

WESTERN EXPRESS

RESEARCH JOURNAL OF EARLY WESTERN MAILS

(ISSN 0510-2332)

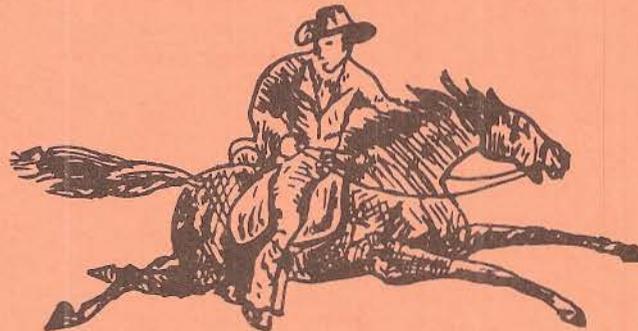
NO. 137

VOL. XXXIV, No. 2

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

APRIL 1984

Express
Ocean Mail
Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History

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Annual Dues in Society: Patron \$30.00; Sustaining \$20.00; Regular \$15.00

Advertising rates, per issue: Full page \$50.00; half page \$25.00; quarter page \$15.00

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

THE EDITOR'S ARENA

ROCKING THE CRADLE No, this has nothing to do with maternal or paternal instincts – it is just that one of those colorful Hutchings covers was in a Robson Lowe auction last month, and Robbie's comments on this and another miner's cover appeared in *The Philatelist/P.J.G.B.* publication. We thought that you would like to review this for yourself, and have reprinted the pertinent excerpts on page 29.

THE PONY EXPRESS And to assist the Pony Express buffs in research we are reproducing a story written by our late friend, Julius Loeb for the *American Philatelist* over 50 years ago. As Walter Cronkite might say "... and that's the way it was – in 1930."

Oldtimers will recognize some of the covers that are illustrated, even though the adhesives – in compliance with the then strict regulations – were blotted out. In the case of some of the stampless covers it would appear that Senator Latham was a real devotee of the service – so long as he felt he could post his letters free!

SAN FRANCISCO MEETING The large attendance at the January 6 luncheon-meeting augurs well for 1984. These weekly luncheons offer an excellent opportunity for the exchange of ideas, display of recent acquisitions and the discussion of philately in general and Western covers in particular.

Those present on January 6 were Brad Casoly (Berkeley), John Drew (San Jose), Everett Erle (Oakland), Ken Gilbert (Belmont), Ken Harrison (Mill Valley), Dorothy Hotze (San Mateo), Monte Lawton (Santa Clara), Cliff Moss (Daly City), Basil Pearce (Orinda), Anson Reinhart (Oakland), Richard Salz (San Francisco), Richard Simpson (Oakland), Charles Winter (Los Altos) and John Williams (Sebastopol).

These luncheons are held every Friday of the year (except during **WESTPEX**) from 11 a.m. to 2 p.m. at the Marines Memorial Club, 609 Sutter Street, 12th floor, San Francisco. Make a note of the time and place so that when you find you will be in the vicinity on business or holiday, you can plan to attend.

OTHER AREA MEETINGS We would like to be able to make reports of meetings outside the San Francisco area – in any of the 50 states, or elsewhere – but there seem to be none. The

logical place for such meetings would be in the more densely populated areas or where we have several members – such as New York, Chicago, Southern California, or Tucson. You will note in the listing for the S.F. meeting that only one of those attending was a resident of that city – the rest were from neighboring cities in the S.F. Bay Area and beyond. Aren't there some of our more interested members in other areas who would organize a meeting – not necessarily each week. Try it, you'll like it!

The meetings in S.F. are not **official** meetings (even though several of the officers are frequently present). We have but one **official** meeting – the annual one in connection with **WESTPEX**. The S.F. meetings seem to have developed early in the life of the Society and were going strong when your Editor signed up for membership.

WESTPEX 1984 We mentioned above that the Society's annual meeting is held in conjunction with **WESTPEX**. In previous years the show has been held in San Francisco at the Cathedral Hill (ex Jack Tar) Hotel. But due to a disastrous fire towards the end of last year, the venue for the **1984 WESTPEX** has been transferred to Oakland. It will be held May 11-13 at the **Oakland Convention Center**, which adjoins the Hyatt Regency Hotel, at 10th and Broadway. There will be free transport from the **Oakland International Airport** for guests of the Hyatt Regency Hotel.

WESTERN COVER SOCIETY ANNUAL MEETING The annual meeting will be held Sunday, May 13 at the Hyatt Regency Hotel, 10th and Broadway, Oakland, California. The meeting will be preceded by a brunch. The cost will be \$15.00 and tickets may be secured from the Treasurer, 9877 Elmar Avenue, Oakland, CA 94603. Make your check payable to the Western Cover Society and, to insure a place at the Brunch, mail your request in time to reach the Treasurer by May 10.

WAY OUT WEST Our thanks to our British member who writes under the name Richard Breach. Last year, four issues of the British publication **Foreign Stamps**, carried stories of his headed "Way Out West." Interesting and accurately written they were embellished with photos of Wells Fargo covers, Territorials and The Pony.

THE EDITOR'S ARENA (Continued)

Mr. Breach kindly identifies himself as a loyal member of our Society by recommending membership, giving our address for those inclined to action. Thank you, Richard.

WHAT CHEER HOUSE Those of our members whose forte is Hotel corner cards may find the following clipping from a 1854 San Francisco paper of more than passing interest.

WHAT CHEER HOUSE,
Nos. 119 and 121 Sacramento Street, be
low Montgomery,
S A N F R A N C I S C O .

THE undersigned take pleasure in announcing to the patrons and friends of this House, and to the public generally, that the enlargement and alterations are now completed. Many new and very desirable rooms have been added, and the whole house has been renovated and furnished in a substantial and comfortable manner. The culinary department is in charge of an experienced and skilful cook, assisted by an excellent Baker. An abundant supply of hot and cold water is furnished to different parts of the House. Cold shower baths are available at all times to such of the patrons as are fond of this kind of bathing. A large and elegant Hair Dressing and Shaving Saloon, under the immediate supervision of G. W. Dam, to which is added very superior BATH ROOMS, with warm and shower baths, is also attached to the House.

Also, a READING ROOM, supplied with nearly all the city, and many of the country and Atlantic papers.

To the present and former patrons and friends of the House, I return my sincere thanks for their liberal support.

Board and Lodging at the following low rates:

Board, per week.....	\$ 7 00
" per day.....	1 00
Board and lodging, per week,	
\$9 00, 11 00 and.....	13 00
" per day, \$1 50	
1 75 and	2 00
Lodging, per week, \$2 00 to....	6 00
" per night.....	.50 to 1 00
BATHS—10 tickets.....	5 00

Payments to be made invariably in advance. All credit positively declined.
R. B. WOODWARD.
Sept. 7, 1854. [no 33 3m]

ARIPEX 1984 Phoenix was the site of the 1984 ARIPEX on January 20-22. The Committee provided space for a Western Cover Society meeting on Saturday, January 21. President Basil Pearce, one of the judges for ARIPEX, opened the

meeting with the following members present: Robert Bechtel, David Jarrett, George Kramer, Ernest Peyton, Henry Spelman, Arthur Springer, Charles Towle and your Editor.

Henry Spelman reported that he and John Williams were completing the text for a totally revised California section for the **American Stampless Cover Catalogue**. He remarked that they had received valued cooperation from many members. This is the first project of the California Postal Markings group that was organized at **WESTPEX '83**.

David Jarrett noted that the U.S. Classics Society meets monthly in the New York area and has had several very instructive programs. He invites WCS members to join in these monthly meetings.

President Pearce introduced Robert Bechtel, who presented a very enjoyable slide narrative of field trips he had taken with Art Springer and Charley Towle in search of Arizona ghost towns. It is proposed to publish a map showing the true location of these towns — some now only a pile of forgotten stones. The program, and the question and answers which followed gave a most interesting insight in locating post offices, even towns, which are now only a postmark in the collector's album.

CONSISTENT TO SAY THE LEAST Robson Lowe, in his story reproduced on page 29 of this issue, quotes from **California Place Names**, in locating Goodyears Bar. We thought we would find out something more about that town, so we consulted several of our California books. And we found, inter alia, this strange coincidence. In **Historic Spots in California** by Rensch and Hoover, published in 1933 by the Stanford Press (page 389) "Superb mountain peaks look down upon the old river camp at Goodyear's Bar . . ." And on page 477 of **California** in the American Guide Series, published by Hastings House in 1939, "Superb mountain peaks look down on old Goodyear's Bar." — they lost the "old river camp!"

NEW MATERIAL Careful observers will have noted the absence of our regular request for original articles and stories for **Western Express**. Perhaps the regularity of this request defeated its purpose. So, it was felt that this issue of W/E will speak more eloquently of the need for new material, and we hope that this subtle appeal will generate some positive action.

THE EDITOR'S ARENA (Continued)

LETTERS OF GOLD The following, from **The Chronicles of the U.S. Classic Postal Issues** — Susan M. McDonald, Editor, updates our story, in the July 1983 W/E on this long awaited book.

The Philatelic Foundation and the U.S. Philatelic Classics Society are jointly sponsoring publication of **Letters of Gold** by Jesse L. Coburn. The book deals with mails in California, concentrating on the gold rush period and the two decades following. It covers the early history of California, the gold rush, the steamship mails via Panama, the development of government postal service, the expresses, overland mail routes and services, illustrated covers, postal markings, and much more. The book will have about 400 pages in the format of **Simpson's U.S. Postal Markings**. There will be some 1,200 illustrations, mostly of covers, and 16 pages in color. The book should be ready for distribution in June. The advance price is \$40; this price will apply until June 1. The price will be \$50 thereafter. Orders should be sent, and checks made out to: Philatelic Foundation, 270 Madison Avenue, New York, N.Y. 10016.

ARIZONA PHILATELIC RANGERS Many of our Western Cover Society members (including President Basil Pearce) were in evidence at the Arizona Philatelic Rangers' luncheon at **ARIPEX '84**. And among those inducted into membership in the Rangers at that time, was WCS member Charles Winter.

With the philatelic press ballyhooing the current trend to give more attention and more help to the junior collectors, it is well to remember that the **Rangers**, for many years, has been in the forefront in its junior philatelists support. Its programs have contributed immensely to guiding the youth in the proper perspectives of stamp collecting. If you would like to help, your contributions may be sent to Ranger Headquarters at 949 East Second Street, Tucson, Arizona 85717.

Ranger (and WCS member) Arthur Springer is arranging for a luncheon in connection with **WESTPEX '84**, in Oakland, California in May. Write Art at 4220 E. Holmes Street, Tucson, AZ 85711, for more information about the Rangers and the luncheon.

