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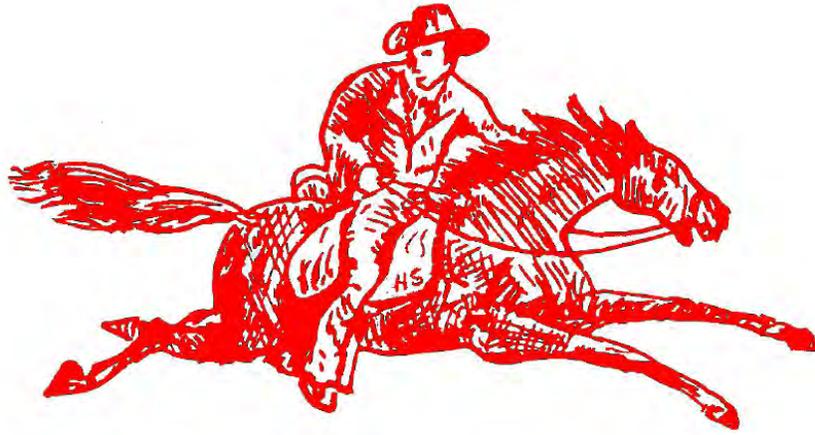


FRANCIS MARION KING

ANDREW JACKSON KING

SAMUEL HOUSTON KING

Photos Courtesy of Frank M. King



Recent Awards

APS StampShow 2009 (Pittsburgh, PA) - GOLD
Chicagopex 2009 (Arlington Heights, IL) - GOLD

MEMBERSHIP INFORMATION

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.

Western Express (ISSN 0510-2332) is published quarterly (March-June-September-December) by the Western Cover Society, which is a not-for-profit 501 (C-3) tax exempt organization. Western Cover Society seeks to fulfill its charitable and educational mission through the publication of books and journals. All contributions above the basic subscription rate are tax deductible and will go to support publication of material.

The annual membership in the society includes a subscription to *Western Express*. All who share an interest are invited to join. Annual membership is \$35.00 per year. Membership application and back issues can be obtained by contacting John Drew at our web site, www.westerncoversociety.com. Claims for missing issues made within six months will be serviced free of charge.

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Western Cover Society
John Drew, Secretary
15370 Skyview Terrace
San Jose, CA 95132-3042

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

Advertising rates, per issue: Full page \$150.00, half page \$85.00, quarter page \$50.00
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Submit ads to the General Editor: Ken Stach, PO Box 6; Letcher, SD 57359 (kenstach@santel.net)

President's Message

Submitted by Robert Chandler

Greetings: All members have received ballots and we hope that they have returned them properly voted, with no hanging chads, to Oscar Thomas. Our managerial team of Perlman and Walske will be unstoppable inaugurating a Golden Age.

In the past ten years or so, WCS has neglected to recognize and celebrate those members who have given great service to our organization with honorary membership. With the approval of our Directors, I wished to honor three of our stalwarts. First up was Treasurer Oscar Thomas, as noted in our last issue.

Secretary John Drew followed August 27 (see photo on page 44). As longtime secretary, John has kept the Society running smoothly and annually made the necessary arrangements with WESTPEX, for our annual grand get together. Locally, John organizes the monthly lunch meetings on the twelfth floor of the Marines Memorial.

John has also meaningfully encouraged other collectors. He shows thorough topical collections to all interested. These are a combination of covers of towns, counties, and expresses, carefully selected for completeness and eye appeal, married with appropriate ephemera and illustrations. All may learn from viewing. Additionally, many have enjoyed John's bounty. If he has a cover that will aid another to enhance a collection, John will sell it to him at his cost, which is liable to have been a price paid 30 years ago. John Drew embodies the best of philately.

On his certificate, an Honorary Wells Fargo agent appointment form from 1875, John received special dispensation and full authority to collect all express marks from Arizona Territory, which, coincidentally, is his current collecting area.

At the end of October, author Dale Forster was the Directors' choice. Besides being a leader, gathering together Pacific Northwest collectors, Dale regularly keeps the columns of WE filled. He does, though, have somewhat expansive ideas of just what geographically constitutes Oregon Territory. We have attempted to rein him in: "Oregon

(continued on page 44)

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Submitted by John Drew

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Treasurer's Report

Submitted by Oscar Thomas, WCS #1053

Dues notices have been mailed out to all members. Please respond promptly with your payment.

Editor's Message

Submitted by Ken Stach

I want to take this opportunity to thank author Bruce Mosher for his well-researched, extensive, and detailed article on the Alaska Pacific Express Company which has graced the pages of *Western Express* in five parts over the past couple of years. The conclusion is contained within this issue.

We also welcome a new author to our ranks, Rick Mingee, with his interesting article "Revisiting the San Francisco Cogwheel Fancy Cancel." I'm sure our readers will enjoy understanding the varieties and nuances to this marking, as well as the eye-candy Rick supplies with his illustrations.

I am running low on articles for the March and June issues, so if you've been thinking of writing an article, now is the time! What better way to spend your time cooped up this winter than to write an article or two for your favorite publication!

Best wishes and safe travels this Holiday Season!

