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WESTERN EXPRESS

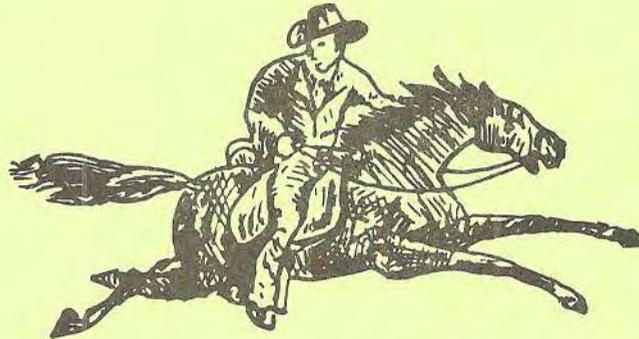
RESEARCH JOURNAL OF EARLY WESTERN MAILS

NO. 132 VOL. XXXII No. 2

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

APRIL 1983

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

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

EDITOR'S ARENA

**ARTICLES
NEEDED** The opening line of the last issue of WESTERN EXPRESS can be repeated here —for there is still a dearth of articles. Ray Newburn's story of the Colorado San Juan and Robson Lowe's view of the California Expresses are rounding out to their finale—and there is no backlog of material for future W/Es. Perhaps it is because of the current phase of splitting attractions by having Societies Groups or publications catering to a single, less complex interest, that WESTERN EXPRESS is not receiving material for publication.

This issue carries an item that again may be stretching the definition of our goals — Research Journal of Early Western Mails. It is a letter from a member of the Nebraska Volunteers in the Philippines during the Spanish-American War. Does it belong — what do you think?

**PREVIEWS —
ORGANIZATIONS
& PUBLICATIONS** 1. The newly-organized "Colorado Postal History Society," which publishes the **Colorado Postal Historian**, a quarterly journal, is seeking new members. Annual dues are \$6.00, which may be sent to Editor Bill Grebe, P.O. Box 1051, Boulder, Colorado 84306.

2. Another new organization, the North Dakota Postal History Society has just (January) published Volume 1, No. 1 of its quarterly, the **Dakota Collector**. Our Western Cover Society member, Gordon Twedt, is Secretary-Treasurer. Dues are \$15.00 per year and may be sent to him at Box 280, Maddock, N.D. 58348.

3. A recent regional publication is "The Salt Lake Post Office 1849-1869" by Lee Whall. WSC member Dave Jarrett writes that it is a 202 page soft cover volume detailing the history of the Salt Lake City postoffice from its early inception thru the various mail contracts, the Mormon War and the Union Pacific Railroad. Dave says the book is available from the author at 990 West Foxglove Drive, Salt Lake City, Utah 84107. Price of the volume was not mentioned.

**SAN FRANCISCO
WEEKLY
LUNCHEON** With a short forced vacation at year's end because of week-end Holidays, the January meetings seemed to auger well for 1983 — with an average of 14 in attendance. Members Jesse Coburn (Goleta), Bob Myerson (Los Angeles) and Alan Patera (Takoma Park, Maryland) were the non-S.F. Bay Area members.

The continuity of our weekly Friday luncheon at the Marines Memorial Club, 609 Sutter St. will be interrupted Friday, April 29 — for on that day the meeting will be held at the Cathedral Hill Hotel in connection with the Annual WESTPEX show.

**ANNUAL
WESTPEX
MEETING** Our annual breakfast meeting will be held Sunday, May 1 at the Cathedral Hill Hotel (formerly Jack Tar) in San Francisco. It is scheduled for 9:30 a.m. and the cost will be \$10.00 Your check should be sent to your Secretary at 9877 Elmar Ave., Oakland, CA 94603. Only **advance** reservations will assure your participation, since prior commitment must be made with the Hotel.

**ARIPEX
1983
WINNERS** At this year's ARIPEX, held in Tucson, three of our members took top honors for their entries. John O. Griffiths and George Kramer carried off the Grand and the Reserve Grand, respectively, and John Birkinbine II went home with a Gold. Griffiths entered his "Story of the First Postage Stamps" and Kramer exhibited "Wells Fargo & Co. 1852-1895" while Birkinbine offered "Pioneer Arizona Classics."

EDITOR'S ARENA (Continued)

ADVICE(?) TO BUDDING WRITERS A clipping which gives no credits, but seems to be from either the Catholic Digest or the Readers Digest has this to say for Creative Writing:

First, some basic rules —

1. Don't use no double negatives.
2. Make each pronoun agree with their antecedent.
3. Join clauses good, like a conjunction should.
4. About them sentence fragments.
5. When dangling, watch them participles.
6. Verbs has to agree with their subject.
7. Be shure you spell your words rite.
8. Don't use commas, which are not necessary.
9. Proofread your writing to see if you any words out.
10. Just between you and I, case is important, too.

THE COLLECTORS DIRECTORY

Collectors' Information Control of 1020 East 85th Street, Brooklyn, N.Y. 11236 has just published a booklet listing almost a hundred different organizations, groups or societies that cater to the varied collecting interests — and varied they are. You'll find the addresses needed for the Barbed Wire collector — clocks, corkscrews, hatpins, sugar packets, auto license plates, pewter — to name a few, down on thru to Wooden Desks. Of course, Numismatists and Philatelists are not neglected. A very handy **Collectors Directory**. Order direct, or thru your Secretary (9877 Elmar Ave., Oakland, CA 94603), at \$1.75 per copy.

OREGON POSTAL HISTORY

The Winter (1982) issue of the **Oregon Historical Quarterly** carries a story by Diane Elder titled "Some Postal History: Chewaucan Summer Lake Area." She tells the story of the establishing of the first post office, in December 1875, consequent upon the inauguration of a mail route through the area. The peregrinations of these and later established post offices indicate the unsettled conditions. It is interesting to see footnote references to our Philatelic authors Richard Helbock and the late Edward Payne.

Re-Instated

You will note two re-instatement of membership in the Secretary's report. Charles Meroni resigned in 1979 and Anson Reinhart in 1972. These were more sabbaticals than resignations, Meroni to concentrate on his Florida and Reinhart to devote his time to scholarly achievements.

SECRETARY'S REPORT

New Members

- #797 — George Kramer, 199 Charles Street, Clifton, N.J. 07013
(Collects Wells Fargo and connecting companies)
- #798 — Karl Koons, 3411 E. Montecito, Phoenix, AZ 85018
(Collects Expresses, Towns and Territorials)
- #799 — Mario Raggio, 2477 Virginia, #303, Berkeley, CA 94709
(Collects Towns and Territorials)
- #800 — William R. Hankins, P.O. Box 1427, Bellflower, CA 90706
(Collects Territorials)
- #802 — Christopher Harmer, 49 Geary, Suite 217, San Francisco, CA 94102
(Collects Expresses, Towns, Territorials)
- #803 — Douglas B. Moore, Box 536, Williamstown, MA 01267
(Collects Colorado Territorials-El Paso, Larimer and Summit Co.)

Re-Instated

- # 26 — Charles Meroni, 160 Canal, Tavernier, FL 33070
- #482 — D. Anson Reinhart, 1200 Peralta Street, Oakland, CA 94608

Changes of Address

- Thomas Alexander, 502 Commerce Bank Bldg., 922 Walnut, Kansas City, MO 64106
- N. V. Ellerton, 16012 Falls Road, Sparks, MD 21152
- Donald Grantham, Box 4160, Carson City, NV 89702
- Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034
- Leonard Kapiloff, 9030 Comprint Court, Gaithersburg, MD 20877
- Thomas S. Kelly, Jr., 5402 The Valley, Atlanta, GA 30328
- Thomas M. Mills, P.O. Box 25690, Portland, OR 97225
- Robert Payne (change ZIP code to 91360)
- Joe R. Seacrest, 900 Fall Creek Road, Lincoln, NE 68510
- Daniel Seigle, P.O. Box 1251, Radio City Station, N.Y. 10101
- John B. Shaw, Star Route, 5812 W. Camino Cielo, Santa Barbara, CA 93105
- Robert E. Tyson, 1747 Hancock Street, San Diego, CA 92101

Resignations

- #152 — Bernard Harmer, #411 — Werner Burkhardt, #437 — Gerard Koch,
#467 — A. F. Bostwick, #724 — Stephen Jaronski, #533 — Samuel Wagonfeld, M.D.

Unpaid Dues

As of February 1 the Treasurer reported 74 members had failed to remit their 1983 dues. A second, and final notice was mailed to them at that date. As of March 1, as this is being typed for the April issue, 22 have not responded. A few are old-time members, but the Treasurer has no choice but to drop them from the rolls for non-payment. They will be listed in the July issue.

SECRETARY'S REPORT (Continued)

Patron and Sustaining In contrast to the non-payment group, are those who continued to show their extra support of the Society by renewing as Patron or Sustaining member, or advancing from regular to the higher group. As listed elsewhere, Patrons numbered 23, while the Sustaining group reached 40. The Society appreciates this unsolicited support.

PATRON MEMBERS

David T. Beale III
 Dr. W. W. Bilyeu
 Brad Casoly
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 William T. Crowe
 Richard Curtin
 A. L. Greene
 Marc Haas

Mrs. Dorothy Hotze
 John F. Leutzinger
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Col. Fred F. Seifert
 Fred Smoot
 Henry M. Spelman III
 J. Earle Stromberg
 William C. Tatham
 Richard Wilkerson
 Robert Wale

SUSTAINING MEMBERS

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 Kenneth Bridge
 Jack R. Chisholm
 John R. Drew
 Dr. Fred Dunn
 Raymond Epple
 Martin B. Fogel
 Lewis Garrett
 Ken Greenberg
 J. C. Hawley
 Jay F. House
 Jack R. Hughes
 James D. Jacobitz, M.D.