SECRETARY'S REPORT

NEW MEMBERS

- #828 — Wisconsin State Historical Society
Acquisition Section
816 State Street
Madison, WI 53706
- #829 — Brian G. Kestner
P.O. Box 664
Millbrae, CA 94030
- #830 — Dr. James C. Orcutt
Dept. of Ophthalmology
University of Washington
Seattle, WA 98195
- #831 — Malcolm Lacey
c/o Argyll Etkin Ltd.
55 New Bond Street
London, W1Y 9DG, England
- #832 — Leon Volan
P.O. Box 15557
San Francisco, CA 94115
- #833 — Alan W. Anderson
P.O. Box 801
San Anselmo, CA 94960
- #834 — William Gale
2950 Glen Oak Avenue #512
Clearwater, FL 33519

RESIGNATIONS

- #657 — James D. Damm
- #638 — Joseph Rorke, M.D.
- #273 — Marden Ross
- #612 — Morrison Waud

DECEASED

- #549 — Jack Greenberg
- #127 — Warren Howell
- #756 — L. Dale Mallicoat
- #631 — Robert Tyson

CHANGES OF ADDRESS

- Raymond Dompeyer, P.O. Box 228, Willmar, MN
56201-0228
- Donald Grantham, P.O. Box 1318, Palm Desert, CA
92261

CHANGE OF ADDRESS (Continued)

Stephen Hackett, 6167 Silverado Trail, Napa, CA
94558

Jack R. Hughes, 1541 Wellington Street, Oakland, CA
94602-1751

Robson Lowe, 39 Poole Hill, Bournemouth,
BH2 5PX, England

Charles Molnar, 1030 Tote Road, Rock Creek, OH
44084

Mario Raggio, 999 Green, #2802, San Francisco, CA
94133

Fred Smoot, 3555 North Govt. Way, Coeur d'Alene,
ID 83814

Charles Wunsch, 12 W. Calle Canon de Faber,
Green Valley, AZ 85614

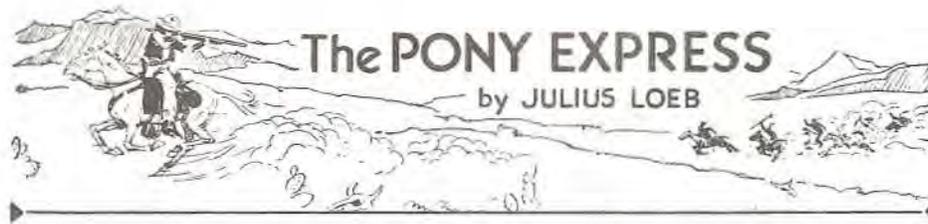
PATRON AND SUSTAINING MEMBERSHIPS Despite the fact that some members chose, for economic or other reasons, to drop to a lower or regular class, this year's memberships in the Patron and Sustaining groups shows a total increase over last year. As always, your Society is grateful for your expression of satisfaction and encouragement.

PATRON MEMBERS

David T. Beale III	Robert D. Livingston
Brad Casoly	G. William Magladry, M.D.
Henry H. Clifford	Steve Meier
William T. Crowe	Elfreda J. Menzel
Richard F. Curtin	Robert Myerson
Robert M. Ebner	Thomas M. Mills
Peter C. Frusetta	Dr. William J. Mills, Jr.
Lewis Garrett	Clifford Moss
Donald W. Grantham	Frank Q. Newton, Jr.
Kenneth S. Greenberg	King Parker, Jr.
A. L. Greene	Basil C. Pearce
Marc Haas	W. Ray Radford
Dorothy Hotze	Col. Fred F. Seifert
Dr. James D. Jacobitz	Henry M. Spelman III
George Kramer	Dr. Heinz A. von Hungen
Kenneth Kutz	Richard C. Wilkerson
John F. Leutzinger	John H. Williams

SUSTAINING MEMBERS

D. W. W. Bilyeu
Kenneth Bridge
Dr. Sheldon H. Dike
John R. Drew
George H. Eastman
Gordon A. Fiske
Martin B. Fogel
Stephen W. Hackett
J. C. Hawley
Jack R. Hughes
Jay F. House
Constant R. Johnson
Leonard Kapiloff
J. W. Lester
Bennett N. Levinson
Dr. Dennis J. Lutz
Howard A. Mader
Francis S. Murphy
Ray L. Newburn, Jr.
H. C. Perry
N. Leonard Persson
D. Anson Reinhart
Helen J. Rhodes
Louis K. Robbins
Richard H. Salz
Oscar Salzar
Jerome Schwimmer
Niles Searles
Wade Shipley
Richard S. Simpson
William A. Steinmetz
Jack E. Stucky, M.D.
Glenn F. Terry
Gordon Twedt
John Vick
Irwin R. Vogel
Warren Wagener
Robert B. Wale
C. A. Whittlesey
Charles W. Winter
Kirk Wolford



Before the inauguration of the Pony Express or "Horse Express" as it was first called, the carrying of mail between East and West was very slow.

The first United States mail service to the Pacific Coast was to Oregon, March 1847, before California became a part of the Union.

C. L. Cady, organized, July 24, 1847 one of the first express companies. His intention was to maintain a weekly service between San Francisco and Sutter's Fort; after a short service, it failed.

In 1849 a man by the name of Todd, traveled through deep snow and over steep mountain trails to deliver letters to miners. He charged from \$1 to \$4 for each letter delivered, according to distance and hardship in delivering the various letters. Todd carried letters out of Stockton, Sacramento and San Francisco.

An Overland Mail Stage service was established from the Missouri River to Salt Lake City, in 1850. Also by way of Santa Fe, Mexico. The next year, 1851, a monthly line was begun from Sacramento to Salt Lake City. This contract was awarded Absolom Woodward and George Chorpensing. It required about sixty days to carry mail from East to West. Absolom Woodward was later killed by Indians.

The greater portion of the mails were carried by the Ocean Steamship Companies. Also "Overland," which meant by way of the Southern Route, sometimes called the "Butterfield Route" and by way of the Isthmus.

In 1857, an act of Congress provided for a semi-weekly service from the Missouri River to the Pacific Coast at a compensation of \$600,000 per annum. The Butterfield people were awarded the contract to carry the mails over the Southern Route, established by them, in 1858, to carry passengers and mail. This route ran from St. Louis, Missouri, crossed the Arkansas River at Fort Gibson, through Texas to El Paso, down the Gila Valley and across the Colorado River, then to Los Angeles and San Francisco. The time required to make the trip was about twenty-one days.

The first trip was made in 1858, the mail traveling in coaches which carried not more than six passengers; three sacks of mail, one of newspapers, and were drawn by from four to six horses, or mules. At the height of traffic for this line they employed 800 men, owned 100 Concord coaches; 1,000 horses and many abode stations built about ten miles apart.

On October 15, 1858, the first Overland Stage from St. Louis arrived at San Francisco, making the trip in 23 days 18 hours and 40 minutes.

Great efforts were made in Congress to build a "Pacific Railroad" but all attempts were unsuccessful due to the strong sectional conflicts between North and South. The people of the West then turned their attention to the next best form of transportation, a stage coach service, hence the Butterfield Overland Mail service.

OVERLAND MAIL COMPANY,

VIA LOS ANGELES.

NOTICE.

ON AND AFTER the first day of July, 1859, the Coaches of the Overland Mail Company will leave the office, corner of Washington and Kearny streets, (Plaza,) as follows:

**THROUGH MAIL,
TO ST. LOUIS AND MEMPHIS,
...VIA....
LOS ANGELES & INTERMEDIATE STATIONS,
MONDAY and FRIDAY AT 12 M.**

**FARE—From San Francisco to Fort Smith, Ark., or to tw
minus of Pacific Railroad,
One Hundred and Fifty Dollars.**

**WM. BUCKLEY,
Superintendent.**

175-U

An Advertisement of Early Stage Run by the Overland Mail Co. Over the Southern Route.

THE PONY EXPRESS (Continued)



Senator William M. Gwin of California.

Senator William M. Gwin, who was elected to the Senate from California in 1849, traveled on horseback, in 1854, in company with William Ficklin, over what was called the Central Route. He urged Congress to build a railroad over this route, but the regions west of the Mississippi were considered unfit for travel; inhabited by Indians and subjected, in the winter, to furious storms and heavy falls of snow in the mountains. The Senator also advocated carrying the mails over the Central Route, but for political reasons and opposition of the Butterfield people and the steamship companies, (who carried most of the mail at that period) was unable to secure the consent of the Government.

In February 1860, the House Postal Committee advertised for proposals for carrying the California mails overland, contractors selecting their own routes, letters deliverable within twenty days, semi-weekly. Papers within thirty days, monthly, with semi-weekly branches accommodating Pike's Peak and Sale Lake City. Bids to be invited covering more or less frequent service.

An article in the Alta California dated March 23, 1860, explains clearly the "Overland Mail Question" just prior to the starting of the Pony Express:



Letters Via Los Angeles and Overland Route. "Propaganda Covers" of the Southern Route and Railroad Building in that Section.

THE PONY EXPRESS (Continued)

"It is generally believed here that the present session of Congress will entirely recognize the present California mail contracts. It is believed that the present Isthmus mails will be abolished, and the whole service be transferred to the overland routes. Reliable information comes to us from Washington that the most probable change will be to direct the Butterfield Company to start henceforth from New Orleans, via Little Rock and Fort Smith, Arkansas, El Paso or else by Galveston or San Antonio, Texas, to San Francisco, by the Southern Route, and establish another route from St. Louis to St. Joseph, Pike's Peak, Salt Lake, Carson Valley and Placerville. Each of these mails to be tri-weekly, alternating so as to form a daily service, carrying the whole mail matter. It is estimated that the saving to Uncle Sam by the adoption of these routes, will equal nearly a half a million dollars. This plan has another recommendation that will go far towards making it successful. It compromised the objections of the extreme men of both sections, each party getting a route on equal basis. There is however, a third party at Washington which looks to an increase of the semi-weekly service of the Butterfield Company to a daily, and altering the terms of the contract so as to allow the contractors to select their own route. It is understood that Mr. Butterfield is now in Washington working to that end, with expectations of success, the compensation to be increased to one million per annum. The announcement of Russell, Majors & Co., the well known contractors on the Salt Lake route, that they intend, in April, to start a horse express to Placerville, via Great Salt Lake, has caused a fluttering among the friends of the Butterfield route. It appears the scheme originated with Mr. Butterfield himself, in this city, about three months ago. At that time Charles M. Stebbins and the Great Overland Mail Chief were in consultation on the subject of a regular horse express to California running from the terminus of the telegraph line on this end to the commencement of the Street line on the other, in ten days carrying important dispatches and packages, at the rate of about \$50 per pound, and news dispatches for the press at a high figure. They estimated upon the expense of the enterprise and were resolved upon its execution, but it was deemed advisable first to extend the telegraph line about fifty miles beyond its present limit. The proprietor backed out, and when Stebbins, a month later since, went to Washington to arrange matters he was surprised by the news that Russell, Majors & Co., contemplated a 'horse express' upon the same basis, carrying valuable packages, by the Pike's Peak and Salt Lake route, which they calculated to run in ten days, or two days less than the lowest calculation of the Butterfield Company. The latter have since changed their plan somewhat, and from all that can be gleaned here Stebbins and the Telegraph Company have withdrawn from the undertaking; but Mr. Butterfield is not so easily discouraged. According to the popular statement, he goes so far as to swear that Russell, Majors & Co. shall not carry off the laurels heretofore gained by quick time on the El Paso route. It is hard to decide in advance which will win. Butterfield's rivals are rich, able and energetic people, plenty of cash, plenty of stock, and ample credit along the route, to defy competition. They are playing a bold game for a fat contract to carry a tri-weekly mail to Placerville, and are not the set of persons to give up without a sharp contest. If their horse express enterprise is successful, the contract is sure; if the Southern route is proved the quickest, then they lose it. But Butterfield understands all this, and will do all in his power to prevent success in the first case and defeat in the last."



