

WESTERN EXPRESS

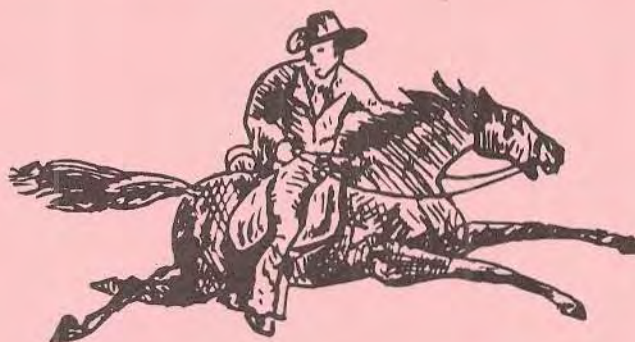
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Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

CONTENTS

	Page
Editor's Arena	1
Secretary's Report	2
Disclosures of a Wells Fargo Letter By Robert D. Livingston	3
The California Expresses By Robson Lowe	7
Postal History of the Colorado San Juan — Addendum, Part III By Ray Newburn, Jr.	15
Lake Bigler, California By Basil C. Pearce	21
Where is West San Jose? By Warren Wagener	27
Advertisers	6, 29, 30

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EDITOR'S ARENA

Coin and Stamp Re-Issues.



A fishy country—Finland.
 A "Silver King"—The "Mighty Dollar."
 Stamps that are never peaceable—The Wars.
 A temperance locality—Sobre Port, New Grenada.
 Which stamps are the most ancient? Antigua.
 What sort of ties do philatelists prefer? Rara-ties.
 What bonds do not represent any value? Vaga-bonds.
 Expensive Sandwiches—The first issue Honolulu stamps.
 The cheekiest stamps are, no doubt, the Alsace. (All sass.)
 Singular, but when money is close it is all the harder to get at it.

What stamp-issuing country will form a girl's name by dropping the first letter? "B-Olivia."

Russia wants Kanje, in Corea, to use as a naval station. The question now is: Kanje do it?

Why is hitting a man, when he is down, like dropping a plugged nickel in a street car-fare box? Because it is not fair.

You would naturally expect that post-office clerks would be greatly stuck up—they handle so many stamps during the day.

Among the dearest children in the world are some of the little ones up in the north-western part of Africa—They are Morocco kids.

"How are collections to-day?" asked a man of a bill collector. "Slow—very slow. Can't even collect my thoughts!" was the reply.

The counterfeiter no matter where he goes, is seldom well lodged. At least it is believed that wherever he is, he has bad quarters.

Two boys were in the post-office together. One of them, pointing to a small sign, said: "That's what I do when my mother boxes my ears—LETTER BOX!"

"Have you a California slug?" a visiting Boston Numismatist asked one of our dealers. "No; but I can slug you in California style," replied the dealer.

A "chestnut" song just now is "The Letter That He Longed For Never Came." The person who sent it probably put an immediate-delivery stamp on it.

Why is a fine woman like a locomotive? Because she draws a train after her, scatters the sparks, transports the mails (males) and makes us forget time and space.

When *dates* are too old, fruit vendors generally cast them off; a coin dealer never throws his away, as his *dates* are never too old for him. The more ancient, the better.

What stamp-issuing country has the largest appetite? Hungary.

"I do not collect stamps now," remarked Nellie, "but Barba-does."

The above is taken from

THE California Philatelist.

Vol. X.

SAN FRANCISCO, 1888-89.

No. 27.

to give you a sample of the humor of the late 19th Century, E. F. Gambs of 234 Montgomery Street (later 89 Sutter St.) San Francisco, was the publisher and distributor of this free booklet—and there were no other advertisements to help pay the cost.

Gambs was a well-known dealer (in coins as well as stamps) and in this issue was pushing the "Young America's Postage Stamp Album" which "contains 103 pages and is handsomely bound, printed in red and blue, on heavy white paper," and "is brought up to July 1, 1888, and contains spaces for all the late issues . . . Cochin China, The Gambia, Magdalena, Guanacaste, Selangor, New Republic, South Bulgaria, etc." And the price—"Boards, half cloth, 30¢, postpaid 35¢," or "Cloth magnificent gilt, 50¢, postpaid 55¢." I remember stopping at his office to pick one up . . . but wait a minute, I'm dreaming. The Gambs era WAS before my time.

CORRECTIONS

The July issue carried a few slip-ups in the matter of proper credit for illustrations used. The credit line on page 3 belongs to the photo on page 4. The photo on page 3 is courtesy of the Wells Fargo Bank History Room. The map on page 27 was supplied by Basil Pearce. And the story continued on page 27 is NOT "Wells Fargo Dog Tales, continued."

EDITOR'S ARENA (Continued)

SESCAL 1982 October 15-17 are the dates for this fine annual show. This year the American Air Mail Society is holding its convention in conjunction with the show, and there will be special meetings of this group. But all of this extra activity shouldn't preclude the traditional Friday luncheon for WESTERN COVER SOCIETY members, in the Ambassador Hotel. Your editor will be there with some application blanks!

**ROCPEX
TAIPEI '81** As an aftermath of ROCPEX '81, which was held in Taipei last October, the Director General of Posts, E. K. Chein has made available, a magnificent 700 page book "Prize Selections from the ROCPEX TAIPEI '81." The title clues you to the subject, but not to this remarkably unique publication's use of full color reproductions of these "prizes." Over 400 pages are needed to illustrate the many high class entries in this exhibition. The text is bi-lingual Chinese-English. Only 10,000 copies were printed in March of this year, and they are available at NT\$ 800.00 each, plus postage, thru the Director General of Posts.

AIRMAIL Another outstanding publication is "Air Mail, an Illustrated History 1795-1981," by Donald B. Holmes. This large book of 245 pages resorts to color for illustration of the stamps and covers pertinent to the history. The dramatic black and white photos of aviators, personalities and events include many never before published, and are a treat to the airmail collector and the aviation buff. The book is available thru Crown Publishers, 34 Englehard Ave., Avenal, N.J. 07001, for \$29.75 plus \$1.70 postage.

**EXTRANEIOUS
MATERIAL** If you have read this you are perhaps wondering if your Editor has forgotten that things Western should be the topic in Western Express. No, it is just that your Editor has had such varied interests over his many years — and thought it not undue license to mention some of the worthwhile events or publications outside the sphere of Western Express.

SECRETARY'S REPORT**New Members**

- #784 — Norman J. Neary, 1255 Post St., Suite 510, San Francisco, CA 94109
(Collects Express, Towns, Territorials). Sustaining member
- #785 — Ronald Drotman, P.O. Box 4335, Las Vegas, NV 89127
(Collects Wells Fargo Express covers)
- #786 — Mark Polland, 1662 Manitoba Drive, Sunnyvale, CA 94087
(Collects California Towns)
- #787 — Warren Wagener, 1562 Chambers Drive, San Jose, CA 95118
(Collects CA counties — ALA, San Mateo, Santa Clara and Tulare)
- #788 — James E. Smalldon, P.O. Box 1022, Sutter Creek, CA 95685
(Collects Californiana, Express ephemera)
- #789 — Richard H. Salz, 60 - 27th Avenue, San Francisco, CA 94121
(Collects Canal Zone)
- #790 — Larry Cherna, 6 Arvona Drive, St. Catherine, Ont. Canada L2T 3O4
(Collects 19th Century covers with contents; gazeteers and maps)

**Change of
Address**

Donald Grantham, P.O. Box 4160, Carson City, NV 89702
Norma L. McCumber, P.O. Box 84499, San Diego, CA 92138

DISCLOSURES OF A WELLS FARGO LETTER**Robert D. Livingston**

Over a decade of rivalry in the 1850s and 1860s characterized the relations between Wells, Fargo & Co. and Downieville's Langton family. A recently uncovered letter reveals a degree of cooperation; a Langton family tragedy which illuminates the demise of Langton's Pioneer Express; and an interesting sidelight on Wells Fargo's surprising entry into a new field.