Constant Johnson
 Leonard Kapiloff
 Kenneth Kutz
 Trowbridge Leavitt
 William T. McGreer
 Howard Mader
 Charles F. Meroni
 Clifford Moss
 Frances S. Murphy
 Robert Myerson
 Ray L. Newburn, Jr.
 N. Leonard Persson
 W. Ray Radford
 Helen J. Rhodes

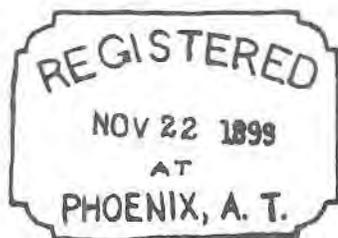
Harry Reck
 Louis K. Robbins
 Oscar Salzar
 Jerry Schwimmer
 Jack E. Stucky, M.D.
 Gordon Twedt
 John Vick
 Irwin R. Vogel
 Dr. Heinz A. von Hungen
 Warren Wagener
 C. A. Whittlesey
 John H. Williams
 Kirk S. Wolford

THE FOUR VARIETIES OF PHOENIX TERRITORIAL
TYPE 15

Robert B. Bechtel, Ph.D.

In September of 1979 the post office records, package receipt cards, registry bills and other items of Sarah Belle Mayer, postmaster of Mayer, Arizona from 1884 to 1914, were discovered in a nearby antique shop. Among the many postal history discoveries of this find was a new registered postal marking which became type 15 in the *Arizona Territorial Postmark Catalogue* by O. H. Kreige, edition of 1980. At first, this new type seemed to be very similar to type 22, the main difference being that the new type had "Phoenix, A.T." in italics.

However, closer examination revealed that this type had three varieties that do not occur in type 22. Of course, there are other notable differences from type 22 (see Figures 1 and 2). Figure 1 shows type 22 which is slightly longer (43 mm.), has all letters sans serif, and has the **Registered** letters arranged in a curving arch. Figure 2 shows type 15 with the fancy italics at bottom. The postmark measures 42 by 31 mm. Earliest and latest dates of use are May 30, 1889 and July 16, 1894 (not July 4 as in the catalogue).



Type 22
Figure 1



Type 15
Figure 2

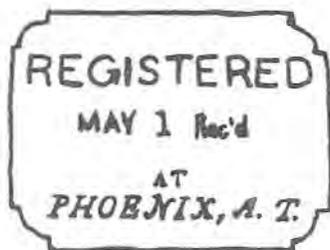


Figure 3
"Rec'd" Variety



Figure 4
"Fil'd" Variety

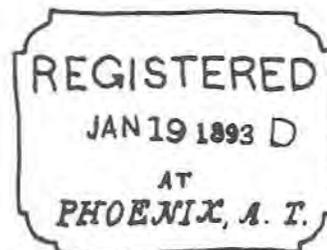


Figure 5
"D" Variety

THE FOUR VARIETIES OF PHOENIX TERRITORIAL (Continued)

The three varieties of type 15 were produced it seems by inserting letters in place of the year numbers. Some examples of type 15 show the month, day and year must have been on dial tumblers because there are traces of the next dates above and below the ones printed.

The most frequent variety has the abbreviated word "Rec'd" in place of the year (see Figure 3).

The next variety has the abbreviated word "Fil'd" in place of the year date (see Figure 4).

The final variety has the large letter "D" following the year as in Figure 5. All figures are to scale.

It would seem obvious that the "Rec'd" and "Fil'd" varieties were examples of some function of the registry section of the Phoenix post office. Received cancels on the backs of registered letters are a practice that continues to this day. The "Fil'd" designation is not as common, but still serves a self-explanatory purpose.

The "D" marking is worth more thought. Perhaps it designates some use from a separate section or a different clerk. Another possibility is that it is really the last letter of the above word from a double impression. However, not even a faint trace of the rest of the word is noticeable on the card, which one would expect if it were a double impression. Yet it remains a possible explanation because there is only one copy of the "D" variety known and if it were a more stable variety one would expect more copies to have survived.

Only 93 copies of type 15 are known to exist, and all but three of these are on registry bill cards as opposed to registered package receipts or registry receipts. The three on cover are on one registered package receipt envelope. Thus, strictly speaking, none are known on an ordinary registered envelope.

There are three distinctive colors: purple, red purple and magenta, the latter being the earliest and the scarcest. The varieties occur in red purple only.

With only 93 copies, only about one-third of Arizona collectors can own one. The Kriege catalogue puts the value on a cover as \$25 to \$50, but since no covers are known at present any new discovery would probably sell for a much higher price. The value of the cards is about 50% that of covers, or \$12 to \$25. A number of type 15 cancels are owned by the Western Postal History Museum in Tucson and these are available as surplus items. However, the museum **does not have any of the varieties.**

Of the "Rec'd" variety there are six discernible copies known. Since some markings exist without a year mark, these must be suspect as either being a "Rec'd" or a "Fil'd" variety. This would add no more than four to either of these types.

The "Fil'd" variety has only two discernible copies known and the "D" has only one.

Although some collectors spurn the registry cards in their various forms, to a postal historian they can be a richer source than ordinary covers. Not only do the cards have the origin and destination written on the back, but they also have the signatures of sending and receiving postmasters. Type 15 spans Phoenix territorial postmasters from William A. Hall in 1889 to William E. Thomas in 1894, in addition to the various postmasters in receiving towns. Type 22 appears to be the new marking that replaced type 15 with its earliest date December 24, 1894.

CALIFORNIA EXPRESSES*

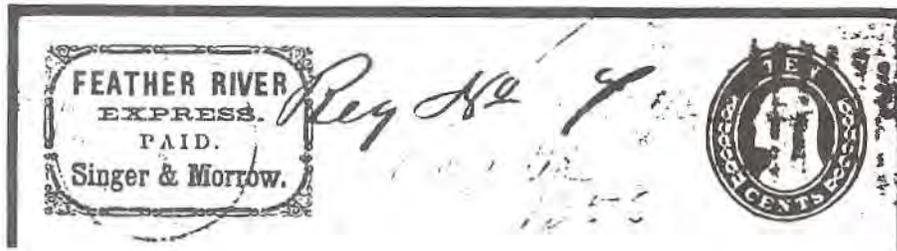
By Robson Lowe

The Feather River Expresses (Continued)

From Marysville to Feather River

- 1850 Baker's Express
- 1850 Camp & Co.'s Express
- 1850 Buckbee's Express
- 1850 Singer & Fargo's Express
- 1852 Singer, Dean & Co.'s Express
- 1852 Dearing & Co.'s Express
- 1852 Cheeseman's Express (bought out Dearing)
- 1852 Jones & Co.'s Express (terminus Rich Bar)
- 1852-53 Davis & Bagley's Express
- 1853 Fargo & Co.'s Feather River Express
- 1853 Fargo & Co.'s Bidwell Bar Express
- 1855 W. E. Singer's Feather River Express
- 1856 Singer & Morrow's Feather River Express
- 1856 Singer, Meek & Co.'s Feather River Express

John R. Buckbee bought out an earlier expressman, Herman Camp, and at first charged \$2.50 for a letter and \$1.50 for a newspaper. He sold out in the same year to Capt. William E. Singer and Annan Fargo who operated the service under the name of Singer and Fargo's Express until 1852, when W. S. Dean replaced Fargo, the name being changed to Singer, Dean & Co. In 1855 Dean dropped out and in the next year Singer took in Morrow as a partner for a few months, but the latter was soon replaced by Meek. Capt. Singer was an outstanding expressman but his strength and efficiency seemed to wear out his partners in a short time.



In the meantime, Annan Fargo founded Fargo & Co.'s Feather River Express in May 1853, operating from Marysville to Bidwell's Bar and to all the camps on the North Fork twice a month. He covered an enormous area, reaching Rich Bar in the north, Grass Valley in the south and Gibsonville in the east. At Marysville he linked up with Wells, Fargo & Co., but his service only lasted for about one year.

CALIFORNIA EXPRESSES (Continued)**From Oroville to Quincy**

- 1854 **Garland & Dean's Express**
- 1858 **Vera's Express**
- 1860 **Brewster's Stage Line**
- 1864 **Smith's Oroville and Indian Valley Stage Line**
- 1864 **R. E. Garland's Stage Line**
- 1868 **Garland's Express**
- 1874 **Oroville and Quincy Express Co.**

Richard Garland probably had the same Dean as a partner as Singer and at first his route ran via Buck's Ranch, Spanish Ranch, Mountain House, Greenville and Prattville, south of the road through Rich Bar. In 1864 the name was changed to R. E. Garland's Stage Line and took in Taylorville and Crescent City which lay north of Quincy. In 1865 he moved his headquarters to Quincy where he connected with the stage from Oroville and under the name Quincy and Indian Valley Stage Line, ran a service via Taylorville and Crescent City. Garland sold this service to F. B. Whiting and in 1868 started his old route which he had operated in 1864 connecting with Wells, Fargo & Co. at Oroville, the last named buying the service about 1870.

