

# WESTERN EXPRESS

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Western Cover Society  
Unit No. 14 — American Philatelic Society

JULY 1980

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

Express  
Ocean Mail  
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Post Offices



Territorial  
Statehood  
Postal Rates  
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## EDITOR'S ARENA

**LONDON 1980 &  
WESTERN COVER  
SOCIETY**

Altho there was no formal gathering of our Society at the London International Exhibition your Editor met several members at various times and functions.

First of all there were our dealer members, Richard Wolffers, Bill Crowe and Bob Seigle at their respective stalls, Ken Gilbert and Stanley Piller free-lancing. Angus Parker had his hands full as one of the Judges so did not appear at the Argyll Etkin stand until the latter half of the show.

At the breakfast-meeting of the Writers Unit #30 of the APS, Bill Bauer presided and George Martin, chairman of the Writers Council gave the Invocation. Here it was that it was announced that Robson Lowe had been elected to the APS National Philatelic Writers Hall of Fame.

Jack Hughes was prominent at the Samoan collectors afternoon meeting, and also present later in the week at the Pacific Islands Study Group's buffet meeting and auction.

At the Hong Kong Study Circle's luncheon-meeting your Editor was the only WCS member in attendance.

Due to re-arrangement of meeting dates, your Editor was unable to attend the U.S. Classics Society meeting, at which Robbie Lowe was the principal speaker. We did see President David Beals earlier at the London 1980 lounge. The latter spot was a central gathering place and we saw Bob Seigle, Stanley Piller and Jack Hughes among the many in attendance thruout the Show.

The Cafe Royale was the scene of the 60th Anniversary dinner for Robson Lowe, Ltd. and here we saw Robbie, of course, and Basil Pearce (taking time off from his duties as one of the Judges of the Show) and Frank Sankey.

The APS afternoon meeting had Bill Bauer, George Martin and Jim DeVoss. During the session it was announced that the John N. Luff Award was to be bestowed on Robson Lowe. This is an APS award for "Meritorious Contributions to Philately by Living Philatelists". Robbie was there to accept, which he did in his own inimitable manner.

Your Editor and Jack Hughes seemed to be the only WCS members present at the crowded evening reception at the Royal Philatelic Society's headquarters.

The final event of the show, the Awards banquet, held at the Grovesnor House, was even larger than that of Philympia, with 122 tables seating ten each. In that crowd we managed to see Sam Arlen, Bill Bauer, Jack Hughes, Basil Pearce and Steve Schumann.

**MORE Of  
LONDON 1980**

The previous section noted the Western Cover Society members your Editor saw at this International Show. Then there were the non-members - some of whom we had first met at earlier Internationals, Ernesto Fink of Mexico (EFIMEX 1968), Raife Welsted, of U.K., President of the Hong Kong Study Circle (PHILYMPIA 1970), and Rudolf Jeidel of South Africa.

Others who had been merely names at the end of a letter, such as Miss V. Gordon-Smith, and Mr. C.C. Gower, Treasurer and Bulletin Editor respectively, of the Hong Kong Study Circle. And Lee Scamp of Houston, Texas, co-author of the new booklet, "Hong Kong Arrival Markings".

**EDITOR'S ARENA (Continued)**

And finally there was Her Majesty the Queen. (Not that her name appears on any letters we received; she left the signing to her maid-in-waiting). The APS afternoon session meeting in one of the rooms off the exhibit sections, adjourned into a crowd waiting to see the Queen. Previous Shows had exhibits from the Royal collection in the Court of Honor, but we believe this was the first time the Queen had honored a stamp show with her presence. After a leisurely guided tour of the Royal Exhibit, the guards split the waiting crowd to make a path for Her Majesty, and we found ourself in the front line instead of lost in the middle of the crowd. The Queen is smaller than her official photos led us to believe, perhaps emphasized by the six foot plus of her guide George South, MBE, past president of the Royal Philatelic Society. (Speaking of signatures - one display in the frames of Postal History showed a letter from THE Queen Elizabeth and her signature was "ornate" to say the least, occupying about a quarter of the page.)

The above paragraphs should qualify your Editor as a "name-dropper". But it was fun. With remarkable restraint we didn't include Norman Williams, whom we first met, with his late brother Maurice at a similar Royal reception during Philypia; or J. Londono of Colombia, Cooper of the Bahamas, Jatia of India or Eichle of Switzerland.

**LONDON 1980  
AWARDS**

Awards were given to some of our Western Cover Society members, as follows:

Creighton C. Hart - Large Gold, for "The First Issue of U.S. Stamps"

Samuel S. Arlen - Vermeil, for "U.S. Western Franks"

W.H. Bauer - Vermeil, for "Colorado Postal Markings"

P.J. Wolf - Vermeil, for "Postal History of the Black Jack"

Steven D. Schumann - Bronze, for "Brunei 1895-1944"

and in Literature:

R.W. Helbock - Silver Bronze, for "Postmarks of Territorial Alaska"

**ANNUAL  
MEETING**

Your Society's annual luncheon-meeting, was held Sunday April 13, at the Jack Tar Hotel, in San Francisco, with President Basil Pearce presiding over forty members and guests, Chairmanned by Henry

Spelman, with Bill Crowe and Jim Kloetzel, the Seminar on Auctions proved a most interesting and instructive presentation which was very well received.

**ARIZONA  
TERRITORIAL  
POSTMARK  
CATALOGUE**

The second edition of this catalogue was published in 1976, and since that time many new covers and cards have been reported. The increased demand for Arizona territorials has significantly affected the price, of course. Our member Dr. Owen Kriege has taken it upon himself to prepare and issue a Third Edition, which includes all the changes

reported thru April 1980. Twelve pages and almost 300 additional postmarks, add to the usefulness of this catalogue. The price of the Third Edition remains the same as its predecessor \$20.00 postpaid.

**MEMBERSHIP  
LISTING**

As a supplement to this issue of Western Express you will find the bi-annual roster. In the interest of reducing publication and mailing costs, the list, is merely that, omitting collectors preferences. Your comments

on this type of list would be appreciated.

## EDITOR'S ARENA (Continued)

**WALDRON'S EXPRESS** Jim Lester sent in the late George Sloane's column (which appeared originally in STAMPS of a date unknown) on the "fake" Waldron's Express adhesive. He added a Xerox of a page from an 1888 Scott album. This was Scott's 9th Edition. We thought you would be interested in these pages of the past.

**AUCTION ACTION** Our good member John Williams revived this dormant feature of our WESTERN EXPRESS in the last issue, and now Patrick Murphy has accepted the challenge. Each issue, in the future will have his studied analysis of the market in western covers and related items, as reflected in auction realizations. If you find this feature of interest drop Pat a note of encouragement.

## SECRETARY'S REPORT

## New Members

- #738 - Robert B. Bechtel, 6702 N. Nanini, Tucson, AZ 85704  
(Collects ARIZONA - Territorials & Statehood)
- #739 - F.A. Vogel, 249 Riviera Dr., San Rafael, CA 94901
- #740 - Steven Rosen, P.O. Box 1938, Huntington Beach, CA 92647  
(Collects EXPRESS)
- #741 - Mrs. Elfreda J. Menzel, 375 So. Mayfair Ave. Suite 204,  
Daly City, CA 94015  
(Collects Old S.F. Adv. covers, mining letters, DPO postcards)
- #742 - Edna B. Masros, 1076 So. Van Ness Ave., San Francisco, CA 94110  
(Collects EXPRESS, TOWNS, TERRITORIALS)
- #743 - Kirk S. Wolford, Box 151, Twain, CA 95984  
(Collects CA, NV, OR, WA, AK, HI, AZ, N.M. Terr. & Statehood)
- #744 - Joe Arce, 6709 Verde Ridge Road, Rancho Palos Verdes, CA 90274  
(Collects Express covers and related material)
- #745 - Stephen W. Hackett, 1117 - 1st St., Napa, CA 94558  
(Collects Napa & Nevada Counties; S.F. adv. - 19th Century)
- #746 - Jay F. House, 22606 Gallant Fox Road, Monterey, CA 93940  
(Collects Towns (Santa Cruz Co.) and other items)
- A.F. Bostwick, 15851 Pasadena Ave. L6, Tustin, CA 92680
- Donald Grantham, P.O. Box 7095, Angels Camp, CA 95222
- Marc Haas, 14 East 75 St., New York, N.Y. 10021
- R.W. Helbock, 424 McClure, Las Cruces, N.M. 88001
- Thomas S. Kelly Jr., 5440 N.E. 22 Terrace, Fort Lauderdale, FL 33308
- L.W. Miller, 2328 Chelsea Rd., Palos Verdes Estate, CA 90274
- Patrick Murphy, P.O. Box 1293, Boulder, CO 80306

## Change of Address

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J.L. Hargett, Edward Hill, A.W. Peterson, Howard J. Selzer, James  
E. Sherman, Charles Thurston

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**BLACK JACKS WEST**

by Paul J. Wolf

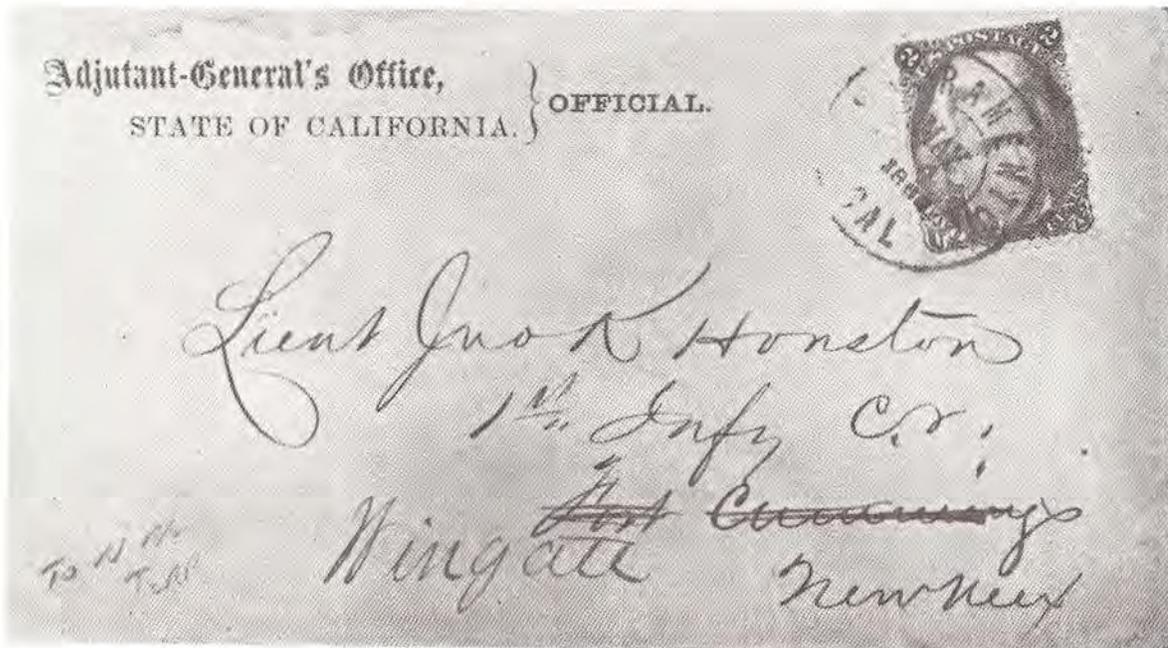
Through the courtesy and interest of David T. Beals III, President of the U.S. Philatelic Classics Society, we are able to present a handsome cover from the Adjutant General's Office, State of California, to Lt. Jno K. Honston, 1st Infantry, California Volunteers, at Fort Cummings, New Mexico Territory. The address crossed out, and the cover forwarded to Wingate, also in New Mexico Territory.