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The Alaska Pacific Express Company (Part V)

By Bruce H. Mosher

Continued from Part IV (published in the September, 2010 issue of *Western Express*)...

Company Logo

Eleven different versions of the Alaska Pacific Express Company's logo have been identified and are subsequently characterized. While they are all similar in appearance, there are subtle to obvious differences that can be discerned between the various logo styles. The first version, and perhaps oldest, is shown in Figure 5-1 and is in the form of a window call card. This card, estimated to have been used around 1900, was placed in the window of a building (business or domestic) to signal the passing Alaska Pacific Express agent to stop and pickup express goods for consignment and delivery.



Figure 5-1. Red window call card circa 1900
(courtesy Richard Reisinger)

The red background color on this card is believed to have been the original color used by the Company, perhaps starting from inception of the logo design (possibly late in 1896, or not long thereafter) and through 1903. Beginning around 1904, the known Alaska Pacific Express chromatic logo versions that are dateable all exhibit blue backgrounds. The reason for the change in logo background color is not specifically known, but it could have been that the red color faded very fast in the long sunlit hours of the Alaskan summers, thus rendering the red calling cards to be of limited utility in a relatively short time.

The red calling card (Figure 5-1) measures 13.75 x 10.75 inches and does not contain any dated information on it. The item is made of cardboard stock with the text and graphics printed on a red paper overlay that is securely glued to the backing board. No weatherproofing was provided on this call card, as it was primarily slated for indoor use. Close examination of the card shows four mounting holes for possible permanent vertical-installation. Two small original holes are along the top and one small nailing hole was added to each side, near the vertical edges.

The right and left fan ornaments in this logo design each exhibit five fan blades that radiate from a small circular hub. Note that 'Co' is followed with a period as this minor characteristic appears and disappears in subsequent logo designs. A similar window card, but manifesting a dark blue background (presumably of later vintage), has been seen and its characteristics and size are remembered to be comparable to the red Figure 5-1 version. ⁽¹⁾ An illustration of the blue window card is not currently available.



Figure 5-2. Call card from the Skagway gold shipment picture

A slightly different version of the Company logo is shown on the stiff Company card in Figure 5-2 that was cropped from the 1900 era, Skagway gold-shipment image in Figure 3-18. That illustration was not in color, but the monochrome picture does not exhibit a lot of intrinsic contrast, so perhaps it was a faded red call-card that was depicted. We would guess that the overall dimensions of this card

rival those of the aforementioned red window card. The letters and ornaments on this item appear to be thicker than on any other reported logo styles and the two ornaments do not appear to have a well defined hub in them. As best can be discerned from the original photograph, there is no period after “Co” at lower right.

The red logo shown in Figure 5-3 was printed on the circa 1903, Alaska Pacific Express invoice form pictured in Figure 4-9. This is the second of three confirmed, red-background logotypes that are being reported. In this version the lettering is thinner than on the window call card, the fan ornaments are slightly different (but in the same places), and there is no period after “Co” at lower right. This logo image is much smaller than the calling card, measuring approximately 29 x 22 mm.



Figure 5-3. Red logo from the circa 1903 invoice form

The next logo, shown in Figure 5-4, came from the Alaska Pacific Express business envelope that was POD canceled in 1904 (see Figure 4-19). This logo is identical in design to that previously shown in Figure 5-3, but its background color appears as orange. We speculate that this logo was actually printed with red ink onto its amber host envelope and those two colorants combined to cause the readily observable orange cast. As previously mentioned, the red background versions of the Company logo appear to only have been used until 1903. We surmise that the hosting envelope for the Figure 5-4 logo was first available in 1903, or maybe before that, even though it was not postally used until 1904. The overall orange logo-design measures 30.5 x 22.5 mm.



Figure 5-4. Orange logo from envelope used in 1904

The logo seen in Figure 5-5 was printed at upper left on the 1904 Alaska Pacific Express Company complimentary card pass exhibited in Figures 4-6 and 4-7. Those passes were initially issued January 1, 1904 and were valid for the entire calendar year. This Alaska Pacific logo does not replicate any of the other logotypes illustrated in this monograph. Specifically, the typeface and ornaments do not emulate any of the other logos. We do note that a period after “Co” is present. This emblem is the smallest of the illustrated logos at 19.5 x 13 mm.

Other than recognizing this logotype’s difference from others shown herein, there probably was no significance to this unique logo design. It does not appear on any other known Alaska Pacific Express artifacts that were issued before, or after, January 1904. If other annual complimentary passes from the Alaska Pacific Express are reported in the future, their Company logotypes will be examined for significant design trends that may have been introduced.



Figure 5-5. Blue logo from 1904 complimentary express pass

The monthly *Express Gazettes* that were published in the early 1900's depicted monochromatic facsimiles of express company logos on their magazine covers during at least nine of their publishing years. The illustration at left in Figure 5-6 is the Alaska Pacific Express logo image used on the 1902–1904 magazines, the logo on the right was used on 1905–1910 *Gazette* covers. No Alaska Pacific logos were printed on the covers of the 1896–1901 magazines. The *Express Gazette* significantly changed its cover style at the beginning of 1905, so the depiction of slightly differing logotypes at that time probably happened during the update of the publisher's logo-image artwork, no doubt instigated by the cover makeover. Therefore, we assume that no implications relative to any internal logo-design changes by the Alaska Pacific Express Company should be gleaned from the differences between the two Figure 5-6 images.