After the accidental death of Samuel W. Langton on August 24, 1864, his wife continued to operate the Pioneer Express with his brother, A. T. Langton, serving as superintendent and manager. On November 21, 1865, Mrs. Langton sold the business to P. A. Lamping, a Downieville banker, without consulting her brother-in-law in advance. A. T. Langton stated that he "considered it a very unceremonious affair and that he had not been treated right in the premises, especially by the parties advising and making the sale, as well as by Mr. Lamping himself, who had given his word that he would not purchase before conferring with the Superintendent."¹ It is likely that Mrs. Langton lacked confidence in Alexander Thomas Langton (familiarily known as Tom). As later events would show, she probably had some justification. It is also possible that her sudden sale of Langton's Pioneer Express caused him considerable mental anguish which aggravated an earlier condition.

Tom Langton began with a bright future. He and his new bride, Rebecca, left their home in Washington, D.C. to join brother Sam in Downieville in 1854. Tom soon opened a bookstore, and sponsored the publication of Kuchel & Dresel's view print "Downieville, 1856." Business prospered at the Downieville Book Store. Tom advertised occasional clearance sales, and, in December 1858, added a circulating library to lend works of history, science, theology, and fiction for one dollar a month.²

Difficulties soon arose. Tom became abusive, and spent a few days in the spring of 1859 and summer of 1860 in the State Insane Asylum at Stockton seeking a cure. Pressures increased. Many gold towns declined in the 1860s, as placer miners moved on. Tom probably needed the extra income from the express business to support a wife and three children. Sam's death in 1864 added stress, as Tom now had to supervise the far flung regional operations of Langton's Pioneer Express.

Finally, in November 1865, his violence toward Rebecca became public. It undoubtedly influenced Mrs. Sam Langton's sale of the express to P. A. Lamping, and forced Rebecca to insist that her husband move out. In early 1866, the public learned that the book store was no more. Tom had "commenced to close out his merchandise, having changed his business to a mining and General Commission and Collecting Agency." He also advertised he was resident agent of the Travelers Insurance Company.³ In May, Tom began another sojourn at Stockton.

Later in 1866, William E. Hale, traveling agent for the Mutual Life Insurance Company, arrived in Downieville to solicit business.⁴ At that time he would not have encountered Langton, who was away on one of his periodic absences from the community to reside in Stockton. Hale had been associated with Wells, Fargo & Co. as early as June 1862 at Gold Hill, Nevada,⁵ and, after his interlude with the insurance company, returned to the Carson City office in 1867⁶ Wells Fargo decided to use Hale's expertise in insurance.

On February 10, 1869, Wells Fargo & Co. commenced a new activity. It publicly announced it had become General Agent for the National Life Insurance Company.⁷ William E. Hale managed the department. A circular advised: "It is expected our agents and employes will take as much interest in this new branch of our General Business as in other branches, and endeavor to make it a success." Added compensation provided encouragement. They were to receive the following commissions on tables presented: 3 percent on all single payments; 5 percent on 5 year policies; and 10 percent on all other policies.⁸

Hale looked for representatives as he expanded business. Perhaps he had met Tom's younger brother, John C. Langton, on his visit to Downieville. Now John resided in San Francisco, working for an insurance company.⁹ Hale sought out John, and in consequence of his recommendation, appointed Tom Langton traveling agent. Not only had Wells Fargo acquired the Langton family express business after Lamping's short-lived venture, it now employed a Langton.

Obviously, Hale did little checking on Tom Langton, and rumors soon came to his ears. He wrote the following letter to ascertain the current mental condition of his appointee:

DISCLOSURES OF A WELLS FARGO LETTER (Continued)

**WELLS, FARGO & CO.**

INSURANCE DEPARTMENT,

General Agents for the Pacific Coast of the**National Life Insurance Company**

OF THE UNITED STATES OF AMERICA,

CASH CAPITAL, . . . \$1,000,000

OFFICERS OF THE COMPANY:
 CLARENCE H. CLARK, *President*
 JAY COOKE, *Chair'n Finance & Ex. Com.*
 HENRY D. COOKE, *Vice-President*
 EMERSON W. PEET, *Secretary & Actuary*

WM. E. HALE,
 Manager.

San Francisco, May 6th 1869

San Francisco May 6th, 1869

J. W. Orear, Esq.
 Agt W. F. & Co.
 Downieville
 Dear Sir:

Some days ago I appointed A. T. Langton Traveling Agent for the National Life Ins. Co. of which Wells, Fargo & Co. are General Agents. I have since learned that he is the Langton that was crazy a year or two ago. Before appointing him, his brother J. C. told me that he thought he would make a good agent, not saying anything about his being once crazy. I wish you would inform me of his action — if he has any indications of being crazy. Let me know immediately and greatly oblige.

W. E. HALE
 Manager

Insurance Department
 Wells, Fargo & Co.¹⁰

Tom's mental problems were no secret, and Hale could have learned about them without much difficulty. Tom was at the depth of his fortunes. He spent much of the time from 1866 to 1868 at Stockton, and Rebecca filed suit for divorce on January 12, 1869, and won judgment July 22.¹¹ No known copy of Orear's reply or knowledge of Hale's action has come to light, but perhaps it does not matter. Wells Fargo's Insurance Department did not long continue, as its manager soon accepted the position of cashier at the Wells Fargo office in Sacramento.¹²

Both Tom Langton and William Hale found success in the 1870s. Tom's final release from Stockton on December 31, 1874, marked his cure, and he regularly registered to vote in San Joaquin County thereafter.¹³ However, Tom did not leave the Insane Asylum for many years. As Major William Downie, founder of Downieville, noted, Tom had "so far recovered as to hold . . . an official position at that institution."¹⁴ From 1875 to 1892 he served in positions ranging from assistant steward to bookkeeper.¹⁵ His personal relations also improved. Tom and Rebecca still loved each other, and re-married June 21, 1876.¹⁶ After Tom left the employ of the Asylum, the couple lived with their son William, a printer in San Francisco.¹⁷ until Tom's death in 1892 or early 1893. After years of frustration, Alexander Thomas Langton was able to enjoy a normal life for many more years — a happy ending to the situation disclosed in Hale's letter.

After leaving Wells, Fargo & Co. in 1872, William E. Hale attained much public acclaim in other endeavors. He became active in the stock brokerage business in San Francisco. As a long time resident of Oakland, he won the election for sheriff of Alameda County in 1884 and for two additional terms. In 1891,

DISCLOSURES OF A WELLS FARGO LETTER (Continued)

he received an appointment by the Board of State Prison Directors to become warden of San Quentin. He retired from that position in July 1899, on account of poor health, and died in his Oakland residence a year later.¹⁸

Little did William Hale realize that a concern about Tom Langton expressed in a letter in 1869 would provide readers over a century later with the probable reason for the end of Langton's famous Pioneer Express. The two principals led far different lives – one beset by years of tragedy and the other enjoying continued success. In later years, both could be proud of their accomplishments, while Wells Fargo, the company which brought the two briefly together, went on to achieve greater success in its primary fields of banking and express.

