

WESTERN EXPRESS

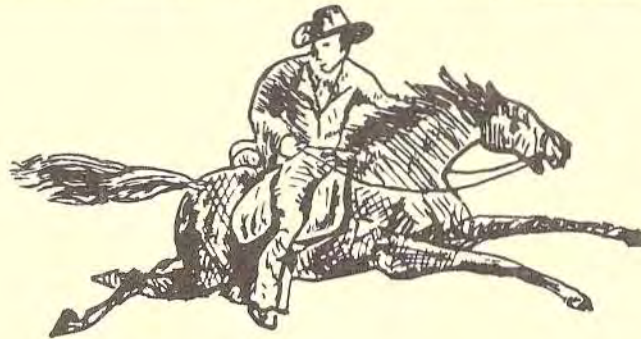
RESEARCH JOURNAL OF EARLY WESTERN MAILS

VOLUME XXVIII, NO. 2

Western Cover Society
Unit No. 14 — American Philatelic Society

APRIL 1978

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

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

PRESIDENT'S MESSAGE

For some time consideration has been given to the establishment of a Literary Award for the author of the best article or story appearing in our quarterly, *Western Express*.

Because our quarterly is basically a research journal, your Board of Directors has now agreed to establish an annual Literary Award.

For the best article in the opinion of the judges, a cash award of \$100.00 will be made. Authors must be members of the Western Cover Society. I have appointed a panel of judges, who of course will not be eligible to compete for the award. They are W. Scott Polland, M.D. (chairman), David Jarrett, Jack Greenberg and Kenneth Harrison.

The judges will not be bound by rigid rules or formal procedures. Historical knowledge will be matched with accuracy and literary ability and reader interest. Photos always enhance a story, so illustrations of covers, letters, postmarks or other items will have a place in the production of each author's contribution to *Western Express*.

The first award will be announced at our annual breakfast-meeting April 30 at the Jack Tar Hotel, San Francisco, and will cover the contents of Volume XXVII.

We are now in a new year, and with this Literary Award I encourage all of our members, whether they are young or seasoned writers, to consider a story for *Western Express*. Our Editor will be happy to assist you in any way he can.

There you have it. Let's give our Editor and panel of Judges a workout. Start thinking about the story or article you have always wanted to write. Here is your chance to contribute research — and compete for the cash award.

—Basil C. Pearce

EDITOR'S ARENA

ANNUAL MEETING Sunday, April 30 is the date set for our annual breakfast-meeting. It will once again be held in the Jack Tar Hotel, beginning at 10:00 a.m. Last year we had an overflow, and because of last minute decisions to attend some had to be turned away, we advise early reservations (write to the Editor at 9877 Elmar Ave. Oakland, CA 94603. The all-inclusive price will be \$7.00 if you wish to send your check at the time you make reservation). The meeting will be on the last day of WESTPEX, which runs from April 28 thru April 30.

The winner of our first Annual Literary Award will be announced by President Pearce, during the meeting.

CHANGE OF ADDRESS Please save your Society unnecessary expenses by notifying the Secretary of your change of address promptly. In mailing the WESTERN EXPRESS there is the basic charge, which has been 28¢ for the past few mailings. When the addressee has moved the Postal Service usually returns the magazine, charging 28¢ for the return, plus 25¢ as a charge for notifying us of the new address. Then 28¢ must be placed on a new envelope to get W/E to the new address. This could be avoided with just a 9¢ postcard notice from you when you move or plan to move.

ANNUAL DUES Here again, prompt payment of your dues, or a note that you are not planning to renew, would save more unnecessary expenses. This year, on February 1, there were 66 on our list of unpaids, and a second notice was sent to each. (We have already apologized to the four members whose dues had been paid, yet their names inadvertently got on the wrong list).

EDITOR'S ARENA (Continued)

FRIDAY LUNCHEON The long established custom in the San Francisco Bay Area of having an informal luncheon-meeting at the Sir Francis Drake Hotel's "Plate of Brass" room every Friday beginning at about 10:30, is still in effect. During January and February, those attending (which includes local members who are there EVERY Friday) were Dr. W.W. Bilyeu (Mill Valley), William Crowe (S.F.), Brad Casoly (S.F.), Dr. Jesse Coburn (Goleta), John Drew (San Jose), Everett Erle (Oakland), Jack Greenberg (Halfmoon Bay), Ken Greenberg (Santa Barbara), Kenneth Harrison (Mill Valley), Dorothy Hotz (San Mateo), Steve Kovacich (Albany), Robert Lewenthal (S.F.), Dr. Clifford Moss (S.F.), Basil Pearce (Orinda), W. Scott Polland, M.D. (San Rafael), Chester Smith, Jr. (Pine Grove Mills, PA), Fred Smoot (Daly City), Henry Spelman III (San Anselmo), Irwin Vogel (Pacific Palisades), John Williams (Sebastopol), Richard Wilkerson (Carmel), Charles Winter (Los Altos), Richard Wolffers (S.F.).

When you come out to the area on vacation or business, keep Friday in mind. We will be pleased to see you. The ONLY Friday we aren't at the Sir Francis Drake is the Friday during WESTPEX — which this year is April 28. Then we will be at the Jack Tar.

SECRETARY'S REPORT**NEW MEMBERS**

- #689 Eugene E. Brull, P.O. Box 101, Wethersfield, Conn. 06109
(Collects Western Express, Nevada Territorials, Calif. Mining)
- #690 Raymond Dopmeyer, P.O. Box 452, Willmar, Minn. 56201
(Collects early Western covers)
- #691 Robert H. Rhodehamel, 5320 N. Meridian St., Indianapolis, Ind. 46208
(Collects Alaska — covers and postal history)
- #692 Gretchen Heather Mitchell, 2269 Fink St., Los Angeles, CA 90068
(Collects Calif. and Hawaii pre-1900, some Oregon, Nevada, Arizona, & N.M Territorials, small town, fancy cancels)
- #693 Edward C. Hyers, P.O. Drawer 10380, Bradenton, FL 33507
(Dealer — American Philatelic Brokers, Inc.)
- #694 H.C. Perry, Jr. 553 Croyden Ct., Sunnyvale, CA 94087
(Collects Wells Fargo and Early Calif. town cancels)
- #695 Armour A. Anderson, 2152 Hillcrest Lane, Twin Falls, ID 83301
(Collects Territorials and Expresses)
- #696 Donald F. Katona, 2505 Bellevue Ave., Los Angeles, CA 90026
(Collects old Western towns, specializing in ghost towns)
- #697 Sheri Clark, P.O. Box 112, Costa Mesa, CA 92627
(Collects, Express, P.P.I.E., S.F., Advertising covers, Calif. Cancels 1850-1918)
- #698 Jerry Clark, P.O. Box 112, Costa Mesa, CA 92627
(Collects Western Express covers, Calif. Gold Rush cancels)
- #699 Lorne L. Allman, P.O. Box 187, Riverside, CA 92502
(Collects all covers and collectibles from the area now in Riverside County, Cal.)
- #700 Dr. N.V. Ellerton, P.O. Box 609, Humacao, P.R. 00661

SECRETARY'S REPORT (Continued)

**CHANGE OF NAME
AND ADDRESS**

#469 Mary L. Prindiville, P.O. Box 246, Blairsden, CA 96103

**CHANGE OF
ADDRESS**

- #634 Richard Carlson, P.O. Box 272, Fairborn, OH 45324
- #422 Col. James T. DeVoss, 9 Nittany View Circle, State College, PA 16801
- #473 Jerry Lewin, P.O. Box 616, Camino, CA 95709
- #629 Robert L. Lisbeth, 6208 Long Meadow Drive, McLean, VA 22101
- # 26 Charles F. Meroni, Knowllwood, 100 Club House Lane,
Lake Zurich, IL 60047 (June thru Sept.):
160 Canal St., Tavernier, FL 33070 (Oct. thru May)
- #580 Leonard McCabe, Jr. P.O. Box 1027, Fresno, CA 93714
- #666 Brian Mullen, M.D., 1114 Cook Ave., Lakewood, OH 44107
- #661 A.W. Peterson, 2737 Chimney Springs Drive, Marietta, GA 30062
- # 9 Donald Tonjes, P.O. Box 362, Commack, N.Y. 11725
- #514 Ron Wilbur, P.O. Box 1417, Redondo Beach, CA 90278