Figure 5-6. Logotype comparison from *Express Gazette* covers

Note that the typeface in the left logo in Figure 5-6 is a little different from the right logo. There are no ornaments present and no period after “Co” on the left logo. However, two fan ornaments are present in the right logo, but the usual hubs are missing. A period is present after “Co” on the right logo.

The logo from the monochromatic 1905–06, *Alaska-Yukon Gazetteer* advertisement (see Figure 3-3) is shown in Figure 5-7. This logo design appears to be a good, albeit smaller (approximately 68 x 50 mm), reproduction of the window call card in Figure 5-1. Note that the two fan shaped ornaments (with hubs) are located in the usual places and a period exists after “Co.”



Figure 5-7. Logo appearing in the 1905 Company advertisement.

The amber envelope bearing the Figure 5-8 logo as a corner card was shown in Figure 4-20. This cover was used in December 1905 and the Company logo is dark blue. No form number or form date is discernible on this cover. Note that two fan-blades-around-the-hub ornaments are prominent in the usual places, but there is no period after “Co” at lower right. The extremes of the blue field on this logo measure 30.5 x 22.5 mm.



Figure 5-8. Blue logo from envelope used in December 1905

The blue logo illustrated in Figure 5-9 (following page) was cropped from the center of the blue office label shown in Figure 4-2. The lettering font on this example is slightly different than in any of the other logotypes. The two fan-hub ornaments are present, but there is no period after “Co” at lower right. The blue rectangular field in this logo measures 45 x 34 mm.

The simplified logo in Figure 5-10 (following page) was found at the upper left on the Figure 4-17 company letterhead. The information typed on this let-

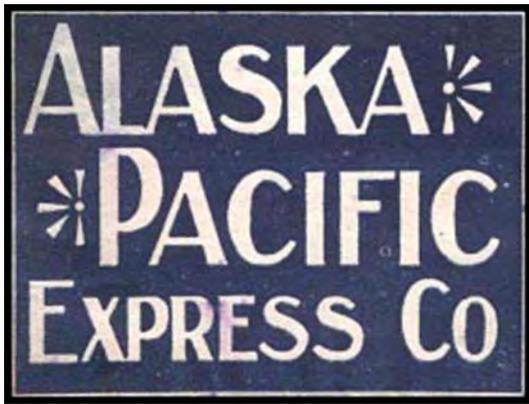


Figure 5-9. Blue logo from office label that was used circa 1909-10

terhead is dated Dec. 13th, 1909, but the letterhead itself bears no preprinted form number, nor printing date. The thick border surrounding the central logo image is a single line rectangle and no interior fan ornaments are present. There also is no period after "Co" at lower right. The small tear near the bottom of the Figure 5-10 image was probably caused by the removal of an old staple or straight pin. The outer dimensions of this logo are approximately 27.5 x 22.5 mm.



Figure 5-10. Blue logo from letterhead used in December 1909

The foregoing review of the Alaska Pacific Express Company's logo styles that materialized over approximately ten years of the Company's existence is very interesting, but does not reveal any outstanding evolution of logo design, only the abrupt transition from red to dark blue background colors. Nevertheless, the several Alaska Pacific Express logotypes that have been seen so far are documented herein as part of the historical record of this Company.

Reduced Capitalization

On December 9, 1909, four Alaska Pacific Express Company officials filed papers to reduce the Company's capitalization from the original \$100,000 amount down to \$24,000. The authorizing legal instrument for this corporate action was the three-page Certificate No. 16633 (see Figure 5-11, following page) submitted by R. V. Ankeny to the Secretary of State for the State of Washington. The completed version of this Certificate details the following information about the Company's plans, plus historical execution, for the proposed capital stock reduction:

- 1.) A meeting of the majority of the Alaska Pacific Express Company Trustees was convened on August 12, 1909 at the Company office in Seattle. This meeting was the regular Trustees' meeting held in accordance with the Company's by-laws. The Trustees adopted a resolution to hold a special stockholder meeting on October 20, 1909, "*for the purpose of considering the question of diminishing the amount of the capital stock of said company from One Hundred Thousand Dollars (100,000.00) to Twenty Four Thousand Dollars.*"
- 2.) A notice about this special stockholder meeting was published for nine consecutive weeks (August 21 to October 16, 1909) in *The Argus*, a weekly newspaper printed and distributed in King County, Washington.
- 3.) The special meeting was held as scheduled and two Alaska Pacific Express Company stockholders were present who accounted for two thirds of the outstanding shares of Company stock. Jacob Furth, who owned 166 2/3 shares was present. Rollin Ankeny who owned 166 2/3 shares was present and he also held the proxy vote for Montgomery Hall's 166 2/3 shares, plus the proxy vote for A. D. Charlton's 166 2/3 shares of stock. So, a total of 666 2/3 shares of the outstanding 1,000 shares of stock was represented at this meeting by just two officials, Messrs. Furth and Ankeny.
- 4.) At the special meeting "*it was duly resolved by the unanimous vote of all the stockholders present, to-wit, by the vote of two*

thirds of all the shares of stock of the Company that the capital stock of said Company should be decreased from One Hundred Thousand Dollars to Twenty Four Thousand Dollars.” Actually, the only two stockholders present at the meeting, Furth and Ankeny, did the reported voting.

