

WESTERN EXPRESS

RESEARCH JOURNAL OF EARLY WESTERN MAILS

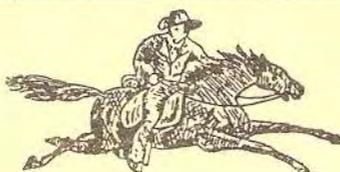
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Quarterly Publication of the
WESTERN COVER SOCIETY
Unit No. 14—American Philatelic Society

April 1988

Express
Ocean Mail

Overland
Post Offices



Territorial
Statehood
Postal Rates
Postal History



TABLE OF CONTENTS

From your Editor	1
Secretary's report	2
Robinson's Ferry and Melones by Alan H. Patera	4
Postal Service East of Livermore by Grace E. Devnich	9
Wells Fargo & Co. in Oregon by Howard Mader	20
An Oregon Correspondence by Dr. James W. Milgram	23
California Postmarks (to 1935) by John L. Williams	39
Lake County	40

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If you collect Western Express covers, Territorials, Town cancellations, or anything pertaining to the mails of the Old West, you are invited to join the Western Cover Society and enjoy meeting other collectors.

Patron Membership \$30.00 a year Sustaining Membership \$20.00 a year
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Membership dues include subscription to Western Express

Send application with appropriate check to:

Brad Casoly
Secretary, Western Cover Society
1615 Rose St., Berkeley CA 94703

Please state your collecting interests. Your application will be acted upon at the next meeting of the Board of Directors.

FROM YOUR EDITOR

Alan H. Patera

Box 2093

Lake Grove OR 97035

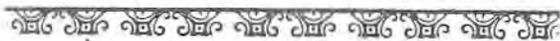
(503)-635-1379

WESTPEX 1988 is upon us, always a significant event for the Western Cover Society. In addition to the exhibits and the bourse, the Western Cover Society hosts its annual breakfast on Sunday, May 1 (see inside front cover for details), followed by the annual business meeting. I hope everyone will take the opportunity to attend.

I received a lot of nice comments on the appearance of the January issue of Western Express, a most gratifying reward for the effort. Those of you that have never served as an editor may view Western Express as a publication that just shows up in your mailbox, usually about two weeks late; but believe me, nothing "just happens" -- a lot of effort by a lot of people is required to produce a single issue.

The continuing flow of articles has made my job easier. For the past several issues I have had the problem of trying to fit everything in, rather than wondering from where the contents will come. Continuing series such as John Williams' "Postmark Catalog", Norma McCumber's "Early Mail Services", and Grace Devnich's series on eastern Alameda County are especially soothing to the basic worries of being an editor. But I wonder -- Are there any other studies going on out there that I should know about? Is anyone else accumulating material on a county or topic that will be the series for Western Express in 1989? If so, I'd like to hear from you, even work with you. Let's all work together to make Western Express the best publication it can be!

I'm really looking forward to my trip to San Francisco for WESTPEX -- and for me getting there is half the fun. I will be driving and taking a few extra days to visit some places in which I currently have a special interest. I'll be gathering information and taking photographs of places that will be covered in the next four issues of Western Express, and beyond. I expect to be at WESTPEX for all three days, and will be talking to old friends and new. Hope to see you there.



The cover illustration is a striking manuscript cancel from Altamont, in honor of the fine article by Dr. Grace Devnich. The cover is courtesy of Basil Pearce.

The Saint Ignatius College marking illustrated in the last issue generated several replies.

Steven Runyon of San Francisco states: "The 'Saint Ignatius College' marking appears to be a College or department receiving date mark. The College was founded in 1855 on the present Market Street site of the Emporium. In 1930, at the request of the Mayor of San Francisco, the College was renamed the University of San Francisco.

"Though illegible in Western Express, it is possible that the "name" is a department name. Or, perhaps, the name of a Catholic priest. Saint Ignatius College/USF was founded by the society of Jesus and is considered a Jesuit University."

TREASURER'S REPORT

In sending in their dues some members have remarked that though the envelopes were dated December 7, the notice wasn't received until the middle of January. There's a story behind that.

The envelopes for the notices were prepared to be mailed the first of December, as usual. After finishing affixing the varied stamps, I recalled there was a stamp show in nearby Redwood City December 5-7. So I postponed the December 1 mailing and journeyed to Redwood City on December 7 to have the letters postmarked with the special show cancel. They were duly handed to the clerk, and were postmarked, and returned to the box in which I had brought them. A week passed, and then two, and no checks were received - and I wondered if the stock market had influenced the payment of dues - for there are many who remit their check by return mail. Another week passed - so I checked with the members who attend the regular Friday luncheon, and no one had received a notice.

I wrote the postmaster at Redwood City, explaining the circumstances, and asking if he would check on the apparent non-delivery of the letters. No response was received, but the following week brought replies from members. Wonder what would have happened in an inquiry hadn't been made -- they may not have been discovered until the next annual stamp show when the "branch" post office was opened!

Everett Erle

SECRETARY'S REPORT

New Members

- #926 Billie Stone
150 Strecker
Ridgecrest CA 93555
Collects: Kern County
- #927 Jim Bartz
25101 Cineria Way
El Toro CA 92630
Collects: Express and RR relics
- #928 Bryan Axtell
520 W. Fallbrook St.
Fallbrook CA 92028
Collects: Oregon
- #929 E.E. Sieckert
P.O. Box 837
Murphys CA 95247
- #930 Loring Ebersole
19825 Sharon Valley Rd.
Manchester MI 48158
Collects: Arizona, New Mexico & Colorado DPO
- #931 John F. Edgett
P.O. Box 456
Glenhaven CA 95443
Collects: British Columbia, Pacific Coast Steamships, California
- #932 James G. Nourse
405 Greenbrier Drive
Half Moon Bay CA 94029
Collects: Coastside San Mateo towns & expresses
- #933 C. Rich Kenney
172 N. Park Dr.
Madera CA 93637
Collects: Madera Co. cancels, pre-can. transportation covers, U.S. stationery
- #934 Richard Wyman
610 Bryant Court
Boulder City NV 89005
Collects: Wells Fargo, Towns & territorials of Nevada, Utah & Arizona
- #935 George Arthur
1 Pine Place
Regina, Saskatchewan S4S 5P6
Collects: Express covers, territorials, early west flight covers

- #936 Ed Bold
801 Alice Ave.
Ukiah CA 95482
Collects: town cancels, postal history of Mendocino County
- #937 J.L. Meyer
20112 West Point Drive
Riverside CA 92507
Collects: Western towns & Territorials
- #938 Charles Merrill
5621 E. Teague
Clovis CA 93612
Collects: Covers & manuscripts from the southern mines.
- #939 Charles L. Hill
P.O. Box 729
Lotus CA 95651
Collects: Overland & Gold Rush letters & diaries.

Re-instated

- #532 Thomas Pulley
1071 Walter Ave.
Tustin CA 92680

Change of Address

George Alevizos
2800 28th St.
Suite 323
Santa Monica CA 90405

Marie Attmore
2177 Rhododendron St.
Springfield OR 97477

Charles Deaton
2516 Drexel
Houston TX 77027-3909

Mrs. Dorothy Hotze
1490 Coutry Club Drive
Woodburn OR 97071

Earl Oakley
550 N. Brand Blvd.
Glendale CA 91203-1900

Robert H. Rhodehamel
8527 Quail Hollow Road
Indianapolis IN 46260

Paul Eslinger
2 Manitoba Ave.
Grand Forks ND 58201

Jim Forte
P.O. Box 94822
Las Vegas NV 89193

John P. Spence
P.O. Box 797
Virginia City NV 89440

Bob Swanson
P.O. Box 50807
Mendota MN 55150

Bob Summerell
P.O. Box 39597
Downey CA 90241

Donald Thompson
P.O. Box 50339
Santa Barbara CA 93150

Fred Smoot
2227A Buena Vista Drive
Walnut Creek CA 94596

Robert D. Swanson
P.O. Box 4587
Mission Viejo CA 92698-2587

The Librarian
NPS Library
107 Charterhouse St.
London EC1M 6PT
England

Resignations

- #179 Lowell Cooper
- #690 Raymond Dropmeyer
- #394 John Green II
- #680 Austin Haller
- #817 Leon Hyzen
- #495 William Rapp
- #900 Marjorie Will

Deceased

- #787 Warren Wagener

WESTERN COVER SOCIETY

ANNUAL BREAKFAST - MEETING

Sunday, May 1, 9:30 a.m.

CATHEDRAL HILL HOTEL
San Francisco

Reservations, Paid in Advance

\$13.00

Send Check Promptly to:

Everett Erle
9877 Elmar Ave., Oakland CA 94603

ROBINSON'S FERRY and MELONES

by Alan H. Patera

The name "Melones" is familiar in California mainly because of the major dam and reservoir of that name on the Stanislaus River. California highway 49 crosses the reservoir on a new highway bridge, speeding motorists on their way between Sonora and Angels Camp.

Forever hidden from view beneath the waters of Melones Reservoir are several gold rush sites of importance to California history, the most significant of which are the mining town of Melones and the important river crossing at Robinson's Ferry.

As gold fever swept California in 1848 a number of strikes were made along the Stanislaus River. The first miners near the site of Melones may have been Spanish-speaking, working the bars in July of 1848. One story relates how gold was found in the shape of melon seeds, hence the name Melones; other stories relate the name to a corruption of Maloney (or similar name).

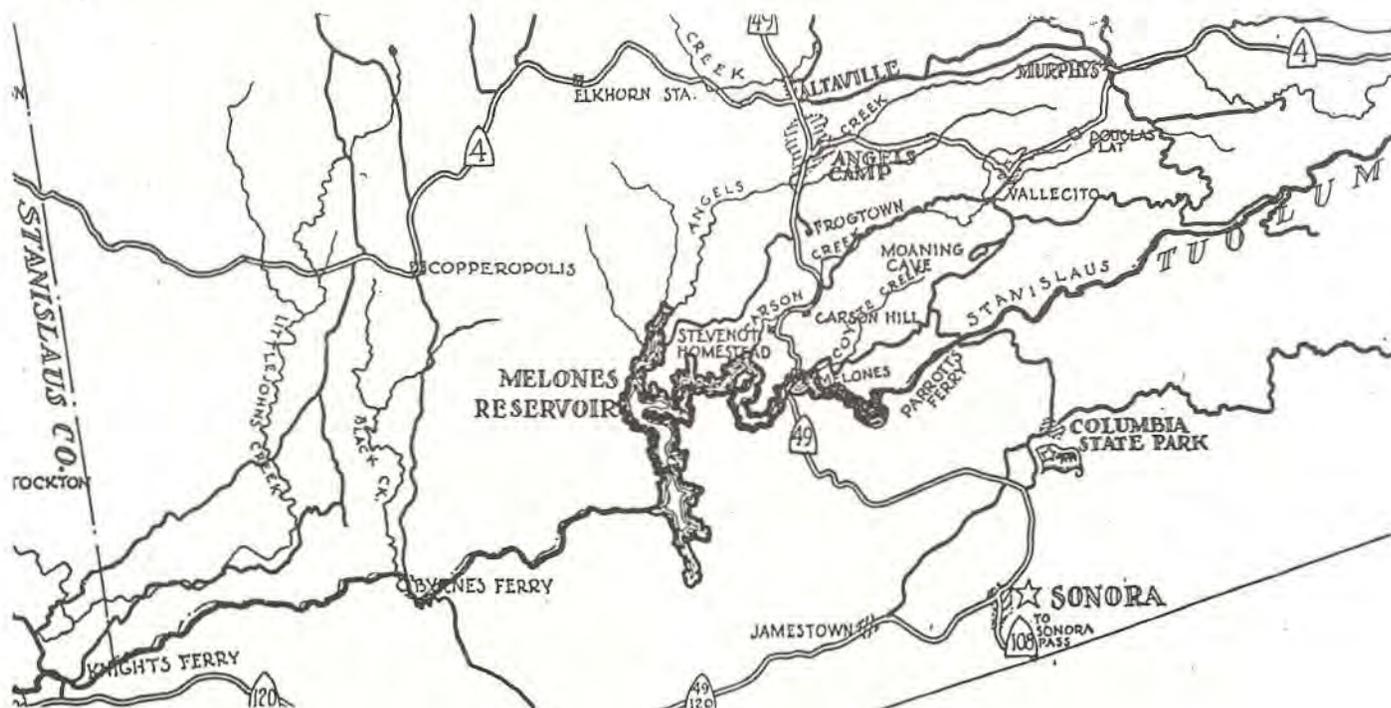
In 1850 rich quartz veins were discovered on Carson Hill, high above the river. The camp of Melones formed on a shelf above the river, on the south side of Carson Hill. Two miles below was the most advantageous location for a river crossing. John W. Robinson and Stephen Mead located a store on the Calaveras County side of the crossing, and Robinson operated a ferry that gave the location the name of Robinson's Ferry.

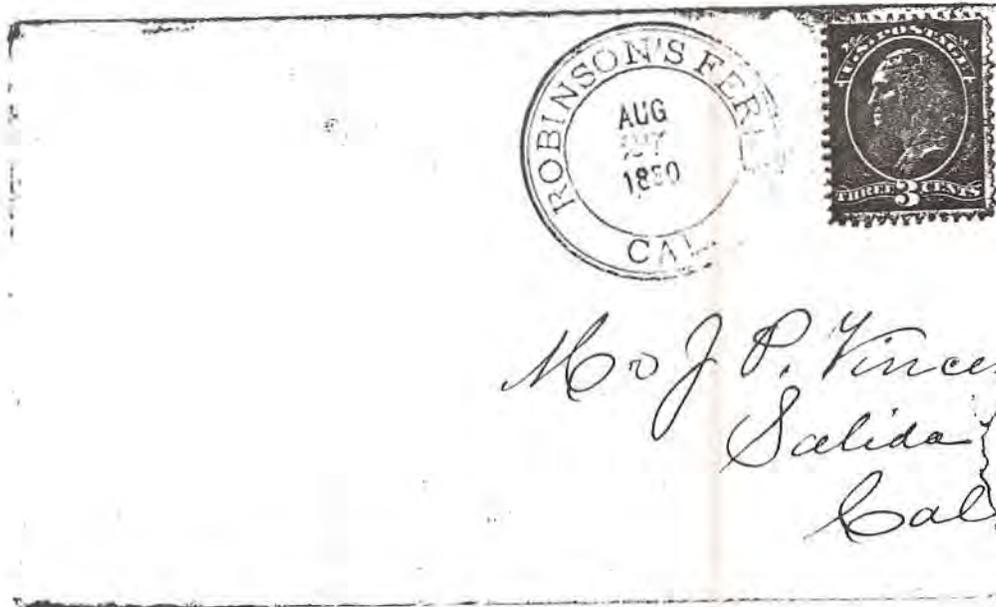
By 1851 Melones was a bustling camp, reputed to be the largest mining camp in California with a population of three -- or even five -- thousand miners. The Morgan Mine on Carson Hill became a sensation, producing an abundance of gold in its first 22 months. The camp was mentioned by Captain Leonard Noyes in his diary:

"This place called Melones was built of Brush streets, say 10 feet wide, lined on each side with these Brush houses where Gambling was carried on at an enormous extent, all the Mexicans having money.I have always felt when in those narrow streets that I was liable to have a knife shoved into me at any moment...."

But then complications regarding the ownership of the Morgan mining property caused the closing of the mine, and the gold camp of Melones died before it hit full stride. In June of 1852 a published account in the Pacific reports:

"That encampment, called by the Spaniards, Melones, is now silent and deserted. One old Mexican is found there watching the barley that has sprung up from last year's horse lots that then were worth thousands of dollars each. The multitude has gone."





This bold early postmark shows the name as Robinson's Ferry. Courtesy of Basil Pearce.

The short-lived camp never received a post office, perhaps because of the short duration of its existence, or maybe because most of the population was Spanish-speaking. Although major mining activity on Carson Hill was curtailed until the 1880s, the name of Melones did not vanish, instead becoming entwined and ultimately identified with the location previously known as Robinson's Ferry.

Robinson's Ferry was located just north of the present Highway 49 bridge. The old highway, which closely followed the earliest road leading to the ferry, can still be seen to the east of the new highway. From the overlook rest area you can still trace the course of this road to where it disappears under the waters of the reservoir.

Robinson began operating his ferry across the Stanislaus River in 1849, at first transporting just foot passengers in a small boat. In 1850 Robinson sold his interest in the business to James S. Beckworth, but the site was henceforth known as Robinson's Ferry.

The ferry facilities were improved to be able to handle wagons and their teams by 1851. McLean's ferry was only a mile upriver, catering to traffic headed to or from Murphy's; but with the emergence of the rich mines on Carson Hill most of the traffic was diverted to Melones to the benefit of Robinson's Ferry. In 1851 the ferry was reported to have brought in \$10,000 in a one-week period.

The collapse of mining activity on Carson Hill doomed the gold-rush camp of Melones, but Robinson's Ferry had been confirmed as the major crossing of the Stanislaus River. In addition to the store and the ferry, the location had attracted a hotel and saloon, a bakery,

several other stores, and a livery with a large barn and feed lot. Several houses were built of brick or stone. It never became an important residence community, but its importance was greater than the small number of inhabitants would indicate, as there was always a sizeable number of transients en route to somewhere else.

In 1863 Robinson's Ferry boasted a population of about 200, with the ferry house, four stores, two saloons, a butcher's shop, and a restaurant, as well as the livery stable and blacksmith shop. At this time it had at least 30 houses, and the population included Americans, Swedes, and Italians. Most of the population was male, with only about 20 women in the community. In addition to its main function of providing ferry service, mining was still carried on along the Stanislaus and up the side gulches. Just above the town, in Squirrel Gulch, was a 10-stamp mill supplied with water by a two-mile long ditch.

Still there was no post office. Letters were entrusted to teamsters hauling loads out of the canyon to Angels Camp or Murphys to the north, Columbia or Sonora to the south. The community declined throughout the 1860s, so that by 1870 the population was only about 60, and the only commercial establishments were the ferry and a store run by Francisco Casseretta. Aside from the miners, a few local residents made their living growing orchard fruits and vegetable gardens on flats along the river.

With all the activity at this location throughout the 1850s and 1860s it is surprising that neither Robinson's Ferry or Melones had ever had a post office. Perhaps the reason is because it was a transportation service location,



In his last few years as postmaster, Harvey wood used this double-circle postmark with a wheel-of-fortune killer.

and there was always someone headed up the hill to a larger town to whom a letter could be entrusted.

The area had an economy that was more agricultural than mining when a post office was established at Robinson's Ferry on May 7, 1879, with Harvey Wood as first postmaster. No significant event occurred in the late 1870s that would have precipitated the need for a post office. Most likely it just occurred to Wood to apply for a post office, and the application was granted.

Harvey Wood purchased a quarter interest in the ferry in 1856, and bought another quarter interest from Daniel French in 1860. He ran the ferry and also ran the ferry house, offering meals and accommodations to travelers. Among his other endeavors, Wood kept livestock, tended an orchard, and was engaged in the bottling and sale of fig bitters. He was also a member of the Calaveras County Board of Commissioners from 1873 to 1883.

In 1881 Harvey Wood bought the remaining interest to attain full possession of the ferry. He had married Marinda Adelaide Gee in 1864, and they had two

sons and a daughter. They constructed a large frame house, and were a leading family in Robinson's Ferry until the town disappeared.