RESIGNATIONS

Christian H. Aall, Robert Fisher, M.D., Greg Gibson, Stanley Dempsey,
Clifford Friend, M. Perlmutter

DECEASED

Harold Longfellow, W.E. Waste

TREASURER'S REPORT

Cash on hand, January 1, 1977			\$4,089.51
RECEIPTS			
Dues — 1977	1465.00		
— 1978	<u>2345.00</u>		
		3810.00	
Advertising — 1977	227.50		
— 1978	<u>290.00</u>		
		517.50	
Sale of back issues of Western Express		292.50	
Interest on Short-term Savings		265.69	
			4,885.69
Total Funds Available			<u>8,975.20</u>
EXPENDITURES			
Printing & Mailing of Western Express	3214.41		
Secretary-Treasurer Expense	<u>126.87</u>		
			3,341.28
Cash on Hand, December 31, 1977			<u>5,633.92</u>

**PATRON AND SUSTAINING MEMBERS
FOR 1978**

PATRON

J. David Baker
David T. Beals III
Henry Clifford
Marc Haas
Dorothy Hotz

John F. Leutzinger
Robert Lewenthal
G. William Magladry, M.D.
Kenneth Greenberg
Frank Q. Newton, Jr.

King Parker, Jr.
Basil C. Pearce
W. Scott Polland, M.D.
Henry Spelman III
J. Earle Stromberg
E. Murray Todd

SUSTAINING

S.M. Arnold
Dr. W.B. Bilyeu
William Crowe
J. Leonard Diamond
John Drew
Raymond Epple
C.C. Hart
Joy Hutton
Constant Johnson
Wallace Knox
Trowbridge Leavitt
William McGreer

Stephen Miles
Charles Molnar
Clifford Moss
Robert Myerson
Ray Newburn, Jr.
Ralzemon Parker
N. Leonard Persson
Richard Poultridge
W.R. Radford
Helen Rhodes
H. Salley

Oscar Salzar
Col. Fred Seifert
William Semsrott
Tracy Simpson
Jack Stucky, M.D.
Glenn Terry
Elmer Tvedt
Irwin Vogel
Dr. Heinz von Hungen
Richard Wilkerson
C.A. Whittlesey
John Williams

CONTENTS OF A LETTER

By J. David Baker

The following folded letter was kindly brought to our attention by David Baker and is from the collection of a Baltimore collector, Alfred Pundt. The postmark is the normal c.d.s. of New York of July 12 (1848). It is addressed to "Thomas H. Stevens, Esquire, /Late Agent for the U.S. Navy at Honolulu Hawaiian Islands Washington City." As Dave points out, it was undoubtedly brought from Honolulu to New York by an agent who deposited it in the New York Post Office as an ordinary letter. Hence no SHIP rating. Above the name is the inscription "Triplicate" and Dave points out the very interesting footnote in the body of the letter which gives the routing of the original and the duplicate. The signature on the letter and the footnotes are in a handwriting different from that of the body of the letter and the names of the ships are not readily evident.

The letter follows:

"Triplicate

Foreign Office, Honolulu
21st December 1847

My dear Sir

I am exceedingly sorry that I had not the pleasure of walking down with you and your lady to the boat yesterday. Dudvit & a countryman of his called upon me on businefs, at the time and so, I was prevented from showing you that mark of deserved respect.

You will receive this note through the Kings Consul General in New York, to whom I now write to facilitate your views, on these Islands, in case you should find it desirable to appeal or refer to him.

I have ever been a friend of the development of the great agricultural resources of these Islands by encouraging the introduction of foreign Capital and labour, and rendering the Islands, as attractive to foreigners as pofsible. On the 1st of this month, I drew up a long paper showing the wisdom of that policy and of dividing the whole lands of the Kingdom so as to render pofsefsions secure & facilitate transfers. The question has been formally taken up up, under rules drafted by Judge Lee, which correspond closely with those that I recommended. A committee of the Privy Council is now engaged in working out the details, and I sanguinely hope that the best results will follow. Mr. Lee is a stout

CONTENTS OF A LETTER (Continued)

advocate for every thing that is liberal & just in the policy of the Government. I shall be happy to hear from you, on all occasions, & with kind compts. to Mrs. Stevens & Mr. Christie & best wishes for yourself.

I remain,
My dear Sir
Yours truly
R.C. Wylin.

Original by the whaler James Mancy 25 decembr.
Dup by Schr. Mary alia S.S. 7th January
P.S. 25th January. Please make my best compts to Mrs. Stevens."

from you, on all occasions, with kind compts. to Mrs Stevens & Mr. Christie & best wishes for yourself

*I remain
My dear Sir
Yours truly
R. C. Wylin*

*Original by the Whaler James Mancy 25 Decembr
Dup by Schr Mary alia S.S. 7th January*

P.S. 25th January. Please make my best compts to Mrs Stevens

POSTAL HISTORY OF THE COLORADO SAN JUAN

Chapter VI, San Miguel County

Part Two (cont.)

by Ray L. Newburn, Jr.

SAWPIT

Name changed from Seymour Feb. 21, 1896

Discontinued Mar. 31, 1926

Sawpit was located on the north side of the San Miguel River, a mile east of Fall Creek and a bit over 2½ miles northwest of Newmire, at an elevation of 7560 feet (Little Cone Quadrangle, 1953). At some point in time two men, John T. Donnellan and John H. Mitchell, dug a pit near this location to roll logs on and hand-saw lumber (one man on top, the other in the pit) to build sluice boxes for placer mining.⁴ Whether this activity gave name directly to the town or to a creek and hence the town isn't clear. In any event when one James Blake discovered the Champion Belle (or Belle Champion on the Grey Head Quadrangle, 1953) Mine in July 1895, the town of Sawpit soon appeared. The Commercial Mine was found in 1896 to add enthusiasm.⁴⁹

Although post office records say Sawpit was a name change from Seymour (and I asked Bauer to so draft Map 6), in fact the post office was apparently moved about a mile from nearby Fall Creek (see Seymour). Sawpit even had a weekly newspaper, the Sawpit Hammer, from Jan. 29, 1896 into 1897 but no collections of it are known.⁶⁰ The Sawpit mines are mentioned briefly in various mining reports but never with great enthusiasm.⁵⁰
⁸⁹ The 1900 population was 94.⁸⁵ That of 1910 was 121.⁴⁴ A few buildings remain in use to this day.

Mail came in via the Rio Grande Southern Railroad. Strangely no 19th century postmarks have been reported, just 20th century 4-bars.

SAWPIT COLO 1909/03/04

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

SAWPIT, COLO. (2½) 1914/07/11-1914/07/14

CI:P,1,0:320:T;M,D,H,Y;S;G;G:wide 4-bar

SEYMOUR

Established Jul 13, 1892

Name changed to Sawpit Feb. 21, 1896

The postmistress of Fall Creek stated in 1937 that Seymour "was once (1888) a thriving camp at the placer diggings on Fall Creek." She then states incorrectly that the post office was moved to the Silver Pick Mine and named Silver Pick (not true, see Wilson) and "Later, about 1896, the Sawpit Mines were discovered in the region, and the post office was moved to the new camp and given the name of Sawpit."¹³⁸ All references indicate that Sawpit (see same) was indeed a *new* town, the result of mining discoveries in 1895, and not just a name change from Seymour. Further, the 1892 Postal Route Map shows Seymour 3 miles from Placerville,¹¹⁷ whereas that of 1897 shows Sawpit 4 miles from Placerville,⁷² a change of the appropriate magnitude. So, place Seymour at the same location as Fall Creek rather than Sawpit as shown.

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

Having said all that, I can say little more other than that Seymour was served its mail by the Rio Grande Southern Railroad, and, amazingly, a postmark survives.