Overland Wagon Train With Oxen.

THE PONY EXPRESS (Continued)



Alexander Majors at His Prime.

The firm of Russell, Majors & Waddell was engaged in huge freighting business and employed over seven thousand men, owned six thousand freight wagons and seventy-five thousand head of oxen, used to haul their wagons. In 1858 they transported Johnston's army to Salt Lake City to suppress the threatened uprising of the Mormans. Salt Lake Valley had been settled for about thirteen years and the Mormon Colony was believed to be a wild and foolish experiment. They rebelled against the authority of the Government and President Buchanan sent General Albert Sidney Johnston there to quiet them.

Johnston later became famous as a Southern officer.

On August 14, 1861 it is stated that "General Johnston, formally commander of the U. S. forces in this country and who left Los Angeles with a Secession troop a few months since, is to succeed Major Garnett in command of the rebel forces in

Western Virginia. This is the man whose loyalty was 'vouched for' by his friends."

Much of the business of Russell, Majors & Waddell consisted of hauling freight to the various government military posts.

St. Joseph, Missouri and Leavenworth, Kansas, were the outposts of civilization. The Missouri River was plowed by boats carrying passengers and freight. Council Bluffs and Omaha were the heads of navigation. Business life was active along the river, the towns on its banks being the outfitting points for the regions beyond. At Kansas City, Leavenworth, Nebraska City and Omaha, thriving cities grew up from the fitting out of thousands of freight wagons, which, hauled by oxen, the goods and supplies from the remote settlements in Missouri, Kansas, Nebraska and Iowa.

In 1849 and 1850 the gold rush started for California. As all were intent on reaching the land of gold, no settlements were established along the way.



Probably One of the Last Covers Carried by Jones & Russell Pikes Peak Express Co. (Courtesy of William Parker.)

THE PONY EXPRESS (Continued)

The Pike's Peak gold excitement began in 1858 and there were so many people going that John S. Jones, a Government freighter, and William H. Russell established a stage and express line between Atchison and Denver, Colorado in the spring of 1859. The project failed to make money for its owners and was absorbed by the firm of Russell, Majors & Waddell.

In the winter of 1859 at the suggestion of Senator Gwin, the firm of Russell, Majors & Waddell decided to run a "horse express," later called the Pony Express, to California over the Central Route. A number of older stage lines were taken over, including the line operated by John Hockaday from St. Joseph, Missouri to Salt Lake City, and the Woodward & Chorpénning line from Salt Lake City to Sacramento.

The new company assumed the name of The Central Overland California & Pike's Peak Express Company, which in turn operated what was called the Central Overland Pony Express Company.

The promise to run a Pony Express was made at Washington by William H. Russell, who later placed the proposition before Alexander Majors and Waddell. They objected, saying that it would not pay the cost of its operation. Senator Gwin then assured the firm that the Government would reimburse them for any losses incurred in the operation of the express.

William H. Russell was made President of the company and William W. Finney, Western agent. Finney traveled by sea from New York to San Francisco to make the necessary arrangements at the Pacific coast end.

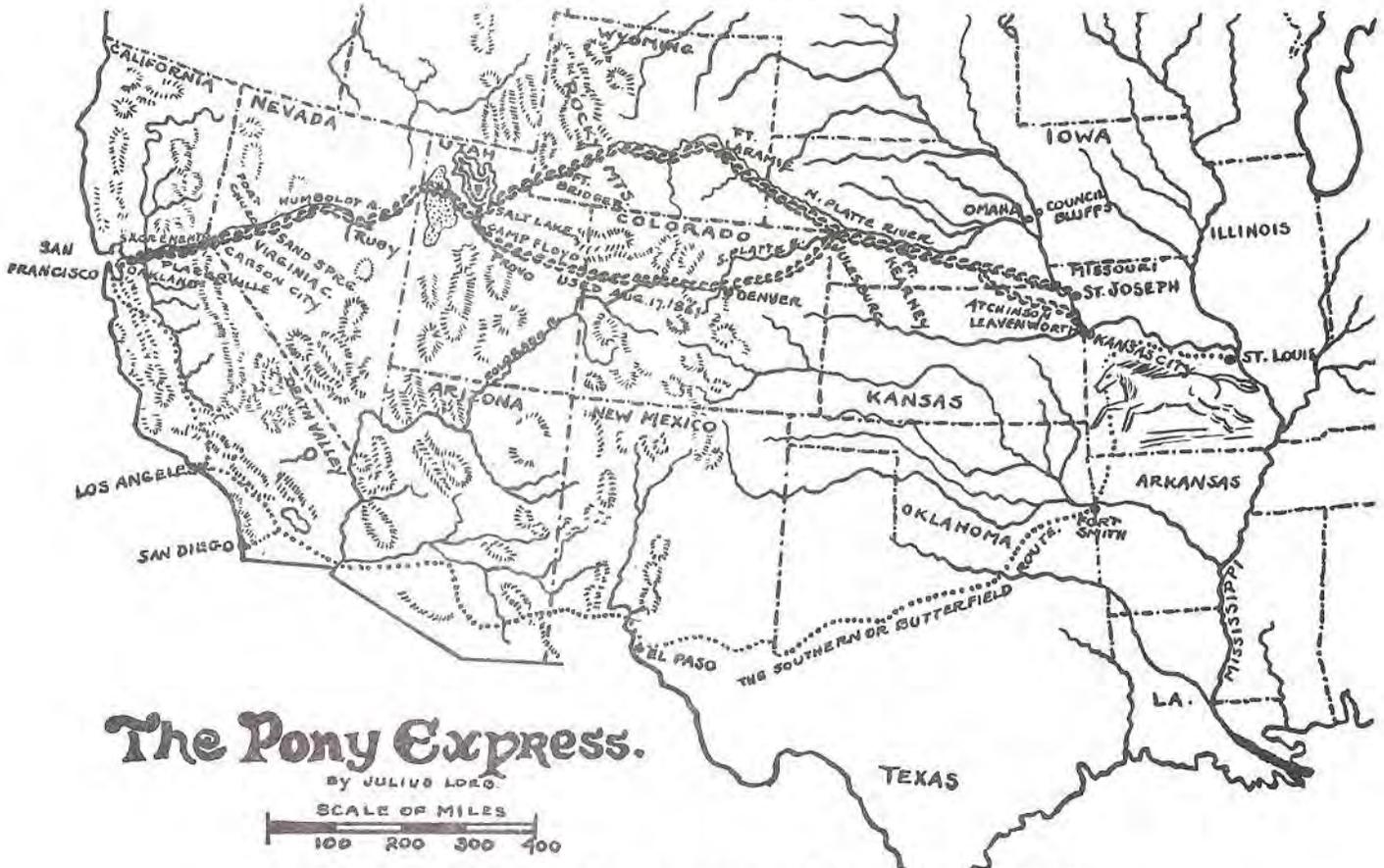
During the winter of 1859-60, stations were established at convenient distances, from twelve to fifteen miles apart. Horses and supplies were distributed along the route, which ran west from St. Joseph to Fort Kearney, up the Platte to Julesburg where it crossed, then to Fort Laramie and Fort Bridger to Salt Lake City, Placerville and Folsom to Sacramento and then to San Francisco by boat.

St. Joseph was the Eastern terminus of the Pony Express and Sacramento the Western.



Carried by the Central Overland and California Pikes Peak Express Company by Stage Coach. Route Established in 1853 Between Leavenworth City, Kansas, and Denver City. "The Smoky Hill Route."

THE PONY EXPRESS (Continued)



The Pony Express.

BY JULIUS LERO.

SCALE OF MILES



The mail was to be carried in four compartments of a mochilla, a covering made of heavy leather, for the saddles. The letters to be securely wrapped in oiled silk, for protection against the weather. The mochilla was to be transferred from pony to pony and went through from St. Joseph to Sacramento and then to San Francisco by boat. The pockets containing the mail being locked and opened only at military posts and at Salt Lake City, Carson City, Placerville, Sacramento, San Francisco and at other points later designated by the Pony Express Company.

Weekly trips were to be made, but after June 13, 1860, semi-weekly trips were made.

The average weight of the Pony Express rider was one hundred twenty-five pounds. They were generally dressed, as was the custom in those days, in a buckskin suit, high boots, and carried a sheath knife and Colt's revolvers for protection, although they generally depended on the speed of their ponies to keep them out of trouble.

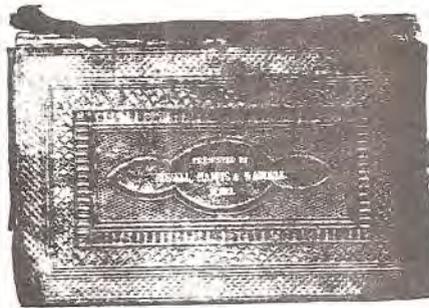
Every man upon entering the services of the Company was presented with a leather bound Bible and was required to sign the following pledge:



A Pony Express Saddle Without Mochilla
(Photo Courtesy the Union Pacific Museum.)

THE PONY EXPRESS (Continued)

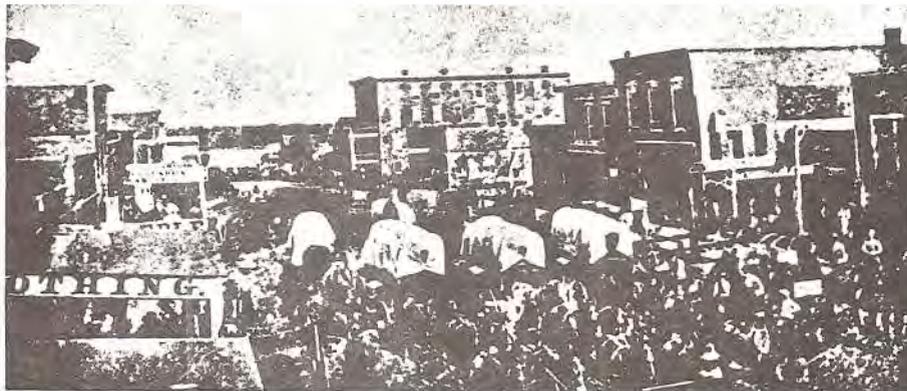
"I,, do hereby swear, before the Great and Living God, that during my engagement, and while I am an employee of Russell, Majors & Waddell, I will, under no circumstances use profane language; that I will drink no intoxicating liquors; that I will not quarrel or fight with any other employee of the firm and that in every respect I will conduct myself honestly, be faithful to my duties, and so direct all my acts as to win the confidence of my employers. So help me God."



Bible Presented to All Employees of Russell, Majors & Waddell.