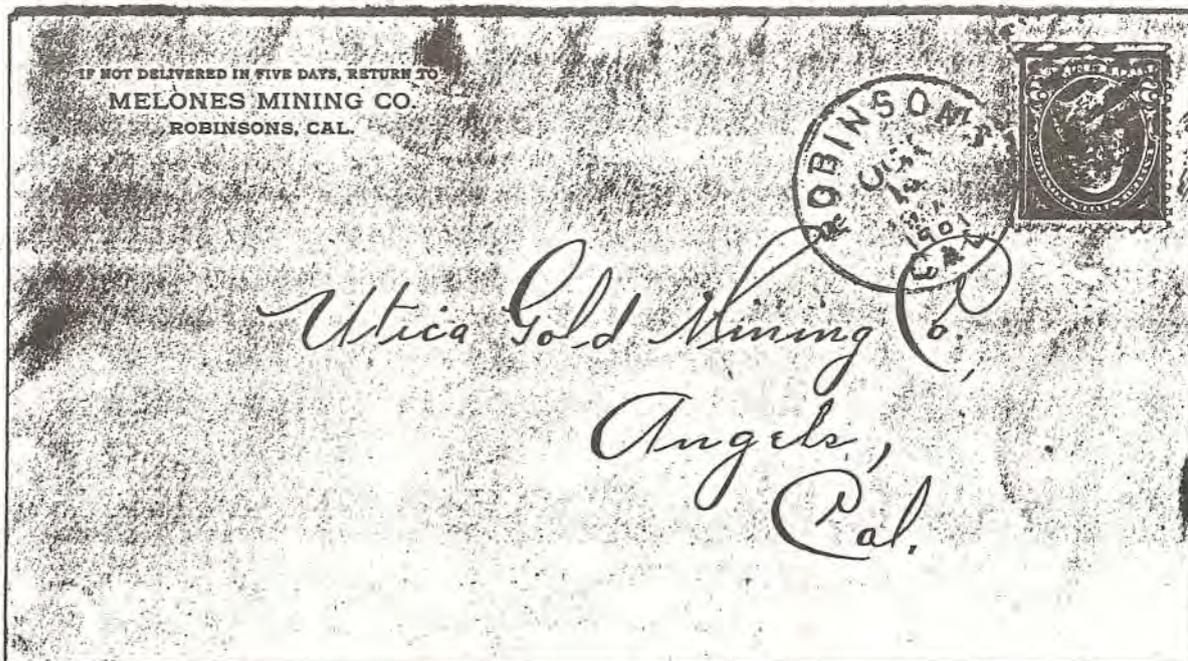
Mining began to pick up again in the 1880s. It was known that there were still rich deposits of gold under Carson Hill. In 1888 140 acres were purchased by the Calaveras Consolidated Gold Mining Company, Ltd., a new concern with English backing. They set up a 20-stamp mill on the north side of Carson Hill and tunneled into the Calaveras Vein. The Adelaide Mine and the South Carolina Mine were purchased by Harvey Wood in the 1880s and were in production in the 1890s.

When Harvey Wood died in 1895, these properties and others were purchased by the newly-formed Melones Mining Company, which was based in Boston. They made Robinson's Ferry their main location.

Upon the death of Harvey Wood, his youngest son Percy became postmaster. At the time of his appointment on July 19, 1895, the Board of Geographic Names took the opportunity to shorten the name from Robinson's Ferry to Robinsons as part of their program of name standardization.

The Melones Mining Company dug an adit about a quarter mile up from the ferry landing. Just below and to the east of the adit a sixty-stamp mill was constructed in 1902. Within four years the capacity of the mill was increased to 100 stamps. A dam was built on the Stansislaus with four miles of flume to bring water and electricity to the mill.

With the influx of capital into the little community, Robinson's Ferry was revitalized. New stores and restaurants, saloons and other places of entertainment lined Main Street. New houses were constructed by the



This interesting cover shows the corner of the Melones Mining Company using the Robinson's post office. A little over three months later the name of the post office was changed to Melones.

company for its workers, and the former agricultural hamlet took on the appearance of a company town.

Despite the rugged terrain, plans to build the Sierra Railway were developed. It was conceived primarily as a logging railroad, but the mining activity provided an economic impetus that helped make the railroad a reality. The Sierra Railway ran 57 miles from Oakdale to Tuolumne, with a branch to Angels Camp crossing the Stanislaus River at Melones.

The most formidable obstacle was the crossing of the Stanislaus River. Construction work began in 1897, but the spanning of the Stanislaus was not complete until 1902. On both sides of the river it was necessary to build switchbacks, where the train had to back up sections of track, because there was not enough room to swing a circular curve. Even so, the track had grades of up to 4.15 per cent. The actual river crossing was made just upstream from the ferry landings.

On February 15, 1902, the name of the post office was changed from Robinsons to Melones, reflecting the total dominance the Melones Mining Company had achieved. It is fitting, however, to have the name of the largest gold camp of 1851 resurrected as a post office, even if the location was some two miles distant from the original camp. Percy Wood remained the postmaster for another five years.

After the death of Harvey Wood in 1895, ownership of the ferry passed to his wife Marinda, who operated it with son Percy. But with the advent of the automobile there was increasing talk of building a bridge.

Faced with declining profits, the Woods gave up their option on the ferry concession in 1904. The ferry was

operated by a joint effort of Calaveras and Tuolumne counties until the bridge was completed in 1911.

The ferry house burned to the ground in 1909 in an accidental fire started by a worker for construction company building the bridge. The Woods family, however, had moved into the 20th century. They owned 12 houses which they rented out to mine workers, and ran a combination gas station, store, and post office at the busiest intersection in town.

In a quarter century of production the Melones Mining Company mined nearly 250 thousand tons of ore, generating enough revenue to pay for development costs.

The Melones mining operations were very efficient, able to extract gold from low-grade ore deposits at a profit. However, at the time it shut down operations in 1919 it had never paid a dividend to its stockholders.

The town of Melones prospered as long as the mill was in production, but as soon as the mill closed in 1919 most of the population left within weeks. The glory days of Melones were clearly over, as the town reverted to a sleepy hamlet subsiding on agricultural enterprises, sporadic mining, and deriving some benefit from its location on Highway 49.

The post office was discontinued for a short period in 1932 upon the death of Louis Ceconello. No one seemed willing to accept the postmaster position until Clara Ceconello assented to be an interim Acting Postmaster.

Serious mining was resumed in 1933 as the mill re-opened in response to the increase in the price of gold. Melones revived once again, with new residents and new businesses. The Ceccenello family operated two stores,



This 1902 cover from Melones was canceled three months after the name had been changed from Robinsons.

a saloon, and a popular restaurant. Several other bars opened, and there was also a barber shop, a cobbler's shop, a Chinese laundry, and Percy Wood again had a dozen houses rented out. Curiously, it was during this period of renewed activity that the Sierra Railway succumbed to economic pressures, ceasing most service in 1934 and pulling up the track in 1936.

The ultimate fate of Melones was being decided for it, however. The development of cities and agriculture in the Central Valley created increased demand on Sierra Nevada water. In 1918 a plan was conceived to dam the Stanislaus, and work was completed on the first Melones Dam in 1926. This backed water up to the town of Melones, but did not inundate it. A retaining wall was built along the river front to keep water out of the town during periods of high water.

Melones maintained a precarious existence as a mining and travelers service center on the edge of the reservoir for 16 years. Then the mill of the Carson Hill Mining Company -- successor to the Melones Mining Company -- burned in 1942, just months before the U.S. government declared gold mining to be a non-essential war-time industry. There was no hope of recovery. The machinery was removed from the remaining facilities, and once again most of the population departed. The post office was discontinued on September 30, 1942.

A few residents remained, mostly the old families that had been in the area for several generations. The property at the old ferry landing was turned into a campground. The Woods family maintained the store and gas station until 1969.

In 1962 Congress authorized the construction of the New Melones Dam, 625 feet high, designed to impound 20 times the amount of water as did the old dam. Work was begun in 1966 and completed in 1979.

As the water rose, it covered the historic site of the ferry and the townsite of Robinson's Ferry/Melones with 200 feet of water. The modern traveler can now stop at the overlook and read the historical marker, but it is no longer possible to get the feel of what once was.

POSTMASTERS

ROBINSON'S FERRY - ROBINSONS - MELONES

- 7 May 1879 Harvey Wood
- Name changed to ROBINSONS 19 July 1895
- 19 Jul 1895 Percy F. Wood
- Name changed to MELONES 15 Feb 1902,
- retain Percy F. Wood as postmaster
- 24 Jan 1907 Louis A. Ceconello
- 30 Jan 1913 Clara F. Martel
- 6 Nov 1918 Sydney W. Smith
- 10 Jun 1922 Beatrice Carthy
- 6 Nov 1924 Mrs. Arnissa Hinkelman (Acting)
- 5 Mar 1925 Mrs. Helen F. Hecox
- 9 Jul 1925 Mrs. Dorothy Maltman (Acting)
- 1 Oct 1925 Regular appointment
- 28 Oct 1926 Mrs. Bessie Bacigalupi
- 25 Jan 1928 Louis A. Ceconello (Acting)
- 6 Mar 1928 Regular appointment
- Discontinued November 15, 1932, mail to Carson Hill
- Re-established December 1, 1932
- 1 Dec 1932 Mrs. Clara Ceconello (Acting)
- 16 Dec 1933 Percy Fountain Wood
- 2 Nov 1940 Mrs. Beatrice C. Tucker (Acting)
- 28 Nov 1940 Regular appointment
- Discontinued September 30, 1942, mail to Angels Camp

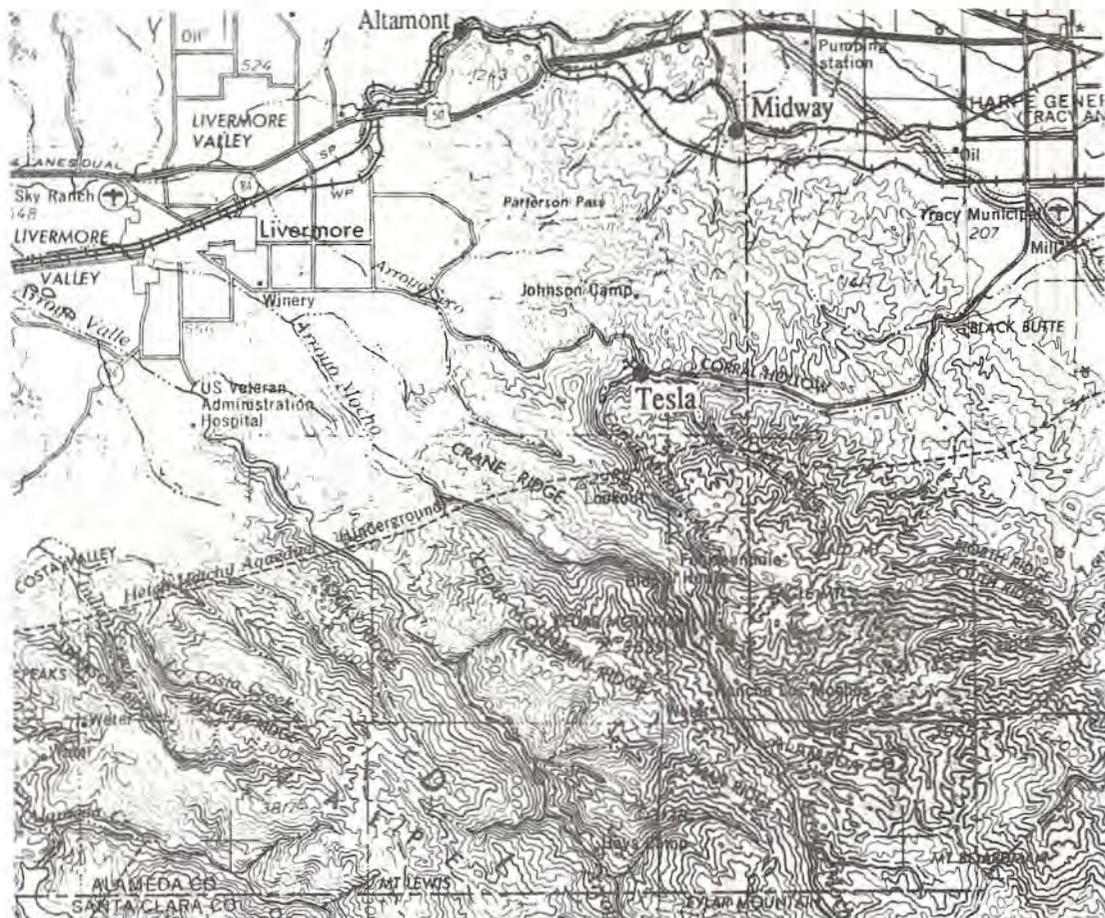


POSTAL SERVICE EAST OF LIVERMORE

by Grace E. Devnich

The postal services east of Livermore have evolved along with the population and economy. In the early days the grassy hills, verdant in winter and early spring and golden in the summer and fall, supported huge flocks of sheep runs. After 1868, when the Central Pacific laid their rails through the hills of the Coast Range, ranchers established their homes along narrow, often muddy roads. Along the steel rails two towns came into being, Midway and Altamont.

The other towns grew around mines, all were boom towns, now ghost towns. Some one or two houses remain, but others have returned to waving fields of grass as before. Now some six thousand windmills whine over the cattle grazing on the hillsides, producing power for Pacific Gas & Electric. Part of one ghost town is the testing grounds for Lawrence Livermore Radiation Laboratory. Homes along the roads receive their mail from a rural route out of Livermore, and the one Star Route heads out of the township southwards into Santa Clara County in back of Mount Hamilton.



Map of a portion of eastern Alameda County. The route of the Central Pacific was a major route for miners traveling between the Bay Area and the Southern mines.

ALTAMONT

August 28, 1872 to February 28, 1955
 First postmaster: William H. Wright



The Summit Hotel at Altamont in the 1920s. The girl and the cat are unidentified. Photograph courtesy of the Livermore Heritage Guild.

Altamont is located in the hills approximately eight miles northeast of Livermore. A small hotel had been built in the vicinity to house travelers to the mines, and when William Wright arrived in the area in 1869 he found a small village. The Central Pacific had named it Altamont because it was the highest point on the Livermore Pass (maps now list it as Altamont Pass), 749 feet above sea level. When the railroad came through workers swelled the population and some section hands stayed on living in 'outfit cars'. When we came to the valley in 1948 there were several of these cars beside the main tracks with clothing on lines, the homes of workers.

Mr. Wright built a store though there were less than a dozen residents. When the post office was established he became the postmaster.

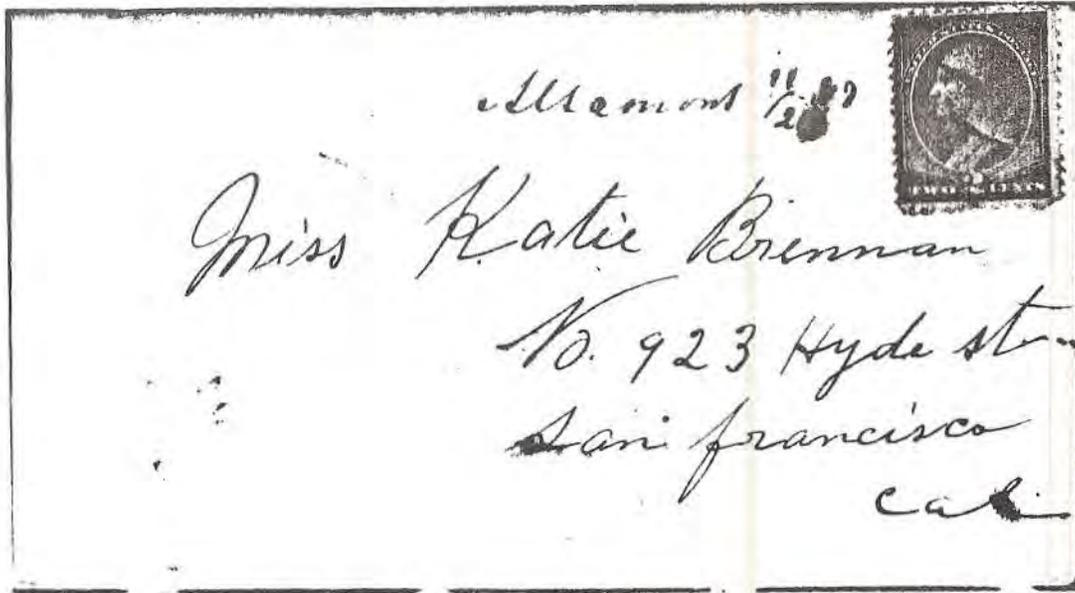
A fat, colorful hotel saloon keeper, H.D. Free was the postmaster when the post office was in the Summit Hotel. In 1908 he was arrested for selling liquor on election day. When he resigned in February 1913, another saloon man named Emmett A. Moran took over the position. The next year Moran sold his interest in the hotel to C.H. Christensen. Christ H. Christensen, who became postmaster in 1914, was probably the son of the hotel keeper.

POSTMASTERS

ALTAMONT

William H. Wright	August 28, 1872
Albert P. Harlan	April 17, 1876
William H. Douglas	January 2, 1877
John B. Callicot	April 26, 1881
Albert O. Barthold	September 8, 1887
Henry Odenkirchen	April 14, 1894
William G. Beck	August 22, 1898
S.E. Wright	November 21, 1901
Christ. H. Christensen	October 22, 1902
Herriman D. Free	April 11, 1908
Emmet O. Moran	January 31, 1913
Christsen L. Christensen	July 3, 1914
John J. Caratti	December 8, 1923
Chris Iversen	May 3, 1926
William J. Armstrong	September 29, 1927

I am indebted to Mrs. Janet Newton, Livermore Historian, for the list of postmasters obtained from the National Archives.



Two 19th century covers postmarked at Altamont. The manuscript marking appears to be by 1887; the circular date stamp is 1891. If these dates are correct, both covers were postmarked by Albert O. Barthold.

The Central Pacific became the Southern Pacific soon after the lines were built. As the railroads carried the mail, but did not stop at Altamont, it was necessary to make connections as the train thundered through. The postmaster had to fill a special pouch, tie it in the middle, climb a ladder, and hang it between two hooks just before the train arrived. In the door of the post office car was a steel catcher arm which would catch the bag without the train slowing; the incoming mail was dropped beside the tracks.

When Western Pacific built its tracks, the population of Altamont increased. Two quarries commenced operations, one for building blocks and one for limestone. Altamont became a shipping point for "red oat hay", feed for race horses. The paper is quoted as saying "Business is booming."

John J. Caratti became postmaster in December 1923, and was followed by Chris Iverson. Mr. W.J. Armstrong became the next and last postmaster in 1927. The office was moved from the hotel to the corner office in

the Summit Garage.¹ Mrs. Armstrong remembers vividly the move, with equipment and about twenty-five boxes being fitted into its new small space. I remember the flag flying in front of the garage.

When Southern Pacific no longer carried the mail to Altamont it was routed through the Livermore post office. The rural carrier took the pouch with him on his route, dropped it at the garage, and picked up the other bag to return to Livermore. I am told it was a locked pouch.

The Altamont post office was closed in March 1955, a victim of the Post Office Department's economy drive.

There were some 290 last day covers hand stamped and autographed. Mrs. Armstrong still remembers how her arm ached at the end of that day.

1 (The Herald says that the post office was moved to the Library, but Mrs. Armstrong, who was librarian there, does not agree. I will believe her. Although old she has a sharp memory.)

ANN

June 9, 1896 to October 10, 1896

Postmaster: Roy C. Watkins

This coal mining town was in the hills eleven and one half miles southeast of Livermore off the Corral Hollow road. The mail was delivered by Star Route from Livermore, as far as we can learn. It has been said that the Polish miners had a church, Saint Ann, from whence the name came.

It is doubtful if any postmarks still exist, since it was in operation for only four months, but we can always hope. If any collector has a postmark from this short-lived office, I would appreciate a copy of it.



Photo by Edward L. Patera.



Even in the mid-1980s it is possible to read the post office sign above the doorway of the Summit Garage.

