

# WESTERN EXPRESS

RESEARCH JOURNAL OF EARLY WESTERN MAILS

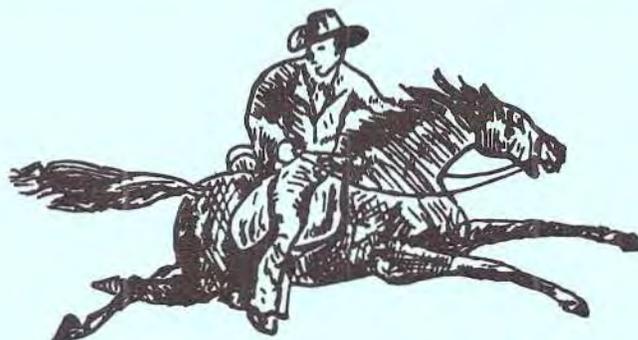
NO. 125 VOL. XXXI, No. 2

Western Cover Society  
Unit No. 14 - American Philatelic Society

APRIL 1981

AWARDS — Vermeil - PRENFIL '80; Large Silver - ROCPEX '78 - and CAPEX '78

Express  
Ocean Mail  
Overland  
Post Offices



Territorial  
Statehood  
Postal Rates  
Postal History

## CONTENTS

	Page
Advertising.....	10, 12, 20
Auction Action By Patrick H. Murphy.....	19
California Midwinter Fair .....	2
Editor's Arena.....	1
Los Angeles Covers By Jerome Schwimmer.....	13
Patron and Sustaining Members.....	11
Postal History of the Colorado San Juan - Chapter XI, Part 1 By Ray L. Newburn, Jr.....	21
Secretary's Report.....	28
Treasurer's Report.....	11

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

Advertising rates, per issue: \$35.00, full page; \$17.50, half page; \$10.00 quarter page.

**EDITOR'S ARENA**

**ANNUAL MEETING**

It is that time again — our Society's meeting will be held, as usual, in connection with WESTPEX. It will be a breakfast-meeting, as so successfully carried out last year, and is scheduled for **9:00 a.m.** at the Jack Tar Hotel, Geary and Van Ness, San Francisco, **SUNDAY APRIL 26.** Advance reservations are \$7.50 per person. Advance reservations are necessary so that arrangements may be made for proper space. Tickets, at the door, on Sunday will be \$8.50, in a space available basis. So mail in your check, as soon as possible, to Secretary, 9877 Elmar Ave., Oakland, CA 94603.

**DUES FOR 1981**

Altho dues notices were mailed December 1 from SACOPEX, it is surprising that as of March 1 there were 40 members who had failed to respond. Despite the original notice's statement that there would be no follow-up, it was decided that this was too large a number to drop from the rolls for Non-Payment of dues. So a second notice was mailed on March 1. We trust a good portion of these delinquents will arrange to answer this request for dues.

**AS WE WERE**

The item so captioned, at the bottom of page 3 of the January issue was submitted by member Frank Q. Newton — a fact that was omitted in error. Sorry Frank.

**BILL AICHELE**

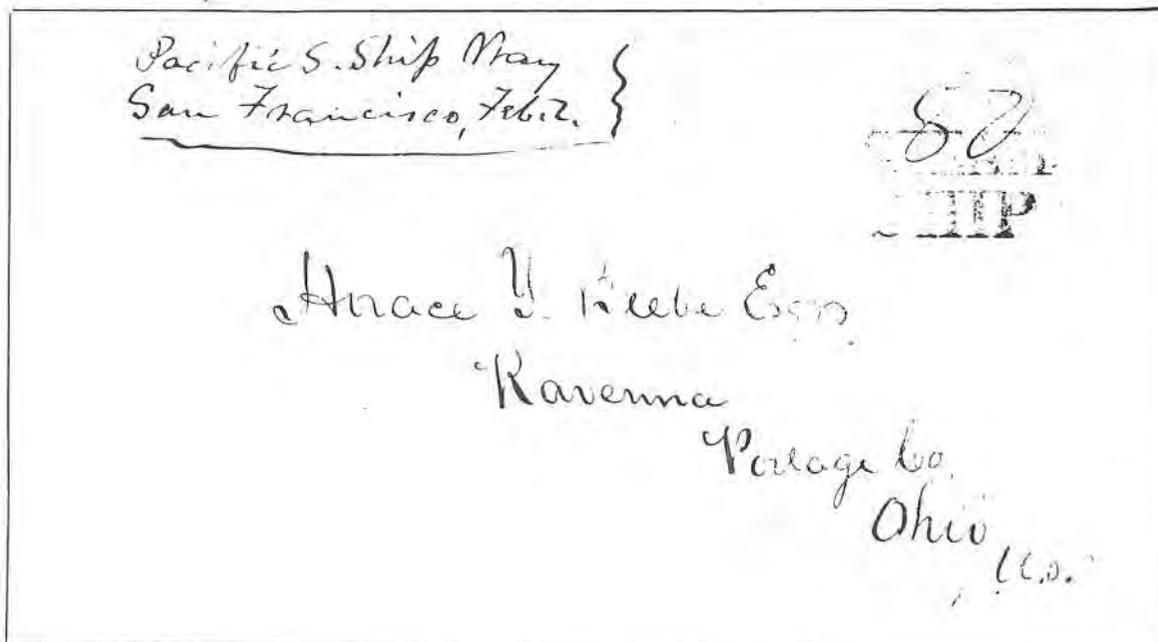
It is with sorrow we record the death of one of our friends and an old time member of the Society. Bill was President just about the time your Editor joined Western Cover. Bill's Colorado collection ranked with his Prohibition and Liquor covers as outstanding. Goodbye Bill - and goodbye Al K. Hall.

**PATRON AND SUSTAINING MEMBERS**

Elsewhere, under the Treasurer's Report, you will find a listing of the members who give extra financial support to our Society. Their contribution is most welcome, and edifying.

**PACIFIC MAIL STEAMSHIP**

In the October 1976 issue of Western Express, Dave Jarrett gave us a story on the Pacific Mail Steam Ship Company's WAY marking. It bore a "40" rating. Illustrated below is a similar manuscript WAY, of the same date - but noting the double or "80" cent rate. Source of the illustration is not known to your Editor. It was found in some of the files inherited from our late Editor Mel Nathan.



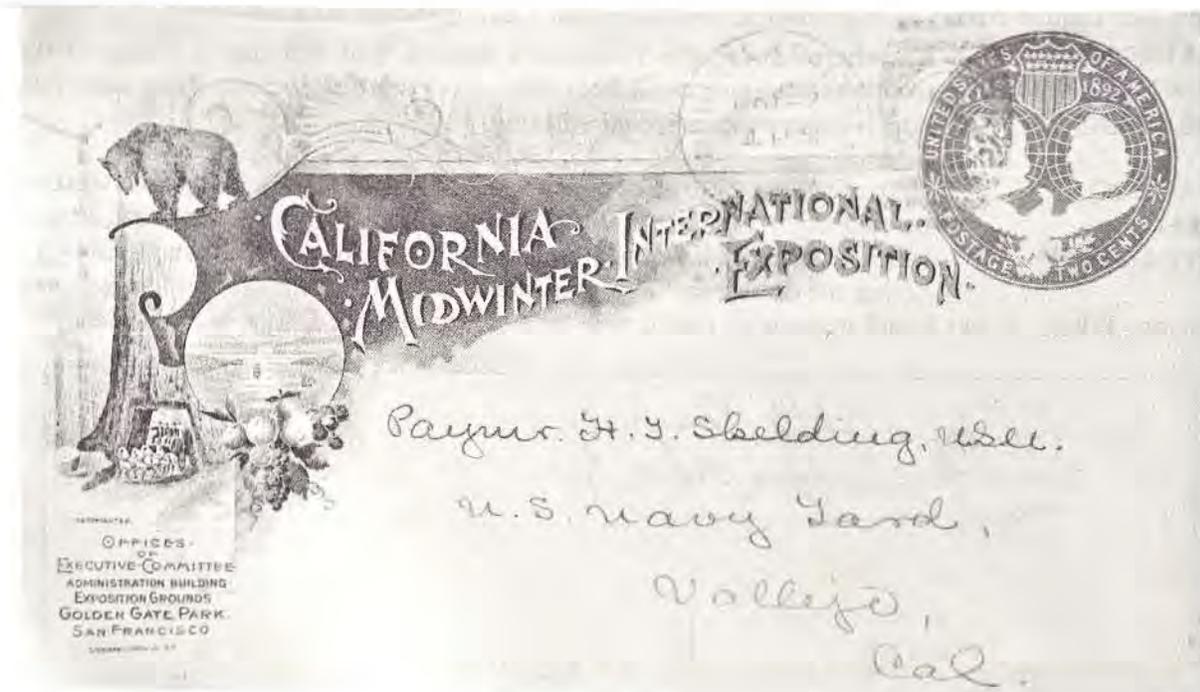
**THE CALIFORNIA  
MID-WINTER  
FAIR**

When plans for the Columbian Exposition to be held in Chicago were being made the American Philatelic Association (read that APS now) sought to have postage stamps of the world represented. With excellent cooperation from the Post Office Department space in the gallery of the U.S. Government Building, overlooking the Post Office Department's exhibit, was allotted to the APA for such a display. Large glass covered cases were made to handle the exhibit. Some 35 collectors provided the stamps - (Bartels, Deats, Dunning, Rich and Scott among them.)

A bound Official Catalogue of 70 pages listed the exhibitors and the contents of frames - with a large number showing the issuing country as "complete" - but of course in 1893 there weren't too many stamps!

