

WESTERN EXPRESS

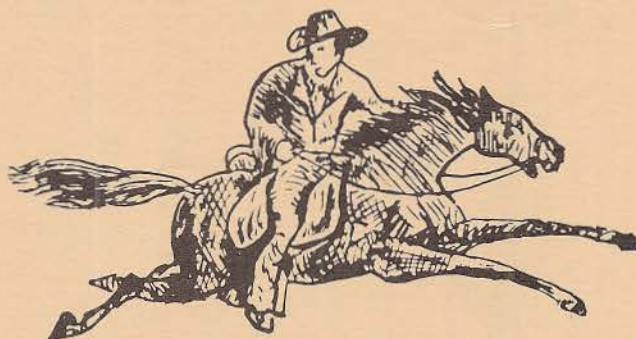
RESEARCH JOURNAL OF EARLY WESTERN MAILS

VOLUME XXVIII, No. 3

Western Cover Society
Unit No. 14 — American Philatelic Society

Whole Number 114 JULY, 1978

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

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EDITOR'S ARENA

THE SOCIETY'S LITERARY AWARD 30, President Pearce announced that the first of its annual literary Awards went to Mr. Ray Newburn, Jr. for his "Postal History of the Colorado San Juan" — that tremendous story which has been appearing in the pages of our Western Express for some time. It was indeed a pleasure for your Editor-Treasurer to notify Ray of his award and enclose the Society's check for \$100.00. In a note to President Pearce, Ray says, in part "Today I received a wonderful note from Everett Erle, saying that the Society had honored me with its first Literary Award. . . I write because I enjoy it, but it really has meaning only if someone else reads it. This evidence that my ramblings are both read and appreciated means a great deal to me. . ."

ROCPEX TAIPEI '78 This was the name given to the first large-scale international philatelic exhibition held in China, and it was staged in the Dr. Sun Yat-sen Memorial Hall in Taipei from March 20 thru March 29. As there was a literature section, your Editor entered Volume XXVII in competition. The accompanying illustration shows the write-up in the show's Catalogue. Awards ranged from the Large Gold, thru Gold, Large Silver, Silver and Bronze. The judges considered Western Express worthy of a Large Silver Medal. (Gold was the highest award in the Literature Class). The medal is a real beauty. The authors of the various articles and stories in Volume XXVII may well feel proud that it was thru their efforts that WESTERN EXPRESS was so highly honored. So please keep up the good work — send your Editor some more comparable material for publication.

NON-PAYMENT OF DUES In the Secretary's Report you will find a very discouraging, long list of those dropped for non-payment of dues. I suppose this is a problem with most Societies in these inflationary days — and it is regrettable. Dr. Reiner-Deutsch, in the Postal History Journal points up another side of this problem, particularly with those whose only reason is neglect, in the additional work such neglect brings to the Secretary.

SAVING PAPER? When the USPS issued the small Indian Head 13¢ stamps, with 150 to a sheet meant to hold 100 of the regular issue, they claimed it was an experiment in saving paper. The last issue of Western Express was mailed out with the Cook commemoratives, and after the job was finished it was amazing to see the large pile the selvage made. These selvage "savings" were each larger than an ordinary stamp! Maybe the right hand doesn't know what the left is doing.

CAPEX '78 — Word has just been received that "*Western Express*" received a **LARGE SILVER** award at this International Show in Toronto.

HELP — Mr. Fred Monteagle wants a picture of Giant Calif. postmark for the East Bay Regional Park history.

EDITOR'S ARENA (Continued)

L67 Everett Erle, 美國
西方快訊，一九七七年版

西方首日封協會的季刊。
內容包括「柯羅拉多聖璜市」
的歷史；美國西部使用的「
黑傑克」；杜魯門公司的快
車；美國南部的鬼城等。

L67 Everett Erle U.S.A.
Western Express, 1977

Quarterly publication of the Western Cover
Society; contains history of the Colorado
San Juan, "Black Jack" used in the West,
Truman & Co's Express, Ghost Towns of
the South, etc.

SECRETARY'S REPORT**New Members**

#701 — Dennis Rogers, 1406 N. Amador, Ontario, CA 91764

#702 — Paul R. Studer, Jr. 34993 Shasta, Yucaipa, CA 92399
(Collects Express Covers, Waybills, Records, etc.)

#703 — Anthony J. Bollizzi (The Stamp Den) 701 High St., 207c, Auburn, CA
(Dealer-Auctions)

#704 — Robert M. Ebner, 2734 Sunset Hill Dr., West Covina, CA 91791
(Collects Expresses of Western America, particularly California)

Resignations

Stanley Dempsey, Greg Gibson, W.J. Luetge

**Dropped for
Non-Payment
Of Dues**

#519 Elmer J. Binker, Jr., #681 Mark A. Blackburn, #667 Bill Bramlett,
#674 Charles P. DeVolpi, #653 Craig Engel, #631 Barbara Furst,
#413 Douglas Gary, #625 Michael Kent, #596 John B. Logan,
#627 Horace A. Mills, #636 Marvin Raphael, #480 Lt. Col. Neil Schroeder,
#658 Edward G. Stewart, #576 M.H. Stromberg, #654 Charles Thurston
and #644 Bruce Wright II.

**Change of
Address**

Arthur Bostwick, 13802 Tustin E. Dr. #60, Tustin, CA 92680
Richard Crowson, Box 615 F, Caldwell, ID 83606
Ralzmond Parker, 23361 Westbury Dr., St. Clair Shores, MI 48080
Philatelic Foundation, 270 Madison Ave., New York, N.Y. 10016
Samuel Ray, 3635 Seventh Ave., San Diego, CA 92103
Sol Salkind, 9380 Sunrise Lakes Blvd. Apt. 101, Bldg. 116, Sunrise,
Fort Lauderdale, FL 33322
Western Postal History Museum, Box 40725, Tucson, AZ 85717

TOMBSTONE, A.T.