MIDWAY

February 16, 1870 to August 31, 1918
 First postmaster: Henry L. Travers

Midway was halfway between someplace, be it "Sacramento and Frisco, Stockton and Livermore", according to old time resident Bill Brockman; or between Altamont and Tracy, as stated by Salley. It is at the intersection of North Midway Road and the Patterson Pass road.

Midway was the first post office east of Nottingham after Elk Horn was closed. It was just inside the county line. It was simply a station on the Central Pacific Railroad (later the San Ramon branch of Southern Pacific). Western Pacific also built along the same route.

Grizzly Adams hunted here and in Corral Hollow in 1855, and Charles Hobler ran sheep in the area. In 1856 Frank Heare put up a building known as Zinc House beside the trail and moved in, running a tavern for miners en route between the Bay area and the mines. It was the only wayside tavern between Jimmie Threlfall's Red House Inn at Mission San Jose and Charles Weber's merchandise store in Stockton. Zinc House was later purchased by Edward B. Carrel, John A. Stockholm, Horatio Puright, and William Breyton. It was run by the latter two partners.

A terrible unsolved murder occurred here. Because so much gold traveled along the route, Corral Hollow, which connected Midway and the coal mines, was considered unsafe for travel. Many of the argonauts traversed this natural canyon with saddle bags filled with gold dust and nuggets -- one weighing 23 pounds. They stopped at the Zinc House for libations, meals, and a bed, frequently paying with a pinch of gold dust.

POSTMASTERS

MIDWAY

Henry C. Francis
 S. Wilkens
 Simon Zimmerman
 David Colman
 Daniel Colman
 Philip Fabian
 Marion W. Gordon Jr.
 Reinhold Haera
 Helena M. Carstens
 Albert O. Barthold
 Ottie Clarke

February 16, 1870
 April 18, 1870
 November 11, 1872
 December 9, 1872
 February 21, 1873
 March 18, 1873
 June 21, 1878
 October 4, 1878
 December 16, 1885
 September 1895
 February 29, 1904

Albert O. Barthold was postmaster in Altamont, then in Midway. Ottie Clarke is called Mrs. Griffith Clarke, or "Clark".

There were fourteen known murders along the trail over a period of about ten years, but Zinc House was considered safe.

In time the two partners who ran the wayside inn found it difficult to store the gold dust, so they hid their earnings in a spot they dug under their bedroom floor, where they had a trap door under a bear rug. On October 24, 1885, while Horatio Puright was out hunting for game, robbers came to the tavern and tortured his partner William Breyton until he showed them where the gold was hidden. After he told them he was rewarded with a shot in the head. Three horses left the scene, one weighed down with two saddle bags of gold. A posse tracked them up the canyon until they lost the trail in the brush.



View of Midway on a post card cancelled in 1907.
 The main buildings and the Central Pacific railroad tracks are in the scene.

Years later, after heavy rains and a flood, gold ore was discovered in the canyon, producing a gold rush. The gold dust and ore was like that found in the mines near Sonora, so it is assumed that this was the stolen gold, hidden by the robbers with expectations of retrieving it at a later time.

In March 1904 Mrs. Griffith Clarke replaced Albert Barthold as postmaster, and she remained in the position for some twenty years until the office closed. The office was closed because they could not find anyone to replace her after she and her husband moved to Livermore.

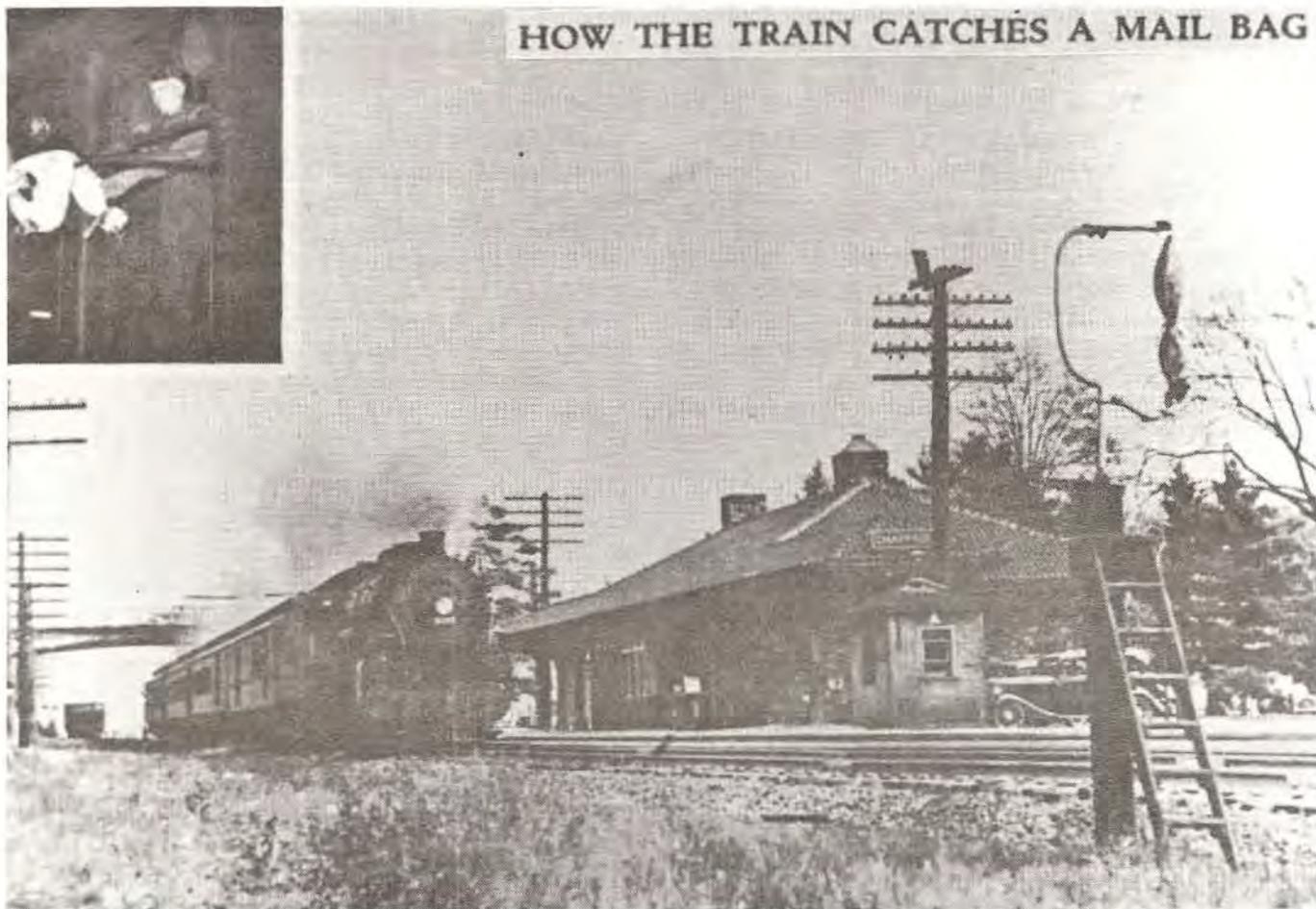
The post office was located in the store next to the saloon. In 1909 there was a fire which destroyed the building, and it is no longer known exactly where the store was located. It was either in the town or at the intersection of the two roads, where once there stood a stage station.

The November 29, 1908 Herald carried an item about a "bad mix-up over mail delivery at Midway. Mrs. Clarke is the postmistress at Midway. Up to a short time ago she was assisted by one of her sons who carried the mail to and from the station. It is necessary to suspend the pouch on a mail-catcher for trains which do not stop. While young Clarke was doing the work a crane was used that was easily accessible, but a few weeks ago another device was substituted that make it practically impossible for a woman to use on account of its height and the length of the arm.

"Mrs. Clarke could not handle it and protested to the authorities. No relief was given and as a consequence no mail goes out on trains which do not stop. The postal clerks feel themselves aggrieved and some of them do not take the trouble to throw out Midway pouch but carry it by to Tracy or Livermore and the Midway people are without mail for several days...."



HOW THE TRAIN CATCHES A MAIL BAG



Though not an Alameda County photograph, this view illustrates the method use to catch the mail by a moving train that caused Mrs. Clarke problems at Midway.

Mrs. Clarke made the news again in November 1914 with the bold type

"WOMAN RESISTS BOLD HOLD-UP MAN"

It seems that a

"bold and ingenious highway man was foiled by a brave woman at Midway Monday night about about 6:30 o'clock and while he made his escape and is probably no at all repentant he was undoubtedly determined to pass up in the future all stores and post offices presided over by a woman."

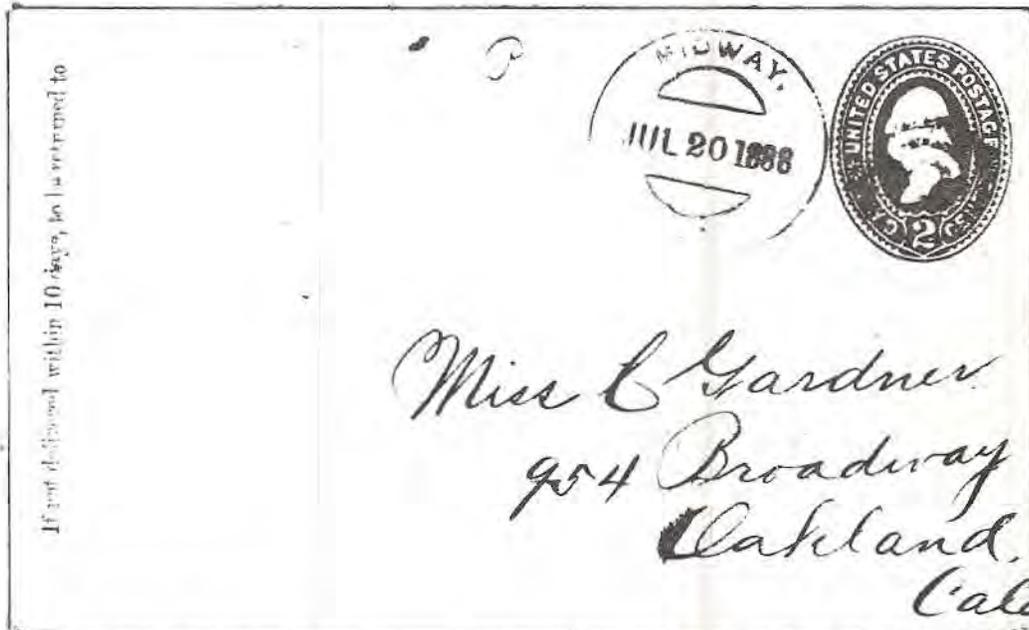
The man had been in the store earlier that day, then in the evening came in again and asked for some postage stamps. When Mrs. Clarke turned from picking up the stamps she faced a pistol and a demand to turn over the money. She grabbed his arm and the pistol fell to the floor as he forced her back against a chair. The heavy

iron castings of the chair broke, and she screamed as she fell. He bolted from the building when Mr. Clarke grabbed his shotgun, and was quickly out of sight.

They wondered why he had not shot her, but when they picked up the weapon they found it was only a crude imitation whittled out of pine and covered with tin foil. Even the end of the barrel was hollowed out and blackened inside so that it looked like the muzzle of a .34 caliber revolver.

Today the station is gone, as are almost all of the homes. Also gone is the popular dance hall, where half of Livermore's young would go by train on a Saturday night. The school house was moved to a rancher's property and is now a saddle house. Pacific Gas and Electric has a large substation, and overhead the wind turbines whine the sad demise of a once active little town.

The Livermore Herald uses two spellings, Clark and Clarke.



TESLA

February 11, 1898 to May 31, 1915
 First postmaster: Walter H. Henry

Tesla was located in the hills some twelve miles southeast of Livermore, off the Corral Hollow road. It was thought that there was enough coal to supply electrical energy for Oakland, although an expert had predicted the coal seams were narrow, the coal "Tertiary" (an inferior grade) and the seams broken. In spite of this information, miners, investors and speculators rushed in to sink money and shafts in an attempt to get rich. The town was even named after Nikola Tesla, the great electrical wizard who invented the Tesla coil and designed the great power system at Niagara Falls.

POSTMASTERS

TESLA

Walter H. Henry
 Albert L. Fish
 George S. Cliver
 Otto S. Linden

February 11, 1898
 July 5, 1901
 January 11, 1909
 April 4, 1910

Francis P. O'Byrne and his men, surveying for the San Francisco Railroad in 1855, discovered a black ledge of coal in the banks where Tesla Road leaves Corral Hollow. Coal was almost (but never quite) like gold in a land needing energy. News spread quickly, and many claims were developed. Even Grizzly Adams and his partner, H.P. Wright, discovered a coal seam in the Hollow and spent time developing it.

Small, rough communities developed around each new mine, but they did not survive except for Harrisville, which was at the location of a mine worked by industrious Welsh miners. John and Jim Treadwell worked the Pacific Mine, the one discovered by Captain O'Brien and Edward B. Carrell in 1856. They built the company town of Tesla around it. Jimtown was a suburb built and named in honor of James Treadwell; Frytown was another peripheral town, as was Harriettville, which was chosen as the location of the school.

After the coal was depleted and it was discovered that the local clay was excellent for pottery and brick, another well-organized town was developed. A railroad extension was built from Stockton, called the Alameda & San Joaquin Railroad. In time this too was not profitable and the company went broke. Everything was sold

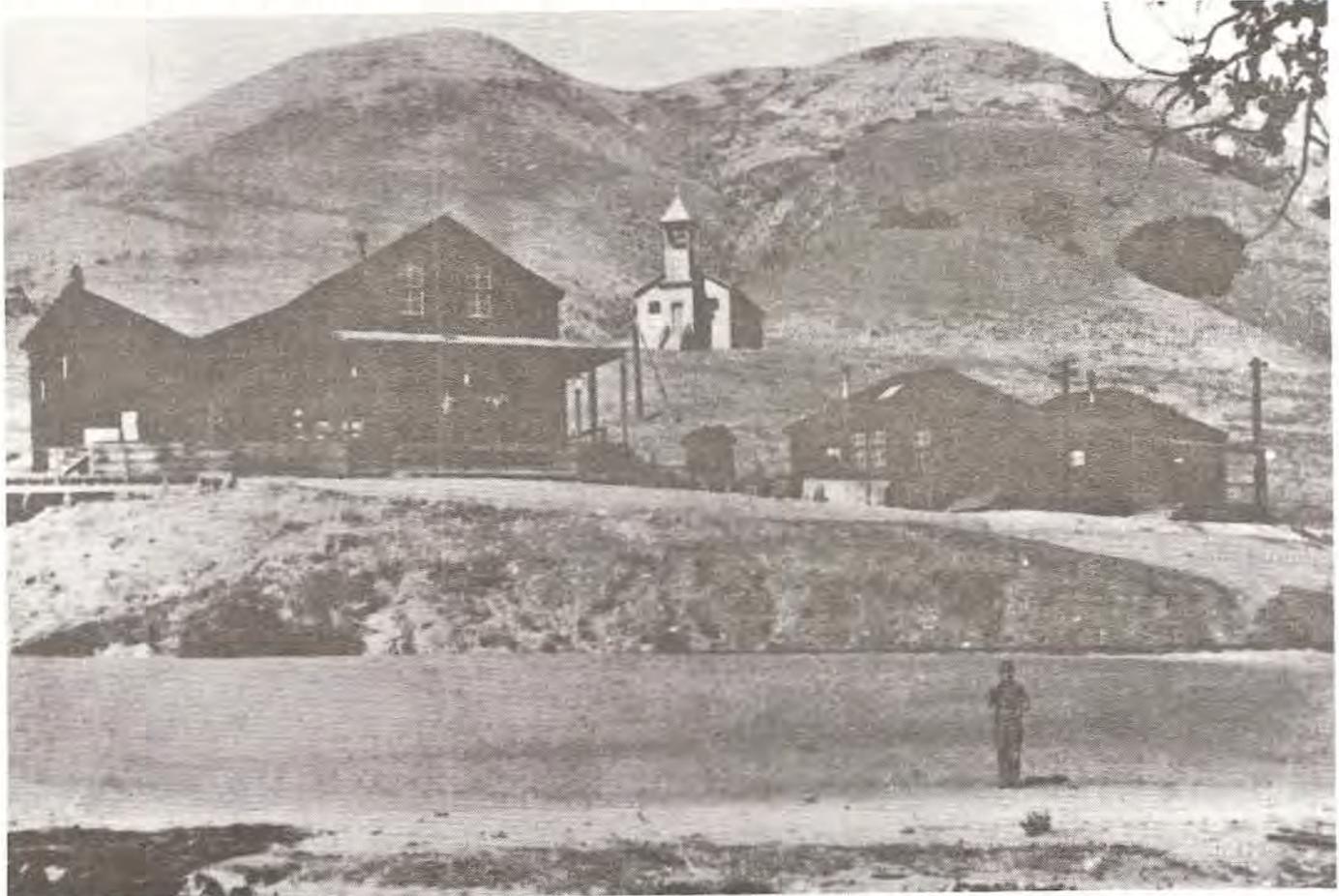
to pay creditors; houses were moved to Altamont, Midway and Livermore. (I am told that a Mr. Tubbs purchased many and placed them along the Central Pacific tracks, where now many look-alike buildings still stand in "Tubbsville".

Tesla was a company town with well built houses and a pride not often found in mining towns. There was a large general store with the post office, a hotel, butcher shop, hospital, garage, church, a stage office, the company office, and a hall for entertainment. The first school house for the area was at Tesla, but it was moved to Harriettville. There must have been a saloon with a back room, because there was a raid on a gambling den.

A neighbor of the author tells that her husband as a boy delivered produce to Tesla; and that some of the women had him deliver other things for them, such as whiskey by the gallon. Were they in business, too! There were some 500 miners at Tesla, with a total population of over 1,000.

Elmer Still, an old time city clerk, wrote in the newspaper that Miss Emma E. Never was the first postmaster, but postal records and Salley do not mention this name.

Parcel Post was handled through Stockton, but mail



This photograph shows three main buildings at Tesla. On the left is the store, which also housed the post office. The Catholic church is in the background, while the two buildings on the right were a doctor's office and the mine office.

went by Star Route out of Livermore. The Livermore post office complained in January 1900 that their allowance was too small to handle the increased mail bound for Tesla. They had to handle each piece separately, and in the morning it was interfering with distribution of the local mail.

There were two stage lines to Tesla, but shortly after Ryan dropped his fare to 25 cents to Livermore, Sylvanus Allen withdrew his stage line from competition. I do not know if they carried the mail at first, as I cannot find any reference to the mail carriers until Curtis H. Archer was given his contract in 1902, after requests for bids were noted several times in the paper. He had his contract renewed, then after four requests for bids in 1910, George Coughlan took the job. He carried the mail until 1914 on a daily basis; then the route became three times weekly (on Tuesday, Thursday and Saturday) until the post office closed in 1915.

As coal became exhausted attention was given to the local clay that was found to be excellent for pottery. A huge brick and terra cotta works was developed beside Corral Hollow Creek at Carnegie. The 1906 earthquake damaged the plant and chimneys. It became a town of 1,200, but mail was still sent out by Tesla on the hill.