It is doubtful whether many of the men lived up to their pledge, particularly, swearing and fighting, but there was never any question as to their loyalty to the firm that employed them.

Finally after months of winter work it was announced that a pony would start from St Joseph, Missouri, and at San Francisco, California, simultaneously, on April 3d, 1860.



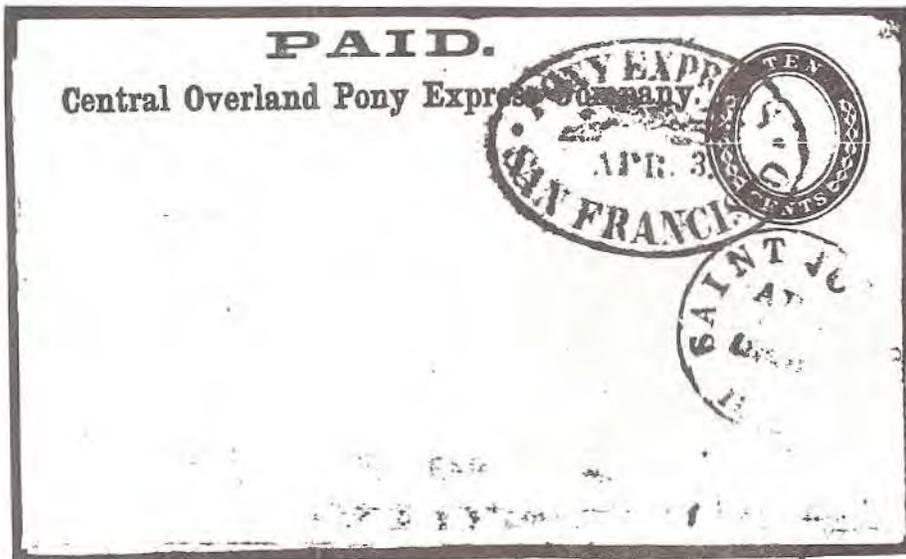
Freighting Train Known as the "Bull of the Woods" Owned by Alexander and James Carlisle. This Train Consisted of 25 Wagons with Six Mules to Each Wagon and Was Considered One of the Finest Freighting Outfits. Photo Taken on Main Street in Nebraska City.

AUSTRALIAN INTERNATIONAL

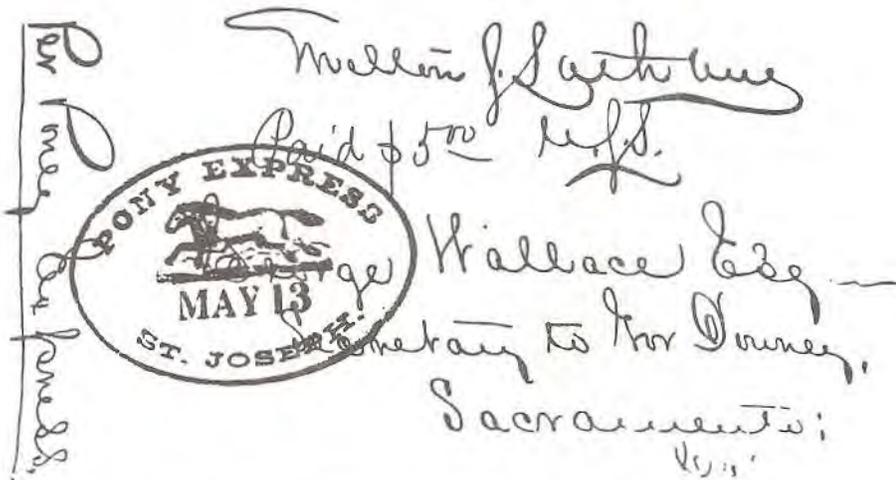


PHILATELIC EXHIBITION 1984

THE PONY EXPRESS (Continued)



Face and Back of a "First Day" Letter Out of San Francisco, Cal., Dated April Third 1860 and Showing Arrival at St. Joseph, Mo. on April 13th, 1860.



Earliest Known Cover Out of St. Joseph. May 13, 1860.

THE PONY EXPRESS (Continued)

PONY EXPRESS.

Eight Days from San Francisco to N. York

 THE PONY EXPRESS of the Central Overland Gold and Silver Mail Express Co., will leave San Francisco for New York and intermediate points.

On Friday the 30th of April, 1860,
And upon every Friday thereafter, at 4 o'clock P. M.
Letters will be received until 2 1/2 P. M. each day of departure at office Alta Telegraph Office, Montgomery street; at Sacramento until 12 o'clock the same night; office Alta Telegraph Office, Second street; Placerville, until 6 A. M. every Saturday, office Placerville and St. Joseph's Telegraph Office.
Telegraphic Dispatches will be received at Carson City until 7 1/2 o'clock P. M. every Saturday.

SCHEDULE TIME FROM SAN FRANCISCO TO NEW YORK.
For Telegraphic Dispatches.....Eight Days
For Letters.....Twelve Days

Letters will be charged, to any point on this side of Salt Lake City, \$3 per half ounce and under, and at that rate according to weight.
To all points beyond Salt Lake City, \$5 per half ounce and under, and at that rate according to weight.
All letters must be inclosed in stamped envelopes.
The Pony Express charges on each Telegraph Dispatch (of any number of words,) to be transmitted by Telegraph from St. Joseph's, will be \$2 1/2. The Toll due the Telegraph Companies on either end will, of course, be added.
W. W. FINNEY,
General Agent.

N. B.—The public will understand that by telegraphing to Carson City, 2 1/2 hours later intelligence can be sent to St. Joseph, Missouri, than by letter from San Francisco. A dispatch to Carson City may be forwarded to St. Joe plus to be sent on from that point by telegraph, or to be there committed to the U. S. Mail as a letter, in which case it will be charged as a letter over the Pony Express route.
W. W. FINNEY,
General Agent
J. LAMBERT Agent, San Francisco. apr-11

PONY EXPRESS.
NINE DAYS

From San Francisco to New York.

 THE CENTRAL OVERLAND PONY EXPRESS COMPANY will start their LETTER EXPRESS from San Francisco to New York and intermediate points

On Tuesday, the 3d day of April next,
And upon every Tuesday thereafter, at 4 o'clock P. M.
Letters will be received at Sacramento until 12 o'clock every Tuesday night.

-OFFICE-

Alta Telegraph Office, Second street.
Telegraph Dispatches will be received at Carson City until 6 o'clock P. M. every Wednesday.

SCHEDULE TIME FROM SAN FRANCISCO TO NEW YORK.
For Telegraphic Dispatches.....Nine Days
For Letters.....Thirteen Days

Letters will be charged, between San Francisco and Salt Lake City, \$3 per half ounce and under, and at that rate according to weight.
To all points beyond Salt Lake City, \$5 per half ounce and under, and at that rate according to weight.
Telegraphic Dispatches will be subject to the same charges as letters.
All letters must be inclosed in stamped envelopes.
W. W. FINNEY,
Agent C. O. P. E. Company

First Pony Express Advertisement, April 3, 1860, as Leaving Date, the First Stating "Every Tuesday" and the Second Changed to Every Friday.

The following is the time table which was adopted from St. Joseph, Missouri to San Francisco, California:

Marysville,	12 hours.	Camp Floyd,	128 hours.
Fort Kearney,	34 "	Carson City,	188 "
Fort Laramie,	80 "	Placerville,	226 "
Fort Bridger,	108 "	Sacramento,	232 "
Salt Lake,	124 "	San Francisco,	240 "

From the Alta California, of April 4, 1860, we find the following:

"The first 'Pony Express' started yesterday afternoon from the office of the Alta Telegraph Company on Montgomery Street. The saddle bags were duly lettered 'Overland Pony Express' and the horse, a wiry little animal, was dressed in miniature flags. He proceeded before four o'clock to the Sacramento boat and was loudly cheered by the crowd as he started. We had forgotten to say that the rider's name was James Randall, an old hand at the business and evidently quite at home as a rider, thought he did get up on the wrong side in his excitement.

The express matter amounted to 85 letters which at \$5 per letter gave a total receipt of \$425. In nine days the news by this express is expected to reach New York."

James Randall took the pony as far as Sacramento.

Harry Roff was the pony rider out of Sacramento Eastward.

The mail reached Placerville at 6:40 A. M. the next day and Carson City 8:30 P. M., a distance of 144 miles from Sacramento.

At the eastern terminus, St. Joseph, Missouri, arrangements had been made by William Russell with the railroads between New York and St. Joseph and a fast train was run carrying the letters which were to leave St. Joseph at 4 P. M.

The starting of the first Pony was from the office of the United States Express Company. Mr. Henry Kip, the general superintendent of the U. S. Express Company, came from Buffalo to witness the start.

THE PONY EXPRESS (Continued)

Mr. Russell placed the mochilla upon the saddle and the first Pony from St. Joseph was off.

Jonny Frey, sometimes spelled Frye, was the rider out of St. Joseph.

Carson City, Nevada, was reached in nine days. The rider stopped there thirty minutes and then resumed his trip.

It took seventy-five ponies to make the trip from Missouri to California in ten days.

Time Made by the Pony.

Left St. Joseph, Mo.	April 3d, 1860.
Arrived, Salt Lake City	" 9th, 6:30 P. M.
" Carson City	" 12th, 3:30 "
" Strawberry Valley	" 13th, 4:35 A. M.
" Placerville	" " 2:00 P. M.
" Sacramento	" " 5:30 "
" San Francisco	" 14th, 12:38 A. M.

Sam Hamilton was the rider who entered Sacramento. The mail was carried to San Francisco on the steamer Antelope.

The arrival of the first Pony at Sacramento caused great excitement. Owing to the poor condition of the roads and the snow in the mountains it was thought impossible to make regular trips by Pony or any other means of transportation. After the Pony arrived at Sacramento all doubt as to the feasibility of travel through the mountains was dispelled and thereafter regular trips were made, generally on time.

An article in the Alta California dated April 14th, 1860, says that "the Pony Express mail arrived in San Francisco twenty-two minutes before one o'clock with sixty letters, the Alta having a good share of them and a little bill of \$65 to pay for their carriage." In other words, the newspaper received thirteen letters out of the sixty delivered to San Francisco. Probably fifteen to twenty letters were left at Sacramento.

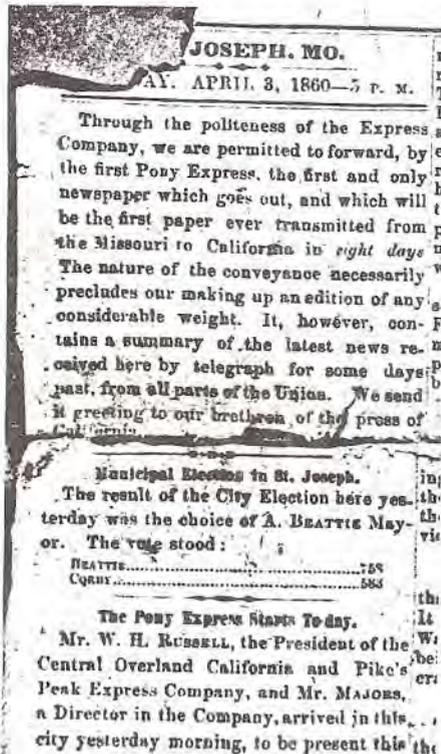
One special Pony Express newspaper was carried by courtesy of the Pony Express Company on its first trip from St. Joseph, Mo. for the St. Joseph Daily Gazette.