Thru the courtesy of member Charlie Nettleship, Tombstone gets mention on pages of *Western Express*. The cover, with its letter, was donated to the Western Postal History Museum in Phoenix by Mr. G. Palmer Moffat, son of the George Moffat to whom the letter is addressed.

Tombstone AT April 11. 95
Geo Moffatt Esq

Brooklyn N. Y.

Dear Sir! Your letter with enclosure of
M. O. Co of 6th to hand and forward you
please with forty 10¢ Columbian stamps.
This is about all I have of that size
I have no Col. stamped envelopes,
so I will put an 8¢ Columbian stamp
on the envelope

I have about 200, 4¢ Col. stamps

175 5¢ " "

500 8¢ " "

600 10¢ " "

70 30¢ " "

on hand. They are going very fast. If
you want any, I would advise
you to send at once for 2¢ stamps
I have quite an amount

Respectfully

Ernest Good
Postmaster

MURPHY'S

With the Tombstone letter on the preceding page, it seems appropriate to reproduce a letter from Murphys in 1859. It appears that the Postmaster was having a little holiday — no stamps to sell. The letter is thru the courtesy of Kenneth Harrison. Unfortunately no cover accompanies it.

Murphys June 25/59
Messrs Carray & Co
San Francisco 3

Gentlemen
Enclosed please find
\$100.00 Balance due on Charge as per bill rendered 23 ult
We have been waiting for our Postmaster to proceed
to procure a supply of Stamps — there has been none in
this place for months and no prospects of any being received

Yours &c J. R. Dob.



THE COLORADO SAN JUAN

Chapter VII, Dolores County Part One

by Ray L. Newburn, Jr.

Map by William Bauer

Photography by James Young

Dolores County was created on February 19, 1881, removed from the southwestern part of Ouray County under circumstances to be discussed below. Its 1000 square miles are mountainous in the east, topped by 14,250 foot Mt. Wilson, and a semi-arid plateau cut by deep canyons in the west, where the elevation falls as low as 5900 feet. In this it is similar to neighboring San Miguel County to the north.

Dolores County is drained almost entirely by the Dolores River from which it took its name. That river, originally designated the Rio de Nuestra Senora de las Dolores (River of Our Lady of Sorrows) by Escalante in 1776, rises in the high mountains in the east and flows southwest into Montezuma County.¹⁹ It then reverses and flows north completely back across the county in the west (see map 7) in a deep canyon. Only a bit of the west and southwest of the county is drained into a series of canyons eventually ending in the San Juan River.

The history of Dolores County can be told in two episodes. First, with the discovery of silver in limestone formations near the Dolores River in 1879, came mining. This reached its peak in the early 90's and has decreased to nothing today. Then, in the second decade of the 20th century, homesteaders began moving into Dolores County where many made a success of dryland farming. Today the population of Dolores County is supported almost entirely by ranches and farms.

The first white men in Dolores County were the early Spanish explorers during the 18th century, followed by the St. Louis Fur Co. expedition in 1833. In 1861 Lt. Howard and others of the Baker Party (see Chapter I) crossed Scotch Creek Pass into Dolores County and prospected along the Dolores River as far down as the junction of the east and west forks. Then the party split, some going up the west fork and across the San Miguels to the north while the others went back up the east fork and across Lizard Head Pass. In the summer of 1869 Sheldon Shafer and Joe Fearheiler built the first cabin on Silver Creek near what would become Rico and began serious prospecting. They located a claim they called the Pioneer in July 1869, followed by several others, and during the fall and winter they actually worked the Pioneer.²⁴ The details of what became the Pioneer Mining District and the town of Rico will be found under Rico. Suffice to say, by 1878 the Pioneer District began to attract considerable attention, and 1879 saw a real boom. The first post office in the county was established at Rico in August of that year.

The major problems of the new mining center on the Dolores (as detailed by Cummins and Beard) were government, transportation (roads), and communications (mail).¹⁵ Rico was in Ouray County, but it was 75 miles from the county seat at Ouray via the most practical route (roughly that followed by the modern highway over Lizard Head Pass and Dallas Divide), and that route was vile. It was particularly bad from the pass down the Lake and South Forks of the San Miguel. And the citizens of Ouray had their own problems and interests and were not particularly disposed to worry about helping those who were essentially competition.

The miners of the Pioneer District took care of their own local government, adopting a "constitution and by-laws" to control mining activity. Receiving no reply from Ouray to a request to incorporate, Rico held an election Oct. 14, 1879 which approved incorporation. By mid 1880 an effort was well under way to create a new county as well. In this they were aided by forces from Silverton, who were always happy to contest with Ouray in any way possible. Our old friend A. W. Hudson of Silverton became state representative from Ouray and San Juan Counties in the November 1880 election. He strongly supported a new county, and Feb. 19, 1881 saw the creation of Dolores County with Rico as county seat.¹⁵¹

THE COLORADO SAN JUAN (Continued)