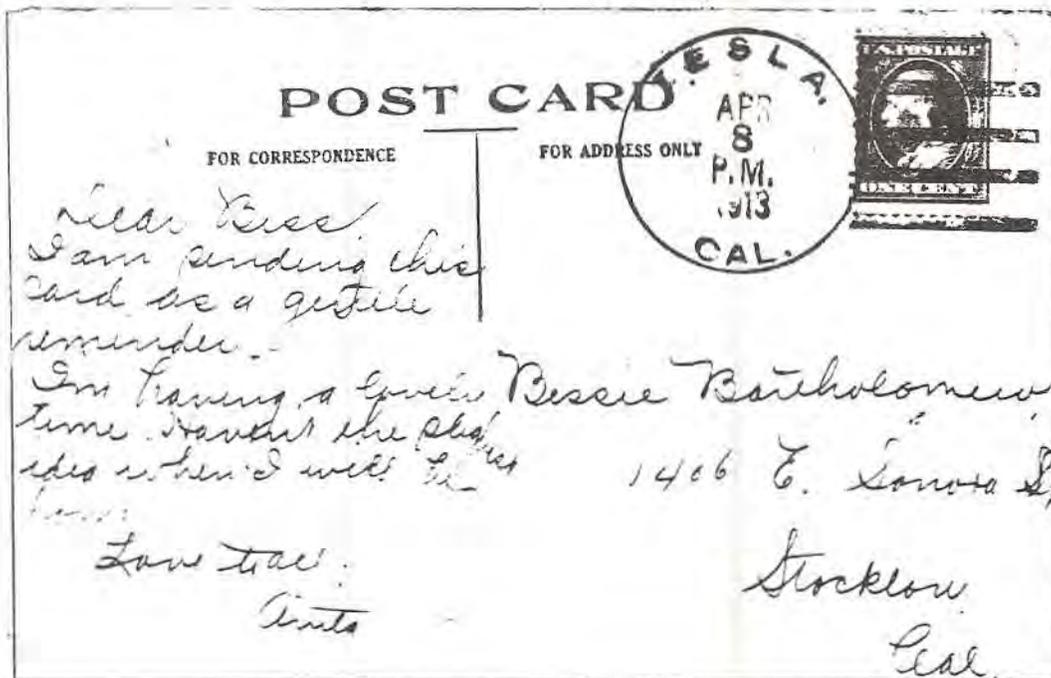
The last chapter of the town was tragic. The coal exhausted, charges of fraud, bankruptcy, lawsuits, and

a trial. The many companies associated with Tesla became insolvent: The San Francisco San Joaquin Coal Company, Carnegie Brick and Pottery Company, El Dorado Lumber Company, Trinity Bonanza King Mining Company and the Trinity Bonanza King Power Company. The responsibility for wrecking these companies in 1907 rested with the board of directors, President Walker, J. Dalzell Brown and Walter Barnett.

They were tried, but only Brown was sent to prison, spending eighteen months at San Quentin.

After Brown served his time he went to Europe and rebuilt his fortune. James Treadwell had gone through bankruptcy, Walker died, and Barnett was nowhere to be found, so the courts ordered John Treadwell to pay the \$2,000,000 in notes he had signed for the company. This he did, using funds from his Alaska ventures.

Today Carnegie is a motorcycle park owned by the State Parks and Recreation. The eastern portion of the hills is site 300, owned by the Lawrence Livermore National Laboratory. The western portion is ranch land, and recently the residents east of Greenville Road have organized to re-establish Tesla. Their problem is over water rights, and they do not want their future determined by Livermore. Some even have the mail delivered to Tesla, California, but they must use the Livermore ZIP code of 94550.



Form 5446
(Revised July 1941)

Required by law to be conspicuously posted in the post office

Post Office Department
SECOND ASSISTANT POSTMASTER GENERAL
DIVISION OF RAILWAY MAIL SERVICE

Be careful to use this route number in reporting service from July 1, 1946, regardless of present number.

Contract term, July 1, 1946, to June 30, 1950

State: **California** County: **Alameda - Santa Clara** Route No. **76300**
Bond, \$ **800** Advertised mileage: **35.40** Round trips a week: **2**

Miles	Statement of Route	Schedule
	Paul Gerber's place (n.e.)	Carrier to be required to travel Arroyo Mocho Canyon road. Contractor to be required to sell stamp supplies, etc.
35.40	Livermore	Lv Paul Gerber's place(n.e.) Mon & Fri 8:00 a.m.; Ar Livermore by 11:00 a.m.; Lv Livermore Mon & Fri 2:00 p.m.; Ar Paul Gerber's place(n.e.) by 4:00 p.m.
		Any scheduled trip falling on a national holiday to be performed on the following day.

A contract has been awarded to Eugene C. O'Rourke of Livermore, California, to carry the mail on the route, and by the schedule above stated at the annual rate of pay of \$ 1150

The postmaster receiving this circular is required to post it conspicuously in his office and to note thereon all changes in the route, in frequency of trips required, and in the schedule, which may be ordered by the Department from time to time.

Especial attention is called to the fact that the contract requires the use of a motor vehicle, if available, when road and weather conditions permit.

The schedule stated above must be observed regardless of the schedule by which the service has been performed, unless changed by order from the Department. If the schedule is not satisfactory, that fact should be reported to the Chief Clerk, Railway Mail Service, with suitable recommendation.

The attention of patrons of offices on this route is invited to the fact that they are entitled to box delivery and collection service under the regulations of the Department, unless otherwise specifically stated.

U. S. GOVERNMENT PRINTING OFFICE 16-3887-5 (See accompanying instructions—Form 5446-A)

The mail route contract awarded to Eugene O'Rourke.

STAR ROUTE OUT OF LIVERMORE
TO SAN ANTONIO VALLEY

This route starts in Alameda County and goes to Santa Clara County, but earlier routes reversed the run, and at one time a route came to Livermore and returned to Stanislaus County.

The first post office in the San Antonio Valley was De Forest (Deforest), located at the Ransford S. De Forest residence from May 6, 1892 until January 31, 1909. Mail has come to that location up to the present, except for a short time in 1902 when it came to Jack Beath's residence at the "Jumpoff".

The Paul Gerber family settled near the De Forest residence. The mail came to Mt. Hamilton (later Mount Hamilton). Mr. Gerber or Dolly Straight, the tutor for the two Gerber daughters, would ride horseback to Mount Hamilton for the mail each week. On Sunday all the residents of the area would come to the Gerber home to pick up their mail, while Mrs. Gerber prepared meals for one and all.

Mines were established in the area after a cinnabar strike, and Alameda County supervisors were pressured to construct a traction road to the county line. The road was started in 1903. The Livermore Herald of January 23, 1904, announced that a new post office was to be established at the Phoenix Mining Company. It was to be known as Phoenix. Henry V. Flower, the bookkeeper for the mining company, had been appointed postmaster and had already filed his official bond.

The newspaper stated:

"There was some fear expressed by the patrons of the new office that the mail route would be permanently established by way of Deforest and Mt. Hamilton, which would be very unsatisfactory on account of the irregularity of the service in the winter season. This matter was effectually disposed of this week by George Beck, who interviewed Robt. Munro, Chief Inspector of the Railway Mail Service on the Livermore route and received the assurance of that official that the wishes of the patrons would be consulted and that the local office would be the distributing point for both Phoenix and Deforest as soon as the arrangement would be made."

The company was already running a tri-weekly stage and would put in a low bid for carrying the mails. Phoenix post office was established on December 15, 1903 and was in Stanislaus County. The post office lasted only a short while, as it was discontinued on July 15, 1904, with subsequent mail from Deforest. The mines continued to be productive: the paper of April 8, 1916 noted that the soot in the Phoenix mine yielded \$3,000 in mercury.

On June 4, 1923, Mr. Henry Pelikan was given the contract as the Star Route carrier from the Gerber place to Livermore and back, twice a week (Monday and

Friday) for \$1,200 per annum. He was to use a motor vehicle when weather permitted, and was to leave the Gerber place at 8 a.m. and return by 5:30 p.m. When unable to use a motor vehicle he was to leave on Monday and Friday, and return on Tuesday and Saturday. His contract (no. 76851) also required that he sell stamps and deliver to homes where there were proper mail boxes. He did not have to deliver registered mail "unless expressly requested by the addressee in his written order". He also had to collect mail along the route.

Charles Schultz had the same route as Mr. Pelikan, but he got into trouble and was sent to jail for bootlegging. He sold his route to Fritz Gehri.

The contract for Eugene C. O'Rourke is illustrated. Note that he was to be paid \$1,150, \$50 less than the first carrier.

Until 1960 all carriers were residents of the San Antonio Valley, or from Mount Hamilton; but in that year Mr. Aulty Austin obtained the contract. He leaves from Livermore each Tuesday and Friday morning for the 62 mile round trip to the old Gerber residence, which is now owned by his granddaughter, Ruth Stoddard.

STAR ROUTE CARRIERS FROM LIVERMORE TO
SAN ANTONIO VALLEY

Henry Pelikan	1924-1928
Charles Schultz	1928-1932
Fritz Gehri	1932-1936
Murray Hopkins	1936-1940
Alyce Williams	1940-1946
Eugene O'Rourke	1946-1950
Vernon Roessler	1951-1956
Tom Fields	1956-1958
Rose Alameda	1958-1960
Aulty Austin	1960-

I am indebted to Evelyn Gehri, long time resident of the Valley, who with the help of members of the Gerber family supplied this list and much information regarding the route. I knew several members of the Gerber family, including the first generation Gerbers.



WELLS FARGO & CO. IN OREGON

1852-1895

by Howard Mader and Alan Patera

Todd & Co. became the first express company in Oregon when it began operation in 1850. With increased population and activity it did not take long for other express companies to take root -- Newell's & Co., Cram, Rogers & Co., Gregory's, Dugan & Wall's, Adams & Co., May's Express, McClain & Co., and T'Vault & Co.

After becoming firmly established in California, Wells Fargo & Co. looked to Oregon for expansion, opening an office in Portland in 1856. In its formative years Wells Fargo relied on other carriers to make connections to Oregon locations. In 1856 and 1857 Wells Fargo opened six offices in Oregon, and continued to expand. By 1895 there were 105 Wells Fargo offices open for business.

Wells Fargo express carried mail and packages for much of the latter half of the 19th century. Letters were usually enclosed in official stamped envelopes imprinted with the Wells Fargo logo. These were

marked with a handstamp to designate the date and the office from which the letter was sent, much the same as the post office would apply a postmark. The Wells Fargo markings were usually ovals, although straight-line and manuscript markings are known from some offices. The period of usage for these markings range from about 1862 until April 30, 1895, when the Post Office Department stopped all private carriers from carrying U.S. mail. Wells Fargo continued carrying packages until June 30, 1918, when they merged into American Railway Express.

To date oval markings from only 27 of the possible 105 Wells Fargo offices are known to collectors. These offices are listed here in hopes that additional information will be reported to make this listing more complete. If you have examples from any of the missing offices, please contact Howard Mader via the editor of Western Express.

WELLS FARGO MARKINGS KNOWN FROM OREGON

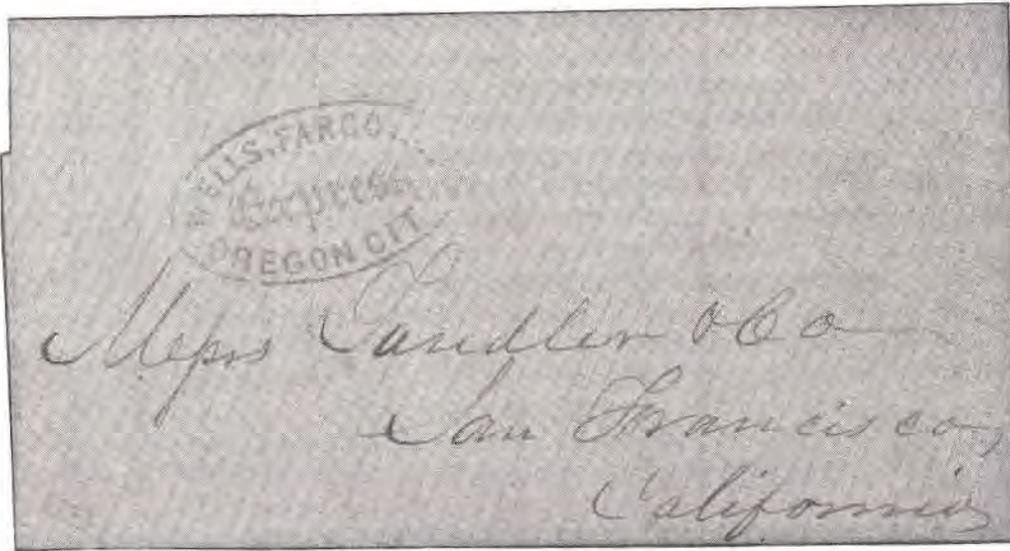
STRAIGHT LINE

Aurora (questionable)
Hubbard

OVAL

Albany
Alkali
Auburn
Astoria
Baker City
Canyon City
Canyonville
Corvallis
Cottage Grove
Dalles

El Dorado
Eugene
Gervais
Jacksonville
La Grande
Medford
Oakland
Oregon City
Pendleton
Portland
Port Orford
Roseburg
Salem
Silverton
Siskiyou
Turners
Umatilla
Union



This 1855 Wells Fargo handstamp makes it one of the earlier markings known from Oregon. Courtesy of Howard Mader and Dale Forster.



McBean and Co. operated a short-lived express on the Middle Fork of the John Day River, connecting with Wells Fargo at Canyon City (the Wells Fargo handstamp is "Canon City"). This cover dates to 1865 or 1866. From the Wiltsee Collection of Wells Fargo bank, courtesy of Dale Forster.

EDITORS PREFACE

The Guilford Worden correspondence presented in this article is remarkable for the richness of the postal cancels, and to a lesser degree for the correspondence itself. Worden was a farmer from upstate New York who traveled overland to seek his fortune in the California Gold Rush. He tried his hand in the mines without much luck - in fact, he considers himself to be an unlucky fellow. For reasons not elaborated upon, he ends up in the Willamette Valley of Oregon -- and once again becomes a farmer.

Worden gives Oregon an inexperienced "soft sell" (I won't advise you to come to Oregon, but if I were there I would sure want to come to here). He dwells on his health, the climate, and -- more importantly from an historical standpoint -- on the ways and means of making a living, and the costs of various items. His attempts at descriptive writing usually mention the items a farmer would care about -- the soil, the rainfall, the snow-capped peaks. It's a pity he did not focus on describing the towns or the transportation systems.

It's clear that he had some schooling, but was not a well-educated man; the spellings, punctuation, and ramblings of the original are faithfully preserved in the transcription.

LOS ANGELES COUNTY
COVERS
WANTED

For my personal collection

Ken Greenberg
415 Chapala #205
Santa Barbara CA 93101

MARIN COUNTY (CALIF)
COVERS

W A N T E D

For my personal collection

What do have to offer?

HENRY M. SPELMAN III
P.O. Box 645
San Anselmo, CA 94960

AN OREGON CORRESPONDENCE

by James W. Milgram, M.D.

While the Gold Rush of 1849 opened California to emigration and eventual settlement, it also contributed to the settlement of neighboring regions such as Oregon.

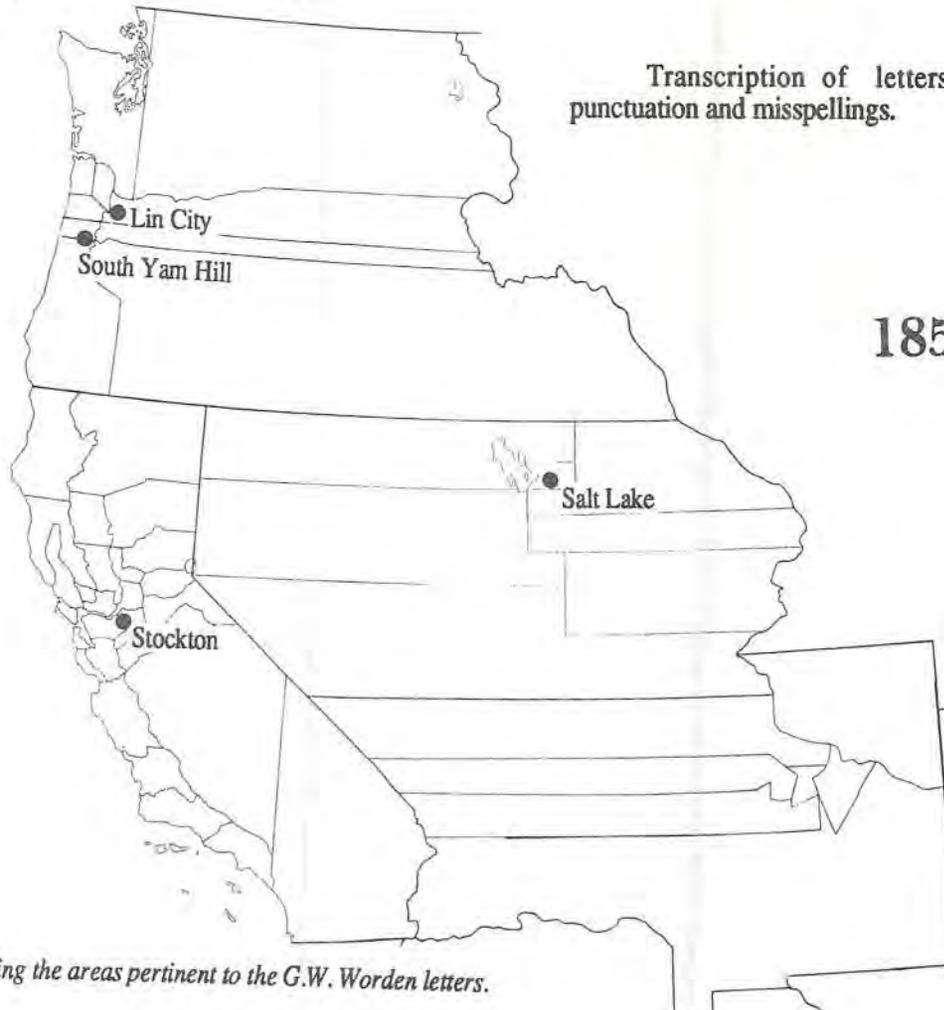
The large wilderness area that lay north of California and west of the Rocky Mountains was called the Oregon Country. It had been claimed by Great Britain as well as the United States. One of James Polk's election slogans signified that it was his intention to keep this region as a part of the United States. The early visitors to this region were fur traders, mainly employees of Canadian-based British companies. Later, parties of missionaries made trips across the continent along the Oregon Trail. Settlers accompanied them, so there were a few families in the arable valleys during the 1840s. The first post office, established in 1847, was at Astoria. Oregon City was also made a post office in 1847.

Oregon was established as an official Territory on August 14, 1848, before the Gold Rush. It encompassed the present states of Washington and Idaho, as

well as parts of Montana and Wyoming. At that time Astoria and Oregon City were the only post offices. Washington became a separate territory on March 2, 1853, and a few Washington towns are known with "O.T." (Oregon Territory) postmarks.

Gradually other towns became post offices. Portland and Salem were established in 1849. The postal rates were 40 cents for a letter from Oregon to the East until June 30, 1851 (per 1/2 ounce). As of July 1, 1851 the rate was reduced to 10 cents for an unpaid letter and 6 cents for a prepaid letter to the East, over 3000 miles. Prepayment was required on April 1, 1855, and the rate for a letter over 3000 miles was increased to 10 cents. This was the rate in effect when Oregon became a state on February 14, 1859.