5.) The amount of capital money previously accrued by the Alaska Pacific Express Company before the special meeting was held, was stated to be Fifty Thousand Dollars (\$50,000.00).

6.) The amount of debts and liabilities of the Company was cited as “None Dollars.”

7.) This document was signed on November 26, 1909 by the “majority of the Trustees”:

- Jacob Furth, Chairman of the stockholders meeting and Company President,
- R. V. Ankeny, Secretary of the stockholders meeting and Company Secretary,
- M. G. Hall,
- A. D. Carlton.

We note that the fifth trustee, Elmer Caine, had previously died in August 1908 and no record of his replacement has been found.

8.) The entire legal process appears to have been finalized by January 4, 1910, the last date on the completed and reissued Certificate (see the stamped date near the bottom of the Figure 5-11 document).

COMPARED
No. 26684
Certificate of Decrease
ARTICLES OF INCORPORATION
OF THE *Capital Stock*
of the Alaska Pacific
Express Company

Place of Business *Seattle*
Decreasing Capital Stock from *100,000.00* to *\$24,000.00*
Correspondent *R. V. Ankeny*
P. O. Address *Seattle*

State of Washington, ss.
Filed for record in the office of the Secretary of State
DEC 9 - 1909 at *8:00* o'clock P. M.
Secretary of State *J. H. ...*

Recorded Book *86* Page *450*
DOMESTIC CORPORATIONS

For filing and recording fee - *\$1.00*

Indexed. Compared. Certificate.
Indexed Certificate No. *16637*
JAN 4 - 1910
Mailed *190*

C. W. GORHAM, PUBLIC PRINTER.

Figure 5-11. Alaska Pacific Express Company decrease in capitalization certificate

In retrospect, it appears that the major stockholders (a.k.a. the Company officials) of Alaska Pacific Express did not want to ante up the rest of the capital they owed their corporation, so they got together and legally decreased the capital ceiling to \$26,000 less than was already invested. Not only did they solve a possible cash flow problem for themselves, they each received a handsome refund! This action by the Trustees may have been a predictor of subsequent Company circumstances that would lead to the collapse of the Alaska Pacific Express Company about 15 months later.

Company Dissolution

It appears that Alaska Pacific Express Company's transportation contracts (they may have been annually renewable) with its rail and steamship carriers expired late in 1910, or early in 1911. Either they did not plan to renew their express contracts, or beginning around March 1911, competitors outbid Alaska Pacific for those contracts (a consequence of the reduced capitalization?). Whatever the actual circumstances, the competitor scenario materialized and the winning adversary was none other than Wells Fargo & Co. Express, the largest express company in the world. As part of this competitive takeover scenario, it seems that Wells Fargo veritably assimilated the Alaska Pacific Express Compa-

ny beginning in April 1911. It is not known if Wells Fargo paid any money (or stock certificates, or other booty) to the Alaska Pacific Express Company stockholders to acquire its express routes, or whether Wells Fargo took over any express assets from the former company. Contemporary precedence would indicate that Wells Fargo probably negotiated an acceptable purchase agreement to acquire the Alaska Pacific Express Company and its assets.

The following *San Francisco Examiner* news release from March 1911 summarizes the initial transactions leading to the corporate changeover of express services in Alaska: ⁽²⁾

Pursuant to their recent decision to enter the Alaska field, Wells, Fargo & Co. and the steamship companies operated between Seattle and Alaskan ports are entering into and signing contracts for handling express business. The invading concern will cover the entire field of the vast northland territory, which heretofore has been occupied only by the Alaska Pacific Express Company. Among the steamship concerns and stage lines and railways signing up with Wells-Fargo are the Alaska Steamship Company; the Copper River and Northwestern Railroad; the Ed S. Orr Stage Company, operating from Chitina, the terminus of the Copper River and Northwestern, to Fairbanks; the Northwestern Navigation Company, operating on the Yukon River; the Western Alaska Steamship Company; and the Merchants' Yukon Dispatch, successor to the old N. A. T. & T. Company.

Historically, the above statement “which heretofore has been occupied only by the Alaska Pacific Express Company” was not correct for 1911, nor over the previous fifteen years. Several other express companies are known to have been working (or planning to operate) in Alaska around the beginning of the 20th Century, e.g., the Amalog Express, the Arctic Express Co., the Circle City Express, the Colorado & Alaska Express, the Ester Express, Kimball Express Co., McGreeley's Express, the Nome & Arctic Passenger and Express Co., the Northwest Express Co., the Nugget Express, the Sourdough Express, the White Pass & Yukon Ex-