(For further reading on Wells Fargo's relations with the Langtons and the sale of the Pioneer Express, see Robert D. Livingston, "Lamping & Co.'s Express: A Short-lived Venture" *Western Express* January 1982; "Langton versus Wells Fargo" *Western Express* April 1982.)

FOOTNOTES

- ¹ Downieville *Sierra Advocate*, January 13, 1866.
- ² Hugh S. C. Baker, "The Book Trade in California, 1849-1859," *California Historical Society Quarterly* 30 (December 1951), 360.
- ³ *Sierra Advocate*, March 1, 1866.
- ⁴ *Ibid.*, October 13, 1866.
- ⁵ General Cash Book, Wells Fargo History Department.
- ⁶ Letter dated October 29, 1867, Robert D. Livingston collection.
- ⁷ San Francisco *Daily Alta California*, February 17, 1869.
- ⁸ Circular, "To Our Agents," February 10, 1869, Wells Fargo History Department.
- ⁹ San Francisco City Directories, 1867 and 1868.
- ¹⁰ Robert D. Livingston collection.
- ¹¹ Sierra County Recorder's Office.
- ¹² Sacramento City Directory, January 1, 1871.
- ¹³ Great Registers for San Joaquin County for 1882, 1884, and 1890.
- ¹⁴ Major William Downie, *Hunting For Gold* (San Francisco: The California Publishing Company, 1893), 259.
- ¹⁵ Stockton City Directories, 1876, 1878, 1881, 1883-1884, 1884-1885, 1887-1888, 1891, and 1893.
- ¹⁶ San Joaquin County Recorder's Office.
- ¹⁷ San Francisco City Directory, 1892.
- ¹⁸ Oakland *Tribune*, July 12, 1900.



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THE CALIFORNIA EXPRESSES*

(Continued)

By Robson Lowe

THE SOUTHERN MINES

This area was the easiest for the prospector to reach and the first mines were opened up there, although well south of the site of Marshall's original find of gold near Coloma.

The Southern Mines were not situated in mountainous country, except in the upper reaches of the Calaveras, Tuolumne and Merced rivers. The area containing Mokelumne Hill, Angels Camp, Chinese Camp and Quartzburg contained the foothills bordering on the valley. The Mokelumne River forms the northern boundary of this area, with Mokelumne Hill the last town south of the river. Volcano and Jackson being served from Sacramento. The town of Sonora was the headquarters of the mining area.



The base town was Stockton and the northern boundary the Mokelumne River which ran north to Lodi and Mokelumne Hill. Today, State Route 49 covers the road from Plymouth to Mariposa. The towns whose names appear in capital letters had post offices in 1851.

Mention has already been made of the pioneer expressman, Alexander H. Todd, whose original statement is in the Bancroft Library in Berkeley, California. In this he describes Stockton, the base town for the Southern Mines, as it appeared to him on his arrival in July 1849. "There was only one wooden building in Stockton at that time, but most of the town was of canvas tents, and every other tent was a gambling house or whiskey mill."

Todd's main office was at Stockton and his service went as far north as Jacksonville (near Chinese Camp) and Mokelumne Hill and covered the complete mining area south. The principal merchant in each town was Todd's agent and he had several offices of his own with clerks in his employ. Todd commented that on the road the expressman bore a charmed life but he was robbed three times by his clerks, \$70,000 in Stockton, \$50,000 in Mariposa, and \$40,000 in Mokelumne Hill.

*Reprinted from THE PHILATELIST

THE CALIFORNIA EXPRESSES (Continued)

Todd recorded two other adventures which should be recorded. Travelling from Stockton to Sonora he came to Knight's Ferry where the river was too high and strong for the ferry to operate. Todd urged his horse into the river, clung on to his tail and crossed safely.

On another occasion, in April 1851, the Presidents' Message arrived in San Francisco by steamer on Saturday afternoon, after the steamer for Stockton had left, and the next was not due to leave until Monday. Adams & Co.'s Express sent off a messenger in a row boat and kept watch on Todd, who put them off the scent by going to the theatre while his partners packed the mail. Later Todd took a boat to Oakland and rode through the night, reaching Stockton at 2 a.m. on Sunday morning. He delivered the message to the printers and then rode on to Mariposa, returning in three days, and meeting Adam's messenger on his outward journey but forty miles from Stockton.



EXPRESS ENVELOPES FROM THE SOUTHERN MINES

Freeman & Co.'s Express. Vallecito (now Vallecita) is between Angels Camp and Murphy's. Pacific Express Co., operated by the employees of Adams & Co.'s Express after the failure of the latter in February 1855. Shaws Flat is a few miles northeast of Sonora. All these companies operated over a large part of California. The covers illustrated are from the Basil C. Pearce collection.

Another forty-niner expressman in this area was W. C. Randolph who founded a company to run a train of Pack mules from Stockton to Mariposa County organizing an express service with letters and parcels collected from the Stockton Post Office. Randolph's charge for carrying a letter was \$1.50 while his freight rate for provisions was \$1 a pound.

There were two other express services based on Stockton in 1849 one of which was operated by William Ballou, whose services in British Columbia, nearly a decade later, made his name well known to collectors. For a short while he operated from Stockton to the Southern mines but at the end of the year sold out to Adams & Co. and moved North where he went into business with Samuel Langton, of whom there is more to write in a later chapter.

The other service, Maurison's Express, operated from Stockton, to the Stanislaus Mines in the neighbourhood of Ceres and Turlock. Alas I know nothing about their history.

Before mentioning some of the later companies it may be as well to summarize such express companies' rates in 1849 as are known to us.

W. C. Randolph: Stockton to the mines \$1.50.

A. H. Todd: San Francisco to the mines \$2.50 (1 oz. gold dust).

W. Ballou: Stockton to the mines \$4 (a thimble full of gold dust).

THE CALIFORNIA EXPRESSES (Continued)

Todd dominated the area in 1850 and for the first part of the year had a partner, Benjamin L. Bryan, and their frank reads "Todd & Bryan's Express." In Stockton, Todd & Adams had their offices in the same building. By July Bryan had left and E. W. Colt became Todd's partner in "Todd & Company's Express." In October 1851 the company sold out to Newell & Colt and became "Newell and Company's Express" who subsequently became the agents at Stockton for Adams & Co.

Todd immediately formed a new company with Angevine Reynolds and two others and ran "Reynolds, Todd & Company's Express" which was sold out to C. A. Todd in April 1852 when it became known as "Todd's Express." In September 1853 the company was bought out by Wells, Fargo & Co.

The later express companies in the area are best considered under routes, although the reader is reminded that this list is only representative and not exhaustive.

From Stockton to Sonora

- 1850-55 **Brown & Co.'s Express** via Murphy's Camp.
- 1850 **Burn's & Co.'s Express.**
- 1850-51 **Hamilton and Kelley's Express.**
- 1851 **Newell & Co.'s Express.**

There are a few comments to make. William A. Brown was at first an agent for Reynolds Express and when he started his own business in March 1850, he linked up with Todd & Co.'s Express at Stockton. Shortly after he changed his allegiance to Newell & Co. and through that firm, with Adams & Co. Brown's service was efficient but he was shot and killed by a defaulting employee in April 1853 and his business was taken over and run by Adams & Co. until February 1855.

Burns, whose forename is unknown, was the only expressman known to default with his clients' "dust."

From Stockton to the Lower Tuolumne and Merced Rivers

On the map this is the Ceres and Turlock area.

- 1850 **Billings & Co.'s Express.**
 - 1850 **Keeler's Express.**
 - 1851 **Francke Buckingham's Express** (connected with Todd).
- Buckingham took over Billings' service.

