

WESTERN EXPRESS

RESEARCH JOURNAL OF EARLY WESTERN MAILS

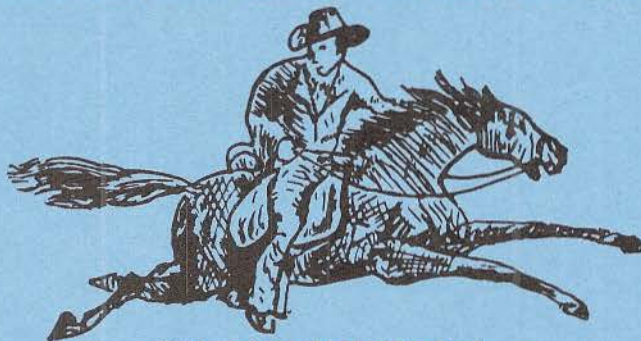
WHOLE NO. 121 VOL. XXX, NO. 2 Western Cover Society
Unit No. 14 — American Philatelic Society

APRIL, 1980

Winner of Large Silver Medals — ROCPEX '78 and CAPEX '78

Express
Ocean Mail
Overland
Post Offices

Territorial
Statehood
Postal Rates
Postal History



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Advertising rates, per issue: \$35.00, full page; \$17.50, half page; \$10.00 quarter page.
Address all communications to Editor, Everett Erle, 9877 Elmar Ave., Oakland CA 94603



GUEST EDITORIAL

By John H. Williams

Our hard-working Western Express Editor, has repeatedly printed appeals for postal history articles. The response to those pleas was underwhelming; three or four replies. A persistent but understanding man, Everett then asked for less, just a few notes on your favorite covers. The response to that plea was not merely underwhelming, it was non-existent. A quick look at this situation suggests that our club's major problem is not how to pace our progress, but how to halt our regression. We're sinking fast.

This is a disconcerting state of affairs. At a time when interest in postal history has never been higher, we have never been lower. Obviously, we are in a position to be THE most authoritative Western postal history organization in the United States. The potential is there: the intelligence, the experience and the material. Apparently, the only ingredient lacking is the rallying cry, Forward Ho!

To that end, some proposals are forthcoming in the form of three projects.

1. Reinstate "Auction Action." Auctions are the financial barometer of philately. Their prices realized tell us what is available and what it will cost us to compete for our needs in addition to supplying us with little bits of data on postal history itself. If you welcome this reinstatement why not drop Everett a note to say so. Your comments are always welcome.
2. Initiate "My Favorite Cover" or "From the Treasure Chest" - Everyone has a favorite cover. Rare or common, expensive or inexpensive - it doesn't matter as long as you enjoy it.
3. Form a comprehensive listing of California towns. This is an enormous project encompassing the listing of known covers, earliest dates, cancel types etc. The possibility of a rarity scale is also being discussed. It is a time-consuming and a continuing project. However postal history students have already compiled such lists for our neighboring states. The net result is that California collectors look pretty lazy in the eyes of others.

The plan is to contact each WCS member and other known California collectors and supply them with a master list to which they can add their data. (This might be an excellent way to entice ex-members back and attract new ones.) Owner information will not be publicized so objections to participation can only be apathy, not fear.

As for Everett's unanswered prayers for articles, perhaps a little clarification of WCS's aims will nudge you into action. A club such as ours serves as a forum for discussion, debate, questions and answers. No subject is too big or too small. They are all welcome. You don't have to be Shakespeare, or even own a typewriter. WCS is not aiming for a Pulitzer prize, it only wants to help you enjoy and understand your hobby. Several members are available to edit or even rewrite. Don't be shy. Everett might even accept penciled notes on a jelly-jar label on some days.

EDITOR'S ARENA

ANNUAL MEETING

The annual meeting of the Western Cover Society will be held at the Jack Tar Hotel, San Francisco on Sunday April 13. This will be a breakfast-meeting and is scheduled to begin at 9 A.M. (Please note the hour). To insure a place for yourself at this annual affair you should make reservations thru the Secretary, by sending in your check as soon as possible. Cost per person will be \$7.50 for advanced reservations.

AUCTION SEMINAR

Immediately following the breakfast-meeting there will be a Seminar on Stamp Auctions - a sort of "what you always wanted to know about auctions, but were afraid to ask" affair. Henry Spelman III will chair the proceedings, and has arranged the following schedule of speakers:

1. What Happens to Your Lot - by James Kloetzel of Wolffers, Inc.
2. What Happens to Your Bid - by Henry Spelman III
3. Agents - What they can do for you - by William T. Crowe

The meeting will be thrown open to questions after the presentation of these talks.

WESTPEX AUCTIONS

Don't fail to read the advertisements in your WESTERN EXPRESS. You will note that Richard Wolffers, Inc. will conduct its usual three day auction (Thursday-Friday-Saturday) and that Henry Spelman III will hold his auction on SATURDAY afternoon. Consult the advertisements for further details.

WESTERN COVER SOCIETY OFFICERS

Your officers are duly grateful for the recent vote of confidence. They promise to continue their support of the aims of our Society. Suggestions and criticisms for the good of the Society are invited, as always.

BETTER - A STOCK SPLIT

A good friend has quietly chided your Editor for permitting a split infinitive in the Arena of the last issue. He too is from the old school where grammar was important, and where the solving of the problems of diagramming a sentence did so much to dramatically insure the proper and orderly assembly of words.

Your Editor promises, in the future, to carefully avoid splitting infinitives, in an attempt to seriously maintain an erudite WESTERN EXPRESS.

However, to more properly close the subject, here is what George Bernard Shaw wrote to his publisher, when he discovered, in reading proofs of his work, that his editor had regularly unsplit his split infinitives:

"Every good literary craftsman splits his infinitives when the sense demands it. I call for the immediate dismissal of the pedant in your staff (who chases split infinitives). It is of no consequence whether he decides to go quickly or to quickly go."

WELLS FARGO IN MONTANA

With this issue of WESTERN EXPRESS members will receive the booklet "Wells Fargo Stagecoaches in Montana Territory". This is a reprint from "Montana, the Magazine of Western History" of articles by our Honorary Member, Dr. W. Turrentine Jackson. We know that members will appreciate this most interesting and instructive booklet, provided through the courtesy of the Wells Fargo Bank History Room in San Francisco, and our President Basil Pearce.

SECRETARY'S REPORT

- New Members** #735 — Zaven M. Seron, M.D. 3553 N. Orchard St., Fresno, CA 93726
 (Collects Express, Fresno County & World Wide Postal History)
 #736 - John B. Shaw, 5611 W. Camino Cielo Rd., Santa Barbara, CA 93105
 (Collects Express, Towns, Territorials)
 #737 - Thomas G. Hoffman, 653 Anderson Ave., Brentwood, CA 94513
- Change of Address** Thomas J. Alexander, 701 Traders Bank Bldg., Kansas City, MO 64106
 Samuel S. Arlen, 8 Grammercy Park, New York, N.Y. 10003
 Dr. W.W. Bilyeu, 2364 Geary Blvd., San Francisco, CA 94115
 A.F. Bostwick, 15851 Pasadena Ave., L6, Tustin, CA 92680
 Dr. James J. Finley, 4616 Woodbend Lane, San Bernardino, CA 94207
 Patrick Murphy, 2627 Fremont, Boulder CO 80302
 George N. Ponnay, 761 St. Katherin Drive, Flintridge, CA 91011
 William Semsrott, 14 Algonquin Wood, St. Louis, MO 63122
 Robert K. Waite, 13 Morningside Ave., Madison, MA 01220
- Resignations** J.M. Clary, Stanley L. Herbruck, Philip S. Jones, Charles Meroni
- London '80** Our President, Basil Pearce is one of the judges chosen from the U.S. to be part of the International Jury at LONDON '80.