SEYMOUR COLO. (3) 1894/06/11 (See Fig. 56)
CI:P,1,0:275+:T;M,D,Y;S;G;R:target

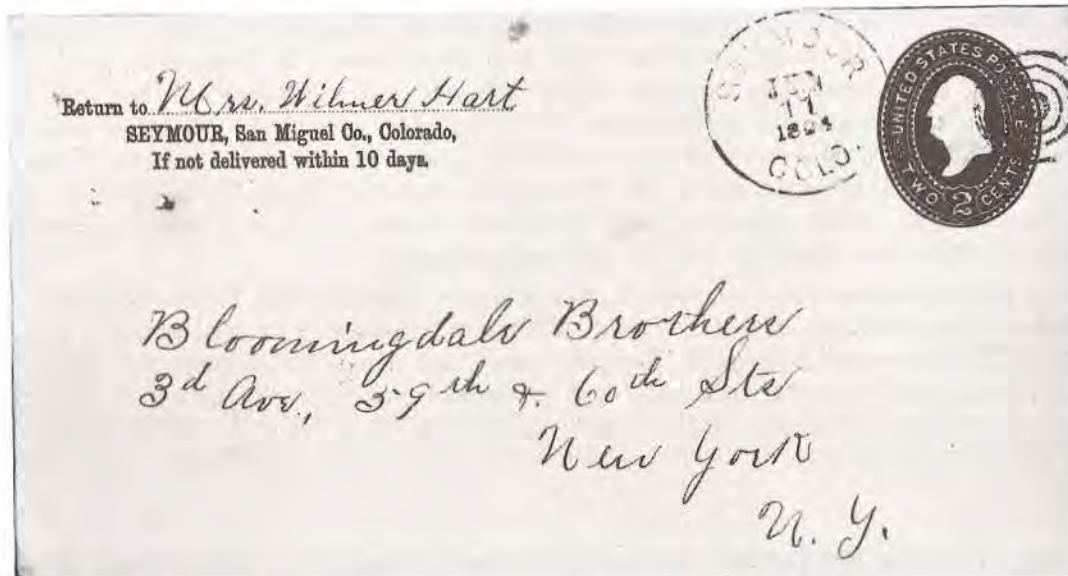


Fig. 56

This is the unique Seymour postmark, of the shortest lived San Miguel County office from which a postmark survives (unless you consider the two periods of Illium and Trout Lake as separate offices).

SLICK ROCK

Established Aug. 1940
Re-Established after July 1, 1955

Discontinued Oct. 1946
Still Operating

This is a modern office, included for completeness and because it relates to an earlier office, Gladel. Slick Rock has appeared on modern Gousha Co. road maps on state highway 141 (number change from state highway 80 in 1970) on the *west* bank of the Dolores River. And it is labeled Gladel (Slick Rock P.O.). The Horse Range Mesa Quadrangle 1960, shows Slick Rock in a bend of the Dolores River a half mile north of the highway. And why did this office appear during World War II, disappear, and reappear? This is vanadium-uranium mining country with mines all over the area.¹³⁹

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

SMUGGLER

Established Apr. 6, 1895

Discontinued Dec. 4, 1928

This is the place to tell the story of the great underground mines of San Miguel County, which began with John Fallon's discovery of the Sheridan vein in August 1875. There are three groups of mines to be considered at a minimum, the Smuggler-Union, the Tomboy, and the Liberty Bell, and all were served by the post office at the settlement of Smuggler. Harriet Fish Backus in her autobiography described Smuggler as "a cluster of shacks that boasted the 'highest Post Office in the world.' It was housed in a tiny store which with a blacksmith shop and the upper terminal of the tram, perched precariously on a ledge overhanging a chasm that formed the outlet of the Smuggler Union Mine."¹⁴⁰ The year was 1906.

The outlet of the Smuggler Union Mine at that time was the Bullion Tunnel at 10,900 ft. The post office must have been at about 11,000 ft. on very steep land, since this site is about a mile south of reasonably flat land in Marshall Basin and a mile west of ditto in Savage Basin. Nevertheless the population of Smuggler was 110 in 1900⁸⁵ and 315 in 1910.⁴⁴ One suspects this could have included people living in the basins as well as right at Smuggler.

The problem with the San Miguel mines was transportation. Not only was it a difficult trip down to the valley of the San Miguel, but arriving there the ore was still a long way from anywhere. Fallon leased his mine for a time, the lease-holders sorting out only ore running \$300-600 per ton in order to make some profit. Meanwhile other mines were staked on the Sheridan vein, the Mendota on the north and the Union on the south. And one J.B. Ingram did some measuring and found the Sheridan and Union had staked out more than the 1500 ft. allowed for a claim. He staked out the excess of 1,056 ft., calling it the Smuggler. Fallon sold the Sheridan in 1880 for \$50,000, and it was resold to a syndicate in 1883 for \$250,000. The syndicate bought the Mendota in 1887 and the Smuggler in 1889, thus owning 4,000 ft. of the Sheridan vein. In 1888 they bought the mill at Pandora, enlarged it, and then built a 6700 ft. aerial tramway to carry the ore from mine to mill. During this period they also bought the Union Mine and the entire property was called the Smuggler-Union for most of its existence.^{4 54} In the late 90's they dug the Bullion Tunnel to bring the ore out at the 10,900 foot level, having acquired the intervening Seventy-Six and Bullion claims.¹⁴¹ In spite of severe weather and severe labor strife the Smuggler-Union's great fissure vein produced over \$17 million in gold, silver, lead, and copper from 1882 through 1921.⁸⁹

The original location in Savage Basin was the Belmont in 1880 followed by the Tomboy immediately to the south in 1886. There was little work there until the Tomboy Gold Mining Co. bought the mine in 1894 and got it working profitably by April 1895. The main adit to the mine was at 12,130 feet! Most work was along one main level 3,000 feet long with stopes 200 feet above the drift. A new lower adit was begun in 1896.¹⁴¹ That December it was put on the market in London for \$2 million. In June 1898 a British syndicate bought it.⁸⁹ The Tomboy Gold Mines paid an average dividend of 15.1% annually for the next 17 years.¹⁴²

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

The Tomboy Mill was an electric powered one right at the mine up in Savage Basin. There was even a small town there called Savage Basin Camp, with a school, stores, cabins, and livery stable. When Tomboy ore ran low in 1901 the mine manager bought the nearby Argentine Mine, which became a good producer. When the Argentine began to give out in 1911, the Montana group of claims was purchased, followed in 1915 by the Sydney-White Cloud group.^{4 89 143} Savage Basin Camp survived until 1927,⁴ but it never had a post office, being served from Smuggler a mile to the west. The Tomboy group produced over \$22.2 million in ore from 1899 through 1924.⁸⁹

The Liberty Bell vein was located by W.L. Cornett in 1876 almost a mile to the east of the Sheridan vein. In an extremely rugged area, it remained almost idle until 1897 when acquired by the United States and British Columbia Mining Co. They began operations in Dec. 1898 as the Liberty Bell Mining Co. and continued very successfully until Feb. 28, 1902 when a snowslide carried away the boarding house, tram station and ore loading house. Seven were killed then and 10 more "rescuers" died later. Fortunately the day shift was in the mine and part of the night shift in an old bunkhouse. They soon built a new boarding house at the Stillwell Tunnel, their new access adit at "only" 11,400 feet and were back at work in three months. Operations continued until August 1921, when with ore exhausted the company was dissolved. The Liberty Bell produced over \$16 million in ore.^{4 89 144}

The Liberty Bell closed in 1921, the Tomboy in 1927, and the Smuggler-Union in 1928.² With that, the Smuggler post office also closed. In 1936 the La Veta Mines, Inc. acquired the Smuggler-Union and in 1939 the Tomboy, organizing as Telluride Mines, Inc. in 1940. During the war Idarado Mining Co. with government help extended the old Treasury (or Meldrum) Tunnel from Ironton Park clear under the old Black Bear Mine (just south of the Tomboy) and out near Pandora (see Chapter V).² In 1949 Telluride Mines, Idarado, and several other properties were combined to form the modern Idarado Company which continues a very successful operation in Ouray and San Miguel Counties to this day.

The mail for Smuggler came from Telluride via the Smuggler-Union Aerial Tramway, at least through 1905, surely a very early aerial route.^{72 73} Thereafter there is no special notation on the Postal Route Maps to indicate such handling, just a distance notation of 3½ or 4 on a route from Telluride.