The single Black Jack is cancelled slightly in disregard of regulations, by the Sacramento, Cal. CDS, with the date May 4, 1866. Under the regulations as promulgated, the CDS should not have been used to cancel the stamp, but a "canceller" or "Killer" used instead. This is a good place to remark that Sacramento possessed a fine "Shield" killer, an example of which has already appeared in the pages of *Western Express*.

The outstanding feature of this cover, however, is not the cancellation, but the rate of franking. Since this is not a local letter, the proper rate should have been 3¢ rather than the 2¢ provided. Yet the cover was accepted, the stamp cancelled, the letter delivered to Fort Cummings and there readdressed for forwarding to Wingate all without any apparent effort having been made to collect the shortage. In 1866 the forwarding of a First Class letter was free, but how in the world did it pass through so many official Post Office hands without it being noticed that it was underpaid? There were no special rates for State agencies!

We can probably dismiss the possibility that this was a Second Class rate, sent unsealed. It is very unlikely that the State Adjutant General would be writing to an office on official business and not sealing the envelope. Perhaps we can be charitable and accept the fact that this one "slipped through," leaving us with a delightful and fascinating problem to mull over.

If any reader has a better explanation, the writer would be delighted to hear it!!



**BLACK JACKS WEST (Continued)**

The reverse of this cover is unquestionably the most marked-up mess this writer has seen! One of our dealer members regularly inveighs, in his advertising, against this sort of thing, and there is no doubt but that this one will drive him up the wall. Just who Dr. Oakland was is not clear. An inquiry to our leading authority on collectors, Herman Herst Jr., did not turn up anything. "Never heard of him" was the answer. The pencilled remark below the unnecessarily bold hand stamp "You know what you can do with your lousy handstamp, Doc" was probably never seen by the culprit, but it expresses my feelings entirely.

It must be mentioned that he is not alone. A collector in Connecticut uses a boxed handstamp and vivid green ink on the backs of his covers "Collection of Judge \_\_\_\_\_ \_ \_\_\_\_\_" This one is still collecting and is presently listed in the APS Directory. Discreet notations such as the two lightly pencilled remarks at the bottom margin, giving provenance and a note as to most recent source, are not objectionable, to me, at least.



## EARLY CALIFORNIA LETTERS

by John R. Drew

Sebastian Vizcaino discovered and named Monterey Bay in 1602, he was searching for a relief port for the treasure laden Spanish galleons returning from the Philippines. After Vizcaino's visit, no other Spanish ship entered Monterey Bay for over a century and a half.

In the mid 1700's Spain began to worry about the Russian encroachments from the north, upon her Pacific holdings, and the growing English power in North America. In the 1760's, it was decided that it was time for Spain to physically occupy upper California. In 1768, Missionaries and Soldiers were sent to Alta California to find the trails and build Missions, and make peace with the Indians.

Don Gaspar De Portola, governor of Baja California, and Franciscan Father Junipero Serra started overland north in the Spring of 1769. San Diego was founded in 1769 - Monterey in 1770. Two presidios and five missions were established by the end of 1773. Average distance between the missions was 125 miles.

In 1773, eight Franciscans were transferred to Alta California. Among the members of this group were Francisco Palou, Serra's particular friend and biographer, and Ferman Francisco de Lasuen, later to have charge of the California missions. Palou became the founder of Mission Dolores, San Francisco in 1776.

In 1774, Juan Bautista de Anza's first expedition established an overland trail for settlers from Sonora to Monterey. Anza and Palou established plans for a chain of missions along the Anza trail, and for mail service over it from Mexico to Monterey. This route today is called El Camino Real.

Anza's second expedition brought supplies and livestock and families of settlers, the lifeblood of Spanish Alta California; arriving in Monterey in March of 1776. Anza's first expedition was comparable to that of Lewis and Clark. His second journey corresponds to the conduct of the first covered wagons to Oregon.

The following letters from the author's collection, were sent from Mission San Carlos of Monterey (today, Carmel, California) to Mexico City. The first letter dated July 1775 refers to a letter carried by Anza's first expedition, and the Lasuen to Palou letter was when Palou was Father Guardian at the College of San Fernando, Mexico City. Before Lasuen, the mission buildings had been unpretentious thatch-covered structures. Lasuen brought in artisans from Mexico, and tile and stone came into general use, along with timber and adobe. Serra's nine mission were rebuilt in what is now known as "the Mission Style".

Because of the fragmentary character of the letters of Palou and (even more so) of Lasuen, I cannot give you an exact word for word translation. I will have to paraphrase, but it will tell you, at least, what the letters have to say:

## Palou to Pangua

Very Reverend Father Guardian Fray Francisco Pangua:

My venerated Father Guardian. Through the hands of Father Fray Vicente Santa Maria I received the letter of Your Reverence of November 24, last year, in which you told me you had received the letter which Don Juan Bautista de Anza brought, and that you would gladly send the power of attorney to Don Manuel de Monte Aoyda, resident of the town of San Miguel de Horcasitas, In this matter I thank you for the benefits that can come from this for the ministers of these missions, having a brother on the frontier of Sonora who aids us in the needs from which we suffer.

## EARLY CALIFORNIA LETTERS (Continued)

This is the first notice I have had that the Holy Community with great wisdom has elected Your Reverence as our Guardian. For the confirmation of this I give due thanks to God and best wishes to Your Reverence. I place myself from that time on in obedience to Your Reverence as one of your subjects, though unworthy, and I await your precepts and lightest wishes in order to express my complete obedience.

I am grateful for your kind words and for the ardent desires you have to aid in the growth of these new missions. The knowledge I have of your well-known zeal and affection tells me this and I do not doubt that you will aid in so far as you can in their progress as well as in the great credit that will accrue to this Apostolic College. Please bear with patience the impertinences of the ministers of these missions, with which it is their custom to trouble you. They are motivated at least by the purpose of a heart-to-heart contact with their religious superior. I offer one such special impertinence now, if only in asking that you commend me to God. I will do the same, though badly, for you, in praying to Him for what is important to the missions and which I desire.

From this Mission of San Carlos de Monterey, July ? of 1775.

Very Reverend Father Guardian  
I kiss the hands of Your Reverence,  
Your most loyal and sure servant  
who venerates you, Fray Francisco Palou.

## Lasuen to Palou

Very Reverend Father Guardian Fray Francisco Palou:

My most venerated Father. I passed on to all the missionaries the news Your Reverence sent me in your last very much appreciated letter of October 15, 1787. Many of them told me they had said the Mass your Reverence asked them to say for the soul of our brother, His Excellency, the Marquis of Sonora. As for me, you may be sure I did it with the greatest promptness and affection, and that I will continue commending his soul to God.

I note with great pleasure the favorable indications the new Lord Viceroy gave you of his affection for our Institute and our missions. God be thanked! The account Your Reverence provided of the life of our venerable Father Junipero was very opportune and must have played a part in strengthening and increasing His Excellency's devotion.

At present all I can say generally is that there is no lack of sites for the six missions Your Reverence desires and which are absolutely necessary. Yet there is no word of the registry which should come first. I have told Your Reverence of what has been done with regard to that, and what is planned, with God's help. We will continue sending the annual inventories of the missions to the College. As for those to the government, these need not be sent in oftener than two or three years according to the royal decree of March 24. I was very much pleased at the happy coincidence of getting the said decree and my (word missing) both on the same day, thanks be to God!

## EARLY CALIFORNIA LETTERS (Continued)

Confidentially I agreed to make a very detailed inventory of these missions the governor requested, and entrusted the job to a friend. It is good and if I can get a copy made I will send it to Your Reverence for the information and news you would wish to have. I do not have any spare time, nor any pen but my own. Still I wish to satisfy Your Reverence to the smallest detail and I will do what I can.

I wish, as Your Reverence does, that our relationships were solely with the viceroyalty. I have had a very minimal correspondence with the commandancy general in the matter of the patent for administering Confirmation. In the letter that Your Reverence sent me I see that His Lordship says I should send him the instructions Your Reverence gave for the administering of the Sacrament, and should explain why I had not sent in the patent itself. I received the letter with the superscription which I sent to Your Reverence from Santa Barbara. I have had no letter from Arispe — it has strayed or been lost as usual. What a situation! A thing which Rome grants, Madrid sends on, Mexico facilitates, and only Arispe refuses us!

Since the report I gave Your Reverence last month about the missions of La Purisima and Santa Barbara nothing of importance has happened up to the present, except that there has been a serious shortage of water. We have had few rains this winter. We are digging wells here at San Carlos for drinking water. The river is dry and neither the corn nor beans can be irrigated.

They write me from La Purisima that the Santa Rosa River is dry but that a creek on which the missions depends has continued without failing. Thank God for that. They have 62 converts, 43 children and the rest adults; 11 marriages; and their cornfields are in good shape as are the workshops.

The mission established at Encino at the same time as Santa Barbara had to be moved because of the limited area and placed at the end of the valley of San Juan Bautista toward the coast. They say it is doing well and they hope to expand it, thank God. They drew troops for it from the presidios. These *escoltas* of ours are of one or two men on long assignment; and we benefit from the income.

(The next paragraph is too blurred at the edges to make sense of; one line of it is illegible. It deals with difficulties of correspondence).

There is no more news. All the fathers send good wishes to Your Reverence and I repeat I am at your higher commands. Praying that God Our Lord may keep you in his Holy Grace for many years. San Carlos of Monterey, July 30, 1788.

I kiss the hands of Your Reverence, your humble and most useless servant,

Fray Fermin Francisco de Lasuen.

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## LOS ANGELES COVERS

By Jerome Schwimmer

## BUTTERFIELD CARRIES THE NEWS--VIA LOS ANGELES

An act to "facilitate communication between the Atlantic and the Pacific States by electric telegraph" was adopted on June 16, 1860. The Secretary of the Treasury was directed by the Congress to advertise for bids for the construction of a telegraph line to be completed within two years to run from a point on the Missouri River to San Francisco.

It was but a short time since the establishment of an overland mail route to cut the longer transit time of the sea routes. Yet, Californians were clamoring for speedier and speedier means of communication with the East. Plans for the construction of a transcontinental railroad and telegraph line had captured the imagination of the West. The three week trip of the overland mail no longer satisfied the insatiable demand for more rapid communication. But most of the intervening distance from San Francisco and the Gold Fields to the Mississippi was still serviced only by the horse-drawn stagecoach.

This was the time when the giants of the telegraph field were forming up for the final struggle for control of the Nation's communication by wire. A number of the myriad of small telegraph companies that had proliferated east of the Mississippi still maintained their independence, but they were irresistibly being drawn into the nets of the Giants and toward ultimate monopoly. From among these giant companies with transcontinental ambitions, Western Union was soon to emerge victorious. One of the combinations of smaller companies still in this losing struggle was the National Telegraph Lines. Its lines ran from the Atlantic States to the Mississippi with a terminus at St. Louis and with plans to build westward along the Butterfield route.