From Stockton

- to Calaveras County: 1852 Raphael's Express.**
- to Coulterville: 1852 D. Jacob's Express.**
- to Hills Ferry: 1854-55 Marvin's Express.**
- to Mariposa: 1853-54 G. W. Stelle's Express.**
- to Copperopolis: 1861 Copper Mines Express.**

There were other towns where express companies had their headquarters and chief of these was Sonora. Before Reynolds became a partner of Todd's he was running the **Sonora Express** to Stockton. A. J. Snow ran a local express to all the surrounding camps in 1854 and shortly after **Clough & Boyer's Express** set up a competing service; it is believed that both closed in 1855. In the following year **H. W. Morgan's Express** ran to Robinson's Ferry* and **A. C. Yoacham's Independent Express** to Coulterville. A longer run to San Jose was operated by **M. H. Hoy's Passenger Express** in 1857. There remained two other expresses which operated in the next decade from Sonora: 1860 **J. F. McFarlane's Express** to Mono Lake near the boundary of Nevada and **M. Goldie's Pony Express** which followed a similar route in 1864.

THE CALIFORNIA EXPRESSES (Continued)

Following the opening of more mines in the late fifties a number of small companies opened their headquarters at San Andreas including **Denig's Pony Express** to Calaveras and Greasertown 1857-63, **Lobenstein's Pony Express** 1858-59 over a similar route including Old Gulch, **Charles A. Latimer's Pioneer Express** 1860, **Lloyd's Express** 1862, both of which covered the same area, and **Love's Pony Express** which ran to Robinson's Ferry in 1865.

William M. Denig started his express in April 1857 from San Andreas, connecting there daily with the arrival of the Stockton stage, and running to Old Gulch and Calaveras. He first operated alone but subsequently employed other riders, extending his run to Cave City on Saturdays. In 1858 he developed his service to Petersburg, Greasertown and Central Hill.

E. Lobenstein was a stationer, bookseller and expressman advertising to deliver his wares anywhere in the San Andreas area and Calaveritas (Calaveras) and Old Gulch; on Saturdays he ran to Cave City, Mountain Ranch and El Dorado Mills. His service lasted for two years.

Other small companies operated for short periods including
From Hornitos south to Visalia: 1857-59 Heston's Express and U.S. Mail.

Thomas M. Heston was an employee of the Pacific Express Company from 1855 and in 1858 started his own weekly stage line from Hornitos to Visalia via Fort Miller and King's River. In 1859 his stage coach capsized at Mariposa Creek and two of the horses were drowned. Heston became an assembly man in 1860 and sold his stage line to W. L. Hice.

Locally around Columbia: 1854-55 A. C. Hunnewell's Miners Express,
From Angels Camp to Robinson Ferry 1855 Bacon's Pony Express.
From Murphy's to the Calaveras County camps: 18 55 Palache and Strange's Express.
From Dry Town to Sutter Creek: 1853 Burt & Co.'s Express.

As far as the references I have been able to read guide me there were only two services that ran from the north, **Robinson & Co.'s Express** which ran in 1852-53 from Sacramento via Dry Town, Plymouth, Jackson, Mokelumne Hill to Murphy's and then turned west through Stockton and San Francisco; and based at Volcano was **Handford and Downes Express** which linked up with other expresses to the south.

* * * *

Those who have read the notes above will have noticed how the number of expresses dwindled in the late fifties. There were two reasons.

Firstly, the giant Wells, Fargo & Co. gradually absorbed and employed the small companies. Secondly, the appalling inefficiency of the Post Office in the mid-fifties was only gradually succeeded by a better service, although Wells, Fargo carried mail until 1895. Thirdly, trails became roads.

When the gold rush started, the first prospectors used the animal trails. These became the lines followed by the Pack Mule expresses. A pack mule express could comprise a belled lead-mare ahead of a string of fifty loaded pack mules. As business increased a pack mule string increased to as many as a hundred and fifty animals at times with two mounted men for each fifteen mules, the boss packer riding ahead.

During the sixties, freight wagons took the place of the pack mules. Roads were built and maintained by private enterprise who charged a toll for their service. There are many stories of the adventures of the pack mule and the freight wagon, but to close this chapter I have chosen one about the small village of Columbia, north of Sonora, which I heard in 1926 from a man named Ritchie.

In the fifties, the capital of the state of California shifted from one town to another and, at varying times, Benicia, Monterey and Sacramento all held the honour. Columbia had a population of 15,000 and desirous of being the new capital produced a petition signed by some 5,000, which two of their townsmen were

THE CALIFORNIA EXPRESSES (Continued)

instructed to deliver to the State Legislature at Sacramento. The two men rode to Stockton, but being well supplied with funds, celebrated their adventure before getting on the wrong steamer, one bound for San Francisco.

More drinking followed and the two men thought of one of their Columbian friends who cherished the name "Black-shirt" and who was doing time for stage robbery. In a miasma of alcohol they changed the petition to one asking for clemency for their friend. The sight of the five thousand signatures caused the Governor to pardon Black-shirt and Sacramento remained the capital. A century later, the population of Columbia was minute.

THE SACRAMENTO AREA

The mines in this area were mostly situated in the mountainous districts in Placer and El Dorado Counties through which the streams tumbled to form one of the several branches of the American River. From the base town in the valley Sacramento, lines of communication were strung out to the three centres. Hangtown (later Placerville) almost due east, Deer Creek, Dry Diggings (later Nevada City) and its nearby neighbour Centreville (now Grass Valley).

Placerville is the capital of El Dorado County, the northern boundary of which is, in part, the American River, and the southern, the Cosumnes River. It was near Coloma, just north of Placerville, where James Marshall discovered gold in the millrace of Sutter's Mill on 24th January, 1848.

To the south of Placerville and Diamond Springs, is a small town that now bears the name of the county, El Dorado (the gilded one) but its original and less glamorous name was Mud Springs.

Of course all the nation-wide and state-wide express companies operated their services from San Francisco to Sacramento and further but the following list is of services, largely based on Sacramento which served other areas than the mines.

Sacramento to San San Francisco

1849 **Angle, Young & Co.'s Express** (1850 Angle & Co.).

Halstead's Express.

Kimball & Co.'s Express.

1850 **Gregory's Express.**

Hawley & Co.'s Express.

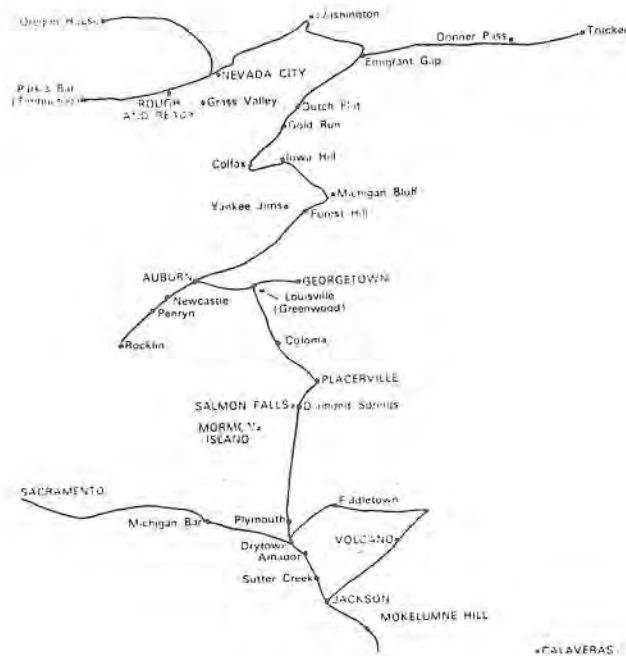
Henley, McKnight & Co.'s Express.

