

# WESTERN EXPRESS

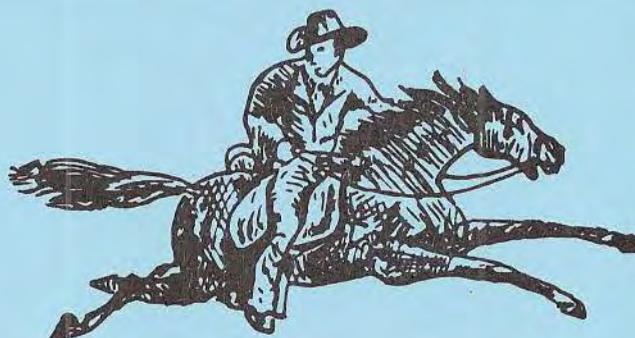
RESEARCH JOURNAL OF EARLY WESTERN MAILS

NO. 129 VOL. XXXII, No. 2

Quarterly Publication of the  
**WESTERN COVER SOCIETY**  
Unit No. 14—American Philatelic Society

APRIL, 1982

Express  
Ocean Mail  
Overland  
Post Offices



Territorial  
Statehood  
Postal Rates  
Postal History

## CONTENTS

	Page
Editor's Arena.....	1
Secretary's Report.....	2
Treasurer's Report.....	3
Patron and Sustaining Members.....	3
Fort Yuma and the Colorado River by Jack Greenberg.....	5
Truman & Chapman's Express by Kenneth Greenberg.....	11
Langton Versus Wells Fargo by Robert Livingston.....	13
Postal History of the Colorado San Juan by Ray Newburn, Jr.....	21
Story Behind the Cover by Richard C. Wilkerson.....	27
Advertisers.....	4, 12, 31, 32

Advertising rates, per issue: Full page \$35.00; half page \$17.50; quarter page \$10.00  
Annual Dues in Society: Patron \$30.00; Sustaining \$20.00; Regular \$15.00  
Address all communications to Editor, Everett Erle, 9877 Elmar Ave., Oakland CA 94603

## EDITOR'S ARENA

### ANNUAL MEETING

Following our usual custom the breakfast-meeting will be held at the JACK TAR Hotel, San Francisco on Sunday May 2, 1982. Breakfast is scheduled for 9:00 A.M. with the meeting following. As in the past, advance reservations are necessary to insure adequate accommodations. This year the price is \$8.00 and your check should be sent to the Secretary at 9877 Elmar Ave. Oakland, CA 94603. Price at the door will be \$10.00 on a space available basis. Courtesy of President Pearce and the Wells Fargo Bank, there will be the traditionally fine door prizes.

### MEMBERS COLLECTING INTERESTS

Without any warning the last issue of the Roster omitted the special interests of our members. This coded listing had been used for many years in the annual or bi-annual listing of our members. Was it used by members to coordinate their interests with similar interests of other members? Or was the primary listing, as new members were admitted, sufficient? If there is a need to let other members know your specific interests, perhaps we could, from time to time, mention these particular interests on these pages. Let us know.

### DUES FOR 1982

Dues notices were mailed on December 1, 1981. In printing the notices there was an over-run of fifty. This must have been prophetic—for as of February 1, 1982 there were 49 members who had not paid their dues. The extra notices were updated and mailed to the delinquents. The list, under the SECRETARY'S REPORT, of members dropped for non-payment of dues, will show the response from this second request.

### SUSTAINING AND PATRON MEMBERS

On the brighter side of the dues situation, note the long list of members who have chosen to be Sustaining or Patron members, with the additional contributions required. The Society is grateful for this vote of confidence. Your Treasurer is also grateful to all (Patron, Sustaining or Regular) who made prompt remittance.

### ROBERT LEWENTHAL

Our late friend, and long-time member of the Society, willed his philatelic library to the Western Cover Society, in care of your Editor. The latter's kitchen, living room and dining room gave evidence of the size of this legacy, with boxes of books, pamphlets and auction catalogues strategically placed in every nook and cranny. It is regrettable that the Society does not have a library where the books could be placed, in toto, permanently, to be available to our members. In order to give members an opportunity of acquiring some of the better items a selection will be offered in Henry Spelman's WESTPEX auction, for the account of the Society.

### S. F. BAY AREA MEETINGS WEEKLY

Members in the area are reminded that there is a luncheon-meeting every Friday (11 to 1) at the Marines Memorial Club, 609 Sutter St., San Francisco (12th floor). We thank member Henry Spelman for a nice notice of this in his latest auction catalogue. As an experiment we are going to designate the 4th Friday of each month as a sale and exchange meeting, when those attending are expected to bring covers or other items for sale to those present. Any member visiting in the area on business or vacation is invited to attend.

**EDITOR'S ARENA (Continued)**

**WYOMING** The semi-monthly publication LA POSTA, edited by Richard Helbock, carries a review, in its December issue, of the book WYOMING POST OFFICES 1850-1980, by John S. Gallagher and Alan Patera (the latter a member of our WCS). The very favorable review indicates that this is a publication which could be most useful to our members who have interest in the area covered. No price was given, but interested members should write to THE DEPOT, P.O. Box 202, Burtonville, MD 20866.

**LA POSTA** The Editor, in the December issue of LA POSTA mentioned above, lists its "Sustaining Members". Reading the list is almost akin to reading from the Roster of our Western Cover Society, for of the 69 listed 35 are members of WCS.

**EVERTS EXPRESS** In a preceding paragraph the suggestion was made that members might like to have their interests brought to the attention of other members through comment on these pages instead of as a coded reference in a membership list. So we take the opportunity to note that our Yuba City member Margaret Crete is most interested in covers of Everts Express.

**EXPERTIZING AT WESTPEX** For early arrivals at WESTPEX '82, the PHILATELIC FOUNDATION will hold a Seminar on Thursday April 29 at the Jack Tar Hotel. This will be a day-long event and will include Expertizing of Stamps, Postal History of the U. S. and of the Confederate States.

**SECRETARY'S REPORT****New Members**

- #773—George W. Hester, 45 East Madison Ave., Florham Park, N. J. 07932  
(Collects Colorado; 19th Century towns, R.P.O.D.P.P., Terr.)
- #774—George Alevizos, 2716 Ocean Park Blvd. Suite 1020, Santa Monica, CA 90405 (Dealer)
- #775—Martin L. Apfelbaum, 2006 Walnut St., Philadelphia, PA 19103 (Dealer)
- #776—Kenneth W. Bridge, Route 1 Box 553A, Roswell, N.M. 88201  
(Collects New Mexico-Chaves Co. in particular)

**Change of Address**

Russ Burdick, 2486 Pinnacles Drive, Rocklin, CA 95677  
 Werner Burkhardt, 5049 Santa Rita Rd., Richmond, CA 94803  
 Jesse Coburn, 6269 Avenida Ganso, Goleta, CA 93117  
 N.V. Ellerton, 5822 Stevens Forest Rd., Columbia, MD 21045  
 Austin P. Haller, MD, 4864 Southridge Ave., Los Angeles, CA 90043  
 J. Lunney, 8903 Grant St., Bethesda, MD 20817  
 H. C. Perry, Jr., 2910 Juilliard, Boulder, CO 80303  
 Fred Smoot, R4 Box 559, Newport, WA 99156  
 Jack Wilcutt, P. O. Box 996, Tombstone AZ 85638  
 Frank A. Zid, P. O. Box 301, Westmont, IL 60559

**Resignations**

Robert Abelson, Stephen Miles, J. V. Woolam

## TREASURER'S REPORT

Balance on Hand, January 1, 1981		<u>\$ 7,119.34</u>
Receipts		
<b>DUES</b>		
For 1981	1,460.00	
For 1982	<u>2,980.00</u>	4,440.00
<b>ADVERTISING</b>		
For 1981	265.00	
For 1982	<u>190.00</u>	455.00
Sales of Western Express	11.25	
Interest on Short term Sav.	<u>290.09</u>	5,196.34
Total Available		12,315.68
<b>Expenditures</b>		
Printing & Mailing Western Express	6,205.18	
Secretary-Treasurer Expenses	249.65	<u>6,454.83</u>
Balance on Hand, December 31, 1981		<u><u>\$ 5,860.85</u></u>

## WESTERN COVER SOCIETY

### PATRON AND SUSTAINING MEMBERS FOR 1982

#### PATRON

David Beals III	A. L. Greene	Robert Livingston	Basil Pearce
Henry Clifford	Marc Haas	G. Wm. Magladry, M.D.	Richard Poultridge
William T. Crowe	Dorothy Hotze	Steve Meier	Fred Smoot
Charles Deaton	John F. Leutzinger	Frank Q. Newton, Jr.	Henry Spelman III
Jack Greenberg	Frank Liska	King Parker, Jr.	J. Earle Stromberg
Kenneth Greenberg			Richard Wilkerson

#### SUSTAINING

Samuel S. Arlen	Rev. Constant Johnson	N. Leonard Persson	Jack E. Stucky, Jr.
Dr. W. W. Bityeu	Jack R. Hughes	W. Ray Radford	Gordon Twedt
Brad Casoly	Dr. Dennis Lutz	Helen Rhodes	Fred Valentine
Richard Curtin	Howard Mader	Louis K. Robbins	Dr. Heinz von Hungen
John Drew	Edna B. Masros	Steve Rosen	Robert B. Wale
Robert Ebner	Clifford Moss	Oscar Saizar	Charles A. Whittlesey
Raymond Epple	Robert Myerson	Jerome Schwimmer	Charles Winter
Ted Gruber	Ray Newburn, Jr.	Col. Fred Seifert	Kirk S. Wolford
George Hester	H. C. Perry, Jr.	Wade Shipley	John Williams
			Paul J. Wolf

## ADVERTISEMENTS

**ANNUAL  
BREAKFAST-MEETING  
WESTERN COVER SOCIETY**

SUNDAY MAY 2  
9:00 A.M.