TREASURER'S REPORT

Balance on hand, January 1, 1979			\$ 3,438.12
RECEIPTS			
Dues for 1979	\$3,170.00		
Dues for 1980	<u>3,215.00</u>	\$6,385.00	
Advertising-1979	352.50		
Advertising-1980	<u>245.00</u>	597.50	
Sales of W/E and Donations		256.00	
Interest on Shortterm Savings		<u>270.47</u>	<u>7,508.97</u>
	Total Available.....		10,947.09
EXPENSES			
Printing & Mailing Western Express		3,982.52	
Secretary-Treasurer		<u>258.66</u>	<u>4,241.18</u>
Balance on Hand December 31, 1979			<u>\$ 6,705.91</u>

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CONTENTS OF A LETTER

Submitted by
Jack Willcut

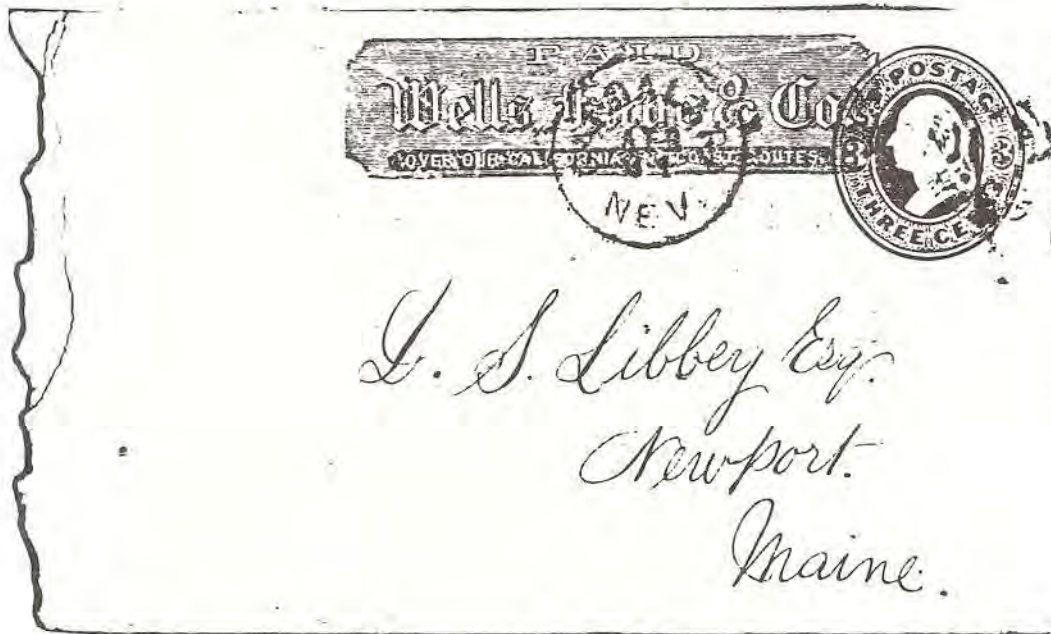
Pick Handle Gulch, April 20th, 1880

Friend Dave:

I have been waiting for a letter from you for a long time, and as I thought you had forgotten all your Nevada friends I concluded to write you and give you Hell, but after I had the idea, my temper cooled down and so I will let you off this time. I am working at Mont Diablo Hoisting Works. I have been there ever since you left. A few days after you went away from Candelaria, the Engineer that was putting up the Machinery at the Mont Diablo was discharged. and I took his place. It is a good job and steady work, and I intend to stay with it as long as I can, you Bet.

There is big excitement around since the Mont Diablo stock went so high - \$25.00. And all Candelaria stocks are going up in proportion. The town of Candelaria is growing up very fast - it is twice the size it was when you were here. There are seven or eight stores and about forty saloons and there is the probability of the Mont Diablo Company putting up a mill in Columbus, as there is not water enough in Belleville to run two mills steady and Columbus is the only place around here for a mill. Blue Dick, the foreman of the mine told me they were studying over the matter in San Francisco.

If they put up a mill in Columbus, I am fixed. Archie and I have Bought the Fish Lake Ranche. He is down there looking after it, and I am working for money to put into cattle next fall. I am sure of a place to go now if I get out of a job and I have no doubt but what I will be able to go East in a few years, a rich man - if my health keeps good.



CONTENTS OF A LETTER (Continued)

The Doctor is keeping straight, and doing well. He has about \$2,000 worth of property in Candelaria and he is putting up another house for George Tetrau. He is going to have a drug store, stationery and other truck. I think he will do very well. Since we bought the Ranche there is nothing else for him to do and if don't make much of it, it will keep him out of mischief.

Doran has started a Butcher shop in Candelaria and George is running the Foundry (I like that feller about as well as ever). Jim Caldwell is riding about the country, just as usual. I don't know what he is trying to do. Mrs. Doran sent to Bishop Creek after Big Casandra Hall, and she is working for the Doran family now.

Long Tom Shorty straggled into Camp today. He is going to stay around here now. He says Doran owes him money yet.

I can't think of anything else to tell you at this time, except that I am in Excellent health & getting fat rapidly. I weigh now, in my shirtsleeves 183 lbs. If I keep on I will weigh as much as my father soon.

Write to a feller and let us know how you like your trip across the Isthmus and how you found everybody when you got home. I suppose that the first thing you done when you got home was to go for a big Hunt. If you ever come out here again come to our Ranche and live on ducks for a while.

Be good to yourself. Goodbye, Farewell, Adeux, Aurevoir, etc.

Harry Murray.

P.S. Address is Candelaria, Nevada.

(Postmark reads CANDALARA/NEV/APR 21)

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LOS ANGELES COVERS

By Jerome Schwimmer

OVERLAND VIA LOS ANGELES—1857-1861

A mail contract was awarded on September 16, 1857 to John Butterfield and associates for stagecoach trips to be made via the southern overland route from St. Louis to San Francisco in 25 days or less. Butterfield selected a route from San Francisco that followed the Coast south to Gilroy and then via San Jose to Visalia and through the pass to Fort Tejon and on to Los Angeles. From Los Angeles the route ran eastward through El Monte, San Bernardino, Temecula, Warner's Ranch to Fort Yuma, continuing on through El Paso to St. Louis. The entire length of the route was approximately 2,880 miles. The significance to postal historians of the under-3,000 mile total length of the line will be discussed in the next installment in the series.

The first trip of the Southern Overland Mail left St. Louis as scheduled on September 16, 1858, and the stagecoach reached Los Angeles on October 7, 1858, just 20 days enroute. The arrival of the first Butterfield Stage was greeted in Los Angeles with a great demonstration accompanied by bonfires and firing of cannon.¹ Fulfillment of the promise of a regular mail delivery at Los Angeles was at hand! An artist's conception of the arrival of the stage at Los Angeles, as well as at Fort Tejon, Mission San Fernando and other stations near Los Angeles, may be seen in the publication of reproductions in color of 21 paintings of Butterfield Overland Stage scenes by the artist, Marjorie Reed.²

A variety of pictorial stagecoach envelopes with printed routing instructions per overland mail via Los Angeles were printed and sold by various stationers in California. A search through early auction catalogues featuring Western postal history will disclose the many types of stagecoach pictorial corner card envelopes which were used by the miners, merchants and others to send their letters from California eastward via Los Angeles by overland mail.

The use of the pictorial stagecoach envelope from Los Angeles is scarce. Their use is known mainly from a few mining towns and large commercial centers such as San Francisco, Sacramento, Marysville, etc. Two such covers postmarked "Los Angeles" are known to me. The one in my collection is shown as Figure 1.

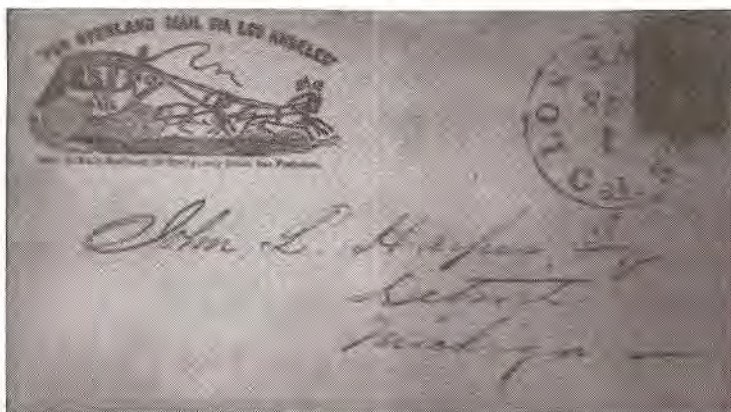


Figure 1

LOS ANGELES (Continued)

More common, less exotic and much less expensive to acquire are Butterfield covers with manuscript overland routing instructions. Four such covers used from Los Angeles to the East Coast, each with 38mm. balloon Los Angeles postmark, are illustrated below. The two covers from the Stacey correspondence illustrate stampless and adhesive franking on covers sent to Philadelphia from Los Angeles per overland mail.³ They are shown as Figures 2 and 3. It was not uncommon for the Los Angeles postmaster to be out of stamps, particularly 1¢ stamps during the 1850's and even into the 1860's and 1870's. Figure 4 shows 10¢ franking including a 1¢ stamp. Figure 5 shows cover with 12¢ franking—probably 2¢ overpaid because of the unavailability of 1¢ stamps.