McKnights Express.

Brown, Knowlton & Co.'s Express.

As early as 1849 there was a post office at Sacramento and there was regular communication by steamboat with San Francisco. In spite of this, the post offices at San Francisco and at Sacramento were so inefficient and understaffed, that in August 1849 two express companies were started at Sacramento. These were probably Halstead's and Kimball's.

THE CALIFORNIA EXPRESSES (Continued)



The main routes to the mining towns and camps from Sacramento, 1849-55.

Wiltsee found an advertisement in the *Placer Times* of October 1849 advertising **Weld & Company's Inland Express** which operated between Sacramento, Benicia and San Francisco using the steamers **McKim** and **Mint**. One of the four partners was J. R. Hawley who bought out the others in January 1850 and, in July, **Angle & Co.** In the same month John M. Freeman bought a half interest in **Hawley & Co.'s Express** and in November took over the whole business, changing the name to **Freeman & Co.'s Express** on 1st December. Freeman connected with Adams & Co. who bought out Freeman in November 1851. For a time Freeman remained at Sacramento as Adam's agent.

Brown, Knowlton & Co.'s Express only operated for a short time in the spring of 1850 but they covered a wide area including Stockton, Vernon, Yuba City, Coloma and Marysville.

As late as 1874 there were three express companies operating over the same route – **Gilpatrick & Co.**, the **River Express Co.** and the **Sacramento River Express**.

To Marysville (the base town for the northern area)

1851 **Mumby & Co.'s Express**.

Palmer & Co.'s Express.

1853 **Anthony & Co.'s Northern Express**.

These services only ran for a few months. Joseph M. Mumby had worked for other express companies prior to starting on his own in May 1851. Within a few weeks he sold out to Freeman & Co. and retired.

J. Anthony used the river steamers for taking mail between Benicia, Sacramento and Marysville and had connections to the Northern Mines and Nevada City. His business started in April and failed in July.

Now to turn to the services from Sacramento to the mining base towns and camps.

To Coloma: 1849-52 **Birch & Co.'s Daily Express** (later extended to Nevada City).

To Dry Town and Sutter Creek: **Burt & Co.'s Express**.

To Forest Hill Divide: 1850 **Grammer's Express**.

To Greenwood: 1851 **Ford & Co.'s Express**.

To Mormon Island: 1849 **Malzeard & Co.'s Express**.

1849 **Tiffany & Co.'s Express**.

THE CALIFORNIA EXPRESSES (Continued)

James Birch ran a stage line from Sacramento via Mormon Island, Willow Springs and Green Springs sending one coach in each direction daily. In 1851 he ran a service from Sacramento via Rough and Ready and Grass Valley to Nevada City. His Concord coaches won considerable reputation and late in 1851 he was carrying the U.S. Mail from Sacramento via Auburn. Yankee Jim's, Michigan Bluffs, Iowa Hill and so to Nevada City, returning via Rough and Ready and Grass Valley. Birch became president of a group of eight stages known as the California Stage Line.

William H. Tiffany had been one of the four original partners in Weld & Company's Inland Express in October 1849. Tiffany's own service also served Vernon, but in January 1850 he was again bought out by Hawley (see above).

To Nevada City: Bower & Co.'s Express.**Hamlet Davis & Co.'s Express.**

Bowers Express was operated by two brothers named Bowers from Caldwell's Upper Crossing (this and Deer Creek became Nevada City) and went via Grass Valley and Rough and Ready to Sacramento where they connected with Freeman & Co. Bowers Express charged \$2.50 a letter in 1849 and used an oval handstamp. In 1851 their service was extended to San Francisco.

An eye-witness wrote of being in Hamlet Davis' store and seeing a piece of quartz **that had been brought up from Grass Valley. It was as big as my head and all covered over in gold. Davis said there was a much as \$500 in it.** Hamlet Davis was apparently an unofficial postmaster at Deer Creek (Nevada City) in 1850.

Hamlet Davis ran a one-man service for a short time in 1849-50 and had a list of 1500 miners for whose mail he enquired at the post offices at Sacramento and San Francisco. Later he sold his express and his store and became a successful banker in Nevada City.

Before leaving Sacramento it is as well to consider how this town grew in a few weeks as a base town because it was at the head of the navigable stretch of the river for the steamboats, and was financed by the traders who shrewdly saw that selling goods and equipment to miners was more likely to show a substantial profit than mining. These merchants forwarded supplies up the Sacramento River by barge or small sloop to Marysville, the most northern of the base towns, built on the muddy banks where the Yuba River joins the main river.

Placerville

The original name of the county town was Hangtown. In 1851 some of the inhabitants found that the land on which their houses were built was rich in gold. The local doctor had the floor of his cabin dug up and did very well. An English visitor at that time reported that the streets were knee deep in mud and discarded rubbish where here and there was a hole some six feet deep in which one miner was digging, another baling out the dirt while the third partner washed it in a "rocker" to abstract the gold.

The leading expressman in Hangtown was Alexander Hunter who started his service in February 1851 and had twenty-eights points of call throughout El Dorado and Placer Counties. He had first operated between Sacramento and Hangtown but later moved his headquarters a little south to Mud Springs (El Dorado) and restricted his service to El Dorado County, subsequently extending his service south to the Mokelumne River and north to Auburn. Until their failure, Hunter was connected with Adams & Co.'s Express at Sacramento.

Hunter used some effective handstamps, in the rarest of which is a running horse. Another type (illustrated) has the lettering in a handsome shield and a third was used at Mormon Island. Hunter joined up with Wells, Fargo & Co.'s Express at Sacramento, and he sold out to that firm in July 1854, for some time being their agent at Placerville.

THE CALIFORNIA EXPRESSES (Continued)

Later express companies whose headquarters were in Placerville were

To Diamond Springs and Grizzly Flat: 1857 Asa L. Waugaman's Express.

To Georgetown and Spanish Flat: 1853 Tracy and Spear's Express. At Georgetown this connected with the **Great Pioneer Express.**

To Greenwood: 1855 Crawford's Middle Fork Express.

To Indian Diggings: 1857 Read's Express.

To Yankee Jims: 1854 Harris & Co.'s Express.

For over five years from 1853 **Thompson's Snowshoe Express** was operated by J. A. Thompson from Placerville up to the Sierras and over into Carson Valley. This hardy warrior carried the mail all the year round and as most of his travels were above the snow line, his method of transit came into the name of his business.

In 1857, Colonel Jared B. Grandall opened a tri-weekly stage coach line from Placerville, where he connected with the Wells, Fargo office, via Genoa across the Sierras to Carson Valley under the title **Tracy's Carson Valley Express**. Ten years later he was superintendent of the **California Stage Company** who had earlier acquired his business.

The other services to mention are:

From Coloma to Sacramento: 1854 McConnell & Co.'s Express.

From Diamond Springs to Placerville: 1854 J. Butt's Express.

From El Dorado: 1857-58 Jackson's Express.

From Fiddletown to Jackson: 1855 J. Byam's Express.

From Granite to Michigan's Bar: 1856 Riley's Express.

McConnell was financed by Wells, Fargo & Co. and was finally absorbed by them. Granite has defied detection on my maps and Graniteville, north east of Nevada City would seem too far off.

Byam ran his service over the twenty mile journey for about two years and used a handstamp "**Forwarded by Byam's Express Fiddletown.**" In October 1855 he was operating a stage coach line from Volcano at midnight arriving at Sacramento at noon.