Initially the "best" trail to civilization was over Lizard Head Pass, and the first mail to Rico came that way via a stub route from Ophir.³³⁶ An alternate trail was that over Scotch Creek Pass to Hermosa Park and up the East Fork of Hermosa Creek to Cascade on the Wrightman Toll Road to Silverton. The railroad reached Rockwood, 10 miles south of Cascade, on Nov. 26, 1881, and the Scotch Creek trail had already been improved into a road, a tollroad, which operated until the Rio Grande Southern arrived in Rico itself in 1891.³³⁶ The 1898 Engineer Mountain topographic map still shows a structure labeled "Old Tollhouse" on this road about 2½ miles west of modern highway 550. Meserole and Blake's Stage Line operated over this road from the east and Barlow and Sanderson came in from the north in 1883.³⁶ David Wood began freighting into Rico from Telluride at least as early as 1883.¹⁵² Other trails came into Rico from the south. One was developed into a road, known as McJunkin's road, which proceeded from Animas City northwest to the Menefee Ranch on the upper Mancos River, then across the mesas and down into the Dolores River Canyon. Others took various routes down the Dolores River and out to "civilization."¹⁵¹

The existence of roads didn't guarantee their passability. The winter of 1890-91 was "one of the most severe in memory." By the end of February nothing was moving. David Wood's men opened up the road from Telluride to Rico, but it took them six weeks to dig through drifts up to 10 feet deep.¹⁵²

Freighting ended with the arrival of the first train from the north in Rico on September 30, 1891. The other end of the Rio Grande Southern Railroad, from Durango, was connected with it on Dec. 20. This still didn't solve the snow problem in a region where as much as 50 feet of the stuff can fall between January and May. The winters 1899, 1909, 1913, and 1916 joined that of 1891 in the memories of Dolores County inhabitants, although many winters had their problems. Avalanches were a regular problem at many locations and were given names (as they are in most localities) such as Burns, Hope Cross, and Nigger Baby, to mention three which cut the railroad regularly between Rico and Lizard Head Pass. Even more troublesome were five slides coming off Yellow Mountain, near to Ophir Loop in San Miguel County, which regularly cut traffic between Rico and points north.¹²⁷

Where roads are a problem, the mails are generally a worse problem. During the first year or so the mail service was so bad that the Dolores News said on Dec. 13, 1879 "Of the three terrors, Indians, Indian agents, and western mail contractors, the latter is wholly a terror and some of them in particular are 'dead rank frauds.'" ¹⁵¹ On Dec. 27 the Dolores News said: "Gilmer, Salisbury & Co. are frauds.... Their agent Tibbets is a fraud." "Will the people of this section present their fraudulency with a gold headed cane or a club." On Jan. 10 the News charged that a man named Brewster was "a damned fraud" who dumped the mail in an old cabin instead of carrying it to Silverton. On Jan. 24 it was suggested in boldface that "San Juan will yet send a delegation to hang or impeach fraudulent mail contractors." On July 24, 1880 the News even charged that the mail contractors had paid agents in the post office department who pigeonholed all complaints and petitions.¹⁵³ At one point (Dec. 27, 1879) Rico sent a petition asking for four different mail routes, apparently assuming at least one or two might be viable at any given time.¹⁵¹ And by early 1881 they actually had two routes, one from Cascade over Scotch Creek Pass having been added.¹¹⁴

Until the railroad arrived in 1891 there were always two postal routes into Rico, which WAS Dolores County during that period. The northern route came from Silverton via Ophir briefly and then from Ouray via Placerville after the eastern route from Cascade was added. After David Wood's wagon road was built in 1884 (see Chapter VI) the northern mail came from Montrose via Placerville and then from Dallas via Placerville and Telluride, when rail service reached Dallas in 1889.

Although served postally by rail for many years, the name Rico appeared in R.P.O. markings only in 1892, when the Illium and Rico, Montrose & Rico and Ridgway & Rico R.P.O.s were in business. Illium was the junction where the branch line to Telluride, which was completed in Nov. 1890, left the main line, which reached Rico in Sept. 1891.⁴¹ I have never actually seen any of these markings. From 1892 until 1917 the Ridgway and Durango R.P.O. served Rico. From 1917 until 1935 the mail was apparently carried by rail but perhaps without a postal car, since Willard lists no such route. From 1935 until 1939 the Grand Junction & Durango R.P.O. carried the mail on two railroads, the Denver & Rio Grande Western Railroad and the Rio Grande Southern Railroad.⁴¹ As the railroad and its service deteriorated during the 1930's and 40's there were more and more complaints. The post office said they were already paying the RGS more than service by star route would cost. Finally even the people of Rico began to feel it wasn't worth the effort to keep the RGS operating. The last Rio Grande Southern mail contract was cancelled on March 31, 1950.¹²⁷

THE COLORADO SAN JUAN (Continued)

Dolores County population reached 1,498 in 1890. Since Rico alone reached a peak near 2,000 a few years later, Dolores County probably peaked near 2500.⁵⁴ By 1900 this had dropped to 1,134, and in 1910 there were only 642 people in all of Dolores County, giving it the dubious distinction of being the least populous county in the state (Hinsdale County had 646 people in 1910).⁵⁵ Today the population is back to the 1890 level, but the distribution has shifted from the mountainous east to the plateau west.

The Dolores River Valley in Montezuma County was settled by cattlemen in the 1880s, and they ran cattle on the open range grasslands of western Dolores County every year in the fall for 25-30 years. Then in the 1910s homesteaders began to settle on this land to attempt dryland farming. Initially they grew corn and potatoes, which required no machinery. Then in the late 1920's farmers began planting beans and wheat. By 1940 Dove Creek (418) was bigger than Rico (388). After an election in Nov. 1944 they succeeded in wresting the county seat away from Rico, although not without litigation.¹⁵⁴ My outstanding personal memory of Dove Creek is a large sign proclaiming it the "Pinto Bean Capitol of the World."

Development of western Dolores County was somewhat held up by a lack of roads. There was a crude path from Dolores to Monticello, Utah, dating from the 19th century and little else in the western half of the county. A good road was laid out in the early 20s from Cortez to Dove Creek and beyond. This was taken over by the state in 1935, with oil surfacing begun in 1936.¹⁵⁴ A good paved road existed to the Utah state line by 1941. Pavement finally reached Rico from the Telluride side in 1967 and from Dolores in 1970, which says a great deal about the importance of eastern Dolores County today.