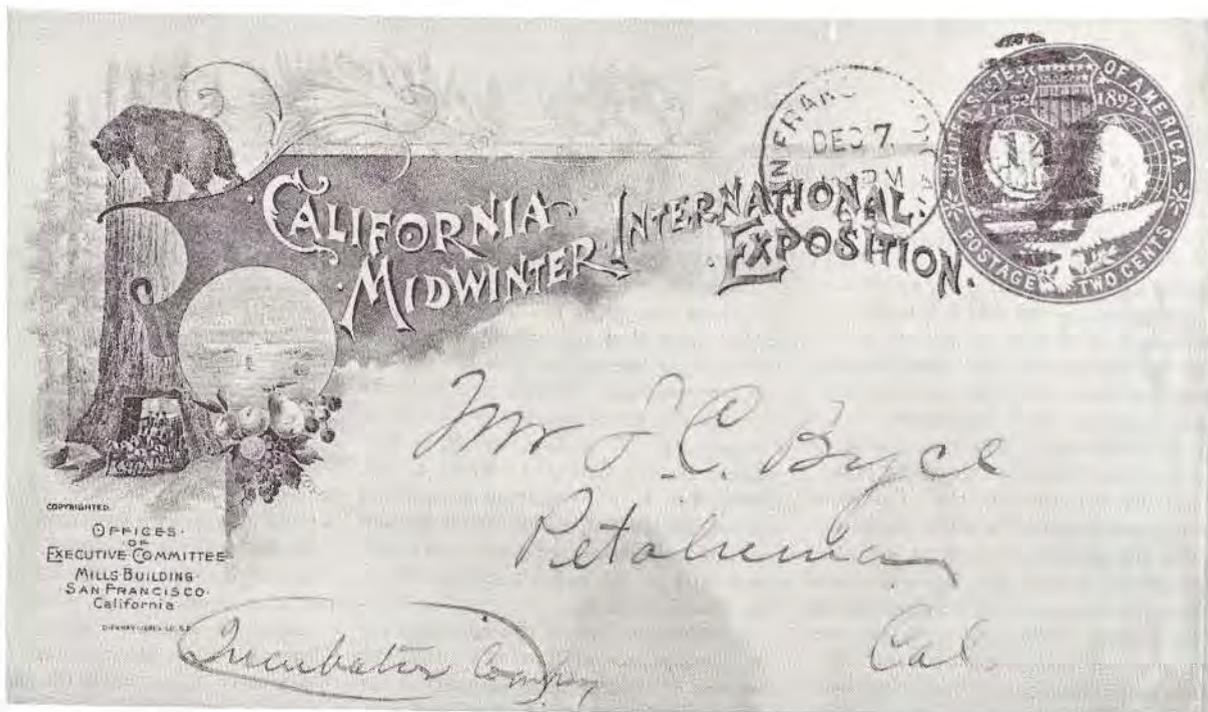
The success of this exhibit prompted collectors on the West coast to dream of an exhibit here - and what better place than at the Mid-Winter Fair. Cooperation from the local collectors overcame the resistance of the Fair authorities, and Editor Sydney Peixotto gives a detailed story in the April 1894 issue of "The Philatelic Californian". This was a monthly published by the California Philatelic Press Club of San Francisco.

This Fair provided collectors with special postmarks. Selected examples of these and some of the specially cacheted Columbian envelopes follows.



The "Mid-Winter Fair Sta./S.F. Cal" postmark on the copyrighted advertising envelope, used by the Executive Committee from their office on the Exposition Grounds.

CALIFORNIA MID-WINTER FAIR (Continued)



The copyrighted envelope used by the Executive Committee from their downtown S.F. Office.



Souvenir ticket of admission for San Francisco Day, July 4, 1894, signed by M.H. DeYoung (after whom the present Museum in Golden Gate Park is named)

## CALIFORNIA MID-WINTER FAIR (Continued)

## THE PHILATELIC CALIFORNIAN.

## THE STAMP EXHIBIT

If the first impression of our exhibition of postage stamps be that it is small and incomplete, it is well to ponder a moment and remember the difficulties and discouragements which we have met with and overcome. The proposition to install an exhibit of stamps in any building was one that failed to strike the managers of the Fair in a favorable light, and when it was proposed to place the frames in the one devoted to the Fine Arts, the chief of this department, a gentleman of thorough education in matters pertaining to his calling, looked upon the proposition with half-hearted enthusiasm. The efforts and influence of Mr. Crocker carried the day, and, though we were assigned to three different and distinct spaces, only to find them occupied, one after the other, we feel thankful that we obtained as much space as the installed exhibit now occupies.

If the first impression is that the exhibit is a small one, a closer inspection will certainly efface this momentary glance. There is really a very great deal to be seen, and it can be said without any fear of contradiction that the display is equal, if not superior, to the A. P. A.'s showing at Chicago, though perhaps not so expensively quartered. It is not so remarkable for the rare or valuable stamps as it is a thorough exposition of the painstaking care, the thorough knowledge, and progressive spirit of the stamp collectors of San Francisco. It is from this standpoint we would care to see it viewed, and from this standpoint we shall shortly view it. It should be remembered that it represents an unselfish outlay of money in a cause where there will be no reward or emolument, save for the glory and the added interest that will come to our pastime. The expense, and it is not small, is borne by the individual exhibitor, and we think it doubly commendable to those whose stamps are on exhibition, because the expenditure of money is, as a rule,

apt to be a thing of careful consideration to the average stamp gatherer.

There was never any danger of the entire space not being taken. It is a matter of regret that a great number of gentlemen who own splendid collections are not represented. We all would have been glad to see the names of Mr. W. A. Cooper, Mr. W. E. Loy, Dr. W. G. Sylvester, H. H. Zobel, A. Karl, L. M. Frank, and W. F. Greany on some of the frames, for they all have very large and complete collections and could have added materially to the exhibit if they would have cared to do so.

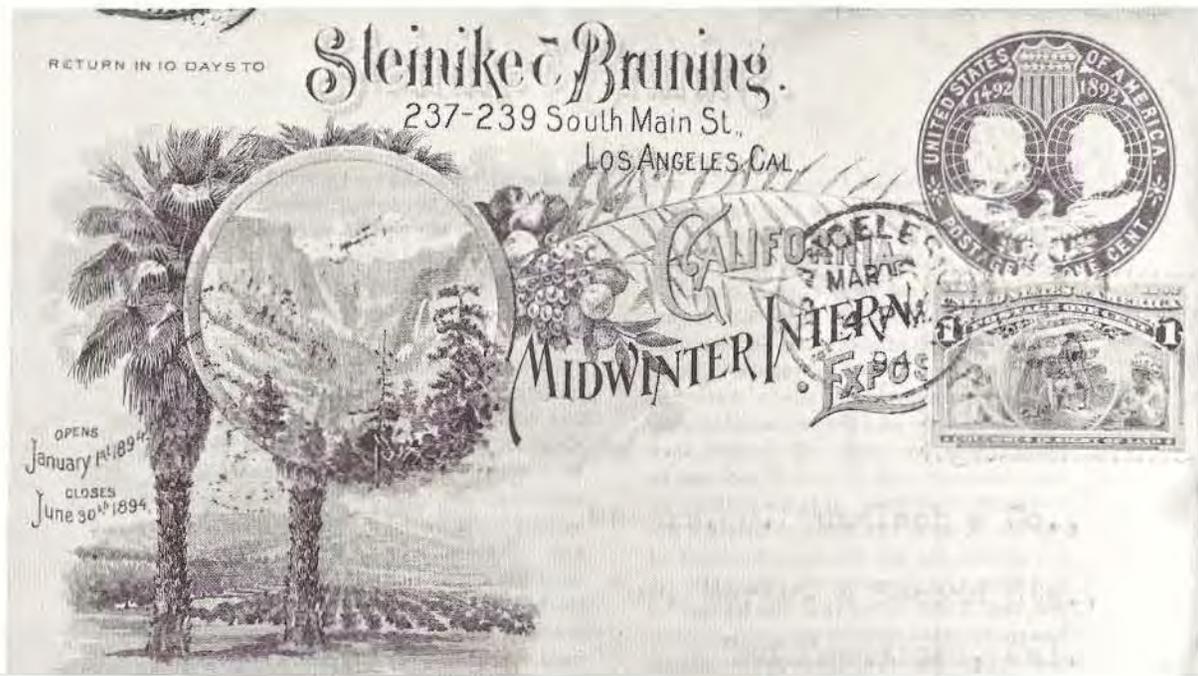
Complete as most of the countries are that find representation, the admirable methods of arrangements adopted by the local collectors merit a careful glance. All the exhibitors have long ago dispensed with stamp albums for the cardboard sheet, and their modes of arranging are individual and interesting. Perhaps Mr. Gesvret expends the greatest time in his mounting, for each stamp is affixed on a background of square black paper, showing the perforations clearly and demanding that every specimen be a perfect one, or its defects will be readily seen. Mr. Weber goes to the great trouble of ruling a separate square about each stamp, with most satisfactory results. The stamps shown by Mr. Koenig are beautifully arranged, and, being in nearly all instances unused and elegant specimens, form the most interesting group in the entire exhibit. Mr. Gardner's arrangement is also an excellent one; the stamps are placed on large pieces of quadrille paper, arranged without ruled spaces, and with ample room between, making a sheet of rare elegance.

In the corners of the hallway are eight large frames, two of which contain postal cards, exhibited by Mr. Sellschopp, one, entire foreign envelopes by Mr. Phillips, and five represent a branch of philately which finds few adherents in other parts of the world, but which in San Francisco has a number of followers. The franked

envelopes used by the western expresses in the mining days are of great numbers, and, with exceptions, very hard to obtain to-day. These five frames serve to show the numerous phases of frank collecting. Mr. Phillips, whose collection is a notable one, shows three frames, with some remarkably rare and choice specimens. There is a Reed & Co.'s City Dispatch Post on original envelope, a San Francisco local, uncatalogued, of which this is the only known specimen. We notice also such scarce envelopes as Lamping's Express on 12 cents, 1861, Eureka Express on 12 cents plum, Reay, Gilman's Express Boston to Bangor, Gregory's Honolulu Express, a very rare envelope used in the very early fifties, while the scarce franks of Whiting & Co.'s Feather River Express, Elko and Mt. City Express, and many others are numerous. In the two frames in which Mr. Sellschopp exhibits his franks, we noted the Wells, Fargo & Co.'s Express in red on 10 cents, die A 1853 patent lined envelope, Kennedy's Half-moon Bay and Pescadero Express, Loon Creek Express on patent lined 3 cents Reay, Downieville and Howland Flat Express, on 6 cents 1864. Mr. Peixotto's frame with Wells, Fargo & Co.'s franks on Mexican envelopes shows the multitude of varieties which exist in this branch, while in another frame Mr. Phillips shows the franks of the same company on Hawaiian envelopes and those of Canada.