Within California itself, spurred by the promise of State subsidies, two telegraph companies extended their lines with the goal of connection with an eastern line and thus winning the offered subsidies. The Placerville, Humboldt & Salt Lake City Telegraph Company (the "Bee Line") built eastward, reaching Virginia City in 1860 and continuing on to Fort Churchill in Nevada. The Pacific & Atlantic Telegraph (R. E. Raimond, President) followed the Butterfield overland stage route southward from San Francisco, building simultaneously northward from Los Angeles. Its plan was to continue building its line eastward from Los Angeles through Arizona, New Mexico and Texas, following the southern overland route. The link between San Francisco and Los Angeles was not fully completed until October 8, 1860. The Conklings report (at page 293, vol II) that the pole line following the Butterfield route was completed to Firebaugh's Ferry, nineteen miles northwest of Fresno City and on the San Joaquin river, and that the news brought by the Butterfield Overland from the east was transmitted from this station to San Francisco, following completion of the line on December 29, 1859 to that point. The telegraph line was not extended to Visalia until the latter part of the 1860 and only a few months before the full completion of the line between San Francisco and Los Angeles.

The need for cooperative news gathering became apparent to the great newspapers of the east during the 1846-48 War with Mexico. There was an insatiable public demand for news of the battles fought in Northern Mexico by the volunteer regiments drawn from the several states of the Union. During this War, the newspapers engaged in costly competition in their efforts to satisfy this public demand, using any and every means of transportation which could be found to speed dispatches from the front to their newspapers for earliest publication--and at whatever cost! Although the first commercial telegraph line in the country was completed just after the outbreak of the War with Mexico in 1846, it was not yet available as a means of dissemination of the news from the War fronts. All of the then existing means of communication by land and sea were under strong competitive demand with resultant exorbitant costs to the individual newspapers. The eastern newspaper publishers realized the need for joint newsgathering efforts

**LOS ANGELES (Continued)**

to reduce their costs and improve their efficiency. As a result, the New York Associated Press was formed.

By this War, of course the United States stripped Mexico of its California and New Mexico territories and added them to its domain. The fortuitous discovery of gold that followed brought a world-wide stampede to the California Gold Rush. The resulting transportation and communication problems are well known. The creation of the Butterfield Southern Overland Route to meet the need has already been covered. Pressures for the fastest possible dissemination of the news continued unabated. Not only was there the general public interest in news from the gold camps to be met, but news of all kinds relating to financial matters was avidly sought and of obvious great value to those who could succeed in getting it first. News from their loved ones in the East was equally sought after by the miners, and eastern financial and shipping news was of interest to the merchants and bankers of the Pacific States.

This is the background and setting for this postal history narrative. In the last installment in this series, the use of pictorial stagecoach covers with printed routing instruction, overland via Los Angeles, was covered. Straight line overland via Los Angeles routing instructions were also printed in a variety of styles on non-pictorial envelopes and were sold by stationers to the California trade for sending their letters eastward via Butterfield stagecoach. The interested reader is again referred to past auction catalogues featuring Western postal history for examples of the various types of printed straightline routing instructions via Los Angeles. No effort is made to illustrate them here. This article is directed to one type only and to its very special use.



Figure 1

Figure 2

Covers like those illustrated in Figures 1 and 2 came to my attention some years ago. While they differed slightly in style, they were all printed envelopes addressed to Chas. J. Osborn, National Telegraph Office, St. Louis or Springfield, Missouri. All bore printed straightline routing instruction "Via Los Angeles, Overland." The tantalizing factor was that each bore an uncanceled 3¢ or 10¢ stamp of the 1851-60 issue and none was postmarked or bore any postal marking. Whether they were ever postally used, or what their intended use was, remained unexplained and inquiry of knowledgeable members of the Society was unrewarding. While it was hard to believe that such unused stamps were pasted on to such envelopes without rhyme or reason, no more satisfying explanation was at hand.

## LOS ANGELES (Continued)

This postal history narrative really begins with the cover illustrated as Figure 3. In a sense, it begins and ends with that cover, for it includes all of the elements necessary to solve the mystery.



Figure 3

The cover shown as Figure 3 is clearly a forerunner of the printed covers addressed to Osborn. In Figure 3, Osborn is now identified as agent for the New York Associated Press. The cover is addressed to him at the St. Louis office of the National Telegraph. It entered the U. S. Mails at Sonora, Cal. and was routed Via Southern Overland Mail. It is dated Jan. 25. It bears the 3¢ adhesive of the 1857 issue and manuscript Due 7 marking which has been struck out. The year is likely 1859.

The cover reveals much! Clearly, communications *were being mailed* via Butterfield stagecoach from the California gold fields to Agent Osborn of the New York Associated Press and they were being addressed to him at the western terminus of the National Telegraph Lines at St. Louis. It would seem that we may now safely assume that envelopes of the type illustrated in Figures 1 and 2 were caused to be printed to serve a purpose akin to that served by the hand addressed envelope in Figure 3, and that a sizeable amount of correspondence of this character was envisioned by the sender in order to justify the printing of such envelopes. We'll later return to the question of "why?".

First, let us consider the postal rate as applicable to these covers. The crossed out Due 7 marking on Figure 3, in addition to the 3¢ adhesive, would appear to indicate a degree of uncertainty in the minds of postal authorities as to the proper applicable rate. Similarly, if they were franked for mailing, the use of the 10¢ stamp on Figure 1 and the 3¢ stamp on Figure 2, could reflect a like state of uncertainty in the minds of postal patrons as to the correct rate. All three were clearly intended to be carried by the same Southern Overland Mail Route from California to St. Louis, and it is safe to assume that the April 1, 1855 postal rates would be applicable to each. It is clear that in the case of the cover in Figure 3 the question was correctly resolved.

As promised in the last installment in this series, we take note again of the number of miles covered by the Butterfield stages in traversing the oxbow route from San Francisco to St. Louis--approximately 2,800 miles! The postal rates which were effective April 1, 1855 remained in effect until new rates were established by the Act of February 27, 1861. These pre-1861 rates were fixed at three cents for under 3,000 miles and ten cents for over 3,000 miles. The distance was to be measured by the actual mileage of the route followed in transporting the mail. (The Act of February 27, 1861 changed the measuring stick by fixing the rate at ten cents between the Pacific Coast states and territories and any point east of the Rocky Mountains.)

## LOS ANGELES (Continued)

Clearly, then, the correct rate for these communications from California to St. Louis via Los Angeles was three cents, as was dramatically emphasized on the Figure 3 cover! It properly went at the 3¢ “over the mountains rate.” (This “over the mountains” rate is discussed at page 326 of the excellent Second Revised and Enlarged Edition by Thomas J. Alexander of Tracy Simpson’s, *U.S. Postal Markings*.) Why all the confusion? It must be remembered that prior to the initiation of the Butterfield Southern Overland Route via Los Angeles very nearly all of the Pacific mails were being transported by sea routes, all of which exceeded in distance the 3,000 mile limit and thus required ten cent franking. There was little reason to be concerned with any bargain over the mountains rate. Even after the advent of the overland mail route via Los Angeles, most all of the mail from the West Coast would have been directed to the population centers of the East—more than 3,000 mile distant and requiring ten cents postage. Proper usage of the 3¢ “over the mountains” rate is considered scarce.



Figure 4

The cover in Figure 4, although interesting in itself, is important for its enclosure. The envelope is of the general style shown in Figures 1 and 2, but with a number of changes. The telegraph office is no longer designated as “national” and the location of the office has been moved westward to “Springfield (or nearest Telegraph Station,).” Osborn’s name has been deleted and “For the Agent of the N.Y. Associated Press” has been substituted. And there are two interesting additional manuscript notations: “Care of Conductor” and “Mullay’s Station.” The Conklings report (at page 179 of vol. 1) that by 1859, the telegraph line had been completed along the line of the mail road to a point two days out of St. Louis, where a station was established and was named “Molloy’s.” This station appears to have been abandoned after the line was completed to Springfield.

The enclosure consists of four yellow flimsy tissue-like sheets covered with the handwritten news items of the day. The date-line reads, “San Francisco, March—Noon.” The contents include ship arrival and departures, state of the commodities market, news items from Honolulu, report on the rush to the Carson Valley silver mines and the California attempt to annex the Washoe mines, a military move against the Indians, etc. It clearly appears that the four-page enclosure is, in fact, a handwritten news dispatch from San Francisco intended to be carried by Butterfield stage via Los Angeles to the western-most terminus of the telegraph to be dispatched by wire from there to the eastern newspapers.<sup>2</sup>

It appears likely that the west coast agent of the press association would delay handing in such “hot” news dispatches until the last possible moment before the departure of the overland stages, so as to include the latest available news. The manuscript notation on Figure 4 further

## LOS ANGELES (Continued)

indicates that these dispatches were likely handed over directly to the care of the stagecoach conductor. These suppositions could well explain the existence of unpostmarked covers with uncanceled stamps. If handed to the conductor shortly before departure of the stages, there could well be no opportunity for usual handling, including postmarkings and cancellation of stamps. Such seemingly unused envelopes could well have served their intended use of carrying news dispatches eastward via Los Angeles.<sup>3</sup>

A like printed envelope with the 3¢ stamp pen cancelled but without other markings is shown in Figure 5.



Figure 5

The story fully unfolds in Figure 6. A government 3¢ entire has been imprinted "Per Wells, Fargo & Co.'s Express." The envelope stamp is cancelled by a Wells, Fargo & Co. Express, Fresno City company oval cancel. The printed address now specifies the telegraph office at Maloy's Station. The revealing printed notation at the bottom of the cover reads as follows:

"This letter contains important news for Telegraphing to St. Louis and New York Papers. — Should the Telegraph be extended westward from Maloy's Station to Springfield, Fort Smith or Sherman, the Express Messenger will please see that this letter is delivered at the farthest western station where Messages are received for Telegraphing eastward."



Figure 6

It would appear that the news dispatches were now entrusted to the care of the express agent rather than directly to the care of the stagecoach conductor. It may further be assumed that the telegraph line had been completed to Fresno City, and it is likely that news was telegraphed from San Francisco to the Fresno station, there to be reduced to written dispatch to be handed to the Wells Fargo agent to carry aboard the next eastward bound stage.

**LOS ANGELES (Continued)**

The gap was slowly closing between the western and eastern ends of the telegraph line that paralleled the southern overland mail route. But this mail route ran through largely hostile secessionist territory and the events preceding the imminent Civil War caused its demise. Butterfield moved some of the equipment north to the central overland route and some was seized by secessionists and sympathizing Indians. On January 10, 1861, the Post Office Department ordered the Southern Overland Mail Company to abandon the stations on the inland route between Los Angeles and Gilroy and to confine service to the Coast Route. The Company was ordered to suspend its operations over the southern route and by Order of March 12, 1861, it was specified that overland mail contract operations be over the central route from St. Joseph, Mo., with provision for a semi-weekly pony express to run until completion of the overland telegraph.