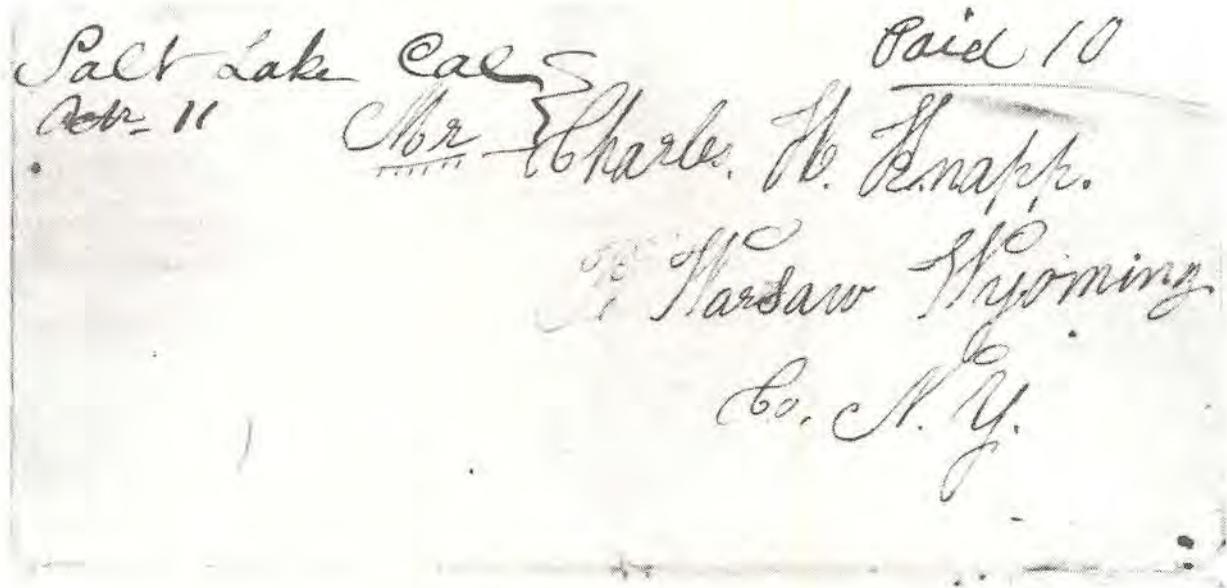
This article will illustrate a series of covers from an individual who originally intended to make his fortune in the gold fields, but who eventually settled in the Oregon Territory.



Transcription of letters are with original punctuation and misspellings.

Map showing the areas pertinent to the G.W. Worden letters.

The earliest extant letter is also one of the most interesting because it bears a very rare Salt Lake City postmark "Salt Lake Cal Oct 11" and "Paid 10" (Fig.1). While the postage rate from the Pacific Coast was 40 cents at this time, this cover was legitimately rated at only 10 cents for a distance of over 300 miles. Although the letter is undated, the year can be established as 1849 from the other letters of the correspondence. The letter describes the trip across the country and a possible layover at Salt Lake for the winter.



Letter 1:

August City of Salt Lake California

Dear Brothers and sisters

I take my pen in hand to write to you. we arived here August the 17 we left Keosauqua May the 8 then to Counsill Bluffs A distence of 260 miles. left there May the 29th and took up our line of march to California from the Bluffs to the salt lake it is 1000 and 30 miles. we had very good luck onlye lost two head of cattle. from fort larima to the salt lake a distence of 500 miles there is distruction of all kinds of property sourse than any ship wreck there was throwed away all kinds of property anuf to make any man rich. Colery took a grait many of those that started from indapendence and st jo. there was but little colery at the Bluffs this side of fort larima there was no sickness but with the cattle it is supposed that over 1000 cattle have died between here and larima. we have had some frost while near the south pass and some since we have here this is a very butifull valey it is 22 miles wide and 70 or 80 miles long this is a very good country for wheat and oats but corn does not do very well the knights are to cold there is snow in site the year round. this is the bist waterd country that I ever saw pure water runing from the mountains all the year, and the best place for miles that I ever saw. there is four griss mills and two saw mills. the first company that came here was two years ago there is between 4 and 5000 inhabitance here they have made grate improvements. we inteded to go threw the north route but we are too late there is talk of a company of going the south rout a road that but one wagon ever came threw and summer all the year. it is 500 miles further it is 800 miles the north rout and 1,300 the south rout. we talk of going the south rout if not we shall winter here. we have a job of bilding a dam for one hundred dollars.

if we go the south rout it will be 4 or 6 weeks before starting mother talked of coming to york state this summer. she was well when I left my health has not be better for four years than since I started. flour is worth 10 dollars per hundred oats 150 bacon 12 1/2 cents per lb. this is A butiful valey. the best water in the wourld there is snow on the mountains in site the year round. we had very good roads except comming threw Iowa and the last 75 miles which was over mouuntains and crossing small streams. I have seen some of the most splendid sites and curiosaties that I ever saw it is worth any ones time to come west and it is very healthy travling for those that are out of health. wages here from 18 to 25 \$ per month. if I were A mormon I would rather live here than in aney place in the states it is not very hot in summer nor very cold in winter last winter the snow was 6 inches deap cattle will live here all winter without feading and be good beaf in the spring beaf is worth 6 cts pur lb and the best beaf that I ever saw. we had some wild currens and goosberies on the road but little game the Indians were no trouble we saw but fiew.

G.W. Worden

The second letter in the correspondence is a rather typical early gold miner's letter. The cover bears a circular "STOCKTON CAL APR 28 40" with an additionoal manuscript "40", probably because of the poor strike of the postmark (Fig.2). But the letter is extremely interesting because of the description of the trip to California from Salt Lake City. It should be noted that the writer was already impressed as to the opportunities for farming in the West.



Charles W. Worden
Perry Village
Wyoming Co
N.Y.

Letter 2:

Maryposa California gold mines
April the 14/ 50

Dear friends I take this oppertunity to write a fiew lines I am in good health and have ben ever since leaving the states I am happy to say that I never enjoyd better health than since leaving the states I will now five you a histry of our jurny. there was two of us started together. it was williams Brother we came to council Bluffs on the Missouri river a distance of 260 miles thire we organized in A company of 40 wagons. we traveld together to Fort Larima 500 miles there the company split in small companies out account of fead. we had the best of feat to fort Larima it was very short to Salt lake a

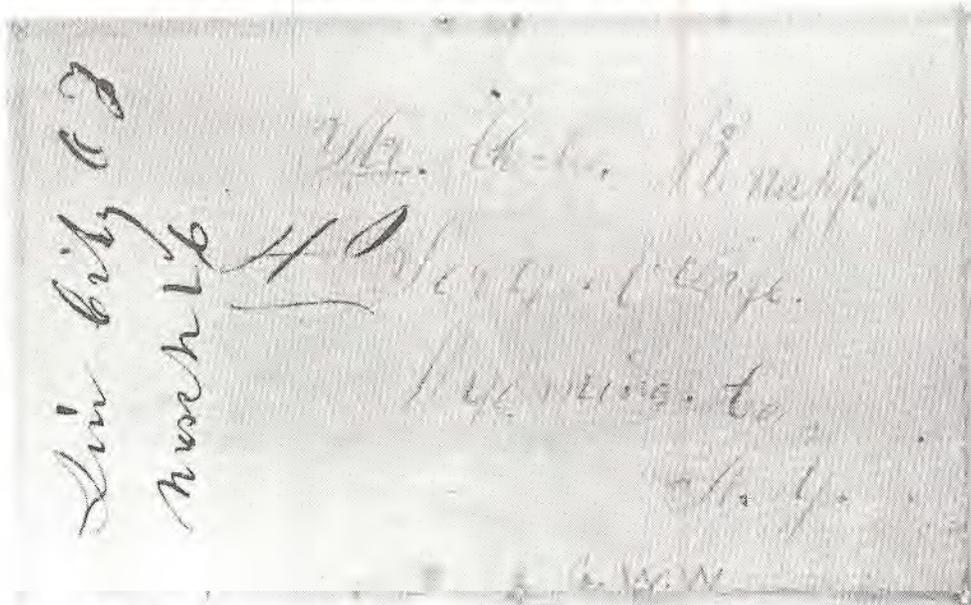
distance of 530 but we got there very well and had a good journey. we left home May the 8 and arived at salt lake August the 17. the mormon settlement the mormons used us very kindly they told us that we were to late inthe season to go the north route that fead was very scarce and that we would be cought in the snow. we thought of wintering there. but there was A company of 100 wagons made up to go south on what is cald the spanish trail, and come out at williams ranch and then travel north again on the cost to san francisco, but about 30 waggons of us left the spanish trail and traveld west to save 400 miles travel and come to walkers pass threw the sirenavada mountains but we had nothing but A desert to travel threw and mountains. we lost all of our oxen waggons and evry thing that we had except what we took on our backs which was about 15 days provisions altho before this we had past our oxen 150 miles and finding our provisions getting short we thought it best to take what provisions we had on our backs and leve what few oxen we had for the balence of the company so 21 pacted on our backs and left about 50 men wimen and children there was 4 famalies. we traveld about 400 miles and came to these mines and the miners made up provisions and sent back after them they all got threw except 4 men died. we was 30 days from the time we left our oxen till we came here we lived on acorns and what we could get of the indians the indians were very friendly about 15 days the most of us got so weak that we could scarcley travel, but after A journey of over 2000 miles travel we arived in good health we got here the first of february we was nine months on the road but staid at salt lake 6 weeks

I will now give you a discription of the mines there is no stealing nor robbing but a good deal of gambling and dreanking. the most of the miners have not made more than there board this winter there has ben good deal of rain but not much snow. provisions is very dear, flour when we came in was \$1.00 per pound and other things in proportion, but now flour is onley 30 cts per lb mining tools are very high shovels \$6 pick 6 and A rocker to was gold \$30 to 50. I have not onley made my board since I have ben here. these are what is cald the dry digins but there has ben to much water to work much. sum miners made from \$8 to 30 dollars A day while others do not more than make there board the miners dun very well last fall in the northern mines. the largest peace of gold that I have seen was 17 ounces. I have hurd of 25 pound lumps and have seen rock with gold threw it waing from one to one hundred pounds but they are scarce. small peases from one to five pounds will sell for there weight but I am not luckey anuf to find them. these are the most southern mines I think of going north I think if men are doing well at home they had better stay there but there will many make there fortunes here but it will be but fiew. I shall work in the mines this summer and if I do not make anything probly I shall go to south American near valapraso but dont know. but if any of our friends talk of coming to california tell them to come by water. this is A good climate to live in good for rasing stock and sum parts of it is good for farming they rase the best of wheat in some places. the fatest beaf that I ever saw sum men own from ten to 20 thousand head of cattle and severl thousand head of horses on one ranch they do not make butter and cheas they are spaniards that would be better buissness than mining if a man had the capitle to start. excuse me for not writing sooner write to me soon direct your letters to san Francisco California. I have not had a letter from any of my friends since leaving home most one year. if I knew where mother was I would be contented she talked of going to york state when I left but write to hur and tell hur that I am well and hope to do well. Give my best wishes to all inquiring friends.

(signed) G.W. Worden

Mr. Charles Knapp
Pery Vilage
Wyoming Co. N.Y.

The third letter is written from Linn City, a town on the Willamette River which was opposite Oregon City. The cover bears a manuscript "Lin City O.T. March 16" and "40" for the Pacific Coast rate to New York State (Fig.3). The letter describes leaving California and the decision to farm in Oregon Territory.



Letter 3:

Lyn City oposit Oregon City March 14/51

Dear brothers and sisters it has been a long time since I wrote to you. But you must excuse me. I would write oftener if mother was there. I wrote to hur since I came to Oregon but I have no paticular Anxiety to write to my friends in Iowa All tho I have as much respect for Susan as I ever did, but william I have not nor never can have. But I say no more about that. I left California last november and came here I have ben to work all winter for \$2 per day part of my time on a saw mill and part the time on a farm wages is no rasing most every one is going to the mines but I think that I will not go I have been badley foold in California had bad luck in getting there and had bad luck while there I loast every thing in getting there and could not make any thing in the mines then went to work for a man driveing team worked two months at \$150 per month then my imployer run Away and cheated me out of \$300 and lost over one hundred before this in the mines. I concluded to leave California while I had money anug to carey me out of the country it appears that the Wordens are destind to bad luck. but never mind that it is a long road that has no turn. this is a butiful country if my friends were here I should like to spend my days here or if mother was here and I may live here till I get rich. if I take A claim and get maried it is not likely that I shall see the states soon. this is A good farming country wheat is the best that I ever saw and from 30 to 50 bushels per acor. the winters are very lite I have not seen snow on the ground but twice this winter then it did not stay but two days the stock winter with out feading and are good beef. I would hate to come to the states and winter I should freeze to death wheat \$2 per bushels pork \$8 per hundred potatoes 2 eggs 75 cts per dozen butter from 50 cts to \$1.00.

I dont know but I shall have to send to the states to get me A wiffe thay are very scarce here. if mother was here I should go on to A farm, but I never expect hur to come by land it is a hard journey I had forgot to tell you that I am well for I have not been otherwise for the last year. Oregon is a very healthey place all tho there is a grate deal of

rain in the winter season the summers are very pleasant with no rain of any account. they is fine day the peach trees are in blossom and some wild flowers I have worked all winter with my coat off have not... A week this winter for rain. I will not advise any of my friends to come here but if I was there and know what I now do about Oregon I would come. I think that I shall take a claim this fall but I cannot hold but one quarter of a section unless I get married within one year after arriving here but if I marry I can hold one half section. I think I had better marry and settle down on a farm, dont you. give my best wishes to all inquiring friends no more at present direct your letters to Oregon City Oregon Territory

(signed) G.W. Worden

write without delay and tell me about mother for I have not heard from her but once in most two years I hope she is with you...I have but little money but I am in hopes of having more. I landed here with about \$50 it cost one hundred to get here and I had to get some clothes which come very high but are falling fast.

A second letter from 1851 was written at Dayton, which had a post office, but was posted at Oregon City with "OREGON CITY ORGN. SEP 9" and "10" for the unpaid Pacific Coast rate (Fig.4). Dayton was further south than Linn City, but still on the Willamette River.



Letter 4:

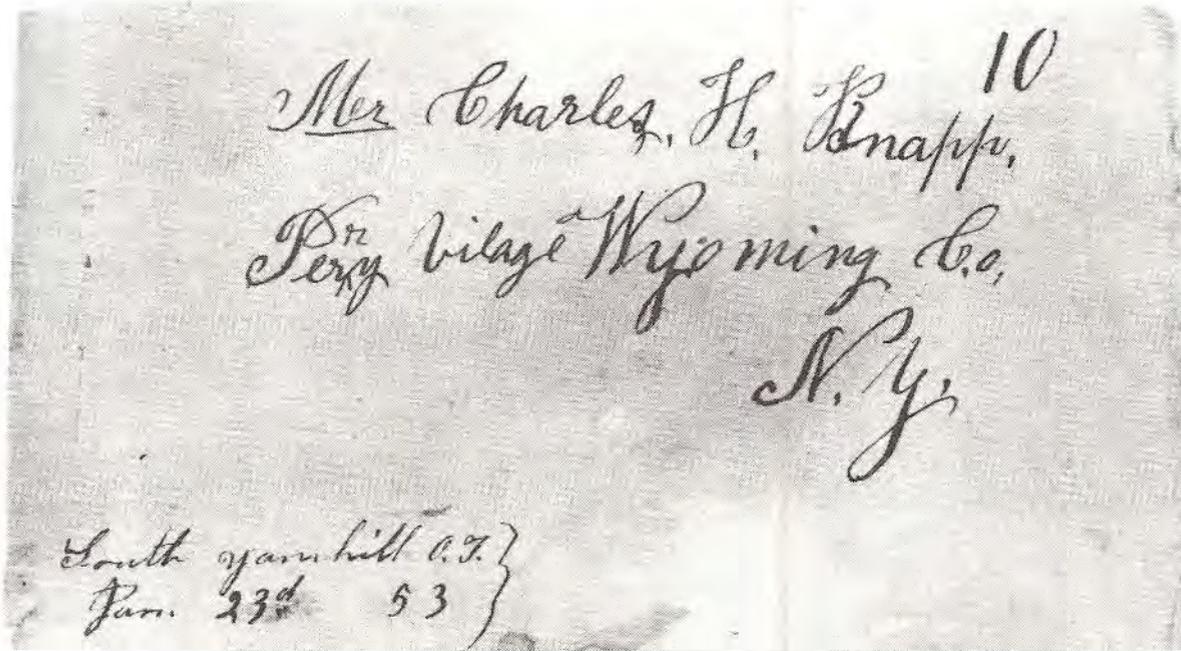
Dayton August the 29/51

Dear Brothers and sister

It is with pleasure that I take this opportunity to write to you my health is good and I hope these few lines may find you enjoying the same blessing my health has been very good since I left the states I have made A fortune in my health if I never have A dollar to my name I remember how I suffered with bad health in the states for four years. I received A letter from William mother and susan A few days since dated May the 25 it is the first letter that I have received from him since I left there and but one from his father and but one from you and that was in California three letters is all that I have received for two years and a half I have ritten several to you and several to the rest of my friends. it appears that my friends have all forgotten me. why is it is it because the

rockey mountains and white capt sere nevadah intervenes between us. it is a long road to this cuntry and I suferd much in getting here or rather to California. I left there last november came here with the intention of taking me a claim and setle down for a rooling stone gathers no moss. had I known that mother would not went to york state I would not went to california but would fetched hur thare but she promist me that she would go to york state that summer that I left. I have been to work at lin city this summer till harvest I came here to work in harvest and have since ben to work at carpenter work by the job I have got \$2 per day this summer and sometimes \$3 and board board is \$6 per week. wheat \$1 per bushel oats \$2 potatoes 2 beaf 7 cts per lb. Dayton is about 30 miles from Oregon City or lin city which is oposit of oregon city I have taken me a claim in four miles from oregon or lin city where there is one of the best water privelages in the wourld falls about 12 feet. Oregon suits me very well whether I ever see the states again or not I cant say I as yet enjoy me health to well to leave here. give my best wishes to all inquiring friends if I have aney write soon Direct your letters to Oregon City O T (signed) G.W. Worden rite ofien for I am far away from all of my friends.

The next letter was not sent until over a year later. It is the first of a series of letters from a ranch in the vicinity of South Yam Hill in the Willamette Valley. It bears manuscript "South Yamhill O.T. Jan 23d 53" and "10" postmarks, the earliest known from this town (Fig.5). The writer had been successful in finding a wife and had just had a daughter six weeks previous to writing the letter.



Letter 5:

January the 15/53 Polk Co. OT

Dear Brother and Sister

We received your letter (dated April the 18) some time in August you must excuse me for not writing sooner I was wating to have some thting to write about we have a very brite eyd girl six weeks old to day fat and harty, hur name is Mary Francis. our health is very good. I weight heavier than I ever did before my weight is 150 Lydia Ann weighs five lb. more than I do. I do not know what to write. I was very mutch disappointed to hear of mother going to the east and then returning again to Iowa.

I received a letter from William since they returned home. they arived safe. we have had a very hard winter here this winter the hardest that ever was known. the snow was 30 inches deep it lasted nearly 3 weeks and a grate many emigrant horses and cattle died people of oregon never save hay and straw to feed on, but this will lurn them a lesson. wheat is worth \$4 and 5 per bushel potatoes 2 oats 3 beef 10 cts per lb, pork would be worth 15 and 20 if ther was any for sale wheat is so high that farmers cant feed to hogs there never has been a scarcity before in oregon it has been on account of labor being high and wheat low farmers could no aford to hire. the emigration was very large last fall. there has A grate number come in from the mines this winter they say the miners are not doing very well this winter, flour is worth \$1.50 per lb and other things in proportion. if we have had a hard winter the nights were not so cold as to freeze fore feet deep like it does in your state. I did not loose any stock. I have not much to loose, two cows and 3 calves, two horses, seven hogs, so if I had lost all it would not ben much. cows are worth from \$50 to 100 each, sheap is worth \$10 each. If you wants enjoy good health come to oregon all tho I do not wish to advise my friends to come to oregon. if I was in the states and had a good start I would not sell and move to oregon without I was very much dissatisfid for it is a long journey and a grate many difaculties to encounter but for my part I would not come to york state if any one would give me a small farm. after living in oregon then go to that cold cuntry I should freeze to death and not onley that I would hate to go to work for 50 cts per day. if I had two or three thousand dollars I would come to the states and buy stock and fetch to oregon, young heifors and american mairs or sheep, but I think that I can get a living here after a year or two. I sold one clame and bought anoither for \$200 the same that I sold for we have a full section half of it overflows nearley every winter but it is very rich our claim is nearley two miles long and little over half mile wide. it is a very bad shape but it could not be helpt I had to take it so as to get timber and water. there has been but two deaths this winter in this neighbourhood they died with the winter feaver. you must excuse me for not filling this sheat full it is a large sheat and I have not riten a letter since last spring. Lydia Ann wishes be excused for not writing she is such a poor writer she sends her best wishes to you all. Mary Francis sends hers to Eveline. direct your letters to South Yamhill Polk Co. O.T. write soon I can read your letters better than I can write. it is now bed time so good night.