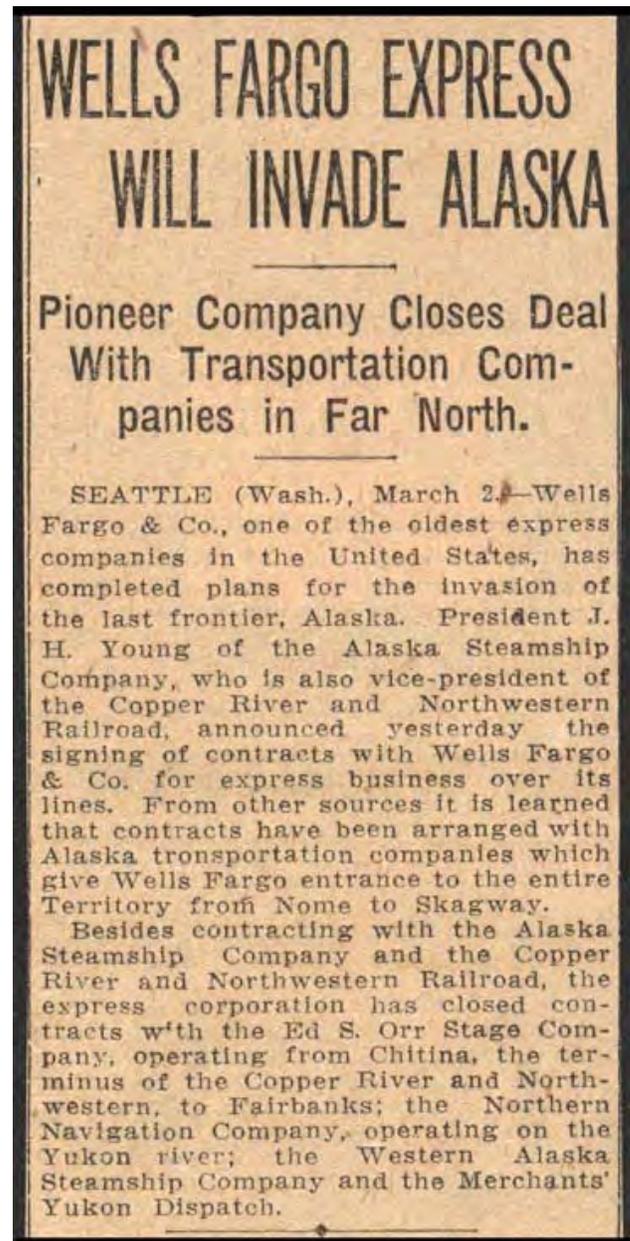


Figure 5-12. *San Francisco Chronicle* news article, March 3, 1911

press Co., the Yukon Express Co., and the Yukon Overland Express & Transportation Co., to name a few. The business details and longevity of many of those smaller expresses are not presently known, but at least the Sourdough Express and the Yukon Express Co. were actively operating in Alaska and vicinity early in 1911.

Other news releases provided additional insight into the evolving express transformation in Alaska. The *San Francisco Chronicle* reported it most aggressively as “Wells Fargo Express Will Invade Alaska” in their March 3, 1911 article (see Figure 5-12).

The *Express Gazette* trade magazine also reported and characterized the changeover including additional details about the transferred overland and water carriers and express routes: ⁽³⁾ ⁽⁴⁾

Wells, Fargo & Co. has just closed a contract to operate over the routes of the Alaska Steamship Co. and the Copper River & Northwestern Ry. in Alaska. In the same connection it has contracted for the business over the Orr Stage Co., which connects with the railroad for Fairbanks and the Northern Navigation Co., which operates boats up and down the Yukon River. It has also contracted with some other transportation lines whereby it gains access to every portion of Alaska.

The new territory acquired by Wells, Fargo & Co. in Alaska, through the absorption of the Alaska-Pacific Express Co., will be known as the Alaska Yukon Division, comprising the following lines:

Alaska Coast Co.: Seattle, Wash., to Kodiak, Alaska.

Alaska Steamship Co.: Seattle to Skagway; Seattle to Seward; Seward to Unalaska; Seattle to Nome and St. Michael, Alaska.

Canadian Pacific Ry., (Alaska Route): Victoria and Vancouver, B. C., to Skagway.

Copper River & Northwestern Ry: Cordova to Chitina.

Merchants' Yukon Line: St. Michael to Tanana; Tanana to Fairbanks; Holy Cross, Alaska, to Iditarod, Alaska.

Northern Navigation Co.: St. Michael to Dawson, Y. T.; Holy Cross to Iditarod; Nulato, Alaska, to Bettles, Alaska; Tanana to Fairbanks.

Pacific Coast Steamship Co.: Seattle to Skagway; Seattle to Nome and St. Michael; San Francisco, Cal., to Nome and St. Michael.

Western Alaska Steamship Co.: Seattle to Nome and St. Michael.

White Pass & Yukon Route: Skagway to White Horse, Y. T.; White Horse to Dawson; Caribou, B. C., to Atlin, B. C.

Jas. W. Hill has been appointed assistant superintendent of the Alaska-Yukon Division with headquarters at Seattle, Wash., and will have immediate jurisdiction subject to the direction of W. E. Carpenter, superintendent of the Oregon & Puget Sound Division. W. M. Miles has been appointed chief route agent, and W. R. Heintz, route agent, both with headquarters at Seattle, Wash.