Jack Tar Hotel  
San Francisco

RESERVATIONS \$8.00 PAID IN ADVANCE

SEND CHECK PROMPTLY TO:

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

**WANTED**

New Mexico Postmarks prior to 1912  
Some duplicates for sale.

**FOR SALE**

Territorial P.O.'s of Arizona . . . . . \$2.00  
Territorial P.O.'s of Florida . . . . . 1.00

New Mexico Territorial Postmark  
Catalogue (new 1981 Edition) . . \$25.00

**Dr. S. H. Dike**  
1420 Carlisle Blvd. N.E.  
Albuquerque, N.M. 87110

**PACIFIC EXPRESS**



**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

## FORT YUMA AND THE COLORADO RIVER - PART II\*

By Jack Greenberg

### THE COLORADO STEAM NAVIGATION COMPANY

By 1870, the Colorado Steam Navigation Company was better able to meet the demands of commerce in the river than at any time previous. There was, however, a great need for the improvement of the ocean route from San Francisco to the mouth of the river. By 1870 mineral production and military activity reached a volume sufficient to warrant a more regular ocean service, and by 1871, it became apparent that the Holladay empire was in serious financial difficulty and that the time was ripe not only to establish regular scheduled service to the Colorado, but to supplement this traffic with that of the Mexican coast and Baja California Ports.

In the late spring of 1871, the CSNCo, purchased the NEWBERN, a fast little wooden propeller type vessel, which had been built at the Brooklyn Navy yard in New York for the War Department during the Civil war. She had a displacement of 943 tons.

On August 5th, 1871 both Arizona and California newspapers announced the opening of scheduled steam service from San Francisco to the mouth of the Colorado. The NEWBERN was scheduled to sail from San Francisco on the first of every month, and upon arrival at the mouth of the river she was to connect with the river steamers so that freight and passengers could be delivered to Yuma within twelve days. Special inducements were offered to passengers, and fares were set at \$75.00 first cabin, or \$45.00 for steerage.

Offices of the company were opened at San Francisco and at Yuma; in San Francisco at 610 Front St. with Edward Norton as Agent.

The success of an all steam service to Yuma was instantaneous. Freight laid down in Arizona in twelve days from San Francisco seemed miraculous. Hundreds now availed themselves of the opportunity to Visit San Francisco "just for the ride". Although the dominance of the Mexican Coast trade by the CSNCo would be brief, their dominance of the trade on the Colorado river lasted almost thirty years.

The first directory advertisement of the CSNCo appeared in the 1871 edition of

BANCROFT'S GUIDE FOR TRAVELERS IN THE PACIFIC STATES;

SAN FRANCISCO AND COLORADO RIVER

Edward Norton, Agent, 610 Front St.

San Francisco

Steamer Newbern leaves Front Street Wharf, San Francisco at 12M on the 20th of every month, for the Colorado River. passage \$45.00 and \$25.00. Freight landed at Yuma in 12 days. Dec. 1st, 1871

It is apparent from the above that the charge for passage has been reduced and that the sailing date of the 1st, advertised in August, has been changed to the 20th of every month. Edward Norton, the Agent, was probably a wise choice on the part of the company as he was an ex-Justice of the Supreme Court of California, and politically influential in San Francisco at that time.

\*For Part I see Western Express for July 1978.

## FORT YUMA AND THE COLORADO RIVER (Continued)

On the front page of the San Francisco DAILY EVENING POST for December 1st. An article appears regarding the voyage of the NEWBERN for that day;

TROOPS FOR ARIZONA. - Oakland pier was this morning enlivened by the presence of six companies of the fifth Regiment, U. S. Regular Cavalry, commanded by Major Carr, enroute Nebraska, to relieve the Third Regiment of Cavalry now stationed in Arizona. They were to embark upon the steamer NEWBERN at half past 2 o'clock P. M. They were a fine looking body of men and will, no doubt, exert a peaceful influence over Colyer's unfortunates.

Late in the year of 1872 the PACIFIC MAIL STEAMSHIP COMPANY acquired from the ailing Holladay Empire, the vessels and subsequently the Mexican Coast route on which they served, and proceeded to operate them in their own name. They also acquired the subsidy, resulting from an agreement entered into that year between Holladay and the Mexican Government, for mail service to and from Mazatlan and Cabo San Lucas. The PMSSCo had little interest in operating the Northern Mexican Coast Route but was primarily concerned with the prevention of the route's falling into the hands of unscrupulous operators who would threaten the lucrative Mazatlan and Southern Coast trade.

In the latter part of 1873 an agreement was reached between the CSNCo and the Pacific Mail, who relinquished the Northern Ports to the CSNCo as well as the former Holladay steamer MONTANA, and the Mexican subsidy.

Little time was lost on November 8, 1873, we find the announcement of the second steamer and the expanded route. The twelve day schedule was retained, but the sailing frequency was now increased from once a month to every twenty days. Stops were announced at Guaymas and La Paz, and passenger rates were reduced to forty and twenty-four dollars respectively. The company Headquarters was moved from Yuma to San Diego, California, where George A. Johnson, the principal partner, had a large ranch.



George A. Johnson  
Originator and principal  
in the Colorado  
Navigation Company

**FORT YUMA AND THE COLORADO RIVER (Continued)**

The MONTANA herein-mentioned, was a wooden side-wheel steamer of 1004 tons displacement, built at Bath, Maine for Patton in 1865 to compete with Holladay on the route between San Francisco and the Columbia river. It is not to be confused with the other MONTANA, built in New York for the Pacific Mail Steamship company in 1865 (a much larger vessel of 2,677 tons displacement,) for use on the Panama route.

In the April 1874 San Francisco City Directory we find the following Advertisement;

COLORADO STEAM NAVIGATION COMPANY  
for Guaymas, and La Paz, sailing  
every 20 days, freight at reduced  
rates. Steamships Montana & Newbern.  
Edward Norton, Agent  
610 Front Street

In the same directory we find a full page advertisement that tells it all;

COLORADO STEAM NAVIGATION COMPANY  
for Guaymas and La Paz  
Regular Steamship line to Mexican  
Ports sailing every twenty days  
FREIGHT AT REDUCED RATES  
The Favorite Steamers  
MONTANA - A. N. Mc Donnough, Captain  
and  
NEWBERN - Wm. Metzger, Captain  
For freight at reduced rates, or  
passage having superior accomodations,  
apply to;  
Edward Norton, Agent  
610 Front Street, S. F.  
Agencies: Yuma & Eherenberg, A. T.  
Guaymas & La Paz, Mexico

In December, 1874 the steamship MONTANA was wrecked in the Gulf of California. This dislocation, to their service, was a hard blow to the small company, but fortunately the vessel did not sink and was towed to San Francisco for repairs. In the spring she was back in service, but stalked by misfortune, on the 14th of December, 1876 she caught fire off Cape Harrow, burning to the waterline. The ship and her cargo were a total loss, but the passengers and crew were taken off, and cared for by the U. S. Consul at Guaymas, until they were picked up by the NEWBERN.

## FORT YUMA AND THE COLORADO RIVER (Continued)

In March of 1875 we find the following full page advertisement in the San Francisco Directory in SPANISH;

### THE MEXICAN COAST AND COLORADO STEAM NAVIGATION COMPANY

Compania a Vapor  
del

#### COLORADO

La Compania tiendra comunicacion con los puertos de Mejico y Arizona, para Mazatlan, La Paz, Guaymas, Magdalena Bay, Cabo de San Lucas y -

#### EL RIO COLORADO

tocando a La Paz de ida y vuelta. Linea regular para los puertos de Mejico, saldran cada 20 dias, llevando carga a precios reducidos.