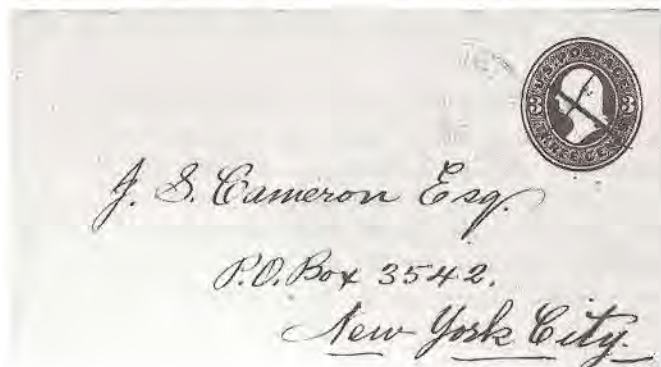


Figure 57

The Smuggler post office was open for almost seven years before this envelope was cancelled. There must be some earlier covers out there somewhere.

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

Although hardrock miners were not noted correspondents, there were many people at the big mines around Smuggler, and it is one of the easier obsolete offices of San Miguel County to acquire. But not in the 19th century. The earliest postmark reported is 1902!

SMUGGLER COLO (3) 1902/03/22 (See Fig. 57)

CI:P,1,0:280:T;M,D,H,Y;S:G;G:oval grid

SMUGGLER, COLO. (2½+) 1907/11/08-1914/07/28

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

The use of this narrow 4-bar appears to overlap the next two types

Smuggler Colo 1910/?/24

written in black ms. on a 1¢ Franklin of 1908

SMUGGLER, COLO. (2½) 1913/10/24

CI:P,1,0:320:T;M,D,H,Y;S:G;G:wide 4-bar

SMUGGLER COLO 1927/12/21

CI:P,1,0:300:?:?:?:?:oval grid

SULTANA (Alta)

Established Jan. 25, 1899

Discontinued Aug. 31, 1899

Re-Established Oct. 22, 1900

Discontinued Oct. 14, 1903

I have seen the name Sultana on only two maps, the Postal Route Map of 1901¹¹⁹ and an early road map¹³¹, but both indicate it to be the same as the town generally called Alta. (And yes Virginia, there is an Alta, California, dating from 1871.) Even the Telluride Quadrangle (1955) of the USGS calls it Alta, its location being on Turkey Creek Mesa just west of the Alta Lakes at an elevation of 11,050 feet. The name Alta came from the mine (Spanish for high), but Sultana?

The Alta mine was discovered in 1877. By 1881 exploration proved that the Alta and the nearby Palmyra claims had ore in paying quantity. Development of these and other properties continued with varying success. In 1908 John Wagner bought the Alta Mining Co. and built the tramway to new Ophir. He added the Palmyra and St. Louis mines in 1913 and operated successfully until 1924. From 1909 to 1917 gross production was \$849,147 and profit \$627,268! A large mill built in the 20's proved inefficient and the company failed in 1924, the mill burning in 1929. In about 1936 Alta Mines, Inc. took a lease, built a new mill and operated successfully until the mill again burned in 1948. Since then there has been only cleanup, the last of that reported during 1957.¹³⁵

As activity built up, Sultana acquired a post office in 1899. The year 1903 was by far the poorest between then and the failure of 1924, and the office was closed. The year 1904 was the best yet, however, and 1905 and 1906 each set new records, so why did it stay closed? Mail came to Sultana via an eight mile route from Telluride,¹¹⁹ presumably over the so-called Boomerang Road, which is still drivable today. After 1903 everyone had to get his mail in Telluride or Ames.

No postmarks have been reported from Sultana.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

TELLURIDE

Established July 26, 1880

Returned from Folsom Dec. 13, 1880

Moved to Folsom Aug. 17, 1880

Still Operating

Telluride is the success story of the upper San Miguel, the survivor of the little camps of the late 70s in all but name. The founders of the 80 acre townsite at the 8800 foot level on the north side of the San Miguel River called it Columbia, and the townspeople voted to incorporate as such on July 13, 1878.⁴ Same old story! There was an already existing Columbia in California, a very well known town in the mother lode country, and the post office wanted no part of a Col. duplicate. They chose Telluride. An isolated patch of sylvanite (gold-silver telluride) in the Sheridan mine is said to have suggested the name,⁹⁹ but in fact telluride minerals were never ores near Telluride.²

Columbia was founded Jan. 10, 1878⁵⁴ with incorporation voted as noted above and completed on Sept. 30, 1879. The name was changed to that used by the post office in June 1887.¹⁴⁵ When San Miguel County was created in 1883, Columbia was already the largest town in the county and became the first and only county seat. By 1885 its population was 850 compared to 175 in San Miguel, 130 in Ophir, and 100 in Ames, the other metropolises of the county.¹⁰⁵ This early success is generally attributed simply to location at the foot of the main trail into Smuggler basin, even a mile or two of extra travel being of some consequence in pre-automotive days. By the time better transportation developed, Telluride was much too dominant to be affected. The population in 1900 was 2,446,³⁵ growing to 3,000 in 1910.⁴⁴ Telluride was in comparative borrasca after the Smuggler-Union closed in 1928 (see Smuggler), but today it still has mining, summer tourism, and a ski area is developing only five miles from town.¹³⁰

Telluride developed rapidly indeed. A picture of Colorado Avenue in 1883 shows substantial frame business buildings on both sides for several blocks. These included the Barlow and Sanderson's stage office with the only telephone in town, two hotels, two grocery stores, a hardware, barber shop, clothing store, livery stable, and innumerable saloons.^{4 130} The San Miguel Journal moved to Telluride in 1882 and by 1884 there were three newspapers, one a daily. Fourteen different papers have been published in Telluride, one, Telluride Daily Journal, a daily from 1894 until Aug. 31, 1929.⁶⁰ A school district was organized in Aug. 1881, classes held in a house until the first (two room) school was finished in 1883. The first church services were held (not at all uniquely) in a saloon, with the Congregational Church finished in 1884, soon followed by St. Patrick's Catholic Church, and later a Methodist Church, and a Christian Science Church. The original county offices were on the second floor of a saloon. A brick courthouse erected in 1886 soon burned, and the present county courthouse was built in 1887. Water was piped into town from a dam on Cornet Creek in 1886. Electric lights came to Telluride in the early 90's from the Ames power plant (see Ames). When the railroad arrived in 1890, there were 90 businesses in town including two banks.^{4 130}

Telluride was a typical mining camp, with saloons and red light district, brawls and generosity. It has suffered occasionally from violent weather but no more so than most Colorado towns. Labor strife was worse in Telluride than any other Colorado camp outside of the Cripple Creek district, but that was mainly because it was large and successful. A favorite quip of train conductors was to announce the town as "to-hell-you-ride". Many details of all of this can be found in references 4, 129, and 130 by those who may want to dig deeper than is appropriate here.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

TELLURIDE (Continued)

The mail routes into Telluride were covered in the introduction to this chapter. Telluride differs from Ouray and Silverton primarily in being at the end of most postal routes for the county instead of the beginning. Only the short routes to Pandora, Smuggler, and Sultana originated there at various times. Postmarks from Telluride are common in either 19th or 20th centuries as might be expected. Even the very early town and county marking seems only moderately scarce. The list of markings reported to me follows.

TELLURIDE, OURAY CO., COLORADO. (2½+) 1882/10/16-1883/05/22 (See Fig. 58)

CI:P,2,1:325, 310; 200: (T,C): M,D,Y;S:G;G: pen killer

1882 markings seen are in black, those of 1883 in blue ink



Figure 58

The Telluride town and county marking is early but only moderately scarce.

Notice that Telluride was still in Ouray County at the time of this use, but the strike continued to be used for more than two months after San Miguel county was formed!

TELLURIDE, COLORADO. (1½) 1883/10/3-1885/11/09

CI:P,2,0:305, 285: T;M,D,Y;S:G;G: usually 4 ring target

1883 and early 1884 strikes are dark blue, later strikes are black

The Oct. 3, 1883 use shows a tied "wheel of fortune"

TELLURIDE, COLO. (3) 1884/05/16-1884/06/17

CI:P,1,0:320:T;M,D,Y;S:R;G: 4 ring target

TELLURIDE COLO. (3) 1886/06/10-1886/11-01

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

TELLURIDE, COLO. (3) 1886/11/18-1886/12/08

CI:P,1,0:290:T;M, D,Y;S:G;G: 4-ring target

Nov. markings in blue with black killer, Dec. marking all black

TELLURIDE COLO. (3) 1888/03/20-1889/05/15

CI:P,1,0:265:T;M,D,Y;S:G;G: neg. crossroads, etc.