The last report cites "W. M. Miles" and "W. R. Heintz" as newly appointed Wells Fargo agents. We suspect they meant to name "Milo N. Miles," the former Alaska Pacific General Agent in Dawson, and "W. R. Hintze," the former Alaska Pacific General Agent in Seattle as their new employees. Incidentally, no record has been found regarding the employment fates of any other former Alaska Pacific Express employees after the Wells Fargo's takeover.

Wells Fargo in Alaska

There already was a history of Wells Fargo's express activity in Alaska and Western Canada prior to the Alaska Pacific takeover. Wells, Fargo & Co.'s Express entered Alaska in the early 1880s using steamer contracts for transporting goods to and from San Francisco. They opened offices in the Alaskan panhandle at Sitka, Wrangell and Harrisburg (later Juneau) and advertised they delivered "letters, money, valuables, packages, parcels, and merchandise." Wells Fargo subsequently suspended its early Alaskan express-service in 1885. ⁽⁵⁾

Then after quite a few years of abstaining from business in Alaska, an apparent attempt by Wells Fargo Express to make a reentry into the Alaskan express market is announced in this interesting June 1898 news item: ⁽⁶⁾

The Alaskan Transportation, Trading and Mining Co. is the name under which Wells,

Fargo & Co.'s Express will reach the Klondike country, according to the Tacoma (Wash.) Ledger. One steamer, "The North Star," has already been launched, and will start for the mouth of the Yukon about June 1st, which will be in good season for her to reach the river in time to get up the stream with the first vessels of the season. Wells, Fargo & Co. have contracted with two other steamers for the carrying of its goods up the Yukon this season, but the "North Star" is to have the first cargo. Wells, Fargo & Co. agree to furnish "The North Star["] with all the freight she can take at as many trips as she may be able to make.

Additional information about this enterprising northward push by Wells Fargo has been impossible to find. Perhaps the above chronicled agreement was very short lived and those ambitious plans for a water borne express up the Yukon River never amounted to anything worth reporting further. This possible business failure would have been very unusual for the mighty Wells Fargo of those days. Any relevant information about this endeavor would be appreciated.

It is now interesting to review what Wells Fargo spokesmen had to say about their fresh Alaskan express ventures in the Spring of 1911. Some of this information actually reflects back on the Alaska Pacific Express Company's reputation by implying that they exhibited less-than-stellar (when compared to the 'magnificent' Wells Fargo Company), business operations during their tenure in the Pacific Northwest. It also provides an historical check on the last rail and water routes that the Alaska Pacific Express probably worked.

The first 'Wells Fargo will do it better' news release came out in mid-April 1911, barely two weeks after they assumed control of the express business in Alaska. ⁽⁷⁾ The Wells Fargo assertions in this news report by their regional Superintendent, W. E. Carpenter, contained several obvious mistakes (possibly due to hasty preparation and poor research) concerning his vast new responsibility and expanded business area. Superintendent Carpenter was purportedly responsible for the statements shown in quotations:

Supervising an express business from the Arctic Circle to the Mexican border befalls the lot of but one man in the world, and that is A. Christensen, vice-president and general manager of Wells, Fargo & Company's Express of San Francisco, who is visiting the local offices of the company in Portland. Mr. Christensen came from Seattle, where he was called to induct the business of covering all Alaska and the Dawson territory with a network of express routes. He was accompanied by W. E. Carpenter, superintendent of the Seattle division, in whose direct charge the Alaska business has been placed. The service will go into effect on April 1st [1911], and for the first time Alaska will have one of the old line companies of the United States engaged in taking care of its business.

By the new routes, the company will deliver express far beyond Nome in the Arctic Circle and even into the mining camps further north than the Yukon River. The distance from the farther-most point in the North to the Mexican border is more than 7000 miles. Mr. Christensen's territory as general manager covers all of this and as far east as Montana and Utah. It covers an immense mileage of express routes. The Alaska territory which has just been added involves probably 15,000 miles of routing.

"The establishment of the first express business for Alaska," said Mr. Carpenter, "by one of the old line companies is a very important matter. We shall operate upon all the railways and steamers doing business in that country. Arrangements have been made with the North Commercial Mercantile Co., the Northern Navigation Co., the Alaska Coast Co., Alaska Steamship Co. and the Alaska-Pacific Steamship Co. Then there is the Copper River Railway running from Cordova to Kennicott, about 200 miles, and the White Pass Railway running from Skagway to White Horse. On the steamers running from Dawson to St. Michaels upon the Yukon River our service will be found. We shall bring out to the Iditarod and the Tanana countries to the centers of business the gold dug out by the miners.

“The company has been working for some time to perfect the system which will take care properly of the business in this vast territory. Beginning on April 1st we will have the matter working like clockwork, and from all sections of the vast territory the express messenger will bring out the merchandise as well as the gold bullion.”

A few comments concerning the above news item and the assertions by Mr. Carpenter:

1.) The statement “... probably 15,000 miles of routing.” is quite similar to the “...cover some 15,000 miles of ocean, rail and river...” routes stated in the 1905 *Alaska-Yukon Gazetteer* advertisement (see Figure 3-3) and repeated on the back of the 1910 Express receipt (Figure 4-12). It looks like Wells Fargo probably copied the 15,000 number from previous Alaska Pacific Express ads or publications like those cited, which further indicates that Wells Fargo was working to obtain contracts over the same express routes that Alaska Pacific had just previously serviced early in 1911 and then abruptly abandoned.