Mr. Holladay informed the press that it cost the Company no less than \$70,000 to start the Pony Express and the monthly expense would be \$5,000 at least.

Eighty riders were in the saddle all the time. The average run of each rider was about seventy-five miles.

Occasionally long runs were made without rest. On one occasion during the Indian disturbance in Utah, Robert Haslam, better known as "Pony Bob Haslam," rode one hundred eighty-five miles without rest, only changing horses as they became exhausted. After nine hours rest, he made a return trip, only to find that the Indians had killed or driven off the men from several of the stations along the route. On this trip he rode three hundred eighty miles, resting only eleven hours.

William F. Cody, later better known as "Buffalo Bill," was the youngest rider of the Pony Express. He made a record run of three hundred twenty-two miles without rest.



A Fragment of the Only Newspaper Carried by Pony Express. It Was Printed on Tissue Paper. (By Courtesy N. C. Peterson.)

THE PONY EXPRESS (Continued)

The following is a list of most of the Pony Express riders:

Jack Ahlport.	Charles Becker.	Jimmy Bucklin.
F. X. Aubrey.	"Boston."	John Burnett.
Melville Baughn.	William Boulton.	William Carr.
L. W. Ball, "Little Baldy"	James W. Brink.	William Campbell.
Jim Beatley.	Jimmy Buckton.	Alex. Carlyle.
William Carrigan.	Let Huntington.	Johnson Richardson.
Jimmy Clark.	"Irish Tom."	Bart Riles.
Charles Cliff.	William (Bill) James.	Don C. Rising.
Gus Cliff.	Will D. Jenkins.	Harry Roff.
A. E. Curtis.	Jay G. Kelly.	John Seebeck.
William F. Cody.	Thomas Owen King.	G. G. Sangievanni.
James E. Dunlap.	Mike Kelly.	John Sinclair.
Joe Donovan.	Jack H. Keetley.	Robert C. Strickland.
Howard Egan.	William Lawson.	"Black Sam."
Richard Erastun Egan.	"Little Yank."	George Spurr.
J. K. Ellis.	Jim Moore.	W. H. Steeper.
H. J. Faust.	Bob Martin.	George Thacher.
Jonny Frey.	— Marcaulas.	W. S. Tough.
John Fisher.	J. G. McCall.	George Towne.
William Fisher.	James McDonald.	Henry Wallace.
Bill Gates.	Jim McNaughton.	Huston Wyeth.
Jim Gentry.	— McEneaney.	Michael Whelan.
Jim Gilson.	William Pridham.	Dan Wescott.
Sam Gilson.	Theodore Rand.	Jas. William.
Sam Hamilton.	Tom Hanahan.	"Whimsay."
Robert Haslam.	James Randall.	Jose Zowgaltz.
Martin Hogan.		

The Butterfield people watched the new express company closely and after the first trip was successfully made, announced that they intended running a horse express between Fort Smith and Los Angeles. They calculated with the aid of the telegraph on both ends of the route, to make the time between New York and San Francisco in six days. Of course, this would aid only those who sent telegraph messages and news items for the newspapers. It still would require about twenty-one days time to deliver letters from St. Louis, Missouri to San Francisco by stage over this route.

The idea of running a pony express was finally abandoned by the Butterfield people as it was found impossible to compete with the Pony Express Company and its Central Route.

It may be appropriate at this time to outline a brief history of John Butterfield and his later connection with Wells, Fargo & Co.

In the fall of 1850, an Express was started over the New York Central Railroad by Butterfield, Wasson & Co. with a capital of \$50,000. John Butterfield was President of the Company. He had been a stage driver in his younger days, and before long became a stage owner; later the sole proprietor of all the principal lines in the center of the State. In 1849 he was engaged in the transportation of freight across the Isthmus of Panama. He was projector of the Morse Telegraph line between New York and Buffalo; and also founded a line of large steamers on Lake Ontario and the St. Lawrence River.

Early in 1850 negotiations were entered into between Wells, Fargo & Co., Livingstone & Fargo and Butterfield, Wasson & Co. Two firms were created, Wells, Butterfield & Co., and Livingstone, Fargo & Co., but comprised of a joint stock concern under the name, the American Express Company.

In 1852, Henry Wells, Wm. G. Fargo and others projected Wells, Fargo & Co.'s California Express.

Louis McLane was appointed general agent. It was McLane's idea of affixing an official imprint of the company on Government stamped envelopes and disposing of them at a moderate advance over the face value of the Government envelopes. Generally 10c extra was charged for the regular 3c stamped envelope.

THE PONY EXPRESS (Continued)

In 1860 the American Express Co. was re-organized and the capital stock increased to \$1,000,000. Henry Wells was elected President, John Butterfield, Vice-President, Wm. G. Fargo, Secretary, Johnson Livingstone and Alexander Holland, Directors.

There was a great merger in 1866, of all interests as follows: Wells, Fargo & Co., the Overland Mail Co., the Pioneer Stage Co. and the Holladay Overland Mail & Express Co. with a combined capital of \$10,000,000.

Wells, Fargo & Co. was the name of the new combination.

Louis McLane was chosen President and Charles E. McLane was appointed General Agent for the Pacific Coast at San Francisco.

During the latter part of April 1860, Mr. Butterfield resigned as President of the Overland Mail Company. He was succeeded by Mr. Dinnsmore, formerly of Adams & Company. Wells, Fargo & Co. now secured the Overland Mail contract, as they had previously spent large sums of money on the Southern Route to keep it going, because of the failure of the Post Office appropriation bill to pass.

All efforts to secure an appropriation for the Pony Express failed, Congress thirty-sixth session adjourning July, 1860 without doing anything for the Company.

In April, 1860, stations were established between Sacramento and Oakland. On the twenty-third a pony arrived at Sacramento and proceeded to San Francisco, overland, via Benicia, Martinez to Oakland and then to San Francisco by boat. Several trips were made in this manner, but were discontinued early in May. Stock was withdrawn as it was found that delivery by boat was more continuous and cheaper. However, trips were still occasionally made during 1860 by this route, if the pony missed the boat. The Oakland route, was again quite often used in 1861.



Franks Used by Wells, Fargo & Co. on Letters Carried to California From New York and Other Eastern Cities.



Various Franks Used by the Pony Express.

The citizens of Mariposa organized and ran a pony line to meet the Stockton stage. By this Pony Express they were able to secure the news fifteen hours in advance of the regular mail.

Although the Pony Express Company of Russell, Majors & Waddell was losing quite heavily, it continued its service in hope of securing a daily overland mail contract.

THE PONY EXPRESS (Continued)

The cost of maintaining the Pony Express was enormous. Extra horses had to be kept at each station and feed had to be hauled, in some cases, hundreds of miles. Judge Green Majors, son of Alexander Majors, a director of the Central California Overland & Pike's Peak Express Company, informs me that hay and grain had to be freighted by horse and ox teams, at a cost of twenty-five cents per pound for transportation alone; the feed itself costing about as much more. The employees were housed and fed at the Company's expense. All food was very high on the frontier, as it often had excessive freight charges against it.

Add to the above the amount of property destroyed and stolen by Indians and you will have some idea of the many hardships under which the Pony Express was operated.

We find the following in the Alta California, dated May 10th, 1860:

"The lightning line to the Pacific is in a fair way to become the protegé of the Federal Government as the bill which passed the Senate has been favorably reported in the House, but amendments were made reducing the amount to be paid by the Government to the Company and limiting the charge for a message from St. Joseph to San Francisco to three dollars.

The carrying charges were finally reduced, but the Government did not subsidize the Pony Express until a very much later date; in fact, it is not clear whether the original founders of the Pony Express Company were ever subsidized.

On the 18th of May, 1860, Russell, Majors & Waddell received a warrant on the United States Treasury for \$67,000, the money being, says the paragraph announcing it 'in consideration of a post mail service.' Whether this payment was made on account of the Pony Express enterprise itself, or the mail contract between St. Joseph and Placerville, which they bought out from Hockaday & Company and Chorpensing, does not appear.

Senator William Gwin had quite a heated argument with the President and with Postmaster General Holt in regard to an appropriation of \$100,000 for the Pony Express. It was later claimed by the newspapers that Senator Gwin was working for the Ocean Mail Companies, and that he helped to defeat the daily overland mail bill as advocated by Senator Hale. Senator Gwin, however, insisted that he was for the Central Overland route to California, although he may have changed his mind about the Central Route after the outbreak of hostilities between the North and South. He was a great sympathizer of the South and later became involved and was arrested for siding with the Confederacy.

The Butterfield or Wells, Fargo people, however, were subsidized by the Government, after securing the daily overland mail contract.

The Government's intention was to abandon all mail carried by steamer and henceforth transport all mail matter either by the Southern Route or by the Central Route.

In the latter part of May, 1860, it was feared that the Pony Express would have to discontinue its services on account of the attacks by Indians in Western Utah. The route ran through the country inhabited by the Pah-ute and Shoshone tribes, who were very hostile to the invaders of their territory. Many of the Pony Express stations, on the eastern slope of the Sierra were destroyed, agents killed and the stock run off. Mr. Finney, the western agent, was sent to Carson Valley to inspect the hostile region, to ascertain the chances of keeping the Express moving. He urged General Clarke to furnish troops to protect the mail line, but was unable to get relief because of the lack of soldiers stationed in that vicinity."

The following appeal was sent out by Mr. Finney on June 6th, 1860:

"Will Sacramento help the Pony in its difficulty? We have conferred some benefits, have asked but little, and perhaps the people will

THE PONY EXPRESS (Continued)

assist. Can anything be done in your city towards paying expenses to furnish arms and provisions for twenty-five men to go through with me to Salt Lake to take and bring on the Express?

I will be responsible for the return of the arms, will have the transportation of my own, and can get men here. What is wanted is \$1,000 for the pay of the men, \$500 for provisions and twenty-five Sharp's rifles and as many dragoon pistols. I will guarantee to keep the Pony alive a while longer."

In response to this reasonable request the people of Sacramento immediately subscribed the \$1,500.

Through the efforts of Senator Milton S. Latham, who brought pressure to bear in Washington, troops were finally ordered to protect the Pony Express route. They were promptly ordered from Camp Floyd and scattered along the mail trail. It was stated in Washington that the cause of the present promptness was a suggestion from Senator Latham that "unless the troops were ordered, the California delegation, late of Charleston, would vote for Douglas."

Delivery of mail from East to West, and vice versa, was now somewhat slower due to the fact that the Pony riders had to be escorted by troops for about two hundred miles. By the 7th of July trips were again made on regular schedule.

During the latter part of September 1860, the opinion of the public was that the Pony Express would have to discontinue its regular service on account of the poor roads and deep snow in the mountains. Everyone was agreeably surprised when regular trips were made, even under winter conditions.

