune on April 10, 1887:

X  
X                      X  
G L A D S T O N E  
X                      X  
X

Thereafter large advertisements with the town's name blazoned in huge letters appeared in various Los Angeles newspapers.

"The lands purchased for Gladstone, newspapers stated, possess a more valuable water right than those of any other part of the State. The source is the San Gabriel River, which is constant in its flow, whether the season is wet or dry."

Obviously, there has been a dramatic change in weather conditions since those words were written. Today the San Gabriel River is completely dry except during a short rainy season.

Gladstone was located between the towns of Glendora and Azusa. The town was named after the British Prime Minister William Ewart Gladstone, who at that time was enjoying a period of popularity in the United States.

Extravagant and optimistic articles and advertisements relating to the marvels of Gladstone abounded.

In one newspaper Gladstone was dubbed the "Business Center of the Valley." And it was alleged that "Mountains of marble existed in Cajon Pass and, with the aid of the Santa Fe (RR), could be laid down in Gladstone cheaper than brick."

Despite its eventual failure, Gladstone at the height of its growth actually was a fair-sized village consisting of four schoolhouses, three churches, four stores, several shops, a winery and a livery stable. A post office was established 12 January 1888, and remained in service until 31 August 1892.



**GLADSTONE (Continued)**

Probably the primary reason for the town's demise was the lack of direct railroad connection with either of the major lines running through the San Gabriel valley. When the Santa Fe connected up with the Los Angeles and San Gabriel Valley Railroad, Gladstone found itself two miles south of the line.

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

(The author is indebted to Glenn Dumke's "Boom of the Eighties" for much of the information contained in this article.)

**CONTENTS OF A LETTER - Fort Yuma, Cal.**

From the collection of Douglas Gary

Fort Yuma, Cal Augt. 10th 1873

Well Harold

I guess you begin to think, by my long continued silence that I never mean to answer your Letter — but not so. Before yours reached Camp Hualpai I was on my way here and it had to be forwarded here so you can see it was a long time on the road. It was written June 20 and I had it here July 29th — and since then I have neglected answering it until today, but I will not be so careless in future but will answer your letters promptly.

I had good times the last Eight months in Arizona — We were situated in the Northern part of the Territory where the climate was splendid — just about the same as it is in California, plenty of good water and our Camp was situated in a nice grove of Cedars. It was in fact the finest spot in the whole Territory. Plenty of Indians — one was not safe a quarter of a mile of Camp. Could see plenty of them every day back int he mountains, but our Boys made it too hot for them. What we did not kill we drove off to the Southern part of the Territory and at last they have all surrendered and are placed in Reservations. I don't anticipate any further trouble from them at present. but it is hard to tell what they will do they are so treacherous.

I was out on several on several Scouts, went just for the fun. I no need to go for I was in the Quartermaster Department and did not have to do any "soldiering" unless I volunteered. It is terrible hard work fighting Indians — they will not come out face to face and fight — but want some ambush or some place where they have all the advantages. I was out on one trip where we killed Forty seven one morning "*before breakfast*" and only lost one of our men. We surprised them at Day Break and not one of them Escaped and I saw several Squaws & Papposes lying dead. It is hard to kill the Squaws and Children but such is war — especially in this part of the country.

We are here at Yuma on the Colorado River. by looking on the map you can see just where we are located we are just in California & that is all, for Arizona is just across the River — but I am glad to get out of Arizona. This is the hottest Post in the U.S. We have had it 117 in the Shade many days, and it is nothing to have 113, that is just an average heat, but I do not have to go out in the Sun. There is a tribe of Indians here — the Yumas who used to be the worst of any, but they are peaceable now and have been for a long time. Nothing grows here but Melons. the Indians raise plenty of them and the finest I ever saw. It is too hot for anything else to grow, but we get Potatoes, Onions and such from Frisco by Steamer.

I am very glad to hear that you are getting along so well with your studies. I tell you Harold it was a good thing for both of us that we got out of Cambridge — keep on old Boy in the right and you will succeed. I have turned over a new leaf. Do not either or smoke and have given up all bad habits and have begun a new life altogether. I have gained the confidence of my officers and have a good position in the Quartermaster Department and get good pay and enjoy myself first rate. I tell you Harold never allow yourself to be tempted to take the first glass, for in that lies your ruin. Shure you may drink moderate for a while, but at last it will get the better of you. Shun it as you would the most deadly Poison. This is the advice of one who knows.