The exquisite neatness of Mr. Koenig's arrangement, and the care used in selecting his specimens, must excite universal admiration. The most notable lot shown is the almost complete set of New South Wales, nine one penny Sydney views, exhibiting all the differences of type, while the following issues show all the multitudinous variety of watermark, perforation, and paper varieties known. All the errors of watermarks are represented, and the revenue set, postally used, is complete. With one or two exceptions, the stamps are in an unused condition, and the effect can readily be imagined.

CALIFORNIA MID-WINTER FAIR (Continued)



A Los Angeles advertising cover with its distinct design for the area — backgrounded by a scene of Yosemite Valley.



Another scene, used from the "Land of Sunshine, Fruit and Flowers"

## CALIFORNIA MID-WINTER FAIR (Continued)

## THE PHILATELIC CALIFORNIAN.

Another page which is sure to excite universal admiration is the complete set of Lagos shown by this gentleman, the entire series, with one exception, being uncanceled. Gibraltar is shown complete in the same condition, and four sheets contain stamps of the Straits Settlements. In other frames are triangular Capes, showing innumerable shade varieties, unsevered pairs, and the two wood blocks, Saint Lucia complete, all unused save the Revenues, and British Honduras, in the same condition. It is not flattery to say Mr. Koenig has done philately a noble service, for Mr. Stanton, the chief of the Fine Arts Department, personally remarked to the writer that the frames he has contributed deserve the greatest commendation for the thoroughly artistic feeling displayed in the arrangement. Directly opposite to Mr. Koenig's are four frames filled by Mr. Weber. This gentleman gives us another instructive treat, for if Mr. Weber has a reputation, it is for the thoroughness and extreme regard he has for every minute phase of stamp collecting. A study of the stamps of Belgium which he shows will convince one of the truth of this assertion, or if further proof were necessary, we think the frames of Finland will be ample testimony to his patience and care. Denmark and Iceland and Oldenburg suffice to show a small part of Mr. Weber's extensive gatherings, which are of great extent and value. Mr. Gesvret has three frames, containing Antigua, Grenada, Virgin Islands, a splendid lot of early Ceylons, Tasmania and Labaun, all carefully arranged, as we have before noted, and practically complete as to perforations and watermarks, and due regard given to shades.

The exhibit on the walls consists further of three more frames, containing Confederate States, general issue, on orig-

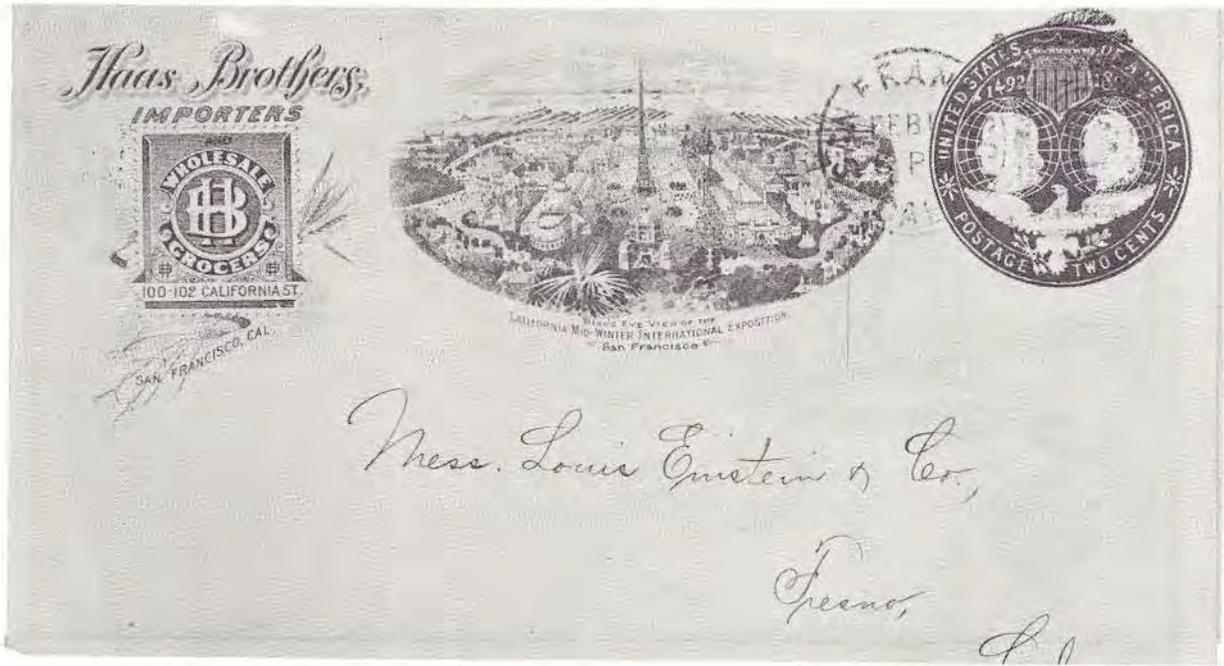
inal envelopes, shown by Mr. Hitchcock, United States Document Revenue Stamps, belonging to the collection of Mr. Greenbaum, and United States Match and Medicine Revenue Stamps, belonging to Mr. Gamba, while the exhibit is to be completed shortly by two more frames, containing German States, belonging to Mr. Sellschopp. On the central stand, with the collection exhibited by Mr. Henry Crocker, Mr. Gardner shows the stamps to which he has devoted so much time and attention, and which to us all, seem synonymous with his name. Hongkong and Western Australia are ably and worthily represented on these sheets, and the blocks and strips of Hongkong stamps are very noticeable, as is the splendid unused condition of nearly every specimen. Mr. Gardner displays Labaun also, another country which has a warm place in his heart, and this gentleman deserves especial commendation for separating himself and his loves for so great a space of time. Mr. Welsh shows four sheets of the stamps of Canada, almost complete, including the royal 12 pence. Of Mr. Crocker's extensive collection, and Mr. Connor's United States, we prefer to wait for another time to describe them, as they both are extensive and contain abundant rare and costly specimens.

It will be seen from the foregoing that our exhibit is an exposition of the conscientiousness and enterprise of the more advanced collectors of San Francisco, rather than an attempt to show everything in a completed state. It will afford every collector who views it, pleasant and agreeable hours, and we strongly advise those who come to the Midwinter Fair to not neglect this excellent installation for the numerous other attractions found on every side at this very creditable and extensive Exposition.

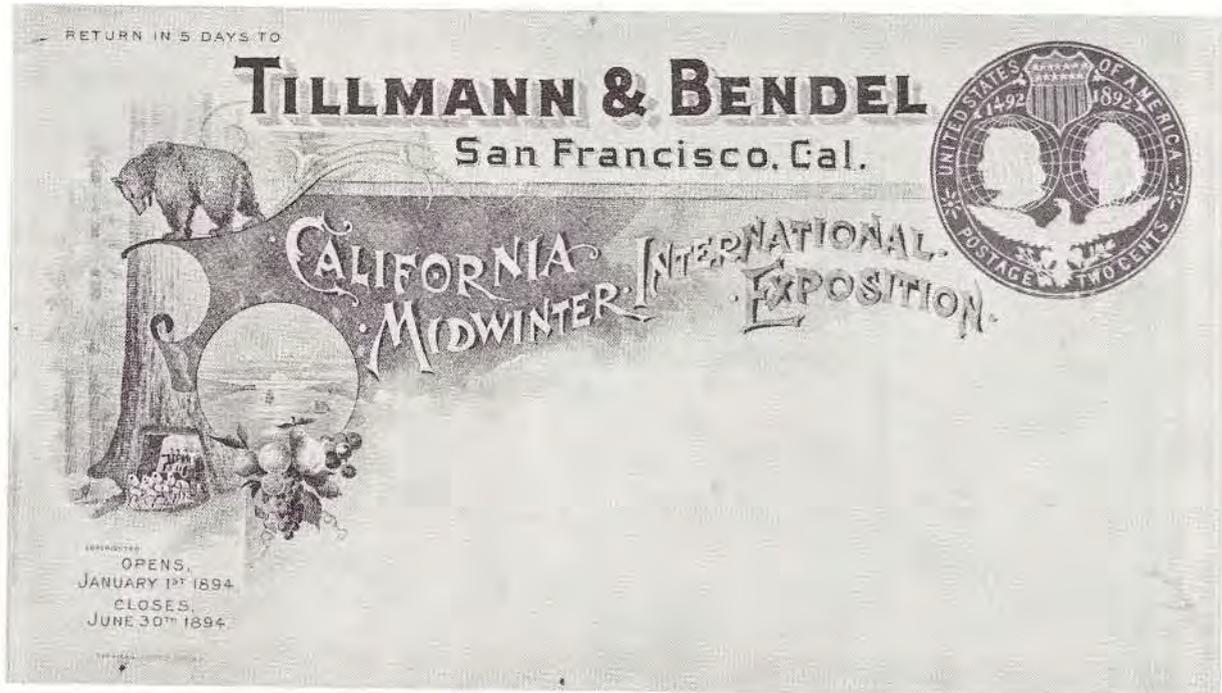
SIDNEY S. PEIXOTTO, A. P. A.

Another item of interest to Wells Fargo buffs is in the same issue and reads "The Columbian Frank used during 1893 by Wells, Fargo & Co's. Express, and printed on Columbian envelopes, were all sold at the city offices by March 1. The regular Frank "Over our lines in the U.S." has been brought into use again and printed on the few that remained of the Columbian envelopes. Within two weeks this small edition was exhausted and they are now unobtainable at the local offices."

CALIFORNIA MID-WINTER FAIR (Continued)



Haas Bros, the large wholesale grocer firm, utilizes the "Bird's Eye View" of the Exposition.



The copyrighted design for the general public, and here over-printed for use by Tillman & Bendel, Commission Merchants.

