

# WESTERN EXPRESS

RESEARCH JOURNAL OF EARLY WESTERN MAILED

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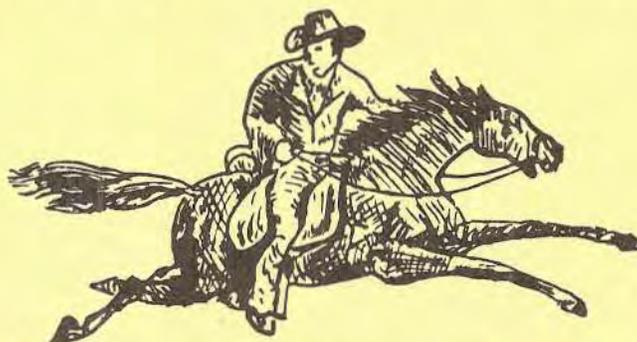
Western Cover Society  
Unit No. 14 — American Philatelic Society

JANUARY, 1979

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Postal Rates  
Postal History



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

### EDITOR'S ARENA

#### DUES FOR 1979

In order to save the Society a few dollars - and the secretary a little work, dues notice for 1979 are enclosed with this January issue. Please act promptly, determine whether you want to be a Patron (at \$25.00), a Sustaining Member (at \$15.00), or just a regular at \$10.00 - but whatever, please send your check in promptly. With increased postage costs, as well as printing costs, our bargain price for regular membership cannot long be continued.

#### REVIEWS

From time to time, as new publications came to our attention, we have offered a summary review for our members. Of course we are bound to miss some, or find some that can be passed by. There was one recent publication that came on the scene so silently that it was quite inadvertently omitted. And it certainly should not have been. Reference is being made to member Harold E. Salley's "*The History of California Post Offices, 1849 - 1976*". Mr. Salley has meticulously gathered detailed information on California post offices that does much more than give a dry listing of inanimate post office names. He has added, where available, the etymology that brings them to life. He has included Branches, Stations, RPO's and HPO's. The comparative County maps of the State in 1850 and 1976 compellingly illustrate the vast changes that were made in the realigning or birth of new counties.

While I have covers with the Yuba County post office of Erle, and wondered how that name got over into Yuba County, I never made a positive effort to find out if there might be a family connection. Now Salley's book says "Commemorates the pioneer Erle family who were prominent in the development of the area." So now I know I'm not part of that family!

Member Jerome Schwimmer begins in this issue of *Western Express* a series of articles on Los Angeles covers, illustrating it with one of February 22, 1850. Under LOS ANGELES, Salley says, "Estab. prior to 4/9/1850 date PM appointment was confirmed in Washington. Cover dated 2/22/1850 is known." Now you see that early cover in *WESTERN EXPRESS*.

But you'll have to get the book for yourself. The price is \$35.00 from Harold E. Salley, 4008 Violet Street, La Mesa, CA 92041.

### SECRETARY'S REPORT

- New Members** #708 William R. Halliday, M.D., 1117-36th Avenue East, Seattle, WA 98112  
(Collects: Postal History & Documents, Calif., Nev., Wash., Ore., Utah, Idaho & Ariz. Also speleophilately.)
- Change of Address** Richard Carlson, P.O. Box 2004, Arlington, CA 22202  
Alfred Hoch, P.O. Box 156, Lincoln, MA, 01778  
Clifford Horst, Jr., P.O. Box 16331, San Francisco, CA 94116  
Trowbridge Leavitt, 2193 Paseo del Mar, San Pedro, CA 90732  
G. William Magladry, M.D. 1355 East St., Redding, CA 96001  
King Parker Jr., 1403 Via Loma, Walnut Creek, CA 94398
- Additions to July ROSTER** #413 Douglas Gary, P.O. Box 457, Campbell, CA 95008 (Dealer)  
#628 J. Leonard Diamond, 407 Lincoln Rd. Miami Beach, FL 33139  
# 9 Donald Tonjes resides in Commack, N.Y. (not N.J.)
- Apologies** Our good member J. Leonard Diamond was properly listed in the April issue as a Sustaining member - but somehow was inadvertently omitted in the July Roster.
- Deceased** #86 Edward N. Sampson

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## LOS ANGELES - RARE AND UNIQUE

by Jerome Schwimmer

In 1781, Governor Felipe de Neve set out from San Gabriel Mission with a small band of settlers and founded on the banks of a nearby river the pueblo of Los Angeles, further enhancing the glory of Spain. The bicentennial of the founding of Los Angeles is fast approaching. To date, relatively scant attention has been given to the postal or express history of Los Angeles.

This article inaugurates a series presenting unique and rare Los Angeles covers — both postal and express — from the author's collection. (In a sense, the series had its inauguration in the last issue of *Western Express* with the coverage by Paul Wolf of the Los Angeles Black Jack cover in his Black Jacks West series.)

The cover illustrated in this article bears manuscript Los Angeles postmark with February 22, 1850 date and manuscript paid 40¢ marking. The date listed by Frickstad for the establishment of the Los Angeles Post Office is April 9, 1850, which, in fact, represents the date of official confirmation in Washington, D.C. of the appointment of the postmaster for this city. It was not unusual, as in the case of this cover, for the acting postmaster to handle the office's mail weeks, and even months, as here, before official confirmation.

The unanswered question raised by the cover is why the "paid 40¢" was stricken and the San Francisco handstamp and the unpaid handstamp 40 marking added, indicating that the cover went forward to its destination unpaid. If the sender did, in fact, pay the 40¢ postage rate at Los Angeles, it would appear that such payment was not recognized and the recipient in East Florida would have been required to pay an additional 40¢ upon claiming his letter. Other explanations may suggest themselves to the readers and will be welcomed for publication in future articles. The integral folded letter leaves no doubt as to origin and date. It is headed: "Los Angeles, Feby 21st, 1850".

The illustrated cover is the earliest known **postmarked** Los Angeles cover, since no **postmarked** covers are known from Los Angeles in the periods of Spanish and Mexican rule and no earlier postmarked cover is known under U.S. rule. In addition, the cover is distinguished as representing the only known prestatehood usage from Los Angeles, as well as the only known 40¢ rate usage from Los Angeles. It is offered as a worthy subject with which to inaugurate this series "Los Angeles - Rare and Unique".