2.) Mr. Carpenter’s ‘Arrangements’ list of firms does not include the Pacific Coast Steamship Co., a longtime stalwart shipping-firm from Seattle to Skagway, Nome and St. Michael; and from San Francisco to Nome and St. Michael. He also did not mention The Canadian Pacific Railway’s (Alaska Route), water routes from Victoria and Vancouver to Skagway. We wonder how that made those perennially faithful companies to Alaska Pacific Express feel and react when they found out they were (temporarily?) omitted from Wells Fargo’s Alaska express-service plans (at least per Superintendent Carpenter’s vision)? The Pacific Coast Steamship Co., and the Canadian Pacific Railway, British Columbia Coast Service (Alaska Route) apparently did host Wells Fargo Express on their Vancouver to Skagway steamers beginning in 1911 according to published records.⁽⁸⁾

3.) Mr. Carpenter also omitted several other transportation companies that were subsequently reported to come under contract to Wells Fargo (e.g., *Humboldt Steamship Co.*, *Ed S. Orr Stage Co.*, *Western Alaska Steamship Co.*, etc.), while he mis-

identified the corporate names of two rail companies (i.e., *Copper River Railway* and *White Pass Railway* were erroneous), and he also cited two companies as being under contract that do not appear to have been according to other published reports (i.e., *Alaska-Pacific Steamship Company* and *North Commercial Mercantile Company*). Incidentally, the *North Commercial Mercantile Co.* does not sound like the business name of a steamship or transportation company, but rather a merchandise retailer. A quick Internet search did not produce any acknowledgment of a firm under that name at any time in U. S. history.

4.) The statement “for the first time Alaska will have one of the old line companies of the United States engaged in taking care of its business.” indicates someone at Wells Fargo had already forgotten (or perhaps never knew) that long before the Alaska Pacific Express began in 1896, Wells, Fargo & Co., was active in Alaska as explained at the beginning of this section.

5.) This Carpenter statement “We shall operate upon all the railways and steamers doing business in that country,” meaning their new Alaska territory, apparently did not happen according to the historical record in the 1912 Bullinger’s Shippers Guide.⁽⁹⁾ Wells Fargo entered into an express contract with the White Pass & Yukon Railway, but not with the other three Alaskan and Yukon railroads that were operating in 1911, i.e., the Alaska Northern Railway, the Klondike Mines Railway, and the Tanana Valley Railroad. The express business on the last three named railroads was found to have been performed by the roads themselves (not Wells Fargo), but Wells Fargo Express did make direct connections with each railroad to pickup and deliver external express shipments. This substantiates that Wells Fargo did not have contracts with those railroads, and is consistent with contemporary Wells Fargo business reports that did not mention those railroads as being under contract.

Table V-A (following page) was compiled to compare the various Wells Fargo express-contract reports that have been recorded and discussed, and to summarize who-said-what about the carriers involved in the Wells Fargo-Alaska Pacific Express business transition. This table also defines the last

Table V-A. Comparison of Early 1911, Wells Fargo & Co. Express, Contract Reports.

Published reference >>>> Transportation Company	<i>Express Gazette Reports</i> (1911)†	W.E. Car- penter (Apr. 15, 1911)	<i>San Francis- co Examiner</i> (Mar. 3, 1911)	<i>San Fran- cisco Chron- icle</i> (Mar. 3, 1911)	Bullinger Guide (Jan. 1912)††	<u>Alaska Pacific Ex. Co. (Bull. Guide – Jan. 1911)†††</u>
Alaska Coast Company	√	√	---	---	√	√
Alaska Northern Railway	---	---	---	---	Note 1	√
Alaska-Pacific Steamship Company	---	√ Note 2	---	---	---	---
Alaska Steamship Co.	√	√	√	√	√	√
Canadian Pacific Railway (Alaska Route)	√	---	---	---	√	√
Copper River & North- western Railway	√	√ Note 3	√	√	√	√
Council City & Solomon River Railroad §	---	---	---	---	---	√
Humboldt Steamship Co.	---	---	---	---	√	√
Klondike Mines Railway	---	---	---	---	Note 1	√
Merchant's Yukon Line	√	---	√ (Note 4)	√ (Note 4)	---	---
North Commercial Mer- cantile Company	---	√	---	---	---	---
Northwestern Navigation Company	---	---	√ Note 5	---	---	---
Northern Navigation Co.	√	√	---	√	√	√
Ed S. Orr Stage Company	√	---	√	√	Note 6	Note 6
Tanana Valley Railroad	---	---	---	---	Note 1	√
Pacific Coast Company	---	---	---	---	√	√
Pacific Coast Steamship Company	√	---	---	---	√	√
Western Alaska Steam- ship Company	√	---	√	√	---	---
White Pass & Yukon Route	√	√ Note 7	---	---	√ (Note 8) √ (SS Lines)	√ Note 8

† March 15, 1911 & April 15, 1911.

†† Bullinger, Edwin W., *Bullinger's Postal Shippers Guide for the United States and Canada*, January 1912.