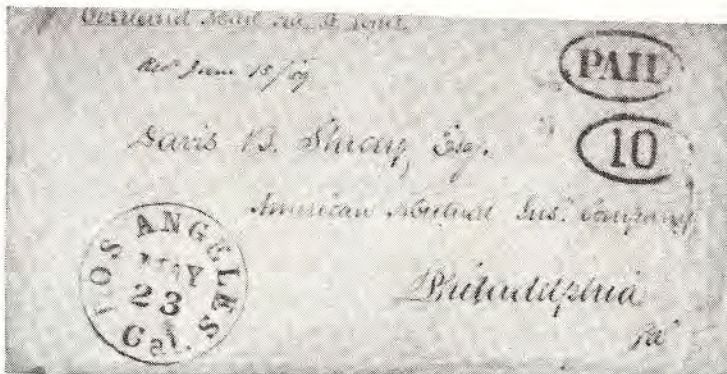


Figure 2

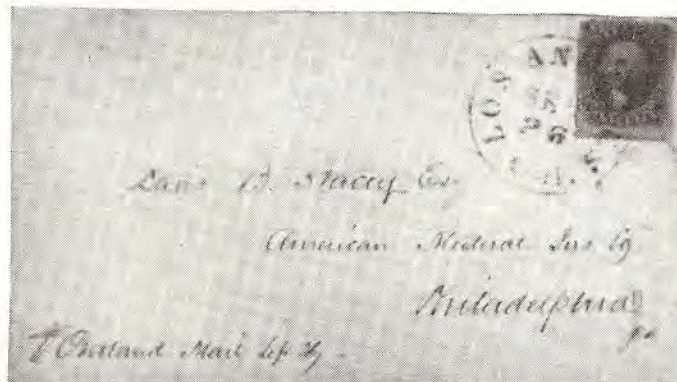


Figure 3

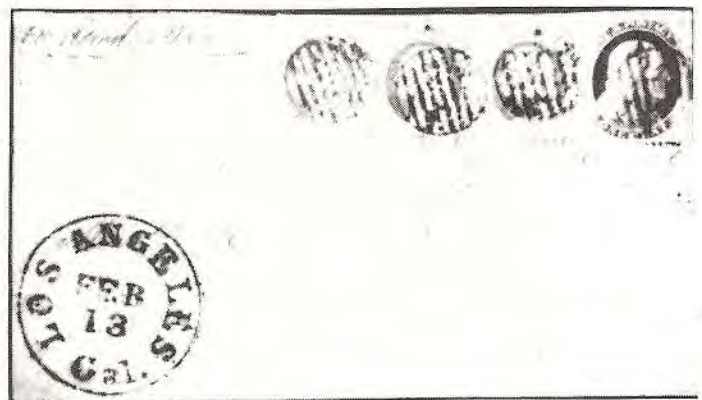


Figure 4

LOS ANGELES (Continued)

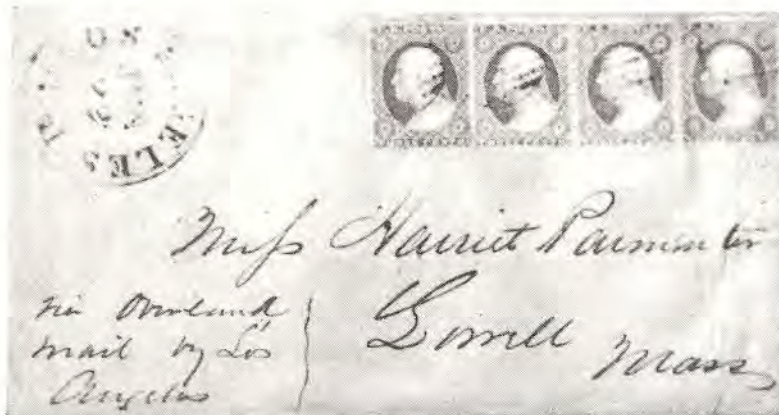


Figure 5

Fort Tejon, located in a mountain pass north of Los Angeles, offered the only protection to Los Angeles from banditos and protection to and from the Indians north of Los Angeles. It is intimately associated with the history of Los Angeles and it was one of the Butterfield stage stops affording a much-needed rest and change of teams for crossing over the mountain range just north of Los Angeles. A cover originating at Fort Tejon with scarce manuscript postmark and routed overland via St. Louis to the Commissioner of Pensions in Washington, D.C., is shown as Figure 6. It shows mailing date of October 26, 1859 and receiving stamp of the Pension Office dated November 13, 1859. The elapsed time for the trip squares with historical data, having in mind that the stagecoach time from Fort Tejon to San Francisco was then 3 days. Fort Tejon has been partially reconstructed and is a pleasant stop for travellers on Interstate 5.



Figure 6

LOS ANGELES (Continued)

Three of the many varieties of pictorial corner card stagecoach covers showing routing via Los Angeles are depicted in Figures 7, 8, 9. The cover in Figure 7 is an unusual type stagecoach cover reading, "Overland Mail to all Parts of the Union via Visalia & Los Angeles". This cover originating at Visalia, California, on the Butterfield route, if the docketing is correct, did not set any records in its transcontinental journey. Figure 8 shows one side of an intact paste-up; the other side is an attached 10¢ entire with an identical April 28, 1860 New York postmark. Unhappily, we have no way of identifying the time or place of West Coast origin.

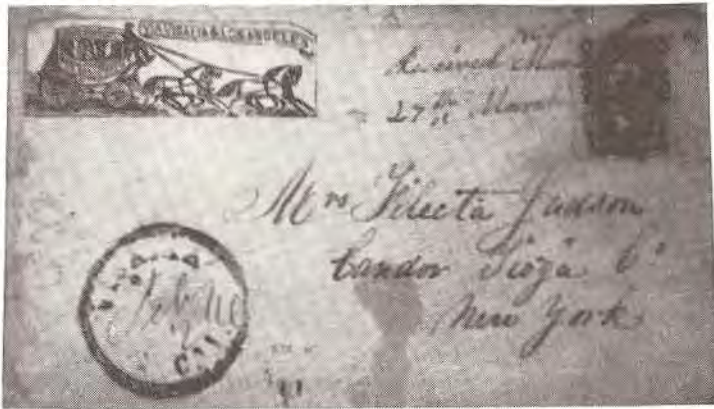


Figure 7



Figure 8

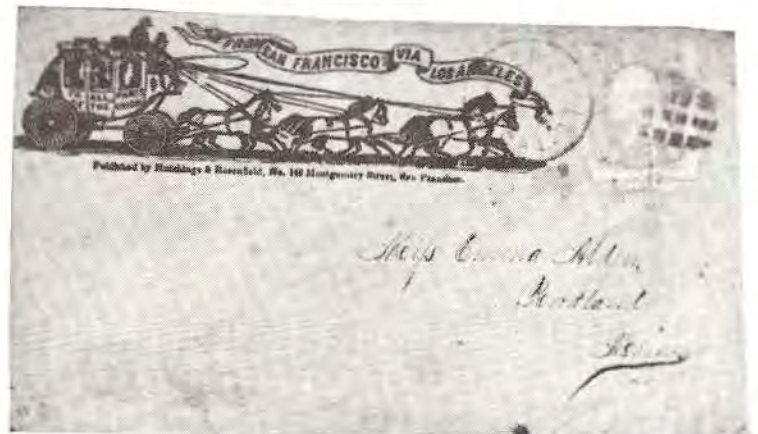


Figure 9

LOS ANGELES (Continued)

The pictorial stagecoach cover in Figure 9 bears Placerville postmark and printed routing from San Francisco via Los Angeles and is addressed to Rockland, Maine. Its distinctive characteristic is that its late franking shows that it could not have gone eastward to its destination overland via Los Angeles. The southern overland route was a casualty of the pre-Civil War secessionist activities, and it must be assumed that the cover went via the central route or by the sea route.

Figure 10 represents a lucky find, a scarce routing of a folded letter from France to San Francisco per overland mail via Los Angeles. The cover illustrates how the southern overland mail route literally "put Los Angeles on the map". Having in mind the relative short existence of the route, it is close to remarkable to find that the routing instruction "Malle Overland-Via Los Angeles" was known to a French correspondent and, beyond that, to discover a surviving example of such usage. Discussion of the other aspects of the routing and franking on this cover is left to the transatlantic usage experts.



Figure 10

The imminently threatening Civil War brought the demise of the southern overland route. Seizure of Butterfield stations by southern secessionists led to abandonment of the route eastward from California and in March, 1861, the Overland Mail Company was ordered to suspend operation over the Butterfield southern route. As noted above, the cover in Figure 9 was dispatched after abandonment of the route via Los Angeles. Still bearing its proudly waving pennant "From San Francisco Via Los Angeles" above its six-horse drawn coach, it just didn't go that way.

One last matter is worth at least a passing note. Harris Newmark reports in his diary-like history of Los Angeles that "it was noised about that the Butterfields planned a rival pony express" which would follow a route 300 miles shorter than the central overland Pony Express. It was to cut the Pony's time to St. Louis from 8½ to 7 days. He writes that this was being "noised about" in the Spring of 1860. It is presumed, that any plans for a second overland Pony also became a casualty of secession and the Civil War.⁴

LOS ANGELES (Continued)

NOTES:

1. Harris Newmark, *Sixty Years in Southern California*, 1916 (Fourth Edition, Revised and Augmented, published by Zeitlin & Ver Brugge, Los Angeles, 1970), P. 234.
2. *The Colorful Butterfield Overland Stage*, Reproductions in Color of 21 Paintings by Marjorie Reed from the Collection of James S. Copley, The Copley Press, Inc., 1971.
3. These two covers from the Stacey correspondence are addressed to the father of May Humphreys Stacey who, as a young man of 19, accompanied Edward Fitzgerald Beale on his expedition to select a new route from New Mexico to California and, at the same time, to test the fitness of the camel in the deserts of the U.S. Southwest. The corps of U.S. camels were driven through the streets of the town of Los Angeles on January 8, 1858 on their way to delivery at Fort Tejon. Photocopies of covers from the Stacey correspondence in the hands of readers are solicited and will be greatly appreciated for use in a project associated with this series.
4. Harris Newmark, *Sixty Years in Southern California*, op. cit., P. 264.