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## SANTA BARBARA'S POSTAL HISTORY IN THE 1850'S

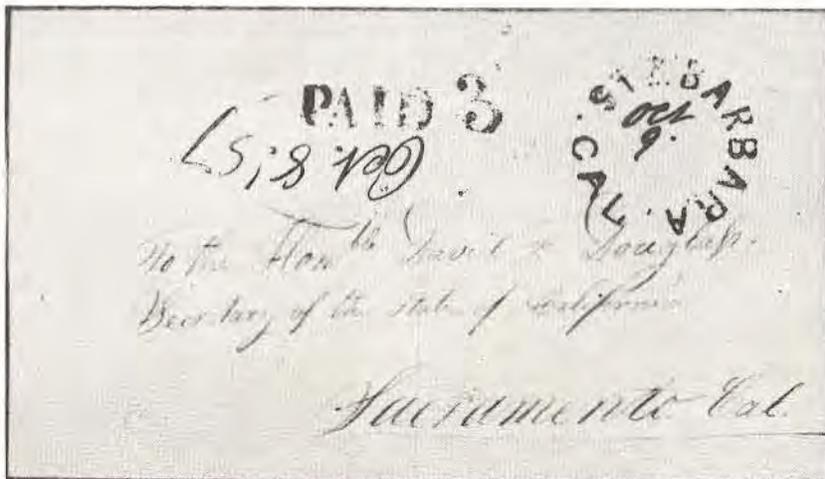
by Kenneth S. Greenberg

While prospectors from all over the world were scouring the Sierra foothills in search of gold, it was exceedingly difficult to secure a reliable man to operate a California Branch Post Office since the compensation paid to postmasters was negligible.

A typical example was compensation paid to Samuel Barney, Santa Barbara's first postmaster for his initial year of service, July 1, 1850 to June 30, 1851. He received \$29.75, and reported total net proceeds of \$44.12 for the entire year.

It is difficult to comprehend why Barney persisted in serving as postmaster until 1854, since his annual compensation was not known to exceed \$40.00, and a miner with a cradle or Long Tom probably earned that much in one day.

It is believed that no postage stamps were sold at the Santa Barbara post office until approximately 1858, as it seems none were available.



Pictured above are two examples of Santa Barbara's first handstamp, STA BARBARA, CAL. The stampless cover was mailed on October 9, 1857 to David F. Douglass, Secretary of State of California. The PAID 3 marking indicates a prepayment of 3¢ at the Santa Barbara Post Office.

**SANTA BARBARA'S POSTAL HISTORY (Continued)**

The cover bearing a 3¢ stamp, but no date, was most likely mailed in 1858 or 1859, since these stamps were issued July 13, 1857 in the EAST and probably did not become available at the Santa Barbara Post Office until the following year.



The third cover pictured, addressed to J. F. Dana at Nipomo, bears an example of Santa Barbara's second handstamp, and paid 3, mailed 1859 or 1860, indicating once again that no stamps were available at the post office.

Juan Francisco Dana was the son of Captain William G. Dana, longtime owner of Nipomo Rancho in San Luis Obispo County.

From 1850 to about 1854 mail was carried on horseback from Monterey to Los Angeles, and the delivery of mail to Santa Barbara by hand during this period was a very dangerous enterprise.

Charles F. Outland (Stagecoaching on El Camino Real) makes the comment that "the route between Mission Soledad and Santa Barbara was a land infested with cutthroats, murderers, thieves, and desperados of every description."

The following appeared in the *Los Angeles Star*, July 12, 1851:

"Supposed Murder — We alluded last week to the disappearance of Mr. John Caldwell, mail contractor between Monterey and San Diego, and the supposition that he had been killed by Indians. Mr. Caldwell was last seen at Mission Santa Ines, thirty miles from Santa Barbara, on the 21st June. He stopped at the Mission all night, and two Americans who had slept at the same house, followed Mr. Caldwell about an hour after his departure. The distance between the Mission where Mr. Caldwell was last seen, and the next rancho, is about four miles. The owner of the ranch knew him and would have seen him had he passed. Mr. Caldwell was from Ohio and about 50 years of age, . . . and was riding an ordinary sized grey mule." (Stagecoaching on El Camino Real-Outland).

**SANTA BARBARA'S POSTAL HISTORY (Continued)**

During these early years delivery of newspapers and mail to Santa Barbara was erratic at best, and often a non-occurrence for weeks at a time.

In 1854 delivery of mail to Santa Barbara and other post offices on the coast by horse or mule was terminated, and service by coastal vessels was commenced.

Steamer mail delivery along the coast was eagerly anticipated, since mail was supposed to be delivered semi-monthly, a great improvement over previous service by land.

Unfortunately, mail bags from steamers were unceremoniously dumped on the sands of Santa Barbara, often soaking wet, and eventually conveyed to the post office by the first good samaritan to discover them.

This sad state of affairs in Santa Barbara, postally speaking, apparently prevailed until the arrival of the Overland Mail on April 1, 1861. That memorable occasion was celebrated by the firing of cannon.

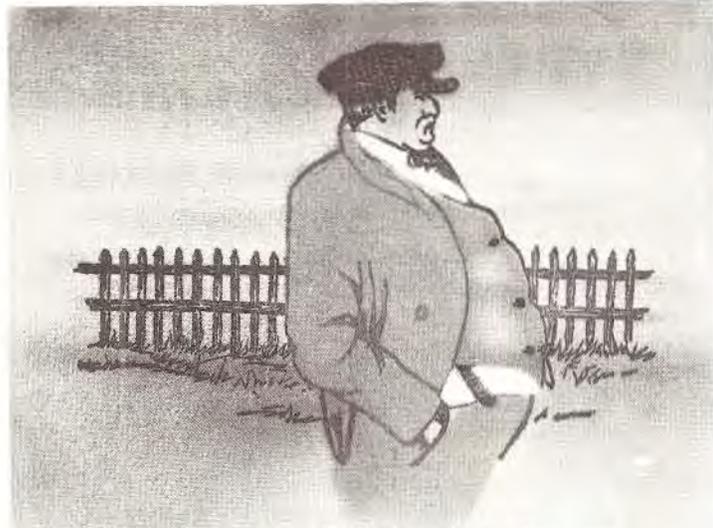
Judge Charles Fernald, Santa Barbara County Judge from 1853 to 1861, wrote a number of letters to Hannah Hobbs in 1860 and 1861. In his letter dated December 14, 1860, he writes:

"The Coast Steamer "Senator" arrived yesterday morning with your good letters of October 30th and the 8th of November . . . Our coast steamer now runs irregularly so that our letters sometime remain at San Francisco 8 or 10 days before being duly mailed . . . and our communication with San Francisco is now semi-monthly."

He writes on February 20, 1861 that:

"The overland mail stages are soon to pass this way. Our road is nearly completed, too. We are anticipating much advantage from it. It would be fine for us to have an opportunity of sending letters twice a week." (A County Judge in Arcady — Cameron Rogers, Glendale, California, 1954)

Unfortunately the Civil War forced abandonment of the Overland Mail within a few months after its first arrival at Santa Barbara.



## DOWN WHERE THE VEST BEGINS

Down where the belt-clasp's a little stronger;  
 Down where the pants should be an inch longer;  
 That's where the Vest begins.

Down where you wish you were a bit slighter;  
 Where the shirt that shows is a little whiter,  
 Where each day the buttons grow slowly tighter,  
 That's where the Vest begins.

Down where the pains are in the making  
 Where each heavy meal will soon start an aching  
 That's where the Vest begins

Where each added pound is the cause of sighing  
 When you know in your heart that scales aren't lying  
 And you just have to guess when your shoes  
 need tying,  
 That's where the Vest begins.