CALIFORNIA MID-WINTER FAIR (Continued)

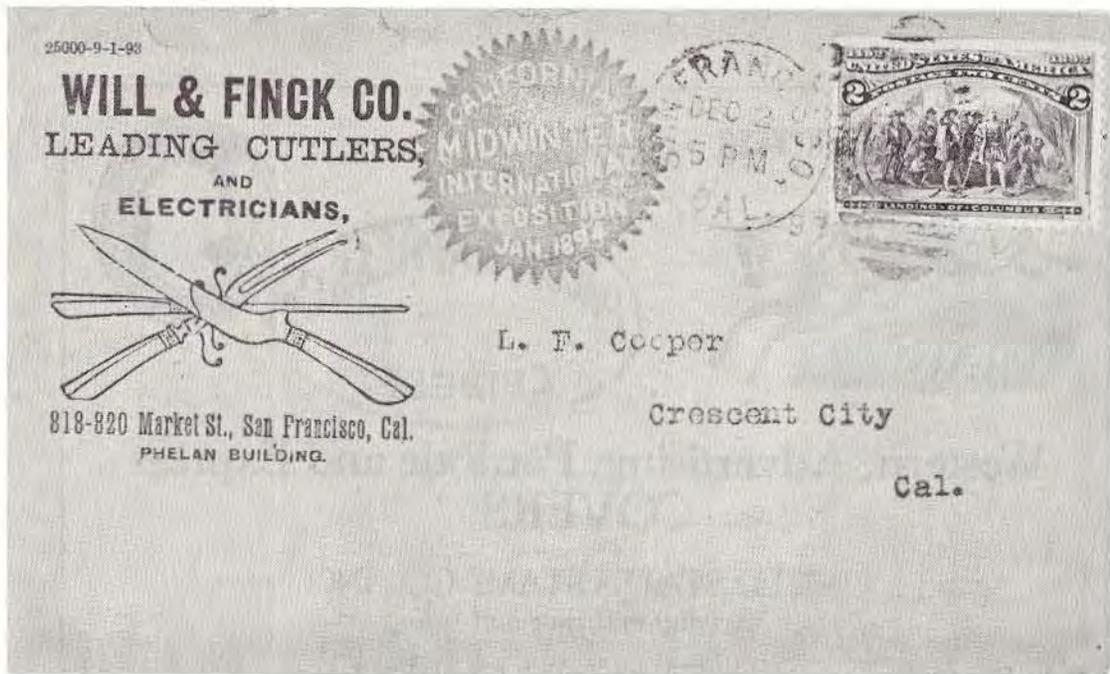


An official souvenir card, with its own copyrighted design.

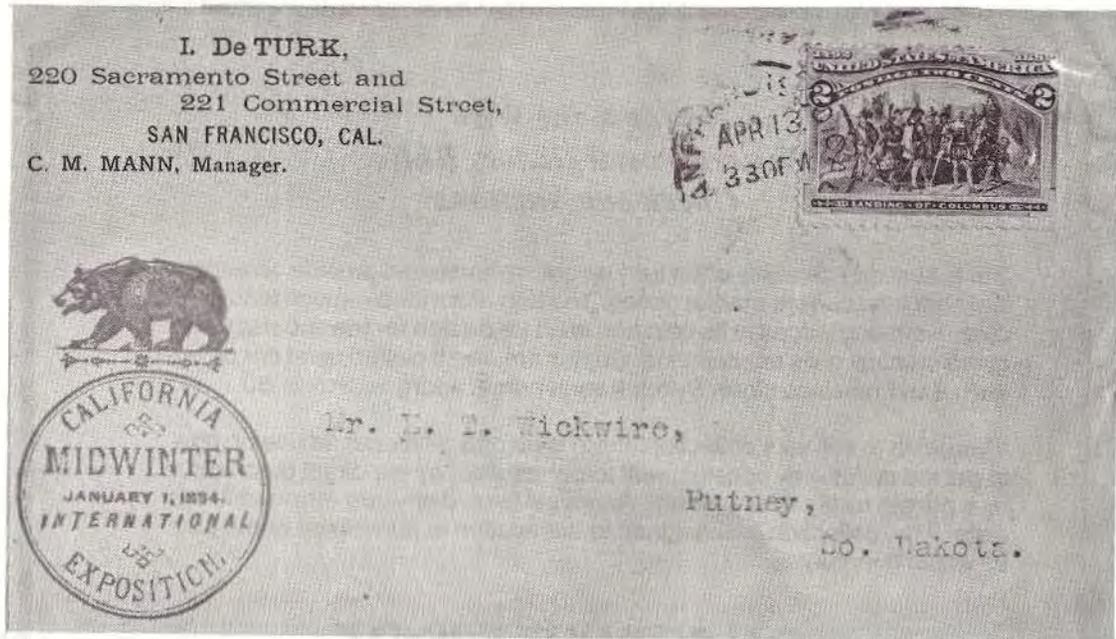


Another souvenir card - addressed to George Carion, who was mentioned not too long ago in W/E in the Caveat Emptor story.

CALIFORNIA MID-WINTER FAIR (Continued)



Will & Finck affixed an advertising label to their envelopes.



While C.M. Mann was satisfied with the rubber-stamped cachet for his letters.

ADVERTISEMENTS

**PACIFIC EXPRESS**

**PAID**

**PACIFIC EXPRESS CO.**  
**CHINESE**

**THREE CENTS**

**Western, Advertising, Patriotic and Express  
COVERS**

**UNITED STATES STAMP CO., INC.**  
*Specialists in Buying and Selling*

368 BUSH ST.      SAN FRANCISCO, CA 94104      415-421-7398

*Words to the Wise  
Western Postal History Buffs.  
Check our Auctions*

Our 9 Auctions annually often turn up choice items and provide an excellent check on current market prices. The fully illustrated—much in full-color—catalog is tops in its field and can't be beaten for the accuracy and completeness of its descriptions. Copies are free if picked up at our downtown San Francisco store. By mail, send name, address, and \$1.50.

If you wish to sell your collection, there is no charge for our advice on how to get top dollar—by consignment to our auction, by our direct purchase or by a private treaty arrangement. Appraisal fees, if any, are returned to the seller if the collection is consigned to our auction or purchased directly by us within 6 months.

**RICHARD WOLFFERS, INC.**  
*Stamps of quality · Stamp Auctions of integrity*  
127 Kearny Street, San Francisco, California 94108 · Tel. (415) 781-5127

**WESTERN COVER SOCIETY  
PATRON AND SUSTAINING MEMBERS FOR 1981**

**PATRON**

Alan T. Atkins	Dorothy Hotze	W. Ray Radford
William T. Crowe	John F. Leutzinger	Col. Fred F. Seifert
Charles Deaton	Robert Lewenthal	Fred Smoot
Raymond Epple	Richard Long	Henry M. Spelman III
Kenneth Greenberg	G. Wm. Magladry, M.D.	J. Earle Stromberg
A.L. Greene	Frank Q. Newton, Jr.	E. Murray Todd
Marc Haas	King Parker, Jr.	Richard Wilkerson
	Basil C. Pearce	

**SUSTAINING**

Samuel S. Arlen	Dr. Dennis Lutz	Louis K. Robbins
David Beals III	Edna B. Masros	Joseph F. Rorke, M.D.
Dr. W.W. Bilyeu	Howard A. Mader	Oscar Salzar
Richard Curtin	Steve Meier	Jerome Schwimmer
J. Leonard Diamond	Charles Molnar	Jack E. Stucky, M.D.
John Drew	Clifford Moss	Gordon Twedt
Jack R. Hughes	Robert Myerson	Fred Valentine
Stephen Jaronski	Ray L. Newburn, Jr.	Dr. Heinz von Hungen
Rev. Constant Johnson	H.C. Perry, Jr.	Robert B. Wale
Robert Kinne	N. Leonard Persson	Charles A. Whittlesey
Andrew R. Link	Ernest S. Peyton	Irwin Vogel
Robert Livingston	Richard Poultridge	John Williams
	Helen Rhodes	

**TREASURER'S REPORT**

Balance on hand, January 1, 1980.....			\$6,705.91
<b>RECEIPTS</b>			
Dues for 1980.....	\$1,725.00		
Dues for 1981.....	<u>3,215.00</u>	\$4,940.00	
Advertising - 1980.....	72.50		
Advertising - 1981.....	<u>297.50</u>	370.00	
Sales of Western Express.....		318.00	
Donations.....		102.00	
Interest on Short Term Savings.....		<u>313.15</u>	
Total Available.....			<u>6,043.15</u>
			12,749.06
<b>EXPENSES</b>			
Printing & Mailing Western Express.....		5,448.36	
Secretary-Treasurer Expenses.....		<u>181.36</u>	
			<u>5,629.72</u>
Balance on hand, December 31, 1980.....			<u>\$ 7,119.34</u>

ADVERTISEMENTS

Alan T. Atkins



ASDA  
APS—USPCS—SPA  
—OLD U.S. COVERS—

WCS  
CSA—USCC—APC  
Phone: 513/831-6781

**PROUDLY SERVING**  
Postal Historians, Collectors of  
Old Confederate and U.S. Covers.

We buy and sell old U.S. and Confederate  
covers, manuscripts, books and documents.

*"Give Your Collection Our Best"*

# FOR SALE

## Arizona Territorial Postmark Catalog

Completely Revised Third Edition  
(1980)....\$20.00

---

# WANTED

**Arizona and New Mexico Postmarks  
prior to 1912.**

Dr. Owen H. Kriege  
98 Beech Woods Dr.  
Madison, CT 06443

# HARMERS

*International*

SINCE 1918 THE PREMIER  
AUCTIONEERS TO THREE  
CONTINENTS, CATERING TO  
THE SPECIALIST  
AND GENERAL COLLECTOR

**HARMERS OF NEW YORK, INC.**  
6 West 48th Street, New York, N.Y. 10036

NEW YORK—SAN FRANCISCO—LONDON—SYDNEY

OLD and RARE  
BOOKS and PRINTS  
BOUGHT — SOLD

You are sure to find something  
in our large stock  
of western material

*Visit us when in San Francisco*

**JOHN HOWELL**  
434 Post Street  
San Francisco, California 94102

## LOS ANGELES COVERS

By Jerome Schwimmer

### WELLS FARGO OVERALL ADVERTISING COVERS

The selection of the topic for this article at this time results from the discovery that WCS member Dr. Austin P. Haller has been working for some time on the compilation of a list of all known Postal Stationery bearing printed express company franks and overall lithographed advertising. It seems to me that his efforts should be given the widest publicity so as to result in as complete as possible a listing, which certainly would call for the cooperation of WCS members in the project. Since, so far as I know, all of the overall advertising express covers are found on postal stationery, such a list would be complete for postal history collector use as well. Dr. Haller's efforts may be further addressed elsewhere in this or subsequent issues of W.E.