William Smith had his headquarters at Quincy and for some time in 1864 called his service Smith's U.S. Mail Line, running through Bidwell's Bar, Mountain House, Meadow Valley, Spanish Ranch, Indian Valley and Round Valley which lay to the south. A year later the route took in Taylorville and shortly afterwards disappeared, either being closed down because of the competition from Garland, or possibly the latter bought Smith out.

Dr. S. T. Brewster ran Brewster's Stage Line over two routes in 1860, one from Oroville to Quincy and the other from Bidwell's Bar to American Valley, having bought a business sold by W. S. Dean to the California Stage Co. in 1866 he sold out to William Smith who in turn sold to Richard Garland, who took a quick profit and passed it on to Charlie Sherman.

In 1866 Brewster started a new daily line between La Porte and Quincy but in 1869 stopped when the snows came. He ran the route again in 1870 and at the end of 1871 employed William Knowels of La Porte to carry the mail during the winter using snow shoes, Knowels having operated Knowel's Snow Shoe Express over the same route during the first few months of 1869. In November 1872 Knowels ran the same service once more.

From Oroville to Susanville

- Oroville & Susanville Express**
- A. J. Wood's Oroville, Susanville and Taylorville Express**

From Oroville to Honey Lake

- Gridley's Express**

From Oroville to Cherokee

- 1863 **Cherokee Express**
- Mann & Co.'s Express**

Practically nothing is known about these services but the note that they existed. One named Lewis is believed to have been the owner of the Cherokee Express at one time.

CALIFORNIA EXPRESSES (Continued)**From Mountain House to Marysville**

1849 Tolles Express

This heading is probably a misnomer. Wiltsee in his book "The Pioneer Miner and the Pack Mule Express" reprinted part of the 1849-50 diary of James S. Tolles who entered the express business on 7th December 1849. The brief diary gives a good account of the work of an expressman. His northern terminus was "Mountain Cottage Kept by A. Tolles & Co., 18 miles above Bidwell's Bar on the Ridge Road, leading from Marysville to Slate Creek, and the headquarters of the Feather River."

From Quincy to Honey Lake Valley

1858 R. H. Rand's Honey Lake Express

1859 Peel & Robertson's Pioneer Express

1864 Spargua's Honey Lake Express

1870 Bates' Summit and Quincy Mail Line

From Susanville**Harrison's Susanville and Goose Lake Express****Thomas & Skaden's Express**

Little is known about these services although the first three were operating during the conflict between Isaac Roop's Never Sweats of Susanville and Sheriff Pierce of Quincy.

Edwin Bates operated a service carrying the U.S. Mail, leaving Quincy on Monday, returning on the Wednesday. His route connected with the Susanville and Reno Line which ran east of the Diamond Mountains south through Janesville down to the Beckwourth Pass. At a later date Thomas and Skaden operated between Susanville and Reno.

From Marysville to Gibsonville Ridge and Feather River Camps

1855-56 Copley's Miners Express

1861-63 Holland, Morley & Co.'s Express

1863 Holland, Wheeler & Co.'s Express

1863 Wheeler's Express

1864 Wheeler, Rutherford & Co.'s Express

1865 Rutherford & Co.'s Express

H. B. Holland was the senior partner in Holland, Morley & Co. who had their headquarters both at Marysville and La Porte. At the end of 1862, Sam Wheeler bought out Morley and a year later, Holland retired.

The company acquired Everts, Wilson & Co. in 1862 and the published route was Marysville, Strawberry Valley, La Porte, St. Louis, Pine Grove, Howland's Flat, Forbestown, Bangor, Gibsonville, Hansonville, Whiskey Diggings and Poker Flat.

CALIFORNIA EXPRESSES (Continued)



Wheeler took his brother (initial S) into partnership in Wheeler's Express and connected with Whiting at Quincy for Plumas County. In February 1864 the service was called Wheeler Brothers' Mountain Express and the route was extended to Port Wine. At Marysville, the mail was handed to Wells, Fargo & Co. to carry south.



The next change of name came in October 1864 when Rutherford took the place of S. Wheeler, and when Sam retired in the following year, the business continued for some time as Rutherford's Express.

From La Porte to Gibsonville

- 1859 Francis & Co.'s Express
- 1863 Morley Caulkins & Co.'s Daily Express
- 1865 La Porte Express Co.

From La Porte

- to Jamison City 1862 Morley & Holland's Express
- to Nelson Point 1856 Muma & Co.'s Express

Francis & Co.'s Express was run by Robert Francis from La Porte to Gibsonville and Onion Valley which lay to the south. In July 1862 Francis took a partner, James S. Rump and connected first with Everts, Wilson & Co. and later with Holland, Morley & Co. at La Porte and with Whiting & Co.'s Express at Quincy. Francis used snow shoes during the winter and, from 1861, successfully ran his winter service by dog-sled. He sold out to Pauly's Express — probably in 1866.

The curious reversal of the name Holland, Morley (headquarters Marysville) with Morland & Holland (headquarters La Porte) is worth noting.

Gibsonville Ridge to Poorman's Creek

- 1851 William Ford's Express
- 1862 Wharton's Express
- 1864 G. H. Nohrman & Co.'s Weekly Express
- 1864 N. Pauly & Co.'s Express
- 1864-66 Pauly & Nohrman's Express
- 1864 Norman & Grant's Express
- 1866 Pauly's Express

CALIFORNIA EXPRESSES (Continued)

James P. Wharton bought out Ford in 1862 and had routes to La Porte, Jamison City, Hopkins and Poorman's Creek. In 1863 Wharton connected with Whiting & Co.'s Express at Gibsonville and operated the service to Poorman's Creek weekly, later extending his line through Mohawk Valley to Beckwourth on the road to Reno.

G. H. Northman ran his weekly service to Poorman's Creek, Hopkin's Creek, Main Nelson's Creek, Eureka Mills, Jamison City, Mohawk Valley and Beckwourth, connecting at Gibsonville with Whiting & Co. N. O. Pauly, who was running a rival service went into partnership with Northman in 1864. Norman (dropping the "h" in his name) started another partnership with Grant over the same route and Pauly started another service in 1866.

One suspects that the six companies each operated on a different day of the week.

These expresses probably all closed down before the winter of 1866. Norman became a miner, later a druggist and a dentist, a justice of the peace and an insurance agent.

The last expresses in this area to mention are the Mohawk Valley and Sierraville Express which operated for a short time in 1871 and the Pacific Stage & Express who ran a service from Sacramento to Virginia City during the gold rush to Honey Lake in 1860.

The North Western Mines

The large plain, through which the Sacramento River runs, effectively separates the Northern Mines from the area now to be described. The river was navigable as far as Red Bluff and the road north more or less followed the banks of the river.

The mines did not open up as early as those already described but they continued for a longer period. There were many around Shasta, the only town in **Shasta County** to have a post office in 1851, and at that time Shasta was the county seat. Later the administration was moved to Redding on the Sacramento River.

Weaverville, the county seat of **Trinity County**, was on Trinity River which ran southwards from Del Norte County, through Willow Creek and Big Bar, the last, with Weaverville, both having post offices in 1851. At that time, **Humboldt County** (county seat Eureka) had not been formed, but Trinidad also had a post office, being considered part of Trinity County.

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TEL. GENEVA 57-25-30

CABLE: DESTAMPS GENEVE

NEBRASKA VOLUNTEERS
 Submitted by D. Anson Reinhart



Headquarters, First Nebraska U.S. Volunteers
Camp Dewey near Manila Aug. 8th, 1898

Miss Louise Pfaendler
 1511A Howard Street
 San Francisco, California

Dear Miss Pfaendler:

I am the happy recipient of your mother's letter of date June 25th, having received and read the same when under a galling fire from the Spaniards on Aug. 2d, 1898. The trip across the ocean was not as pleasant as Uncle Sam might have made it but the monotony of the voyage was broken, upon arrival at Honolulu where we received a fine banquet which included everything obtainable at that city. We arrived here on the 17th of July but did not disembark until the morning of the 20th. We are encamped 2½ mls south of Manila on good camping grounds. We have only lost 3 men since leaving Lincoln, Nebraska, one on board S.S. Senator before reaching Honolulu, one a few days after our arrival here by the amputation of a leg made necessary by blood poisoning and one killed instantly in battle.