James L. Warren operated the **Mormon Island Express** and charged \$1 a letter including the U.S. postage 40¢ on letters to the East. Warren rode a pony and ran his service for two years, later going into the newspaper business. The handstamp found on his mail is the word PAID in a rectangle.

Curiously there were few services based in Placer County although much of the area was served from El Dorado County in the south.

Placer County is bounded on the south by the American and Rubicon Rivers and to the north by Bear River (sometimes called Bear Creek). The county seat is Auburn, to the east of which lies Georgetown. As you will have seen above, Tracy & Spear's Express, based in Placerville, connected at Georgetown with the **Great Pioneer Express**. Of this service we know nothing except the route it covered and which Wiltsee recorded. "**It ran from Georgetown to Volcanoville, Last Chance, Ground Hog's Glory, Mount Gregory Hell's Delight, and had its terminus at Bogus Thunder.**"

What's in a name?

(to be continued)

POSTAL HISTORY OF THE COLORADO SAN JUAN

By Ray L. Newburn, Jr.

ADDENDUM, PART III

Chapter VII — Dolores County

Dolores County still vies with Archuleta County for the title of hardest to collect. Two new towns have now been reported, however.

LAVENDER

LAVENDER (3) 1905/11/14

CI:P,1,0;275:T;M,D,Y;S;G;R: (see Fig. 132)

Figure 132



WILLOW GULCH

WILLOW GULCH (3½) 1927/05/28

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

The marking listed for Northdale has now also been reported used on October 29, 1929.

RICO

Further study has indicated that the two markings previously listed third and fourth are very probably the same marking with the year date omitted most of the time in 1885 and later. An example has been seen on December 2 **with** the year date slug, however.

REGISTERED. RICO, COLO (3 to 3½)* 1894/10/22

RC:P,1,0;440x315:REG;(M,D,Y);(T,S):R;G:

*The various letters differ considerably in size

The 1910 duplex has now been seen on May 5.

Chapter VIII — La Plata County

The major addition to the literature on La Plata County is a very fine book on the history of Durango by Duane A. Smith²¹³, professor of history at Fort Lewis College in Durango.

A major omission in my Chapter VIII was the poor coverage of smelting, a major factor in the economy of La Plata County in general and Durango in particular. The smelters provided jobs directly as well as using large amounts of local coal and providing business for the railroads bringing in coal and ore. John Porter, who managed the smelter in Silverton, recommended it be moved to Durango as soon as that town got under way, and construction was begun by October 1880. The smelter opened in August 1882 and soon earned Durango the title of "Smelter City." A second smelter opened in 1892, the two employing some 450 men in a city whose total population was 2800. These were sufficiently efficient that much ore from Telluride, Rico, Silverton and environs was treated there rather than where it was mined.²¹³

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

The two smelters were soon combined, closed for a time in 1894 during the "troubles" following the repeal of the Sherman Silver Purchase Act, were bought by a Denver company in 1895, and finally became a part of the giant American Smelting and Refining Company. The smelter closed during the depression and then reopened during the second world war to process vanadium. A second mill was built to process uranium. These closed for good in 1963.²¹³

ANIMAS CITY

In 1978 I wrote that Durango just gradually swallowed up Animas City. True statement. In fact the official "swallowing" did not occur until 1947! Even though the mail came from Durango after September 29, 1900.

The last type of strike, with wheel of fortune killer, has now also been reported on June 3, 1884.

BAYFIELD

The hollow 4-bar of 1908 is a type 2 Doane with numeral 5. It has now been reported in use from September 5, 1906 through December 27, 1908.²¹⁴

BREEN

A type 2 Doane with numeral 2 has now been reported used October 3, 1904.²¹⁴

BREEN. COLO. (2½) 1910/12/28

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

BREEN, COLO. 1918/11/05

CI:P,1,0:330:T;M,D,H,Y;S:G;G:4-bar

CASTELAR

The Castelar 4-bar is a type 3 Doane with numeral 1 and has now been reported as early as August 28, 1907.²¹⁴

COLUMBUS

The only postmark reported is shown as figure 133.



Figure 133

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

CONTENT

The only postmark reported is shown as figure 134.

DURANGO

The new book by Smith,²¹³ reported at the beginning of this chapter, has 215 large pages. Obviously much detail could be reported, but that is best obtained by reading Smith's excellent book. Tying the past to the present a bit, consider that Durango had its big fire on July 1, 1889, and seven blocks of businesses and residences were destroyed. Many buildings along Durango's Main Street date from immediately after that fire to this day, although an entire block of the post-1889 buildings burned August 25, 1974, and have been replaced by the Main Mall. The Strater Hotel opened in August of 1888 and remains a downtown landmark. The depot dates from 1882. The city is now five times as large as it was in 1889, however, and easily supplies the needs of the 120,000 passengers riding the Silverton train each year and a multitude of visitors to Mesa Verde in the summer and to the ski runs in the winter.²¹³

Along postal history lines Smith²¹³ notes that Durango's accommodating postmaster came up \$1800 short when his accounts were audited in 1894.

For the most part Durango postmarks are the simple circular date stamps typical of larger offices. Many can be distinguished only by direct viewing or tracing. Therefore no significant extension of the published list is attempted here.

DURANGO, COLO. REC'D 1887/06/13-1897/06/05

CI:P,1,0:280:(T,S);M,D,H,Y;REC'D:G;G:

Six of these have been reported that are indistinguishable by description from that already listed for 1898.

ELCO

An Elco turned up in a 1980 Spelman auction.

ELCO, COLO. (3) 1910/08/07

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

FORT LEWIS

A better example of the type shown in figure 71 is presented in figure 135.



Figure 134



Figure 135

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

The Hermosa manuscript is shown in figure 136.

HESPERUS

The type 2 Doane marking has now been reported in use from July 28, 1905 through September 9, 1907.²¹⁴ The numeral in the bars is a 4 and not a 1 as reported earlier.

IGNACIO

The second type of postmark has now been reported used December 30, 1901. A later example is shown as figure 137.



Figure 136



Figure 137

KLINE

A type 2 Doane marking with numeral 1 has been reported in use from November 28, 1908 through March 21, 1910.²¹⁴

LA PLATA

The second type of La Plata marking has now been reported as early as November 4, 1897.

A type 3 Doane with numeral 3 has been reported used from October 11, 1909 through September 12, 1911.²¹⁴ This makes it even more likely that the markings previously reported for 1908 and 1911 are of this type.

LOS PINOS

The only type of strike reported has now been seen as early as January 20, 1890.

MURNANE

This town was misspelled Murname in the 1979 listing.

NEEDLETON

The first type of town and county marking has now been reported as late as September 23, 1883.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

PARROTT

The earliest strike reported from Parrott is shown in figure 138.

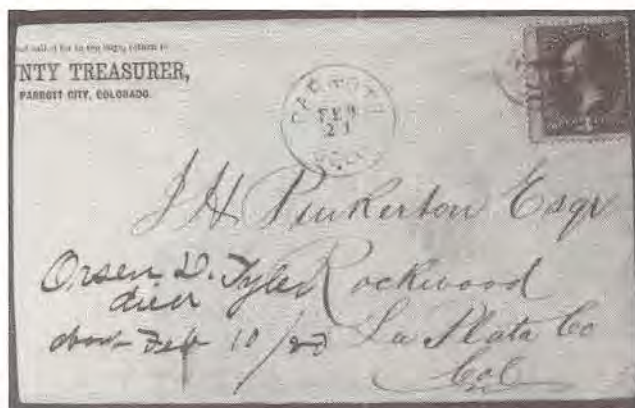


Figure 138



Figure 139

PERINS

Smith notes that Perins was a typical company town with company store, boarding house, school, etc. but that it was more progressively managed than most and became the best coal producer in the area before it closed in 1926. The population of Perins was 80 in 1910, about 200 in 1913, 137 in 1920, and about 150 in 1926.²¹³

PINE RIVER

PINE RIVER, COLO. 1884/08/19-1884/12/13
CI:P,3,0:300,280;260:T;M,D,Y;S;R;G:

I have not actually seen this strange marking, of which two have been reported. The two earlier types are shown together in figure 139. Note the interesting corner card.