#### EL FAVORITO VAPOR NEWBERN

Capitan William Metzger

#### EL FAVORITO VAPOR MONTANA

Capitan A. N. McDonnough

#### AGENCIAS

Mazatlan, Mexico	Sr. Kelton
La Paz, Mexico	Sr. Viosca
Guaymas, Mexico	Sr. Willard
Fort Yuma, Arizona	Sr. Fingay
Ehrenberg, Arizona	Sr. Fisher
Mohave, Arizona	Sr. Hooper

El pasage se ha reducido mucho, y hay la mayor comodidad abordo para pasajeros.

Para informarse tocando flete y pasage ocurase a

EDUARDO NORTON  
610 Calle de Front, S. F.

It is interesting to note that the agents of the Colorado Steam Navigation Co. at the above listed Mexican ports were also the Agents of Wells, Fargo & Co's Express.

By the spring of 1876, it could not have evaded the notice of the partnership that the "silver Rails" of the Southern Pacific were moving eastward toward Yuma, and that their arrival there would drastically effect the CSNCo's business on the river as well as eliminate the ocean route entirely. The program of expansion into the Northern Mexican ports would be crucial to replace the cargo and passenger business lost as a result. By 1876, other factors combined to contribute to the decline of the company's traffic. The ARIZONA AND NEW MEXICO EXPRESS COMPANY and the CALIFORNIA - ARIZONA stagelines initiated tri-weekly service delivering passengers and mail from San Francisco to Yuma in five days and a half. This reduced the traveling time between these two places by more than one-half and appropriated much of the traffic formerly belonging to the steamship company.

## FORT YUMA AND THE COLORADO RIVER (Continued)

On January 20, 1876 it was announced by the CSNCo that the lost MONTANA would be replaced in the "fleet" by the steamship IDAHO, which had been chartered from the Pacific Mail Steamship Company. She returned from her maiden voyage with 450 tons of freight in her holds. The IDAHO, sister ship to the MONTANA, was also brought around the horn by Patton to compete with Holladay on the Portland run.

Unfortunately, the IDAHO was sold on August 5th, 1876 to Goodall, Nelson, and Perkins, by the Pacific Mail, and the charter was recalled to free the vessel to sail under the flag of the PACIFIC COAST STEAMSHIP COMPANY.

This came as a blow to the already financially marginal CSNCo. What with the loss of passenger revenue to the stagelines, the impending arrival of the railroad, and their inability to replace the IDAHO in the "fleet" they did what their predecessor Holladay had done in desperate straits; invaded the Mazatlan market.

It had always been difficult to keep the competitors of the PACIFIC MAIL STEAMSHIP COMPANY out of the cargo trade of the port of Mazatlan as the attraction of the treasure shipped through there from the rich mines of Chihuahua, Durango, and Sonora, were rich trade indeed and the one and one-half or two percent carriage charged was rich revenue. Holladay had succumbed to the temptation of this trade, and like their predecessor, Johnson and his partners had lost the goodwill of their benefactor, the PMSSCo.

In 1875 the subsidy from the Mexican Government was not awarded to the CSNCo. but to the Pacific Mail, and remained with them until 1877, when new contracts were drawn with the Pacific Coast Steamship Company.

The day of the full page advertisement at an end we read in the April 1876 San Francisco Directory the following;

### STEAMERS FOR:

ARIZONA AND MEXICAN COAST - Colorado Steam  
Navigation Company for Magdalena Bay, Cape St.  
Lucas, La Paz, Mazatlan, Guaymas, and the Colorado  
River every 20 days. John Bermingham, Agent Office -  
10 Market Street, San Francisco

Edward Norton, agent since the CSNCo's ocean service began, is no longer acting as agent, for what reason we can only speculate, but it takes little imagination to see the shadow of the PMSSCo in the background. The new Agent, John Bermingham, had his offices at the same address as the offices of the Goodall, Nelson and Perkins, and was previously secretary of Holladay's now defunct Northern Pacific Transportation Company.

In April 1877, the long awaited Southern Pacific rails reached the Colorado river and the fate of steam navigation on that river was sealed. Train passenger service commenced on May 21st and on the 19th the Navigation Company abruptly ceased advertising for freight and passengers, as the railroad company offered to carry freight from San Francisco to Arizona in only three days for forty-two dollars a ton.

## FORT YUMA AND THE COLORADO RIVER (Continued)

Realizing that it was futile to compete with the S. P., George Johnson and his partner sold their interests in the Colorado Steam Navigation Company to the Western Development Company, a holding company consisting of the S. P. Partners on the 21st of May 1877. Johnson retired from the shipping business and devoted his energies to his ranch in San Diego County, Alfred Wilcox and John Bermingham (the latter having previously purchased an interest in the company) kept the NEWBERN as their share, and formed the CALIFORNIA AND MEXICAN STEAMSHIP LINE to continue the still profitable portion of the route to the Mexican coast ports.

The abandonment of steamer service below Yuma worked a hardship on the Lerdo Colony (previously a major customer located in the Mexican State of Sonora near the Colorado river), and led its backers, Thomas Blythe and Guillermo Andrade, to form the GULF OF CALIFORNIA STEAMSHIP COMPANY to reestablish service. They purchased two boats in May 1878 to run all the way from Lerdo down the Gulf to San Blas and they contracted with the Mexican Government to carry the mail between intermediate ports. In July the sea-going steamer GENERAL ZARAGOSA began a semi-monthly run from San Blas to the mouth of the river, touching at Mazatlan, Altar, La Paz, Mulege, Guaymas, Port Libertad, and San Felipe. Built in 1851, this steamer had run for many years on the Sacramento river as the C. M. WEBER and on the bay of San Francisco as the GUADALUPE. Afterwards she was converted to a sea-going propeller as the COQUILLE, then sold to Blythe for \$30,000 and renamed the GENERAL ZARAGOSA. The ZARAGOSA only made a few trips up the Gulf, however, before the Mexican Government cancelled the mail contract in August after learning that she was less than one-quarter of the tonnage called for in the contract.

In the San Francisco Directory issued in February 1878 there are two advertisements referring to the Mexican Coast;

THE CALIFORNIA AND MEXICAN STEAMSHIP LINE  
for Cape San Lucas, La Paz, Mazatlan, and Guaymas.  
John Bermingham, Agent, 10 Market Street

And;

MEXICAN WESTCOAST STEAMSHIP COMPANY  
318 Pine Street

The latter advertisement never appeared again and I have not been successful in finding out anything about the company.



**TRUMAN & CHAPMAN'S EXPRESS**

New Type of Printed Frank Discovered

By Kenneth S. Greenberg

When my brother Jack wrote his article on Truman & Co's Express (W.E., April 1977), listing the various known printed franks of the S. F. & S. J. Railroad, he stated "There are various 'holes' in the fabric of this study . . ."

One of the holes has now been plugged by the discovery of a different type of printed frank, illustrated below. The cover, addressed to Truman's wife, has been repaired (a stamp collector mutilated the cover to obtain a cut square).

This envelope somehow escaped the printer's waste basket since the frank is double printed, but being a frugal man, Mr. Truman apparently used the cover to mail a letter to his wife.

This frank is different from others known to this writer in the following respects. The train in this frank is facing right and the last car in the train is a passenger car, while the others are freight cars. This frank is similar to Type II and Type IIa in Jack's article except for listing the company's office address in San Francisco and a statement at the left side of the frank "Prepaid envelopes \$7 per hundred." The printing of this frank probably occurred in early Spring, 1865.

Also illustrated is the 1865 Summer Schedule of this railroad. It was probably during this period that Mr. Truman dispatched the letter to his wife.

San Francisco and San Jose  
  
**SUMMER ARRANGEMENT**  
**CHANGE OF TIME.**  
**ON AND AFTER THURSDAY, MAY 18,**  
**1865, PASSENGER TRAINS** of the San Francisco and San Jose Railroad Company will run as follows:  
 Leave San Francisco at 8:10 A. M. and 4:40 P. M.  
 Leave San Jose at 7:30 A. M. and 4 P. M.  
**SUNDAY TRAINS.**  
 Leave San Francisco at 9 A. M. and 5 P. M.  
 Leave San Jose at 8:40 A. M. and 4:40 P. M.  
**FREIGHT TRAINS.**  
 Leave daily (Sundays excepted) as follows: San Francisco at 2:30 P. M.; San Jose at 4:30 A. M.  
 By order of the President,  
 ap21 CHAS. W. SANGER, Secretary

Prepaid Envelopes,  
 \$7 per Hundred.

**TRUMAN & CHAPMAN'S EXPRESS.**  
  
**S. F. & S. J. RAIL ROAD**  
 Office in S. F., Cor. Front and Washington Sts.

*Mr. J. C. Lee*  
*212 Mission*  
*San Jo*

## ADVERTISEMENTS

*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 \$3.00

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

**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

**"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

### LANGTON VERSUS WELLS FARGO

An Expressmen's Agreement, 1856

By Robert Livingston

At a time when anti-trust laws were not a factor, early express companies sometimes found it expedient to arrive at an agreement among themselves as to territorial rights. A copy of one unrecorded pact shows that such an arrangement concerned the area between Marysville and Downieville together with routes to Sacramento and San Francisco. Involved in this action in 1865 were Langton's Pioneer Express, Pacific Express Company and Wells, Fargo & Co.