No article dealing with the Butterfield Overland Mail ought to omit reference to the Conklings' classic three volume works on the subject: Roscoe P. Conkling and Margaret B. Conkling, *The Butterfield Overland Mail*, 3 vols., The Arthur H. Clark Company, Glendale, California, 1947.

N.B. Following publication of the last issue of Western Express containing the Los Angeles Wells Fargo article, a kind offer of cooperation was received from a WCS member preeminent in the area of Wells, Fargo & Co. markings. Public thanks are hereby offered.

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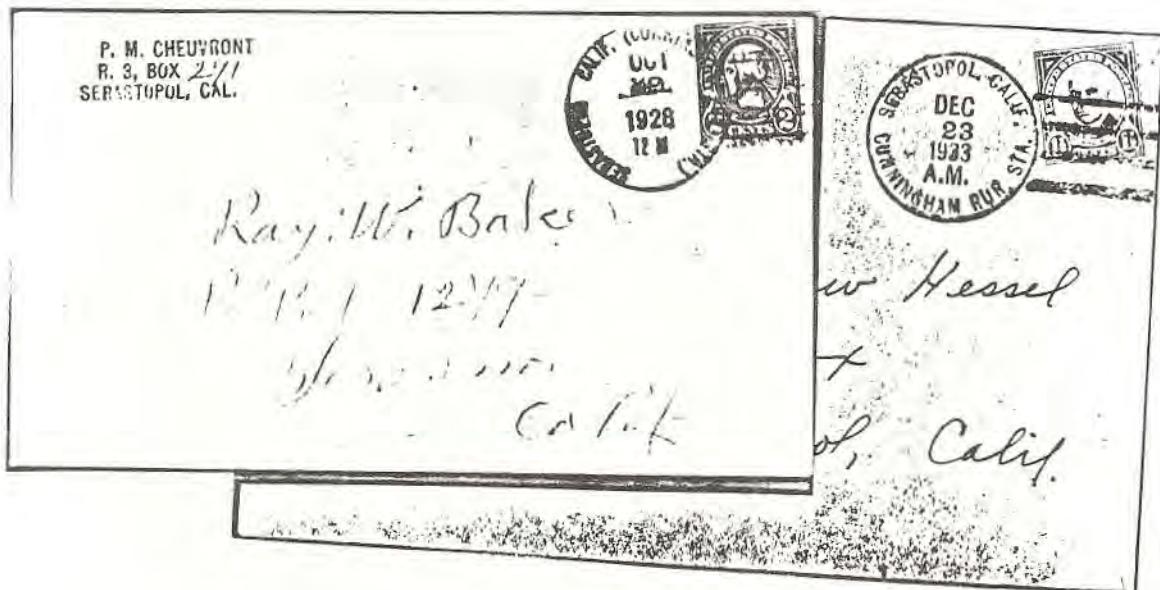
TREASURE CHEST

By John H. Williams

This is the first of what is expected to be an ongoing section. Articles are solicited on covers that, for one reason or another are of particular interest to you. I assure you that they will also interest the rest of us. They do not have to be the expensive or spectacular items - just interesting. The only requirement is that you submit a black and white glossy print of the cover for illustration (XEROX copies, unless exceptional, are difficult to reproduce). Add a few notes as to why you like the cover and why it is of interest to you. I am sure we will have at least fifty covers that qualify. Just pick one for the next quarterly issue of W/E. Ernie Peyton has volunteered for the next article.

I have selected two cancel types for "Cunningham Rural Station" of Sebastopol. To those who know me, it is obvious why these interest me. I make my home in Sebastopol, and among other things collect California Rurals. The chosen two I consider in the "classic Rural" period - which arbitrarily is anything prior to 1935.

Cunningham's only claim to fame is that it once was a stop on the "Petaluma & Santa Rosa Electric Railway". It served a small farming community for only a short while, (1925 to 1936) and then disappeared. The only thing left is the name - still used by "old-timers" for the area. So these two covers represent to me a nostalgic bit of local history.



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CONTENTS OF A LETTER

Contributed by C. Angus Parker

Steamer Oregon Four Hundred Miles to the South of San Francisco

3 December 1850

Dear Brothers,

I received your letter dated the 10 Sept. also one from Thomas - but not the one he mentioned as having written about 3 weeks before this. I also got one from James Smith - which I shall answer in due time. I am rather surprised to find your idea of San Francisco and California generally so very incorrect. I thought by writing my letters plain and descriptive that you would have a better idea of San Fran. in relation to the mines. I see plainly you blame me as having a little touch of cowardice about my composition and that I would rather, like an old wife, stay amongst the comforts of town upon a small salary than sacrifice that comfort to run the risk of going to the mines and making a large - what. "A large *hole in my pocket*" or as you seem to think a fortune: however I am convinced already which is right and I dare say you will soon all hear. With respect to Luther I have explained that enough to you, but as you think I *ran* away after having been recommended to him by a friend perhaps a copy of a line I got from him may put you easy on that point.

"That is to certify that Mr. Moore the bearer of this has been in my service till at present and have shown his worth to my entire satisfaction.

Flock farm May 28th 1850

J.A. Luther."

But in future if I tell anything of that sort at all remember it is the truth and nothing but the truth. Now as to those who have come home with their fortunes you will see that it is a flash and off. Do you think if I was to come home I would not get the same said of me and get people to believe I have £10 for once. Yes easily enough and as for hardships and the great stories they tell we have plenty of them, but if they know one who has seen the "elephant" is in their company they soon put a stop on their yarn. So you take my letters as a very good example. I saw worse times than many a one did and many better - yet how was nothing so very bad except indeed those who came over the plains, those I grant were bad as bad could be. - with the others it is all stuff. Now to tell the truth I have had a very bad chance in this place. I know that I had a good education, what good was it to me here: none at all. My education was only in my own trade take that from me and I was a common labourer. I saw this well enough and saw it was only in my trade I could hope to get on. This was why I gave up the mines and stick in "San Francisco at a low pay" and this is why I have left that low pay of \$150 a month to take one at \$60 and my board and lodging (equal to a \$100 a month). This I suppose I am also to blame for however it is the best I know and as I think I do let the consequences be as it may. I roughed the thing well and took it - one thing is certain \$100 here is better than \$150 on shore and here you have no temptation to spend.

By this time you have got the 30 and £40 I sent you. I expect to send more soon I have got the value of £300 by me but this I may not send for some time. Two or 3 month you may expect more.

CONTENTS OF A LETTER (Continued)

I must complain of your letter it has so very little in it. I know nothing of home but that you are all well. Not whether you are with Wilson or not, whether it is debts you contract in business or merely for living. I came to find out. If you can do for your self I think if I keep in health I should be able to keep the house expences - but enough of this my money is always at the services of the family and as there is no security here at present for it I can do nothing with my spare money but send it home.

I saw Kirkwood, he is in the same employ as myself, he has been ill for this some time but is now better, he desired me to say he was well and that he had received his letters and will answer them soon. Ferguson I hear has gone home. This I can not find out, let her friend write to the post office. I may all move before I send this away. I have just recovered from my seasickness and just come off my first watch. I will give an account of our voyage afterwards.

About sending my books and etc. I think you might have sent those long ago even without being asked, seeing how very little expence it would have been, they would not have cost 20/- and you must be harder up than I image if unable to afford that. As for papers I have not seen a Scotch paper for 18 months. You might at least send your old ones now and then. However I am in hopes they are upon the road by this time.

I am glad to find Henry and William improving so very fast. I was quite astonished to find my son write as he did. I had to look at the signature to see who it was. I did not give him credit for being able to do such like and Henry too, he is getting on fast. But why not get Mary to write a bit. I am sure she can do something by this time. I believe I weary more to see Mary and Henry than any other of the family. At least if there is any preference they have it. They must be 2 nice little girls by this time. Whenever I meet two about the same ages they always come into my mind.

Douglas must write next time. I find his writing appear strange having two or three letters between the letter and the answer making one feel as if it was foolish asking many things when you may get news by next mail.

I must conclude hoping your next may contain more entertaining answer than the last and let me understand better how the family stand as I must say your poverty so strong by rather astonished me - but whatever I have got you shall ever be welcome to.

Your affect. brother.

Joseph Moore

(ED.

The postal markings on the cover that brought this letter to Scotland are a manuscript 56 (for 56 cents) and also 2/5½ (for two shillings five a half pence). The former represents the 40¢ U.S. rate plus 16¢ for the transatlantic trip, while the British manuscript - equivalent to 59¢ U.S. - adds the 3¢ (1½d) British inland postage.

Backstamps include the "America - Liverpool" type (A & H #1987), the hexagonal Glasgow receiving mark of January 20, 1850, and a one-line "ART 2". Presumably the latter marking is for Article 2 of the transmission sheet - but what did Article 2 cover? Perhaps one of our readers can supply the information.)