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## A GROUP OF WESTERN EXPRESSES

by A. J. Hertz

### PEOPLE'S NORTHERN STAGE COMPANY

From the *Yreka Journal* of June 3, 1874:

“The People’s Northern Stage Co.

A company bearing the above title was organized May 23 and duly incorporated. Capital Stock, one hundred thousand dollars. Object: staging in the Northern part of California and elsewhere. Officers:

President, J. E. Carr

Vice-President, J. W. McBride

Secretary, A. Swain

Treasurer, D. Horn

Superintendent, James Vance

Directors, Wm. H. Morgan, J. V. Scott, H. J. Diggles, John Daggart, John M. Coughlan and George Smith.

This company has obtained the contract to carry U. S. Mails between Shasta and Yreka, on the Shasta and Scott Valley route and on the 1st of July will commence daily line of stages from Shasta to Yreka.”

James E. Carr, the president, was a coming power in the stage and express business. He is the same gentleman to whom H. E. Corbett sold the California and Oregon Stage Company.

From the *Yreka Journal* of June 8, 1874:

“The Peoples Northern Stage Co. started their first stage last Wednesday, which was greeted with enthusiasm all along the route. At Fort Jones, its arrival was received with the greatest satisfaction, one hundred guns (anvils) having been fired, and all flags raised in honor of the event. Turner, who drove the stage had his team decorated with the stars and stripes and also had a flag in his hat, as a response to the grand reception given him as representative of the line.”

Further proof of the importance of the line is found in the fact that Grant I. Taggart and later, Jerry Culverhouse, entered the concern. Taggart was instrumental in gaining important mail contracts for the People’s Northern Stage Co.

From the *Yreka Journal* of August 26, 1874:

“It is reported that Taggart & Co. of the People’s Northern Stage Co. to Shasta, via Scott Valley, have bought the contract of Barlow, Sanderson & Co. between Shasta and Reading, instead of stopping at Shasta.”

And from the same paper, of September 23, 1874:

“A meeting of the stockholders of the People’s Northern Stage Line, for the route between Reading and Yreka, via Trinity and Scott Valleys, is to be held at Etna October 3rd for the purpose of adopting by-laws for the government of the Company.”

And again, under date of November 18, 1874:

“The *Shasta Courier* of the 14th says: Hon. John McBride, of Siskiyou County, spent several days in town this week, looking after the interests of the People’s Northern Stage Co., in which he is a stockholder.”



**A GROUP OF WESTERN EXPRESSES (Continued)****ROGERS & CO.'S STAGE**

From the *Daily California Express* of September 15, 1860:

“Through to Virginia City in two days!  
Stage leaves Marysville every morning at 4 o'clock for Crown's Valley, Oregon Hill, Forster's Bar, Camptonville, Goodyear's Bar, Downieville, Brandy City, Eureka, Monte Cristo, Jamison City, Beckwourth's Valley, Pea Vine Springs, Truckee, Carson City and Virginia City. Office - corner of 2nd & High Sts. Persons bring their names and will be called for in any part of the city.

Rogers & Co.  
Proprietors.”

It appears that the route was changed or enlarged, for in the same paper we find:

“Daily Stages to Washoe!  
New Concord Coaches Rogers & Co. Proprietors. Leave Marysville every morning for Oregon Hill, Foster's Bar . . . Carson and Virginia City.

Way passengers dispatched from Downieville every morning to the Silver Mines every other day. At present 2 days from Downieville to Virginia City.

Leaves Marysville for Downieville every morning at 4 o'clock. Return, leaves Downieville every morning at 1 o'clock.

Office in Downieville at Henry's American Exchange Office in Marysville, corner High and 2nd Sts.”

**SMITH'S U. S. MAIL COACH**

This was one of the first companies in the business. It started in 1851 and ran into 1855 - so for four years, with Wells Fargo, & Co. and also Adams in the field, the Smith company held its place. From the *Sacramento Union* we read:

“U. S. Mail Coach,  
Twice a week from Sacramento to Stockton . . . Also from Stockton to Sonora, . . . and to Mariposa and Jackson Creek.

John Smith & Co., Proprietors.”

By 1854 they made connections with other stages as we read in the same paper, Sept. 14:

“Stages leave the  
California Stage Co.'s office, Orleans Hotel, Sacramento, daily at 7 a.m. for Stockton, connecting with stages for San Jose, San Juan and Monterey.

J. Smith, Proprietor.”

Next comes the last note we have been able to find. It was in the *California Chronicle* of September 13, 1885:

“Important Notice.  
Stockton and Sacramento Stage Line, summer arrangement. On and after June 1, 1855, the stage will leave Stockton (daily) for Sacramento precisely at 6 o'clock A.M. arriving in time to connect with steamers for San Francisco.

John Smith, Proprietor.”

**A GROUP OF WESTERN EXPRESSES (Continued)****SMITH'S U. S. MAIL STAGE**

Here we have another Smith operation - that of L. I. Smith of Salt Lake. From the *Deseret News* of October 1, 1862 we have the following detailed report:

"U. S. Mail Stage from Great Salt Lake City to Fillmore.  
Leaves Salt Lake City every Monday and Thursday at 7 A.M.

From G.S.L.C. To:		From Fillmore To:	
Lehi	\$2.00	Cedar Springs	\$1.00
American Forks	2.25	Round Valley	2.00
Pleasant Grove	2.50	Salt Springs	4.00
Provo	3.00	Santaquin	5.25
Springville	3.50	Payson	5.50
Spanish Fork	4.00	Spanish Fork	6.00
Payson	4.50	Springville	6.50
Santaquin	4.75	Provo	7.00
Salt Creek	6.00	Pleasant Grove	7.50
Round Valley	8.00	American Fork	7.75
Cedar Springs	9.60	Lehi	8.00
Fillmore	10.00	G.S.L.C.	10.00

Packages at reasonable rates.

Apply to the agents along the route or to this subscriber in G.S.L.C.  
L. I. Smith."

(Editorial note: Dr. Hertz didn't comment on the change of Salt Springs to Salt Creek in the above list!)

**SOUTH COAST EXPRESS**

From the *Alta California* of January 21, 1851:

"South Coast Express.

Semi-monthly between San Francisco, Monterey, San Luis Obispo, Santa Barbara, San Pedro and San Diego. By the steamship *Constitution*. A special messenger will leave on each trip for the above ports. Collections made and commissions punctually attended to in the above ports. Letters, packages, etc. delivered punctually. Apply on board, or to R. L. Leaf of Cook Brothers & Co. California St. up to 2 o'clock p.m.

Refer to Gilmore Meredith, esq., Cook Bros. & Co.,  
Burling and Hill, Adams & Co., Express Agents Wilson,  
Benham & Rice and E. Gilbert & Co."

**STONE & CO.'S EXPRESS**

From the *Pacific Sentinel* (Santa Cruz) of July 19, 1854:

"Opposition Line

Tri-weekly stages. Will leave Santa Cruz for Watsonville, San Juan, Gilroy, San Jose and San Francisco on Tuesday, Thursday and Saturday and San Jose on Monday, Wednesday and Friday, at 8 o'clock A.M. The above line will connect with the boat for San Francisco at San Jose . . .