TELLURIDE COLO. (2½) 1890/10/25

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

TELLURIDE, COLO. (3½) 1892/04/01-1893/11/18

CI:P,1,0:280:T;M,D,Y;S:G;G: cork (fancy?)

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

TELLURIDE (Continued)

REGISTERED TELLURIDE, COLO. (3½) 1893/07/03

RC:F,1,0:440 x 320;Reg; (M,D,Y);(T,S):R;R: pen

The enclosing rectangle is a beautifully wrought linked chain

TELLURIDE COLO, (2½) 1894/04/10

CI:P,1,D:275:T;M,D,Y;S;G;G: Cork T(?)

TELLURIDE COLO. (3) 1895/09/24-1896/11/18

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

TELLURIDE COLO. (2½-) 1897/06/03-1898/11/30

CI:P,1,0:280:T;M,D,Y;S;G;G: 5-ring oval

TELLURIDE COLO. (2) 1899/06/02-1900/04/25

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

letters are ½ mm farther from circle than previous strike

TELLURIDE, COLO. (3-) 1901/02/18-1910/10/21

CI:P,1,0:225:(T,S):(M,D), H,Y;G;G: oval grid with 1 in circle

TELLURIDE COLO. (2½) 1911/07/05-1912/07/15

CI:P,1,0:255:T;(M,D),H;S;Y;G;G:oval grid with 1 in circle

TELLURIDE, COLO (2½) 1916/05/13

CI:P,1,0:235:(T,S):(M,D),H,Y;G;G:vertical bars (Doremus)

Langford (146) reports this in use 1912-1919

TROUT

Established June 9, 1881

Discontinued Mar. 21, 1882

My only actual reference to Trout is an early map of the "Mears System of Tollroads". A poor copy of this is reproduced by Crum (30). It shows Trout to be coincident with Trout Lake to the accuracy of the map, which is poor. The office could have moved a short distance when reconstituted as Trout Lake (see Trout Lake).

No postmarks have been reported from Trout.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

TROUT LAKE

Established June 14, 1882
 Re-Established Apr. 8, 1890

Discontinued Nov. 12, 1885
 Moved to San Bernardo June 29, 1892

The second edition of Crofutt refers to Trout Lake as "a post office, with a small lake near it" and "a miner's camp of about a score in number."³⁷ The 1885 census gave it a population of 40.¹⁰⁵ The "small lake" was a natural one at 9700 feet elevation with a beautiful backdrop to the east and south of mountain peaks reaching 13,500 to 13,900 feet (Telluride Quadrangle, 1904). With considerable relatively flat land around, and perhaps some trout in the lake, the site at the head of the San Miguel River Canyon became a natural camping spot as early as the Walton Expedition of 1833. And it became a natural starting point for prospectors scouring the local countryside during the period 1875-1885. The only mine of consequence discovered anywhere near was the San Bernardo, however, and that was a mile and a half down the canyon to the north. So near the end of 1885 the post office was lost.

The post office revival of 1890-92 is coincident with two activities. The Rio Grande Southern laid its tracks around the lake in 1891, and that same year Nunn's A.C. power plant in Ames came on the line (see Ames). To assure a good head of water, a flume was built from Trout Lake to the power plant, and the lake itself was dammed to increase its capacity, as was Hope Lake above it. The flood of 1909, mentioned at the beginning of this chapter, came about when continued rains burst the Hope Lake dam which in turn took out the Trout Lake dam and was followed by chaos all the way to Placerville. The damage was repaired, and the flume still operates.^{4 116} In 1892, with construction in the area completed, the post office was moved to San Bernardo.

The exact location of the post office at any time is uncertain. Early 20th century maps generally show the town at the north end of the lake near the east end of the dam, if they show anything. Kibbe's map of 1881 shows "Neumeyers" on the stage road over Lizard Head Pass west of the lake near the north end as the only settlement. The town *may* have moved 1-2,000 feet northeast in 1890 (if anyone really cares).

Trout Lake was a stop on the Rico-Ames mail route until the railroad arrived in 1891.^{69 70 71 117} The office was responsible for perhaps the most spectacular fancy cancellation from the state of Colorado, the trout on a platter (Herst-Sampson Postmark Catalog #1481) of 1883.¹⁴⁷ (Unfortunately I waited until too near press time to ask the one lucky owner known to me for an illustration. The cover was in a vault and the owner about to leave home. Perhaps it can be included at the end of this series in an addendum with many great new discoveries that are being reported.)

VANADIUM

Name changed May 17, 1913

Discontinued Aug. 1942

In about 1910 the Primos Chemical Company built a reduction plant at Newmire to process carnotite, potassium uranium vanadate.¹²⁷ Vanadium was coming into prominent use in steel alloys, especially in the new auto industry.¹⁴⁸ And so the name of the town was changed from Newmire (see same) to that of the product lending it new prominence, Vanadium. The uranium and, more important, the radium occurring with the uranium were also of interest until cheaper pitchblende from the Belgium Congo began dominating the market in the 20s. Mrs. Crum says the mill employed 400 men at its peak.¹¹⁶

Mail came to Vanadium via the Rio Grande Southern. Only one type of postmark has been reported.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

VANCE

Established Oct. 26, 1894

Discontinued Sep. 30, 1909

Called Vance Junction by the Rio Grande Southern, this was the point at 8104 feet elevation (Gray Head Quadrangle, 1953) on the west side of the San Miguel River where the Telluride branch left the main line of the railroad. They named it for Colonel Vance, a civil war veteran who lived nearby.¹¹⁶ The railroad had two passing tracks, a spur, a coal tipple, and a two story station with living quarters and a restaurant there. A small town grew near these facilities, though mostly on the east side of the river.¹¹⁶ Illium lay only a half mile south (see same), and the local post office moved from Illium to Vance and back to Illium as noted earlier. Vance had a 1900 population of 28.¹⁴⁹

Mail came to Vance on the railroad, of course.

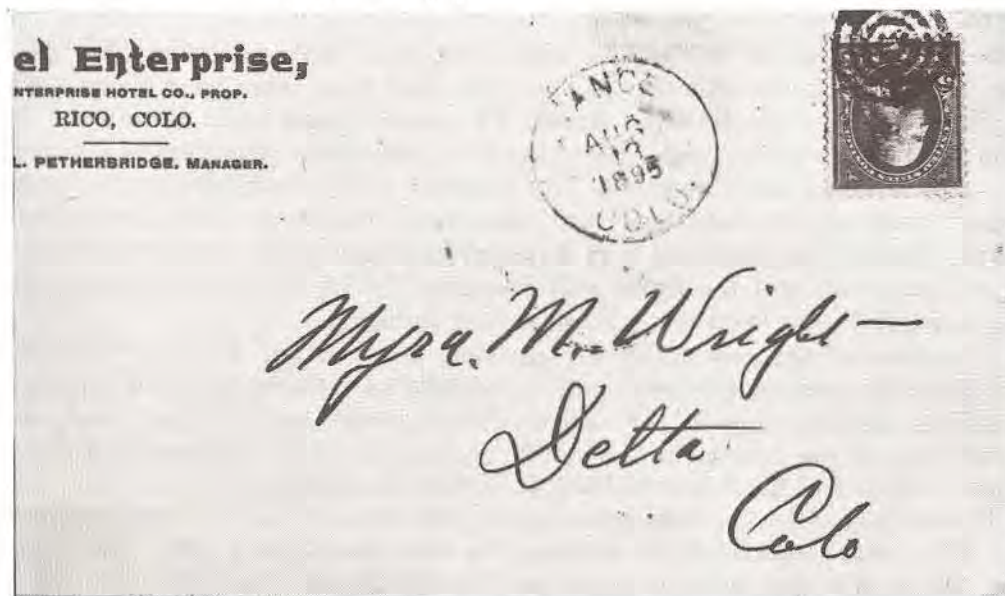


Figure 59

It looks as if someone rode the Rio Grande Southern from Rico north to Vance Jct. before mailing this letter to Delta. Perhaps the writer went on to Telluride from there and saw no point in carrying his mail further from its destination?