AUCTION ACTION

By John H. Williams

Here it goes again, and we will try to keep the column going. We need a volunteer to handle this section. I am willing to keep it up until some good member steps forward. Talent not required - merely someone who can spare time and effort. Frankly, I want to get our California town list going and that will require most of my spare time.

I have gone back a couple of years and have tried to bring "Auction Action" up to date. Highlights only on this list would require a separate publication. Looks to me like covers are doing much better than just holding their own. One thing is obvious; better material is bringing superior prices. A good example is Robert A. Siegel's "J. David Baker Sale" in April of 1978. I have included a sampling of Western covers.

You might note that I have included selections from only three auction houses. There is no intention to discriminate - but without the catalogues and prices realized full coverage cannot be made. Any Auctioneer who wishes to be included should send the necessary information to "Auction Action".

Robert Siegle Sale

Wells, Fargo & Co. \$1 red "Pony", margins around. Tied by bold blue "Pony Express San Francisco" Running Pony oval on George Washington patriotic cover to Germany. 30¢ orange (38) tied by Atchinson, Ks D/S postmark. Add'l markings incl. Blue oval Wells, Fargo "PAID", red N.Y. "7 PAID" and red boxed German transit and rating marks. Three backstamps. Unique cover of the highest rarity (Siegel) \$145,000.00

Expresses (Spelman)

Pacific Union Express, Cacheville. Excellent blue D/C on U-58. Scarce	\$ 135.00
Wells, Fargo, Howland's Flat - clear oval on U-163. Rare	95.00
Wells, Fargo, Boise City, I.T., fine blue oval with Omaha postal cancel	525.00
Brents & Nelson Express/John Day Mines. Fine unlisted frank. Blk W.F. Dalles, OR.....	1500.00
Mead & Davis/Letter/Express - Rare blue oval on U-59. Clear WF Visalia, stains, R	250.00
Wells Fargo Pioneer City, I.T. - fine blue oval on U-34 with "W.F. Boise Mines, Paid 50 cts." Very rare	675.00
Wells Fargo, Chinese Camp. - Excellent black oval on U-10. Exhibition piece	190.00
Carson Valley, U.T. - Partly clear pmk ties 3¢ reds (11) on cover to Calif	260.00
Maricopa Wells, A.T. - partly clear blue pmk. ties 3¢ rose (65)	220.00
Spring Lake Villa, U.T. - m/s heading on folded letter. P.M. Free frank	125.00
Fernando de Taos, N.M. - Partly clear pmk ties two 3¢ red (26) on fresh cover to R.I.,m/s docketing, "Fort Garland, New Mexico Sept. 14, 1860"	625.00
Fort Craig, N.M. - Large bold pmk. "Paid 3¢" on 1862 cover to General Cook's Div. near Richmond.....	1300.00
Santa Fe, N.M. - 5¢ Sept. 1st. Light pmk. on 1854 folded letter to Vt., Soldier's letter included, headed "Fort Thorne, N.M. 8-13-54	700.00
Prescott, A.T. - Aug. 17 m/s pmk on 3¢ entire (U-35) to Iowa. Flap rejoined, mended	280.00
Black Hawk Point, Colo. - mostly clear strike, 3¢ red F grill (94) tied by three bar grid on yellow cover to Mich. Neat Merchant's c/c and Billboard ads on back. 1869 letter included.	65.00

AUCTION ACTION (Continued)

TERRITORIALS (Zimmerman)

Helena Montana pmk and rosette killer ties 3¢ 1869. Scarce.	\$ 105.00
Fort McKinney, Wyo. 1890 D.L.D.C. pmk. on U-311, solid star cancel.	52.00
Gilmore, Alaska Jan. 5, 1909 cds, 4 bar on U-411. No previous mkg. known	140.00
Onalaska, Alaska, Aug. 15 (1894) Mostly fine bld. cds. M/S "From Reindeer station, Port Clarence, Alaska 2-5-94". On legal size penalty envelope. Very rare	230.00

CALIFORNIA TOWNS (Spelman)

Columbia, Cal. Faint blue pmk. matching "PAID 10" on ills. miners cover. Age toning	\$1,000
Arbolado, 1912 cds ties 1¢ Franklin)on P/C 5 yr. P.O.	50.00
Arcata exc. ultramarine cds on flag patriotic to Maine. BF & Rare	195.00
Bakersfield. Reg. Jan 13, 1896. Red shield on U-311 to Hong Kong. Scarce S.F. Reg. label. Two 8¢ (272) tied. Unclaimed and Dead Letter office markings on front. Various mkgs on back. Fine.	170.00
Blenheim 1897. Exc. blk. cds, 2¢, 8¢ (267, 225). 5½ yr. office.	50.00
Buckeye Apr 1 and "Paid 10". M/S pmk. on cover to Ohio.	125.00
Capetown, Fine 1890 cds ties 2¢ (210) VF and Scarce	60.00
Clarksville. Clear blk. oval on cover to Dalles, OR. M/S Feb. 11/64 date in oval/ 3¢ 1861 (65) pen cancel. Fine & Rare	115.00
Cottage Grove. Exc. rimless circle with 2¢ Columbian. F/VF	100.00
Deadwood, excellent Magenta cds ties 2¢ (220) on cover to Weaverville	42.00
Downieville, F. blue cds on miners cover to Va. Matching "10". F/VF	475.00
Green Springs June 10 and "Paid 6". M/S pmk on 1853 SFL headed "Oak Grove" F/VF	125.00
Hornitos, Sept. 1st. m/s on cover to N.Y. 10¢ 1851. Pencil	80.00
Johnsons Ranch, Fine D/S on U-41 to Ohio.	200.00
Mannon, 1887 perfect D/S ties 2¢ (210). One year office.	180.00
Meadow Valley May 20, 1856 and "Paid 10". M/S pmk to Wisconsin. Early & Scarce	160.00
Moons Ranch Oct. 20. Pair 3¢ 1851. m/s/ on cover to Ill. Letter headed "Eastman's Ranch Oct. 18, 1853" Fine	75.00
Oregon House m/s on Patriotic cover. Just Fine. Very scarce	90.00
Mormon Island Clear blk. double oval on 1855 cover to Benicia/Matching "PAID" VG/F.	160.00
Paulinville, fine 1870 D/C ties 3¢ (94) on cover. 7 yr. office.	54.00
Sacramento City, Dec. 29. Ex. blk. cds on 1849 cover to Ohio 40¢ rate VG/F.	52.00

AUCTION ACTION (Continued)

Skidoo, F blk. 4 bar ties 8¢ (306) to Montana. Reg. cover. with ill. c/c of "Tucki Club". Scarce and Fine	190.00
Trego, 1886 fine blk. D/S. Scarce 6 yr. office.....	52.00
Trinidad, Apr. 24, 1851 Paid and 40. M/S on SFL to N.Y. Earliest recorded from Trinidad, and the only 40¢ rate. Very Rare	300.00
Vanderbilt. Reg. 2-16-1900. Purple Shield to L.A. 7 yr. office.....	85.00
Watts, 1909 Doane ties 1¢, 2¢, (300, 319), 5¢ Jamestown on registered U385.....	28.00
Weaverville, Exc. blk. cds 3¢ (65) tied by unusual PAID in oval F/VF	190.00

The J. David Baker Sale - 4/4/78

Culloma, Cal. 12½ bold red pmk. (Alta removed) on miners folded letter to S.F. VF and Rare	\$ 425.00
San Francisco M/S and 40 rate on 1849 folded letter headed "South Soleda Bay". First contract sailing of OREGON, April 12. VF and Rare.....	1,900
San Francisco - Bold straight line Aug. 1, Magenta m/s date and 40 rate on folded letter datelined 7-7-49 F and rare.....	1,300
Tucson, N.M. Tied 3¢ red (26) on hand colored four horse stagecoach cover to Ill. Extremely rare and probably unique.....	4,750.00
Fort Buchanan, N.M. tied 3¢ red (26) on cover originating in Mexico. Mexican transit markings. VF and exceedingly R.	4,750.00
Steilacom City, W.T. Tied 10¢ green Type V. June 7 Balloon type pmk on yellow cover to N.H. Ill. Overland Stage, via Los Angeles c/c, used on Butterfield Route. Letter inc. VF.....	4,250
Adams & Co. Express. Chinese Camp, bold blue oval ties 3¢ red (11) on cover to Sact. Large Sact D/C rec. mk. VF and Rare.....	1,500
Pacific Express - Auburn. Clear blue oval. 3¢ Nesbitt used with horizontal strip of three (11) for 12¢ rate. Pony Rider frank. Add'l "Pacific Express Co." in smaller letters. Town not readable. Rare.....	1,050.00
Wells Fargo Steamboat. Bold fancy blue rectangle ties 3¢ (11) on cover to Sacto City. Extra bold blue "Wells Fargo" Sonoma Exceptionally fine and unique.....	2,700.00
San Francisco Newsletter with 10¢ green tied by S.F. cds. Illustrated cover, steamship, train, etc. to U.S. Frigate Independence at Panama. Large "Due 10¢" to make the 20¢ Panama rate. A Western rarity in F. cond.....	6,250.00
Wells Fargo & Co. \$1.00 red, \$2.00 green. Blue S.F. Running Pony oval on triple rate cover to N.Y. Separated vertical pair 10¢ (35) tied by grid. Soiling and long mended tear. One 10¢ stamp probably missing. Despite quality this unique Pony ranks high on the rarity scale.....	8,000.00
Comptonville, Cal. Feb. 18, 1864. Double circle on R.R. Propaganda cover to Maine. Ills. of train rounding a curve "Per Overland Mail via Placerville and Salt Lake City Hurrah!" Great Cover.....	4,250.00

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POSTAL HISTORY OF THE COLORADO SAN JUAN
CHAPTER IX, MONTEZUMA COUNTY

Part Two

by Ray L. Newburn, Jr.