On the 2nd of August our Nebraska Regiment was assigned to outpost duty. At 8 o'clock a.m. we broke camp and marched two miles north toward Manila where we were stationed behind entrenchments made of dirt thrown in a pile six feet high. Beyond us about 400 yards distance was the entrenchment of the Spanish Army. Everything was quiet during the day only the noise made by our boys strengthening the trenches being heard. As night approached there was a stillness almost as of death. At 10 o'clock p.m. a single Spanish gun broke the silence. This was followed, after a few moments pause, by another single gun. Then all of our entrenchments belched fire and smoke as over 800 guns sent their deadly missiles into the enemy's line as they were advancing upon our trenches. They spoke not in vain. The bark of each of their fire-spitting guns of brass and iron was answered by two from us. Gun answered gun, shot collided in mid-air with shot, and the fiendish scream of explosive shells, unlike any sound I ever heard before, was heard over all. The two Armies were wrapped in murky, sulphurous clouds. The very earth seemed to quake and the hills to tremble. It was not a cannonade, it was a thunderade. So rapid were the discharges

NEBRASKA VOLUNTEERS (Continued)

that the sound of no single gun could be distinguished, but only on great hoarse, petulant, earth shaking roar. But as I ran along the trenches performing my duties as orderly for the Colonel, I could hear our boys singing that sweet, melodious and familiar song of "Home Sweet Home." Our boys were as cool as cucumbers and seemed to have enjoyed the battle better than I did that dinner we had at the Goodfellows Grotto and that is saying a good deal. I could see Spaniards torn limb from limb and blown to atoms by the villainous shells. The battle began at 10 p.m. and it was not until 10:50 that the grand orchestra of death made a pause. It only paused then because our forces were doing such deadly work amongst the enemy's ranks. Smoke like a pall hung over our entrenchments and the Spaniards, and over the vale between. More ominous than the smoke was the silence which prevailed. It was worse than the silence of the grave. It was the heart-trying silence of expectence which was broken after the news spread along the lines that only one of our boys was killed and seven wounded. Both the American forces and the Spaniards know that this is only the prelude to the play and we are anxiously waiting with nerves braced and hands sternly gripping our guns for the curtain to rise on the real tragedy when we receive orders to take Manila which we hope to receive soon. As I have stated I act as orderly for the Colonel when in action and after the firing ceased the Colonel sent me to Camp on his horse, for 15,000 rounds ammunition, and when I arrived in Camp my letters were handed me, along which was one from your mother and photos sent by her for which I heartily thank her. I could not read the letter at that time as I had to obey my orders and get the ammunition to the firing-line with all haste which I did with the aid of natives and small ponies and carts. A short time afterwards I read the letter by the aid of the moon amid a fire from the enemy by several of their sharpshooters which fire we did not return.

Now since we are roughing it, being unable to buy anything except bananas and eggs and some other native fruits, I more than appreciate the many kind deeds shown Mr. Towl and myself by you, your mother and brothers but cannot find words with which to express my thanks. I have enjoyed excellent health since landing but was seasick a few days out of Frisco. In some future letter I shall give you a description of this island, inhabitants and their habits.

Mr. Towl has returned to his company and I do not see as much of him as when in Frisco.

We are having beautiful weather but it rains without any provocation. The battles we have daily I believe has much to do with the number of showers we have.

The ocean is only two minutes walk from our camp and we enjoy ourselves in the evenings by boat riding and swimming. The postage stamps you gave me stuck together by the heat so it will be necessary for you to pay postage on this letter as we cannot buy stamps here at Camp.

I hope to hear from you frequently and would be pleased to receive a copy of the Frisco "Call" occasionally.

With best wishes for your health, and sentiments of the sincerest respect, believe me to be Your Friend.

B. Cecil Jack
Chief Clerk
1st Neb. U.S. Vols.

Aug. 12th, 1898

We commence an attack upon Manila tomorrow and expect to take it in a few days. There has not been a mail going to U.S. since I wrote this letter so have held it but mail it now.

In the battle I have here described we killed 360 Spaniards and wounded over 800 according to Manila paper next day.

POSTAL HISTORY OF THE COLORADO SAN JUAN

By Ray L. Newburn, Jr.

ADDENDUM, Part IV

Chapter IX - Montezuma Co.

ARLOA (Glencoe)

The two types of postmarks known from Arloa are shown in Fig. 143. The second type definitely is not a Doane cancellation, having no number in the bars.

BEARCREEK

According to the records the Bearcreek office was re-established April 13, 1907. Bob Munshower has supplied interesting documents showing what really took place thereafter. On May 29 the Post Office Department, Office of the Second Assistant Postmaster General, Division of Railway Adjustment, finally notified H. E. Mack, General Agent of the Mail Department of George Gould's rail lines (the Denver and Rio Grande R.R. among them) that the office had been established. Mack in St. Louis received the post office documents on May 31, and on June 4 he sent word to A. E. Welby, General Superintendent of the Denver and Rio Grande R.R. System. Welby received Mack's note on June 6 and the next day he sent a letter to A. S. Meldrum, then General Supt. of the Rio Grande's subsidiary, the Rio Grande Southern R.R. Co. Some time after Andy Meldrum received Welby's note on June 9, mail finally went to Bearcreek, two months after the office was re-established. Establishment certainly is not synonymous with mail service.

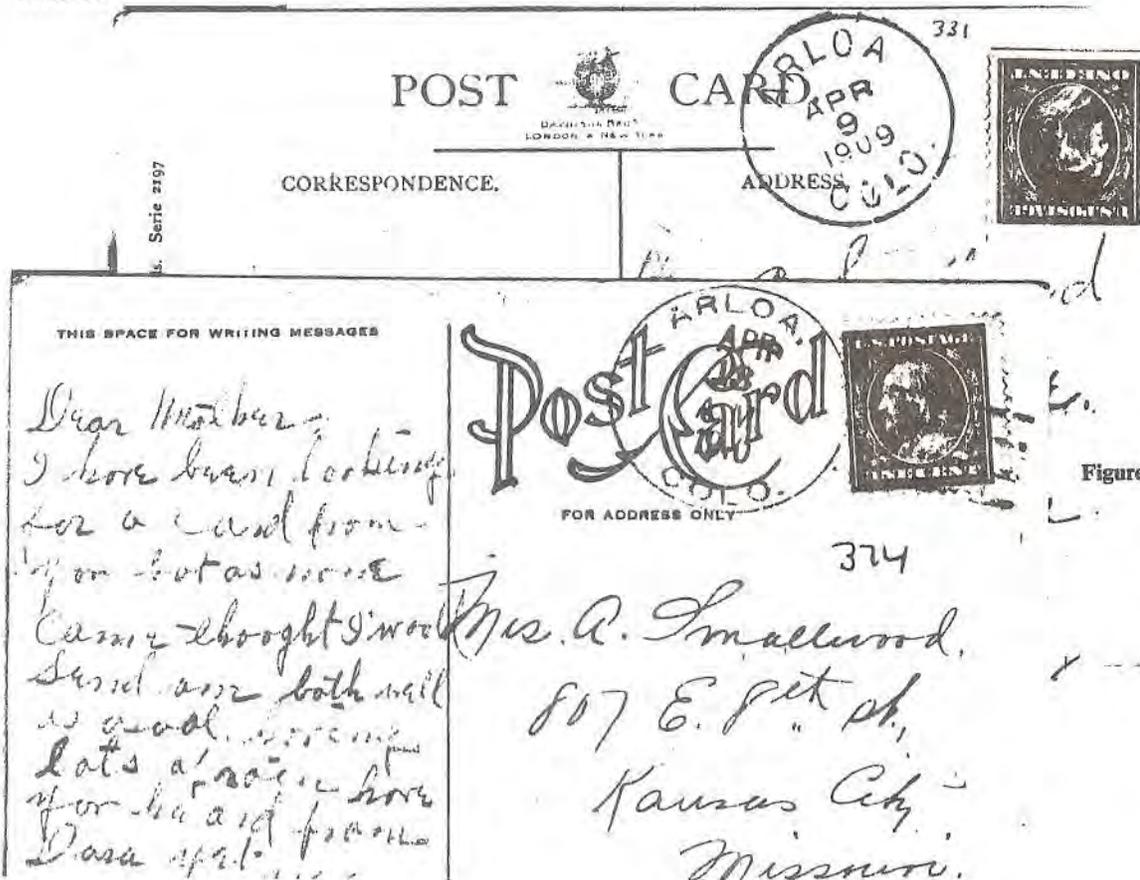


Figure 143

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

Some of the rules that governed the railway mail service are quite interesting. The railway was obliged to take the mails to and from the post office to the railway station, IF they had an agent at the station, or unless the post office department made other arrangements for their own convenience. Mack's note to Welby states "As I believe company has no agent there (Bearcreek), we will not be obliged to carry the mail between post office and station." So, I guess the Bearcreek post office wasn't in the station. The rules for temporary service in the case of failure by a railroad state that the postmaster was required to report the facts, including the lowest rates for temporary service, by telegraph to the Supt. of Railway Mail Service in his division. If the Supt. was unable to gain satisfaction from the railroad, then he was to report the facts to the Second Assistant Postmaster General. Only the latter could authorize temporary service. If the telegraph went out with the rails, as was typically the case in Colorado, then I guess the postmaster had to use his own initiative.

The single postmark reported from Bearcreek is shown in Figure 144.