In December a new winter schedule went into effect. Eleven days between telegraph stations, the telegraph now being built as far as Fort Kearney. The Fort is about four hundred miles from St. Joseph, Missouri. Fifteen days from St. Joseph to San Francisco was now allowed for this trip.

PONY EXPRESS,
Office, 163 Montgomery street.



THE PONY WILL resume its trips on **SATURDAY,** the 7th inst., and will hereafter run Semi-Weekly. The Regular Days of Leaving will be **WEDNESDAYS AND SATURDAYS.** The public may rest assured that every arrangement has been made, necessary to insure safety and dispatch.

W. W. FINNEY,
General Agent.
J. LAMBERT,
Agent San Francisco.

1867

Notice of Resumption of Service After Indian Disturbances.

In the Sacramento Daily Union, dated November 24, 1860, we find the following:

"The Pony still continues his usual gallop and notwithstanding the storms of approaching winter, makes pretty good time. The first of the past week, being made in three days twenty hours from Sacramento to Salt Lake City, about three hundred miles, not very bad time when we consider that a quarter of the distance was galloped through snow three inches deep."

The boosters of the Pacific Railroads and the Telegraph eagerly watched the running time of the Pony Express during the winter months, and the regular time made, greatly influenced the building of these two great enterprises.

The Pony Express was very sparingly patronized by the Eastern business houses and private correspondence, because of its high carrying charges. Over two-thirds of the messages carried were sent by newspapers. It is said that the weekly mail out of St. Louis amounted to about \$100 per week, and a little more from New York. Letters from the Departments at Washington also helped a little; free letters were occasionally sent, although against the rules of the Company during the early part of its career. The balance of the mail from East to West was only a trifle. The mail from California exceeded the Eastern mail more than double.

THE PONY EXPRESS (Continued)

On the sixth of November it was announced by Samuels & Allen, agents for the Pony Express at Sacramento, that one half ounce letters for the daily papers of California would be forwarded by the Pony Express free of charges. This was to enable the smaller newspapers of California to secure news which formerly they were unable to secure due to the great cost. This ruling caused great indignation amongst the larger papers, who, to a great extent, made it possible, by their patronage, to carry on the Pony Express. I have never seen such letters carried free for the newspapers, and believe that if such a ruling was made it was also quickly rescinded.

The following in the Alta California, dated October 2d, 1860, will explain the attitude of the Pony Express people in regard to letters sent free of charge:

PONY EXPRESS!

EIGHT DAYS FROM SAN FRANCISCO TO NEW YORK.



THE PONY EXPRESS OF THE "CENTRAL OVERLAND CALIFORNIA AND IRON'S PEAK EXPRESS COMPANY," will leave San Francisco for New York, and intermediate points,

ON FRIDAY, the 20th day of April,
And upon every FRIDAY thereafter, at 4 o'clock P. M.

Letters will be Received

At SAN FRANCISCO until 4 o'clock P. M. each day of departure. Office, Alta Telegraph Office, 153 Montgomery street, corner Merchant street.

At SACRAMENTO, until 12 o'clock the same night. Office, Alta Telegraph Office, Second street.

At PLACERVILLE until 6 A. M. every Saturday. Office, Placerville and St. Joseph Telegraph Office.

At GENOA until 1 o'clock P. M. every Saturday. Office, Alta Telegraph Office.

At CARSON CITY until 5 o'clock P. M. every Saturday. Office, Placerville and St. Joseph Telegraph Office.

TELEGRAPH DISPATCHES will be received at Carson City until 7 1/2 o'clock P. M. every Saturday.

SCHEDULE TIME FROM SAN FRANCISCO TO NEW YORK.

For Telegraph Dispatches... Eight Days
For Letters Twelve Days

The charges on every letter sent per Pony Express to any POINT WHATSOEVER, will hereafter be \$5 per half ounce and under, and at that rate according to weight.

All letters must be enclosed in Government Envelope. The PONY EXPRESS charges on each TELEGRAPHIC DISPATCH (of any number of words) intended to be transmitted by Telegraph from St. Joseph, will be \$2 45. The tariff due the Telegraph Companies, on either end, will of course be added.

W. W. FINNEY, General Agent.
J. W. COLEMAN, Agent, Sacramento.

N. B.—The public will understand that by telegraphing to Carson City, TWENTY-SEVEN AND A HALF HOURS later intelligence can be sent to St. Joseph, Missouri, than by letter from San Francisco. A dispatch to Carson City may be forwarded to St. Joseph, to be sent on from that point by Telegraph, or to be there committed to the United States Mail as a letter, in which latter case it will be charged as a letter over the Pony Express route.

No free letters will be sent over the route.

W. W. F.

A Pony Express News Announcement.
Note: "No Free Letters Will Be Sent."

Lieutenant Governor John K. Downey was inducted into the office of Governor of California following the resignation of Milton S. Latham.

A letter written by the Senator from Washington, D. C. dated May 8th, 1860, left St. Joseph, Mo. May 13, however, required the Senator to pay the regular postage of \$5. This letter is the earliest known Pony Express letter out of St. Joseph, Missouri.

Very few letters were carried free of charge by the Pony Express, and few exist today.

"It was reported that the Pony Express carried considerable free mail for Government officials.

Mr. Russell persistently stated that not an ounce of free matter should, for any reason, pass through the Pony Express, and refused to rescind the rule, 'payment in advance,' to his best patrons, so as to allow charges to be collected at the other end of the route."

The letters illustrated at the bottom of the next page, however, were sent free for Senator Milton S. Latham, one of California's most popular Senators at that period. He was also Governor of California for practically one day.

It may not be generally known the strange circumstances connected with the election of Milton S. Latham to the United States Senate from California. He was elected Governor of California, September 7, 1859.

62,000 votes were cast for Latham, 31,000 for John Currey, and 10,000 for Leland Stanford.

Latham was inaugurated Governor of California January 11, 1860. He resigned as Governor, January 14, 1860 to become United States Senator to take the place of David C. Broderick.

Senator Broderick was killed in a pistol duel with David S. Terry, Chief Justice of the Supreme Court. Terry had previously resigned office, September 12, 1859 to engage in a pistol duel with United States Senator from California, David C. Broderick.

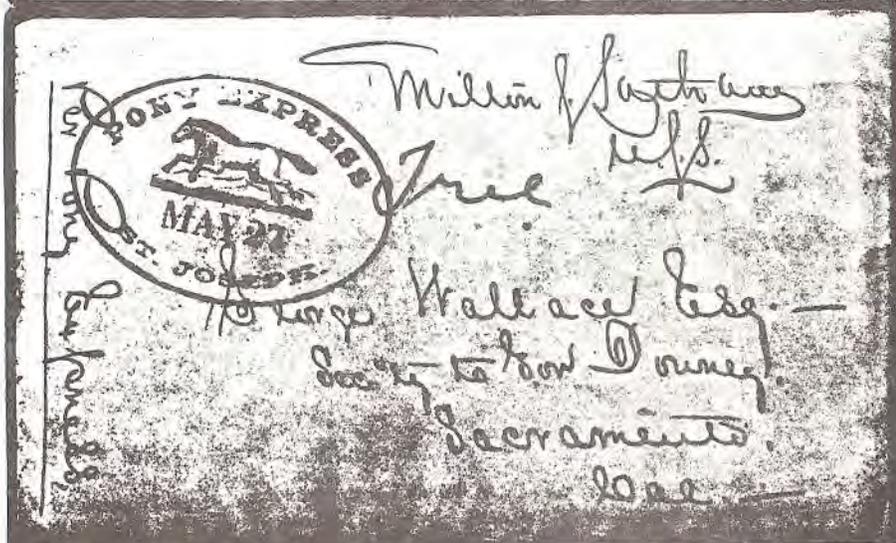
THE PONY EXPRESS (Continued)

Perhaps the greatest event since the starting of the Pony Express was the coming election between Lincoln and Douglas. Special arrangements were made by the Company to carry the election news to California in record time. Mr. W. H. Russell gave orders to the Division Superintendent to have an extra rider ready at Fort Kearney. Picked men, who feared nothing, were chosen for the dangerous parts of the journey.

The news was telegraphed from St. Louis, Missouri on the afternoon of November 7th, 1861, to Fort Kearney, a distance of 330 miles. On that day a special pony left Fort Kearney at 1 P. M. with the news that Abraham Lincoln was elected President of the United States. The news was carried to Fort Churchill November 14th at 1 A. M. and from that point was telegraphed to California. The trip by Pony was made in six and one-half days, between Fort Kearney and Fort Churchill. This was the fastest news ever received in California from the East.

On November 19, 1861, according to the early newspapers, "a little pony trotted unnoticed from the foot of Broadway to the Alta Telegraph office, bringing dispatches eight days later from the East," (election news).

A duplicate of the election news was also dispatched over the Southern Route in the event that the Pony rider did not arrive on time or was killed by Indians.



Two Letters Sent "Free": Both by U. S. Senator Latham.

THE PONY EXPRESS (Continued)



Sent from Washington, D. C., July 31, 1861. Left by Pony Express from St. Joseph, Mo. Aug. 8th, 1861. This Type of Frank with Pony Express Added was Used from the Latter Part of December 1860 and Throughout 1861.

Since the completion of the telegraph line to Fort Kearney, Mr. Stebbins, president of the telegraph company, complained to the officials of the Pony Express that its riders seldom stop at the telegraph office and when they do, the telegraph company is unable to open the pockets containing the mail so as to enable them to telegraph certain important news ahead of the pony. The telegraph company was then given permission to cut the straps on the mail bags if necessary. Western news, through the telegraph at Fort Kearney, was now received three days before the arrival of the Pony at St. Joseph. A great deal of important Eastern news telegraphed to Fort Kearney by the larger newspapers was now received in California three days earlier.

The average time now made by the Express, during the winter months, between telegraph stations was eleven days, and fifteen days from St. Joseph to San Francisco.

The news that Colonel Jefferson Davis had been elected President of the Southern Confederacy and Alexander H. Stephens, Vice-President, was carried by Pony to California on February 26, 1861.

As early as March 11, we hear of a plot to assassinate President elect, Abraham Lincoln; news which caused Lincoln to travel secretly to Washington, and caused no little excitement when delivered by Pony to California.

The following order was published on March 12, 1861:

To the Postmaster of San Francisco, California.

Sir:

The act of Congress approved 2d March, 1861, having provided for the discontinuance of the present Overland service to San Francisco via El Paso, etc., and for the conveyance of the mails six times a week over the Central Route from St. Joseph, or Atchison, Kansas, via Denver City and Salt Lake City to Placerville, California, and the contractors having consented to the terms of said act, and will at once proceed to move their stock up to the Central Route; therefore you will, upon receipt of this, send mail matter for the Atlantic States (instead of by this line) to New York by steamers, until the Central Route be put in operation, say 1st of June, next.

Yours respectfully,

Your obedient servant,

S. L. Childs,

Acting Second Assistant P. M. General.