Map by William Bauer

Photography by James Young

FORMBY (LONE DOME)

Established May 11, 1895

Discontinued Feb. 14, 1901

Nell's Map of 1902 shows Formby on the north side of a bow in the Dolores River just below the Dolores County line.¹⁴⁹ The location is readily identifiable on modern topographic maps in section 23 of township 39N range 17W, elevation 6525 feet (Doe Canyon Quadrangle, 1965). The deep river canyon narrows somewhat at that point, and Formby appears to have been a junction between a road from Lonedome and Dolores up the canyon, a road out of the canyon to the south, and a trail to the northeast to Lavender and points beyond. It was probably a bit more than the usual roadhouse, store, etc. at the river crossing. There were several ranches on this part of the river beginning at least as early as 1881.¹⁵⁴ The 1900 population was 15.¹⁴⁹ As noted earlier, there was a weekly stage from Dolores and Lonedome, and the mail came by this route.⁷²

It is interesting to note that the Postal Route Maps of 1885, 1889, and 1892 consistently show Lone Dome at the site that was later Formby, while after the Formby post office was established, Lonedome (now one word) is midway between the old site and Dolores.^{70 71 72 117} It seems very probable that the Lone Dome post office was moved upstream, perhaps at the time the name became one word, and a few months later the old site got its office back under another name.

No postmarks have been reported either from Formby or Lone Dome.

GOLCONDA

Established April 26, 1894

Discontinued July 1, 1895

This very short-lived office was the result of one of Montezuma County's few mining flurries. One Captain George A. Jackson began placer operations on the upper West Mancos River and started a mini gold rush that sputtered along for 10 years or so on the East and West Mancos and their tributaries. Golconda lay on the north side of the West Mancos, elevation 9135 feet, immediately west of the fork in the river (Rampart Hills Quadrangle, 1963). This became the site of a primitive stamping mill run by a water wheel, a store, and the postal facilities for the area.^{186 154}

No postmarks from Golconda have been reported.

GRADENS

Established July 7, 1896

Discontinued Nov. 30, 1903

Shortly after the Rio Grande Southern built over Millwood Pass, T.C. Graden from Durango built a sawmill at milepost 116.3 and the railroad installed Graden's Spur. Later he apparently sold out to F.W. Hamlin and P. Hiebler who brought in a planing, lath, and shingle mill and eventually employed 75-100 men. The partnership was dissolved in 1900. In 1902 Hamlin sold his Montezuma Lumber Co., and the new owners moved its facilities to Arloa (Glencoe). Hiebler acquired a new partner and eventually concentrated his activities in Mancos, so the "town" of Gradens died.^{116 127 186 187}

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)
GRADENS (Cont.)

The Gradens mill was located at an elevation of 7600 feet at the upper end of the East Fork of Mud Creek in the very upper end of section 6 township 36N range 13W (Millwood Quadrangle, 1965). It had an official population of 42 in 1900.¹⁴⁹ Mail came via the railroad, of course. No postmarks have been reported.

HOGG

Established March 12, 1903

Discontinued March 15, 1906

Hogg was located a few hundred yards above the Sayre Newton Sawmill and the switch where A.A. Rust's logging railroad met the Rio Grande Southern.¹¹⁶ More generally, this was on the Dolores River five miles above Dolores, elevation 7080 feet (Dolores East Quadrangle, 1965). The dates of the Hogg post office coincide with serious activity on the part of Rust and the Sayre-Newton Lumber Co.¹⁸⁷ Origin of the name is a complete mystery to this writer.

Hogg's mail was carried by the railroad. No postmarks have been reported

HYNES

Established May 19, 1884

Discontinued Feb. 4, 1885

One deserving candidate for the title "most obscure office in the county," Hynes appears only on the 1885 Postal Route map, among documents available to the writer. That map places it as a discontinued office on the north side of the Dolores River between Stoner and Taylor Creeks. I would hazard a guess that it was a roadhouse and general store serving travelers between Rico and Mancos or Big Bend in the pre-railroad days, but any real facts would be much appreciated.

LAKEVISTA (Lake View)

Established July 27, 1914

Discontinued Feb. 15, 1918

Lakevista was the post office for a community always called Lake View, perhaps once again because there was a Lakeview post office operating in California at that time. Freeman¹⁵⁴ consistently refers to the "Lake View District" since its inhabitants are scattered over at least eight or ten sections of farmland northeast of Cortez. The greatest density of dwellings at present are scattered along roughly two miles of Lakeview Road No. 1, a mile north of Totten Reservoir and four miles northeast of Cortez, elevation 6250 feet (Dolores West Quadrangle, 1965). The name probably comes from the general view of Totten Lake, created in about 1896, that can be had from the district.

The first permanent settlers in the Lake View district were probably the Wooley family in about 1881. An initial emphasis on cattle and sheep gradually turned to general farming, with considerable modern emphasis on dairying and fruit orchards. The late 50s saw a local Grange with 125 members and a new elementary school in the district but business concentrated in nearby Cortez.¹⁵⁴

It is not clear why the Lakevista post office came into being for just 3½ years during nearly a century of district habitation. The mail came directly from Dolores during that brief period.⁷⁵

LAKEVISTA, COLO. (3) 1915/04/29 (see Fig. 85)

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

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

LEBANON

Established Sept. 29, 1908

Discontinued Apr. 15, 1939

Water came to Montezuma Valley in 1889, but so few people were ready to use it that the water company soon went broke. A new concern soon met similar difficulties and merged with the company building the big canal to irrigate the western part of the county (see chapter introduction). The latter soon went into receivership. In 1907 an Irrigation District formed in 1902 was finally able to vote a bond issue and buy out the entire irrigation system. In a flush of enthusiasm the new town of Lebanon was laid out on 110 acres of land including a dense cedar grove and named after the biblical cedars of Lebanon by the stock company which built it. The early residents of that general area called it Hardscrabble! ¹³², ¹³⁴ The town is seven miles straight north of Cortez at an elevation of 6675 feet (Dolores West Quadrangle, 1965).

The original townsite included a small hotel, a general store, a post office, a company office, and several residences. Several 10 acre orchards were planted. A telephone system was installed. In spite of considerable advertising, the company that build Lebanon went broke. The community continued to exist nonetheless and is an area of fine orchards to this day.

Initially Lebanon received its mail by a short route from Dolores. ⁷⁴ Sometime after 1911 a route was established from Dolores through Lebanon to Arriola and Raneraye. ⁷⁵ Late in its history it was once more on a short route from Dolores. ⁹⁴ The post office was ordered discontinued April 15, 1939. On April 17 that was modified to May 15, but the modifying order was rescinded April 20, and in fact there was no service after April 15. (This information was on a last day card in the Finch collection.)

LEBANON, COLO. (2½) 1913/02/04 (See Fig. 86)

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

LEBANON, COLO. (3) 1918/10/23

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

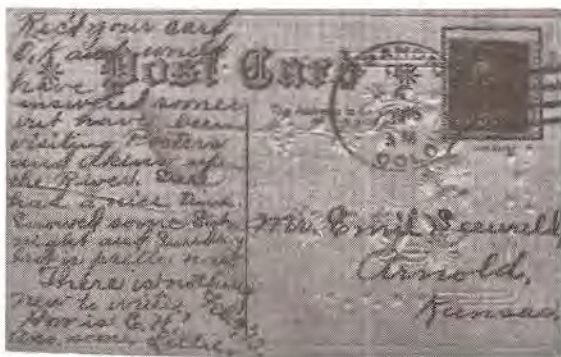


Figure 86

This is the earliest postmark reported from Lebanon. There just wasn't much mail from these tiny farming communities.

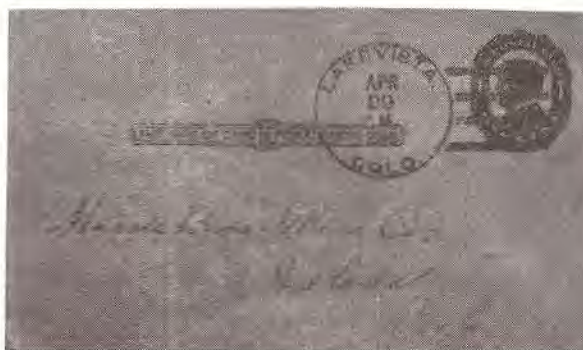


Figure 85

This postal card offered to sell the Harris Bros. (see Dolores) 5,000 lbs. of potatoes. Not very glamorous, but it is the only postmark yet reported from Lakevista.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)
LEWIS

Established Sept. 7, 1911

Still Operating (1965)

Lewis lies 11 miles north northwest of Cortez on modern US160, elevation 6720 feet, in the northeast corner of section 1 township 37N range 17W (Arriola Quadrangle, 1965). The area began to settle in anticipation of water from the Dolores No. 2 Canal. When water actually arrived in about 1908 most of the original settlers had given up, though some then returned. One W.R. Lewis arrived in 1910, put in a small store, and in 1911 acquired a post office with himself as postmaster.^{132 154} The area continues as a successful farming center with a 150 member Grange and modern grade school and community church buildings.