Much has been written about the part played by the intrepid Pony Express riders in bridging the gap during the relatively short period required for completion of the telegraph line over the central route. Their exploits have been celebrated in dramatic prose and poetry.

Here is told the story of the part played by the Butterfield stagecoach personnel in bridging the challenging gap that existed in those few brief but news-filled years while a transcontinental telegraph developed from dream to accomplishment. A modest salute is here paid to those who manned the Butterfield stages carrying the news via Los Angeles and through hostile and inhospitable wastelands to those eagerly waiting a continent away.

**NOTES**

1. At the time of this writing, Spelman lists and illustrates as Lot 410 in the catalogue of his 37th Postal History Auction a cover postmarked Sonora, Cal., Jan. 10, 1859 and bearing address identical to that shown in Figure 3. Dr. Polland's article in *Western Express* for April, 1965 shows another identically addressed cover from the same correspondence and also postmarked Sonora. Both of these covers bear 10¢ franking and are routed in manuscript via Tehuantepec. Dr. Polland writes that mail was carried over this route for one year under a contract signed June 8, 1858, and that the first east-west mail via the Tehuantepec Route left New Orleans on October 27, 1858 and arrived in San Francisco eighteen days later. This route, of course, exceeded 3,000 miles and thus required ten cents franking.
2. An identically printed envelope is shown in "Contents of a Letter" in *Western Express* for January, 1977. That cover, however, bears uncanceled 10¢ stamp of the 1857 issue. The contents are set out in full and appear to be a news dispatch from San Francisco on February 20, 1859. The arrival of the ship *Napier* is noted in this dispatch, and the departure of that ship for Callao is reported in the March 16 dispatch enclosed in the Figure 4 cover. My request for further information about the appearance of this February dispatch has gone unanswered.
3. The several printings of these envelopes would indicate the likelihood of substantial usage. I would be pleased to hear from anyone holding such covers or having any further information on the subject.

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## STEAMER WAVERLY

Upper Missouri Packet Boat

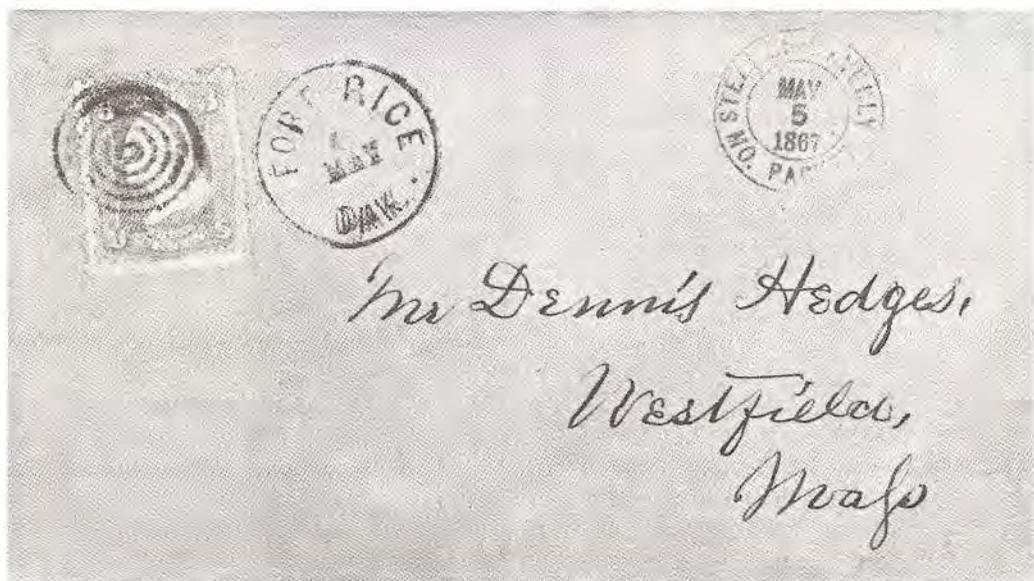
By David L. Jarrett

Illustrated is the discovery copy of the "STEAMER WAVERLY/ MO. PACKET/ MAY 5, 1867" handstamp. It is in a 25mm blue double circle on a cover addressed to Westfield, Massachusetts. The envelope was handstamped on board the steamer and dropped in the U.S. post office at Fort Rice, Dakota territory, the following day. It is the only example known to this writer of a packet-boat marking used in conjunction with a territorial fort postmark. The cover is owned by a Los Angeles collector.

The Waverly has a 452 ton sidewheel steamer built in 1866 in Metropolis, Illinois; its first home port was St. Louis, Missouri. <sup>1</sup> The packetboat was lost due to snagging on November 24, 1867 at Glasgow, Missouri, having been in service for one year. <sup>2</sup>

<sup>1</sup> Lytle, William M. and Holdcamper, Forrest R., *Merchant Steam Vessels of the United States 1790-1868*, The Steamship Society of America, Inc., Staten Island, New York, 1975, P. 227.

<sup>2</sup> *Ibid.*, p. 305.



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LETTER DEPARTMENT**  
Submitted by Joseph F. Rorke, M.D.

STREETS	S. F. R.	S. F. R.	STREETS	S. F. R.
1 - Battery and Clay	1.30	2.30	47 - Mission and Hayes	2.30
2 - Battery and Sacramento	1.30	2.30	48 - Mission and Hayes	2.30
3 - Battery and Washington	1.30	2.30	49 - Mission and Hayes	2.30
4 - Battery and Divisadero	1.30	2.30	50 - Mission and Hayes	2.30
5 - Battery and Duval	1.30	2.30	51 - Mission and Hayes	2.30
6 - Battery and Folsom	1.30	2.30	52 - Mission and Hayes	2.30
7 - Battery and Grant	1.30	2.30	53 - Mission and Hayes	2.30
8 - Battery and Powell	1.30	2.30	54 - Mission and Hayes	2.30
9 - Battery and Stearns	1.30	2.30	55 - Mission and Hayes	2.30
10 - California Market	1.30	2.30	56 - Mission and Hayes	2.30
11 - California Market	1.30	2.30	57 - Mission and Hayes	2.30
12 - California Market	1.30	2.30	58 - Mission and Hayes	2.30
13 - California Market	1.30	2.30	59 - Mission and Hayes	2.30
14 - California Market	1.30	2.30	60 - Mission and Hayes	2.30
15 - California Market	1.30	2.30	61 - Mission and Hayes	2.30
16 - California Market	1.30	2.30	62 - Mission and Hayes	2.30
17 - California Market	1.30	2.30	63 - Mission and Hayes	2.30
18 - California Market	1.30	2.30	64 - Mission and Hayes	2.30
19 - California Market	1.30	2.30	65 - Mission and Hayes	2.30
20 - California Market	1.30	2.30	66 - Mission and Hayes	2.30
21 - California Market	1.30	2.30	67 - Mission and Hayes	2.30
22 - California Market	1.30	2.30	68 - Mission and Hayes	2.30
23 - California Market	1.30	2.30	69 - Mission and Hayes	2.30
24 - California Market	1.30	2.30	70 - Mission and Hayes	2.30
25 - California Market	1.30	2.30	71 - Mission and Hayes	2.30
26 - California Market	1.30	2.30	72 - Mission and Hayes	2.30
27 - California Market	1.30	2.30	73 - Mission and Hayes	2.30
28 - California Market	1.30	2.30	74 - Mission and Hayes	2.30
29 - California Market	1.30	2.30	75 - Mission and Hayes	2.30
30 - California Market	1.30	2.30	76 - Mission and Hayes	2.30
31 - California Market	1.30	2.30	77 - Mission and Hayes	2.30
32 - California Market	1.30	2.30	78 - Mission and Hayes	2.30
33 - California Market	1.30	2.30	79 - Mission and Hayes	2.30
34 - California Market	1.30	2.30	80 - Mission and Hayes	2.30
35 - California Market	1.30	2.30	81 - Mission and Hayes	2.30
36 - California Market	1.30	2.30	82 - Mission and Hayes	2.30
37 - California Market	1.30	2.30	83 - Mission and Hayes	2.30
38 - California Market	1.30	2.30	84 - Mission and Hayes	2.30
39 - California Market	1.30	2.30	85 - Mission and Hayes	2.30
40 - California Market	1.30	2.30	86 - Mission and Hayes	2.30
41 - California Market	1.30	2.30	87 - Mission and Hayes	2.30
42 - California Market	1.30	2.30	88 - Mission and Hayes	2.30
43 - California Market	1.30	2.30	89 - Mission and Hayes	2.30
44 - California Market	1.30	2.30	90 - Mission and Hayes	2.30
45 - California Market	1.30	2.30	91 - Mission and Hayes	2.30
46 - California Market	1.30	2.30	92 - Mission and Hayes	2.30
47 - California Market	1.30	2.30	93 - Mission and Hayes	2.30
48 - California Market	1.30	2.30	94 - Mission and Hayes	2.30
49 - California Market	1.30	2.30	95 - Mission and Hayes	2.30
50 - California Market	1.30	2.30	96 - Mission and Hayes	2.30
51 - California Market	1.30	2.30	97 - Mission and Hayes	2.30
52 - California Market	1.30	2.30	98 - Mission and Hayes	2.30
53 - California Market	1.30	2.30	99 - Mission and Hayes	2.30
54 - California Market	1.30	2.30	100 - Mission and Hayes	2.30

The card illustrated at the left, is destined for the Wells Fargo Bank History Room, as a donation from Dr. Rorke.

We thought that readers who could not avail themselves of the splendid services of the History Room, would be interested in this listing of San Francisco's "drop boxes" - and somewhat relish the frequency of service, with three and even four pick-ups in the business district. The reverse of the card is devoted to Wells, Fargo & Co's. Exchange and Banking locations - which included London, Paris, Hamburg and Bremen, as well as New York and Boston. A special paragraph says "Public attention is invited to the Important Reduction in Express Rates on small parcels and packages" And the final plug - "Considering time and responsibility for Loss or DAMAGE, the Public will find a GREAT ADVANTAGE in patronizing WELLS, FARGO & CO'S EXPRESS"

**WALDRON'S EXPRESS**

Submitted by J.W. Lester

**"Waldron's Express" Fake**

This is a story of the birth of a fake and why the "stamp" could not have existed genuine, although the firm of Waldron & Co., however, had existed. In the late 1860's they had operated in the Northwest, and their "Blackfoot Express," and "Kootenai Express," are known through franks imprinted on U.S. stamped envelopes. But they never used an adhesive stamp.

Charles H. Coster, one of the earliest historians of U.S. Local stamps, published a series of articles in the *American Journal of Philately*, in which he included notes on the Western expresses. In the A.J.P. of May 20, 1874, he listed Waldron & Co., as "responsible for the type-set 'beauty' of which the accompanying is merely an approximate reproduction, the border in the original being more elaborate." What Coster may have seen as an "original," we don't know but the printer of the A.J.P., in accordance with Coster's description, set up an imaginary item which was used for the illustration.

**Sloane's Column**

Weekly column conducted by George B. Sloane, 116 Nassau St., New York 38, N. Y., recognized philatelic expert and authority.