## LANGTON VERSUS WELLS FARGO (Continued)

At the beginning of 1855, Adams & Co. was the leading banking and express firm on the Pacific Coast. This partnership founded by Alvin Adams was an entirely separate organization from his Adams Express Company which served only the East. Adams & Co. was ever alert to its strong network of offices. Wells, Fargo & Co., established in 1852 as a joint stock company with its shareholders responsible as individuals, was a strong challenger. Its organizers were experienced expressmen who, although remaining in the East, gave strong direction to their business based in California. By increasing its original capital from \$300,000 to \$500,000 in 1853, Wells Fargo became even more competitive with Adams & Co. particularly in purchasing smaller express companies.

Early in 1855 Adams & Co. continued its expansion in the express field by acquiring S. W. Langton & Bro. and F. D. Everts & Co., both operating out of Marysville. The former served Yuba River mining camps while the latter covered the Feather River mining camps. Samuel W. Langton had started as a one-man express in February 1850. On March 4, 1851 the Marysville **Herald** reported that Langton & Co's Express had completed arrangements for a weekly communication to Foster's Bar, Downieville, Nelson's, Poor Man's Creek and other points in the Sierra Nevada Mountains. It described the company as "one of the oldest established expresses in the country." Several partnerships followed, leading to formation of the "Pioneer Banking House" in Downieville. Sam Langton dissolved the most recent partnership in November 1853 and took in his brother, A. T. Langton, as partner. By this time they were providing express service to most of the mining camps in Yuba, Nevada and Sierra Counties. It was a difficult territory because of the inaccessibility of many of the small communities in almost impenetrable canyons of the Yuba River.

It was on February 17, 1855 that Adams & Co. advertised that the previous day it had "purchased the entire interest in the Express and Banking business heretofore conducted by S. W. Langton & Bro. and Messrs. F. D. Everts & Co., Mr. S. W. Langton and Mr. F. D. Everts have been appointed our General Agents for the above mentioned routes." In an accompanying notice, S. W. Langton and A. T. Langton advised that they had dissolved their copartnership.<sup>1</sup>

Just a few days after the acquisition, Adams & Co. closed its doors—the failure due to mismanagement of the banking portion of the business. A number of employees lost no time in forming a joint stock company under the name of Pacific Express Company. At the outset, its advertisements stipulated that "the Business will be strictly and solely a Forwarding one having NO CONNECTION WITH BANKS OR BANKERS and will be conducted on safe and economical principles." In soliciting "a fair share of the favors of the public." they emphasized their background in expressing:

The parties who have organized this Company are well known in the community as old and EXPERIENCED EXPRESSMEN, and hope it will be acknowledged generally, understand their business thoroughly.

They think they are not saying too much when they attribute much of the success of the late firm of Adams & Co. in the Express Business to THEIR EXERTIONS AND PERSONAL ENERGIES.

Many agents retained their previous assignments thus providing a continuity of individuals who had gained high respect for Adams & Co. as expressmen.<sup>2</sup>

## LANGTON VERSUS WELLS FARGO (Continued)

The new company quickly made arrangements with Langton and Everts. The Pacific Express Company also announced that express matter would be sent "to all the principal mining localities in the Yuba and Feather River Districts daily by S. W. Langton & Co. and F. D. Everts & Co." Two days later the same newspaper confirmed these independent connections. It stated that Sam Langton, "this veteran expressman, who has grown with the growth and strengthened with the strength of California, has been compelled by the reverse of Adams & Co., to recommence the express business on his own hook." In another column was a statement from the Everts brothers proclaiming that they would "resume the business of expressing in their own name and on their own responsibility." Frank Everts thereafter was content to continue serving the Feather River mining camps but, after a series of partnership, he disposed of his express business in 1862. Sam Langton, on the other hand, became more aggressive. He expanded in to other areas to the extent that Wells, Fargo & Co. eventually considered it desirable to come to an understanding with him.<sup>8</sup>

Langton published A CARD TO THE PUBLIC expanding on his re-entry into the express business:

The undersigned would respectfully announce to his friends, and the public generally, that he has organized the EXPRESS AND FORWARDING BUSINESS in his own name, and under the style of LANGTON'S PIONEER EXPRESS. He would therefore ask a continuance of that public favor and confidence, hitherto so liberally bestowed on him.

Having been first to establish regular express facilities in Yuba and Sierra counties, he has always been flattered by the trust reposed in him by a scrutinizing and appreciative public—a confidence which he has labored hard to deserve. In coming again before the public at a time when the wreck of confidence consequent upon the late Banking calamities is so general, he would only refer his friends to his past conduct, assuring them that no pains will be spared to give satisfaction to all who may entrust their business to him.

S. W. LANGTON

N. B.—All matters entrusted to the Pacific Express Company will be promptly attended to.

Downieville March 6th, 1855.

He was not content to stop here. The formation of a new bank in Marysville enabled him to resume his banking operations. Wells Fargo & Co. now had an invigorated competitor in both lines of its business.<sup>4</sup>

The Marysville **Herald** proudly informed its readers on July 17, 1855 that N. N. Wilkinson and Charles P. Stone, both with the "very highest recommendations," had established the banking firm of Wilkinson & Co. in the community. Three months later, Sam Langton arranged to merge his express business with the bank and broaden the coverage of both.<sup>5</sup>

The Notice of Copartnership, consisting of Langton & Co., N. N. Wilkinson and Chas. P. Stone, became effective November 1, 1855. The stated purpose was to transact "a general Banking Exchange and Gold Dust business in Downieville and Marysville. The firm in Downieville to be known under the name and style of Langton & Co. and at Marysville to continue under the present firm of Wilkinson & Co." An accompanying notice described new arrangements for Langton's Pioneer Express in this manner:

## LANGTON VERSUS WELLS FARGO (Continued)

in accordance with announced plans, the new partnership was prepared to offer "increased facilities for the prompt transaction of the express business in all its branches" on the effective date.

The latest partnership made it possible for Langton to expand from the mountainous terrain between Downieville and Marysville to the commercial centers of the state. A San Francisco advertisement dated October 31, 1855 gave notice that his Pioneer Express had its office at the corner of Montgomery and Sacramento Streets, with E. W. Bourne as agent. Langton depended on Freeman & Co. to connect with the Atlantic States. In Sacramento, residents learned on November 2, 1855 that "the office of Langton's Pioneer Express was located, yesterday, on the first floor of Hiller & Andrews' new building, corner of J and 3d streets—fronting on J." A subsequent newspaper advertisement made known the extent to which the reorganized firm was growing:

**LANGTON'S  
PIONEER EXPRESS.**

**NEW ARRANGEMENT.**

**INCREASED FACILITIES FOR THE PROMPT TRANSACTION OF THE EXPRESS BUSINESS IN ALL ITS BRANCHES.**

The undersigned will continue the EXPRESS and Forwarding business as heretofore carried on by S. W. LANGTON; and under his special supervision will from and after the first day of November, run a DAILY FREIGHT AND TREASURE EXPRESS, in charge of our own Messengers, through from

**DOWNIEVILLE TO SAN FRANCISCO**  
and as heretofore, embrace all points on the route.

N. N. WILKINSON, Marysville.  
CHAS. F. STONE, San Francisco.  
S. W. LANGTON, Downieville.

**'COPARTNERSHIP NOTICE.**

The undersigned have formed a copartnership, to date from the first day of November, proximo, for the transacting a general **BANKING, EXCHANGE** and **GOLD DUST** business, in **DOWNIEVILLE** and **MARYSVILLE**. The firm in **DOWNIEVILLE** will be known under the name and style of **LANGTON & CO.**, and in **MARYSVILLE** to continue under the present firm of **WILKINSON & CO.**

S. W. LANGTON, Downieville.  
N. N. WILKINSON, Marysville.  
CHAS. F. STONE, San Francisco.

268-4

**LANGTON'S "PIONEER EXPRESS."**

DAILY, FROM SAN FRANCISCO TO SACRAMENTO, MARYSVILLE, GRASS VALLEY, NEVADA, DOWNIEVILLE, and all parts of the NORTHERN MINES, in charge of faithful and experienced Messengers.

**Gold Dust, Coins and Bullion, Packages, Parcels and Letters**  
Received and Forwarded as above.

**BILLS, NOTES and DRAFTS** Collected; and all orders pertaining to the EXPRESS BUSINESS, promptly and economically attended to.