Office, Franklin House, Santa Cruz, National Hotel, San Juan,  
or the Steamboat Office, San Jose.

A. W. Stone & Co.

**A GROUP OF WESTERN EXPRESSES (Continued)****STORRS TEHAMA & NEWVILLE STAGE LINE**

From the Red Bluff *Sentinal* of May 10, 1873:

“J. B. Storrs of Tehama, is now making regular weekly trips, carrying U. S. Mail, from Tehama via Paskenta to Newville, Colusa County, leaving Tehama every Monday morning on the arrival of the cars from Red Bluff.

Returning, leaves Tehama at 4 P.M. same day. Mr. Storrs, being a livery stable man, is provided with the finest coaches, carriages and express wagons for the accommodation of the traveling public.”

**TALLMADGE PIONEER STAGE LINE**

From the *Alta California* of May 23, 1854:

“Pioneer Stage Line

from San Francisco to San Jose, via Oakland, Union City, Mission San Jose and intermediate places, will leave Oakland every morning on the arrival of the 9 o'clock A.M. boat. It leaves San Jose every morning at 8 o'clock to arrive in Oakland in time to connect with the 3 o'clock boat to San Francisco.

Daily line for San Pablo. A coach will leave Oakland every day on the arrival of the 12½ o'clock boat from San Francisco, for San Pablo and return every day to connect with the 11 o'clock boat for San Francisco.

Offices:	San Francisco	General Stage Office
	Oakland,	Oakland Saloon
	San Jose,	General Stage Office
	Martinez,	Alhambra

J. A. Tallmadge, Proprietor.”

From the daily *Alta California* of September 24, 1854:

“Pioneer Stage Line

From San Francisco to San Jose, via Oakland, Union City, Mission San Jose and intermediate points. A tri-weekly line for Monterey, via the Red Woods, Thorn's Mill, Spicer's Mill, etc. Daily line for San Pablo.

J. A. Tallmadge, Proprietor.”

Less than three months later, in the *Alta California* for December 13, we read that Tallmadge sold out to the California Stage Co.

“NOTICE - the interest of James A. Tallmadge in the Pioneer Stage Lines, now running between Oakland and San Jose, via Union City and the Mission of San Jose, together with the stables on the road, is now owned by the California Stage Company and will hereafter be under the superintendence of Dillon, Hedge & Co.

J. Birch  
President, Cal. Stage Co.”

**THOMAS STAGE LINE**

From the Empire County *Argus* (Colma, El Dorado County) of Sept. 29, 1855:

“New Stage Line.

A new line of stages has just been established between this place and Diamond Springs, via Gold Hill, Gold Springs and El Dorado, under the management of John W. Thomas. This line forms the connecting link with the stages going south from Diamond Springs - thus supplying greater facilities to the trading public. We bespeak for John a liberal share of patronage.”

**A GROUP OF WESTERN EXPRESSES (Continued)****THRALL'S STAGE LINE**

From the *Calavares Chronicle* of March 17, 1866:

“Stage Line

The undersigned would respectfully inform the public that he will run a line of stages tri-weekly between Mokulumne Hill and West Point, via Rich Gulch and Mosquito Gulch.

The stages will leave the Hotel d'Europe, Mokulumne Hill, at 7 o'clock A.M. the following days:

Monday, Wednesday and Friday - leaves West Point at 7 o'clock A.M.

Tuesday, Thursday and Saturday - leaves Mokulumne Hill, 7 o'clock A.M.

Jan. 13, 1866                      Charles Thrall, Proprietor.”

**U. S. LINE**

From the *Solano County Herald* of June 14, 1855:

“U. S. Line of Stages

From Benicia to Vallejo, Napa City and Sulphur Springs. On and after May 1st, 1856, a daily line of 4 horse Concord coaches will leave Solano Hotel, Benicia at 8 o'clock A.M. by way of Vallejo and Napa City and arrive at the Springs the same evening.

Returning, leave the Springs at 8 O'clock A.M. arriving at Benicia in time to connect with steamboats to and from San Francisco, Sacramento and Stockton. Sundays not excepted. Fare \$4.

J. Smith & Co. Proprietors.”

(ED note - the year dates are as Jay has them in his notes.)

**U.S. AND CALIFORNIA EXPRESS**

From the *Daily Pacific News* of November 1, 1850:

“The U.S. & California Express Co.  
Proprietors, A. B. Miller & Co.

For safe and speedy transmission of packages and gold dust between San Francisco and the United States.

The parties connected with this express are permanently located and have been established for nearly two years on the Isthmus of Panama and having hotels at Chagres, Cruces, Gorgona and Panama are in constant communication between the Pacific and Atlantic steamers. Their extensive facilities (the most complete on the Isthmus) enable them at all times and seasons, to convey perfectly safe and with dispatch, everything entrusted to their care. This company has undertaken what their facilities enable them to perform and their responsibility guarantees to the public.

Shipment by every steamer from San Francisco through to New York. Treasure insured at low rates.

A. B. Miller & Co.  
Office in New York, Wall St. near Broadway  
Kelsey, Smith and Risley, Agents.  
Clay St. 2 doors from Montgomery St.  
San Francisco.”

## THE STEAMSHIP SANTA CRUZ - THE PIONEER STEAMER OF THE MEXICAN COAST ROUTE

by Jack Greenberg

In the year 1858 a new gold excitement occurred to temporarily shake California out of the business doldrums which had plagued her for some time. This gold rush, in the beginning, threatened to de-populate the state, as thousands of treasure seekers, bound for "the rich new diggings", desperately sought transportation for themselves and their gear to the Fraser River in British Columbia. This tremendous freight and passenger traffic was not long in attracting eager carriers.

The CALIFORNIA STEAM NAVIGATION COMPANY, which previously had confined her activities to fresh-water sailing on the bay of San Francisco and its tributaries, dispatched two steamers; the PACIFIC and the BROTHER JONATHAN, through the Golden Gate to taste salt water and sweet profit in this lucrative trade.

The PACIFIC MAIL STEAMSHIP COMPANY, no novice to gold rushes and their rewards, immediately placed five vessels on this route; the ORIZABA, CORTES, OREGON, SIERRA NEVADA, and the PANAMA.



In addition to the above vessels, with which, in time we shall become well acquainted, there was one independant steamer which is vital to our story, the steamship SANTA CRUZ.

The SANTA CRUZ was placed on the northern route in command of Fautleroy and Staples, running via Crescent City. She was of later date than the PANAMA and the OREGON, but was about as slow a sailor as the others. To illustrate the volume of traffic being divided between the eight steamers, the SANTA CRUZ sailed in June of 1858 from San Francisco with 208 passengers, quite a heavy complement for such a small vessel.

This "Excitement" was short lived and in its wake, the many business failures occasioned by loose credit and undue optimism, created business conditions which were more dolorous than had previously existed.