Let's remember that Coster said it was, "merely an approximate reproduction," but in 1879, in revising his articles which were then published in book form, he had forgotten, and for Waldron & Co., he noted, "it seems probable that the original of this design herewith reproduced served for postal purposes," again using the above illustration. J. W. Scott published the A.J.P., also the 1879 book, so he owned the cut. Soon Scott had it spaced as a stamp, using the cut for an illustration, in his International albums published in the 1880's. The cut shown in this column is, in fact, copied direct from the space in Scott's 1888 album. Scott also included the "stamp" in his listings of Locals published serially in the *American Journal of Philately*, in 1888, again with the same old cut used in 1874. He described the thing as an issue by Waldron & Co., in 1860, for use in California and Oregon.

I haven't made the check but it must have gone through Scott Catalogs and albums for several years until eventually someone must have recalled its origin and then it was booted out for good. From time to time the "stamp" is seen, black on violet paper, printed by J. W. Scott and from the identical overworked cut. It was in the album and since no one could find a copy of the stamp, Scott provided it.



**Third Avenue Post.**



**Union Square P. O.**



**Waldron's Express.**



**Walton & Co.**

Walton & Co.'s  
City Express Post  
2 Cents in oval.  
2 C.  
ROSE.

**U. S. P. O.**  
1849

U. S. P. O. PAID. 1 Cent S.	Letter P. 1 C. RED.	Letter H. 1 C. RED.	Without Letter. 1 C. RED.	1 C. BLUE.	U. S. P. O. PAID 1 CENT.	1 C. BLUE on WHITE.	1 C. BLUE.
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**West-town**  
1859.



**Wells Fargo & Co.**  
1861.

25 C. BLUE.	25 C. RED.	2 D. GREEN.	3 D. RED.	4 D. GREEN.	4 D. BLACK.
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**POSTAL HISTORY OF THE COLORADO SAN JUAN**  
**CHAPTER IX, MONTEZUMA COUNTY**

Part Three

By Ray L. Newburn, Jr.

**MESA VERDE NATIONAL PARK**

Established May 19, 1924

Still Operating

The first well documented visit to the Mesa Verde area occurred when John Moss guided the famous photographer William Henry Jackson and Ernest Ingersol to some small ruins in Mancos Canyon on Sept. 9, 1874.<sup>153</sup> Most of the very large ruins, later to become world famous were discovered by members of the Wetherill family, ranchers who moved into the Mancos Valley in 1880. Cliff Palace was first explored by Richard Wetherill and Charlie Mason (his brother-in-law) on Dec. 18, 1888, for example. The Wetherills tried to interest the Smithsonian Institution and Harvard's Peabody Museum in their discoveries without success. Word of their discoveries did begin to filter out, however, and more and more scientists began to visit the area, often with the Wetherills as guides.<sup>159</sup> The Antiquities Act was finally passed June 8, 1906 to protect all prehistoric ruins from exploitation and vandalism, followed on June 29, 1906 by the creation of Mesa Verde National Park.<sup>154 159</sup>

Park Headquarters were established at Spruce Tree Camp, near Spruce Tree House, where the only good water on the mesa was to be found. Although the first auto trip to the park was made in May 1914, travel became much easier by the fall of 1920 with completion of the new Inspiration Point Road and there were over 7000 visitors in 1924. That May a post office was established at Spruce Tree Camp with the park superintendent's wife as postmistress. The post office on Chapin Mesa, elevation 6930 feet (Moccasin Mesa Quadrangle, 1967), served a very grateful clientele, since it was some 26 miles to the Mancos post office.<sup>154</sup>

Initially mail came to the park three times a week, but everything closed during the winter. During the winter of 1926-7 thirteen park employees including the superintendent stayed on the mesa. The road was kept open and mail came in twice each week.<sup>154</sup> Postmarks from the 20s are quite scarce, but as tourism grew, so did the mailing of the ubiquitous view cards, and later postmarks are quite common.

MESA VERDE NATIONAL PARK, COLO. (3 - ) 1924/?/29

CI:P,1,0:315:T;M,D,Y,H;S:G;G: narrow 4-bar (see Fig. 91)



Figure 91

The non-postal marking from Spruce Tree Camp unfortunately is struck better than the early Mesa Verde National Park postmark. Although Mesa Verde markings are common in the 1930's, this is the only one reported so far from the 1920's.

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

**MILDRED**

Established Mar. 18, 1895

Discontinued May 30, 1903

Mildred lies at an elevation of 6300 feet five miles straight north of Cortez (Dolores West Quadrangle, 1965). It is an area of farming homesteaders first settled in the middle 80's, shortly before the creation of Cortez. Its up and downs coincided with those of its neighbor Arriola.<sup>154</sup> Its 1900 population was 15.<sup>149</sup>

Mildred was served by the mail route running from the railroad at Dolores to Cortez with Mildred its one intermediate stop.<sup>72 73</sup>

MILDRED COLO. (3+) 1901/12/26

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

**MILLARD**

Established Sept. 17, 1907

Discontinued June 30, 1909

The location of the Millard post office is a bit uncertain. The 1908 Clason Map shows it as drawn on Map 9, a location coincident with the railroad stop called Raymond, where there was a 30 car passing track and hay was loaded. One of Mrs. Crum's Rio Grande Southern detailed maps also shows a dot labeled Carters, Millard about 1½ miles farther up the line toward Rico.<sup>43 116</sup> Nells shows the earlier office of Westfork at the Raymond location also.<sup>85</sup> So apparently somewhere on the south bank of the Dolores River near its confluence with the West Dolores River once lay a post office called Millard. Obviously further information would be most appreciated.

**MOQUI**

Established June 18, 1900

Discontinued Apr. 15, 1914

Moqui is a synonym for the more common Hopi, an important Indian tribe of northeastern Arizona. Why this name was chosen for an obscure office in McElmo Canyon roughly half way between Cortez and the Utah line, I have not discovered. The office served the farmers and fruit growers along McElmo Creek as well as occasional travelers on the road to Bluff, Utah. Mail came via the same Cortez to Bluff route that served McElmo.<sup>73 74 119</sup>

No postmarks have been reported as yet from Moqui.

**MORGAN**

Established Oct. 24, 1887

Discontinued May 4, 1891

Frank Morgan operated a pioneer sawmill in Thompson Park (see Dix in La Plata Co.) and then moved it into the virgin timber of Lost Canyon. It is interesting that he apparently ceased operation just a few months before the railroad came over Millwood Pass to Lost Canyon right through the country he was timbering. Morgan was nine miles from the nearest post office at Mancos, from which it was served by "special supply." This apparently meant whenever convenient.<sup>71 154</sup>

No postmarks have been reported.

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

## NAVAHO SPRINGS

Established Dec. 24, 1910

Name changed Apr. 1, 1915

When farmland allotments were made to Southern Utes of the Capote and Monache bands near Ignacio in 1895 (see Chapter VIII, La Plata County), the Weeminuche band refused to participate and moved to that part of the reservation in southwestern Montezuma County. A sub-agency was established for them at Navaho Spring. This was "soon" moved four miles north to Towaoc where there was more water.<sup>12</sup>

Navaho Spring was located near Navaho Wash about three-quarters of a mile west of modern highway 666. It is not clear whether a post office was ever operated there. It is possible that the office at Towaoc was called Navaho Springs (plural) for 4-1/4 years. The distances shown to Navaho Springs and to Towaoc on the Postal Route Maps of 1911 and 1917 respectively are identical.<sup>74 75</sup> Eichler, however, states that the new agency was not completed until 1920.<sup>169</sup> If true, this means an office operated near the spring under both names. None of my five maps dated 1902 through 1911 deign to show either location!

Mail came to Navaho Springs by "special supply" from Cortez.<sup>74</sup> No postmarks have been reported.

## PLEASANT VIEW

Established mid-1941

Still Operating

A post office was established at Pleasant View, on US160 five miles northwest of Yellow Jacket, about the time that at nearby Ackmen closed in 1941 (see Ackmen).<sup>169</sup> (Also see Pleasant View Quadrangle, 1965). Various common 4-bars are known from the office

## POINT LOOKOUT

Established July 3, 1939

Discontinued June 30, 1951(?)

The Point Lookout post office appears to have been in one of the businesses at the junction of the Mesa Verde Park highway and US160. Common 4-bars are known from the office.

## QUARRY

Established June 30, 1892

Discontinued Apr. 30, 1912

This is one of those elusive offices whose location is so difficult to pin down, probably because it moved. There was a small quarry with sufficient production to warrant construction of a short spur on the Rio Grande Southern in Oct. 1892. This appears to be the most likely initial location of the post office, although the spur was abandoned two years later, and is the location shown on Map 9.<sup>127</sup> Nell's map of 1906 shows Quarry and Red Rock, the railroad's name for the spur, to be the same and gives a 1900 population of 20.<sup>85</sup> Clason's map of 1908 shows just Quarry, same location as before, about 3½ miles west of Bearcreek and 2½ miles east of Muldoon.<sup>43</sup>

A 1911 map shows "Muldoon Sta. or Quarry P.O.," however.<sup>44</sup> Muldoon had a 30 car passing track, a small stockyard, and facilities for loading farm products.<sup>116</sup> It would appear that the post office moved west to Muldoon a few years before its demise. From its opening, until Bearcreek opened in 1899, Quarry was the only post office between Rico and Dolores. Mail came to Quarry via the Rio Grande Southern Railroad at both its locations.

QUARRY, COLO. (3-) 1906/12/15 (see Fig. 92)

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

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



Figure 92

This registry receipt card accompanied a letter from the Bauer Bank in Mancos to one George Sullivan in Quarry.

## RENARAYE

Established July 10, 1915

Discontinued Jan. 15, 1929

Renaraye is another elusive office, surprisingly elusive considering its nearly 14 year existence. Old road maps show it about six miles west southwest of Arriola (in fact a bit north of where I asked Bill to draft it on Map 9). It was probably a small office serving a few farmers and ranchers, although seemingly a bit too far west and too high to have irrigation water. Mail came to Renaraye from Dolores on a route with stops at Lebanon and Arriola.<sup>75</sup>

RENARAYE COLO. (3) 1929/01/05

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

This cover appears philatelic. It could be a case of "getting a postmark before the office closes" or even a last day cover.

## RUIN CANYON

Established Sept. 3, 1920

Discontinued July 31, 1928

Ruin Canyon lay right at the head of the geographic feature with that name, elevation 6850 feet, in the southwest quarter of section 5, township 38N, range 18W (Pleasant View Quadrangle, 1965).<sup>\*</sup> This was dryland farm country, homesteaded largely during and immediately after the First World War. No postmarks have been reported.

<sup>\*</sup>I'm indebted to Bill Bauer for this location.

## SAGO

Established July 20, 1922

Discontinued Dec. 15, 1925

The site of Sago is now in Dolores County, removed there by the 1972 (?) boundary change which removed the area west of Cross Canyon from Montezuma County (see Map). (I was unaware of this when I wrote about Dolores County two years ago, so here is Sago.) The town lay in the northeast quarter of section 31, township 39N, range 19W, elevation 6650 feet (Ruin Canyon Quadrangle, 1979).<sup>\*</sup> It is another office that served the homesteaders, like Ruin Canyon, Spargo, and Squaw Point in Dolores County.