The cover in Figure 1 illustrates how these overall advertising covers were ordered from the printers for their customers by Wells, Fargo & Co. The unused 3¢ entire of the 1864-65 issue shown in Figure 1, was imprinted with Wells, Fargo & Co. California and Coast Routes frank vertically at left and with the lithographed advertisement of the Los Angeles banking firm of J.A. Hayward & Co. The handwritten note on the face of the cover is that of the Los Angeles Wells Fargo long-time agent, William Pridham, ordering "1000-Lithographed Same as these - as soon as possible - W.F. Co pr Pridham Agt." <sup>1</sup> Hayward & Co. operated the the first bank in Los Angeles. The bank was located in the old Downey Block at Temple and Main Streets where the Federal Courthouse (and former Post Office) is now located.

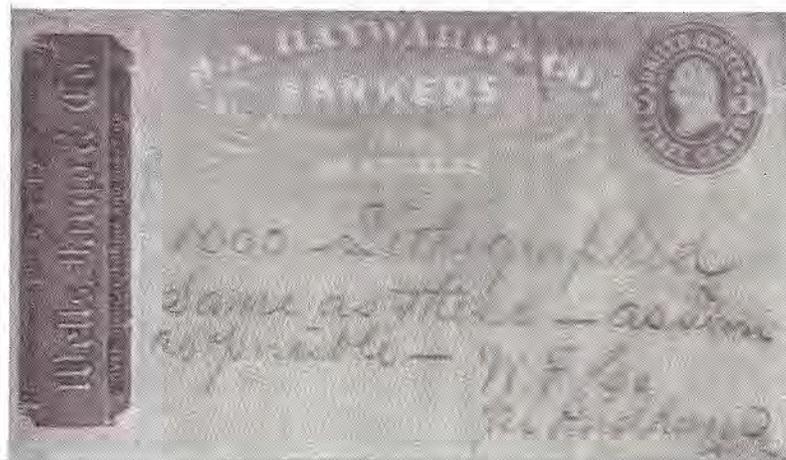


Figure 1

1. Harris Newmark, *Sixty Years in Southern California*, 1916 (Fourth Edition, Revised and Augmented, published by Zeitlin & Ver Brugge, Los Angeles, 1970) pp. 372, 373. Newmark reports that Pridham was transferred to the Los Angeles office of Wells, Fargo & Co. in August of 1868, having earlier been a pony rider, clerk and cashier. Harris Newmark's work is relied upon throughout in the preparation of this article, although specific references and credits may hereafter be omitted.

LOS ANGELES COVERS (Continued)

Los Angeles' first hotel and the site of much of the important activity in the City for many years is advertised on the covers shown as Figures 2 and 3. The Bella Union Hotel served over the years as, among other things, headquarters for the occupying American forces, after having earlier served as the capitol of Mexican California. During its heyday throughout the 1850's and the 1860's, it was the finest hotel south of San Francisco. As stated in its advertising, "All stages to and from Los Angeles arrive at/or depart from this Hotel." Wells, Fargo & Co. maintained its Los Angeles office in the Bella Union Hotel over a period of time, and the Butterfield stages departed from that location. The Bella Union was located on Main Street, across from what is now the City Hall. It was torn down in 1940 to make room for a parking lot.



Figure 2



Figure 3

## LOS ANGELES (Continued)

The clothing firm of Polaski & Goodwin was founded in 1864 in the Downey Block, and in 1867 they bought out I.W. Hellman and moved to the corner of Commercial and Main Streets. Goodwin sold out to Polaski in 1881. The firm's Wells, Fargo & Co. overall lithographed advertising cover is shown as Figure 4.

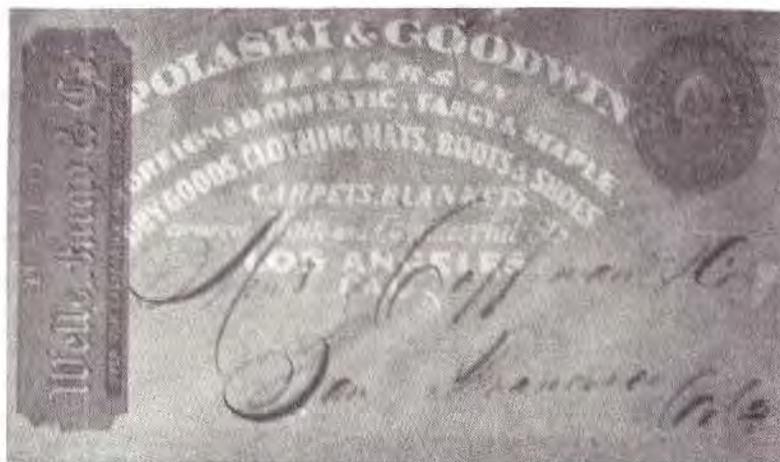


Figure 4

John Jones carried on wholesale grocery business in the one-story adobe on the corner of Commercial and Main Streets beginning in 1853. Annually, he closed his business down for about six weeks while he travelled to San Francisco by schooner to replenish his stock. Jones also entered into an active trade with Salt Lake City. The Wells Fargo advertising cover of J. Jones & Co. is shown as Figure 5.



Figure 5

LOS ANGELES (Continued)

According to Newmark (p. 67), William Buffum and J.F. Burns purchased eighteen lots on Broadway from the estate of John Temple at \$50 each for the inside lots and \$75 each for the corner lots in 1853. Later reference is made by Newmark to a "Buffum's Saloon" in 1869 (p. 405). The cover in Figure 6 identifies W.F. Buffum as a "Dealer in Foreign and Domestic Wines & Liquors) at 204 Main Street, Los Angeles. This cover was carried by Wells Fargo agent to New York, where it was consigned to the U.S. Mails for delivery to its Boston destination.



Figure 6

Isaias W. Hellman arrived at Los Angeles by sailing vessel in 1859, accompanied by his brother, Herman W. Hellman, who went to work for Phineas Banning at Wilmington. By 1865, I.W. Hellman had acquired his own dry goods business at the corner of Main and Commercial Streets. An attractive, but mutilated advertising cover of Hellman & Co. is shown as Figure 7. They are shown as dealers in "Tobacco, Segars, Stationery, Hardware, Paints & Oil, Musical Instruments, Etc." Hellman was an important figure in Los Angeles banking and real estate, as well as wholesale grocery and other enterprises.



Figure 7

## LOS ANGELES (Continued)

In 1853, M. Norton sold merchandise at the southwest corner of Los Angeles and Commercial Streets (Newmark, p. 72). An advertising cover of Norton Bros., dealers in clothing, dry goods, booths & shoes, is shown as Figure 8. The Wells Fargo franked envelope bears Southern Coast Route Wells, Fargo & Co. cancel.



Figure 8

Sam Prager arrived in Los Angeles in 1854, clerked for awhile, associated with his brother for a while in business and thereafter operated independently. He was long known as "Uncle Sam", good-natured and benevolent and long active in Masonic affairs (Newmark, pp. 104, 105). An advertising cover of S. Prager, dealer in dry goods, clothing and groceries, corner Commercial and Los Angeles Streets, is shown as Figure 9.

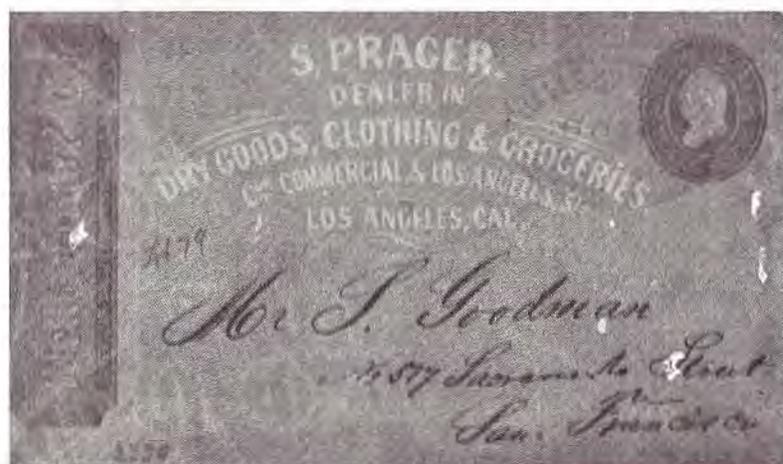


Figure 9

## LOS ANGELES (Continued)

The overall advertising cover of Kremer & Co., shown in Figure 10, is especially interesting for its Hays City, Kans. straight line transit marking. The likely routing of this cover will be dealt with in a later article, and ideas of readers are solicited. Maurice Kremer, who arrived in Los Angeles in 1852, was actively engaged in various businesses at various times. It is assumed that this Wilmington company represented one of his enterprises.



Figure 10

In the late 1860's, Anaheim Landing competed with Wilmington as a port for the coastwise shipping. The Anaheim Lighter Co., whose advertising cover is shown as Figure 11, was formed by the German colonizers of the town of Anaheim ("Home on the Ana"). The Company built a wharf and warehouse, which were reached by wagon road constructed from Anaheim, and it operated a lighter service. This cover also bears the Southern Coast Route cancel.



Figure 11

If any reader has a Los Angeles Wells Fargo overall advertising cover not illustrated here, please send the information or a photostat to me, and I will be pleased to send the information on to Dr. Haller for inclusion in his compilation.

## AUCTION REPORT

by Patrick H. Murphy

All of the items in this quarters listing are from the Spelman sale on 2 December 1980.