I wrote you while at Angel Island a year ago and never received any reply. I probably left there before your answer came and they never forwarded it. I would surely have answered it. I would like very much to hear from you often & I promise to asnwer prompt. Tell your Mother I will writ her in a Day or Two.

I will write you a better letter next time. I am very busy in the office today, but thought I could not delay writing you, any longer.

I remain you Friend

(agd) C. E. McNitt  
Co. G 23rd Infy.

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**BLACK JACKS WEST**

by Paul J. Wolf

Honolulu to Racine, Wisconsin, via San Francisco. 5¢ rate, consisting of the entire, U58 and a Black Jack. This is a usage during the 10th Period, Dec. 3, 1864 to Oct. 14, 1867. The rate was made up of 3¢ US postage and 2¢ Ship Fee. Hawaiian Inland postage, 5¢, was paid in cash, as shown by the hand-stamp "Honolulu U.S. Postage Paid Dec 10" on red. The stamps were cancelled in San Francisco on Jan 10, NYD. The usual 4-ring killer. Unfortunately, there are no year dates to be seen, so the best we can do is to postulate the 1864-1867 period.

Since it took the better part of 5 weeks for this letter to travel from Hawaii to San Francisco, it seems likely that it went by sailing vessel, and quite possibly there were delays or stops enroute before arriving at that port.

A directive states "Per steamer from San Francisco." It would be interesting to know exactly what was meant. Obviously, there are no direct steamship lines to Racine, Wisconsin. Perhaps this meant Via Panama, by steamer to New York, rather than overland. At that time, the Transcontinental Railroad was still a thing of the future.



First Class rate, 1¢ overpaid by two Black Jacks, (the frequently seen convenience overpayment) from San Francisco to Cambridgeport, Mass. Marked for transmission East "Per Steamer." The double-lined San Francisco CDS has the date Oct 19, but there is no year date. The killer is the San Francisco Cog, Type III.

Clifford L. Friend's article in the January 1975 issue of WESTERN EXPRESS "The 26mm Double Circle Postal Marking of San Francisco" classifies this CDS as Type D, Early, with the earliest date of use given as Oct. 11, 1864. But the 1864 example shown has the year date in the CDS, so this one may be later.

**BLACK JACKS WEST (Continued)**

The use of two Black Jacks, 4¢, overpaying the 3¢ First Class rate, has engaged the attention of a number of students of this issue. The unanimous opinion is that it merely represents a convenience franking.



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OF NON-CALIFORNIA ITEMS**

by David L. Jarrett

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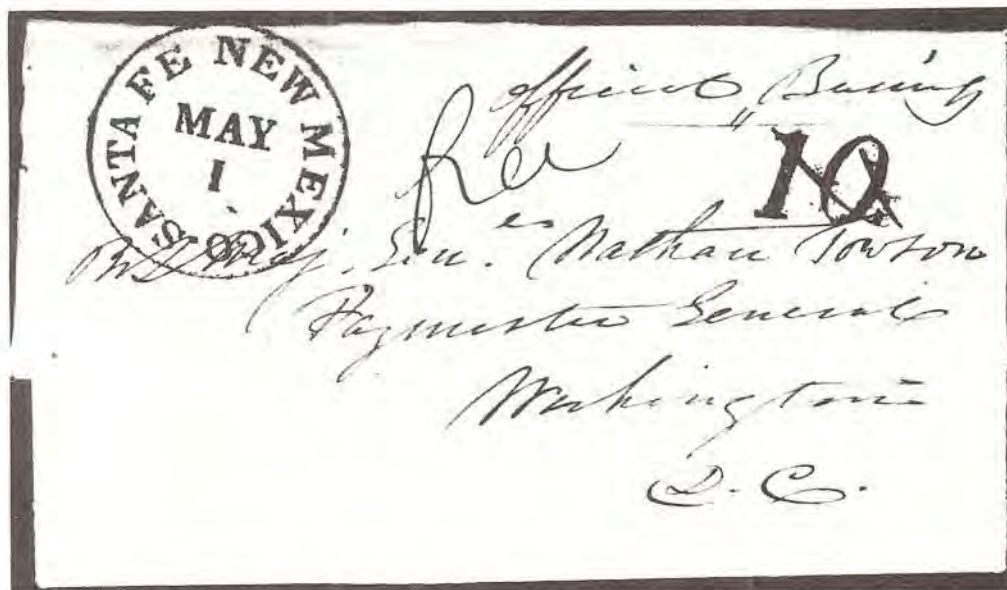
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## ADVERTISEMENTS

# THE OVERLAND MAIL

by

LE ROY R. HAFEN



Leroy R. Hafen's doctoral dissertation, *The Overland Mail*, was first published in 1926. Today, over a half-century later, it remains an outstanding account of the growth and development of the mail stage.