SAGO COLO. 1925/12/08

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

This is a companion to the strike from Renaraye, probably philatelic, and the only one reported. (I wish addressee WM. WYER had made one for me!)

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

## SPARGO

Established Nov. 17, 1920

Discontinued Feb. 29, 1924

A mile and a half north northwest of Ruin Canyon lay Spargo in the northeast quarter of section 1, township 38N, range 19W, elevation 6825 feet (Ruin Canyon Quadrangle, 1979).\* A J.C. Spargo was active raising fruit near Mancos in 1908.<sup>154</sup> Could this small farm office have been named for a member of the Spargo family? It is an unusual name. Again no postmarks have been reported.

\*Again my thanks to Bill Bauer for the exact locations.

## STONER

Established Apr. 4, 1917

Discontinued Nov. 30, 1954

Located on the east side of Stoner Creek at its confluence with the Dolores River, the town is thought to have taken its name from the creek, which name goes back to 1880.<sup>1</sup> The Rio Grande Southern Railroad had a section house there and a water tank nearby which was the site of a train robbery.<sup>116</sup> In later years the tank was a favored spot for photographers.<sup>127</sup> The Stoner Quadrangle shows 12 buildings still in existence at the 7,480 foot site in 1963. A Daniel-Smith Co. Map of about 1930 gives Stoner's population as 150! There is no evidence that any precious metals were ever found in the area, although there are a few prospect holes, and some may have searched, especially during the depression.<sup>30</sup> The Stoner post office was the only one between Rico and Dolores after Bearcreek closed in 1918, and of course there are now none.

The mail came to Stoner by rail. The last day covers and cards are the only common strikes from the town.

STONER, COLO. (2½) 1922/04/14 (see Fig. 93)

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



Figure 93

The stamp on this earliest reported card from Stoner appears to have been pulled off, surely making a mess of both. Again it's the only strike reported from the 20's.

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

### TOLTEC

Established Jan. 26, 1887

Discontinued Nov. 21, 1887

As discussed in the chapter introduction, the first store in Montezuma Valley was opened at Mitchell Springs in 1884. The Harris brother had found competition from George Bauer too tough in Mancos, tried Mitchell Springs from 1884-6, and finally hit it big in Dolores (see same). About the time the Harris brothers left, the Mitchells who pioneered at the Springs and gave it their name opened a store themselves, in which they are said to have acquired the post office which they named Toltec.<sup>154</sup> The Toltecs were predecessors to the Aztecs who were then thought to have been the builders of the cliff dwellings so abundant in the area.

Toltec was a watering spot for the cattle of the area because of its two good springs and for the cowboys because of its store and saloon. The "town" ended when big money laid out Cortez two miles to the north (see Cortez). The mail probably came from Mancos as a stop on the route to Bluff, Utah.<sup>70, 71</sup> No postmarks have been reported.

### TOWAOC

Name changed to Apr. 1, 1915

Still Operating

Towaoc, pronounced Toy' yawk, is a Ute expression for all right. The Utes generally approved of the new site of the sub-agency when it moved from Navaho Springs.<sup>169</sup> Whether the move occurred early, even before the post office was established, or late, after the name was changed, isn't clear (see Navaho Springs). The modern site covers roughly a section of land at about 5900 feet elevation 15 highway miles southwest of Cortez (Towaoc Quadrangle, 1966). It serves both Southern Utes and Ute Mountain Utes with a boarding school and hospital. Both Catholics and Protestants have missions there, though neither have been notably successful.<sup>12</sup> The town does not welcome tourists or anyone without specific business there.

Mail for Towaoc came from Cortez via a route which by 1937 extended on to Shiprock, New Mexico.<sup>75 94</sup> A 1960 request for a postmark was courteously granted with both a standard 4-bar and on the back a 4-bar and standard magenta parcel post double circle, but early markings are notably lacking.

### WESTFORK

Established Apr. 18, 1903

Discontinued Mar. 31, 1905

Re-established but Rescinded in 1907

Established near the junction of the Dolores River with its West Fork, the origin of the name of this office seems self explanatory, but little else is. Nell's map of 1906 shows Westfork at the site the Rio Grande Southern Railroad called Raymond.<sup>85</sup> (see Millard) The Geographical Publishing Co. map of 1911 shows it a mile farther north on the north side of the Dolores River.<sup>44</sup> It's possible the town was there and the post office down on the railroad, of course, or maybe it moved, or maybe one map is wrong, or maybe both are wrong! Take your pick. Again no postmarks have been reported.

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

## YELLOW JACKET

Established May 5, 1914

Still Operating

Yellow Jacket took its name from the canyon 1½ miles to the south, and the canyon was named for the numerous yellow jacket nests on its walls. <sup>169</sup> The community lies on the main road from Cortez to Dove Creek at an elevation of 6900 feet (Yellow Jacket Quadrangle, 1965). With the irrigated land supplied by the second canal in 1907 pretty well taken up, experiments with dry land farming began. During 1912 and 1913 several families settled in the Yellow Jacket area where there were some springs that furnished good drinking water. <sup>174</sup> This was the beginning of the wave of homesteaders that moved north and west to Cahone, Dove Creek, and beyond (see Chapter VII, Dolores County).

The original Yellow Jacket post office was four miles west and a mile south of the present office according to Freeman, and the 8½ miles shown on the 1917 Postal Route Map as the distance from Lewis confirms this. The modern distance is only four miles. The entire area is quite successful to this day, especially with pinto beans. Exactly when the post office moved to its modern site I haven't discovered, but it was apparently between 1927 and 1930 when the distance between Lewis and Yellow Jacket changed from eight to four miles on road maps.

The 1917 postal route ran from Dolores through Lewis, Yellow Jacket, and Cahone to Dove Creek. <sup>75</sup> By 1937 the only difference was the inclusion of Ackmen on the route. <sup>94</sup> No early Yellow Jacket postmarks have been reported.

## Bibliography

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Reference 1 thru 176 will be found in previous chapters: 1-19 January 1975 page 9; 20-331 April 1975 page 16; 34-75 July 1975 page 16 and 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.

San Francisco Daily Herald  
December 30, 1855

**STEAMERS.**

**PACIFIC MAIL STEAMSHIP CO'S LINE**  
FOR NEW YORK AND NEW ORLEANS,  
Via Panama.  
DEPARTURE FROM VALLEJO STREET WHARF.

The favorite steamship  
 **GOLDEN GATE,**  
A. V. H. LEBOY.....Commander,  
Will leave with the U. S. Mails, Passengers and Treas-  
ure, for PANAMA,  
ON SATURDAY, ...JANUARY 5th, 1856,  
at 9 o'clock, A. M.

Passengers by this Line are landed on their arrival at  
Panama upon the Wharf at the Railroad terminus, by  
the Company's Steam Ferry Boat, and proceed immedi-  
ately  
BY RAILROAD ACROSS THE ISTHMUS  
TO ASPINWALL,  
Where there is always a Steamer awaiting their arrival.

According to arrangements now completed, Passengers  
arriving at Panama in the morning, invariably leave As-  
pinwall for New York and New Orleans in the afternoon  
of the same day, thus affording  
Regularity in the Through Trip; A Safe,  
Pleasant and Expeditious Transit from  
Ocean to Ocean.

**Through Tickets**  
Are furnished, including the transit of the Isthmus.  
Treasure for shipment will be received on board the  
Steamer, until midnight, FRIDAY, January 4th.  
For freight or passage, apply to  
**FORBES & BABCOCK, Agents,**  
Corner of Sacramento and Leidesdorff sts.  
The GOLDEN GATE will be succeeded, by the  
steamship JOHN L. STEPHENS, January 20th.  
d29 td

S.F. Daily Evening Bulletin  
November 1, 1856

**ARRIVAL OF THE "SONORA."**

**NO LATER DATES FROM THE EAST.**

The mail steamer *Sonora* arrived here this afternoon,  
shortly after 3 o'clock, P. M. She brings no later dates  
from the East. Our regular New York and Washington  
correspondents will be given in our next issue. The follow-  
ing are the ship's memoranda and list of passengers:—

MEMORANDA.  
Pacific mail steamship *Sonora*, R. L. Whiting, comman-  
der, left Panama on Friday, October 17th, at 11 o'clock, P.  
M., with 729 passengers, the U. S. mails of October 6th, from  
New York per *Illinois*, and from New Orleans per *Grenada*.  
Left in port U. S. frigate *Independence*, Merwin, and U. S.  
sloop-of-war *St. Mary's*, Bailey, also, clipper ship *Northern*  
*Crown* from New York, with coal, to P. M. S. Co.  
Isthmus continues tranquil and healthy, and the railroad in  
excellent order. No sickness has occurred among the *Sono-*  
*ra's* passengers since their departure from New York and  
New Orleans. Hon. A. B. Corwine, United States Consul  
for Panama, arrived by the *Illinois* and would immediately  
assume his official duties. October 23d, at 9:30 P. M., ar-  
rived at a capucine, received supplies of coal and provisions,  
and left at 3 A. M., Oct. 24th. In the harbor of Acapulco,  
ships *Charriot of Fame* and *John A. Parks*, from New York,  
and *Edwin Rye*, from Cardiff, all with coal for P. M. S. Co.  
Oct. 26th, passed the Com's steamer *Golden Age* hence for  
Panama.  
The *Sonora* brings 434 men, 200 women, and 89 children

Daily Alta California  
February 7, 1865

**Ocean Steamships.**

**CALIFORNIA & OREGON S. S. LINE.**  
BEN. HOLLADAY, Proprietor.  
FOR PORTLAND AND VICTORIA.

The Steamship  
 **OREGON,**  
FRANCIS CONNER.....COMMANDER,  
Will leave Folsom street Wharf,  
FOR THE ABOVE PORTS,  
ON THURSDAY, ...FEBRUARY 9, 1865,  
AT 4 O'CLOCK P. M.

For Freight or Passage, apply to  
JESSE HOLLADAY, Agent,  
Office S. W. corner Front and Jackson streets,  
up stairs.  
Bills of lading will be furnished to shippers of  
cargo. No others will be signed. fe3-td

**PACIFIC MAIL STEAMSHIP CO.**

THE FOLLOWING  
Steamships will be dispatched in  
the month of February, 1865:

Feb. 13—CONSTITUTION,..... Capt. J. T. Watkins  
Feb. 23—SACRAMENTO,..... Capt. Wm. H. Hudson  
M'oh 3—GOLDEN CITY..... Capt. W. F. Lapidge  
From Folsom street Wharf, at 10 o'clock A. M.  
punctually.

FOR PANAMA.  
Passengers will be conveyed from Panama to  
Aspinwall by the Panama Railroad Company, and  
from Aspinwall to New York by the Atlantic and  
Pacific Steamship Company.  
OLIVER ELBRIDGE, Agent,  
Cor. Sacramento and Leidesdorff's st.  
ja25

Opposition Steamer Day, Feb. 13.  
**OPPOSITION TO NEW YORK!**  
VIA NICARAGUA!  
Carrying the United States Mail.