Mail service in western Dolores County is largely out of Dove Creek, which in turn was serviced from Dolores as long as the Rio Grande Southern Railroad ran to that town. Lavender in the north was served out of Naturita.

Collecting postmarks from Dolores County is a difficult proposition. Rico is easy. Dunton is the only other town known in the 19th century. And few of the little farming towns are known at all, while even Dove Creek is difficult before 1930. Only Archuleta County presents comparable problems in the San Juan Country.

BOWEN

Established May 2, 1883

Discontinued before Oct. 1, 1885

In February 1883 discoveries of seeming importance were made on the west fork of the Dolores River. A post office, was soon installed, named for the San Juans "distinguished" United States Senator Tom Bowen. After a brief boom the whole thing collapsed.^{54,156}

Bowen was located on the west bank of the West Dolores River in the southeast quarter of section 32 township 41N, range 11W. This is not very far north of Dunton, at an elevation near 9000 feet (Dolores Peak Quadrangle, 1953). There is often confusion between this Bowen and an office in Rio Grande County which was established in 1886, because some of the post office records are themselves confused. This office was serviced out of Rico by a 15 mile "special supply" route.⁵⁹

No postmarks have been reported.

THE COLORADO SAN JUAN (Continued)

CAHONE

Established May 21, 1916

Discontinued Nov. 20, 1917

Re-established June 12, 1920

Still operating

Cahone is located along US highway 666 (US 160 until 1971) at 6640 feet elevation just 1½ miles north of the Montzuma County line (Cahone Quadrangle, 1965). It was named from the canyon at the south edge of town. Cahone Canyon in turn took its name from a transliteration of the Spanish cajon or box, the canyon being a box canyon.^{133,154} (Apparently the name Alkali was chosen first and then rejected in favor of Cahone.) The post office actually preceded the town. It was at the home of Roscoe B. (Bert) Ballenger, about a mile northeast of present Cahone, and he was the first postmaster. When the office was reestablished in 1920 he declined to be postmaster, and the post office was moved a mile south of modern Cahone to the home of Jefferson F. Simmons. Meanwhile a store had been built at the present site of Cahone. The Ballenger brothers then added a second store. The new townsite was under way, and the post office was moved to the new Ballenger Bros. building.¹⁵⁴

Cahone is strictly a supply center for the surrounding farming community and is 10 miles from the county seat at Dove Creek. As of 1958 it had a church, two filling stations, a grade school, a bean warehouse, a bean packaging plant, and a few stores of the usual sort. Freeman says the population was about 150 at that time.¹⁵⁴

Mail came to Cahone as an intermediate stop on a route from Dolores to Dove Creek. The earliest postmark reported is a wide 4-bar of 1931.

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*This is a fine new biography of David Wood by his daughters.

A GROUP OF WESTERN EXPRESSES

by the late A.J. Hertz

READING, BIG VALLEY AND ALTURAS EXPRESS

From the *Reading Independent* of July 18, 1878:

“Reading, Big Valley and Alturas
Stage Line

Major & Culverhouse, Prop's.

Stages leave Reading every Monday, Wednesday and Friday mornings at 6 o'clock A.M. for Millville, Oak Bar, Montgomery Creek, Burney Valley, Fall City, Big Valley, Adin and Alturas.

Returning, leaves Alturas every Sunday, Tuesday and Thursday at 6 o'clock. A.M.

James Rogers,
Agent, Reading.

RICE'S EXPRESS

From the *Placer Times*, Sacramento May 27, 1850:

“Express from San Francisco

To Middle and South Yuba, and accommodation line for passengers from Sacramento City to Jackson City on the South Yuba.

Headquarters — City Hotel and Hamilton, Wheaton & Co's. store, Sacramento City. Starting every Tuesday morning from City Hotel, at half past six o'clock. Returning, leaves Jackson City on Friday morning. All express business will be promptly attended to. Passengers taken from any part of the City. Hamilton, Wheaton & Co. Agents, in Sacramento City, where further information can be obtained.

John S. Rice,
Proprietor”

READING AND FURNACEVILLE EXPRESS

From the *Reading Independent* of November 21, 1878:

“New Stage Line

A tri-weekly line of stages, was put on the road between Reading and Furnaceville for the first time on Tuesday morning last. This line will be under the exclusive control and management of J.M. Major, the mention of whose name in connection therewith, is sufficient guarantee that business will be attended to carefully and promptly. The line will be increased to a daily as soon as the demands of business call for it.

Thus, while running the Reading, Big Valley and Alturas Stage Line, with Culverson as partner, Major started out with this one alone.

A GROUP OF WESTERN EXPRESSES (Continued)**RUBY'S NEVADA STAGE**

In the *Marysville Herald* of June 17, 1851:

"News. Nevada Stage. It has long been the source of annoyance to parties wishing to go from this city to Nevada, that there is no stage on the route. This desideratum is now supplied by the establishment of V.E. Ruby's Line of Stages, which leave every Monday, Wednesday and Friday from the U.S. Hotel. We hope this enterprise will meet with such encouragement as to make it a permanency."

Soon the Peoples Line came into being. From the same source, July 7, 1851:

"Peoples Line, Daily Stages between Marysville and Nevada City.
V.E. Ruby, Fordyce & Co. Prop's."