In *The Overland Mail*, Hafen mainly focuses on the history of postal service, ocean mail to the Pacific coast, the pioneer monthly mails to the inter-mountain region, the Butterfield Overland Mail, the Pony Express, mail service to Pike's Peak, and the overland stage. He also deals with issues of general concern such as whether or not the stage-coach should take a northern or a southern route and whether or not the Post Office Department should be self-supporting or a pioneering agency encouraging settlement. This fascinating story of the overland mail is further enhanced by several drawings and a map of overland mail routes from 1849-1969. A new preface by Hafen has been added to this 368-page hardcover Quaterman reprint.

This delightful work on the "precursor of railroads" and "promoter of settlement" will be of interest to historians, philatelists, and anyone who has ever wondered how mail got delivered in the days of the wild West.

\$25.00 (POSTPAID)

**Quaterman Publications, Inc.**  
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## AUCTION ACTION

By Robert Lewenthal

This issue contains a listing of the highlights of Henry Spelman's Postal History Auction held at Westpex on May 1, 1977.

Prices, generally were strong, but the market for California Town cancellations was not as active as in the past. The Sacramento stampless collection did sell well.

## California Towns

Butte Mills, 1860. Neat ms. pmk. to San Jose. Ms. "Paid 3d" Letter enclosed. Fine appearance.	\$ 52.50
Columbia, Cal. Legible straight line pmk. with ms. date. "Paid 6" in blurred circle. Bit worn, neatly repaired tear. Fine	35.00
Forbestown, Sep. 29/54, Cal. and Paid 6. All in ms. on cover to Wisc. Interesting miner's letter. F./V.F.	47.50
Sacramento, Sep. 20, 1849. Neat ms. pmk. "Paid 40" in ms. on interesting folded letter to N.Y. State. Very rare. V.F. app.	725.00
Sacramento, Cal., Mar. 4 (1850). Excellent strike in black oval on folded letter to Boston. Red crayon '40'. Interesting letter. Small stain, filing creases. Fine appearance.	425.00
Sacramento, Cal., Mar. 22 (1850). Excellent strike in black oval on cover to S.F. Bold black "12½". Worn edges, tiny nicks, creases. Fine appearance.	425.00
Sacramento City, Cal., Jan. 31, (1851). Fine strike in red 36mm. circle on folded letter to Independence, Mo. Matching small bold '80'. Closed tears, small stains. Fine.	270.00
Sacramento City, Cal. Apr. 22 (1851). Clear to fine strike in red circle on folded letter to Sonoma. Fine matching '12½' Small stains. Fine appearance.	260.00
Sacramento City, Cal., Jan 19, 1859. Good to clear strike on cover to "Hon. J.W. Denver, Washington, D.C." Ms. "Via Tehuantepec" Letter encl. about Central Overland Mail Route. Rare. F./V.F.	1050.00
St. Louis, Cal. Fine strike on 1856 cover to England. Red ms. "Paid 29". Handstamped '19' credit to England. Fine.	120.00
Haywood, Cal. Neat ms. pmk. on Four Hourse Stagecoach "The Star of the Union" cover to Maine. 10¢ 1857 (35) pen canc. Tiny edge tears, light stains. Rare & Attractive.	500.00
Snellings Ranche, Cala. Fine strike in D/L oval. Pair 3¢ (11) pen canc. Bit cut in at left. F./V.F.	140.00
Esmerelda, Cal., Jan. 12, '63. Neat ms. pmk. 3¢ 1861 pen canc. Nice letter encl. headed "Aurora, Esmerelda Dist." Bit short at R, clear of stamp. Fine.	90.00