PORTER

Smith notes that both Porter and Hesperus mines were sold to a coal subsidiary of the Union Pacific Railroad in January 1906 to supply coking coal to smelters in Arizona. The Porter mine was abandoned in July of 1908 because the vein "declined rapidly." The population in Porter was about 144 in 1895, 50 in 1900, and 100 in 1908. With the mine closed there was no reason for anyone to stay, and the town was soon dead.²¹³

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

ROCKWOOD

The town and county marking was used until August 2, 1882. The town name is sans-serif while county and state have serifs. Apparently different fonts were used for the month at different times. The descriptor should read

CI:P,1,1;285;175:T;M,D,Y;(C,S):G,R;various:
 ROCKWOOD, COLO. (3+) 1893/06/16
 CI:P,1,0:275:T;M,D,Y;S:G;R:target

This new type and the strike preceding it are shown as figure 140.



Figure 140

TIFFANY

The Tiffany 4-bar has now been seen dated May 30, 1911. The type is shown as figure 141.

TIFFANY, COLO. M.O.B. 1917/02/28
 CI:P,1,1:320,210:(T,S);M,D,Y;MOB:G;G:magenta

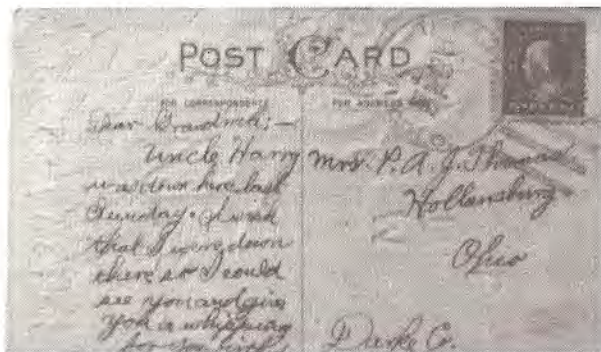


Figure 141



Figure 142

TRIMBLE

Smith says that cycling out to Trimble Hot Springs was very popular in the 90s. They offered croquet, tennis, golf, archery, bowling, billiards, and indoor swimming. He states flatly that the rumored street car line never was built, however.²¹³ The only postmark reported is shown in figure 142. Unfortunately it was “stuttered.”

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²¹³ Smith, D. A. “Rocky Mountain Boom Town,” Albuquerque, 1980.
²¹⁴ Helbock, R. W. “Western Doanes,” La Posta XIII, 3/4, 1982.

LAKE BIGLER, CAL. POST OFFICE REVISITED

By Basil C. Pearce

With a long time interest in the postal history of the Lake Tahoe area, the writer, in association with the late Dr. Scott Polland, helped to assemble data for Dr. Polland's article ("W/E" April 1969) entitled "Was There A Post Office Known As Lake Bigler, Cal.?" For the benefit of those who have no copy of this issue, a reproduction appears at the end of our story.

Dr. Polland correctly stated that there was no official record of such a post office, yet covers existed with manuscript post office markings. What concerns us here is a follow-up to Dr. Polland's analysis on the location of such a post office.

Through the kindness of our member Jack Greenberg, I have come into possession of a map photo of Lake Tahoe in 1874. Upon careful study, there is a location designated — Lake Bigler, just south of Glenbrook. As Polland correctly stated, that area became, in the summer of 1861, a large lumbering center and one could assume there were needs for a postal facility. Based upon Polland's study and analysis along with this map, I am prepared now to fix the location of this post office at the site shown on the map as "Lake Bigler" just south of Glenbrook. For study purposes, copies of the map accompany this article. Of course, anyone with additional information would be most welcome so that we can solve the mystery of this interesting subject.



WAS THERE A POST OFFICE KNOWN AS LAKE BIGLER, CAL?

By W. Scott Polland, M.D.

Illustrations #I - IV show manuscript post office markings of Lake Bigler, Cal during the period 1862 - 1864. These were apparently accepted as genuine by receiving post offices of this period. I have seen about ten such covers with this mark. However, as far as I know, there is no official record of such a post office either in Frickstad's "A Century of California Post Offices" or in Frickstad and Thrall's "A Century of Nevada Post Offices." Apparently this post office was never listed in the official records at Washington, D.C., nor can I find it in the unofficial Business Directories of this period.

ILLUSTRATION #I - COLLECTION OF ROBERT A HANSON



ILLUSTRATION #II - COLLECTION OF BASIL C. PEARCE



WESTERN EXPRESS - APRIL 1969

Page 5

LAKE BIGLER, CAL (Cont'd)

ILLUSTRATION #III - COLLECTION OF BASIL C. PEARCE



ILLUSTRATION #IV - COLLECTION OF ROBERT A HANSON



The official map maker of California gave to what is now known as Lake Tahoe, the name Lake Bigler in honor of the third governor of California. In 1861, in an attempt to give this beautiful and charming lake a more appropriate name, William Henry Knight compiled a map of the Pacific States which was published by the Bancroft Publishing House in San Francisco, and in which Lake Bigler had been changed to Lake Tahoe. Knight obtained the approval of the Land Office at Washington, and the new name appeared on their subsequent maps for the Department of Interior. However, the California legislature oblivious to the popular acceptance of the name "Tahoe" legalized "Bigler" in 1870, and the act oddly enough was not repealed until 1943. Hence the confusion of the proper name for this lake in the 1860-1880 period.

In order to try and locate the most likely area in which a "Lake Bigler" post office could exist, I have tried to go over the various areas around the lake, historically and geographically. In the 1860's there were no known places of population on the west side of the lake. The only possible place could be Tahoe City which had a post office in 1871, but really did not exist in the early 60's.

LAKE BIGLER, CAL (Cont'd)

On the south end of the lake is Lake Valley which was once known as "Valley of Bigler". George H. Goddard, head of the California - Utah boundary survey party in 1855 so described this valley, and the vast lake which spread before it. However, the white man's discovery of Lake Valley is credited to Johnson of Johnson's Ranch above Hangtown (Placerville), who found this valley, between the eastern and western mountain ranges. This eventually became the main trail to the Nevada mines.

In 1857 Crandall established his "Pioneer Stage Line" through this area. In 1858 "Yanks Station" was established by Ephram "Yank" Clement, and in 1861 a post office was established here. In December 1863 it was changed in name to Tahoe. However, none of these stations were really on the lake. Yanks Station became one of the famous stop overs on the "Bonanza Road" to Washoe, but it never was known as Lake Bigler. Eventually it was sold to Dudley Meyer and became Meyer's station.

Several miles north of this station a number of habitations developed, because of the improvement up Daggett Ravine (later Kingsbury grade) to the Washoe mines. In the spring of 1859 on the lake one half mile north east of where the Upper Truckee enters in to the lake, construction of Lake Bigler House was begun. It was the first recorded hotel on the shores of the lake. This could have had a post office called Lake Bigler. However, the owners of this hotel were strongly sympathetic to the Union cause, and in the summer of 1861, because "Honest John Bigler" had leaned closer and closer to the Confederacy, and therefor had besmirched the water of this great lake, they decided the appellation Bigler would have to be changed. After learning that Tahoe meant "Big Water" they declared the lake's name to be Tahoe. They later persuaded the people of the outlet of the lake to call their village Tahoe City. Apparently the waters were too pure to have the name Bigler. Eventually Lake Bigler House was called Al Tahoe.