Agua Tibia Cal 3.20 (1886 San Diego) Neat ms pmk on  
 UX8. Spindle hole & two punch holes 55.00  
 Aurora Cal June 10/61 (Mono) Fine ms pmk on 3c Star Die  
 entire to Sac. City. Tiny age spots, nick at T  
 neatly repaired, fine appearance 230.00  
 Buckner Cal March 10th and 5 (1855 Sacramento) Neat ms  
 pmk on brown cover. Light wear and soiling, still  
 presentable and just fine 140.00  
 Central House June 1, 1861 (Butte) Fine ms pmk on rare  
 stage coach cover to SF. OVERLAND MAIL, /VIA  
 PLACERVILLE AND SALT LAKE crossed out. Small  
 4-horse stage at UL. 3c 1857 tied by pen canc.  
 Stamp has been moved. Crease, light waterstain  
 at TL, fine appearance 330.00  
 Havilah Cal July 14th 66 (Kern) Neat ms pmk on cover  
 to Wisc. #65, pen canc. First year of town VF  
 290.00  
 SACRAMENTO CITY/Cal. APR 30 (1850) Exc. red cds, bold  
 PAID and large 40 on cover to Ohio. Miner's  
 letter. Very light small stains, fine app. 270.00  
 SACRAMENTO / 40 / CAL. 29 JULY (1850) Fine black cds  
 on cover to Ohio. Black PAID in large oval.  
 Miner's letter. F/VF 230.00  
 Sis Quoc 2-28-84 Cal Neat ms pmk on UX7. Fine LOS  
 ALAMOS / CAL transit mark. Spindle hole, two  
 punches, just fine 100.00

## EXPRESS COVERS

ALTA EXPRESS / CO. / ANGELS (Calaveras) Fine black  
 oval on U10 to Petaluma, type 2 frank. Fine  
 SAN FRANCISCO / Cal. postal cancel. 1858  
 docket. Neatly repaired at R, just into stamp  
 F/VF 270.00  
 DENVER & RIO GRANDE EXPRESS Black frank on U311 to  
 Asti, Sonoma Co. Cal. Purple s/l canc (not  
 readable), very light edge stains, just fine 75.00  
 J. L. Sanderson & Co. Stage Coach illust. adv. cvr.  
 for J. L. SANDERSON & CO. / C. & O. / COAST  
 OVERLAND / MAIL COMPANY. 3c green tied by good  
 YREKA / CAL. cds. Bit trimmed at L just into  
 design, small neat repair at UL, fine app. 425.00  
 WF HELENA, MONTANA (L17-17; 1864; terr) Clear blue  
 d/c on U58 to NYC. Blue NYC postal cds. Tiny  
 toned spots, o/w F/VF 155.00  
 WF AUSTIN. N.T. (Nevada terr; L12-3) Exc. blue oval  
 on U35 to SF. Type O3 frank, which paid the  
 pony express rate. VF 525.00

ADVERTISEMENTS

**"THE PROOF OF THE PUDDING IS  
IN THE EATING"**

For immediate action and  
everlasting satisfaction  
sell your collection to us

OVER 50 YEARS OF HAPPY  
RELATIONSHIPS WITH CLIENTS IS  
OUR BEST TESTIMONIAL

**ROBERT A. SIEGEL**  
120 East 56th Street  
New York, N.Y. 10022



**Dick Long**

DPO'S • TOWN CANCELS  
OREGON • WASHINGTON  
CALIFORNIA • RPO'S • ALASKA

Write today for:

- Approval lots of covers
- Approval lots of postcards
- Mail Auction Catalog
- Fixed price list

I AM A SERIOUS BUYER OF WESTERN COVERS

PO BOX 472  
BANDON OR 97411

PHONE  
503-347-3824

**U. S. COVERS**

My stock of covers is strong in all periods  
from stampless to modern, Alabama  
to Wyoming.

What would you like to see?  
References, please.

**Henry M. Spelman, III**  
P.O. Box 645  
San Anselmo, Ca. 94960

**WANTED**

**WELLS FARGO COVERS  
WESTERN EXPRESS COVERS  
OREGON and WASHINGTON  
TERRITORIALS  
EXPOSITION CANCELS  
OTHER WESTERN COVERS**

I HAVE MANY DUPLICATES TO  
TRADE OR SELL.

**Howard A. Mader**  
4496 Anderson Rd. S.E.  
Aumsville, OR 97325

**POSTAL HISTORY OF THE COLORADO SAN JUAN**

Chapter XI, Archuleta County

by Ray L. Newburn, Jr.

Map by William Bauer

Photography by James Young

Archuleta County was created from the western half of Conejos County on May 20, 1885, the line of division being roughly the continental divide. The new county has an area of 1364 sq. miles, leaving its parent with 1268 sq. miles. It was named for Antonio D. Archuleta\* who was then state senator from Conejos County and presented the bill for the division.<sup>169 197</sup> The reason for the separation is not exactly obvious, since the new county had a population of only about 500 and no boom was in progress. Possibly it occurred because the difficulty in crossing the divide a good part of the year made administration difficult, but the D & RG narrow gauge line over Chama Pass to Durango passed through the southern part of the county after 1881, reducing the requirements for horse-powered travel to only about 30 miles. In any event the separation seems to have been an amicable one, unlike many others in the San Juan.

Topographically Archuleta is a typical San Juan County of mountains and canyons. Elevations range from 13,272 ft. Summit Peak on the continental divide in the east to 5,970 ft. on the San Juan River, where it leaves the county in the southwest. The San Juan River runs almost diagonally across the county from northeast to southwest while its major tributaries, the Navajo River and the Piedra River, drain the southeast and northwest respectively. The river canyons are not as precipitous as those of the central San Juan, however, and there are no elevations above 11,000 ft. except in the east near the continental divide.

There has never been organized mining for metal ores in Archuleta County. The total production of gold, silver, copper, lead and zinc up to 1945 totalled exactly \$3,334.<sup>12</sup> What Archuleta County did have were beautiful stands of timber and some good grazing land. There are also some farmlands, coal fields, and even a small amount of oil.

The first resource utilized in what would become Archuleta County was the Pagosa, Ute for healing waters, a great spring with a temperature of 155°. The Indians had used it for years, and it was officially reported by Capt. J.N. Macomb of the U.S. Topographical Engineers in 1859. At least as early as 1873 people began coming over the divide from the east just to bathe in the Pagosa Springs. Beginning in 1875 several parties began attempts to lay claim to the Springs and soon the first permanent settlers began to build in the area.<sup>198</sup>

The Ute Indians were very fond of Pagosa, having used it for years, especially in winter. By the Brunot treaty in 1873 they gave up all rights to it. Whites continued to trespass on the 15 mile strip retained along the New Mexico border by the Indians, however, their cattle began eating the Indians pasture, and feelings were distinctly hostile throughout the San Juan. As a result the army established Fort Lewis in what soon became a six mile square reservation with the Hot Springs in the southwest corner. It was garrisoned in Oct. 1878. In 1880 Fort Lewis and most of the garrison was moved west to the La Plata River under circumstances described in Chapter VIII. Many settlers remained behind, and there never were serious Indian problems in Archuleta County.<sup>12 161 198</sup>

Through the 80's the town of Pagosa Springs showed a slow, healthy growth as a health spa and the commercial center for local ranching. It became the county seat when Archuleta County was formed in 1885, but it was a county seat without a railroad. Railroads were planned, but nothing was built. Timber was cut for local use and occasionally to supply railroad ties, which could be floated down the San Juan River to the Denver and Rio Grande. Finally in February 1895 the Rio

\* Some have followed Hall (54) in attributing the name to Jose Manuel Archuleta of a pioneer New Mexico family, but modern references seem to follow Hafén (19).

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

Grande and Pagosa Springs Railroad Company was incorporated by owners of the New Mexico Lumber Co. to build north from the D & RG at Lumberton, New Mexico. The R.G. & P.S. reached Archuleta County in July at Edith and built on to Chromo the next year. Busy hauling timber, it showed little interest in hurrying on to Pagosa Springs. <sup>187</sup>

In April 1899 a group of rival lumber men incorporated the Rio Grande, Pagosa and Northern Railroad to build north from the D & RG at Pagosa Junction. By June 1900 the tracks reached Dyke and on October 13, 1900 the first train steamed into Pagosa Springs. The RGP & N soon acquired the mail contract and carried the pouches, as well as passengers and freight, daily. By 1906 it had become the Pagosa Springs branch of the D & RG. The line was finally abandoned early in 1935. The rival RG & PS reached Flaugh, about five miles from Pagosa Springs, in 1904 but never built on into the county seat. Numerous logging railroads were built by the New Mexico Lumber Co. and the Pagosa Lumber Co. from the RG & PS and the RGP & N respectively to tap the Archuleta County timber. By 1916 both companies had stripped their land of useful timber and moved on, in those pre-reforestation days, leaving behind only a few smaller companies. <sup>187</sup>