**SHORTEST AND QUICKEST ROUTE:**  
Through in Twenty-One Days.

The Central American Transit  
Company will dispatch the favor-  
ite double engine Steamship  
 **MOSES TAYLOR,**

J. H. BLETHEN.....COMMANDER,  
For San Juan del Sur, Nicaragua,  
From Mission Street Wharf, at 10 A. M.,  
ON MONDAY, FEBRUARY 13, 1865,  
Connecting at Greytown with the new and splendid  
Steamship  
**Golden Rule.....3500 Tons,**  
FOR NEW YORK.  
No charge for Meals on the Isthmus. A Baggage  
Master will be sent through each trip.  
Insurance on Treasure at the lowest rates,  
For further information apply to  
I. W. RAYMOND, Agent,  
N. W. corner of Battery and Pine streets, up stairs,  
ja19 San Francisco

California Chronicle  
August 3, 1856

**NICARAGUA STEAMSHIP COMPANY.**  
FOR NEW YORK AND NEW ORLEANS, via SAN JUAN.

THROUGH AHEAD OF THE MAILS,  
SHORTEST AND QUICKEST ROUTE.  
    
Only 12 miles Land Carriage—Macadamized Road.  
ONLY DIRECT LINE FOR NEW ORLEANS.

THE FAVORITE STEAMSHIP  
 **Uncle Sam,**  
R. M. HORNER, Commander,  
Will leave Jackson street Wharf for SAN JUAN DEL SUD,  
TOUCHING AT MANZANILLO,  
On Saturday, April 5, at 9 o'clock A. M.,  
Connecting at San Juan del Norte with the splendid steam-  
ship STAR OF THE WEST, for New York, and the DANIEL  
STER, for New Orleans.

Passengers by this line are conveyed from the Atlantic side,  
where steamers are always awaiting their arrival, direct to  
New York or New Orleans, without touching or trans-shipping  
at any intermediate port; and the route being SEVEN HUN-  
DRED MILES SHORTER than any other, the trip through to  
New York is generally made in less than twenty-one days.  
The Isthmus is now in excellent order, and the Transit is  
made with unusual COMFORT and SPEED. Many improve-  
ments have recently been made, and the route is perfectly  
healthy.

Through Tickets furnished including the transit of the  
Isthmus.  
Treasure for shipment received on board the steamer un-  
til 6 o'clock, A. M., day of sailing.  
For freight or passage, apply to  
C. K. GARRISON & CO., Agents,  
mh26 Corner of Sacramento and Leidesdorff streets.

**PACIFIC MAIL STEAMSHIP CO'S LINE.**  
FOR NEW YORK AND NEW ORLEANS, via PANAMA.

Departure from Vallejo Street Wharf.  
THE FAVORITE STEAMSHIP  
 **Golden Age,**  
3,000 tons,  
JAS. T. WATKINS, Commander.

Will leave Vallejo street wharf for PANAMA, with the U. S.  
Mails, Passengers and Treasure, on  
Saturday, April 5, at 9 o'clock, A. M.

Passengers by this line are landed on their arrival at Panama  
upon the wharf at the Railroad terminus, by the Company's  
steam ferry boat, and proceed immediately by  
**RAILROAD ACROSS THE ISTHMUS,**  
  
**TO ASPINWALL,**  
Where there is always a steamer awaiting their arrival.

According to arrangements now completed, Passengers arriving  
at Panama in the morning, invariably leave Aspinwall for New  
York and New Orleans in the afternoon of the same day, thus  
affording regularity in the through trip; and a safe, pleasant  
and expeditious transit from ocean to ocean, and freedom from  
exposure to night air in a tropical climate.

Through Tickets are furnished, including the Transit of  
the Isthmus.  
Treasure for shipment will be received on board the Steamer  
until 10 P. M., Friday, April 4th.  
For freight or passage, apply to  
**FORBES & BABCOCK, Agents,**  
Corner Sacramento and Leidesdorff streets.

The GOLDEN AGE, will be succeeded by the steamship  
SONORA, R. L. Whiting commander, to sail on Monday,  
April 21st. mh31

## A GROUP OF WESTERN EXPRESSES

By Dr. A.J. Hertz

## TINSLEY'S NORTH FORK &amp; WEAVERVILLE EXPRESS

From the weekly *TRINITY JOURNAL* OF December 29, 1866 we find the following:

## "NORTH FORK &amp; WEAVERVILLE

Freight and Passenger Express. Notice. The undersigned hereby gives notice to the people of Junction City, Canyon City and Trinity River that he will discontinue his passenger and express service for the winter, but will commence regular tri-weekly trips between North Fork and Weaverville on the 1st of April 1867, prepared to do general passenger and express business.

North Fork, December 25, 1866

A.J. Tinsley"

Thus we see that there WAS such a service, but we have not located any news advertisements of its beginnings.

## TURNER'S EXPRESS

In the April 17, 1860 issue of the *YREKA WEEKLY UNION* we find the following:

## "Turner's Express

for Humbug, Little Humbug, O'Connell's Bar, Klamath, Beaver and Hungry Creek will leave Yreka every Monday, Wednesday and Friday morning for Humbug and on Saturday for the remaining towns.

All business entrusted to his care will be promptly attended to.

Office at the Yreka Hotel."

## U.S. MAIL LINE - to Austin and Columbus

From the *Daily Herald* of San Antonio, Texas of May 9, 1872

U.S. Mail Fast Line to Austin and Columbus; 13 hours to Austin and 32 hours to Columbus. Stages leave every day at 8 A.M. arriving at New Braunfels at 11 A.M., at San Marcos by 2½ P.M. and at Austin by supper time.

For Columbus, stages leave every day except Sunday at 4 P.M. running through to Columbus in 32 hours. Good Stock and good coaches and careful and polite, and experienced drivers.

For information apply to A.A. Muncey, Agent"

## VAN BRUNT &amp; JOHNSON'S STAGE LINE

The *Marysville HERALD* OF August 23, 1850 had the following:

## "Stage Line.

A daily line of stages, Sundays excepted, is established to run in connection with the Steamboat Governor Dana between Marysville and Sacramento City. Leaves the National House and the U.S. Hotel in Marysville every morning at 10 o'clock, arriving at Nicholas at 10 o'clock A.M. and reaches Marysville in the afternoon of the same day, passing through Eliza and Plumas each way.

Marysville August 3, 1850

Van Brunt &amp; Johnson"

We also have a clipping from the *NORTHERN JOURNAL* of April 19, 1860 which says:

## "Turner's Express

To Humbug, Little Humbug, O'Connell's Bar, Klamath, Beaver and Hungry Creeks, leave Yreka every Monday Wednesday and Friday and each of the above mentioned places every Saturday. All businesses entrusted to this express will be promptly attended to. Office at the Yreka Hotel.

James E. Turner."

## A GROUP OF WESTERN EXPRESSES (Continued)

## VAN WYCK'S EXPRESS

H.D. Van Wyck started his express early in 1860. It ran between Yreka and Rough and Ready. From the *YREKA UNION* of February 11, 1860:

“Van Wyck’s Tri-Weekly Express

Four Horse Passenger Coaches.

Leaves Yreka for Fort Jones, Oro Fino, Mugginsville, Pinery, Lafayette and Rough and Ready, every Monday, Wednesday and Friday at 8 o’clock A.M.; returning, leaves Scott Valley on Tuesday, Thursday and Saturday. All business entrusted to this express will be promptly attended to.

H.D. Van Wyck

At Indian Creek, the express met up with Chase’s Express.

The company advertised in the *YREKA UNION* in February 1860, *Sacramento Union* on November 20, 1860. The latter gave the news of increased service.

“....The citizens of Salmon River are to have a weekly mail communication with Yreka, to commence on Dec. 1st, 1860. The contract has been awarded to H.D. Van Wyck, to be carried from Yreka to Sawyer’s Bar. The contract is for eighteen months.”

## VASSALA &amp; CO'S PIONEER STAGE LINE

From *Bodie Standard* of the 6th of July, 1878 we read the following account:

“Pioneer Stage Line,  
Sonora and Bodie

160 miles shorter from Bodie to San Francisco, than any other route. Leave Bodie, Sunday, Tuesday and Thursday at 4 A.M. and connects with train at Milton at 10:45 A.M. the next day, arriving in San Francisco at 5:15 P.M.

Leave Milton on arrival of train at 9:30 A.M. on Tuesday, Thursday and Saturday, arriving at Bodie at 4 P.M. the next day.

Connects with the Sonora and Milton Stage Line at Sonora and C.P.R.R. at Milton.  
R. McAlpine, Agent, Bodie

Frank Vassala,  
D.F. Baxter  
W.H. Lick  
Proprietors,  
Sonora, Calif.”

## WALKER'S MAIL, PASSENGER AND FREIGHT LINE

From *Central Star*, Centralia, Neb. T., of Nov. 1872 we find the following:

“For the Republican Valley,  
Charles Walker’s Mail, Passenger  
Express and Freight Line....

via Fort Kearney, Turkey Creek and Republican City to Alma City, connecting with Brooklyn, Franklin City, Waterloo and Riverton.

Semi-weekly

Having made my arrangements, I am now prepared to carry passengers, express and freight to and from Kearney Station, Fort Kearney, Turkey Creek, Republican City, Alma City, Franklin, Waterlook Brooklyn and Riverton and all intermediate points at reasonable rates. The patronage of the public is respectfully solicited.

Charles Walker.”

## A GROUP OF WESTERN EXPRESSES (Continued)

## WARD'S EXPRESS

The *Yreka Journal* of October 23, 1872:

“Ward's Express has ceased running to Rough and Ready but Carlock's Express to Scott River still continues under the management of that old and consistent expressman, Ben Jacobs....”

Thus they left what they had stood for, in capable hands. That was what an expressman should do. From the same paper of April 14, 1872, we find the following:

“Ward's Scott Valley Express will leave Yreka every Tuesday, Thursday and Saturday morning for McAdams Creek, Fort Jones, Oro Fino and Etna connecting at Fort Jones with Carlock's Scott River Express and connecting at Etna with the express and mail for Klamath County. Returning, will leave Etna and Scott River every Monday, Wednesday and Friday.”

## WARD'S STAGE LINE. (1850)

From the History of California, Quinn, P. 63:

“In 1850, Henry C. Ward operated an early daily stage between Sacramento and Marysville....Ward's stage operated daily, that is, if “the roads permitted and the weather was not too severe.”

It was in 1851 that the first stage, driven by Marshal Cummings, rolled into Shasta loaded with passengers and their dunnage for the mines. Before this various means of transportation, such as each individual possessed could be seen along the trail leading to the mines....but all this was not sufficient, the sturdy stage coach, with its four to six dashing horses plunging into the lines. So quickly did the other stages follow Cummings, that by 1852, two daily stages were running into Shasta.”

## WARD &amp; CO.'S IDAHO CITY &amp; BOISE CITY EXPRESS (1864)

From the *Idaho Statesman* of Sept. 6, 1864 we read the following account:

“Boise and Idaho City Stage Line.

Ward & Co.'s Stages leave Boise City tri-weekly at 4 A.M. on Tuesday, Thursday and Saturday and arrive at Idaho City at 3 P.M.

All packages etc., entrusted to them, will be promptly delivered.

Office at Riggs and Agnew, Boise City, and City Hotel, Idaho.”

The distance was 36 miles and the stage ran tri-weekly. Being on a good route and having some success, Ward sold out to Greathouse & Company.