Going north from Al Tahoe one comes soon to Lakeside, later Stateline (1901). It was during this period 1860-1864 that the border dispute between California and Nevada was taking place, and no one was sure whether a border town was in Nevada or California. Many areas now in Nevada were at one time considered in California and vice versa. Because it was called Lake Bigler, Cal., did not mean that it would, after the boundary was settled, end in California.

Just north of Lakeside was Edgewood, better known as Friday's Station. Here the Kingsbury toll road took off eastward to Washoe. Here was a "home station" for the Pony Express, as well as other traffic over this grade. This was a very important stopping area, but was never known as Lake Bigler, Cal.

In 1862 the Lake Tahoe Wagon Toll Road was completed. This gradually became the great road over which most of the traffic went by Upper Glenbrook Meadow down Clear Creek or Kings Canyon to Carson City. Although several hotels fronted on this road, by far the most important was the Glen Brook House at the head of Glen Brook Meadow. With the formation of the Lake Bigler (Tahoe) Lumber Company in the summer of 1861, Glenbrook became a large lumbering center, the products of which were hauled to Carson City, where there was tremendous building activity as a result of the discovery of the Comstock. It is reasonable to suppose that the area on the Lake where there was a large steam powered mill, a developing town, and later

WESTERN EXPRESS - APRIL 1969

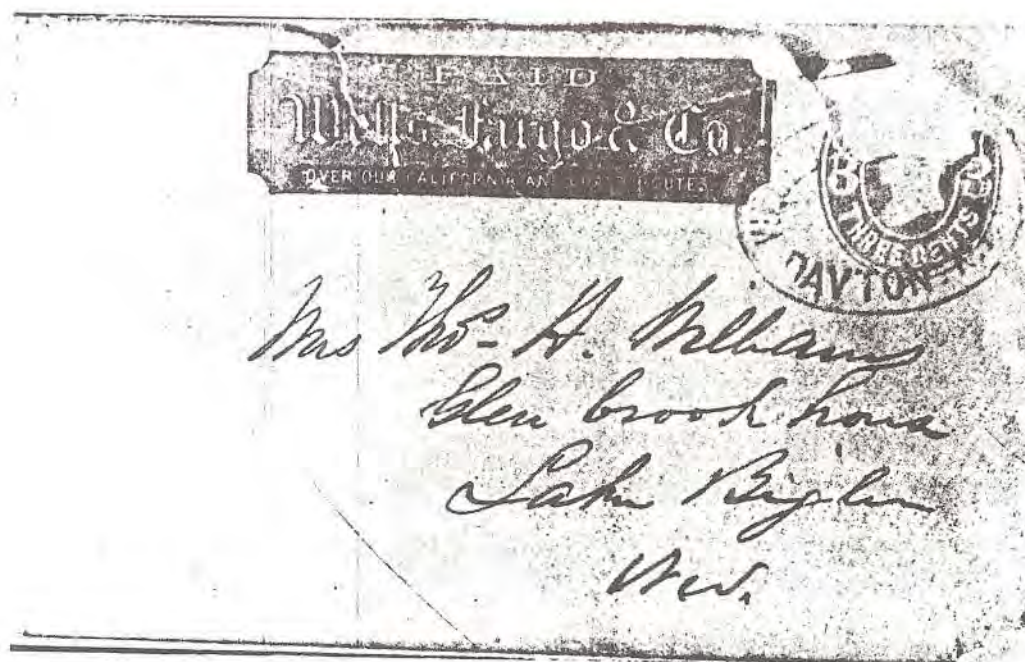
Page 7

LAKE BIGLER, CAL (Cont'd)

a second hotel, would need postal service, and yet there is no record of a post office until August 7, 1871. This was listed as Lake Tahoe, and later became on August 16, 1872, Glenbrook.

Figure # V shows a Wells Fargo envelope with a Dayton, Nevada cancellation and addressed to Glenbrook House, Lake Bigler, Nevada, the usage being in the 1864-1870 period. Does anyone have any other philatelic opinion or knowledge concerning this interesting postmark?

ILLUSTRATION #V - COLLECTION OF ROBERT A HANSON



WHERE IS WEST SAN JOSE?

By Warren Wagener

Where in California, is West San Jose? West San Jose is a rather nebulous area which presently can be considered anything west of Highway 17, if you use a real estate advertising definition.

More specifically this is an attempt to locate West San Jose Station. The railroad buff will immediately tell you that the present Southern Pacific Station on Cahill Street was West San Jose Station and also called the "Narrow Gauge Depot" in the time of the South Pacific Coast Railroad. The main Southern Pacific Depot was located in beautiful downtown San Jose at North First and Bassett Streets until 1935 when West San Jose Station became the main depot.

The West San Jose Station that is the subject of this article, is the post office which was called West San Jose Station of San Jose which operated from May 1, 1911 to October 31, 1916.

When the year 1911 began, San Jose was still the same area that was laid out by surveyor Chester Smith Lyman in 1850.

San Jose was rectangular on 3 sides. On the north, west and south the boundaries were straight lines and roughly parallel to the street grid, and on the east boundary was Coyote Creek.

The northern boundary was roughly Hedding and Rosa Streets. The southerly boundary was roughly Alma Street. The westerly boundary started at the north near the present intersection of Hedding and Ruff, crossed Santa Clara Street at Autumn, followed the center of Sonoma Street to the southwesterly corner near the intersection of Floyd and Lick in Goosetown, just north of the present Alma Street.

San Jose was just over 3 miles long and averaged about a mile and three quarters wide and had just under 5½ square miles.

The present city limits encompass over 150 square miles. For comparison San Francisco is 45 square miles.

For the collector of cancels or postmarks of a particular county, the location of a post office or branch or station of a post office is of interest.

Hubbard & Carmichael Bros.

MANUFACTURERS OF AND DEALERS IN

LUMBER

384 WEST SANTA CLARA STREET

SAN JOSE, CALIFORNIA.



1913

*Mr J Heinlen Co
380 N 1st
San Jose
Cal*

WHERE IS WEST SAN JOSE (Continued)

It is necessary to distinguish between a post office as a building as opposed to a political entity. Usually each town is one post office with a main post office and various branches and stations as required by the size of the community.

A station is usually located within the city limits of an incorporated city and a branch can be located any place.

Camp Fremont, a World War I Army Camp, located in Menlo Park was a branch of the San Francisco post office called Fremont Branch.

The first United States post office in the Philippine Islands during the Spanish American War was also a branch of San Francisco.

San Jose in 1911 had the streetcars running and the light tower at Market and Santa Clara was still standing. However, San Jose started growing in area in 1911. The first of over 2,000 annexations was accomplished March 26, 1911, when the Gardner area was annexed.

West San Jose Station was located with the assistance of a helpful City of San Jose employee in the California Room of the main library. He checked the city directories for the years 1911-1916 and found that West San Jose Station was located at 443 West Santa Clara Street, which is just east of the intersection of Autumn and West Santa Clara Streets on the north side of the street. The site is presently occupied by Downtown Datsun.

The city limits of the original city ran through the northwest and southeast corners of Autumn and west Santa Clara Street. So the actual site of the post office was at the westerly boundary of San Jose.



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