We connect in San Francisco with **MESSES. FREE MAN & CO'S EXPRESS TO THE ATLANTIC STATES AND EUROPE.**

Office in San Francisco, Corner Montgomery and Sacramento streets. **LANGTON'S "PIONEER EXPRESS."**  
E. W. BOURNE, Agent.  
San Francisco, Oct. 31, 1855. 122-12

Nevada City, too, received a new office in November, and its newspaper carried advertisements adding that prominent gold mining town to the list of Langton's principal offices.<sup>6</sup>

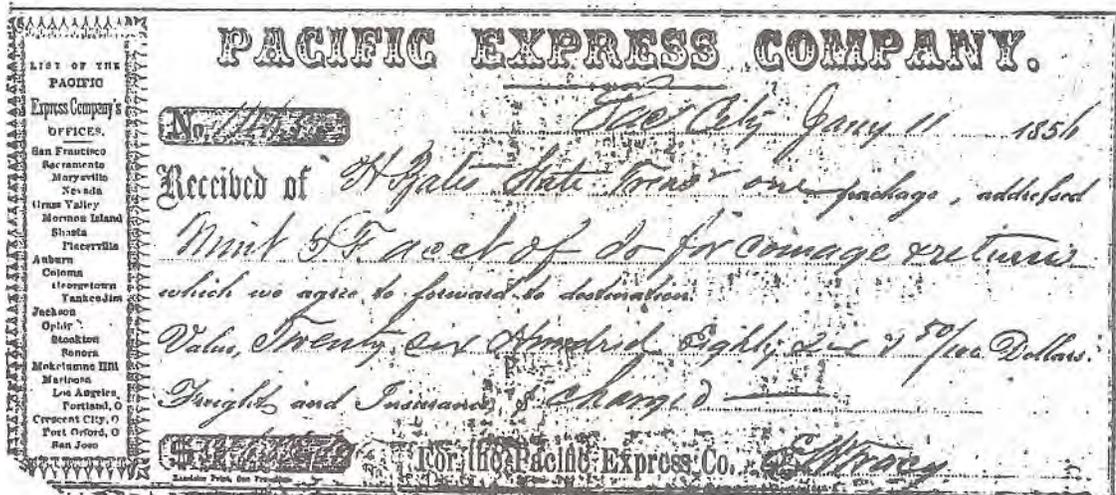
Meanwhile, Wells, Fargo & Co. had successfully weathered the Financial Crisis which had precipitated the doom of its implacable foe—Adams & Co. It added new agencies cautiously and the *Alta California* on August 17, 1855 listed only forty offices in California and Oregon—extending from San Diego to Portland. In October, the appointment of Louis McLane as general manager provided the vigor which was to make Wells, Fargo & Co. predominant in expressing throughout the West. During a six-month period—from October 15, 1855 to April 11, 1856—San Francisco newspapers listed the establishment of thirty-three new offices in California. In the published lists of Wells Fargo agencies, the following offices—all in the area served by Langton's Pioneer Express—appeared for the first time on these dates: Downieville and Forest City (October 25, 1855); Camptonville and Cherokee (November 4, 1855); Goodyear's Bar (December 4, 1855); and North San Juan (March 3, 1856). Surprisingly, these six offices—all located east of Marysville—closed prior to April 1, 1856.<sup>7</sup>

**LANGTON VERSUS WELLS FARGO (Continued)**

The first days of April became more significant for the new principal offices of the Pioneer Express. Avertisements in San Francisco, Sacramento and Nevada City papers stopped listing them. A Sacramento newspaper explained April 3, 1856 that "Langton & Co. have closed in consequence, we understand, of the recent decline in patronage." A somewhat different version appeared two days later as Sacramento readers learned:

LANGTON & CO.—We understand that this Company has recently sold its routes from Nevada to Marysville and from Marysville to San Francisco to Wells, Fargo & Co. Either firm is immensely popular and will retain the confidence of the public.<sup>8</sup>

It was not just a coincidence that Langton & Co. removed itself from important centers like San Francisco and Sacramento while at the same time Wells, Fargo & Co. closed six recently-opened offices east of Marysville. A newspaper search of the period disclosed that the two



Receipt showing Pacific Express Company Offices

companies did not publicize the actual circumstances. The California State Library, however, possesses a copy of an agreement which illuminates what transpired. In all likelihood, this only known copy was merely a draft since it contains numerous misspelled words. The president of Pacific Express Company alone signed the instrument which would indicate his acceptance of the terms prior to preparation of the final document. Moreover, Schedules A and B, referred to in the text, are not attached. The following retains the original spelling:

**ARTICLES OF AGREEMENT**

made and entered into at San Francisco March 25th 1856 between Langton's & Co Propiters of Langton's Pioneer Express and Wells, Fargo & Co's Express. 1st Langton's & Co agree to withdraw their Express Offices at San Francisco, Benicia, Sacramento, Auburn, Folsom, Rough & Ready and Grass Valley and to confine their express routes to those North North and East of Marysville and Nevada, turning over to Wells, Fargo & Co all their Wagons, Harness, Office furniture &c in the offices above named excepting such as cannot be used by W F & Co on account of their being marked or stamped such as Signs, Letter Stamps, receipt book &c and Langton & Co agree not to run their Express below Marysville and Nevada on the rout to San Francisco from one A.M. the 1st of April 1856 but to connect with W F & Co at the above named two Offices and turn over to them all Freights, Treasure, Letters & Packages

## LANGTON VERSUS WELLS FARGO (Continued)

as Langton & Co may have in their charge for points below or beyond Marysville and Nevada. Langton & Co also agree to take at their cost prices the Safes & Gold Scales in the Offices of Wells, Fargo & Co above Marysville on the Downieville and rout at their cost prices in Schedule A and to pay Wells, Fargo & Co that sum on the first day of April and to assume the contracts of Wells, Fargo & Co for the renting of their Offices in Forest City.

They further agree to receive the **paid** Envelopes of Wells, Fargo & Co directed to points on their routs and deliver them free of Charge unless they should contain valuables **when the usual** charges shall be made.

2nd W F & Co agree to withdraw from their Offices between Nevada & Marysville and Downieville that is to say from San Juan, Camptonville, Forest City, Downieville, Goodyear's Bar and Cherokee and not to run their Express on those routs for one year from the first of April 1856 but on the contrary to turn them over to Langton & Co at Marysville and Nevada all express business of theirs beyond those two offices directed to points on the present routs of Langton & Co.

Wells, Fargo & Co also agree to take the property and fixtures of Langton & Co offices given up at their cost prices see Schedule B and to pay L & Co on the 1 of April that sum they agree to carry and insure which may be consigned to them for Shipment at Marysville for San Francisco on act of L & Co or Wilkinson & Co at the rates of one Eight of one per cent and at this same rate from San Francisco to Marysville. They agree in like manner to transport and insure from Nevada to San Francisco and S F to Nevada the treasure of Langton & Co and Wilkinson & Co at the rate of  $\frac{1}{4}$  Percent and agree that treasure received through L & Co for third parties shall not Be charged higher rates than those charged their other customers.

Wells, Fargo & Co agree to assume the contracts made by Langton & Co for an office at Sacramento and to pay for fitting up said office at actual cost. They will also assume a certain contract made by L & Co with Mark Brumagim & Co which L & Co agrees to transport between Marysville and San Francisco and San F and Marysville at the rate of \$200 per mo from Feb 1, 1856 all the Treasure required for the Business operations of said M B & Co and guarantee L & Co against any loss or damage under said contract.

W F & Co agree that the paid Envelopes of L & Co shall pass free of charge through the messengers & Offices of W F & Co unless marked Valuable when the usual charges for insurance and delivering may be made.

Langton & Co guarantee to Wells, Fargo & Co the carrying of all Treasure for Mess Wilkinson & Co between Marysville and Sacramento, San Francisco and Nevada also that Langton or Wilkinson & Co will not receive treasure from other parties to forward on their own act or contract.

Langton & Co agree that (it) will run no Express between Nevada, Marysville via Grass Valley & Rough & Ready. Wells, Fargo & Co are to run the Express Between Marysville and Nevada via Rough & Ready. Either Party violating the Spirit of the above agreement shall pay to the Other a penalty of two Thousand dollars.

Witness

L S  
L S

**LANGTON VERSUS WELLS FARGO (Continued)**

Pacific Express Company will not extend their operations beyond Marysville and Nevada on Langton's & Co Routs for the term of one year above specified but on the contrary agree to use for Langton & Co the good offices of the Pacific Co and carrying business on the L & Co routs.

It is understood that the paid envelopes of Pacific Express and Langton & Co shall pass free in like manner over the routs respectively of L & Co & Pacific Co but hear after no paid Envelopes of W F & Co & Pacific Co shall be sold above Marysville and Nevada nor shall any of Langton's & Co be sold Below these points.

Penalty \$10,000.