Lewis mail service was the first stop on a route extending from Dolores through Lewis to Yellow Jacket and towns beyond. The earliest reported postmark is a 1932 4-bar.

LONE DOME

Established Oct. 25, 1883

Name changed Dec. 6, 1894

As discussed earlier (see FORMBY) Lone Dome was apparently established at the site of later Formby and then moved up river about the time the name was changed to one word in 1894. The name comes from a large rock dome protruding into the south wall of the Dolores Canyon nearby. Mail came via an 18-21 mile route from Dolores.^{70 71 117} No postmarks have been reported.

LONEDOME

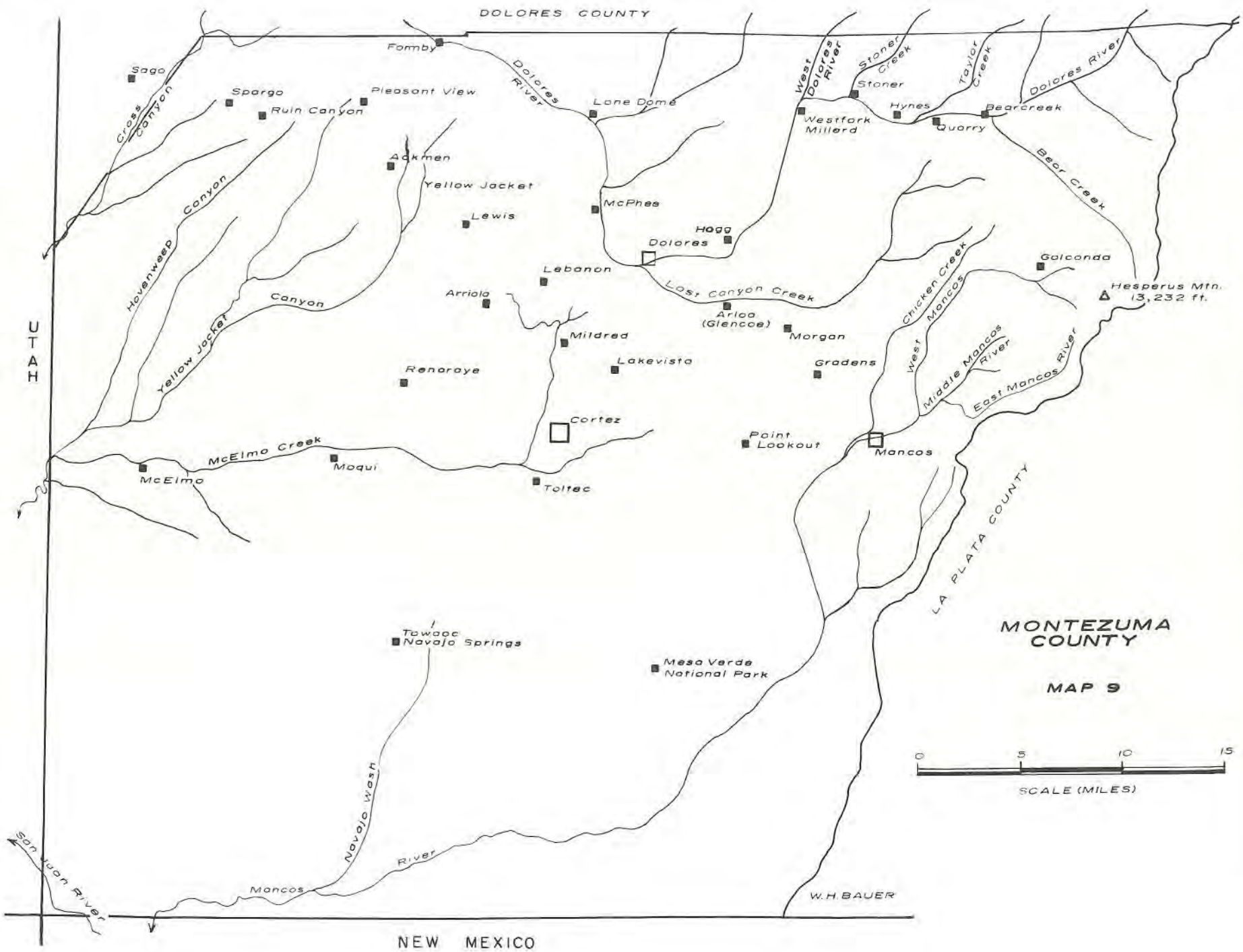
Name changed to on Dec. 6, 1894

Discontinued Jan. 2, 1907

The new Lonedome is shown 12 miles from Dolores and 9 miles from Formby on the 1897 Postal Route Map. It is shown 14 miles from Dolores on the 1901 Map. But, in 1905 it is shown back at the old site, now labeled 24 miles from Dolores! Was the office moved once again back to the original site? Five commercial maps printed between 1902 and 1911 all show Lonedome just above the junction of Beaver Creek and the Dolores River, elevation about 6675 feet (Trimble Point Quadrangle, 1965), but the post office name could have been moved back to the Formby site some time after February 1901. Consider the list of postmasters!!!!

Lone Dome -	James Ormiston 9 July 90 name changed Lonedome 6 Dec 94
Formby -	John C. Ormiston 1 May 95 Elmer Ormiston 18 Dec 1900 Papers to Lonedome eff. 14 Feb. 1901
Lonedome -	Sarah Eding 6 Dec 94 Lydia E. Jones 21 Dec. 97 Seville H. Bradfield 29 Aug 1900 Louisa B. Ormiston 19 July 1904 mail to Dolores eff. 2 Jan. 1907

When the name changed in 1894 the postmaster also changed, probably because the office also moved. Yet in 1904 a member of the Ormiston family, perennial postmasters at the original Lone Dome-Formby site, became postmaster of Lonedome. My guess is the office moved back downstream, because of the evidence in the 1905 Postal Route Map. Confusing isn't it, or perhaps much ado about nothing, since the 1900 population of Lonedome was 17 and of Formby 15.¹⁴⁹ Again there are no reported postmarks.



IATC

MAP 9

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

McELMO

Established March 11, 1892

Discontinued March 15, 1911

Re-established March 16, 1912

Discontinued April 1932

McElmo at 5050 feet elevation in McElmo Canyon on the road from Cortez to Bluff, Utah was one of two offices that served the canyon's farmers and travelers. It lasted almost three times as long as the other, Moqui. After irrigation came to the Montezuma Valley, McElmo Creek began to flow all year. Ranchers and farmers took up the fertile flat land along the creek, and the canyon became particularly well known for its fruit. It is still a fine farming area but modern transportation makes a post office unnecessary for a handful of people.¹⁵⁴

Mail came to McElmo via a route from Cortez to Bluff, Utah until sometime after 1911. Thereafter the route ran just from Cortez to McElmo.^{72 73 74 75 94 117 119} The earliest postmark reported is a wide 4-bar of November 1931, just five months before the demise of the office. (see Fig. 87)

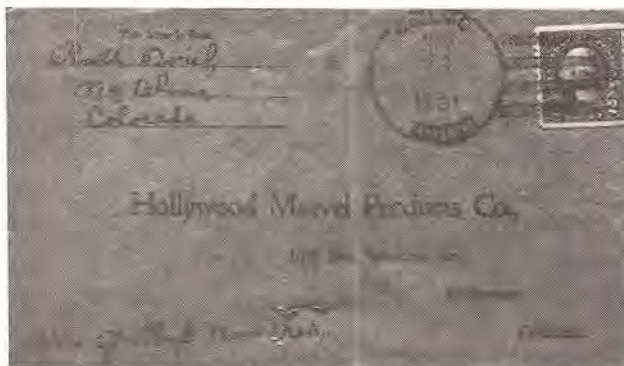


Figure 87

This is cheating by five years, but no 1926 or earlier postmarks have been reported.