A few days later a larger advertisement appeared going into greater detail. From the *Sacramento Union* of July 9, 1851:

"Peoples Line daily stages between Marysville and Nevada City. On and after Thursday the 10th inst. this line of stages will run as follows — Leaving Marysville every morning at 7 o'clock, passing through Linda, Rough and Ready, Grass Valley and arriving at Nevada City at 4 o'clock P.M. This is the most pleasant and cheapest route from Sacramento City to Nevada and persons taking this route will avoid a great deal of fatigue, besides saving seven or eight dollars in cash. Leaves Nevada every morning at 7 o'clock and arrives at Marysville at 4 o'clock.

V.E. Ruby, Fordyce & Co. Proprietors."

WILLIAM RIGHTMIRE'S STAGES

The *Sacramento Transcript* and the *Alta California* both carried the following advertisement under date of May 7, 1850:

"Important to Miners

and the travelling community in general. William Rightmire's cheap, speedy and comfortable line of tri-weekly stages, from Sacramento City to Auburn.

This line of stages offers greater facilities to the travelling community. It is the nearest route to the North and Middle Forks of the Yuba, Deer Creek and the North and Middle Forks of the American River.

The stage leaves Sacramento City for the Humboldt on Monday, Wednesday and Friday mornings at 7 o'clock. Leaves Auburn on Tuesday, Thursday and Saturday at 7 A.M.

A need was met and the company seemed to prosper. Another advertisement appeared in the *Nevada Journal*, September 13, 1851:

"Marysville and Nevada Stage Line, via Rough and Ready and Grass Valley, tri-weekly. The proprietor begs leave to inform the public that the above line of stages will now run as follows:

Leave Marysville on Monday, Wednesday and Friday at 7 o'clock A.M. and returning leaves Nevada City Tuesday, Thursday and Saturday at 7 o'clock A.M. For further information inquire at the U.S. Hotel, Marysville.

Marysville, June 12, 1851

V.E. Ruby

A GROUP OF WESTERN EXPRESSES (Continued)**SMITH'S CAMPTONVILLE & DOWNIEVILLE STAGE**

From the *Sacramento Union* of May 30, 1859:

"Matters about North Juan

The road between North San Juan and Forest City being open at last for the whole distance, the pack train has been withdrawn and a regular stage again placed on the road. It connects at this place with Marysville stages, which arrive about noon and leaves at seven o'clock in the morning. T.G. Smith will begin running a coach from Camptonville to Downieville, by way of Mountain House and Goodyear's Bar, some time during the coming week. This will place us in direct connection with Downieville."

SMITH'S PIONEER STAGE LINE

From the *Constitutional Democrat*. Ukiah City, October 8, 1863:

"New Arrangements!!

Pioneer Stage Line,

Through in 30 hours from San Francisco to Long Valley. Leaves Cloverdale on Wednesday and Saturday at 6 o'clock A.M. via Sanel, Ukiah City, Calpella, Little Lake, Sherwood Valley to Long Valley.

Returning, leaves Ukiah City on Tuesday and Friday at 7 A.M. This line connects with the daily stage from Cloverdale to Petaluma in 20 hours from the time of leaving Ukiah City. All orders for freight or passage left at the undersigned at Ukiah City, will be promptly attended to.

G. Canning Smith, Proprietor."

STARK'S CALIFORNIA COMBINATION STAGE LINE

We found the following item in the *Crescent City Herald* of June 14, 1854:

"LOCAL NEWS

We understand that the California Combination Stage Line intend running a line of coaches from Yreka to Jacksonville. Our citizens have subscribed Six Thousand Dollars for the purpose of constructing a wagon road from this city to the latter place. Messrs. Stark and Company intend putting on the road a new line of handsome coaches to connect with the Combination Line from Jacksonville to this city".

STAFFORD & GUIWITT'S STAGE LINE

The following news item is from the *Montana Post* of May 19, 1866.

"News Item. — Concord Coaches.

Messrs. Stafford and Guiwitt of Virginia City, Nevada have come through with six very excellent specimens of these vehicles which they intend to use for passenger traffic on a stage line they are about starting. ."

A GROUP OF WESTERN EXPRESSES (Continued)**STAFFORD & GUIWITT'S STAGE LINE**

Then from the same paper under date of 16 June 1866:

“News item. . Opposition Line to Helena.

Messrs. Stafford and Guiwitt's stages to Helena have been running for the past week. The trip is made in about 15 hours average. The outfit is a six horse affair and concord coaches are employed. The coaches run every alternate day and the proprietors are determined to put their coaches through on time.”

SULLOWAY'S NEW LINE OF COACHES

The beginning of this express is mentioned in a news item in the *Shasta Republican* of October 10, 1857, which says:

“Pioneer Stage Line

In another column will be found the advertisement of Sulloway's Stage Line. The first stage arrived on Friday evening last, with several passengers. It will run tri-weekly till summer, when it will be increased to a daily. This line has many friends in Yreka who will give it their support. Mr. Eugene Howard is the agent at this place and will see that passengers receive every comfort that can possibly be shown them. A dispatch was received yesterday announcing the departure of the coach from Yreka with 19 passengers. We wish the stage great success.”

TERRY'S PIONEER STAGE LINE

From the *Mariposa Star* of March 1, 1859:

“Daily Stage Line,

Between Mariposa and Bear Valley. E.S. Terry, Proprietor. Having recently purchased and put on this line a new, light, easy running wagon, the proprietor takes this method of informing the traveling public that his team will run as heretofore, daily, rain or shine, fair weather or foul. Charges for passengers, express matter or freight, moderate. Particular attention paid to the comfort of passengers and the delivery of packages entrusted to his care.”

The *Mariposa Gazette* of November 1, 1859 carried this advertisement.

“Pioneer Stage Line,

Between Mariposa and Bear Valley.
Col. E.S. Terry, Proprietor.
Leaves Mariposa every morning at 8 A.M.
Leaves Bear Valley at 2 o'clock, P.M.