Witness

C. S. Higgins (s)

Pacific Express Co

By D. BRIGHAM, Jr. (s)

It is apparent from the terms of this agreement that Langton & Co. fared poorly in accepting a mandate to relinquish for all time the more lucrative routes to Sacramento and San Francisco. Furthermore, it consented to a restriction to the limited area it had been serving previous to 1855. From this mountainous territory, difficult to traverse and with few centers of population, Wells, Fargo & Co. gave up six recently-established offices for a period of one year. Prices to be paid for equipment in the offices acquired by both companies were set forth in Schedules A and B which have not come to light but this arrangement seems to be a stand-off. Wells, Fargo & Co. assumed the heavier but minor costs of "fitting up" Langton's Sacramento office while the latter accepted the contract for renting Wells Fargo's Forest City office. Each express company stated that it would honor franked envelopes issued by the other providing new ones were not sold in the other's territory. Wells Fargo accepted Langton's existing contract with the Marysville banking firm of Brumagim & Co. for the transportation of treasure. Most important, though, was Langton's concession that Wells, Fargo & Co. would handle all of the treasure business of the Pioneer Express and his bank, Wilkinson & Co., between Marysville, Nevada, Sacramento and San Francisco. It is obvious that Wells Fargo held the dominant position in determining the wording of the contract.

The role played by Pacific Express Company was minimal—mainly acceding to the terms of the agreement reached by the two principals. It promised not to encroach on Langton's remaining territory for one year using his company instead, and both agreed to honor franked envelopes issued by the other in their respective areas separated by Nevada City and Marysville. While a violation of the "Spirit" of the agreement between Wells, Fargo & Co. and Langton & Co. carried a penalty of two thousand dollars, a penalty of ten thousand dollars faced Pacific Express Company or Langton & Co. for violating their agreement.

Although a finished copy of the Articles of Agreement signed by representative of the three express companies has remained undiscovered, it is safe to conclude that all parties lived up to the terms as set forth in the draft copy. Langton & Co. closed its offices in San Francisco, Sacramento and Nevada City. Wells, Fargo & Co. terminated its agencies in Downieville, Forest City, Camptonville, Cherokee, Goodyear's Bar and North San Juan. Pacific Express Company refrained from entering Langton's diminished territory.

## LANGTON VERSUS WELLS FARGO (Continued)

Pacific Express Company was the first to fade from the scene when attachments forced it to close in April 1857—although former employees succeeded in establishing Alta Express Co. which in turn failed in November 1858. The month after the Articles of Agreement became operational, Wilkinson dropped out of his partnership and Wilkinson & Co. in Marysville became Langton & Co. Two months later, Stone withdrew from the firm and acted as agent of Langton at San Francisco. As resident partner for Lucas, Turner & Co. in San Francisco, William T. Sherman had been advancing funds to Langton & Co. to purchase gold dust. After viewing one of the projects on which the Marysville branch had loaned money, the future Civil War general reported on August 18, 1856 that it was "a grand gamble and unsafe . . . So I notified Stone if he wants to make venture of that kind, he must not use our money . . . He concluded to wind up with Langton, who is an expressman, accustomed to large risks . . ."<sup>9</sup>

Langton then changed to another correspondent but on December 6, 1856 the Sacramento **Union** reported the suspension of Langton & Co. in Downieville as "their drafts on Davidson & Co. in San Francisco had been protested for want of funds." Two days later the same newspaper asserted that "the express business will be carried on as formerly." After the discovery of Nevada's rich Comstock Lode, Sam Langton formed Langton's California and Nevada Express in 1860, running from Downieville to points in Nevada. With Langton's accidental death in August 1864, his Pioneer Express became the property of P. A. Lamping & Co., Downieville bankers, late the following year. Just as Lamping & Co.'s Express entered into full-fledged operations, Wells, Fargo & Co. decided to return to Downieville and other communities where it had relinquished offices in 1856. Recognizing the inevitable, Lamping sold out to Wells, Fargo & Co. in August 1856.<sup>10</sup>

The terms with Langton's Pioneer Express and Pacific Express Company contained in the 1856 Articles of Agreement indicate that Wells, Fargo & Co. was the unquestioned leader in the express business—less than four years from the date of commencing operations in California. The Agreement played its part in clearing the field for Wells Fargo to attain even great success.

### FOOTNOTES

- 1 Marysville **Herald**, February 17, 1855.
- 2 *Ibid.*, March 6, 1855.
- 3 *Ibid.*, March 8, 1855.
- 4 *Ibid.*, March 13, 1855.
- 5 *Ibid.*, October 27, 1855.
- 6 San Francisco **Bulletin**, October 31, 1855, Sacramento **Union**, November 2, 1855; Sacramento **Spirit of the Age**, December 6, 1855.
- 7 San Francisco **Bulletin**, October 25, 1855; San Francisco **Alta California**, November 4, December 4, 1855, March 3, 1856; San Francisco **Bulletin**, April 1, 1856.
- 8 Sacramento **Union**, April 3, 1856; Sacramento **State Tribune**, April 5, 1856.
- 9 Dwight L. Clarke, **William Tecumseh Sherman: Gold Rush Banker** (San Francisco: California Historical Society, 1969).
- 10 Robert D. Livingston, "Lamping & Co.'s Express: A Short-lived Venture" **Western Express**, 32 (January 1982).



## POSTAL HISTORY OF THE COLORADO SAN JUAN

By Ray L. Newburn, Jr.

### ADDENDUM, PART I

During the eight years since I began writing on the Postal History of Southwestern Colorado there have been many new covers discovered, new books written, and new cooperative friends made. It seems worthwhile to bring everything up to Jan. 1, 1982, before presenting a numerical summary and index.

One general book on Colorado Mining Camps must be mentioned, the late Muriel Sibell Wolfe's "Timberline Tailings." (203) This is a sort of supplement to her "Stampede to Timberline" (49), consisting of photos new and old, new drawings, and many letters from people who "Lived There." The recollections are often inaccurate, of course, but the flavor of life in the old camps comes through effectively in many of them.

So, chapter by chapter, here we go.

### CHAPTER I - THE EARLY HISTORY

Until the United States Senate ratified the Brunot Treaty on April 29, 1874, Post Offices could not be established within the San Juan except at Indian Agencies. There are now two postmarks known from the Los Pinos Agency at its original site in Saguache County west of the Continental Divide on Cochetopa Creek.

LOS PINOS COL 1873/12/06

Manuscript

LOS PINOS COLO. (3½) 1874/08/17

CI:P,1,0:250:T;M,D;Y:G;R:4-ring target

### CHAPTER II - THE TERRITORIAL PERIOD

There are now eleven territorial postmarks, of which I am aware, from the nine counties of the San Juan heartland. These consist of six from Silverton (three each of two types), three manuscripts from Howardsville, and one manuscript each from Lake City and San Juan. There remain nine territorial offices from which no strike is known until the statehood period. One office Jennison, is unknown, period.

Figures 116-118 illustrate postmarks unknown until recently, two from the Chittenden correspondence. G. B. Chittenden was a young topographer with the Hayden survey in Colorado during the summers of 1873, 1874, and 1875, a sometimes companion of famed pioneer photographer William H. Jackson. He wrote letters home rather faithfully, but unfortunately he skipped Jennison, although he almost certainly passed through a day or so after leaving San Juan. Listings of the new strikes follows under the individual counties.

### CHAPTER III - HINSDALE COUNTY

With the smallest population of any county in Colorado (and reputedly in the United States), Hinsdale county is rather lacking in serious indigenous historians, the kind that produce really useful local histories. The Wrights, who collected many useful tidbits in their 1964 book (29), would both be in their nineties, if still living. There are many new postmarks to report, however.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)



Figure 116

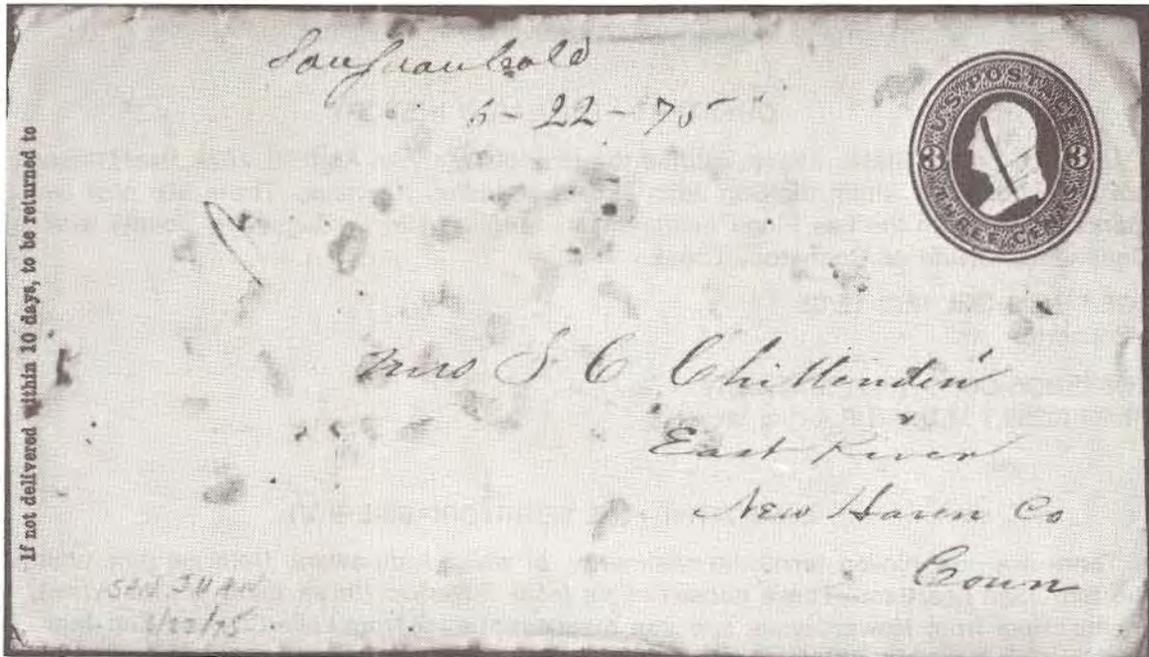


Figure 118

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

### BURROWS PARK

BURROWS PARK 1877/04/10-

Manuscript (See figure 119)

Several of these are reported, all written around the Reay Print.