Lydia Ann & G.W. Worden

The next letter was also sent in a cover postmarked from the same town "South Yamhill O.T. Aug 29th" and "10" (Fig.6). In addition to the letter from George Worden, there is a short letter from his wife.

Letter 6:

Polk Co. Oregon August 15/53

Dear Brother and Sister

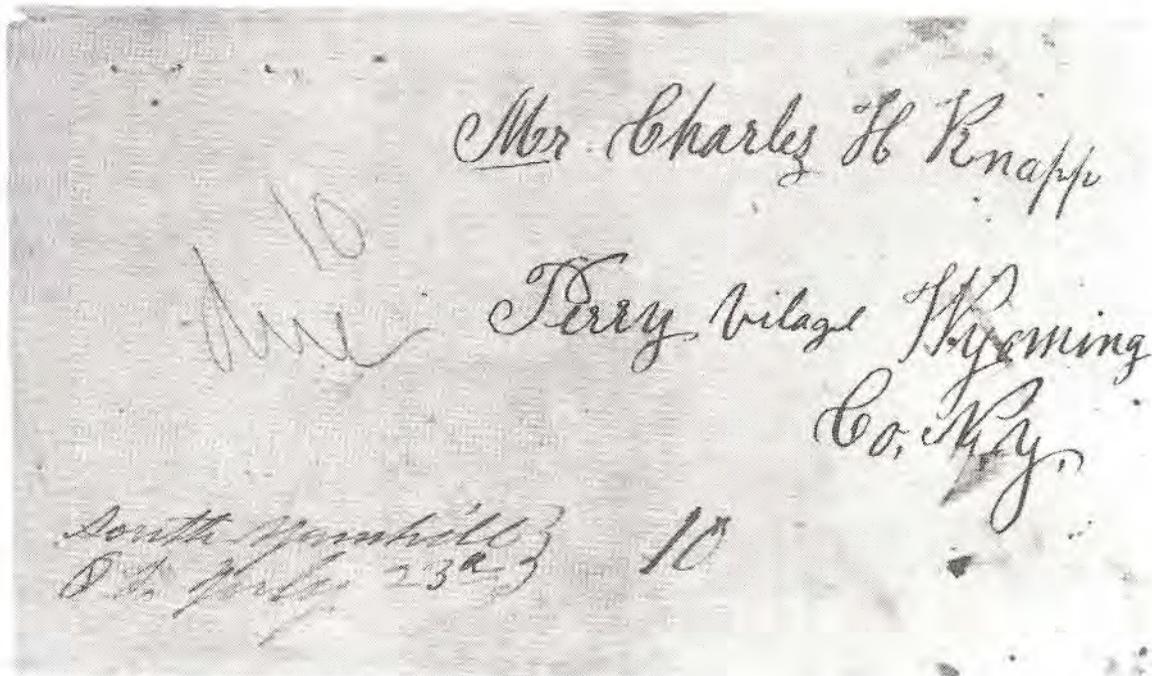
We received your (letter) that you wrote in May a few days since and were glad to hear that you were all well and enjoying good health we are all well but Mary has had a very sore mouth but is getting better she has ben very healthy she is groing fine she can stand alone. harvest commenced the first of July people are generally threw cutting and thrashing wheat is very litel this year the mice were very mad last fall so they destroid nearly all the fall wehat I soad about nine acors of wheat last fall and only got 35 bushels of white wheat. I soad 3 bushels of spring wheat and got about 30 bushels. I bought a mare last fall and traded hur for a mare and colt in a few days after she throwd hursself and died in les than a week the colt jumpt into the well and drownd so goes the worden luck its allin my life time. I also had 80 acors of land in michigan I left money with a man to pay the taxes he never paid them and the land was sold for taxes I sent the power of attorney to waren to sell the land (not

South Mountain
 O. T. Aug 29th Mr. Charles H. Knapp.
 10 Perry Wyoming
 Co. N. Y.

knowing it was sold for taxes) and all that he got for the land was an old mare worth about 20 or 30 dollars I have had very bad luck here as well as in California, but notwithstanding all the ups and downs I would no leave oregon to live in any country that I ever lived in. Oregon is healthy and good rich fertile soil. there was A jew peddler stopt here a few days since that traveld threw york state last March I asked him if he was going to york state again to live. he said not he said if a man could not get a living here he mite as well lay down and die, so he mite. we live in about 40 miles of the ocean so that the sea breeze comes nearly every after noon in summer so that it makes it very plesant in the long hot days of summer. A good many of the emigrants have come in there is a little difaculty with the indians on the road there is a few indians here but they are most all died of since the whtie folks came here some of the indians work for the white people. I have ben making chairs this summer we sell them at \$3.50 each. wages has ben very good this summer in harvest \$3 to 4 a day common labor 2 wheat two and three beef is high 10 and 12 on foot it has ben high as 15.
 G.W. Worden

Good morning Dear sister I am well and after all of this I will sit down to write a few lines to you I remember once of you writing to Guilford to know what kind of people there was in Oregon they are white. they are not yelow sickley and pale like the people in the western states if you want to live and enjoy good health come to oregon. I have one of the prettyest litle girls you ever saw with black eyes and the best she is just like paw and ma. if we never meet on earth I hope we may meet in heaven there to part no more we were to meeting last sunday we had a good meeting we have all most all kinds of meetings. there is some good people here and some bad. our camp meeting commences the first of sept I wish you were here to go with us. if you ever leave york state you must come to oregon. I would like to see Evelyn and have hur to play with mary. So good evening I must close write often excuse all bad writing and spelling
 yours Truley Lydia Ann Worden.

A third cover postmarked at South Yamhill is dated July 23 (Fig.7) This letter is one of the most interesting in the entire correspondence because it describes territorial life in some detail.



Letter 7:

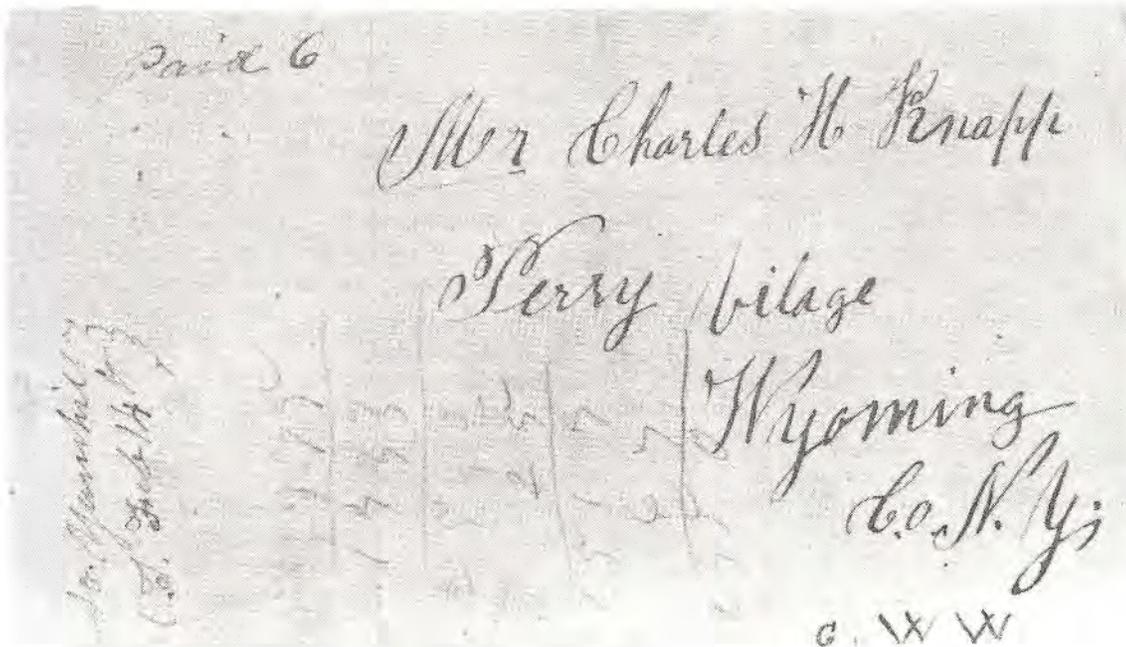
Polk Co. O T July the 16/54

Dear Brother and Sister it is with pleasure that I take this oppertunity to inform you that we are all well we received your letter that was dated April 22nd and was glad to hear that you were all well I have enjoyd very good health since I have lived in Oregon untill this spring I took a bad cold last spring and have not ben clear of a cold till now. this spring has been a very cold backward spring vegetables and corn look very bad wheat is good there has been frost in maney places to cut down the corn potatoes and vines. the two last winters have ben very cold and plenty of snow it has waked the people up and put them to bilding barns and saving foder for their stock. the winters are very raney and cold but not much frosty. we live 12 miles from a small town Lydia Ann parents live near the town Dayton is the name of the town Lafayette is in three miles from dayton both in yamhill Co. we live in 18 miles of Salem one of the most thriving towns in Oregon it is on the willammut river it is navigable Dayton is on yamhill river steam boats come there every other day the farming country in oregon is in valeys we live in a hos thirty or forty miles of the ocean with a high mountain between they are opening a road over the mountains this summer where we can go and get fish clams musles and oysters we are bounded on the south by the Calapaya mountain which divides the willammut valey from the umpguaw valey while on the east lays the Cascades mountains with its white snowy peaks. the willammut valey is some what rowling while next to the mountains on both sides there is high rowlinghills covered partley with oak timber and brush with plenty of grass winter and spring. these hills are settled every where men think they can get a living and some places where I think that it would be hard matter for me to live. it has ben very hard for me to get a start I have had such bad luck. I have sown wheat every year but have not raised anuf for my own use till this year it is not the falt of the cuntry stock distroid it one year and mice one year they eat all the grass also but they are all dead. I expect to have a little wheat to sell I have 10 acors in wheat 4 in oats and one acor in garden and orchard of one hundred

trees peach and apple. I think some of them may bare next year. then I have 20 acors broke that I intend to sow this fall (harvest is now come). one year ago this spring I lost one of my horses that left me without a team I then bought a yoke of oxen I now have a horse team again a waggon 4 cows a yokeof oxen I colt 2 yerlin colts 3 sows 20 pigs 30 or 40 chickens a cat and dog and one babey 19 months old so you see there is a little chance for us yet notwithstanding all the ups and downs. I had nothing when we were married but one horse and Lydia Ann two cows. I bought the claim that we now live on paid two hundred dollars for it. I have held a section till now there seams to be some talk that I cannot hold but a half section. if that is the case one third of the land that is now claimed in oregon is now vacant on account of people not settling purmanently on there claimes before the pasag of the land bill Dec. 1850. if that be the case the emigrants this year will get very good lames thay are not getting in I would like to see some of my friends in oregon. if mother and you were here I would be very well satisfied. if you want to come for your health, you canot find a more healthy place than oregon. if Charles had sold out 5 or 6 years ago and bought stock and brought to oregon he mit ben living without working on a farm the people in oregon does not work one third of there time men that does work are getting to live very easey there is one thing that do not have much of, that is fruit but it is a good cuntry for fruit peaches has mist this year. I expect east of the cascade mountains is the best part of oregon but there is a scarcity of timber except on streams that is something the case here. you did not answer that letter that Evelyn thought you answered. I wish you would write two to me one. I have made some inquiries about Mr. Thayer but can hear nothing about him. we live in about 40 miles of maresvill. we live on the yamhill river it is a small stream running northeast and empties into the willamut river and it into the Columbia. the mountains west of us is very low and lets the sea breese blow very hard nearley every eavning it is very unhealthey to people that is consumptive it has never afected me till this summer it blows harder here than aney place in oregon. the cost range of mountains brake it off except here. in less than two years our time will be out to live on our claim then I may sell out and go east of the cascade mountains. I am not A beleaver in the spiritual rappings but I beleave there is something in it that we cannot comprehend they say that mother and Carline is dead that may be true and it may not they say that mother died three months ago and carline 5 months. they tell some truth and some that is not true. wheat is worth \$2 per bushel but think that it will not be worth that after harvest oxen are worth from 100 to \$150 cows 50 sheap 8 or 12 american horses are worth from 100 to \$150 indian horses about 50. I must bring my letter to a close. I think by the time you have read this letter you will be tird of reading, yours truley G.W. Worden

Dear sister I set down to write a few lines May the lord in mercy keep and bless you my sister and when time with us shall end may we all meet in heaven to rejoice together is the constant and sincere prayer of your sister L A Worden I will send you some of our hare the darkest is mine the nest darkest is Guilfords this sweet little lock is little Mary frances hare. ples send me some of all your hare in the next letter write soon write often write all the time.

The fourth cover from South Yam Hill exhibits a prepaid rate, but it is still stampless, "South Yamhill O.T, Feb. 14th" and "paid 6" (Fig.8).



Letter 8:

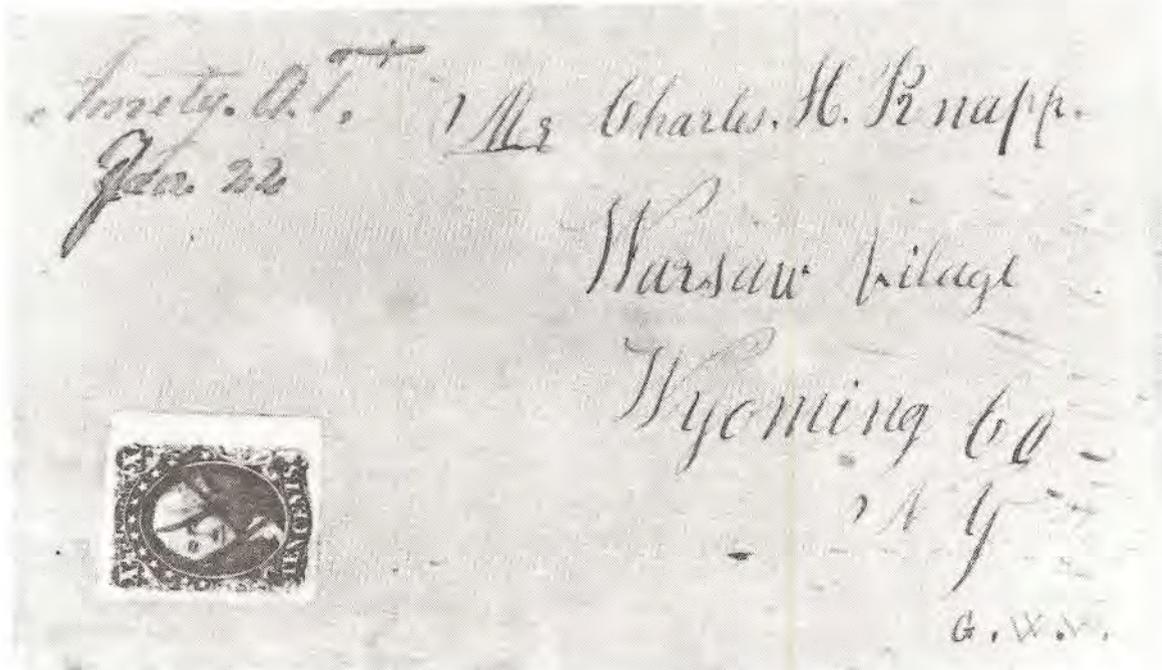
South Yamhill Polk Co., O.T.
Feb. 14th 1855

Dear Brother & Sister. I take this opportunity of writing a few lines to you. We are all well and hope these few lines may find you enjoying the same blessing. We received your letter the first of this month stating the death of our mother. It makes me feel bad to think that I have no mother and so far away from all of my firends. Yet I have one friend she seems to me like a mother. We have a school near here this winter. We boarded two or three schollars the school is now out and it seems quite lonesome. We have had a buitful winter but one snow three inches deep. it laid on 4 days, the weather has bin very good for two weeks past. The grass has started fresh and some have commenced plowing for spring crops. I have 15 acres of wheat it looks very well. Wheat is worth 90 cts per bushel and is raising. I received a letter from Oliver a few days ago. He is a grate believer in spiritual rapping. I have not seen much of the rappings yet, threfore I do not beleave it nor disbeleave. You asked me what kind of people there were here. If you will come here you will see. Well there is people from all parts of the world. Thre are more kinds than you have there. There are less negroes than anything else. We have schools and meetings of most all kinds. The mehodist and Christian churches are the most numerous. People think nothing of going five and ten miles to meeting. Women mostly ride on horseback. You must pardon me for not writing a longer letter. It is getting late and I must close. From your most affectionate Brother & Sister from

G.. & L.A. Worden,

if it did not cost so much to get here I would advise you and Charles to come here. I think you would enjoy good health. Write soon.

The next letter was written from South Yam Hill, but the cover bears and "Amity O.T. Jan 22" postmark and a 10 cent stamp (Fig.9). Amity is a town just to the north of South Yam Hill in the valley, but still south of North Yam Hill, which is on a latitude with Oregon City. Amity's post office had been established July 6, 1852. This letter describes an incident with the Indians.



Letter 9:

South Yamhill O.T. Dec. 19th 1855

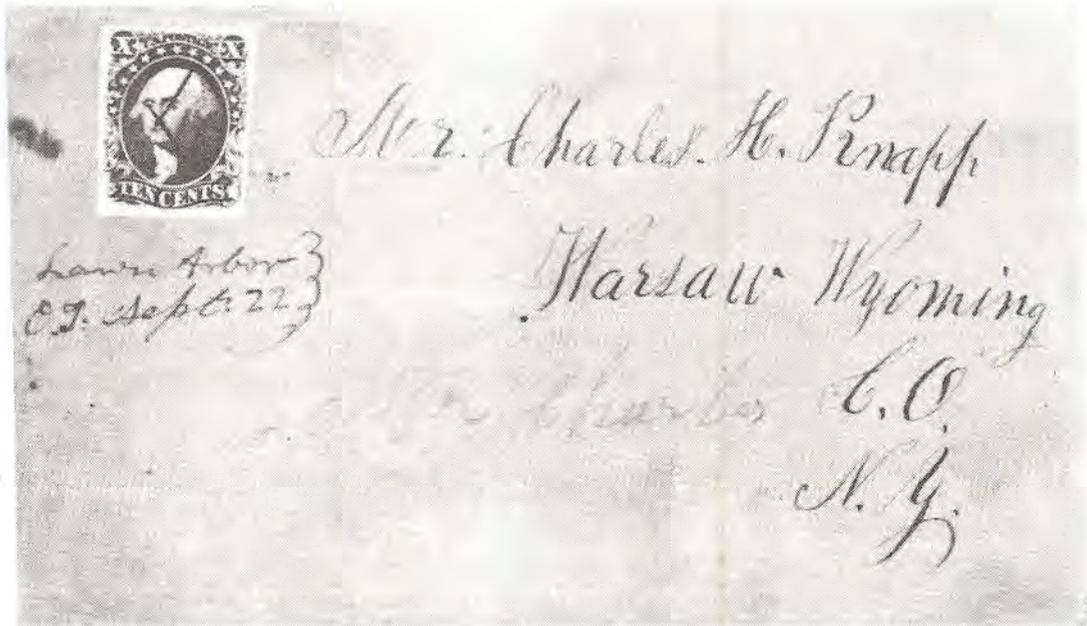
Dear Brother & Sister,

It has been a long time since I have ritten to you. The cause I can hardly tell only my neglect for which I wish to be excused. We are all well as usual. One reason for my not writing sooner was I started to the mines last summer, but had bad news and come back since then I have been very busy. Till now the rain has set in. It has been raining here for about a month. We have no snow yet but the rain is very disagreeable. This has been a very good winter on stock. They look well. The war is still raging here with the indians. The roge river indians have killed some 40 or 50 men. The whites have killed about the same number. The difficulty is not settled, instead in rog river and umpquaw are continually burning houses and killing famalies. The last account from the indians north or rather up the Columbia river has been very good. The whites succeded intaking Fort Walawala where the indians were forted. The whites lost five men and killed one hundred and fifty indians.