Many vessels became surplus as a result of the reduced business activity and lay swinging at their moorings, or were forced to seek new opportunities, on a much reduced scale, to develop enough traffic to meet expenses and hopefully earn a profit.

In March of 1859 the steamer SANTA CRUZ, having remained idle since the collapse of the Fraser River Gold Rush, was chartered by the War Department to transport a cargo to Fort Yuma. Being a much smaller vessel, and cheaper to operate than her predecessor, the UNCLE SAM, she was felt by her owners to be better able to conclude this transaction at a profit.

**THE STEAMSHIP SANTA CRUZ (Continued)**

Until the sailing of the UNCLE SAM, this traffic had been handled by coastal windjammers of less than 200 tons capacity. It would have been beneath the dignity of a majestic steamer to be engaged so, but these were unusually hard times and it was preferable to employ a steamer in this undignified trade than to let her stand idle in her moorings.

During this voyage Captain Haley, a conscientious employee of the ship's owners, observed that there were fine opportunities for establishing a regular scheduled service to the ports of the Mexican Coast, as the field was wide open, except for an occasional schooner making delivery of bulk cargo. The judgment did not, however, include the Colorado River trade as the SANTA CRUZ never again returned to the mouth of the river.

Little time was lost by the owners and on May 17th, 1859 they took their first advertisement in the pages of the *SAN FRANCISCO DAILY ALTA CALIFORNIA* to run until the vessel's departure:



**For Mazatlan and Guaymas,**  
 THE STEAMER  
**SANTA CRUZ,**  
 R. HALEY, Esq. COMMANDER

Will leave  
**For the Above Ports**  
 From Washington street Wharf.  
 on  
**SATURDAY NEXT,** 31st INST.  
 At 4 o'clock P. M.,

For Freight or Passage apply to  
**SAMUEL PRICK & CO., Agents,**  
 Battery street.

NO Goods will be received after 10 A. M. SATURDAY.  
 my 11-59

**Express Notices.**  
**Wells, Fargo & Co's Express**  
 FOR  
**MAZATLAN**  
 AND  
**GUAYMAS,**  
 IN CHARGE OF SPECIAL MESSENGER,



Per Steamer  
**Santa Cruz,**  
 WILL CLOSE  
**MONDAY** ..... **MAY 22d,**  
 At 2 1/2 o'clock, P. M.

A conversation with Wells Fargo late in the week, by the agents of the SANTA CRUZ, elicited more than a spark of interest, and they were informed that if they were willing to delay their scheduled sailing for a couple of days, the express company would endeavor to put together an express to sail with them. The agents agreed and an advertisement was readied at the Daily Alta on Sunday to appear for one day on the Morning of the SANTA CRUZ's sailing. Thus begins Wells, Fargo & Co.'s Express's Mexican Coast Route.

**THE STEAMSHIP SANTA CRUZ (Continued)**

The SANTA CRUZ returned from her maiden voyage in this service in the middle of July. About this time Henry G. Langley was soliciting advertising for his San Francisco City Business directory to be issued in September. Sam Price, not fully convinced of the powers of advertising, took a small classified ad in the back of the directory under the heading of "OCEAN STEAMERS FOR;"

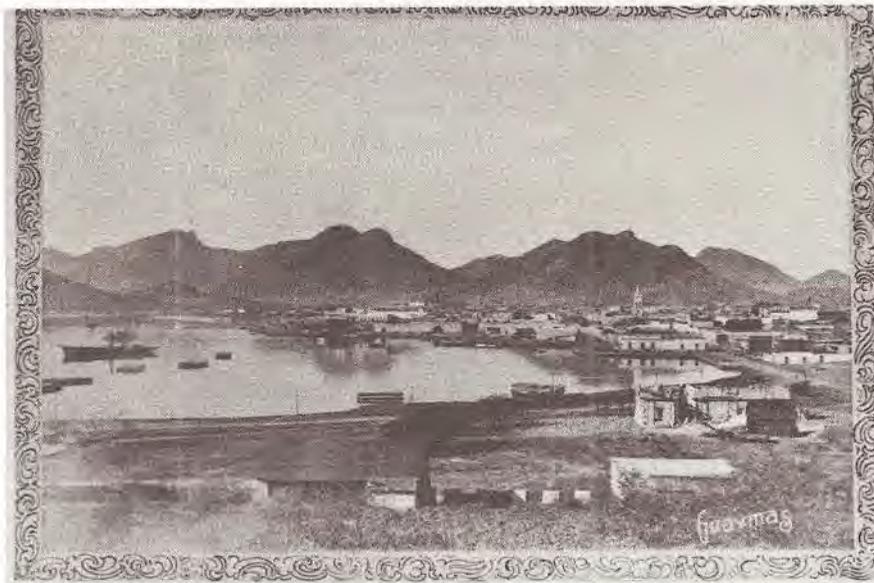
GUAYMAS, L. C. - Steamer SANTA CRUZ,  
Samuel Price & Co., Agents  
151 Battery Street

This was the last advertisement which Sam ever paid for as long as he remained the agent for the SANTA CRUZ.

The SANTA CRUZ continued to make voyages to Mexico every 40 or 45 days throughout the remainder of 1859. Around the end of the year Captain R. Healy left her to take another command and was replaced by Captain H. M. Burns.

It is difficult to relate her activities as the SANTA CRUZ has left a faint trail, but from a bill of lading in the collections of the Wells Fargo Bank we learn that on the 10th day of January 1860, Captain Burns received a box containing a Chronometer, at Cabo St. Lucas, for shipment to Thomas Tennant in San Francisco for repair.

Samuel Price's aversion to advertising, newspaper or otherwise, leaves us with a cold trail until the spring of 1861.



Price, on February 25th could not help but have noticed prominently displayed on the front page of the morning newspaper, a story regarding the disposal of surplus vessels by the PACIFIC MAIL STEAMSHIP COMPANY to a new firm, Holladay, Flint & Co. of New York. Sam probably thought nothing of it as the route involved was from San Francisco to the mouth of the Columbia river and did not concern him directly. Little did he know that in less than two months the SANTA CRUZ would be driven from the Mexican Coast Route and again find herself unemployed.

**THE STEAMSHIP SANTA CRUZ (Continued)**

When Holladay & Flint's first advertisement for the steamship PANAMA and the Mexican Coast Service appeared on April 12th the handwriting was on the wall. Fortunately, at this time, the U. S. Government was looking for a vessel to lease for a few months, and under the name of GENERAL SUMNER, the SANTA CRUZ was fitted out as a Revenue Cutter. This engagement lasted but a short time, and upon being returned to her owners, she was sold for \$40,000.00 to Charles W. Brooks & Company who placed the following advertisement in the *Daily Alta* on August 12th, 1861:

OCEAN STEAMSHIPS  
FOR SHANGHAE,  
Via Honolulu, and Nagasaki, Japan,

The well-known, Staunch  
A 1 Steamship  
SANTA CRUZ,  
J. C. Bennett Commander,  
will be dispatched under steam,  
for the above ports, sailing  
on or about  
THURSDAY, AUGUST 18th,  
For freight, or treasure, or passage,  
having superior accommodations,  
and facilities seldom afforded, for  
convenience and speed. Apply to  
Chas. W. Brooks & Co.,  
Sansome Corner Merchant St.  
Au-11-td

On her arrival in China, after an uneventful voyage, the SANTA CRUZ was sold to new owners for the sum of \$81,000 and never appeared again on this coast.