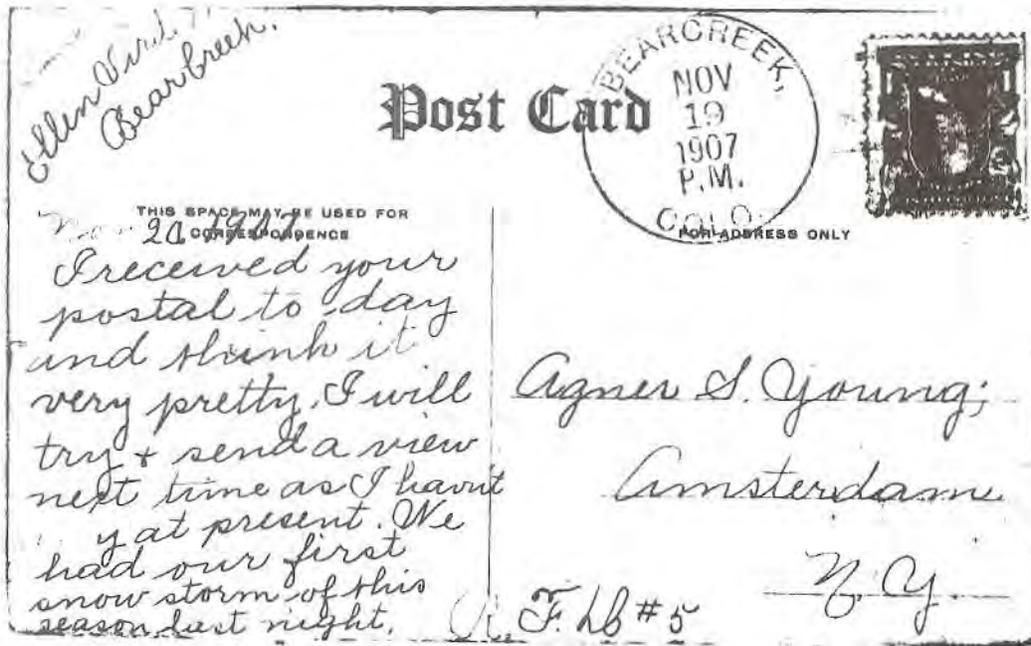


Figure 144

DOLORES

DOLORES COLO. (3) 1912/05/03-1913/10/09
CI:P,1,0:290:T;M,D,H,Y;S;G;G:machine oval grid

LEBANON

LEBANON, COLO. (3) 1922/06/06
CI:P,1,0:320:T;M,D,Y;S;G;G:wide 4-bar

This strike has a space for the hour marking, but it was not included on the one example reported. It differs from the 1918 type in any case, the L in COLO being normal while that in 1918 was tilted considerably to the right.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

LONE DOME

The first strike reported is on a 5¢ Garfield stamped envelope used for mail to England. Only the 18 in the year date can be read.

LONE DOME COL. (3½) 18XX/02/15
 CI:P,1,0:270:T;M,D,Y;S:G;R:not clear

MANCOS

The bold heavy outer circle marking used in 1892 is shown in Figure 145. A very well struck example of the type shown previously as Figure 90 is included as Figure 146.

Figure 145

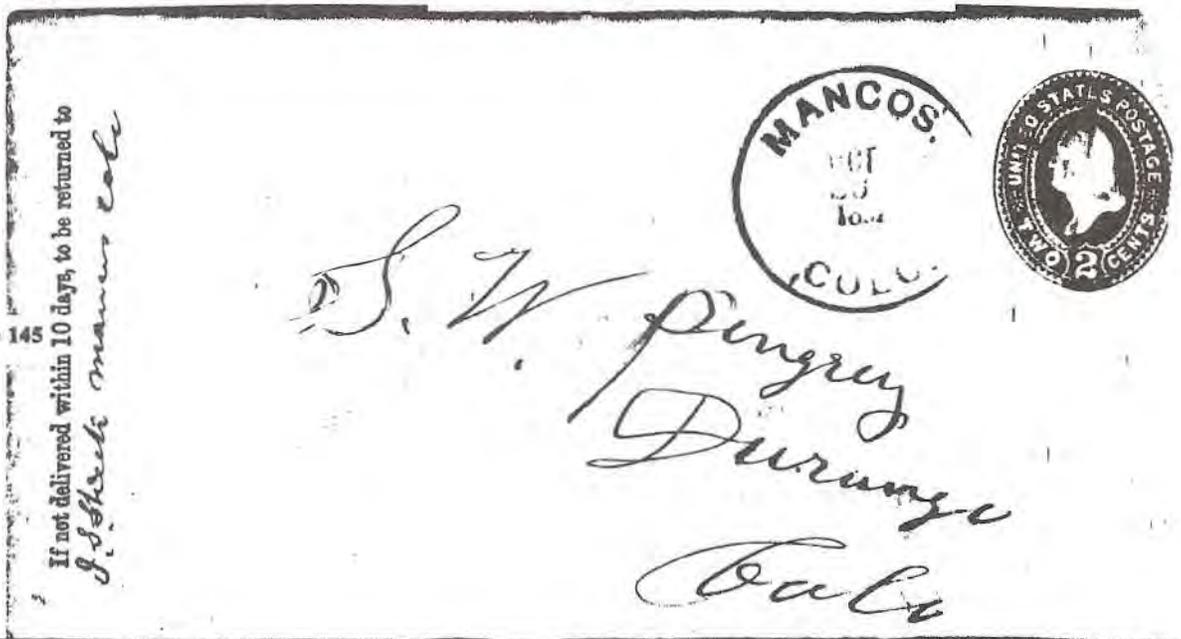
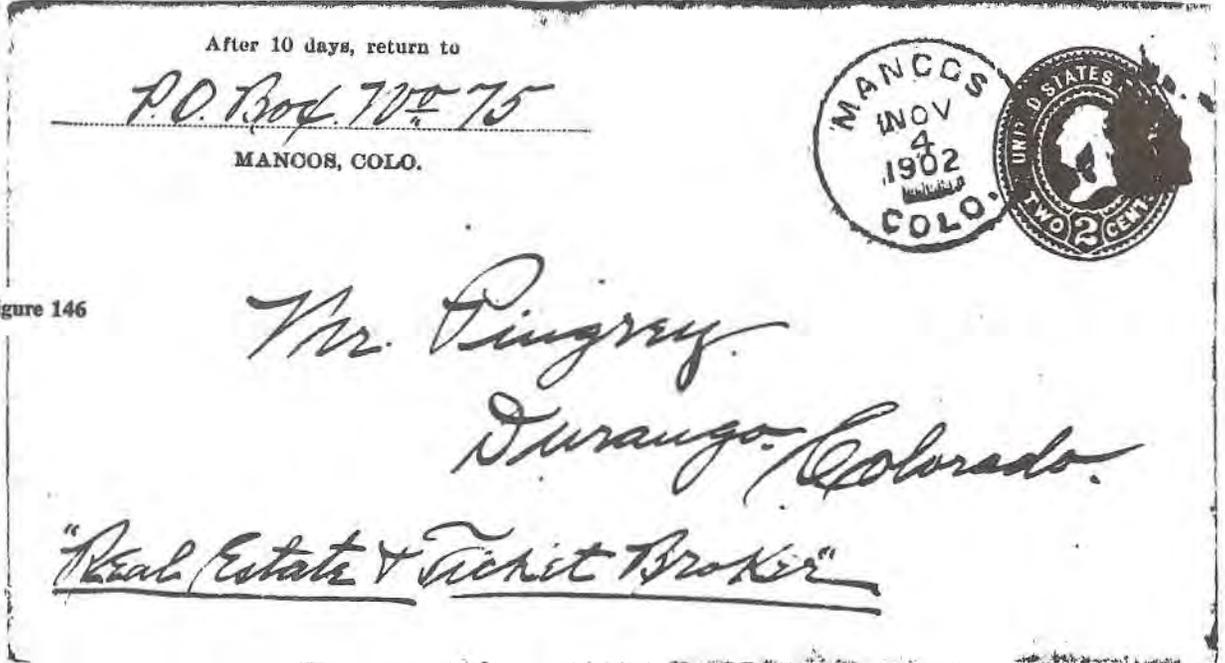


Figure 146



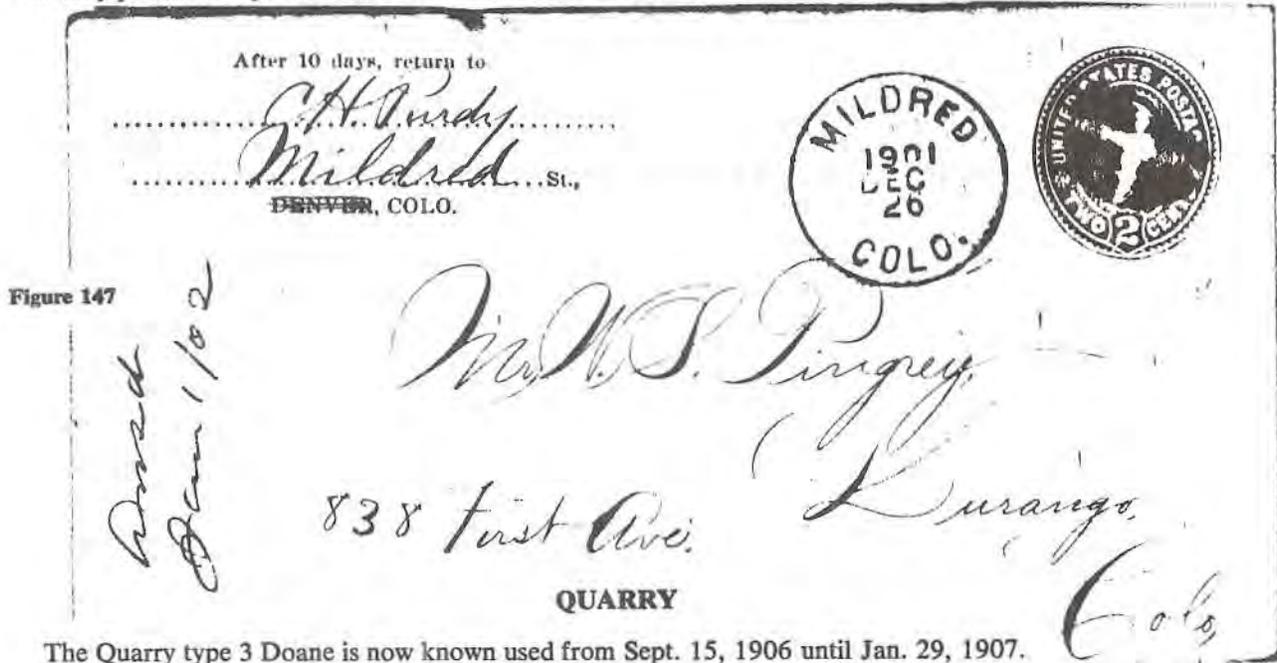
POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

MESA VERDE NATIONAL PARK

The type reported for 1924 was still in use on Aug. 23, 1929.