January the 5th, 1856

You must excuse me for neglecting to finish my letter. We have had very cold weather since I left off riting. The river has been froze over so that the steamboats could not run and my letter would not went if I had finished it. The cold weather lasted for 8 or 10 days. The ground frose 10 inches deep. It was nearly as cold as it ever has been in Oregon. We had but little snow. Our cold weather is all over now. From this on we will have rain. There has been a good many parties these times but we have tended none. Lydia ann has been very unwell all this year with a pain in her head and side.

The final letter in the correspondence also mentions the Indians in some detail. Although also from South Yam Hill (evidently also called South Yamhill, as the postmarks show), the post office's name had been changed to Lawn Arbor on April 12, 1855. The cover bears a rare "Lawn Arbor O.T. Sept. 22" postmark and a 10 cent stamp with a pen cancel (Fig.10).



Letter 10:

South Yamhill August 24th/56

Dear Brother and Sister,

You must excuse me for not writing sooner. It seems as tho I cannot get time or do not get at writing. We are all in tolerable good health I find that I am getting old very fast. I have broke myself down so that I cannot do half the work I use to do. I am glad to hear that your famaly is in tolerable health. I find by the loss of it that good health is a grate blessing. I am so tired to day that I can hardly write & harvest is just over. It was very late this year on the account of wheat freesing out last winter. We had to sew wheat this spring. I did not raise but eighty or ninety bushels. I was in the government employ last spring for 4 months and expected to be for a year but the sickness of my famaly forbid it. We can by experience impathise with by the loss of a sun. No one can fully realise the sorrow for the loss of child till they loose one themselves. The 26 of last June we were blest with a sun, but for some cause or other the lord did not let us keep it long. It only lived five hours. We could hardley be reconsild to it. Little Mary is most four years old. She talks a grate deal about her little brother. She said she wants God to take her where her little brother is. The indian reservation of Oregon is in 12 miles from my claim. There is where I was to work. There is about three thousand indians on the reserve. It extends nearly a hundred miles south. All the Indians in sothern Oregon have given up fiting and are on this reserve but the indians north and east of the Cascades are still a fiting. They have had some late battles & kild a good many indians but few whites were kild. I never have ritten or advised any one to come to Oregon nor would advise

any one to come if they were comfortably situated there, but noing what I do the states could not hold me. I never could live in so cold a country as the states. All tho we had a very cold spell last winter but it did not last but one week. The ground frose very hard. The winters are rather raney and disagreeable but we have such a plesant summer. We can bare three or 4 months of bad weather. We have had no rain for some time. We have rain in the spring after june we have none of account till Oct. or November when not had to fead our stock but very little. We do not have to work as hard in the winter to fead our stock as people in the states do. They fead themselves. I think that I would like California better than Oregon. There is more money there than here.
G.W. Worden.

Guilford has left his letter unfinish and will not have the opportunity of finishing it for a week or too so I will write a few lines and sent it on. We got a letter from brother Oliver a few days ago. Sister Mary says I must write and get acquainted before we meet in California. They want us to meet them there if they go. I was sick when Guilford wrote to you last and I am not much better yet. Sister I never knew what it was to be sick before. Guilford has told you about my dear little baby. It was the pretest baby I ever saw and dear to me. I have thought it was hard that I had to give it up so soon but the lord called it his own and took it home and left little Mary Frances to be my baby. She is the smartest little girl you ever saw. She sometimes goes and kneels down to pray and she will say lord you have taken my little brother to heven and won't you take me too. She talks about it a grate deal. She came in one day crying and said o mother I want to die so I can get to see my brother.

Dear sister I trust that my life has been prolonged that I may devote it the more to the cause of Christ. I have been on the borders of the grave but blessed be the lord that I have been spared. The thought of leaving my beloved Guilford without a wife and my darling child without a mother in this unfriendly world was indeed painful to me. I would like to see you all very much. I think sometimes that if we was able to go back I would leave all my firends and go with him to see his once more. It will not be long till I will be alone as Guilford is with father or Mother. My father is sixty 3 and morthor fifty 3. The live about thirteen miles from us. I have five sisters and 3 brothers, three sisters living and near neighbors. We are ageting along fine, we have every Sabath. We have just got home from camp meeting we had a happy time and another camp meeting commences next Friday. I think we shall go if the lord be willing.... Write soon and often

*Lydia Ann Goodrich born April 9th 1834 Laport Co., Indiana
Lydia Ann Worden*



Guilford W. Worden may have indeed been unlucky. Health concerns are mentioned in every letter, and they continued to plague him. Five years after the last letter in this series, Guilford Worden became inflicted with a disease of the throat that left him unable to talk above a whisper. Four years later, on March 19, 1865, he died at his home of "throat disease". He was only 41, survived by his wife and three children.

CALIFORNIA POSTMARKS (to 1935)

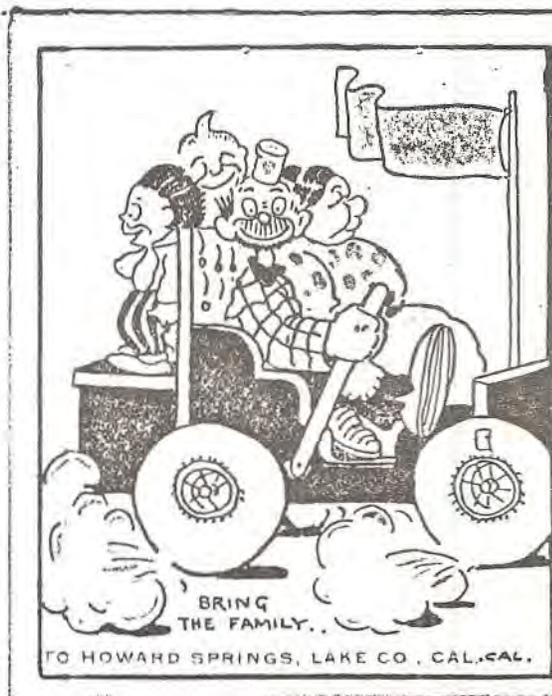
by John Williams
887 Litchfield Ave.
Sebastopol CA 95472

In the last issue I promised to present the postmark catalog for Lake and Mendocino counties in this issue. The discerning reader may notice that only Lake County is here. I had Mendocino County 90% complete with lots of time to finish when I had a major computer failure.

At this point I don't know exactly what went wrong, but I lost my Mendocino file of 17 pages. It may be possible to retrieve all or part of it, or it may be necessary to recreate the file; but I write this at the end of January, and I am about to leave for a month or so in Baja. So for this issue I can offer only the smaller Lake County. My apologies to my friends in Ukiah (and others) who offered so much assistance on the Mendocino County lists.

The major contributor to thank for the Lake County listing is Erving Feltman. We are missing lots of towns, and of course any updates are welcome.

I won't make any rash promises, but for the July issue I hope to present Mendocino and El Dorado counties, with many thanks to Frank Newton for generously supplying copies from his great El Dorado County collection.



Howard Springs

Lake County, Cal. 904
"The Switzerland of America"

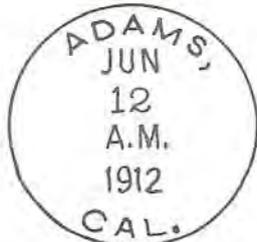
J. W. LAYMANCE : Owner and Proprietor



Bob Churchill
223 Sutter St
San Francisco
Liko Club Cal.

LAKE COUNTY

TOWN/NUMBER	POSTMARK	EARLIEST	LATEST	VALUE	KILLER	NOTES
ADAMS (26 OCT 1908 - 14 OCT 1960) NCT ADAMS-LOCH LOMOND						
LAK- 3	M/S	9 JUN 89	22 JUN 09	2		
LAK= 6	1C 32.5 21L	14 MAY 10	2 LUN 13	2	4B-1	
LAK- 9	1C 30.5 18L	11 SEP 16		2	4B-9	
LAK- 12	1C 31.5 13L	7 JUL 24	27 FEB 30	2	4B-11	
LAK- 15	1C 29.5	27 JAN 35		1	4B-11	
ALLEN SPRINGS (10 SEP 1874 - 24 FEB 1885)						
(14 JUL 1885 - 31 OCT 1894)						
(20 MAY 1896 - 14 JUL 1906)						
LAK- 21	1C 24.0 9L	21 APR 79		3		
LAK- 24	3C 33.5	28 JUL 82	16 SEP 84	3		
	32.0					
	21.5 12L					
LAK- 27	M/S	29 SEP 86		3		
LAK- 30	2C 30.0	8 AUG 89	25 MAY 97	3		
	27.5 7L					
LAK- 33	1C 27.5 8L	8 AUG 96	1 SEP 97	3		
ARABELLA (13 SEP 1888 - 30 JUN 1920)						
LAK- 39	1C 27.5 12L	18 FEB 91	2 APR 01	2		
LAK= 42	1C 30.5 20L	11 AUG 08	28 DEC 09	2	4B-1	
LAK- 45	1C 32.5 18L	6 OCT 17		2	4B-9	
BACHELOR (31 JAN 1882 - 15 JAN 1919)						
(21 AUG 1920 - 30 APR 1940)						
LAK- 51	3C 29.5	16 MAY 83	8 MAR 84	4		T&C
	27.5					
	19.5 6L					
LAK- 57	1C 27.5 8L	30 APR 91	2 JUL 92	3		
LAK- 60	1C 27.5 13L	21 JUL 94		3		
LAK- 63	1C 27.5 11L	21 JUN 01	4 AUG 09	2		
LAK- 66	1C 31.5 18L	11 JUL 14	17 JUN 16	2	4B-9	
LAK= 69	1C 31.5 15L	22 JUL 21	21 AUG 28	2	4B-9	
LAK- 72	1C 31.5 15L	6 FEB 30	4 JUL 32	1	4B-11	
BARTLETT SPRINGS (28 MAY 1873 - 31 AUG 1935)						
LAK- 75	M/S	26 AUG 76		3		
LAK- 78	1C 28.5 9L	3 SEP 78	9 JAN 80	3		
LAK- 81	3OV 41.5X24.5	12 MAR 81	5 AUG 87	3		
	40.0X22.5					
	31.5X14.5 15L					
LAK- 84	1C 26.5 2L	5 SEP 90	8 DEC 90	3		
LAK- 87	1C 27.5 3L	3 NOV 94	19 MAY 98	3		
LAK- 90	1C 27.5 8L	29 DEC 99		2		
LAK- 93	1C 28.5 6L	4 JUN 05	25 JUN 07	2		
LAK- 96	1C 29.5 6L	27 AUG 18	15 JUL 30	1	EL-53	
LAK- 99	1C 32.5 9L	3 AUG 35	31 AUG 35	1	4B-9	



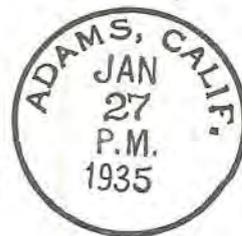
LAK- 6



LAK- 9



LAK- 12



LAK- 15



LAK- 21



LAK- 24



LAK- 30



LAK- 33



LAK- 39



LAK= 42



LAK- 45



LAK- 51



LAK- 57



LAK- 60



LAK- 63



LAK- 66



LAK= 69



LAK- 72



LAK- 78



LAK- 84



LAK- 81



LAK- 87



LAK- 90



LAK- 93



LAK- 96



LAK- 99

WESTERN EXPRESS

LAKE COUNTY

April 1988

TOWN/NUMBER	POSTMARK	EARLIEST	LATEST	VALUE	KILLER	NOTES
BERTHA (27 FEB 1879 - 24 JAN 1900) NCT LAUREL DELL.						
LAK-105	2C 29.0	6 DEC 81	1 MAY 82	4		T&C
	27.5 9L					
LAK-108	1C 31.5 10L	12 JUN 83	23 JUN 83	3		T&C
LAK-114	1C 26.5 12L	7 JUN 93	29 OCT 94	3		
LAK-117	1C 26.5 14L	18 JUN 95		3		
BIG VALLEY (20 MAY 1861 - 12 NOV 1861) TRANSFERRED FROM NAPA CO. NCT LAKEPORT NO POSTMARKS RECORDED						
BLUE LAKE (27 FEB 1871 - 20 JUL 1871) NO POSTMARKS RECORDED						
BOTTLE ROCK (29 SEP 1876 - 13 NOV 1877) NO POSTMARKS RECORDED						
CASTLE SPRINGS (16 NOV 1911 - 31 DEC 1917) NO POSTMARKS RECORDED						
CLEARLAKE (21 MAY 1923 - 31 JUN 1937) NCT CLEARLAKE PARK						
LAK-132	1C 31.5 16L	30 AUG 23	22 NOV 32	1	4B-9	
CLEARLAKE HIGHLANDS (29 JUN 1925 - OPEN) WAS KNOCTI						
LAK-138	1C 31.5 6L	3 MAY 26		2	4B-9	
LAK-141	1C 31.5 7L	6 MAY 29	6 APR 31	2	4B-9	
LAK-144	1C 29.5	3 NOV 31	24 NOV 31	1	4B-7	
LAK-147	1C 21.5 4L	1 FEB 35		1	COLUMBIA	
LAK-150	1C 32.5 6L	22 DEC 35		1	4B-9	
CLEARLAKE OAKS (1 JUN 1935 - OPEN) WAS STUBBS						
LAK-153	1C 32.5 15L	21 AUG 35		1	4B-9	
COBB (29 DEC 1911 - OPEN) WAS GLENBROOK						
LAK-156	1C 31.5 20L	16 JUL 13	3 OCT 19	2	4B-9	
LAK-159	1C 31.5 17L	19 AUG 20	7 JUL 23	1	4B-9	
LAK-162	1C 31.5 22L	9 AUG 29	28 FEB 30	1	4B-9	
LAK-165	1C 31.5 11L	25 APR 32		1	4B-9	
DEERLODGE (22 JUN 1898 - 14 SEP 1898) NO POSTMARKS RECORDED						
EASTLAKE (13 APR 1877 - 30 APR 1884)						
LAK-171	1C 24.0 8L	7 SEP 78*		3		
LAK-174	1C 26.5 10L	8 MAR 81	10 OCT 82	3		
ELY'S (8 MAR 1887 - 15 MAR 1890)						
LAK-177	1C 26.5 15L	24 AUG 88	17 SEP 88	4		
FINLEY (25 OCT 1907 - OPEN)						
LAK-183	1C 31.5 21L	24 DEC 07	10 AUG 15	2	4B-1	
LAK-186	1C 31.5 21L	2 JAN 25	1 APR 26	2	4B-1	NOTE 1
LAK-192	1C 32.5 13L	31 OCT 35		1	4B-9	



LAK-105



LAK-108



LAK-114



LAK-117



LAK-132



LAK-138



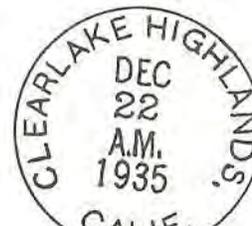
LAK-141



LAK-144



LAK-147



LAK-150



LAK-153



LAK-156



LAK-159



LAK-162



LAK-165



LAK-171



LAK-174



LAK-177



LAK-183



LAK-186



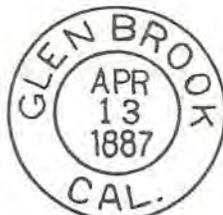
LAK-192

LAKE COUNTY

TOWN/NUMBER	POSTMARK	EARLIEST	LATEST	VALUE	KILLER	NOTES
GLENBROOK (13 JUN 1871 - 29 DEC 1911) NCT COBB						
LAK-195	M/S	24 AUG 73*		3		
LAK-201	1C 24.5 8L	6 AUG 83	20 JUL 84	2		
LAK-204	2C 28.5	13 APR 87		3		
	16.5 10L					
LAK-210	1C 26.5 8L	1 SEP 97	13 JAN 99	2		
LAK-213	1C 31.5 15L	9 APR 06	3 SEP 09	2	DOANE TY3(2)	
GRAVELLY VALLEY (6 JAN 1874 - 31 DEC 1889) NCT HULLVILLE						
LAK-216	M/S	30 JAN 75	15 MAR 81	4		
LAK-219	2C 31.5	23 MAR 83		5		T&C
	21.5 9L					
GUENOC (25 MAR 1867 - 31 AUG 1880)						
LAK-225	1C 24.5 9L	13 JUL 75*		4		
HARBIN SPRINGS (OPERATING DATES UNKNOWN)						
LAK-231	2C 31.5	25 DEC 79		5		NOTE 2
	20.5 12L					
LAK-234	1C 26.5 8L	4 AUG 82	6 AUG 82	5		
HIGHLAND (28 JUN 1880 - 6 MAY, 1884) NCT HIGHLAND SPRINGS NO POSTMARKS RECORDED						
HIGHLAND SPRINGS (12 MAR 1875 - 7 JAN 1880) (7 MAY 1884 - 30 APR 1921) WAS HIGHLAND						
LAK-240	M/S	26 OCT 75	24 AUG 76*	4		
LAK-243	1C 27.5 9L	15 JUL 79		4		
LAK-246	2C 27.5	2 JUL 85	30 JUN 91	3		
	26.0 9L					
LAK-249	1C 27.5 4L	5 JUL 93	13 SEP 04	2		
LAK-252	1C 27.5 5L	6 JUL 97		3		
LAK-255	2C 28.5	23 JUL 95	28 FEB 96	3		
	16.5 12L					
LAK-258	1C 29.0 9L	4 JUL 05	18 JUN 08	2	DOANE TY2(2)	
LAK-261	1C 31.5 7L	29 JUN 09	18 AUG 12	2	4B-1	
LAK-264	1C 31.5 8L	7 DEC 17	22 MAR 19	2	4B-9	
HIGH VALLEY (30 JUL 1872 - 5 FEB 1875) NO POSTMARKS RECORDED						
HOBERGS (22 OCT 1929 - 8 JUN 1962) CHANGED TO RURAL STA OF COBB						
LAK-270	1C 31.5 17L	26 JUN 30		2	4B-9	
LAK-273	1C 31.5 17L	6 JUL 33	25 AUG 34	1	4B-10	
HOUGH/HOUGH'S SPRINGS (10 MAY 1882 - 2 NOV 1886) (7 FEB 1887 - 15 JAN 1895)						
LAK-279	2C 27.5	8 JUL 83	6 APR 89	4		
	26.0 3L					
LAK-282	1C 27.5 7L	1 NOV 94		4		



LAK-201



LAK-204



LAK-210



LAK-213



LAK-219



LAK-225



LAK-231



LAK-234



LAK-243



LAK-249



LAK-246



LAK-252



LAK-255



LAK-258



LAK-261



LAK-264



LAK-270



LAK-273



LAK-279



LAK-282

LAKE COUNTY

TOWN/NUMBER	POSTMARK	EARLIEST	LATEST	VALUE	KILLER	NOTES
HOWARD SPRINGS (DATES OF OPERATION UNKNOWN)						NOTE 3
LAK-285	S/L 44 X 21.5	25 AUG 04		3		
LAK-288	S/L 64 X 10	9 AUG 11		3		
HULLVILLE (31 DEC 1889 - 15 NOV 1935)						
LAK-291	1C 27.5 11L	25 JAN 92		3		
LAK-294	2C 28.5	21 SEP 96		3		NOTE 4
	18.5 6L					
LAK-300	1C 26.5 14L	15 MAR 04		2		
LAK-303	1C 27.5 10L	5 JUN 07	11 AUG 11	3	DOANE TY2(1)	
LAK-309	1C 31.5 19L	7 JUN 15	31 DEC 24	2	4B-9	
LAK-312	1C 31.5 18L	12 NOV 35		2	4B-9	
INA (31 JUL 1907 - RESCINDED 4 MAY 1908)						
POST OFFICE DID NOT OPEN						
KAYOTE (20 MAY 1861 - 20 SEP 1862) TRANSFERRED FROM NAPA CO						
NO POSTMARKS RECORDED						
KELSEYVILLE (4 OCT 1882 - OPEN) WAS UNCLE SAM						
LAK-318	1C 32.5 16L	5 AUG 84		3		
LAK-321	1C 27.5 9L	1 SEP 85	19 AUG 87	3		T&C
LAK-324	1C 27.5 6L	8 APR 89	31 MAY 91	2		
LAK-327	2C 31.5	1 FEB 93	6 MAY 93	2		
	30.5 19L					
LAK-330	1C 32.5 18L	19 JUN 93		2		
LAK-333	1C 27.5 12L	27 DEC 94	12 FEB 00	2		
LAK-336	1C 29.5 10L	2 OCT 04	5 NOV 09	2	EL-53	
LAK-339	1C 28.5 11L	24 APR 16	14 MAY 18	2	EL-53	
LAK-345	1C 28.5 11L	5 MAR 30	3 MAY 32	1	EL-53	
LAK-348	1C 22.5 8L	30 APR 31	8 JUN 32	1	COLUMBIA	
LAK-351	1C 28.5 11L	8 MAR 33		1	EL-52	
LAK-354	1C 29.5 5L	16 NOV 34	13 MAY 35	1	EL-60	
KNOCTI (29 JUN 1925 - 1 NOV 1925) NCT CLEARLAKE HIGHLANDS						
NO POSTMARKS RECORDED						
KNOXVILLE (30 NOV 1863 - 8 MAR 1872) TRANSFERRED TO NAPA CO BY BOUNDRY CHANGE						
LAK-360	2C 29.0	71*		4		
	27.5 8L					

HOWARD SPRINGS

AUG 25 1904

LAKE CO., CAL.