A GROUP OF WESTERN EXPRESSES (Continued)

THEDE'S CANON CITY & WEAVERVILLE EXPRESS

From the *Trinity Journal* of February 6, 1861

“Trinity River Express.

After this date, the undersigned will run a semi-weekly express between this place and North Fork, via Douglas City, Steiner's Flat, Evan's Bar, Milltown, Roab and other points on the route. He will connect with Greenhood and Newbauers and attend promptly to all business entrusted to him. Leaves Weaverville on Wednesday and Saturday. Trinity Journal delivered to subscribers free.

Weaverville January 10, 1861

Gustav Thede.”

Thede expanded his services and we have the following from the same paper of July 7, 1868:

“Thede's Canon City Express

The undersigned has commenced a regular semi-weekly express between Canon City and Weaverville, leaving Canon City on Monday and Friday, and Weaverville on Tuesday and Saturday, touching both ways at Junction City, Arkansas Dam, Evan's Bar, Steiner's Flat and Douglas City.

Collections made and general express business done promptly.

Weaverville, June 20, 1866

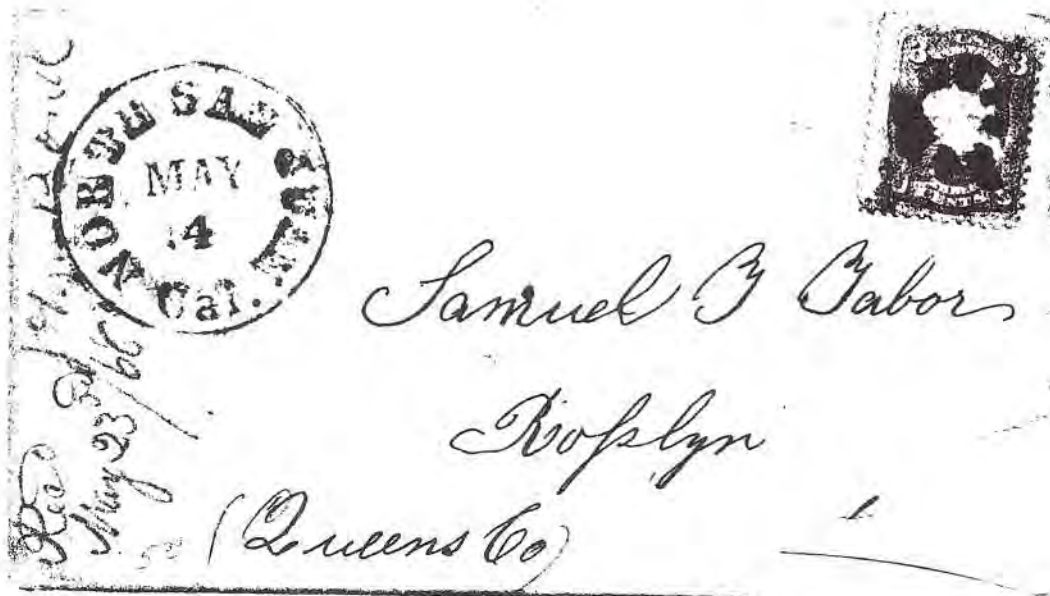
Gustav Thede.”



NORTH SAN JUAN and MOONSHINE

The North San Juan cover of 1868, as illustrated, is rather unpretentious, but the letter it carried provides the interest. It is headed "Moonshine, California." Your Editor was showing this to our new member, Gretchen Mitchell at WESTPEX, with the idle comment as to where "Moonshine" might be. Before the following week was over, a letter from Ms. Mitchell carried this news:

"The 1975 Guide... tells an interesting tale. 'MOONSHINE CREEK (Yuba). A tributary to the Middle Fork of the Yuba River, near North San Juan. When diggings were found in 1853 the discoverers failed to keep the secret and the "Moonshiners" soon posted their claims. (C. Hist., 1879, p. 100). The diggings were soon forked out, but DeLong collected taxes here, July 31, 1855. Shown on the USGS Smarstville 1943 quadrangle.' "



Moonshine California
 May the 1858
 Mr Samuel Gabor
 dear sir I have
 met with a trail
 adjacent to ...

GHOST TOWNS North San Juan

On the beautiful road from Nevada City to Downieville, after climbing from the canyon on the South Yuba, comes a sudden turn in the road, and one is confronted by a well built town whose business portion comprises one and two story brick stores, now slowly going to ruin. Startling in its suddenness the sight is almost theatrical; for we have encountered North San Juan, formerly the headquarters of the hydraulic mining industry.

The camp was started in 1854 on the high ridge between the South and Middle Yuba Rivers. On it were situated the greatest and richest ancient river gravel channels, to mine which the practice known as "hydraulic mining" was applied with most profitable results. The waters of the Forks of the Yuba were diverted in long ditch systems, then thrown against the high gravel banks under heavy pressure, through six-inch "monitors". The huge gravel banks were toppled over and washed down miles of great sluices where the gold was recovered; then on down into the canyons whence the "tailings" as they were called, were carried down by winter torrents into the great valley below. Here the fine silt buried the farmers ranches and the coarse portions filled the navigable rivers. This led to bitter litigation, resulting in 1885 to a decision which terminated the entire industry. Thousands of hard-working miners were out of employment, an industry that produced \$15,000,000 of gold annually was ruined, and an investment of \$30,000,000 in mines, ditches and towns, wiped out.

And this is what happened to North San Juan.

The early pioneers were particularly energetic and intelligent. In 1856, feeling the want of a journal, they contributed and wrote a manuscript newspaper called the "Pioneer" which was circulated around. In 1857 the "North San Juan Star" was printed on the press of the "Iowa Hill News" moved over. In 1858 passing into other hands, it became the "Hydraulic Press", long the organ of the hydraulic industry.