## Territorials

Alexandra, A.T., 5-23-80. Neat ms. pmk. on U167 to Nova Scotia. Very scarce. Tears, creases & stain. V.G. only.	90.00
Ganado, Ariz. 1911. Fine strike ties 1¢ (331) to postcard. Fine.	57.50
Signal, A.T., 2-16-78. Neat ms. pmk. on W.F. franked U164. Bit trimmed at left. F./V.F.	200.00
Solomonsville, Ariz. 1899. Fine strike on U362. Earliest date reported. Small edge tear. F./V.F.	180.00
Nevada, Col. Ter. (J99). Fine strike on cover to N.Y. 3¢ 1861 pen canc. F./V.F.	220.00
Guam, Ladrone Isl's. 1901. Three fine strikes tie 2¢, 5¢, 10¢, 50¢, 1.00. Guam overprints (2, 5, 8, 11, 12) to registered cover to Dresden. Light crease at top. Very rare. Fine.	1000.00
Honolulu, H.I. (M.H.234.62). Excellent strike on cover to Mass. Pair & single 5¢ (39) tied. Purple "Late Letter Mail (M.H. 95a) Rare & Fine.	325.00
Clifton, Nev. Ter. 1863. Fine "square" strike in circle ties 3¢ 1861. Bit trimmed at right. Rare cancel. Fine appearance.	125.00
Fort Union, N.Mex. 1868. Legible to fine strike. 3¢ grill (93) tied. Earlier than listed. Fine.	125.00

Camp Stambaugh, Wyo. 1875. Excellent strike in 24mm. Circle on cover to Fort Howard, Wisc. 3¢ (147) tied by negative star. Small tears, bit trimmed at left. Fine. 180.00

## Express Covers

J. Bamber & Co.'s Contra Costa Express. Excellent handstamped frank on U10. Fine "Answer" by Bamber & Co.'s. Express, office Davis St. Between Broadway & Vallejo." Bit aged, few tiny nicks. Attractive. 110.00

Garland's Express, Paid. Printed frank in fancy rectangle on U59. Bit trimmed at left, small stain, otherwise fine. Very rare frank. 950.00

Gregory's Atlantic & Pacific Express, Forwarded by Thompson & Hitchcock, 149 Pearl St., N.y. Excellent strike in four lines on back of 1851 folded letter to S.F. "Paid" in oval. Fine. 325.00

Langton's Pioneer Express. Type 4 frank on U18 to Boston. Fine blue Langton Camptonville in oval. On back, "Reply by Freeman & Co.'s Express" in two red straight lines, and red oval "Freeman & Co's. Express, San Francisco." Neatly repaired. Attractive. F./V.F. appearance. 130.00

Pacific Union Express Co. Ribbon frank on U59 to Norway. Five 3¢ grilled (94) tied by targets. Clear "Havilah, Cal." pmk. All transit markings. Rare. F./V.F. 1450.00

W.F. Mark West (L11-9, unl.) Good strike on U58. Irregularly opened at right, clear of stamp. 1869 letter encl. 135.00

W.F. Port Costa, Cal. (L10-8). Perfect strike on U312. V.F. 190.00

W.F. Steamboat (L2-3). Fine strike ties 3¢ (11) to unfranked cover. Ms. "Wells Fargo & Co. Ex." at top. Clean and attractive. 325.00

Literature: Set of Western Express 260.00

## Blockade Covers

Charleston, S.C. Apr. 5, 1864. Fine partial strike on incoming blockade cover. "Steam Ship" in black oval. Pencilled '12' rate, also ms. "Due 12" on mourning envelope. Fine appearance. 1300.00

New Orleans, La., 15 Mar, (1862). Excellent bold strike on incoming Blockade cover from Havana. Fine S/L "Ship" and ms. "10" rate. Ms. "Pr. Sch. Break O 'Day. Interesting letter encl. F./V.F. 1700.00

Wilmington, N.C., Sep 12. Fine strike on incoming Blockade cover addressed to Ga. Matching S/L "Ship." Ms. "12" rate. Red D/L oval. "Forwarded by Saunders & Son, Nassau." 1863 docketing. Small tears, tiny repair. Fine appearance. 2000.00

From Richard Wolfers sale of April 28-30, 1977

1893 blue oval River Express Co. pmk on 2¢ stamped env. Paid/River Express/Stockton & San Francisco ptd frame 105.00



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**DR. BAKER'S  
MOK HILL LETTERS**

In 1852 Dr. John W.H. Baker wrote a series of 51 letters from Mok Hill (Mokulumne, Cal) to Meridian, N.H. These letters were sold in Robert Siegel Postal History Auction in 1972 (Sale 412, Lot 575). I am now working on a monograph of this California Gold-mining town and I would appreciate it if the buyer of this lot would let me copy this material, buy it, or trade for it, so that it would be available for this research work. Any expenses involved in copying would be paid for and appropriate citations and footnotes provided in the monograph. I am also very interested in any other covers or letter from this town, up to 1865.

**DR. JUDAH LANDES**

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