BURROWS PARK, COLO. (3) 1879/07/01

Cl:H,1,1:330,300:T;M,D,S;R;G:smudge

### LAKE CITY

LAKE CITY COLO 1875/12/16

Manuscript (See figure 116)

The Lake City, Col. marking (type 1 in original list) has been reported 1876/08/12, only twelve days into statehood.

The big Lake City with maltese cross killer (type 3) (see fig. 11) has now been reported as late as 1880/10/25 but in black rather than the usual Magenta.

THE LAKE CITY, COLO. (Type 4) previously reported only in 1881 has now been seen on 1880/06/27, overlapping type 3 usage.

LAKE CITY COLO. (Type 14) has been seen 1898/04/20 without the hour slug, used as a forwarding mark.

LAKE CITY COLO. (Type 15) usage has now been extended from 1907/09/07 to 1908/08/17.

### LAKESHORE

LAKESHORE COLO. (2½) 1898/04/20

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

### ROSE'S CABIN

The dates for the only type reported now extend back to 1880/07/20. At least five of these exist.

### SAN JUAN

SAN JUAN COLO 1875/06/22

Manuscript (See figure 117)

### SHERMAN

The only type known is now reported as late as 1882/07/25

### WHITE CROSS

WHITE CROSS, COLORADO. (5) 1887/03/26

OV:P,1,0:420x250:T;(M,D,Y);S;R;G:MALTESE CROSS (see Fig. 120)

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



Figure 119



Figure 120

### CHAPTER IV - SAN JUAN COUNTY

Winters are always rough in the San Juan, but that of 1926-27 set records for snow and avalanches. By late March it had been 60 days since a train made it through to Silverton. Occasionally on a good day someone would pull a toboggan loaded with first class mail 15 miles or more to the point where the tracks were clear, but mail was stacking up everywhere. Silverton city officials persuaded the postal service to advertise for bids to move mail to and from Silverton in any possible way until the railroad could be opened again. Shaw Brothers Freighting Co. won the contract for 50 cents per pound and began immediately using two mule pack trains, one each way each day. When the town dairy ran out of feed for their cows, the Mayor arranged to have alfalfa made up in small bales that met parcel post regulations and even talked the State into paying the bill for their emergency service. So for several weeks 50 pound bales of alfalfa arrived in Silverton, each with a little tag and appropriate postage attached. (204) (If the postage reflected the \$25.00 special rate instead of the regular rate of 54c for 50 pounds in zones 1 and 2, there must have been nice blocks of 1923 high values floating around in Silverton!).

In 1891 the Post Office was serving Mineral Point from Ouray and Animas Forks from Silverton. They apparently decided to connect Mineral Point and Animas Forks once again as they had been in the mid-80s, three times per week. The carrier on the Ouray-Mineral Point route wanted \$4.00 per round trip for the five additional mountainous miles, which had to be made on skis several months of the year. The government mail contractor felt that to be "Robbery"

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

and suggested \$200 or maybe \$250 per year rather than \$625. (202) Instead the Animas Forks office was soon closed. Actually it is amazing the government was willing to spend even \$250, since it seems unlikely that the route could have carried anything like the 12,500 letters required to break-even each year.

Jack Benham of Ouray has written a very good new booklet summarizing the history of San Juan County, complete with many old pictures. I recommend it for the pictures and for more details on the mines than it was reasonable to present in a "Postal History." (207).

### ANIMAS FORKS

A McIntyre auction in Feb. 1977 offered a Magenta circular date stamp on postcard with a 1c of 1908. Doane has reported a type 2 Doane, with no numeral, used Jan. 19, 1905 in Animas Forks (205).

### ARASTRA

ARASTRA, COLO. (3 plus) 1907/10/26

Cl:P,1,0:310:T;M,D,H,Y;S:G;G:Type 3 Doane with numeral 4.

### GLADSTONE

GLADSTONE COLO. (3) 1905/02/20

Cl:P,0:260:T;M,D,Y;S:G;G:used as receiving mark

The type 3 Doane previously reported has now been seen as early as 1906/10/04 (see sample as fig. 121)

### GRASSY HILL

A Manuscript cancellation on Scott UX 5 was offered on a dealer's price list three years ago. (My phone call was a day late!)

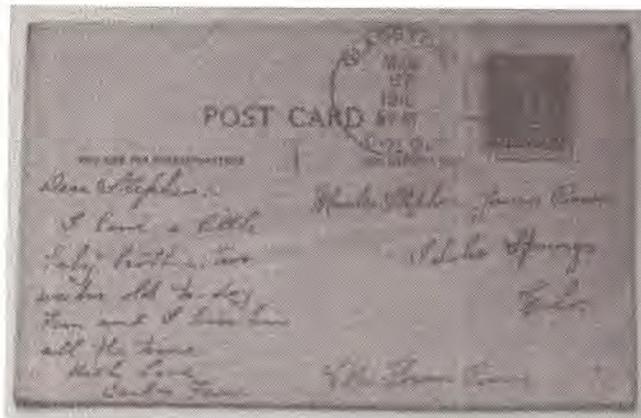


Figure 121

## LANGTON VERSUS WELLS FARGO (Continued)

### HOWARDSVILLE

A Manuscript of 1875/08/27 is now the earliest reported.

A type 2 Doane, with numeral missing, of July 21, 1906 has been listed by Doane (205).

### SILVERTON

SILVERTON COL. (3½) 1875/07/23-1875/08/26

Cl:P,1,0:245:T;M,D;S:R;R:target (see fig. 118)

This new early type is notable for large letters with prominent serifs.

From the earlier (July 1976) list:

Type 4 is extended to 1886/10/26

Type 5 is extended to 1889/07/16

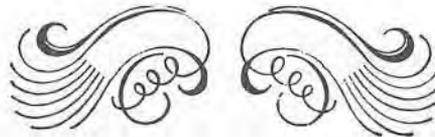
Type 6 was used as early as 1890/12/15

Type 11 was used as early as 1898/10/20

Type 12 was used as early as 1901/04/27

### BIBLIOGRAPHY

203. Wolle, M. S. "Timberline Tailings," Chicago, 1977.
204. Wyman L. "Snowflakes and Quartz," Silverton, 1977.
205. Doane, E. R. "Doane numeral cancellations used in the state of Colorado," La Posta 10, 2, 1979.
206. Rice F. A. "The Mines of Ouray County." Ouray, 1980.
207. Benham, J. L. "Silverton," Ouray, 1977.



## THE STORY BEHIND THE COVER THE CALIFORNIA RUSSIAN CONNECTION

By Richard C. Wilkerson

In the lazy summer of 1905 when business was good all over America and tourism in California was at record levels, people spoke of new beginnings in San Francisco with the enthusiasm that only comes with a boom long-in-progress. The memories of despair from the 1890's had rapidly faded in a new era of patriotism, protection, and prosperity born of the laissez-faire heritage of William McKinley and the 'Big Stick' philosophy of his successor Teddy Roosevelt.

Downtown a building spree rolled on and capital flowed into San Francisco's "Wall Street of the West" as fast as it could get there. New gold and silver discoveries in California and Nevada combined with excellent gains in agriculture and commerce in general were producing a speculative frenzy not seen since the great Comstock excitement of the 1870's. With opportunities seemingly limitless, the arts flourishing, and the cuisine unmatched anywhere on the Pacific Coast, the city was the ideal place to be in August. Anyone overcome with the gaiety and opulence could not foresee that it would be the last summer for San Francisco as a gem of the Victorian Era nor envision the violent convulsion that would cause it.

Beyond the prosperity and optimism, however there were visible areas of concern that could not be ignored. Outraged by the cancer of corruption that had surfaced in city government, the scions of ostentatious mansions on Nob Hill were joining forces with perceptive and aspiring politicians in an outright assault on Mayor Schmitz, Abe Reuff, and the Union Labor Party. Even more serious and woven deeper into the social fabric of the Golden Gate City was the ugly destructive undercurrent of pervasive and increasingly vicious anti-Oriental sentiment being loudly proclaimed as the "Yellow Peril." For over five decades it had remained essentially a West Coast phenomenon, but the year 1905 saw it spreading rapidly about the country.