## WEST &amp; SPAULDING'S STAGE LINE (1864)

From the *Quincy Union* of July 30, 1864 we have the following:

“Local Items.

New Stage Line, West and Spaulding, who lately bought out the stock and materials of the Yuba Gap Line of Stages, make their regular trips to and from Virginia City to Susanville, in Honey Lake Valley, by way of Washoe City and Steamboat Springs, arriving here from Virginia City, every Monday, Wednesday and Friday morning; returning from Susanville, the stage leaves this town for Virginia City every Tuesday, Thursday and Saturday about 4 o'clock in the afternoon.”

Washoe Star.”

## A GROUP OF WESTERN EXPRESSES (Continued)

## WHEELER, BAXTER &amp; CO.'S EXPRESS. (1851)

From the San Francisco *California Courier* of November 11, 1851 we read the following:

“The following letter

has been unavoidably crowded out until the present time: Sacramento City, Nov. 4, 1851. Dear Crane: I arrived here yesterday from Marysville, on one of the fast coaches of Messrs. Birch & Company. In fact, I hardly knew whose coaches they are, as their attentive agent, Harry Morgan, at Marysville, obviated all necessity of my part of hunting up a passage. Fine Troy coaches, carrying inside and out eighteen passengers, brought us down in six hours from Marysville. Messrs. Birch & Co. and Messrs. Bowman and Greene have been running their lines as one and usually send four or five coaches over the road each way, daily. Messrs. Wheeler, Baxter & Co. have established an opposition line over this road and will, of course, receive a faire share of patronage....”

## WHITE'S MAIL LINE. (1879)

From the *Weekly Miner* of August 22, 1879 we find the following:

“Hugh White's Mail Line

between Prescott and Mineral Park carries freight and passengers every other day and running on horseback on alternate days. Parties wishing passage or having parcels or packages to send by this line, call on the agent, J.F. Neador, or at the office of Wells, Fargo & Co.'s Express and leave their names or their freight before the time of starting. The buckboard goes every alternate day at 10 A.M.”

The Hardyville and Fort Mohave Stage Line was under the same ownership. They also carried Wells, Fargo & Co.'s Express as well as U.S. Mail.

## WHITNEY &amp; ELY'S EXPRESS (1849)

From *Alta California* of July 2, 1849 we find the following:

“Whitney & Ely's Atlantic and Pacific Express, via Panama and Isthmus of Darien to connect with Adams & Co.'s Express in the United States. The undersigned have established an express between San Francisco, Panama, Havana, New Orleans and New York and are prepared to receive gold dust, coin, goods in small packages and articles of any description, not exceeding one hundred pounds in weight, which will be transmitted to Panama and to all parts of the United States with security and despatch. The safes of the express will cross the Isthmus with the U.S. Mail and under the same protection thus affording the most secure and speedy communication withall the above names places.

Orders for merchandise at the above places will be promptly attended to and collections made and transmitted.

Elisha Ely, S.F.,  
Office, Parker Bldg.  
Charles A. Whitnet, Panama”

## References:

Alfred Robinson  
Frank Ward,  
J.G. Fremont,  
Persifor F. Smith, S.F.,

Howland & Aspinwall,  
Dater, Miller & Co.  
J.W. Lawrence, N.Y.,

Major Hennesley,  
G.D. Dickerson, Sac. City,  
Stockton.

S.F., June 18, 1849.

**AUCTION ACTION**  
by Patrick H. Murphy

This issue will cover a limited range of auctions and subjects. The following abbreviations are used in this listing: Sp 36 = Spelman 14 Dec 79; Sp 37 © Spelman 12, 14 April 80; Zi # Zimmerman 18 Mar 80; Si # Siegel 5 April 80. The prices do not include the buyer's premium.

**California Towns**

<b>Bennettville, /Mono County, 1884/Cal./Tioga Mining District.,</b> Bold strike, corner card, VF	Zi	90.00
<b>COLUMBIA./Cal</b> clear black s/1 on U13 to NY, light toning, trace of edge wear, just fine	Sp 37	100.00
<b>Emerys xing Jun 1 57 and Pd 10c,</b> neat ms pmk, to Wis., edge tears and nick, VG/F	Sp 36	85.00
<b>Hornitos Cal Sept. 1st,</b> neat ms pmk, pen canc. # 15 with three mgns, F/VF	Sp 37	95.00
<b>LITTLE YORK/Cal.</b> bold cds on U16, Fine	Sp 36	70.00
<b>LONG BAR/Cal.</b> fine black cds ties #32 on 1859 cvr to NJ, ms via Panama, F/VF	Sp 36	140.00
<b>MARYSVILLE, CAL/PAID/BY STAMPS</b> clear blue cds ties #12 (4 mgns), small stain at T, F/VF	Sp 37	310.00
<b>MOHAVE CAL., FINE S/1</b> on U163, PF cert, trimmed at R, UR cnr nibbed, fine appearance	Sp 37	95.00
<b>POVERTY BAR/Cal.</b> good black cds as fwd mark, faulty #33 tied by blue TOPEKA/K.T., ms Forwd 3c to SF, b/s clear SAN FRANCISCO CAL/ADVERTISED (1860) poor condition but scarce gold rush town	Sp 37	105.00
<b>SACRAMENTO City/Cal.</b> two fine cds; 1c, 2x3c & cutout of U10 to pay 10c rate, illegal use, ms-Due and h/s 3 bit trimmed at R, fine appearance	Sp 36	130.00
<b>SACRAMENTO/40/Cal.</b> 27 July 1850, fine cds, F/VF	Sp 37	155.00
<b>San Diego Oct 3 1852</b> bold ms pmk to NYC, black steamship/10 (NYC), some edge wear, fine app.	Sp 36	375.00
<b>SAN FRANCISCO/Cal.</b> fine partial cds on 1858 local cvr, fine DROP/1 ct in circle, two tiny edge tears, small light stain at R, fine app.	Sp 36	85.00
<b>SAN FRANCISCO</b> clear to fine s/1 on 1849 cvr to CN, red ms Aug 1 and 40, last day for marking, no flap, rebacked front, tiny closed tears	Sp 37	425.00
<b>Other states</b>		
<b>ANTONITO, 1884/CONEJOS CO., COLO.</b> clear strike & matching target, cut in at R	Zi	90.00
<b>TELLURIDE, OURAY CO., /1883/COLORADO</b> bold except month in blue, edge tears into pmk, VF	Zi	80.00
<b>C.W. Little, /Jobber &amp; Importer./Wholesale./Wholesale./New York &amp; Denver.</b> brown ad around stamp, DENVER/1887/COLO. pmk, tiny tear, F	Zi	170.00
<b>STONEWALL/MINTURN/COLORADO/THE LEADER</b> brown red ad around stamp, MINTURN/1898/COLO. pmk, VF	Zi	145.00
<b>Cheyenne D, T. Oct 4 67</b> bold ms pmk, #65 pen canc., tiny nick at T, small tears at R, just F	Sp 37	115.00
<b>FORT LARAMIE/DAKA</b> clear to fine cds, #65 tied w/ target, Fine	Sp 37	130.00
<b>ALBION, CASSIA CO., /1882/IDAHO T.</b> clear strike, #207 tied w/matching Maltese cross, Fine	Zi	110.00

## AUCTION ACTION (Continued)

<b>FORT SUMNER/1887/NEW MEX.</b> bold strike on regis 2c entire; tiny staple holes, VF	Zi	225.00
<b>UMATILLA/OREGON</b> partial strike of large oval used as town canc (center line <b>NEWS DEALER (?)</b> ); ms Mar 16/65; flap missing cnrs bit rounded F/VF	Sp 37	310.00

## EXPRESSES ETC.

<b>"THE CENTRAL OVERLAND CALIFORNIA &amp; PIKES PEAK EXPRESS COMPANY SAN FRANCISCO, CAL."</b> ; clear blue oval on U 16 canc. by large blue <b>PONY EXPRESS/SAN FRANCISCO/RUNNING PONY</b> to Wash. D.C. XF	S2	13,500.00
<b>CENTRAL OVERLAND CALIFORNIA(A) &amp; PIKES PEAK EXPRESS CO./</b> Oct 6 <b>DENVER CITY, K.T.</b> ; second oval same except Oct 12 <b>LEAVENWORTH CITY, K.T.</b> (both bold ovals); Leavenworth City, Kas. double circle on cvr fwded to PA; ms 'due 3' VF	S2	2,700.00
<b>CITY EXPRESS/G. &amp; H. - PAID/S. E. corner Washington and Sansome Sts.</b> ; fine #70L3, blue pen canc. on U58 w/WF frank; partial blue oval <b>WFSAN FRANCISCO (L10-9)</b> ; closed tears into frank	Sp 37	260.00
<b>DIETZ &amp; NELSON'S B.C. &amp; V. EXPRESS</b> large blue double circle ties horiz. pair B.C. & V. #2 (sm flts); Dietz & Nelson's scroll cc; blue oval "Post Office Victoria V.I." w/arms in center; neatly mended at R; handsome	S2	2,600.00
<b>FRESNO AND SAN FRANCISCO/BICYCLE MAIL ROUTE (12L2)</b> w/sm tear on 1894 cvr; small burned spot; usual creases o/w fine appearance	Sp 37	155.00
<b>HINCKLEY &amp; CO.'S</b> (five line printed frank in scroll) on U27; <b>HINCKLEY &amp; CO.'S EXPRESS</b> Mar 18 1861 and green double circle Saint Joseph Mo. h/s; 3 line express co. return card at BL; w/miner's letter ex Emerson, Knapp; F	S1	1,350.00
<b>JONES &amp; RUSSELS PIKES PEAK/EXPRESS CO/ DENVER CITY/ SEP 22/1859</b> bold strike on cvr to PA; #26 tied by Leavenworth City K.T. pmk; VF	S1	1,800.00
<b>NORTHERN PACIFIC EXPRESS CO.</b> dark blue type 2 frank on U311; fine magenta s/1 <b>OFFICE/NORTHERN PACIFIC &amp;/Nov 12 1889/ PACIFIC EXPRESS CO'S/ Portland, Oregon</b> ; legible Boise City/Idaho (terr.); tiny nicks, bit trimmed, some aging, just fine	Sp 37	180.00
<b>PENNY POST CO. SAN FRANCISCO</b> , Clear double circle h/s; #14 (large margins, light stain) tied by "San Francisco Cal." pmk on buff cvr to Mass.	S2	600.00
<b>POST OFFICE/PAID/VICTORIA VANCOUVER ISLAND</b> blue oval h/s to Scotland; #78 tied by SF cogwheel; matching SF 1863 double circle; 1 red N Y Am. Pkt. h/s; worn	Zi	130.00
<b>Wells, Fargo &amp; Co. red "pony"</b> (143L1) w/clear to large mgns on U33 to NYC; the "pony" is tied by a blue running pony oval h/s; green "St. Joseph Mo. Jul 4" pmk; VF; ex Knapp, Moody	S2	16,500.00
<b>Wells, Fargo &amp; Co. red "pony"</b> (143L3) w/two mgns tied w/ blue running pony SF oval on U33; WF frank; St. Josephs pmk, Fine	S1	6,500.00