VANCE COLO. (3) 1895/08/13 (See Fig. 59)

CI:P,1,0:275:T;M,D,Y;S:G;G: 4 ring target, purple

VANCE COLO. (3) 1899/04/08-1902/07/23

CI:P,1,0:275:T;M,D,Y;S:G;G: 4-ring target, crossroads?

wider spacing of letters in VANCE, 20 mm vs. 18 mm of earlier strike, and slimmer Os in COLO.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

WILSON

Established Feb. 7, 1895

Discontinued Nov. 15, 1901

Wilson was the creation of the Silver Pick Mine and should *not* be confused with the railroad stop of Wilson down in the valley a half mile downstream from Vanadium. Work began on the *lowest* workings of the Silver Pick at 12,600 feet elevation on a western spur of Mount Wilson in 1890. The mine had more gold than silver, in spite of its name, and continued to prosper after repeal of the Sherman silver purchase act in 1893. A small mill was built down in the valley of Big Bear Creek at *only* 10,950 feet (Dolores Peak Quadrangle, 1953) and connected to the mine by a 5900 ft. aerial tramway. Power was furnished at the mill by a small electric plant.¹⁴¹

The Wilson post office appears to have been at the mill. Nell's 1902 map of Colorado shows the town considerably north of the peak and mine and incidentally gives its 1900 population as 71.¹⁴⁹ Postal Route Maps show Wilson served by a special eight mile route out of Newmire.^{72 119} Why the office took the name Wilson rather than Mt. Wilson, on whose slopes it lay, is a mystery. The California office didn't originate until 1904.

WILSON COLO. (3) 1899/10/06

CI:P,1,0:275:T;M,D,Y;S;G;G: 4-ring target (See Fig. 60)



Figure 60

Another unique San Miguel County postmark is shown here on a fine business cover. I assume the Mt. Wilson Gold & Silver Mining Co. were the owners of the Silver Pick Mine.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

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THE STORY BEHIND "CONTENTS OF A LETTER"

by Richard Wilkerson

Occasionally in our perusal of the often thrown-away contents of those cherished covers which we so avidly covet, amidst the dreary sentiments of daily life so long ago, we find, to our delight, that something of historical significance is being said, frequently in matter of fact statements about the conditions of the time. Ideally it is whom, what, when, where and why; but most of the time it is a mere tidbit.

The family information provided in many letters gives the detective a starting point from which to trace the footprints of the participants. Ask a geneologist how much he values a family correspondence! For some of us, however, the individuals are of secondary relevance. What interests us is the information of social and commercial importance. The following travelogue, a tiny fragment in the current state of progress in the chapter of the California Railroad Mania, known as the Coast Route, not only tells how to get up and down the state, but provides an interesting clue to how the rush to violate the land with iron rails brought about the establishment of a post office.

The personalities are not important in this analysis except that A.E. Moore was a businessman involved in land and cattle. He is a minor character in Monterey County history, but would deserve a notation in a biographical survey. The letter, addressed to Soledad in a well trained hand, was written by Moore's sister and postmarked at King City on March 13th, 1888. It was forwarded from Soledad back to Jolon where it was received the next day. Apparently Moore was on his way back to Jolon when the letter was posted.

Jolon, Cal Mar 11, 1888

Dear Brother,

I came home last friday, crossed the river in a little boat, and found Anson waiting for me on this side. I expected Mr. and Mrs. Grafton would come home with me, I invited them to, and they thought of it. They came to Mr. Meltons wednesday, and came with me to San Luis Obispo thursday. We staid at the Central Hotel thursday night and friday morning I left on the 5 o'clock stage, and they were going to leave on the 5 o'clock stage, and they were going to leave on the Steamer for Santa Barbara at seven the same morning they had seen me, they would go back to Pasadena. They wouldn't have stopped but a few days with us, and they thought it wouldn't be worth while to come up here just for a few days. Mrs. Melton was very low when I left. I don't think she can possibly be living now. I felt sorry to leave her, but I had already staid so long, and they were expecting me to be at King's City the 9th.

STORY BEHIND "CONTENTS OF LETTER" (Continued)

Perfect Bolton's ranch and half of the Pleyto (Jacksons part) have been bought by a company and will be divided and offered for sale. The report is that there will be a town laid out on Bolton's and that the narrow guage railroad is to be built on from San Luis Obispo by way of Morro Bay, through Cambria, the Sepavia and along here somewhere to Monterey.

Mr. and Mrs. Grafton sent their respects to you and would like to see you. It would cost you considerable to go down there to Pasadena. The cheapest way to go would be to go to Monterey, and take the Steamer to Santa Barbara, and there take the cars for Pasadena. The other way you have to go on the stage from Templeton to San Luis, stop over night and the next day till afternoon, unless there is an extra, then take the narrow cars for Los Olivos, stop over night there, then take the stage for Santa Barbara, and it is a whole days ride.

Hoping to hear from you soon I will close. I intended to answer your letter sooner but I didn't get about it. If you should go down south by rail and stage you might as well stop off at Arroyo Grande and see the Meltons. It is a nice country all around there They live three miles from town on the Kern County Road.

Yours truly,
Ellen C. Hersom.

King's City was surveyed in July of 1886 just as the Southern Pacific arrived at its first new major map marker on its way south from the old terminus at Soledad heading for Templeton, in San Luis Obispo County, where it stopped in December of 1886. To get to the bypassed San Antonio Valley, on the west side of the Salinas River, and travel down the Coast Stage Line artery being made obsolete by the new railroad, one had to ferry across from King's in 1888 to get to Jolon. To assist the older original settlements on the west side of the river, a county wide bond issue was passed in 1888 to provide funds for three new bridges. King City got one, as did Gonzales and Bradley. Within less than a year Ellen Hersom would be riding across the Salinas River to King City from her house in Jolon on a first class metal girder bridge that was well publicized and photographed.

STORY BEHIND "CONTENTS OF LETTER" (Continued)

In March of 1888, the post office at King City was 13 months old and the new terminus of the southbound Coast Route had been stalled at Templeton for 15 months contemplating an assault on the mountains that lay between it and San Luis Obispo. The northbound terminus remained at Santa Barbara and in between the shortline narrow guage competitors were enjoying a hole in the spread. In the summer of 1888, the rails ploughed out of Templeton toward Santa Margarita and laboriously arrived there well into 1889. A year later Ellen's Steamer route to Pasadena was still the best one. In fact, even after 1894, when the S.P. arrived in San Luis Obispo, the Pacific Coast Steamship Co. was still doing a good business between Monterey and Santa Barbara and points south.

As in all other areas, the railroad mania in Monterey County was well attended by frantic land speculation. Rumors of new deals fed gamblers in real estate like another house in the Great Fire of 1906. In the spring of 1888, the Jolon — San Antonio Valley was buzzing with railroad fever. South of Jolon, on the Pleyto Rancho, preparations were being made to enter the railroad game. Apparently the narrow guage cars that connected Los Olivos with San Luis Obispo would strike out along the coast northward from San Luis by way of Cambria and head for Monterey, in retrospect an impossible and uneconomical proposal considering the terrain and the fact that the S.P. had secured all the reasonable right of way. Pleyto was an established stage depot and small commercial settlement dating from the late 1860's that lay half way between Jolon and San Miguel. Boltens ranch was just northwest of the town.

We know that nothing came of this railroad scheme, and the Monterey County press, sympathetic to the town making Southern Pacific, gave it no credence. If a map was ever made of the town Ellen mentioned, it was never filed with the recorder in Salinas. It did come to pass however, and although the town is now gone, the post office remains. Four months after Ellen wrote to her brother, the post office at Lockwood, Monterey County, was authorized on or about 23 July 1888. A little town developed complete with church and commercial establishments, perhaps in anticipation of the arrival of the Iron Horse, but in 1906 what was left was dismantled and the P.O. was moved a little east to be on the old stage road, which had survived as the only passable way through the lovely isolated valley.

None of the county histories written after 1888 mention Lockwood in any way. No newspapers seen by this student give any mention of this development. Fourteen years of intensive research into Monterey County history has revealed nothing in literature about the speculative birth of Lockwood, now a rural post office in a country store close to the Lake San Antonio recreation area. The site of the town of Pleyto, which never saw the railroad either, now rests under the waters of Lake San Antonio, forever gone from nostalgic eyes. The only trace left in 1965, before the flooding, was a lonely cemetery.

Of the eleven post office towns or settlements mentioned in this personal letter, ten are still operating. Only Pleyto is gone.