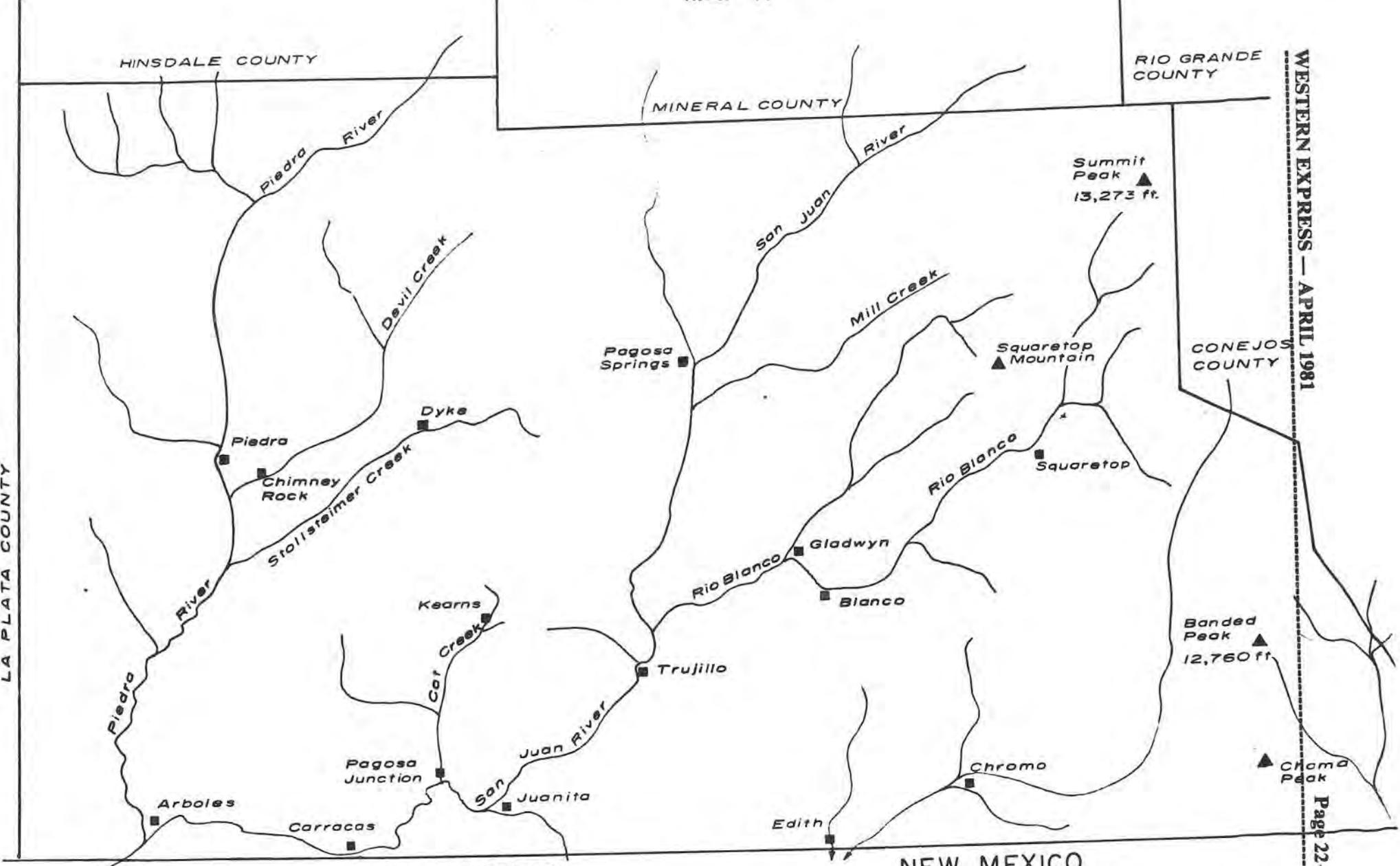
Archuleta County showed a constant growth from 826 in 1890 to 2117 in 1900 and 3302 in 1910. <sup>36</sup> Today it is a fairly stable farming and ranching area for the most part. The hot springs still bubble away, but "taking the waters" has become rather passe since the first world war. As a result tourists are largely hunters and fishermen. There is still a bit of timber cut, and a lot of reforestation looks well for the future.

Travel to Archuleta County was never the problem that it was to the San Juan heartland. The old "upper road" to Animas City (see Chapter VIII) crossed Archuleta County from supply points to the south and east. In 1878 the army built a road over Ellwood Pass to supply Ft. Lewis from the railhead at Alamosa. After the Denver & Rio Grande Railway built across the southern part of the county in 1881 most travellers came that way to Amargo, N.M., or later Lumberton, N.M. until the RGP & N actually built into Pagosa Springs. Some travel continued over Ellwood Pass, at least until the flood of 1911 severely damaged it. Then with auto travel increasing, a new road was built over Wolf Creek Pass during 1913-16. This highway and an improved road into New Mexico attracted trucks for the first time and marked the beginning of the end of the railroad. Many trucks have been caught on Wolf Creek Pass by avalanches even in modern times, however, and Colorado began building huge snowheads in the worst spots only a decade ago. <sup>46 166 197</sup>

Mail routes into Archuleta County have changed a great deal over the years. The Postal Route Map of 1877 shows Pagosa Springs and Navajoe, although there were no offices there yet. <sup>33a</sup> The Map of 1879 shows a route from somewhere in New Mexico via Navajoe, a route direct from Alamosa, and a route from Summit supplied in turn by Del Norte. The New Mexico route extended beyond Pagosa Springs through Piedra into La Plata County. <sup>123</sup> The Map for 1881, with Fort Lewis now moved and the railroad at Chama, New Mexico, shows a route from New Mexico somewhere south of Chama, and one from Del Norte via Summitville. The New Mexico route still goes on to Piedra and La Plata County. <sup>114</sup> The Map for 1883 shows a route from Alamosa via Summitville and four other towns and a route from Pagosa Springs to the railroad at Amargo, New Mexico. Piedra is now served from La Plata County, and Arboles is on the railroad. <sup>69</sup> The Map for 1885 is similar to that for 1883 except the route through Summitville once again originates in Del Norte. <sup>70</sup> By 1889 the Summitville route has disappeared entirely. <sup>71</sup> The 1892 Map is identical to that of 1889. <sup>117</sup> By 1897 the mail source had moved three miles up the railroad to the new town of Lumberton (see Edith), and Piedra was once again being served from Pagosa Springs instead of La Plata County. <sup>72</sup> After 1900 the Rio Grande, Pagosa and Northern took over as previously noted. Details of mail service for all the smaller towns is given under the individual listings. The RGP & N apparently carried the mail only in closed pouches, incidentally, which isn't surprising for such a short line. I've seen no evidence for a railway post office.

# ARCHUL TA COUNTY

MAP 11



HINSDALE COUNTY

MINERAL COUNTY

RIO GRANDE COUNTY

CONEJOS COUNTY

WESTERN EXPRESS — APRIL 1981

LA PLATA COUNTY

NEW MEXICO

NEW MEXICO



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

Archuleta County is an extremely difficult one to collect. Only Pagosa Springs postmarks are common in the 19th century. Of the other eight offices open in the 19th century only Chromo and Edith have been reported. Of the 15 offices open before 1926, eight remain unreported in any period, the worst overall record for a San Juan area county at this writing. (Complete statistics for all counties will be reported in an Addendum and Epilogue to follow this chapter.)

### ARBOLES

Established Dec. 13, 1882

Discontinued Apr. 4, 1899

Re-Established Apr. 13, 1899

Still Operating

Arboles is Spanish for "trees," and acquired its name from the nearby woods along the Piedra River. <sup>188</sup> The town grew on the peninsula of land between the Piedra and San Juan Rivers where the Denver and Rio Grande Railway bridged the former, elevation 6150 ft. (Allison Quadrangle, 1954). The town was apparently the creation of the D & RG. Crofutt refers to it as "an eating station" on the railway. <sup>37</sup> Indeed the local time table on the "Pueblo and San Juan Division" of the D & RG for July 1, 1883 shows a 20-minute stop from 12:40 to 1:00 p.m. at Arboles. <sup>199</sup> The town had an 1885 population of 25. <sup>105</sup> This had grown to 52 by 1900 and was the same in 1910. <sup>44</sup> <sup>149</sup> In 1940 it still had a population of 42. Today it is near the upper end of the Navajo Reservoir, which perhaps is the reason the town continues to exist although the railroad is gone.

The earliest postmark reported from Arboles is a wide 4-bar of 1932.

### CARRACAS

Established Mar. 3, 1909

Discontinued Jan. 31, 1911

Supposedly the town was named after Caracas, the capitol of Venezuela, for reasons unknown. <sup>112</sup> Although the town did not acquire a post office until 1909, it is listed in the 1883 Colorado Railway Guide and apparently was a D & RG creation. <sup>199</sup> The town is situated on the north bank of the San Juan River at an elevation of 6170 feet and is less than a half mile from the New Mexico state line (Carracas Quadrangle, 1954).

It is not at all clear why Carracas should have received a post office in 1909 and lost it in 1911. The town existed for more than 75 years, being shown on road maps well into the 1960s. It had a 1930 population of 35, <sup>112</sup> which may be as large as it ever was, since most early maps show it without giving a population even though listing populations as small as 10 for other towns.

Mail came via the railroad. No postmarks have been reported.

### CHIMNEY ROCK

Established Nov. 1, 1950

Chg. to Rural Bch. Pagosa Spgs. Apr. 7, 1967

Listed here for completeness, though well outside the nominal first 50 years of statehood normally covered, Chimney Rock acquired its post office from Dyke. The two towns were about seven miles apart, so this presumably was a move and not just a name change, although it is always possible the post office physically moved a few years earlier without changing its name at that time. To further confuse the issue the recent topographic map for the area (Chimney Rock Quadrangle, 1968) shows Chimney Rock P.O. located immediately across the river west from Piedra, another four miles toward Durango on US 160. Looks like a little detective work is called for the next time one of us is in the area.

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

### CHROMO

Established Oct. 30, 1885

Still Operating

Chromo was a re-establishment of Price, closed three years earlier. Because of the prominence by 1885 of Price, Utah the postal authorities advised that a new name be chosen. One member of the Price clan of perennial postmasters had named a New Mexico town Chromo Mountain many years earlier and liked the name. Since Chromo, from Greek for "color", was appropriate to the colorful landscape, it was accepted. <sup>112</sup> The location and earliest history of the town are given under PRICE.

In April 1895 a lumber mill was built at Chromo by the (Samuel) Biggs Lumber Company, part of the beginning of two decades of stripping the timber from Archulete County. In June it was traded to the New Mexico Lumber Co., owned in part by a nephew, Edgar Milton Biggs. They also swapped timber rights. The Rio Grande and Pagosa Springs Railroad Company had been incorporated by owners of the New Mexico Lumber Co. in February of 1895, the railroad reaching Chromo in 1896. The Chromo mill, which could cut 25,000 board feet per day, began actual operations in August 1895. It was never as important as the mill at Edith, however, and by 1910 Chromo's population is not even given beside the name while the population of Edith was 293. <sup>44 187</sup>

Chromo has had "staying power" however. In a good ranching area and on the main route into New Mexico, Chromo did not fail completely when the New Mexico Lumber Co. abandoned Archulete Co. The rails were pulled back to Edith in 1914. The year 1930 found Chromo with 203 people, 1940 with 13 people, and a few still live there.

Mail came to Chromo from the D & RG Railroad at Amargo, N.M. until Lumberton, N.M. and Edith appeared in 1895. Then it came from the railroad at Lumberton through Edith. Some time after 1898 the RG & PS Railroad began carrying the mail to Edith, but the runs were apparently sufficiently irregular to Chromo that the last five miles were still made by horse power. After the railroad stopped regular runs in 1913 or 1914 the delivery route returned to what it was in 1895, by road from Lumberton. <sup>71 72 73 74 75 94 117 119</sup>

CHROMO COLO (3+) 1887/04/11

CI:P,1,0:270:T;M,D,Y;S:G,R:thick 4-ring target

CHROMO COLO. (3) 1900/04/XX (See Fig. 107)

CI:P,1,0:285:T;M,D,Y;S:G,G:oval grid

CHROMO, COLO (2½) 1907/04/24

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

This is a Doane type 3 postmark with numeral 2



Figure 107

The envelope is reduced at the left and somewhat rumped, but Part 1 needed some pictures!