THE PONY EXPRESS (Continued)

The above refers to the new contract with the Butterfield or Wells, Fargo & Company, to carry the mail over the Central Route, the contract which Russell, Majors & Waddell strived to obtain, but failed. Wells, Fargo & Company now ran a Pony express as far east as Placerville which connected with the Central Overland Pony Express. Arrangements no doubt were made between the Pony Express Company and Wells, Fargo & Company to carry the mails to the Atlantic States.

The following is from the Sacramento Daily Union, dated, St. Louis, April 2, 1861:

"With the present month the Pony Express commences operations on an enduring basis and with important changes. Instead of the high rate of \$5 per half ounce the rate charged now will be but \$2, and on the 1st of July it will still further be reduced to \$1.

I understand it is the object of the Pony Express to have regular stamps issued indicating half ounce, ounce, ounce and a half and two ounce letters, which will be on sale at every important town in the United States thus saving persons the trouble of forwarding their letters to New York, Washington or St. Louis, where regular agencies exist for prepayment, as has now to be done."

(The above refers to the stamps issued by Wells, Fargo & Company. The Central Overland Pony Express Company did not issue stamps to be affixed to letters.)

"The Pony Stamps can be sold and affixed to Government envelopes in the same manner as Government stamps. And stamps will be kept for sale at all Post Offices where they are likely to be needed"

A \$2 red and a \$4 green stamp was issued by Wells Fargo & Company and used between April 1st and July 1st, 1861. After July 1st the rates were reduced to \$1 per half ounce. A \$1 rose, \$2 green and \$4 black was then issued. The two higher denominations were used for letters weighing over one half ounce. These stamps generally bore the familiar oval Pony Express cancellation, always applied at San Francisco to points East. Letters sent from Sacramento did not show the Pony Express cancellation with the running horse, but bore the cancellation illustrated, Pony Express, Sacramento.

PONY EXPRESS NOTICE

ORDERS HAVING BEEN RECEIVED from W. H. RUSSELL, President Pony Express Company, I hereby transfer the office and everything appertaining thereto, to Messrs. Wells, Fargo & Co. All letters to be forwarded by Pony Express must be delivered at their office, corner California and Montgomery streets.
ap15-3v J. W. BROWN, Agent Pony Express Co.

Pony Express Notice!

REDUCED RATES.

THE RATES FOR LETTERS, Per Pony Express, UNTIL FIRST JULY NEXT,

....WILL BE...
For Half Ounce and under.....\$2
For each additional Half Ounce or fraction thereof.....\$2

Letters must be enclosed in Ten Cent Government Envelope, and Pony Postage prepaid
The Express will be despatched from our office on

WEDNESDAY AND SATURDAY
Of each week.

WELLS, FARGO & CO.,
ap15-1wfp Agents.

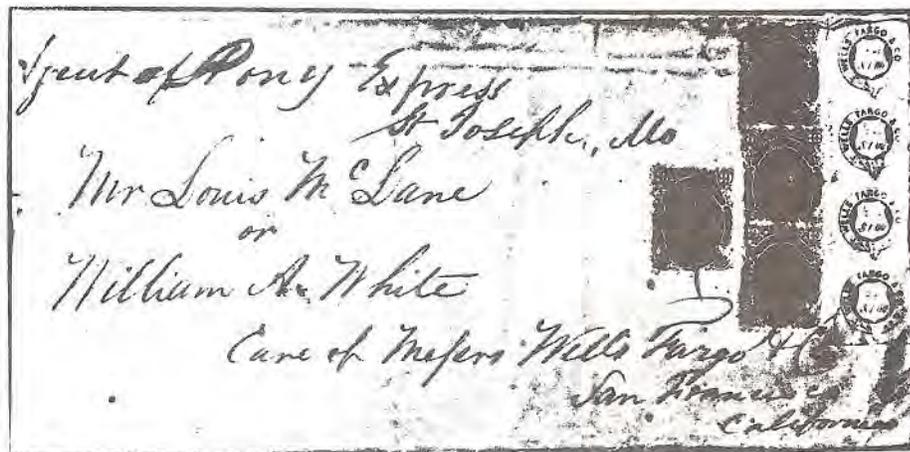
Advertising the Reduction in Rate to \$2.00 per Half Ounce and also Transfer to Wells, Fargo & Co.



Stamps of Wells, Fargo & Co.

THE PONY EXPRESS (Continued)

The Wells, Fargo & Company "garter type" stamps were used on mail originating in the East only. They are generally found on the special Pony Express envelopes. They seem to have been used for excess weight on letters carried by Pony to California.



The "Garter" Type Stamp Used with Four 10c, 1861, August Issue. Addressed to Louis McLane, Who Was at One Time President of Wells, Fargo & Co. (Courtesy of Mr. Hagggett.)
Huchett

The mail by the Southern Route was to be continued to Los Angeles as well as Visalia, San Diego, Monterey, San Louis Obispo, Santa Barbara, etc.

Doyle & Giddings were given a mail contract from New Orleans to El Paso at a compensation of \$175,000 per year, weekly service.

On April 12th, 1861, at 3 P. M. the news of the attack on Fort Sumpter was telegraphed to Fort Churchill from St. Louis, and then carried by Pony to California, arriving April 24th.

Colonel Vanderbilt offered to turn over his fleet of steamers to the Government, free of charge, to be used in the war, although he positively refused to carry a single piece of mail matter, because of the Government's intention of discontinuing the transportation of the mails to California by steamer.

On June 2d, a Pony arrived at Sacramento carrying ninety-seven letters for San Francisco. It left immediately overland by way of Benicia, crossing Carquinez Straights by ferry to Martinez, and then to Oakland, and again by boat to San Francisco. Another Pony left Sacramento June 10th with one hundred six letters for San Francisco. It also traveled overland via Benicia and Oakland.

The Federal Government, on June 12, 1861, announced that "hereafter no more mail could be delivered to the Southern States, Maryland, Delaware, Kentucky, Missouri and Tennessee excepted. Any express messenger caught transporting the mails to the forbidden States would be prosecuted."

The following from the Alta California of July 20, 1861, will explain the running time to be made by the new Overland Mail Company over the Central Route.

"Owing to a misunderstanding on the part of the Post Master of New York the mails for the first Overland Coach were not dispatched from that city until the 29th of June. These reached St. Joseph on July 3d and dispatched thence on the 4th. They will be due here Monday evening next. This mail is heavy, weighing ten tons. The regular running time from St. Joseph will be seventeen days to Placerville and seventeen and one half days to San Francisco. The return mails will leave Sacramento in the morning and reach Salt Lake City in six and one half days. They are detained there fourteen hours; and ten and one half days from the time of leaving Salt Lake, they are landed in St. Joseph."

THE PONY EXPRESS (Continued)

POSTAL NOTICE.

THE FIRST OVERLAND MAIL BY THE
 Central Route will leave Placerville on MONDAY MORN-
 ING, JULY 1st. The mail for this route will close at the San
 Francisco Post Office at Thirty Minutes past Three o'clock, P. M.,
 on SATURDAY, JUNE 23rd, and every day thereafter (Sundays
 excepted) at the same hour.

Time—From Placerville to Missouri River—Letters, twenty
 days; Newspapers and all printed matter, not exceeding thirty
 days.

No money will be received hereafter by any except those for Central
 and Short Almonds.

All Letters, Newspapers, Pamphlets, etc., must be FULLY
 PAID FOR BY THE SENDER. [Stamp] R. H. PARKER, P. M.

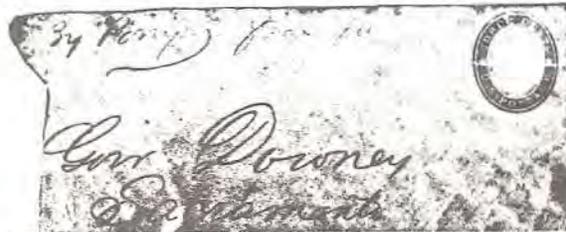
Notice of First Overland Mail by
 Central Route.

On the 17th of July, at 5:30 P. M. the first Overland Daily Mail Stage over the Central Route arrived in Placerville, amid great excitement and celebration. It arrived at Sacramento July 18th at 1:30 P. M. and brought two thousand one hundred pounds of mail and one passenger.

The first Daily Overland Mail for the East left Sacramento July 1st for St. Joseph. It was escorted out of Placerville by a procession of citizens headed by the Mayor, with bands of music. There were six bags of letter mail and twenty-eight of newspaper mail, weigh-

ing one thousand seven hundred seventy-six pounds.

The Indians were again causing much trouble in Utah and Nevada. Colonel Whipple of the Humboldt Times went to Sacramento to see Governor Downey to persuade him to call out troops to punish them. Nothing was done, until at the command of Senator Latham, July 24th, 1861, to Governor Downey to order troops and cavalry to protect the overland mail trail between Carson Valley and Fort Kearney:



Mia Ft Kearney July 24/61

MISSOURI AND WESTERN TELEGRAPH-STEUBINS LINE.

This line is new, and will be kept in constant working order, and in connection with other lines to all parts of the country. Our patrons are requested to report to us, at the earliest moment, by letter to St. Louis, Mo., any cases of dissatisfaction, and it shall be promptly remedied. We pay Operators liberally, and intend to make them do their duty. In this our patrons are equally interested, and they should aid us accordingly.

We will not be responsible for dispatch beyond our own lines; but in case of delays or mistakes on our line, will promptly refund the amount paid on and no more; except when to insure the correctness of a dispatch we receive fifty per cent in addition to the regular tariff for repeating the dispatch hourly; and in that case we will be responsible for actual damage only, to an amount not exceeding one hundred dollars the amount paid on for the dispatch.

W. L. STEUBINS, President.

SEND THE FOLLOWING MESSAGE SUBJECT TO THE ABOVE CONDITIONS: *Washington D.C. July 24, 1861*

To Gov. John K. Downey - Sacramento -

I send you by next pony an order from Secretary War for five hundred (500) Cavalry & full Regiment of infantry volunteers for three (3) years to be raised in California to protect overland mail Carson Valley to Fort Kearney. Col. Wait regular army to have general command. He leaves on first of August. General Sumner will muster in the troops. Have enlistments made at once.

Milton S. Latham

Order for Gov. Downey of California for Soldiers to Protect the Overland Mail Trail.

Washington D. C. July 24, 1861.

Gov. John K. Downey, Sacramento.

I send you by next pony an order from Secretary War for five hundred (500) Cavalry & full regiment of infantry volunteers for three (3) years to be raised in California to protect overland mail Carson Valley to Fort Kearney. Col. Wait regular army to have general command. He leaves on first of August. General Sumner will muster in the troops. Have enlistments made at once.

THE PONY EXPRESS (Continued)

Signed, Milton S. Latham."

On receipt of the following order from the Secretary of War, troops and cavalry were ordered out by the Governor of California on August 13th, 1861:

"In pursuance of the foregoing order of John K Downey, Governor of California, hereby call for volunteers for ten companies of infantry and five companies of cavalry to be organized according to the laws and regulations of the United States, and to be mustered into service at such times and places as may be directed by the commanding officer of the U. S. army upon the Pacific Coast."

It is needless to say that the Pony Express was no longer molested after the soldiers arrived.