A GROUP OF WESTERN EXPRESSES

by the late A.J. Hertz

BONES SAN BERNARDINO COACH

From the weekly *Arizona Miner* of February 5, 1875 we have:

“For San Bernardino —
Through in 11 days. No night travel. Jim Bones’ comfortable and easy-running passenger coach will start from the store of John G. Campbell in Prescott for San Bernardino, Calif. on or about Wednesday Feb. 10, going by way of the mining towns of Mahave County, Arizona and San Bernardino, Calif. Fare \$40. Packages, 20 cents each pound. Each passenger can take 50 pounds of baggage. The coach stops at a good station every night.

Jim Bones, Proprietor”.

CARTWRIGHT, SWAIN & CO'S STAGE LINE

The *Sacramento Union* for April 21, 1852 carried this:

“Notice — New Stage Line
The subscribers have established a line of stages between Sacramento and Oregon and Winter’s Bar, on the Mokelumne River by way of Consumne, Ione Valley, Buena Vista Ranch and Mokelumne River.
Oregon and Winter’s Bar are within a short distance of Camp Seco and Mokelumne Hill and the most extensive and richest mining district in the State.
The Line will commence on Monday next, the 26 inst. and will leave thereafter on every other day.
The stages will start from the Crescent City Hotel and Jackson Hall, K Street, at 7 o’clock. Returning, will leave Winter’s Bar at 6 o’clock A.M. — through in 8 hours. Every attention will be paid to the travelling public. Passengers booking their names at the Crescent City Hotel or Jackson Hall, will be called for in any part of the city.

Cartwright, Swain & Co.”

About two months later — June 3, 1852 the same paper carried this announcement:

“Only Lines of Stages from Sacramento to Mokelumne Hill — running daily. The subscribers have established a daily line of stages between Sacramento and Mokelumne Hill, leaving the Crescent City Hotel and Jackson Hall, K Street, Sacramento, every morning at 7 o’clock, arriving at the Hill in good season.

Cartwright, Swain & Co.”

CHANDLER'S PITTSBURG EXPRESS

From the *Shasta Courier* of June 13, 1863 —

“Pittsburg Express,
By way of Buckeye, Churntown and Copper City leaves Shasta on Monday, Wednesday and Friday and returns on alternate days. Passengers, packages and parcels conveyed with care, neatness and dispatch.

F. Chandler, Proprietor”

DRY CREEK OPPOSITION LINE

From the *Alta California* of December 20, 1851:

"New Stage Route.

Another direct line of communication with the southern mining region has

"New Stage Route.

Another direct line of communication with the southern mining region has been opened, which will undoubtedly prove not only very convenient to travelers but also have an immense pecuniary advantage to the citizens of Sacramento. Mokelumne Hill, hitherto almost inaccessible except for pack mules and pedestrians is now brought within easy day's travel of that city, by the Dry Creek Opposition Line of Stages, which leave every morning for that flourishing mining settlement. The road is to be extended through to Sonora and, in a very short time, the rich and populous counties of Tuolumne and Calaveras will be the means of contributing greatly to our prosperity and in return they will receive from us the many necessities and luxuries of which they have heretofore been deprived."

ELLIS' EXPRESS

From the *Sacramento State Journal* of October 30, 1854:

"News. New Stage line.

Robert Ellis proprietor of a line of stages at present running from Coloma to Georgetown, intends in a short time to establish another line between the same points, via Diamond Springs."

And from the *Empire County Argus* of December 9, 1854:

"Accommodation Stage Line

From Diamond Springs to Georgetown. The subscriber having extended his line to Diamond Springs, will run a four horse coach daily between the above places, via Johnstown, Coloma Cold Springs and Mud Springs. Leave Georgetown at 6½ o'clock A.M. and arriving at Diamond Springs at 11. Returning will leave Diamond at 12 M, arriving at Georgetown at 5 P.M. Having a run of stages for the past 2 years, between Georgetown and Coloma, the undersigned feels confident that in extending this line to Diamond, he can offer accommodations as to merit patronage of the public.

In connection with the above, passengers can be forwarded by a train of saddle animals to Todd's Valley, Yankee Jim's Wisconsin Hill and Iowa Hill.

Robert Ellis."

HANSON'S AMADOR STAGE LINE

The *Reese River Reivelle* of March 24, 1864 carried this advertisement:

"Amador Stage Line

The undersigned, having purchased the above line have refitted and restocked the same and will offer the travelling public during the coming season, accommodations for comfort and speed unsurpassed in the Territory. The 'Tapas' will continue to be handled by the very careful 'Knight of the Way' Billy Stebbins, who will take charge of the baggage, packages, etc. entrusted to his care. A 4 horse coach will run as follows:

Leave Russ House, Amador, punctually at 7 A.M. and 3 P.M. Leaves Wells, Fargo & Co's Express Austin at 9 A.M. and 5 P.M.

S. Hanson & Co."

A GROUP OF WESTERN EXPRESSES (Continued)**D.W. HARRIER'S EXPRESS**

And from the *Nevada Gazette* of November 11, 1864:

“D.W. Harrier's State and Express Line will leave Nevada, Monday, Wednesday and Friday at 7 A.M. for Moore's, Wollasey's and Orlean's Flat, Lake City and North Bloomfield.

Office, Crawford's Book Store, Corner Pine & Commercial Sts. Nevada
A.A. Malloy, Agent”

Later on the route was changed to go from Moore's Flat to North Bloomfield.

The first type of Frank seems to be a square shaped sort, with “D.W. Harrier's/Express/Paid”. The outer box has lines going forth. The next type, has the same shape, with ends rounding in and a line running out. The wording is the same. The next frank is different. It has two circles. The top line has “D.W. Harrier's/Express” with “Paid” below on the outside.

(Ed. See Nathan's *Franks of Western Expresses*, page 100)

HILLHOUSE & CO'S EXPRESS

From the *Boise News* (Bannach City) of January 3, 1864:

“Hillhouse & Co's Express

From Oyhee to Bannach City. The undersigned will run an express from Boonville to Ruby City to Bannach, Boise City, Centerville and Placerville, three times a month, connecting with Wells, Fargo for Portland and Sanfrancisco.

References—Knight & Abbott L. Hillhouse

Boonville, Oyhee, Jan. 30, 1864

In 1864 things were at their worst level in and around Bannach City. Camps were rough and life was cheap. Every day and certainly every evening, killing went unchecked.

It was dangerous to ride by coach or foolish to travel by oneself. If one had to make a journey he was most cautious and wary, going unannounced and under heavy guard.

Six months after the above ad appeared, McCommons and Blake bought out Hillhouse & Company. They ran the express until McCommons was killed at the hands of the Malheur Snake Indians, in February of 1865.

JONES & COMPANY'S EXPRESS

From the *Sacramento Union* of March 20, 1862

“. . . Mr. Jones of Jone's & Co's Express started Friday to go up to Rich Bar on the Feather River but, was compelled, on account of impassable conditions of the road above Bidwell's Bar, to return.”

The express connected with Adams & Co. at Sacramento, where the transfer of mail and express was made, for Stockton and the Southern Mines.

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

From the Same paper for May 31, 1852:

“Jones & Co's Express.

For the North Fork of the Feather River, via Marysville, Wyandotte and Bidwell's Bar, connecting at Sacramento with Adams & Co's Express. Jones & Co. run a monthly express to all mines in the North Feather River-Junction Bar, Smith's Bar, Indian Bar, Rich Bar, Spanish Rancheria — and have offices at Wyandotte and Bidwell's Bar. Treasure, Packages and Parcels, etc. forwarded to and from any point in these counties and Sacramento and thence by Adams Express to Stockton and the Southern Mines, United States and Europe etc. etc. Particular Attention paid to the collection of bills, rates and accounts. Orders for goods, either in Marysville, Sacramento or San Francisco, attended to. Gold dust will be received for shipment and safely delivered in Sacramento to Adams & Co. on drafts will be purchased, as parties may desire.”

LAMPING & CO'S EXPRESS

From the *Sierra Advocate*:

“Lamping & Co's Express

Succession to Langton's Pioneer Express Co. connecting with Wells, Fargo & Co's Express, and all other expresses at Marysville for all parts of California, Oregon, Nevada and the Atlantic States and Europe.