MILDRED

The only postmark reported from Mildred is shown in Figure 147.



The Quarry type 3 Doane is now known used from Sept. 15, 1906 until Jan. 29, 1907.

YELLOW JACKET

YELLOW JACKET CXXX (2½) 1916/07/20

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

CHAPTER X — Mineral Co.

A couple of typos crept in on the first page of Chapter X. Mineral County came into being in 1893, not 1894, and the Creede newspaper with the "Candle," not Cande. Also the illustrations accompanying captions for Fig. 93 and Fig. 95 got interchanged. The title of reference is "Soapy Smith, King of the Frontier Con Men."

CREEDE

The notation "Moved to North Creede Nov. 28, 1908" is misleading, of course, although that is what the records say. The name changed to North Creede at that time, although it is possible the post office also moved a few doors one way or the other. A type 2 Doane has now been reported from Creede used on 15 Sept. 1904.²¹⁴

TELLER

A type 3 Doane has been reported from Teller, used on August 15 and October 13, 1909. The May 4, 1910 marking previously reported is very probably a Doane also, but it was poorly struck and the numeral, if any, is off the cover.

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

WILLOW COL (3) 1891/07/03
 CI:P,1,0:280:T;M,D,Y;S;G;G?:target

The spacing of letters on this marking is such that the state designation **could** be COLO. The marking is reasonably well struck, however, and there is no evidence of a second O.

It is interesting to note that this first and only Willow postmark is dated two days after the short-lived office is supposed to have moved to Creede (see same). Either it had not yet moved, or the postmaster hadn't yet received a new cancelling device. (Augustus C. Meister was postmaster of both offices.)

CHAPTER XI — Archuleta Co.**KEARNS**

KEARNS, COLO. (2½) 1919/03/22
 CI:P,1,0:320:T;M,D,H,Y;S;G;G:wide 4-bar in magenta

A second magenta 4-bar dated 1918 was offered for sale last year, but I don't have complete details. The corner card for the listed strike is that of "The Galbreath Tie & Timber Co., Pagosa Springs, Colorado. Galbreath's association with Kearns was noted in the Chapter XI writeup.

CHAPTER III — Hinsdale Co. once again**LOST TRAIL**

A second cover from Lost Trail surfaced in Spelman's May 1982 sale. This one was dated July 19, 1879, and has the same fancy corner card as the first cover (shown as Figure 12). It was not addressed to Hudson or Slaymaker, however.

CHAPTER V — Ouray Co. once again**SNEFFELS**

SNEFFELS, COLX (3) 1917/12/20
 CI:P,1,0,:320:T;M,D,H,Y;S;G;G:wide 4-bar in magenta

VIRGINIUS

VIRGINIUS COLO. (3) 1894/03/26
 CI:P,1,0:280:T;M,D,H,Y;S;G;G:target

This completely new type of Virginius, used less than a month before the office closed, surfaced at a Spelman auction last fall. The old type was still in use as late as July 31, 1891.

EPILOG

A few comments, statistical and otherwise, about collecting San Juan covers seem in order to bring this rather extended presentation to a close. After this, only an index remains. The basic facts are given in Table II. In general I have seen the cover, a photograph, or a Xerox copy of everything listed. A few dates of use were extended from auction catalog or dealer lists not having illustrations. Some items were included from a computer listing of covers seen by Bauer. In no other case were first or second hand claims of ownership and/or existence accepted without physical evidence. The 1939 cutoff was chosen for convenience. This way (New) Vallecito and Point Lookout are not included. Many postmarks are reported from each in the 40s. In all, 210 names are included, and postmarks have been reported and verified from 133 of these or 63.3%.

We aren't doing too badly. Almost two-thirds of the post offices are in recorded collections. Some names will never be added, of course, little stage stcps used for a year or two in the 19th century, although Grassy Hill fits that category and exists. But where-oh-where are the postmarks from (New) Ophir, Towaoc, and Piedra during the first 40-50 years of their existence? They must be out there somewhere. Cover collecting is a poor field for would-be completists.

POSTAL HISTORY OF THE COLORADO SAN JUAN (Continued)

As a final look at statistics consider the "classic" covers, those of the 19th century and especially the territorials. The data are presented in Table III. Of the 149 19th century offices, 78 have been reported used in the 19th century or 52.3%. So it is a bit more difficult to collect 19th century San Juan covers than 20th century but perhaps not as much more difficult as one might have guessed. The biggest drops in the number of towns available to collect are in Dolores, Montezuma, and Archuleta Counties where agriculture for the first two and timber for the last became big employers only in the 20th century. La Plata shows this agricultural effect as well. The mining counties had their heyday and most of their offices in the 19th century.

Once you get beyond the county seats, collecting San Juan covers isn't easy, but that is the fun of it. Anyone with a few thousand dollars can buy a set of "Zepps" any day of the week, but even an unlimited checkbook won't buy you most San Juan towns any time soon. Come join the search.

Table II – Statistical Data on San Juan Post Offices and Covers to 1939*

County	Number of Offices*	Number of Offices with Pmks. Reported	Shortest-lived Post Offices with Postmarks Reported		Longest-lived Office Without Postmarks Reported Before 1939	
Hinsdale	19	11 - 58%	Lost Trail	4 yrs., 9½ mos.	Cathedral	23 yrs., 2½ mos.
San Juan	16	11 - 69%	Grassy Hill	1 yr., 5½ mos.	Poughkeepsie	1 yr., 7 mos.
Ouray	24	15 - 62½ %	Lawrence	1 yr., 6 days	Ash	6 yrs., 2½ mos.
San Miguel	31	23 - 74%	Seymour	3 yrs., 7½ mos.	(New) Ophir est. 1922 but known postmarks are all post WW II	
Dolores	14	7 - 50%	Willow Gulch	2 yrs., 9½ mos.	Squaw Point	5 yrs., 6½ mos.
La Plata	45	28 - 62%	Castelar**	7 yrs., 1½ mos.	Vallecito	15 yrs., 1½ mo.
Montezuma	35	21 - 60%	Sago	3 yrs., 5 mos.	Towaoc est. 1915, but known postmarks are all post WW II	
Mineral	11	9 - 82%	Willow	1½ mos.	Sunnyside	4 yrs., 9 mos.
Archuleta	15	8 - 53%	Juanita	8 yrs., 1½ mos.	Piedra	48 years, 1½ mo.

*Number of offices here is synonymous with number of different names existing prior to 1939, even if the different names applied to the same town or even building. The postmark listings in the articles are complete only through 1926.

**Mayday and Porter are not included, although they have been reported verbally by a reliable source. Mayday post-office existed only for 1 year, 4 months.

Table III – Statistical Data on San Juan Post Offices and Covers to 1901

County	Number of 19th Century Offices	Number of Offices with Postmarks Reported before 1901	Number of Territorial Offices	Number of Territorial Offices with Pmks. Reported
Hinsdale	16	11 - 67%	4	2
San Juan	15	9 - 60%	5	2
Ouray	24	13 - 54%	1	0
San Miguel	24	13 - 54%	0	0
Dolores	5	2 - 40%	0	0
La Plata	28	16 - 57%	2	0
Montezuma	17	4 - 23%½	0	0
Mineral	10	7 - 70%	2	0
Archuleta	10	3 - 30%	0	0

FELIX TRACY and the SALT LAKE CITY EXPRESS, 1854**Robert D. Livingston**

Felix Tracy, Jr. devoted half a century to the express business during its heyday in the West. The first five years of his long career as an expressman were filled with adventure. During this period, he was a pioneer in his chosen field — culminating with the responsibility of establishing a Salt Lake City express.

Soon after the California Gold Rush began, faster transportation of the mails became a primary concern of both the federal government and budding express companies. It became increasingly important to shorten the communication time between the Atlantic and Pacific states. By 1850 the Post Office Department had contracted for overland mail service between Independence, Missouri, and Salt Lake City, Utah. In 1851 the Postmaster General awarded Absalom Woodward and George Chorpenning, Jr. a contract extending the route westward to Sacramento, California. It called for departures from Salt Lake City and Sacramento on the first day of each month and delivery of the mail within thirty days.¹ Impassable Sierra snows in the winter, parched deserts in the summer and long stretches of unfriendly Indian territory often thwarted their efforts to discharge the terms of the contract. The carrier sometimes resorted to a southern route via San Bernardino and the Mormon Trail. Chorpenning obtained a contract in 1854 for regular mail service between San Diego and Salt Lake City but the service proved less than satisfactory.

Adams & Co., the foremost express company on the West Coast in the early 1850s, was determined to provide more dependable service and reduce delivery time. To lay out a southern route and establish an agency in Salt Lake City, the company needed a daring and experienced young man. Adams & Co. had in its employ a highly qualified individual who had already proven himself equal to the challenge — Felix Tracy, Jr.