Above on this ridge were the greatest hydraulic mines in the world; "North Bloomfield", "Columbia", "North Columbia", "Relief Hill", and the camps of Moores Flat, Orleans Flat, Woolseys Flat, and Alpha and Omega; but today all is desolation.

Peering out over the far away valley, amid the pines, from its high mountain perch, North San Juan awaits the day when aided by huge restraining dams to impound the "tailings", once more the giant monitors shall wash down its golden gravels, for engineers estimate that more gold remains in these ancient channels than has ever been produced in California.

But that day may never come.

—Ernest A. Wiltsee.



FORT YUMA AND THE MOUTH OF THE COLORADO RIVER

by Jack Greenberg

After the close of the Mexican war, overland travel through Arizona Territory increased significantly. There are indications that in 1851, alone, as many as 60,000 immigrants had passed through the territory at the Gila-Colorado River junction.

In March 1850, Fort Yuma was established to protect the Colorado River crossing and its settlers and immigrant travelers from Indian depredations. The problem of supplying the Fort and the settlements was a chronic one. The overland haul from San Diego was too great a distance across the desert to be practical as a permanent source of supply, and the surrounding country did not furnish sufficient provisions to meet the needs of Military procurement. As a result of the erratic supply of this post, it was necessary to abandon it more than once, during the early years, to avoid the starvation of the garrison.

The treaty of Guadalupe Hidalgo granted to citizens of the United States, the right to navigate the Gulf of California and the Colorado River. In the Fall of 1850 Lieutenant George H. Derby of the Topographical Engineers was assigned the task of exploring the mouth of the Colorado to ascertain its suitability for supplying Fort Yuma by a water route. Derby left San Francisco on the first of November aboard the schooner INVINCIBLE under the command of Captain Alfred H. Wilcox. On arrival at their destination they found that the draft of the INVINCIBLE was too great to permit her to move up the river, so the supplies destined for delivery, were discharged on the beach and later hauled by wagon to the Fort. This activity constituted the first venture in supplying the area from the Gulf of California.

The Army then decided to ship a small paddle wheel steamer, the UNCLE SAM, leased from James Turnbull, on board the schooner CAPACITY to the mouth of the Colorado. It was discharged there and assembled and reached the Fort on December 3, 1852 with some twenty tons of sorely needed supplies and provisions. The little boat served as a lifeline to the area for a short time when she was swept away in a flood of the river in the latter part of June, 1853. The UNCLE SAM was the pioneering effort of steam navigation of the Colorado River.



COLORADO RIVER steamers like the *Mojave No. 2* — the river's only two-stacker — sometimes carried mail between Yuma, Ehrenberg, Mohave City, Aubrey and other river ports, although no evidence has been found that mail contracts ever were awarded by water routes in Arizona.

FORT YUMA (Continued)

George A. Johnson was operating a ferry below the Fort from the Spring of 1851. This ferry business was very lucrative as can be seen by the following list of charges; a team and wagon... \$10.00; single animals... 50¢, except for sheep carried at 12½¢ each. The toll was generally paid in kind rather than cash. For example, in November 1856, the ferrymen collected three hundred sheep as payment for crossing eight hundred head.

Johnson had a preoccupation with the idea that the river could be navigated and after the sinking of the UNCLE SAM, sold his ferry holdings to his partners. He then formed the George A. Johnson Company, in conjunction with Alfred H. Wilcox and Benjamin Hartstone, and in October 1853 departed for San Francisco. Captain Johnson returned, in January 1854, to the mouth of the river with the components for his first river steamer, aboard the Brig GENERAL VIEL. Thus the first commercial steam service came to the river.



S.P.R.R. bridge over the Colorado — Fort Yuma in the distance. (original photo by C.H. Savage of Salt Lake City, from the B.J. Casoly collection).

FORT YUMA (Continued)



Early small circle "YUMA, A.T." handstamp (1868)



Fort Yuma Wells Fargo, April 1871

FORT YUMA (Continued)

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Fort Yuma, - - - - -	Arizona, - - - - -	Mr. Finlay
Escondido, - - - - -	Arizona, - - - - -	Mr. Fisher
Mocho, - - - - -	Arizona, - - - - -	Mr. Hooper

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FORT YUMA (Continued)

The opening of the ocean route from San Francisco to the river's mouth was almost entirely facilitated by the United States War Department on vessels chartered by the Government and ordered to the Colorado with supplies for the Yuma Garrison. In 1855 privately owned vessels began to appear offering commercial activity. Since Arizona had no port on the Gulf, and since the customs duties on the Mexican side of the border were excessive, they avoided the latter by casting anchor off Port Isabel, in mid-channel, and transferring cargo and passengers directly to the river steamer standing by near the mouth of the river.

The first serious effort to supply Fort Yuma from the mouth of the Colorado was made by the schooner CAPACITY and she was forced to standby almost seven months while her cargo was spoon fed to the only river steamer then on the Colorado.

Granted, things had much improved since then. By 1859 there were two river steamers, one of 50 tons capacity, and the other of 60 tons. Both would engage in off-loading the delivering vessel and run full loads of cargo up to the Fort. They would then dead-head down for another load. The distance from Port Isabel to Fort Yuma was about 240 miles and it would take the river steamers several days to as many weeks to make the trip, depending on the stage of the river and the luck of the pilot in getting through. Meanwhile, the delivering vessel was required to ride at anchor until relieved of the entire cargo. This meant that if the vessel had a cargo of 200 tons for the Fort and everything went off without a hitch, which was seldom, it would take five to eight weeks to free the vessel for return to San Francisco. This was a long period of time for a ship and her crew to stand idle.