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

## DYKE

Established Apr. 10, 1901

Discontinued Sept. 30, 1910

Re-Established Dec. 20, 1910

Discontinued July 15, 1913

Re-Established Mar. 17, 1917

Changed to Chimney Rock Oct. 31, 1950

William Dyke was a rancher along Stollsteimer Creek. When the Rio Grande, Pagosa, and Northern Railroad built north from Pagosa Junction in 1899 he supplied them with beef. The railroad actually crossed part of his ranch, grading reaching that point by the end of September. In mid-June of 1900 the rails reached that far, and the railroad built a small station there, naming it Dyke. A post office soon appeared, with Lena Dyke as postmistress, and not too surprisingly with the name of Dyke. The location was on the south side of the creek 10 miles west of Pagosa Springs at an elevation of 6800 feet (Pagosa Springs Quadrangle, 1924; Pagosa Junction Quadrangle, 1957).<sup>187</sup>

In about 1903 the Pagosa Lumber Co. built a sawmill there employing 25-30 men and laid spurs up to five miles in length back into the timber to supply the mill, which operated until October 1905. The town had a 1910 population of 42.<sup>44 187</sup> By 1930 the population was down to 10.<sup>150</sup> Sometime later the post office was moved, as described under Chimney Rock.

Mail came to Dyke aboard the RGP & N as long as that railroad existed, after 1906 as a branch of the D & RG.<sup>73 74 75</sup> In later years (1937) the mail came via a line from South Fork through Pagosa Springs to Durango.<sup>94</sup> The earliest postmarks reported are 4-bars from the 1930s.

## EDITH

Established Oct. 28, 1895

Discontinued Oct. 31, 1917

Listed as being in New Mexico May 5, 1904 - Feb 5, 1909 (see below).

(Edgar Milton) Biggs, McGinnity, and McPhee incorporated the New Mexico Lumber Co. on Dec. 16, 1892 to timber along the Navajo River. At the end of 1893 they began building the new town of Lumberton, N.M. on the D & RG, and by March 1894 they had built a mill, hotels, stores, and dwellings there. On Feb. 2, 1895 they incorporated the Rio Grande and Pagosa Springs Railroad Company to build north from Lumberton into the timber (saying before long they would build on into Pagosa Springs). by May 1895 they were erecting a large sawmill on the Archulete Ranch on the Navajo River six miles north of Lumberton. Track reached there July 25, 1895. E.M. Biggs named the place Edith after his two-year old daughter. The site at 7050 feet elevation was assumed (correctly) to be just into Colorado (Chromo Quadrangle, 1957).<sup>187</sup>

The Edith sawmill had a capacity of 60,000 board feet per day and was lighted by electricity. During 1896 the usual company houses and company store were built, while the railroad was extended on to Chromo whose mill now also belonged to the New Mexico Lumber Co. Now Edith became a typical company lumber town, which is to say even more of a tinderbox than the typical mining camp. On September 12, 1899 the inevitable occurred, probably caused by a spark from the sawdust burner. Fortunately the fire was seen by a watchman in time to save most of the town, but the mill and 50,000 board feet of cut lumber went up in smoke. The town became extremely fire conscious, Biggs going so far as to outlaw all open fires anywhere near the town.<sup>187</sup>

At this time uncertainty over the true location of the state line became a political issue. The boundary by definition was the 37th parallel, but where was the 37th parallel? The original boundary surveys had been run by Darling and Majors in 1868 and 1874 respectively and resulted in a line up to three-fourths of a mile too far south in some rough areas. The Pagosa Springs News claimed residents of Edith actually lived in New Mexico and their votes in political matters favoring the

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

timber company were illegal in Archulete County. Survey parties working from both east and on a new survey failed to meet, leaving an offset in the line. In 1903 the General Land Office accepted the new Carpenter survey as an improvement on that of Darling and Majors, and this seemed to move Edith into New Mexico Territory. In 1904 the Post Office Department accepted this decision and Edith, Colorado became Edith, New Mexico Territory. Then in 1908 Congress passed a joint resolution accepting the decision, but President Roosevelt vetoed it. Following the veto, the Post Office Department discreetly decided to put Edith back into Colorado. Needless to say the lumbermen were Republicans, who wanted Edith in Colorado. <sup>187 200</sup>

In 1919 New Mexico sued Colorado over the boundry. The dispute was finally settled by the Supreme Court in 1960 by accepting the original Darling survey. <sup>200</sup> This puts a kink to the south in the boundary only about 1½ miles east of Edith. The town itself appears always to have been in Colorado, being a few hundreds yards north of the 38° parallel according to the latest US Geological Survey Maps. The small kink can be seen even on modern road maps. Collectors will have to decide for themselves whether Edith, New Mexico Territory postmarks belong in their Colorado collections (if they can fine one).

While all of the politics was under way, in the summer of 1905 Edith burned again, the fire this time taking the entire town along with the mill. The fire apparently came "out of the river bottom". Whatever its origin, it took a year to get everything going once again. On April 5, 1913 fire struck again, this time destroying the railroad's shops, engine house, and four locomotives. With most of the timber in the area stripped by then, the New Mexico Lumber Co. closed the Edith mill, reopening operations in New Mexico in 1914. The rails of the RG & PS were pulled back to Edith immediately. Though the tracks were left in place to Edith for at least two more years, there were apparently no regular runs over them. The Edith mill was dismantled, and the railroad was formally dissolved on October 24, 1917. A fourth major fire removed most of the town shortly thereafter. <sup>187</sup> The population of Edith was 282 in 1900 and 293 in 1910. <sup>44 149</sup> A few people apparently once again moved to the site in later years. The 1940 census lists 25 inhabitants.

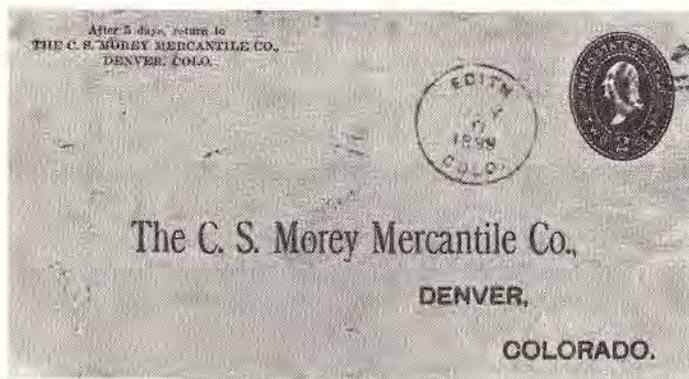


Figure 108

Morey Mercantile comes to the rescue with a timely bit of business from Edith.

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

As noted under Chromo, the mail came to Edith by rail until the railroad ceased regular operation. Then it was served briefly from the rail connection at Lumberton by a short separate contract. Edgar N. Biggs was postmaster of his company's town until it was moved into New Mexico.<sup>111</sup> Whether he actually then declined to continue serving, as suggested by Kriege,<sup>200</sup> or perhaps was less politically acceptable to the territorial government is a matter for speculation. Note that the New Mexico postmark was used for some months after Edith was officially back in Colorado.

EDITH COLO. (2½) 1897/06/04-1899/05/11 (see Fig. 108)

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

EDITH, N. MEX. (2½) 1908/02/20-1909/05/31

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

This is a Doane type 3 postmark with numeral 5

EDITH, COLO. (3) 1909/10/05-1911/02/02 (see Fig. 109)

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

This clearly is not a Doane type



Figure 109

The patent medicine business was good around the turn of century, and the W.W. Gavitt Co. correspondence has furnished many interesting postmarkas as a result.

### BIBLIOGRAPHY

197. Manson-White, L.C., "Archuleta County" in "Who's Who in Colorado," Boulder, 1938.
198. Manson White, L.C., "Pagosa Springs, Colorado," Colo. Mag. IX, 88, 1932.
199. Lyford & Gleim, "Official Railway Guide to Colorado", Vol. 1, No. 2, July 1883, reprinted by "Mobile Post Office Society," May, 1978.
200. Kriege, O.H., "Edith, New Mexico: A Territorial Office Created by a Surveyor's Dispute," La Posta 4 (1), 18, 1972.

Reference 1 thru 196 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; 186-188 January 1980 page 22; 186-189 July 1980 page 27; 190-196 October 1980 page 30.

**ANNUAL  
BREAKFAST-MEETING  
WESTERN COVER SOCIETY  
SUNDAY APRIL 26  
9:00 A.M.**

Jack Tar Hotel  
San Francisco

RESERVATIONS \$7.50 PAID IN ADVANCE

SEND CHECK PROMPTLY TO:

**Secretary  
9877 Elmar Ave.  
Oakland, CA 94603**

**SECRETARY'S REPORT**

**New Members**

- #753 Christopher Martin, P.O. Box 1074, Mammoth Lake, CA 93546  
(Collects early Cal & Nev covers, esp. Mono Co; and all Expresses)
- #754 Gerald W. Clark, 1410 Sandpiper Cir. #4, Salt Lake City, UT 84117.  
(Collects Express covers and related materials.)
- #755 Joan Lunney, 8903 Grant St., Bethesda, MD 20034  
(Collects Wells Fargo covers & Pony Express Stamps)
- #756 Dale Mallicoat, P.O. Box 707, Aurora, OR 97002  
(Northwest towns, express & history)

**Change of  
Address**

- Bruce Daniels, 27 State St., Boston, MA 02109
- N.V. Ellerton, c/o Panos, 6110 Robinwood Rd., Baltimore, MD 21225
- Patrick Murphy, P.O. Box 1293, Boulder, CO 80306
- Stephen F. Miles, Rt. 2 Box 58A, Siloam Springs, Ark 72761
- Glenn F. Terry, P.O. Box 4025, Carmel, CA 93921.
- Charles Winter, P.O. Box 1146, Los Altos, CA 94022.

**Resigned**

- #323, Richard Crowson

**Deceased**

- #37, William C. Aichele