LAK-285

HOWARD SPRINGS

LAKE CO., CALIF.

LAK-288



LAK-291



LAK-294



LAK-300



LAK-303



LAK-309



LAK-312



LAK-318



LAK-321



LAK-324



LAK-327



LAK-330



LAK-333



LAK-336



LAK-339



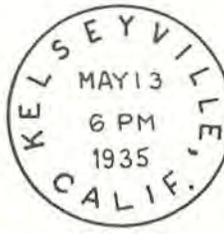
LAK-345



LAK-348



LAK-351



LAK-354



LAK-360

LAKE COUNTY

TOWN/NUMBER	POSTMARK	EARLIEST	LATEST	VALUE	KILLER	NOTES
LAKEPORT (12 NOV 1861 - OPEN) WAS BIG VALLEY						
LAK-363	M/S	5 NOV 62*		4		
LAK-366	2C 24.5	10 MAY 63*	28 SEP 66*	3		
	14.5 5L					
LAK-369	1C 24.5 7L	26 JUN 67*	2 JUN 70	2		
LAK-375	1C 28.5 14L	7 JUL 77	18 MAY 78	3		
LAK-378	2C 32.5	2 FEB 79	18 JUL 82	3		
	19.5 18L					
LAK-381	1C 24.5 11L	27 APR 80*		2		
LAK-384	1C 25.5 8L	29 AUG 82*		2		
LAK-387	1C 26.5 10L	12 APR 83	6 MAY 86	2		
LAK-390	1OT 25 X 25 8L	11 JUN 83	4 OCT 83	2		
LAK-393	1C 26.5 12L	26 MAR 89	4 OCT 95	2		
LAK-396	1C 27.5 12L	15 JUL 93	29 JAN 99	2		
LAK-399	1C 27.5 14L	8 JAN 98	1 FEB 00	2		
LAK-402	1C 27.5 11L	20 AUG 00	26 MAY 09	2	EL-53	
LAK-405	1C 29.5 14L	25 MAY 04		2	EL-53	
LAK-408	1C 29.5 17L	23 APR 13	7 APR 22	2	EL-52	
LAK-414	1C 28.5 16L	11 MAY 26	13 JUL 30	2	EL-53	
LAK-417	1C 20.5 5L	25 JUL 29	31 MAR 35	1	INT'L	
LAUREL DELL (24 JAN 1900 - 31 OCT 1922) WAS BERTHA (15 AUG 1925 - 30 SEP 1926)						
LAK-423	1C 27.5 8L	9 AUG 02	20 AUG 06	3		
LAK-426	1C 31.5 17L	17 JUN 07	31 JUL 18	2	4B-1	
LAK-429	1C 31.5 14L	9 JUL 26	26 SEP 26	3	4B-9	
LOWER LAKE (20 MAY 1861 - OPEN) TRANSFERRED FROM NAPA CO						
LAK-432	M/S	14 JUN 68	10 MAR 75	3		
LAK-435	1C 25.5 8L	4 OCT 65	1 JUN 68	3		
LAK-438	1C 24.0 7L	29 JAN 72	8 AUG 76	3		
LAK-441	1C 25.5 5L	8 JAN 82*	19 MAR 83*	2		
LAK-444	1C 26.0 7L	24 JUL 84	4 MAY 85	2		
LAK-447	1C 26.5 10L	9 JUL 91	19 OCT 97	2		
LAK-450	1C 26.5 8L	29 DEC 92		2		
LAK-453	1C 27.5 12L	27 MAY 96	28 JUL 98	2		
LAK-456	1C 27.5 11L	14 SEP 03	2 NOV 03	2	EL-53	
LAK-462	1C 32.5 16L	15 MAY 13	2 FEB 16	2	4B-9	
LAK-465	1C 28.5 11L	24 NOV 23	26 AUG 24	1	EL-53	
LAK-468	1C 22.5 9L	8 JUL 31	12 JUL 34	1	IELFIELD	
LAK-471	1C 29.5 11L	28 NOV 33		1	EL-55	
LUCERNE (2 JUL 1926 - OPEN)						
LAK-474	1C 31.5 17L	4 OCT 26	7 MAR 32	2	4B-9	



LAK-366



LAK-369



LAK-375

Stage



LAKEPORT STAGE KILLER TYPES



LAK-378



LAK-381



LAK-384



LAK-387



LAK-390



LAK-393



LAK-396



LAK-398



LAK-402



LAK-405



LAK-408



LAK-414



LAK-417



LAK-423



LAK-426



LAK-429



LAK-435



LAK-438



LAK-441



LAK-444



LAK-447



LAK-450



LAK-453



LAK-456



LAK-462



LAK-465



LAK-468



LAK-471



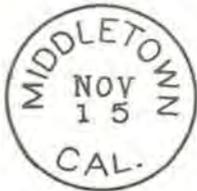
LAK-474

WESTERN EXPRESS

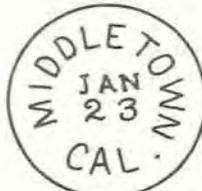
April 1988

LAKE COUNTY

TOWN/NUMBER	POSTMARK	EARLIEST	LATEST	VALUE	KILLER	NOTES
MIDDLETON (5 APR 1871 - 1 AUG 1875) NCT MIDDLETOWN NO POSTMARKS RECORDED						
MIDDLETOWN (2 AUG 1875 - OPEN) WAS MIDDLETON						
LAK-480	1C 24.5 6L	18 OCT 75	27 MAR 81	3		
LAK-483	1C 25.5 4L	23 JAN 82	9 FEB 83	2		
LAK-486	1C 26.5 9L	14 APR 83	10 APR 86	2		
LAK-489	1C 26.5 8L	28 DEC 87		2		
LAK-492	1C 25.5 9L	3 DEC 91	11 MAR 92	2		
LAK-495	1C 26.5 9L	2 DEC 97		2		
LAK-498	1C 27.5 12L	15 MAY 98	18 JAN 00	2		
LAK 501	1C 29.5 12L	22 JUN 04	6 MAY 09	2	EL-53	
LAK-504	1C 29.5 11L	22 MAR 15	16 OCT 18	2	EL-53	
LAK-507	1C 29.5 11L	16 MAY 21	2 MAY 31	1	EL-52	
LAK-510	1C 21.5 9L	5 AUG 32	13 NOV 32	1	COLUMBIA	
MIDLAKE (1 MAY 1900 - 15 AUG 1945)						
LAK-516	1C 28.5 8L	21 JUL 00		4		
LAK-519	1C 26.5 11L	6 MAR 01	20 OCT 03	3		
LAK-522	1C 30.5 20L	20 APR 08	22 JUL 21	2	4B-1	
LAK-525	1C 31.5 20L	17 JUL 30		1	4B-11	
MIRABEL (16 APR 1892 - 15 AUG 1893)						
LAK-531	3C 29.5 27.5 17.5 13L	26 JAN 93	5 MAY 93	4		
MORGAN (19 JUN 1868 - 3 OCT 1872) NO POSTMARKS RECORDED						
NICE (5 FEB 1930 - OPEN)						
LAK-537	1C 31.5 17L	20 MAR 30	7 JUL 35	1	4B-9	
NITA (19 JUL 1893 - 15 FEB 1898)						
LAK-540	1C 27.5 16L	3 JAN 94	11 DEC 97	4		
PENCES (11 APR 1895 - 15 NOV 1895) NO POSTMARKS RECORDED						
PUTAH (16 MAY 1892 - 15 FEB 1900)						
LAK-546	1C 27.5 13L	6 FEB 95	28 APR 97	4		
QUICKSILVER (28 DEC 1900 - 31 OCT 1910)						
LAK-549	1C 28.0 7L	25 NOV 01	30 NOV 09	2		
REIFF (18 MAY 1881 - 15 MAY 1918) (10 JUL 1923 - 31 OCT 1941)						
LAK-554	2C 32.0 30.0 9L	11 JUN 83		5		T&C
LAK-557	1C 27.5 15L	20 MAY 91	30 AUG 97	3		
LAK-563	1C 28.5 14L	27 SEP 07	26 APR 09	3	DOANE TY2(1)	
LAK-566	1C 30.5 19L	27 MAR 12		2	4B-1	
LAK-569	1C 30.5 15L	5 JAN 25	2 JAN 31	1	4B-1	



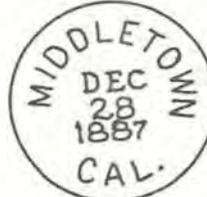
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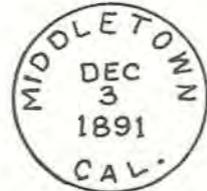
LAK-483



LAK-486



LAK-489



LAK-492



LAK-495



LAK-498



LAK 501



LAK-504



LAK-507



LAK-510



LAK-516



LAK-519



LAK-522



LAK-525



LAK-531



LAK-537



LAK-540



LAK-546



LAK-549



LAK-554



LAK-557



LAK-563



LAK-566



LAK-569

LAKE COUNTY

TOWN/NUMBER	POSTMARK	EARLIEST	LATEST	VALUE	KILLER	NOTES
SANHEDRIN (5 MAY 1896 - 15 AUG 1907)						
NO POSTMARKS RECORDED						
SEIGLER (10 AUG 1904 - 15 JUN 1907)						
(5 APR 1909 - 31 JAN 1911)						
LAK-575	1C 28.5 13L	11 JUL 05	7 JUL 06	3	DOANE TY2(1)	
LAK-578	1C 30.5 19L	9 AUG 10		3	4B-1	
SEIGLER SPRINGS (23 NOV 1915 - 30 APR 1966) CHANGED TO RURAL BR OF LOWER LAKE						
LAK-581	1C 31.5 10L	6 OCT 16	26 JUN 17	2	4B-9	
LAK-584	1C 31.5 6L	23 JUL 23	19 JUL 35	2	4B-1	
STANTON (5 MAY 1879 - 11 OCT 1880)						
NO POSTMARKS RECORDED						
STUBBS (14 JUN 1926 - 1 JUN 1935) NCT CLEARLAKE OAKS						
LAK-590	1C 31.5 19L	29 OCT 26	27 JUN 34	2	4B-9	
UNCLE SAM (20 MAY 1861 - 4 OCT 1882) NCT KELSEYVILLE. TRANSFERRED FROM NAPA CO						
LAK-593	M/S	13 JUN 65		4		
LAK-596	1C 23.5 8L	8 JUN 71	4 JUN 73	3		
LAK-599	1C 25.5 8L	20 JAN 75	24 SEP 78	3		
LAK-602	2C 30.5	20 FEB 79	11 OCT 83	3		NOTE 5
UPPER CLEAR LAKE (20 MAY 1861 - 19 JUL 1875) TRANSFERRED FROM NAPA CO						
NCT UPPER LAKE						
LAK-605	M/S	16 MAR 74		4		
LAK-608	1C 24.5 4L	28 JUL 75		4		
UPPER LAKE/UPPERLAKE (20 JUL 1875 - OPEN) WAS UPPER CLEAR LAKE						
LAK-611	M/S	7 JUL 75	16 JUN 76	3		
LAK-614	2C 30.5	1 FEB 79	6 JAN 80	4		
	29.5 10L					
LAK-617	1C 25.5 7L	19 DEC 79	8 OCT 80	2		
LAK-620	2C 29.5	8 OCT 83	16 AUG 88	2		
	27.5 9L					
LAK-623	1C 27.5	5 APR 89	23 JAN 92	2		
LAK-626	2C 29.5	16 DEC 89	20 JAN 91	3		T&C
	27.5 10L					
LAK-629	1C 27.5 9L	7 OCT 92	18 APR 02	2		
LAK-632	1C 27.5 10L	1 FEB 97	24 JAN 00	2		
LAK-635	1C 29.5 12L	27 DEC 07		2	EL-53	
LAK-638	1C 32.5 17L	13 SEP 12		2	4B-1	
LAK-641	1C 29.5 15L	4 MAR 16	3 DEC 19	2	EL-52	
LAK-647	1C 29.5 15L	18 DEC 31	12 MAY 35	1	EL-53	
WHISPERING PINES (21 JAN 1935 - 12 MAY 1962) CHANGED TO RURAL STA OF MIDDLETOWN						
LAK-650	1C 33.5 8L	19 SEP 35	7 NOV 35	1	4B-9	



LAK-575



LAK-578



LAK-581



LAK-584



LAK-590



LAK-596



LAK-599



LAK-602



LAK-608



LAK-617



LAK-614



LAK-620



LAK-623



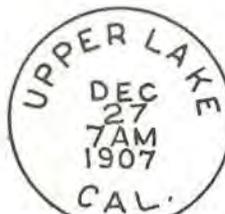
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LAK-626



LAK-632



LAK-635



LAK-638



LAK-641



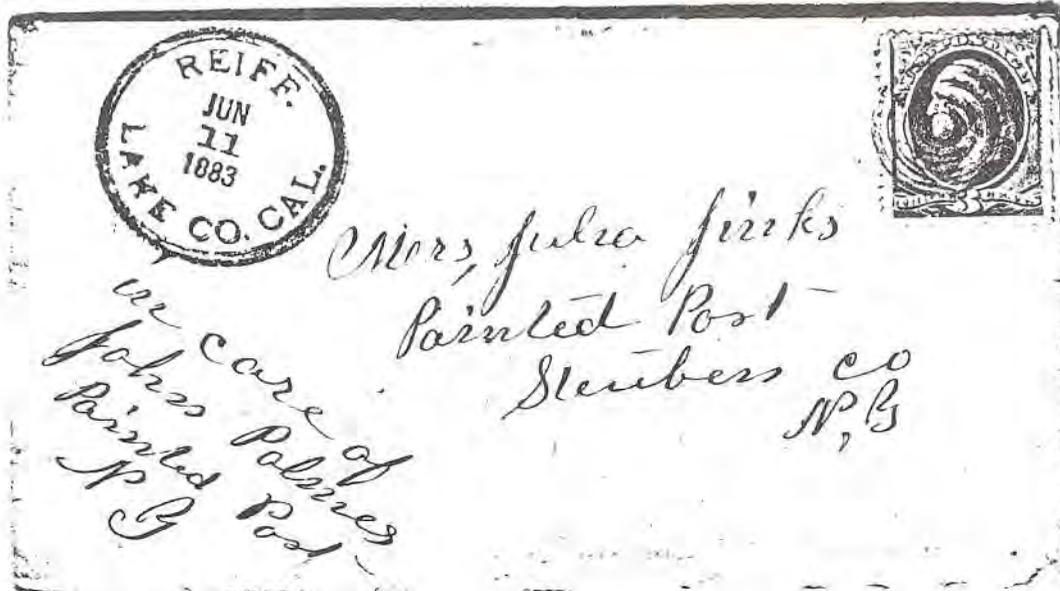
LAK-647



LAK-650

LAKE COUNTY

TOWN/NUMBER	POSTMARK	EARLIEST	LATEST	VALUE	KILLER	NOTES
WITTER (7 JUN 1901 - 4 MAY 1913) NCT WITTER SPRINGS						
LAK-653	1C 28.5 14L	31 AUG 03		3		
LAK-656	1C 31.5 20L	9 JUL 06	12 SEP 08	2		DOANE TY3(4)
LAK-659	1C 31.5 21L	25 AUG 10		2		4B-1
WITTER SPRINGS (5 MAY 1913 - 7 JAN 1984) WAS WITTER						
LAK-662	1C 31.5 10L	12 FEB 16	21 MAY 19	2		4B-9
LAK-668	1C 31.5 12L	30 NOV 28	14 FEB 35	1		4B-9
WITTER'S SPRINGS (7 MAR 1873 - 10 MAY 1880) RE-ESTABLISHED IN 1901 AS WITTER						
LAK-671	1C 25.0 5L	17 JAN 76		4		NOTE 6
ZEM ZEM (14 DEC 1869 - 8 MAR 1872) INTO NAPA CO BY BOUNDRY CHANGE NO POSTMARKS RECORDED						



The earliest known cover from Reiff.

- NOTE 1 - LAK-186 - MEASUREMENTS ARE THE SAME AS LAK-183 EXCEPT LETTERS ARE LARGER.
- NOTE 2 - HARBIN SPRINGS OPERATED OUT OF THE CALISTOGA (NAPA CO) POST OFFICE AND WAS NEVER RECOGNIZED OFFICALLY. NEVER THE LESS, IT CANCELLED AND DISTRIBUTED U S MAIL. IT IS INTERESTING TO NOTE THAT CALISTOGA SPRINGS ALSO OPERATED OUT OF OR AS THE CALISTOGA POST OFFICE.
- NOTE 3 - HOWARD SPRINGS WAS NEVER AN OFFICIAL POST OFFICE BUT BOTH CANCELLED AND DISTRIBUTED U S MAIL OPERATING OUT OF THE MIDDLETOWN POST OFFICE.
- NOTE 4 - LAK-294 USED AS A SENDING CANCEL.
- NOTE 5 - LAK-602 APPARENTLY OPERATED WELL AFTER THE OFFICIAL CLOSING DATE.
- NOTE 6 - LAK-671 NOTE CANCELLING DEVICE READS WITTER SPRINGS, NOT WITTER'S SPRINGS.



LAK-653



LAK-656



LAK-659



LAK-662



LAK-668



LAK-671

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