Tracy, a native of Moscow, New York, born March 19, 1829, became one of the earliest of the Argonauts. One week after his twentieth birthday, he and his older brother, E. W. (Ned) Tracy, sailed from New York aboard the schooner **Saml. M. Fox**. They arrived in San Francisco on September 18, 1849 after the tedious journey around Cape Horn. A younger brother, Theodore F. Tracy, reached California four years later. During one period, the three brothers were all agents of Wells, Fargo & Co. and all distinguished themselves as expressmen.²

After his arrival in San Francisco, young Felix departed for Downieville where he engaged in mining. The following year he became a messenger for Langton's Express between Marysville and Downieville. He joined Adams & Co. in 1852 as a messenger on the route between Marysville and Shasta. During the heavy rains and floods of 1852, Felix received wide recognition for his courage. In a letter dated November 30, 1852 from Sill's Ranch to his manager in Marysville, he wrote, "I have been here three days waiting for Deer Creek to go down, so that we could cross it. Hall & Crandall's Shasta agent just arrived and says it is impossible for the stage to go through, or for me with the express, as I would have to swim eleven creeks, some of which are very dangerous."³

In spite of the peril which faced him, Adams & Co.'s messenger surmounted the difficulties of swollen streams and delivered his charge safely. A newspaper article praised him extensively, based on an account provided by John M. Freeman, himself a noted expressman:

Mr. Tracy started from Shasta with \$25,000 (100 pounds) in treasure and succeeded in reaching Sill's Ranch without much difficulty. From that point he was compelled to cross eleven creeks in his route. The horse that he rode was fractious, which rendered it hazardous to venture in the water on his back. He would therefore dismount at each stream, secure the treasure and his clothing on the saddle, and, taking the rein, plunge in and swim over, leading the horse behind him. He effected the whole distance in this manner and brought the treasure to its destination in safety.⁴

FELIX TRACY and the SALT LAKE CITY EXPRESS, 1854 (Continued)

His reputation continued to grow and the Shasta **Courier** frequently acknowledged its indebtedness to him with comments such as: "Mr. Tracy, as a go-ahead expressman, is not surpassed in the State."⁵ Adams & Co. next assigned him to an Oregon run and then placed him on the San Francisco and New York route. Returning to San Francisco, he became an express clerk for the firm.

An exceptionally important assignment came his way next. The November 25, 1854 issue of the San Francisco **Herald** reported that Adams & Co. would dispatch a messenger on the steamer **Goliah** that afternoon destined for Los Angeles. He was to proceed to Salt Lake City via San Bernardino. The article stated:

Mr. Felix Tracy, long connected and familiar with the Express business here, goes out to become the resident agent of Adams & Co. at Salt Lake. He will examine the route carefully with special reference to the position of water, the practicability of the road for wagons, &c. — the streams that can be forded and those that require to be bridged. If this report is favorable, and sufficient inducements offer, a stage line from Los Angeles and Salt Lake will be established. In the meantime, Adams & Co. have made arrangements for the transportation on this route, monthly, of any amount of Express matter, on mules. If their enterprise prospers, they will run a semi-monthly, or even a weekly line, over this route.

The **Goliah** reached San Pedro on November 30 and its list of passengers included two additional names of individuals interested in the Salt Lake City route — "Mr. Leach (mail agent), (and) Mr. Chorpenning . . ."⁶ George W. Chorpenning, Jr. had been the successful bidder the previous July for the monthly mail service between Salt Lake City and San Diego. Two days after his arrival in Los Angeles, Tracy started for Salt Lake City, a distance of 780 miles. A newspaper article also mentioned that J. B. Leach, Mail Contractor, "goes with the party to determine the feasibility of a semi-monthly mail."⁷

Tracy prepared a journal covering his overland trip and numerous newspapers printed much of the material to assist other travelers who wished to take the same route. The February 17, 1855 issue of the Placerville **Mountain Democrat** published in its entirety the diary covering the journey as far as Cedar City:

OFFICE OF ADAMS & CO.
City of the Great Salt Lake

To I. C. Woods, Esq., Resident Partner
of Adams & Co., of California

Dear Sir:

In compliance with your request, I hand you enclosed so much of the Journal of my late trip from Los Angeles to this place as is of public interest, and calculated I think to be of value to the Pacific Emigrant Society in which, if I remember rightly, you hold a prominent position. I have omitted all of my own speculations on the route, which I will give in a subsequent letter, and confine myself to noting the essentials for emigrants, namely grass, water and wood.

Nov. 25th (1854) — Leaving San Francisco, as you remember, this day per steamer **Goliah**, at half-past 5 P.M., we reached San Pedro Nov. 28th, 8 A.M., which small place of a few houses, and proportionally smaller number of people, is the port for Los Angeles, twenty-five miles inland, to which place I proceeded in Alexander & Banning's line of coaches, on which our Express matter is carried, and reached Los Angeles the same night, 28th.

FELIX TRACY and the SALT LAKE CITY EXPRESS, 1854 (Continued)

This place is too well known to you to demand description from me, and I content myself with stating a few facts to which I would specially call your attention in the future. One is that corn is said to grow here splendidly and the ears to fill and ripen equal to anything in the older States, a fact, if a fact, which is not known on the bay of San Francisco, or in the mining regions where corn is grown with difficulty — the raising here of a sufficient supply of maize for the California demand, would enrich the country by keeping thus much of our gold at home.

The culture of grapes and manufacture of wine is destined to become a feature of this part of California and I confidently predict that, if fostered properly by those having as deep an interest as yourself in the welfare of California, the wine of this section will cause importations to nearly cease, and we shall become large exporters, besides doing a wonderful work in the way of temperance. Drinkers of Sherry and Madeira in San Francisco are probably aware that their best English imported wines are nearly all manufactured in London, from the cheap wines of the Cape of Good Hope. Los Angeles can supply the base in place of Cape Town, and our ingenious merchants can do the manufacturing, including stamping the boxes and copying the labels.

Dec. 1st — Left Los Angeles this morning, 10 A.M. Eight miles this side passed San Gabriel, an old mission, in the vicinity of which is said to be some of the best land in California. The Padres here fenced many of their fields with cactus.

At noon we stopped at a place called (El) Monte, which has about five hundred inhabitants.

Water abundant; land very fertile, one squash vine producing three squashes which weighed four hundred and thirty-nine pounds; and I also saw a corn stalk seventeen and a half feet high.

Saturday, 2d — Staid last night at an old Spaniard's by the name of Palemeros, who has a fine, large ranch well-stocked. A few years since, the Utah tribe of Indians, led by their Chief, Walker, were in the habit of driving off several hundred head of cattle, the Spaniards in this vicinity not being able to resist them.

Distance to-day, thirty-two miles.

Sunday, 3d — For twenty miles it is nearly a desert, without water. Arrived at San Bernardino, this evening. Distance to-day, thirty-two miles.

Monday, 4th — San Bernardino is the Mormon settlement, containing about one thousand inhabitants.

The Mormons have possession of some eight square leagues of land, well-watered, which produces well. Timber is scarce, consequently the houses are built of adobes. Within five miles of this place are hot springs, from lukewarm to hot enough to cook an egg.

Tuesday, 5th — Left San Bernardino to-day at 3 P.M., in company with J. B. Leach, Jas. Williams, Jacob Mozier, and Mr. Pinney. We have four mules. Camped at 6 P.M. Good road and plenty of water. Distance to-day, 12 miles.

FELIX TRACY and the SALT LAKE CITY EXPRESS, 1854 (Continued)

Wednesday, 6th — Left camp at half past seven this morning. Crossed the Sierra Nevada at Hunt's Pass, which is ten miles nearer than by Cajon, and to the south of it, although the latter is much the best for wagons, and, in fact, one thousand dollars would make it a first-rate road. Camped at 6 P.M. Distance to-day, 28 miles; the last 20 without water, and poor land.

Thursday, 7th — Left camp at half past 7. Distance to-day, 35 miles; water half way, good wagon road, land poor.

Camped at Sugar Loaf, on the Mohave River.

Friday, Dec. 8 — Started at 8 o'clock, traveled 25 miles northerly, along the Mohave. The soil could be made to produce well by irrigation. Road level and sandy.

Camped at 8 P.M. near a small lake; good grass. Distance to-day, 35 miles. We have seen some alkali.

Saturday, 9 — Left camp at half past 8 A.M. To-day we have traveled 25 miles without water; road good, through a desert. Camped at 4 P.M. Water bad, grass scarce. We passed through a canon three miles long, through a range of low mountains; the ascent was gradual.

Sunday, 10th — Left camp last night at 8 o'clock, it being thought best to travel after night on the desert. From Bitter Springs where we camped last night, to Kingston Springs, where we camped this morning at 11 o'clock, is 40 miles, over a desert; water to be had at a small lake, about half way; road fair. We fed our mules with barley last night and this morning. Started this afternoon, at half past 3 o'clock.

Monday, 11th — Camped this morning at half past 8, all tired and very sleepy. Distance last night, 40 miles; road good — over a desert. This place is called Mountain Springs; grass is poor, and we here fed the last of our barley. About twenty miles from Bitter Springs, we left the regular emigrant road, and came on to it within four miles of Mountain Springs, saving about forty miles, and avoiding Salt Springs, the Highlander, Resting and Stump Springs. Left Mountain Springs at half past 11 A.M. and traveled 12 miles to Cottonwood. Road good.

Tuesday, 12th — Left Cottonwood at half past 7 A.M., and camped at 3 P.M., on the Las Vegas. This is a small stream but very rapid, and waters several hundred acres of good land.

Here there is a spring in which a person cannot sink.

It is twenty-five miles over to the Colorado River. Road somewhat uneven but not bad. Distance to-day, twenty miles, without water.