There were many vessels, operating down through the years on the West Coast named the SANTA CRUZ, some contemporarily with our own, but none have left such a passing impression on the pages of history. She was not born under a lucky star, for whatever traffic she engaged in was wrested from her holds by competition. Her owners could not have been well financed for she ran to her moorings at the first sign of opposition. We do not know where she was built or for whom, we do not know her size or her draft, we only know that she finished out her years like a mule, draying cargos to and from proud Yankee Clippers and ocean going steamers in the China trade. But if her life seems otherwise drab and colorless, she had one bright moment of glory, she was the vehicle that brought the great express of Wells, Fargo & Company to the ports of Baja California and the West Coast of Mexico, and let this stand as her epitaph.

NOTES

- 1 - Marine History of the Pacific North West - Lewis & Dryden 1895
- 2 - Steam Navigation on the Colorado River - Francis Hale Leavitt CHS Vol. XXII 1943
- 3 - Other sources acknowledged in the text.

## POSTAL HISTORY OF THE COLORADO SAN JUAN

### Chapter VIII, La Plata County Part One

by Ray L. Newburn, Jr.

Map by William Bauer

Photography by James Young

La Plata, Spanish for silver, was a most appropriate name for a county which originally encompassed almost all of the silvery San Juan. Even after losing the area which became San Juan, Ouray, San Miguel, Delores, and Montezuma Counties it was left with 1848 square miles, second largest of the San Juan area counties, although roughly average in size by statewide standards.<sup>56</sup> The territorial history of La Plata County was discussed in Chapter II. The county entered statehood consisting of modern La Plata and Montezuma Counties with the county seat at Parrott City. Montezuma County was created April 16, 1889, leaving La Plata County with its present boundaries.<sup>154</sup>

Contemporary La Plata County exhibits the great differences of elevation typical to the San Juan, from Windom Pk. (14,084 ft.), Mt. Eolus (14,079 ft.), and Sunlight Pk. (14,053 ft.) in the Needle Mountains in the northeast to about 5,925 ft. where the Animas River flows south into New Mexico. The county is drained by three substantial rivers, the La Plata in the west, the Animas in the center, and the Los Pinos in the east, all flowing south to join the San Juan River a few miles below the New Mexico state line.

La Plata has never been a big mining county as compared to its neighbors. All of the major metal values, totaling a bit over six million dollars by 1945, came from the California District on the upper La Plata River and upper Junction Creek.<sup>2,50</sup> There is considerable coal, which has been successfully mined west of Durango, notably at Hesperus, Perins, and Porter.<sup>127</sup> Agriculture topped mining in dollar value as World War I approached. By 1938 there were 1300 farms on 168,000 acres of land in the county, from large stock ranches of more than 1000 acres to fruit and vegetable farms of five to ten acres.<sup>159</sup> Vallecito Reservoir on the Los Pinos, completed about 1940, and Lemon Reservoir on the Florida, completed in 1965, have since stabilized the flow of water below them and increased agricultural production.

Durango in central La Plata County has been the center of commerce and transportation of the southern San Juan since the arrival of the Denver and Rio Grande Railway at the end of July, 1881, and by 1885 it was the largest town in the San Juan, population 3000 compared to 1950 in Lake City and 1500 in Silverton.<sup>105</sup> The county as a whole grew from 1,110 in 1880 to 5,509 in 1890, 7,016 in 1900, and 10,812 in 1910.<sup>56</sup>

The first half century of statehood in La Plata County can be divided conveniently into three periods, one of continued organization of government and communications ending in 1881, a mining, smelting, and commercial economy up to about World War I in which agriculture was becoming more and more important with time, and a postwar period with agriculture outdoing mining.

As noted in Chapter II, there were two major settlements in La Plata County when statehood arrived, the miners at Parrott City, the county seat, and the farmers at Hermosa. The nearest railroad was just crossing La Veta Pass, more than 200 rail miles to the east. Animas City was just beginning to grow as a supply center, being located at the junction of roads west to Parrott City, north to Hermosa and Silverton and east to "civilization."

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

A military map drawn Jan. 1, 1876 and corrected to Jan. 1, 1878 shows two major roads into Animas City. The "Upper Road" went more or less straight east to a point about 10 miles southwest of Pagosa Springs (a branch went through Pagosa) and then southeast, crossing the Navajo River near Edith, to Tierra Amarilla, New Mexico. There it connected with the Chama Road (over Chama Pass) and the San Antonio Road (which roughly followed modern US 64 east to the Tusas River and then north), two routes to Antonito, Fort Garland, and the D&RG railhead. The "Middle Road" branched from the Upper at the Florida River and went directly southeast to Tierra Amarillo, crossing the San Juan River at the New Mexico line. This may have been the Parrott City, Animas Valley, and Tierra Amarilla Wagon Road Company chartered in 1877.<sup>66,160</sup> It apparently was used less than the "Upper Road." The 1877 USGS "Drainage Map" (Map 2 in Chapter II) agrees with the military map except in not showing the cutoff that misses Pagosa Springs. By Oct. 1, 1879 mail for the southern San Juan was definitely arriving via the Upper Road from Pagosa Springs<sup>33a</sup>, but by this time there was a direct route from Pagosa Springs over the continental divide at 11,775 foot Elwood Pass to the railroad at Alamosa. This road was built by the army in 1878 to supply their new Fort Lewis at Pagosa Springs.<sup>46</sup> The mail from the east now came to Animas City 146 miles from the nearest railroad.

Fort Lewis was garrisoned Oct. 17, 1878. Following the Meeker Massacre, Sept. 29, 1879, the whole western half of Colorado blossomed with Indian scares. In early October 11 companies of troops (about 600 men) marched from Fort Lewis to Animas City and remained camped on the west side of the river until January 1880. This impressed the local Ute Indians considerably and may have helped promote the "Third Treaty" of March 6, 1880. The "Third Treaty" removed all Utes to a new reservation in Utah except for the Southern Utes who retained a strip of land across the southern part of the state and were especially concentrated on the Los Pinos River. In July 1880 Fort Lewis was moved to a new site, on the La Plata River, roughly equidistant from Animas City and Parrott City.<sup>12,161</sup>

Meanwhile the Denver and Rio Grande Railway was building west. During 1877 they built 28.6 miles of track across La Veta Pass from La Veta to Garland City (6½ miles east of Fort Garland). Another 30.6 miles was sufficient to reach Alamosa on June 26, 1878. Construction resumed in 1880 with 28.7 miles of track laid south to Antonito and 54.9 miles laid westward over Cumbres Pass to Chama, New Mexico. Service to Chama began in February, 1881. Another 108 miles of track was laid to reach Durango on July 27, 1881.<sup>93,162</sup>

Ah yes, Durango. Where did it come from? In typical railroad fashion the D.&R.G. decided to build their depot a mile and a half south of Animas City, when the latter town refused to make a "contribution." There the first survey stake was driven Sept. 30, 1880. by the time the railroad arrived, Durango was far bigger than Animas City.<sup>163</sup> In Nov. 1881 there were already so many people in Durango that an election to remove the county seat there from Parrott City was successful.