Up until 1859 ocean-going vessels to the mouth of the river had been small wind-jammers not exceeding 200 tons in capacity.

On February 10, 1859 the steamer UNCLE SAM weighed anchor for her much publicized voyage, under charter from the War Department, to transfer troops to establish a new post at Fort Mohave. She was the first steamer of record to enter the Gulf of California for the express purpose of supplying the Arizona camps.

On her return to San Francisco, C.K. Garrison, the gentleman from whom the UNCLE SAM was chartered, was not greatly impressed with the desirability of engaging in another such profitless voyage, and promptly put the ship up for sale. The UNCLE SAM was sailing under another flag within the year. In March of the same year the steamer Santa Cruz cleared port in San Francisco for a similar mission, never to return.

With the outbreak of the Civil War and the cancellation of the Butterfield Overland Mail contract, the area became almost entirely dependent upon the river for communications. All freight for the supply of the Army and the merchandise for the sustenance of the inhabitants came in from San Francisco by ship, but after the voyage of the Santa Cruz, not one steamer called the river's mouth for seven long years.

FORT YUMA (Continued)

In 1866 the Holladay steamer OREGON made two trips to the mouth of the river again under War Department Charter, the first in February, and the second in May. She advertised a third trip which never materialized (probably caused by the need to replace the S.S. JOHN L. STEPHENS which had been captured by Republican forces in Mexico, trying to supply Maximilian's forces at Mazatlan.) In the same year the George A. Johnson Company re-organized as the Colorado Steam Navigation Company and a great hue and outcry began in the press about the trials and tribulations of the poor miners and settlers of the Colorado river who could not obtain supplies or ship the product of their labor to market. The following is somewhat typical from the pages of the San Francisco Times of Monday April 15, 1867;



Yuma City, Arizona in the 1870's as viewed from Fort Yuma. (Original photo by C.H. Savage of Salt Lake City, from the B.J. Casoly collection)

FORT YUMA (Continued)

COMPANIA A VAPOR
...
COLORADO.
.....

La Compania Tiendra Comunicacion con los
Puertos de Mejico y Arizona.

*PIRA MAZITLAN, LA PAZ, GUAYMAS, MICHIGUAYAN,
LEVI BAY, CIBO DE SAN LUCAS, Y*

EL RIO COLORADO,
TOCANDO A LA PAZ DE IDA Y VUELTA.

Línea Regular para los Puertos de Mejico. Saldran
cada 20 dias llevando carga a precios reducidos.

EL FAVORITO VAPOR NEWBERN,
CAPITAN, - - - - - WILLIAM METZGER

EL FAVORITO VAPOR MONTANA,
CAPITAN, - - - - - A. N. McDONNOUGH

AGENCIAS:

MAZATLAN, MEXICO, - - - - -	AG. KELLER.
LA PAZ, MEXICO, - - - - -	" URSUA.
GUAYMAS, MEXICO, - - - - -	" WILLIAMS.
FORT YUMA, ARIZONA, - - - - -	" FINGAY.
EBRENDRE, ARIZONA, - - - - -	" FISHER.
MOHAVE, ARIZONA, - - - - -	" HOPPER.

El pasaje se ha reducido mucho, y hay la mayor comodidad absoluta para pasaje.
Para informarse, tocando flete y pasaje ocurrase a

EDUARDO NORTON,
610 Calle de Front.

FORT YUMA (Continued)

"It has been the object of this newspaper to direct the attention of our merchants to the importance of fostering the rapidly increasing trade of the Colorado river. The carrying trade is confined to those points in Arizona where mining is conducted, comprising La Paz, Hardyville, El Dorado Canyon, and Callville — the latter town being as high as steamers have yet ascended. We have shown that from Callville to Salt Lake, a distance of about 420 miles, a good wagon road exists, along which there are no less than forty-two thriving villages, subsisting mainly upon agriculture; that the settlers, besides producing the cereals, raise tobacco, vegetables and a splendid article of cotton, and that in several localities large amounts of cotton are on storage, awaiting an opportunity for conveyance to market, and that when transportation facilities are increased, the number of acres of cotton cultivated will also be largely increased. The country fills up rapidly, and so soon as there is an assurance that the steamboat trade with Callville will be un-interrupted, teams without number will be put upon the road between Callville and Salt Lake, to haul the freight designed for the interior country.

Callville, by water, from Yuma is 600 miles, and from Port Isabel to Callville, 720 miles. Two lines of steamers were in the trade from Port Isabel, in the Gulf of California, to Callville, last summer, with more freight at their command than they had means of transporting. One of these lines, the Colorado Steam Navigation company is now expanding, with the intention of increasing the number of steamers and entering more extensively into the trade, so soon as their arrangements are complete."

It was true that the Colorado Steam Navigation Company, as well as their competitor, who was not to last much longer, were entirely dependant upon unscheduled sailing vessels to feed a supply of traffic for their river steamers. This traffic was erratic at best and there were large supplies of local produce and mining ore in storage awaiting reliable transportation to market. This need was to exist for another four years before the Colorado Steam Navigation Company established scheduled steamer service with San Francisco and ushered in a "Golden Age" of communication for the Arizona settlements.

The rise and fall of this Golden Age can be illustrated by a brief, year by year listing of steamer arrivals. Whereas, between 1859 and 1870 there were only four steamer sailings, there were six in 1871, eight in 1872, nine in 1873 and fourteen in 1874, fifteen in 1875, seventeen in 1876, and in 1877 only five. Steamer service made mining profitable, since it offered a reliable way to get un-refined ore to the San Francisco market and supplies and machinery in return. The coming of the railroad made it even more so.



Early litho of Fort Yuma (circa 1857)

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