Far off in Washington, the first President who refused to be called "Excellency" was dealing with the same issue on a global level; for despite the domestic tranquility, the year had been one of war that required American intervention abroad. After eighteen months of fierce land and sea battles the victorious but financially strapped Empire of Japan and humiliated but persistent Imperial Russia both seemed willing to sue each other for peace. When European powers remained obstinately aligned, President Roosevelt sensing opportunity moved to resolve the impasse through mediation with a conference held at Portsmouth, New Hampshire.

That summer while the combatants haggled over a settlement with the President, back in California a woman we know only as Julia was visiting the Hotel Del Monte on scenic Monterey Bay. Like Roosevelt she must have had the war very much on her mind for on August 17th, just before leaving the hotel, she dropped a picture post card in the lobby mail slot sending it on a journey to Russia that would take well over two weeks. (Fig. 1)

Three days later she was in San Francisco and the belligerents at Portsmouth were no closer to an agreement. She spent the day at the beach and enjoyed the comforts of the elegant Cliff House where she bought a postal card view of the scene and addressed it once again to Russia. During the morning of the next day, the 21st of August, she went to the Ferry Building at the beginning of Market Street and mailed it to Samuel Smith, the American Consul at Moscow. Who Julia was and what happened to her after this we do not know. All we can say is that she left us a marker that passed through the time span of history in the making. Following the previous card from Del Monte, it took eighteen days for her Cliff House post card to reach Moscow and during this voyage the Russo-Japanese War was settled and the seeds of future world conflict were planted. (Fig. 2)

## THE STORY BEHIND THE COVER (Continued)



Figure 1

Samuel Smith was a native of Patterson, New Jersey, and an engineer by education. He must have been a Republican of substantial means by his forty-sixth year for on February 4th, 1898 President McKinley appointed him Vice-Consul to the Tzar at Moscow. Smith seems to have been an able diplomat willing to accept the less-than-preferred isolation of a Russian assignment for on July 15th 1901, just two months before McKinley would die of an assassin's bullet, he was promoted to Consul.

Once the Capitol, Moscow was during Smith's tenure Russia's second city. Unlike San Francisco, however, her peasant masses seethed with strife and discontent over poor living conditions and the mishandling of a war going against them. The situation was the same in St. Petersburg where the American Ambassador conferred with the inept and ill-fated Tzar Nicholas II, the absolute sovereign of the largest land mass empire in the world.

By the middle of 1905 the military defeats inflicted by the Japanese and growing agitation by socialists and terrorists among the peasantry had made matters perilous for the aristocracy. The Grand Duke had been blown to bits and sporadic strikes were hampering a Tzar wishing for an absolute victory. The pressure from the Tzarina was to continue the war and under no circumstances pay indemnity to the heathen of Nippon. This influence for a while created a smokescreen of resolve, but it was ultimately the Tzar who provided a clue as to the growing weakness and vulnerability of the crown. Two days before Julia mailed her second card to Smith, Nicholas weak, confused, and sensing danger all about the empire bowed to mounting pressure from within his own court and proposed the Imperial Duma on August 19th.

Japan which had proved a materially formidable power even greater than her champions had realized, was like Russia tired of war and eager to quit while ahead if the terms were right. When the Japanese demanded indemnity at Portsmouth, the Russians steadfastly refused. The deadlock lasted for two weeks until after careful maneuvering and countless cables to and from St. Petersburg and Moscow, Roosevelt finally broke it. In the final draft of the treaty Japan was allowed to keep conquered territory including Korea and the Russians were to withdraw from Mongolia. Crucial to Russia was the part whereby no money was to be paid to Japan by the Tzar.

## THE STORY BEHIND THE COVER (Continued)



Figure 2

For his role at Portsmouth, President Teddy Roosevelt would later receive the Nobel Peace Prize and become the first Head-of-State to be so honored. Approval of this would not come from the Japanese for many sympathetic to her felt she had been cheated of the spoils of the victor and this memory was destined to endure for decades until the bitterness resurfaced in the 1930's.

On September 6th 1905, the day following the signing of the Treaty of Portsmouth, Julia's card arrived in the Russian Capitol of St. Petersburg. Alas, there was no jubilation in Russia nor was there any in Japan where violent anti-American riots broke out. Although these were to subside quietly into a resignation that American-Japanese relations would only at best be strained, in Russia the signs were more ominous for in spite of no indemnity the Crown had lost on every count. Her land taken, her treasury drained and her prestige demolished, her autocratic government had only succeeded in creating the conditions for revolution and sealed the fate of the Romanoff Dynasty. On the 8th of September Julia's card from San Francisco reached Moscow just as all hell broke loose.

Strikes spread throughout the Empire in September with no central direction and little organization. Within two months a spontaneous halting of the masses paralyzed the country and resulted in the first Soviet of Workers. Among the many casualties were the postal services which all but ceased. In the summer and fall of 1905 the American government and its diplomats in Russia seemed not to have sensed the mood of the populace nor the future consequences of the Treaty of Portsmouth. With hindsight, of course, they come as no surprise. By October the Royal Family and its court, mindful of the turmoil surrounding and ever wishing that it would just go away, immersed itself in conspicuous consumption and the precious fantasies of the House of Faberge unaware that it was headed on a thirteen journey to extinction.

## THE STORY BEHIND THE COVER (Continued)

Back in San Francisco these consequences meant nothing to the heirs of the Gold Rush in search of the end of the rainbow, but then precursors come in many forms and the city was not without her own. That same October the National Board of Fire Underwriters declared the city's municipal water system inadequate to guarantee safety from a major conflagration. Undoubtedly a few thoughtful eyebrows were raised and there was some talk of follow-up, but the prospect of calamity seemed remote to the growing metropolis. Six months later would see the the earthquake and fire of 1906. In the international relief effort that followed the destruction of the city, Russia would give a surprising paltry \$199.00 compared to Japan's \$249,000.00 face-saving gesture. In spite of this, Oriental race relations on the West Coast deteriorated significantly in the years to come.

The Tzar survived the Revolution of 1905 by sheer luck and succeeded in restoring order after the fervor spent itself. Samuel Smith retired from the Foreign Service on August 10th 1908 and remained in Moscow until the Great War broke out in 1914. Perhaps he spent his days in California where these post cards were discovered decades later. And then who was she, this Julia? Wife, daughter, mistress, or just a friend? Why was she traveling at such an important time for Smith? Did he send her away from Russia to avoid the danger? Although she signed the cards simply "Julia," was there love there? It's anyone's guess. The evidence suggests that the California-Russian connection in the summer of 1905 was surrounded by international intrigue of epoch proportions and to add romance would only make the story that much better.

(Authors note: The Del Monte card was acquired about 20 years ago at a flea market in Watsonville for a nickel. Being a novice at the time, it did not occur to me to look for companion pieces. I felt lucky enough to have something from Monterey County that had gone to Russia and then come back. Over the years, however, everytime I look at that card I sensed there was a story behind it. About six months ago while rummaging at Moss Landing, I found the San Francisco card. I'll never forget that shiver of excitement as I held it in front of me and realized that my search had paid off. It cost me a dollar and a half, but price was no object. The San Francisco card is a work of art. The postal clerk in the Ferry Building ran it through twice making an attractive design across the stamp. Excellent transit marks were applied in Russia to complete the picture. The only disappointment is the Del Monte card. Although just four days earlier it is free from Russian markings.

For the information on Samuel Smith, special thanks go to Mr. Evan M. Duncan, Reference Historian at the State Department in Washington, D.C.)



**A SUPERB AUCTION OF  
RARE AND VALUABLE POSTAGE STAMPS**

**April 15, 16 (Thursday, Friday); April 19 Monday — viewing: April 12, 13, 14.**

Featuring an "old-time" collection of more than  
200 Western Express Covers,



PLUS exceptional 19th Century stampless and classic stamped covers,  
notably 1869 and Bank Note issues in the  
SPECIALIZED UNITED STATES SECTION: Stamps (April 16); Postal History (April 19)

Also outstanding BRITISH COMMONWEALTH (April 15)  
Specialized British North American and British West Indies.

A LIMITED NUMBER OF RESERVATIONS ARE STILL  
AVAILABLE FOR SOME LATE SEASON SALES. FOR DE-  
TAILS CONTACT THE HARMER GALLERY NEAREST TO  
YOU. (Minimum market value: \$1000)

**HARMERS** *of New York Inc.*

6 West 48th Street, New York, NY 10036  
Telephone: (212) 757-4460 (3 lines) Cable: Harmersale, New York  
Also in San Francisco: 49 Geary Street, San Francisco, CA 94102 Phone: (415) 391-8244  
London, England & Sydney, Australia

## 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