In September 1880 Otto Mears purchased a very poor toll road built by the Parrott and Animas City Toll Road Co. On Oct. 26, 1881 he incorporated the "Durango, Parrott City, and Fort Lewis Toll Road Company" to improve the inadequate road he had bought. It was finished in the spring of 1882 and sold to the army who in turn sold it to La Plata county when the army left Fort Lewis in 1890.<sup>66,101</sup>

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

Northward travel to Silverton was opened to wagons by the Wightman Brothers Toll Road as described in Chapter II, the earlier "road" having been little more than a trail. The railroad built into Rockwood on November 26, 1881 and Silverton itself on July 8, 1882.<sup>93</sup>

As noted, the mail came to the southern San Juan to Animas City, first from New Mexico and after mid-1878 from Alamosa via Pagosa Springs. From there local routes went south to New Mexico, west to La Plata and Dolores and north to Silverton.<sup>32,33a</sup> Details will be discussed with individual towns. After July 27, 1881, mail came by rail, of course.

There are interesting stories about these early mail routes, ALWAYS! In early 1880 one Fred Steiniger took the contract for the daily star route from Silverton to Parrott City for \$10,000 per year. Since Steiniger had other business interests in Silverton, the actual route to Animas City was often taken by his employee John Rudy (who related their problems years later to Mrs. Crum), while the Animas City to Parrott City part was sublet to a Frank Chabran. There were changes, usually of a four horse team, ten miles south of Silverton, at Cascade Hill, and at Rockwood. Another man made the trip the other way. In the winter a wagon might get to Rockwood and a horse from there to the stop below Silverton, but a sled pulled by four big Newfoundlands was often required for the last 10 miles. The carriers paid "only" half of the usual \$6 fee each way over the toll road.<sup>164</sup> The dogs were owned by Frank Schneider, who gave them each a shot of whiskey after a hard day of work. One dog slept in each corner of his cabin. When not carrying the mail Schneider made water deliveries around Silverton. During the winter of 1880 Steiniger had to pay \$100 per ton for wild hay full of weeds to feed his animals. Chabran had to drive stakes on both sides of the road to Parrott City over the divide between Animas and La Plata Rivers in order to tell where he was going. (Just like the stakes for snowplows on modern highways in the mountains.) John Rudy "conveniently" had his ankle crushed by a horse that reared and fell over backward and spent most of the winter lying on a cot. One year was enough for contractor Steiniger, who sold out to H.A.W. Tabor and a partner in the spring of 1881 and moved to Durango. One more year and Tabor lost out to the railroad.<sup>164</sup> In those days the mail carriers truly earned every cent they received.

Real mining began with the arrival of the Moss party of Parrott City in 1873, although there was undoubtedly prospecting along the Animas by the Baker party in 1861. And the early mining along the La Plata River was placer mining. Development of hard rock mines did not begin in earnest until 1878 when the Comstock, Cumberland, and Snowstorm properties on the upper La Plata commenced development. Total gold and silver values produced through 1881 totaled a bit less than \$38,000, scarcely a bonanza.<sup>89</sup>

When the railroad reached Silverton, Green and Co. moved their smelter from Silverton to Durango. There, after various improvements and enlargements, it became a great success. Capitalized at \$2 million as the San Juan Smelting and Mining Co. it was processing 20,000 tons of ore per year by 1890 from all over the San Juan.<sup>54</sup> About half of the values from La Plata County itself came from the May Day and Idaho mines in the early 20th century (see May Day). The remainder was scattered among many mines such as the Neglected, the Valley View, the Bessie G, the Gold King, and numerous others.<sup>165</sup>

When Otto Mears was unable to get a railroad down the canyon of the Uncompahgre (see Chapters IV and V), he finally built the Rio Grande Southern Railroad connecting Durango by rail to Rico, Telluride, and Ouray (see Chapters VI and VII). Completed in 1891, the RGS enhanced Durango's position as a commercial and smelting center.

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

Agriculture took root during the territorial period around Hermosa. It soon spread to all of the fertile river valleys toward the southern end of La Plata County. Following the treaty of 1880, the Southern Ute reservation was a strip of land 15 miles wide across the southern parts of La Plata and Montezuma Counties. By 1891 thirty-five Utes had established 160 acre farms, while the rest lived much as they always had. Finally in 1895 Congress forced those who would not take up individual farms to accept a communal reservation in the westernmost part of the strip (see Chapter IX, Montezuma County, Towaoc). Land not taken up in southern La Plata County by individual Ute farms was opened to homesteading in May 1899 and some additional land was sold by the Indians. This was largely fertile farm land.<sup>12</sup> Another decade and agriculture was as important as mining to the La Plata economy.

As the automobile became more and more popular Colorado began to worry about its highways. A highway commission was established effective Jan. 1, 1910 with an appropriation of \$56,000 to do something (but obviously not much). They established a system of state primary roads totaling 1643½ miles, among them roads from Durango to the New Mexico line and to the Utah line. But how to get to Durango? Take the train! The old Ellwood Pass road was never very good with 25 percent grades in places, and it was badly washed out by the flood of October 1911 (see Chapter IV). After some survey work the decision was made in 1913 to build a new road over Wolf Creek Pass to the north. Completed in September 1916 (opened to traffic Aug. 21), this offered a good route to the San Juan from the San Luis Valley. Another route was provided by the rebuilt Million Dollar Highway from the north in 1924 (see Chapters IV and V).<sup>46,166</sup>

The mail came to La Plata County by rail, and several R.P.O. routes carried the name Durango over the years. Longest lived of them all was the Alamosa & Durango R.P.O. in service from 1909 until 1951. Pueblo & Durango R.P.O. operated 1882-3, 1899-1900, during 1903, and again 1907-9. Salida & Durango R.P.O. filled in from 1895-6 and 1896-9. A Silverton & Durango R.P.O. operated 1882-3 and 1907-11. Ridgway & Durango R.P.O. operated 1892-1917 over the Rio Grande Southern. All the others were Denver and Rio Grande routes. When a branch of the D&RG was built south to Farmington, New Mexico in 1905, a Durango & Farmington R.P.O. soon appeared, 1906-1917.<sup>41</sup> The Farmington branch was unusual in that it was built as an isolated standard gauge line in 1905 and then converted to narrow gauge in 1923.<sup>93</sup>

Post offices have operated in La Plata County under 51 different names. While only Durango is a truly common postmark in the 19th century, others turn up with fair regularity. A multitude of markings can be found from the early 20th century from a large number of towns, making La Plata a far more satisfactory county to collect than Dolores or Archuleta, for example, which are virtually one town counties.