The advertisement illustrated appeared in one of the San Francisco newspapers:

Pony Express Notice,
.....FOR THE.....
Service Commencing July 1, 1861.
PLACERVILLE TO ST. JOSEPH.

THE OVERLAND MAIL COMPANY'S
"PONY EXPRESS" will be dispatched regularly FROM
THE OFFICE OF THEIR AGENCY, AT PLACERVILLE,
On the Arrival of the
EXPRESS LEAVING SAN FRANCISCO
Wednesday and Saturday
OF EACH WEEK.

ALL LETTERS must be enclosed in ten-cent Government
Stamped Envelopes, and prepaid, at the rate of one dollar for each
half-ounce or any fraction thereof.

MESSRS. WELLS, FARGO & CO. HAVE
APPOINTED AGENTS, and letters will be received
and delivered at their offices.

WILLIAM BUCKLEY,
Superintendent O. M. Co.

Notice of the Overland Mail by Pony From
Placerville to St. Joseph.

Pony Express Notice,
.....FOR THE.....
Service Commencing July 1, 1861.
MESSRS. WELLS, FARGO & CO.
WILL RUN A
Pony Express
....BETWEEN...
SAN FRANCISCO AND PLACERVILLE,
Regularly on
Wednesday and Saturday,
OF EACH WEEK,
Leaving their office at 3:45 P. M., on these days, and
Connecting with the Overland Mail Company's
Pony Express at Placerville.
LETTERS MUST BE ENCLOSED IN OUR TWENTY-
CENT GOVERNMENT FRANKED ENVELOPES, and
Charges FROM PLACERVILLE PREPAID AT THE RATE
OF ONE DOLLAR FOR EACH HALF OUNCE, OR ANY
FRACTION THEREOF.

All letters not enclosed as above will be charged at the
rate of 25 cents each.

WELLS, FARGO & CO.

It will be clearly seen that Wells, Fargo & Company ran their own Pony Express from San Francisco to Placerville and then connected with the Overland Mail Company's Pony. I assume the Pony Express, from Placerville east, was still the original Central Overland Pony Express Company. No doubt arrangements were made between the Overland Mail Company and the Central Overland Pony Express Company, whereby the Pony Express Company was to carry the mail from Placerville east.

The Government compelled the Overland Mail Company to maintain a Pony Express until a more rapid means of transportation was established. Perhaps, rather than organize their own Pony Express, which necessitated the purchase of the Central Overland Pony Express Company, the Overland Mail Company made arrangements with the original Pony Express Company to handle such mail matter that required rapid transportation.

On August 17, 1861, an exploring party was sent out by the Central Overland California & Pike's Peak Express Company to find a shorter route to connect the Pony Express with the Overland Mail Company. A new road was discovered from Provo, Utah, to Denver City, Colorado, which would save about two hundred miles. This enabled the Overland Mail Company to deliver letters to California, via Denver City, a day and a half earlier than formerly.

By the latter part of August 1861, the distance traveled by Pony was one thousand one hundred fifty-nine miles; six hundred eighty miles of telegraph having been built so far as the Eastern and Western ends combined.

THE PONY EXPRESS (Continued)

During the latter part of 1861, much difficulty was experienced in sending news to California through Missouri. The secessionists tore down telegraph wires, cut down the poles, burned bridges and generally made things very unpleasant for the telegraph people, the railroads and the Pony Express. The route was finally changed to the Mississippi River and by stage across Iowa to Omaha, Nebraska.

The telegraph was completed almost to Salt Lake by September 18th, and news was received from the East by Pony in six days. On September 24th the Pony delivered news to California in four days, due to the steady advance of the telegraph. By October 18th, 1861, the Eastern end of the telegraph was completed from Salt Lake City to Omaha, Nebraska, and on the 24th the Eastern end of the line was completed and connected up with New York.

There was no further use for the Pony Express as far as the California newspapers were concerned, although much trouble, due to storms, quite often delayed the news several days.

On October 22d, 1861, news was received by telegraph from Atchison "that the President of the Central Overland California & Pike's Peak Express Company had given orders for the suspension of the Pony Express service as soon as the telegraph was completed to the Pacific. By this dispatch it will appear that William H. Russell, president of the Pony Express Company, still had authority over this important branch of the California overland communication, although it was repeatedly stated that his company was only working under a sub-contract with the Butterfield Overland Mail Company or Wells, Fargo & Co., on that section between St. Joseph and Salt Lake City." It was stated in the papers "that it remained to be seen whether Butterfield would consent to abandon the Pony Express. This would raise the question of the contract with the Government to run a Pony Express in connection with the Daily Overland Mail Company."

It was generally supposed that the Pony Express service ended with the completion of the telegraph on October 24th, 1861.

The following was published in the Sacramento Union October 26, 1861:

"Wells, Fargo & Company agents of the Pony Express on the Pacific side, received yesterday a dispatch from the East directing the stoppage of the Express from this date."

However, an article in the Alta California dated October 29th says that "there is still no proof of the stopping of the Pony Express" and states "that the Company (Wells, Fargo & Co.) is still selling Pony Express stamps, and that the Express has not been discontinued."



Wells, Fargo Cover. This Express Established 1862 at Carson City.

THE PONY EXPRESS (Continued)

The St. Louis correspondent of the Sacramento Union says:

"I suppose, ere this, the readers of the Union are aware that our old friend the Pony is no more. He expired on or about the 15th of last month (October), I believe, though I am not positive. I endeavored to learn the exact time of his taking off, but could not."

Notice.

WELLS, FARGO & CO.'S

PONY EXPRESS TO WASHOE.

Through in 24 Hours.



ON AND AFTER MON-
DAY, 11th Inst., we will forward a
LETTER EXPRESS to Washoe reg-
ularly by Pony

Leave San Francisco at 4 o'clock P. M.
Arrive in Virginia City, next evening.
Leave Virginia City at 6 o'clock P. M.
Arrive in San Francisco next evening, by Sacramento
Boat.

All LETTERS must be enclosed in our Franked Envelopes and Pre-paid in addition, Ten Cents for each half-ounce.

STAMPS for sale at our Letter Department.
a08-11

WELLS, FARGO & CO.

On November 18th, 1861, a Pony arrived in Sacramento carrying seventy-eight letters, and still another arrived on November 20th, with one hundred three letters.

As you will note, the last Pony arrived at Sacramento November 20th. Allowing ten to fifteen days time from St. Joseph or four days between telegraph stations, one can readily see that this Pony must have started for California some time in November. This would prove that the Pony Express service could not have been discontinued

on October 24, when the telegraph was completed.

On August 1862 it was stated by Wells, Fargo & Company that a Pony Express route was to be re-opened between San Francisco, Carson City and Virginia City and Washoe, Nevada. The rates were ten cents per half ounce. The rate was later changed to twenty-five cents per half ounce.

A ten cent chocolate, a twenty-five cent blue and a twenty-five cent rose was issued by Wells, Fargo & Co. These stamps were always cancelled with the regular Wells, Fargo & Company cancellation; the Pony Express cancellation as used on the earlier high denomination stamps being discontinued, probably because it belonged to the original founders of the Pony Express, Russell, Majors & Waddell. Wells, Fargo & Company probably had no authority to use this cancellation.

I have not been able to ascertain when the above route was discontinued.

In conclusion I would like to thank Judge Greene Majors for many facts regarding the Pony Express as described to him by his father, Alexander Majors, a director in the firm of Russell, Majors & Waddell. I am certainly grateful for his kind efforts to help. I also wish to thank Mr. Fred De Witt of Oakland, California for his help in compiling this story. Also Mr. A. L. Davies for the many photographs kindly taken for this story.



Entered as second class matter, December 31st, 1917, at the post office at Federalsburg, Maryland, under the Act of March 3rd, 1879.

Published Monthly.

\$2.50 per Year.

Vol. 44.

NOVEMBER, 1930.

No. 2.



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MINERS MAIL

By Robson Lowe

(Editor: After discoursing on some non-Western items in a coming auction, Robbie continues.)

“Next come two pictorial covers, the first showing the miner’s Coat of Arms, which as one will see, comprises the elementary mining equipment. The imprint alongside the design reads “Published by Barber & Baker, Sacramento.” This cover was used from Goodyears Bar sometime between the 1st of July 1851 and the 1st of April 1855, when the single letter rate for over 3,000 miles was 6 cents. The “Paid 3” hand-stamp was struck twice indicating the prepayment of this rate.

Goodyears Bar was a gravel bar in a sharp bend in the Yuba River where early gold rush miners panned and sluiced for gold. In **California Place Names** one may read “the name was first used for the river bar opposite the present settlement, where Miles and Andrew Goodyear discovered gold in 1849. In 1851 the name was applied to the settlement, which had previously been known as Slaughter’s Bar. It is situated between Downieville and Nevada City, some 60 miles from Lake Tahoe. Its postoffice was established in Yuba County on the 7th October 1851, which later became Sierra County.



The second of the pictorial covers is entitled **Rocking the Cradle** and the imprint is H. M. Hutchings' California Envelope, copyright secured. At the lower right of the design is the name of the engraver, **Anthony & Baker SC**. In all probability both designs were engraved by the same. The postage on this cover

was also 6 cents, being franked with a pair of 1851 3 cents, with a manuscript cancellation. Rocking the Cradle was the first advance in placer gold mining technique, a forward step from the back breaking panning, and it increased the output too.

*Excerpted from **The Philatelist**/P.J.G.B. for November-December 1983



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Especially desire covers from small mining towns of the Western States — California, Arizona, Nevada, Idaho, etc. — bearing Wells Fargo Company cancellations such as UNIONTOWN H.B., BEAR VALLEY, OPHIR, YANKEE JIMS, etc.

I will pay top price for covers that I can use. If I feel that your asking price is LOW in relation to a cover's value to me, I will let you know accordingly so that we may reach an accommodation that is optimally beneficial to you in all respects. I am able to furnish excellent philatelic references should you so desire.

Please send a DESCRIPTION (or Xerox/photograph) of any cover(s) that you consider appropriate, priced as you desire, and I will be happy to reply as quickly as practical. PLEASE DO NOT SEND THE ACTUAL COVERS themselves on initial contact.

IN ADDITION

I am also interested in covers of LANGTON'S EXPRESS (Langton's Pioneer Express, Langton & Bros. Express, etc.), PACIFIC EXPRESS and ADAMS EXPRESS. Again, as above, I especially desire covers with appropriate express company cancellations from the small mining towns, such as MONTE CRISTO, TIMBUCTOO, DOTANS BAR, CHEROKEE, MONTEZUMA, COOKS BAR, etc.

May I please hear from interested individuals pertaining to the above — and thank you for your consideration of same.

JIM BLAINE

142 KIOWA COURT • VACAVILLE, CALIFORNIA 95688

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Hopelessly demented collector of San Benito County, seeks the following:

New Idria, Cleveland, Rex, Cinnebar, Erie, Picacho and early San Juan, Hollister, Tree Pinos and Paicines.

Luckily a generous uncle has remembered the poor collector in his will, so any help by fellow collectors will be soundly rewarded.

PETER FRUSETTA
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 TRES PINOS, CA 95075

I have a few extras from other counties
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