Wednesday, 13th — Left Vegas River at half past 1 A.M. and camped at 7 A.M.; good bunch grass, but no water, so far to-day, and we have traveled twenty-three miles. Started again at half past 10 A.M. and camped on Muddy River, at half past 8 P.M. Distance to-day, 27 miles, without water; road uneven; good grass.

Thursday, 14 — This morning five Indians came into camp, and wished to trade for blankets, &c.; we gave them some tobacco. There is some good land here. The Indians raise corn, wheat, pumpkins, &c.

FELIX TRACY and the SALT LAKE CITY EXPRESS, 1854 (Continued)

Left camp at 8 A.M. and camped on the Rio Virgin at 5 P.M. The road to-day has been bad, passing over some very steep hills. An empty wagon would be load enough for four mules. Distance to-day twenty-five miles, without water.

Friday, 15th — Started this morning at 4 o'clock. We have followed the Rio Virgin up to its source. Camped at 6 P.M.; road fair. Distance to-day, 33 miles. The Muddy River empties into the Rio Virgin, and the latter into the Colorado.

Saturday, 16th — The road for the first fifteen miles has been a gradual ascent, and the last ten uneven and bad. No water to-day.

Camped on the Santa Clara River — Twelve miles below us the Mormons are building a house. The Indians have three corn-fields on this river, twelve acres in all, one of which we are encamped in. These are a few cottonwood trees along the the river, which is the first timber we have seen.

Sunday, 17th — Camped at the Mountain Springs, which is also called the Rim of the Basin. The road, to-day, has been bad, being quite rough. Distance, to-day, 35 miles without water. The land in this vicinity would produce well if there were water to irrigate with.

Monday, 18th — Camped at Iron Springs. Distance to-day, 43 miles. No water but plenty of ice.

Tuesday, 19th — Arrived at Cedar City, on Coal Creek, this morning; this is the first of the Mormon settlements. Here iron ore is found, and the Mormons expect to manufacture iron in the course of a month. Coal is also found here. This place is surrounded by an adobe wall, ten feet high and from two to three feet thick. There are about one hundred families here, whose farms are three or four miles distant, and are said to produce corn, wheat, oats, barley, &c., the land being irrigated. All the timber found here is a few small cedar trees.

From San Bernardino to Cedar City, there is probably not 1000 acres of good land, all in one body; all there is, is situated on the Vegas, Muddy and Santa Clara rivers; and there is no timber except a few cottonwood trees on the Santa Clara. There are no streams that require bridging. The road from the Rim of the Basin to this place is splendid — from the Vegas to the Rim of the Basin, it is quite rough, that is, it is up and down.

We came through with nine mules. Mr. Leach is of the opinion that a wagon and six mules would have come through easier.

You will see by what I have already written, that there are stretches of thirty to fifty miles without water. Four or five artesian wells would probably be all that would be required. We crossed small mountains almost every day, thro' canons.

If this route should ever become much traveled, it would be difficult to find grass for animals, for the whole country is nearly all a desert, producing nothing but a little sage brush or grease wood.

By next express I will finish copying my diary, but in the meantime would remark, that the road from Cedar City to this place is a very good one, about three streams requiring bridges.

Yours truly,
FELIX TRACY, Jr.

FELIX TRACY and the SALT LAKE CITY EXPRESS, 1854 (Continued)

The process of establishing an important new office apparently left no time for completing the diary. As it turned out later, there was considerable irony in the confirmation by a Shasta newspaper that the agency had opened: "Mr. Felix Tracy has permanently established a branch of Adams & Co.'s Express in Salt Lake City. He forwarded the first express from there on the 3rd of January."⁸ The Salt Lake City **Desert News** of January 4, 1855 extended its congratulations to Adams & Co., adding: "The agent, Mr. Tracy, is now in our city and appears to be an intelligent, active and accommodating young man and one who will put through safely, and in double quick time, all matters entrusted to his care." Prospects for the route appeared favorable for a Sacramento newspaper made reference to "the name of Mr. Felix Tracy affixed to the posters announcing that the first stage of the of the line is to leave Los Angeles for Salt Lake City on the 15th of January and will take passengers, letters and small parcels."⁹

Unaware that the express company had collapsed a week earlier, the **Desert News** on March 1, 1855 acknowledged "To Adams & Co.'s Express, amid so much mail irregularity, we are under heavy, renewed and grateful obligations for nearly all the news in our possession." An air of uncertainty existed when the issue of March 28 stated that the mail of the 25th had brought a copy of the Sacramento **Weekly Union** of February 25 announcing that on "Feb. 22 Page, Bacon & Co. suspended and soon after Adams & Co. followed suit . . ."

The Salt Lake City agency continued to do business for some additional time. The regular weekly advertisement in the **Desert News** carried an added statement on April 4:

P.S. — In consequence of the House of A. & Co. in San Francisco having suspended payments, no Exchange will be sold at this Office at present.

FELIX TRACY, JR., Agent

Evidently to dispel a rumor, the **Desert News** in the same issue stated "upon reliable authority that Mr. Felix Tracy, Jr., agent for Adams & Co.'s Express Company, has only sold exchange in this Territory to the amount of twenty dollars." By May 2, however the **Desert News** was giving credit for newspaper favors to Pacific Express Company, an organization established by former employees as successor to Adams & Co.

Felix Tracy was stranded in Utah Territory without employment and far from his home base. Having no funds to return to California, he obtained a position as clerk in the Army Quartermaster's Department which was about to send a detachment to California. Arriving at San Bernardino late in June 1855,¹⁰ he would soon resume his career in expressing for the next forty-five years with continuing acclaim.

Had the banking phase of its operations not brought about the downfall of Adams & Co., the firm likely would have extended the Salt Lake City route eastward to St. Louis.¹¹ The aim was to cut five to ten days from the time required to carry the mails from coast to coast using the Isthmus route, making unnecessary Butterfield's Great Overland route in 1858. Viewed in this light, Felix Tracy's role in establishing the Salt Lake City express takes on an even greater significance.

FELIX TRACY and the SALT LAKE CITY EXPRESS, 1854 (Continued)

FOOTNOTES

- ¹ John M. Townley, "Stalking Horse for the Pony Express, The Chorpenning Mail Contracts between California and Utah, 1851-1860" *Arizona and the West*, 24(Autumn 1982) p. 230.
- ² Robert D. Livingston, "The Three Tracy Brothers" *Western Express*, 23 (October 1973) p. 3.
- ³ *Sacramento Journal*, December 4, 1852.
- ⁴ *Sacramento Union*, December 7, 1852.
- ⁵ *Shasta Courier*, March 12, 1853.
- ⁶ *Los Angeles Southern Californian*, November 30, 1854.
- ⁷ *Ibid.*
- ⁸ *Shasta Courier*, February 17, 1855.
- ⁹ *Sacramento Daily Statesman*, December 24, 1854.
- ¹⁰ *San Joaquin Republican*, June 27, 1855.
- ¹¹ *Los Angeles Southern Californian*, November 2, 1854.

1e 015--11	A. J. JOHNSON
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FOUR BOXES OF TRASH

(Excerpt from Westways Magazine May 1957)

On a late summer day in 1902, a young Wells, Fargo employee halted to look at dozens of big boxes that lined the street in front of the company's headquarters at Second and Mission in San Francisco.

The boxes contained tons of old papers of all kinds - letters, receipts, bills of sale, stock certificates, drafts and deeds. Wells, Fargo, with the approval of the Interstate Commerce Commission, was at last ridding itself of the dead letter accumulation of half a century.

The young man approached the official in charge. "May I have some of those?" he asked, nodding toward the row of boxes.

The official shrugged. He saw no reason to refuse the request as the entire load had been ordered destroyed. "Help yourself," he said, "take whatever you want. But remember this - anything you find you don't want, you'll have to dispose of yourself. You can't bring it back."

Twenty-two-year-old George Hackett hastily selected four boxes of trash - the remainder was hauled away and burned. In the more than three quarters of a century that has passed since then, Hackett has had no desire to return any of the items.

One item is a letter carried by Pony Express. On its envelope, in addition to four early U. S. 10-cent stamps, is a strip of four ultra-rare \$1.00 Pony Express "Garter" stamps. Hackett's strip is the only one known to exist. In fact, so rare is the Pony Express "Garter" - so called from its design - that only a handful of singles remain.

Hackett would have liked to have taken more than the four boxes he did carry off, but a young man with a wife and a new baby couldn't crowd a three room apartment with more.

At the time, Wells, Fargo had its own collection of early company Californiana housed on the top floor of its building. This was the material they had exhibited at the Chicago World's Fair a few years earlier. "It didn't hold a candle to what they had stored down in their basement," declared Hackett.

Less than four years later the great San Francisco earthquake and fire gutted the structure at Second and Mission, and Wells, Fargo's collection went up in smoke. The blaze was halted a few blocks from where Hackett had his home, so his four boxes of "trash" escaped.

Within a decade San Francisco staged its own Panama-Pacific Exposition - and WF had a request to make of their employee, then the company's agent in the college town of Palo Alto - would he lend them some of the material he had salvaged? He would and did. The company selected the material they wanted to borrow, and it went on exhibition at the 1915 Fair.

It came back with a letter of thanks.

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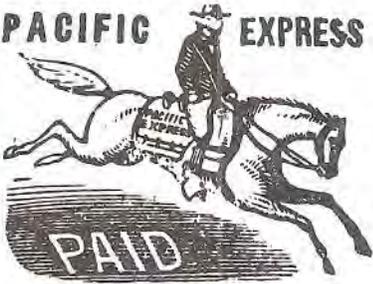
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