McPHEE

Established Sept. 17, 1924

Discontinued July 1948

Charles D. McPhee and John J. McGinnity established a carpenter shop in Denver in 1869. In 1872 they expanded into building contracting, and by 1889 they also had one of the largest retail lumber companies in Denver. At this point they met Edgar M. Biggs who soon brought them into the logging and sawmill end of the business. This was the beginning of the New Mexico Lumber Co., more of whose story will be told in Chapter XI. Suffice to say, by 1924 the New Mexico Lumber Co. turned to the Dolores River country for more timber. They constructed the Dolores, Paradox and Grand Junction Railroad (later the Colorado and Southwestern RR) about six miles downstream from Dolores and then up House Creek into the timber country. About two miles north of the old Big Bend (Dolores #2) site and a mile above the creek they laid out a company sawmill town which they named after current company president William P. McPhee. This was at an elevation of 6825 feet in section 31 of township 38N range 15W (Trimble Point Quadrangle, 1965), and the railroad reached there in about July of 1924.¹⁸⁷

A construction camp was established at McPhee in early March. By April 6 a cook house and a rooming house were nearing completion and several individual houses were under construction. On September 16 the sawmill buildings were completed, and September 29 the first load of logs arrived in town. Four weeks later the first test log was sawed, and regular production soon began, although insufficient steam power was a problem for many months to come. A March 1925 report indicates the planing mill was then well along. Meanwhile a school had been built and a post office took up residence in the building housing the company offices and commissary. If the commissary didn't have it, the employees ordered by mail in the same building.¹⁸⁷

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued) McPHEE (Cont.)

By 1927 McPhee had a population of 1500 and was producing more than half the lumber produced in the state of Colorado. The company had 34 lumber yards in four states, and its Denver yard was said to be "the largest in 14 states." With the crash of 1929, however, construction virtually ceased and the New Mexico Lumber Co. was in bad shape. By 1933 the last logs near the railroad were hauled out and the company began pulling the rails back to McPhee, converting to the modern practice of trucks and logging roads. In 1935 they finally filed for bankruptcy. That fall a new partnership took over and renamed the company the Montezuma Lumber Company. By 1940 there were 250 men working in the mill. During the five years under new ownership it averaged 12,000,000 board feet of lumber per year, about 40% of capacity. Then on June 30, 1941 the mill caught fire, destroying all the big saws. They were replaced by a smaller plant. The new mill was also destroyed by fire on January 19, 1948. This marked the end of McPhee. The land was cleared and sold as farmland.¹⁸⁷

Mail almost certainly came the five miles from Dolores by motor vehicle since the railroad was not even a common carrier, although it operated between Dolores and McPhee from mid-1924 until February 1948. (Only the rails beyond McPhee were pulled in 1933.) The post office was almost certainly razed along with everything else several months before the official discontinuance. The earliest postmark reported is a July 1931 duplex with oval grid killer (see Fig. 88).



Figure 88

Yes, it is recent again, but no one has reported anything earlier.

MANCOS

Established November 19, 1877*

Still Operating

The seven men who came through the valley of the Mancos River with Capt. Moss (see Chapter VIII, Parrott City and Chapt. IX, Introduction) ALL returned to the valley to settle. One of them, Dick Giles, built the first cabin there during the winter of 1875-76. Other would-be miners at Parrott City soon decided farming on the Mancos sounded more attractive than gold panning. A number of cowboys on a cattle drive through the Mancos Valley to Utah in the summer of 1876 liked what they saw and returned after completing the drive.¹⁸⁶ By late 1877 there were enough settlers that a post office was established, but there was no town. The post office just wandered around the valley from the home of John Merritt to the home of John McIntyre to the home of L.S. Reid to on August 11, 1880 the home of William A. (Andy) Menefee. It was Andy Menefee whose family and ranch house became one of the best known in the valley and whose town and postmaster postmark (see Fig. 89), invariably struck in magenta, is one of best known from Montezuma (then La Plata) County.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued) MANCOS (Cont.)

In 1881 George Bauer arrived on the Mancos from Durango to set up the first store. He first proposed doing this on the Menefee ranch, since they already had the stage stop and post office. The Menefees wished him well but didn't want liquor sold around their boys. Bauer finally set up his store in an old abandoned cabin three miles to the southwest. There were three settlers nearby as well as the log schoolhouse that had been put in in 1878. ¹⁸⁶ On August 9, 1881 Bauer acquired the post office in his store, and this small clustering of civilization grew into the town of Mancos. Thus it was only with the fifth postmaster that the post office ceased wandering all over the Mancos Valley.

The town finally settled down astride the Mancos River near the north end of the Valley at an elevation of 7025 feet (Mancos Quadrangle, 1965). The town took its name from the River, which is Spanish for "maimed." It seems a member of the Escalante expedition of 1776 fell off his horse while fording the river, injuring his hand, hence the unusual name. ¹³³ In 1881 the first bridge was built across the river at Mancos, and in 1882 many Mormons arrived from Bluff, Utah and settled just south of town. Bauer soon had to build a larger store, the first frame building in Mancos, and he opened a bank as well. ¹⁸⁶ By 1885 the town had a population of 200. ¹⁰³

Mancos continued to develop as did most small farming communities, which is to say a bit more slowly than their mining counterparts and with fewer saloons and such since they were family communities. Montezuma County came into being in 1889, but Cortez was designated county seat in the law creating it. In 1891 Mancos got the railroad, however, which Cortez never had. April 1893 brought the weekly Mancos Times which combined with the Tribune in 1905 to form the Mancos Times-Tribune, still being published. ⁶⁰ The first issue of the newspaper included ads for two doctors, a dentist, a boot and shoemaker, an undertaker, a contractor, and a barber. There were a drug store, a restaurant, a lumber yard, and a steel and iron works. There were two livery stables and a saddle and harness maker advertising. There were a saloon and a pool and billiard emporium. And George Bauer advertised as "Banker, Dry Goods, and Hardware." There were other businesses which chose not to advertise, of course. ¹⁸⁶ The 1900 population was 383 ⁸⁵, that of 1910 was 567 ⁴⁴.

Mancos incorporated in 1894 with George Bauer as the first mayor. That same year the Mancos Hotel was built (see figure 90), the oldest business building still standing except for a livery stable. A town water system was built in 1904 and a fire company formed. That year also saw the first electric lights in town and the telephone service extended all over town (a line arrived from Durango in 1903). Two Mancos pioneers died in this period, Andy Menefee in 1902 and George Bauer in 1905. ¹⁵⁴ ¹⁸⁶ Mancos continues today as a small but successful farming community with limited tourist facilities and a population of about 700.

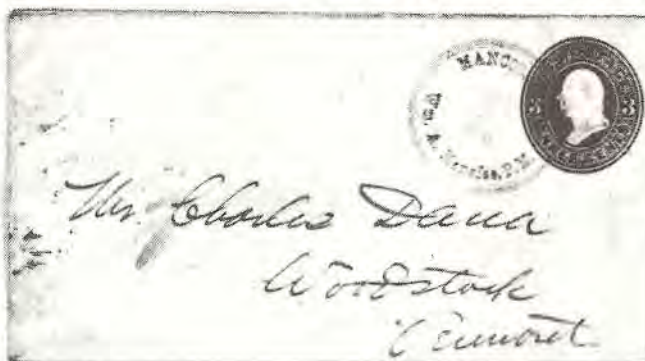


Figure 89

This is Andy Menefee's well known hand-stamp, used for about a year at Menefee's Ranch

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

MANCOS (Cont.)

Mail came to Mancos first from Parrott City and then from Fort Lewis until the railroad arrived in 1891. In 1906 an RFD route was established to the Wattles and Weber communities which never had post offices. Later a second route was established to the Menefee Ranch and on into Thompson Park. ¹⁸⁶ Mancos postmarks after 1890 are not rare but are rather more scarce than Cortez, while those prior to 1890 are quite difficult to find.

Figure 90

The Mancos Hotel, built in 1894, was soon renamed Hotel Ausburn. The building still stands.



MANCOS, COLORADO



*John Louergau Esq
Marysville
Kansas*

MANCOS, COLO.; Wm. A. Menefee, P.M. (2½) 1880/12/03-1881/05/16

CI:H,2,0:315,290:(T,S);M,D,Y;PM:R;G:magenta

MANCOS, COLO. (3) 1888/10/10-1891/02/06

CI:P,1,0:275:T;M,D,Y;S;G;R:various fancy corks

MANCOS COLO (3½) 1892/10/26-1892/12/05

CI:H,1,0:330:T;M,D,Y;S;G;G:5 pt. star, etc.

MANCOS COLO. (3+) 1893/08/19-1897/11/17

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

MANCOS COLO (3,2½) 1898/12/25-1902/11/04 (see fig. 90)

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

date slug very low in 1898 cover (almost all in bottom half)

letters much farther apart than previous type

MANCOS COLO (3) 1907/03/18

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

MANCOS COXX (2½) 191?/04/02

CI:P,1,0:290:T;M,D,H,Y;S;G;G:

*A recheck of microfilm of the original records indicates this office was established in November and not February as stated in the introduction to this chapter.

BIBLIOGRAPHY

Reference 1 thru 176 will be found in previous chapters: 1-19 January 1975 page 9; 20-33 April 1975 page 16; 34-75 July 1975 page 16 & October 1975 page 25; 76-105 January 1976 page 26; 106-114 October 1976 page 16; 115-125 January 1977 page 13; 126-131 October 1977 page 20; 132-149 April 1978 page 18; 150-158 July 1978 page 8; 159-168 January 1979 page 26; 169-176 April 1979 page 25; 177-182 July 1979 page 15; 183-185 October 1979 page 21.