Principal offices at Downieville

We will depart daily expresses from the following places in California

Sierra County	
Downieville	Goodyears Bar
Forest City	Minnesota
Allegheny	Eureka
Port Mine	Moristown
Howland Flat	Sierra City
Sierraville	Sierra Valley
	Yuba County
Marysville	Brown's Valley
Oregon House	Foster's Bar
Camptonville	
	Nevada County
Meadow Lake	Meadow Lake City
and all intermediate points on the route.	

All letters for the Atlantic and Europe, when enclosed in our franks, will be forwarded to New York by Express. Treasure, packages and letters transmitted to all parts of the Atlantic States and Europe.

Gold Dust forwarded to assayers in Marysville for coinage at the mint branch, San Francisco.

Collections and commissions and all matters reflecting to a general express business, promptly attended to. Heavy and slow freight shipped at lowest prices,

Lamping & Co.”

Lamping took over Langton's Express after Samuel Langton was killed in August of 1864. But they had taken over too much, and were soon sold to Wells, Fargo & Co.

A GROUP OF WESTERN EXPRESSES (Continued)

LEONARD KING'S STAGE LINE

From the *Grass Valley Telegraph* of April 13, 1854:

"New Stage Line From Grass Valley
by way of Buena Vista, Storm's Ranch and Brook's Ranch.

The subscriber, having established a line of stages between Grass Valley and Illinoistown, will run a coach from Grass Valley at 8 o'clock A.M. every day. Returning leaves Illinoistown from 2 P.M. every day. Fare \$4

This line is intended for the accommodation of persons going to Iowa Hill, Illinoistown being the nearest point to which coaches can run to Iowa Hill. This is the same road from Downieville, Minnesota, Eureka, French Corral, etc. to Yankee Jims, Michigan Bluffs, Elizabethtown and all the principal places in the region.

Offices in Grass Valley at the Beatty House and in Illinoistown at the Egbert House.
Grass Valley, April 8, 1853

Leonard King.
Proprietor,
Pony Rider.

C, McCAMMON & CO'S ACCOMMODATION LINE

From the *Placerville Courier* of October 13, 1866

"Accommodation Line

For Placerville, Diamond Springs, Mud and Shingle Springs. The Undersigned will commence running a line of stages on and after Tuesday Aug. 14, 1866 between Placerville and Shingle Springs, passing through Diamond and Mud Springs. Manning stage — Leave Placerville at 4 A.M. arriving at Shingle Springs in time for the morning train for Sacramento.

Returning — leave Shingle Springs at 7 A.M.

Evening stage — leave Placerville at 4 P.M. Returning — leave Shingle Springs upon the arrival of the evening train from Sacramento. Stage office at the Orleans Hotel and Cary House. Passengers booking their names will be called for in any part of the city.

C. McCammon & Co. Proprietors.

N.B. We have purchased the Stage Line formerly owned by J.D. Hatch running between Placerville and Mud Springs.

C. Mac. & Co."

MCDONALD'S EXPRESS

From the *Northern Angus*, Horsetown, Shasta Co. Oct. 24, 1863

"Cottonwood Express, Charles McDonald, Proprietor.

This express will leave Horsetown every Saturday morning for the following places:

Piety Hill, Gaine's Flat, Eagle Creek, Gas Point, Roaring River, Bald Hills, Watson Gulch and Arbuckle.

All orders left with the following places will be promptly attended to.

S.S. Dunnely, Piety Hill

C. Moore, Gaine's Flat

E. Scott, Eagle Hill

E. Barnes, Gas Point

Eagle & Martin, Roaring River

Wm. Knowlton, Bald Hills

Love & Gray, Watson Gulch.

Horsetown, April 24, 1862"

(Ed. Note. The October 1863 and April 1862 dates are as in Dr. Hertz' typed memoranda)

A GROUP OF WESTERN EXPRESSES (Continued)
McDONALD'S EXPRESS (Continued)

Six years later, he was still in business and doing quite well. He enlarged his working equipment and changed his headquarters to the larger town of Shasta. He purchased the stock, route and good will of a local expressman, C.F. Moore and operated both his old and new route. From the *Shasta Courier* of August 8, 1868:

“Charles McDonald has purchased of C.F. Moore, the express route between Shasta and Janesville, and will commence running on the first of September.”

From the *Shasta Courier* of January 2, 1869:

“Express to Western Shasta. On and after Monday January 4, 1869, McDonald's Express will leave Shasta every Monday morning for Middletown, Centerville, Horsetown, Piety Hill, Janesville and Roaring River; returning the following day. This service will be repeated every Thursday also.

All orders accompanied with Cash, will receive prompt attention. Collections on the route promptly attended to.

Charles McDonald, January 2, 1869”

C. McLAUGHLIN'S U.S. MAIL LINE

From the *Marysville Directory* of 1853:

U.S. Mail Line leaves Marysville every morning at 6 o'clock for Forster's Bar and Downieville, passing by way of Nevada Hoose, Gold Hill, Slate Range, Camptonville, Oregon Creek, Smith's Diggings, Goodyear's Bar and Smoke Bar.

U.S. Mail Line for Bidwell's Bar every morning at 6 o'clock, passing by way of Charley's Ranch, Miner's Ranch and Garden Ranch. Stages for Hansonville, American House and Sear's Diggings will leave Marysville at 4 o'clock A.M.

U.S. Mail Line for Oregon House and Dobbin's Ranch leaves Marysville ever morning at 6½ o'clock.

Charles McLaughlin, Prop.
 C.P. Henry, Agent”

Three years later we find McLaughlin serving the Santa Clara Valley. San Francisco's *Evening Bulletin* of July 1, 1856 has the following:

“Charles McLaughlin's (late of the California State Co's) U.S. Mail. A daily line of U.S. Mail and Concord Coaches leaves the Plaza every morning (Sundays not excepted) at 8 o'clock for the Red Woods, San Mateo, Santa Clara and San Jose. The Company's coaches leave Oakland every day for Union City, Mission San Jose, Warm Springs and San Jose City on the arrival of the 10 o'clock boat.

Charles McLaughlin, Prop.”

A GROUP OF WESTERN EXPRESSES (Continued)**C. McLAUGHLIN'S U.S. MAIL LINE (Continued)**

The *Bulletin* of September 15th gives a change of time:

“Notice. An accommodation line of Concord Coaches leaves the Old Mail Office, Plaza, three doors south of Merchant St. every day (Sunday not excepted) for San Mateo, Belmont, Redwood City and the Red Woods at 2 o'clock P.M. Returning leaves Redwood City at 7 o'clock A.M. arriving at San Francisco at 10½ A.M.

The regular U.S. Mail leaves at 9 o'clock A.M. for Santa Clara, San Jose, Santa Cruz and Monterey. Passengers called for and left in any part of the City.”

Moving up a few years we find the San Francisco Daily *Times* of May 21, 1858:

“U.S. Mail Line for San Jose. . . Office in the old California Exchange Building on Kearney St. Opposite the Plaza. Fare through each way \$3.00.
Passengers called for and left in any part of the City.

C. McLaughlin, Prop.”

In 1858 McLaughlin took on a partner as noted in the evening *Bulletin* of Aug. 25, 1858.

“Copartnership.

The Overland Mail Co. having purchased the undivided half interest in the stage routes of Charles McLaughlin between San Francisco and Oakland to San Jose, Santa Cruz and Monterey, the business will hereafter be conducted under the firm name of C. McLaughlin & Co.

Aug. 12

Overland Mail Co.
by M.O. Kinyon
C. McLaughlin.”

(Ed. Refer to Nathan's *Franks of the Western Express* page 135)

MANN'S SAN JOSE AND LOS ANGELES STAGE LINE

The *Alta California* of March 6, 1866 gives the following information:

“U.S. Mail Line of Coaches.

San Jose to Los Angeles — Change of Time. On and after Monday March 12, 1866, stages for Los Angeles, Santa Barbara, San Luis Obispo and Hot Springs, will leave San Jose Depot, Monday, Wednesday and Friday upon the arrival of the train from San Francisco at 10:30 A.M.

For Gilroy and San Juan daily at 10:30 A.M.

Tickets may be obtained at the railroad depot, San Francisco and upon entering the stage at San Jose.

March 6, 1866

B.F. Mann,
Proprietor.”

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