**ALLISON**

Established Aug. 22, 1904

Discontinued Nov. 30, 1954

One of the many small farming communities that grew up in "the strip" when it was opened to homesteaders in 1899, Allison was first called Vallejo, meaning wide valley (or "park" in the Colorado sense). And indeed Allison is located in the wide valley of the San Juan River just southwest of Sambrito Creek at an elevation of 6218 feet (Allison Quadrangle, 1954). It is only a few hundred yards west of the Archuleta County line and less than two miles north of New Mexico. There are two local stories on the origin of the name Allison, one that a gang of outlaws by that name was captured there and the other that one of the pioneer settlers had that name.<sup>167</sup>

**POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)**  
**ALLISON (Continued)**

The first storekeeper in Allison was Bert Newcomb, and his wife Clara was the first postmaster. By 1910 the town had a population of 100.<sup>44</sup> A Protestant church was built, and the first school was held in that first church until a separate school could be built (which was still in use in 1960). Other stores were added and in 1920 or 21 a Catholic church.<sup>167</sup> The town was built right on the Denver and Rio Grande Railroad line to Durango and the gradual demise and final loss of that line was a blow. It is now near the upper end of Navajo Reservoir on the San Juan River. Mail came via the railroad at least through 1937.<sup>73,74,75,94</sup>

ALLISON, COLO. (3) 1909/05/21

CI: P,1,0:275:T;M,D,Y,H;S:R;G: hollow 4-bar

ALLISON, COLO. (2½) 1912/03/10

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

A wide 4-bar was in use in 1931. No postmarks have been reported between 1912 and 1931.

### ANIMAS

Established July 10, 1886

Discontinued Sept. 29, 1900

The Animas City postoffice was discontinued Aug. 19, 1885 and then re-established as Animas the next summer. The town history is given under Animas City, the name during its brief flourishing.

ANIMAS COLO. (3+) 1895/03/23-1898/01/19 (see Figure 65)

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

Figure 65

The postmarks of Animas are more scarce than those of Animas City, from 10-12 years earlier. This is the only type reported, although reference has been made in print to an earlier type.



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

## ANIMAS CITY

Established May 24, 1877

Discontinued Aug. 19, 1885

The first Animas City consisted of some 20 log cabins constructed by the Baker party near their bridge across the river and some six miles north and 15 years earlier than the town of this post office. The first Animas City was abandoned by the fall of 1861. As prospectors began drifting back into the Animas Valley in the early 1870s a few "permanent" cabins once again went up along the banks of the Animas River. By 1876 there were some 30 cabins, a school, and a few businesses in a location near 32nd street in modern Durango and there at 6550 ft. grew the new Animas City (Durango Quadrangle, 1907, & Durango East Quadrangle, 1963).<sup>20</sup> In his 1881 edition Crofutt described Animas City as having a population of 451, a bank, stores, shops, restaurants, saloons, and The Shaw House, the principal hotel.<sup>32</sup> The "Animas City Southwest" began publication in Oct. 1879, but at the end of 1880 it moved to Durango.<sup>60,163</sup> By 1885 the population of Animas City was 200 compared to 3,000 in Durango a mile and a half to the south.<sup>105</sup> So, a town which started out with an apparently bright future was once again upstaged by a new railroad creation nearby. Animas City never really died. In 1900 it still had a population of 154.<sup>149</sup> Durango just gradually expanded northward and swallowed it.

The early mail routes to Animas City were discussed in the chapter introduction. After the Denver and Rio Grande Railway arrived in 1881, all mail came by train.



Figure 66

This earliest reported type, with a beautiful negative star, all in violet, is also the most common type from Animas City, since it predates the Durango post office.

ANIMAS CITY, COL. (2½) 1877/10/15-1879/04/25 (see Figure 66)

CI:P,1,0:245:T;M,D,Y;S;R;G: negative star in db. circle strikes thru Feb. 4, 1879 are violet, the Apr. 25 strike is black

ANIMAS CITY, COL. (3) 1879/06/24-1879/07/04

CI:P,1,0:260:T;M,D,Y;S;R;G: negative star in db. circle these black strikes may be the same as above but in very worn condition

ANIMAS CITY, COL 1879/10/02

OC:P,1,0:250x250:T;M,D,Y;S;G;R: smudge

ANIMAS CITY, COLO. (2½) 1880/12/14-1881/01/10

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

ANIMAS CITY, COLORADO 1882/08/10

OV:P,2,0:405x275:T;(M,D,Y);S;R;G: smudge

ANIMAS CITY, COL'O (3½) 1884/05/15 (see Figure 67)

CI:P,1,0:265:T;M,D,Y;S;G;G: wheel of fortune

**POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)**  
**ANIMAS CITY (Continued)**



Figure 67

This is the only postmark I have seen using COL'O, as an abbreviation for Colorado. It is also the last cover reported from Animas City before the name change.

## BAYFIELD

Established Feb. 25, 1889

Still operating

Bayfield was laid out in 1898 on land owned by W.A. and Laura E. Bay along the east side of the Los Pinos River at an elevation of 6880 ft. (Bayfield Quadrangle, 1968).<sup>168</sup> On Feb. 25, 1899 the post office was "moved from" Los Pinos. Distances from Ignacio and Columbus to Los Pinos are the same as to Bayfield on the postal route maps. Perhaps a new, safer townsite was needed a bit farther from the river? The 1900 population was 125, which would indicate a lot of people came from somewhere in a hurry or, more likely, were automatically included in the census of the new town even without moving.<sup>149</sup> Bayfield was incorporated in 1906.<sup>168</sup> A newspaper, the "Bayfield Blade" began publishing July 8, 1909 and continued into 1925. It even had competition during 1910 and 1911 from the "Bayfield Banner."<sup>60</sup> The 1910 population was 227.<sup>44</sup>

Bayfield was not on the railroad, but it was on the main road to Pagosa Springs and Wolf Creek Pass. Its population rose to 400 in 1930 and remains above 300 today.

Mail came to Bayfield via the railroad at Ignacio, eight miles to the south. (By 1937 there was an additional route from the railroad at South Fork over Wolf Creek Pass through Pagosa Springs and Bayfield to Durango.)

**POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)****BAYFIELD (Continued)**

BAYFIELD COLO (3½-) 1899/04/21-1902/12/23 (see Figure 68)

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

BAYFIELD COLO 1903/01/26

CI:P,1,0:300:T;M,D,H,Y;S:G;G: 9-bar oval

BAYFIELD, COLO. (2½+) 1908/09/05

CI:P,1,0:280:T;M,D,H,Y;S:G;G: hollow 4-bar

BAYFIELD, COLO. (2½+) 1911/04/11

CI:P,1,0:315:T;M,D,H,Y;S:G;G: narrow 4-bar

BAYFIELD, COLO. (3+) 1929/01/12

CI:P,1,0:325:T;M,D,H,Y;S:R;G: wide 4-bar



Figure 68

This marking is common in the early twentieth century and often better struck, but this cover was cancelled less than two months after Bayfield came into existence.

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