††† Bullinger, Edwin W., *Bullinger's Postal Shippers Guide for the United States and Canada*, January 1911.

§ The Council City & Solomon River Railroad ceased operations in 1907.

Note 1: The express business was performed by the named railroad, but not Wells Fargo. See Comment 5 in above text.

Note 2: The Alaska-Pacific Steamship Company was not known to have a contract with the Alaska Pacific Express Company, but the Alaska Pacific Navigation Company is believed to have had a contract in 1904 (see Figure 2-12). However, the later company was dissolved by 1911.

Note 3: Cited as "Copper River Railway" in error.

Note 4: Reported as "Merchant's Yukon Dispatch, successor to the old N. A. T. & T. company."

Note 5: Probably a reporting error, 'Northwestern' should have been 'Northern.'

Note 6: Bullinger's Shippers Guides do not record specific names of stage-line companies.

Note 7: Cited as "White Pass Railway" in error.

Note 8: Cited as "Pacific & Arctic Railway and Navigation Co.," which was just one of the three railroad companies comprising the White Pass & Yukon (Route) Railway.

"SS Lines" refers to the steamship companies whose sternwheelers plied the Upper Yukon River.

known transporters used by Alaska Pacific Express as documented in the last column in Table V-A. History leads us to believe that Wells Fargo eventually got all of their new routes and corporate identities straightened out so that ultimately their Alaska express service was ‘working like clockwork,’ as Superintendent Carpenter prematurely pronounced would happen by April 1, 1911.

It is noted that the cited San Francisco newspaper releases were published very soon after Wells Fargo began their initial business movement into Alaska, so we can reasonably expect that some transportation company names might be mistaken or missing in those early reports. Those omissions and mistakes are documented in the Table V-A tabulation. We also note that the annual Bullinger’s Shipping Guides very nonspecifically cite “and other lines” when explaining the water lines upon which the Alaska Pacific Express Company (and subsequently Wells Fargo’s express) maintained express privileges. There is no additional information in those Guides that allows identification of any specific water line companies that went unnamed.

One explanatory remnant of Wells Fargo’s & Co. Express’ advancement into Alaska is shown in the Figure 5-13 undated notice that was obviously issued after April 1911. This 126 x 76 mm piece was printed on thin white paper for possible insertion into various Wells Fargo business mailings and may even have been used as a paste-on advertising label. Note that Wells Fargo’s acquisition of additional express service into Western British Columbia is not mentioned on this notice. Wells Fargo’s express service to lower British Columbia had been operating since 1858, and possibly because of this long liaison and notoriety, Wells Fargo did not see the need to mention any additional British Columbia service in the illustrated announcement.

The following May 1911 report defines the 41 express offices in Alaska and Western Canada from which Wells Fargo & Company began operations in the Spring of 1911. Those 41 offices were also the

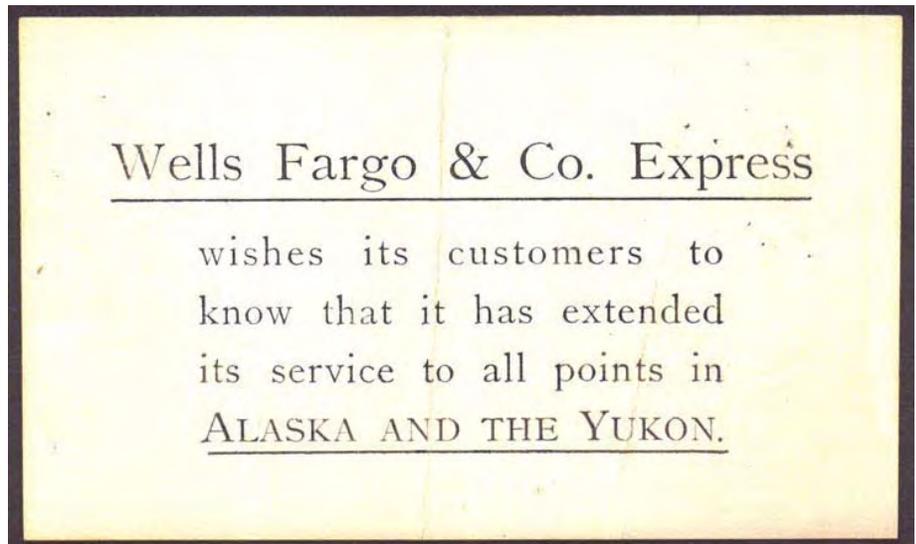


Figure 5-13. Late 1911 Wells Fargo announcement notice (courtesy Richard Reisinger)

locations that the Alaska Pacific Express Company abandoned when they went out of business in March of that year. Thirty-two of those offices were located within Alaska: ⁽¹⁰⁾

The following offices have been established in Alaska and the Canadian Northwest through the acquisition of the Alaska-Pacific Express Company:

Alaska: Bettles, Chena, Circle, Cordova, Chitina, Dikeman, Douglas, Eagle, Fairbanks, Fort Yukon, Haines, Holy Cross, Hot Springs, Iditarod, Juneau, Ketchikan, Kodiak, Kokrines, La Fouche [sic], Nome, Mulato [sic], Petersburg, Rampart, St. Michael, Seldovia, Seward, Sitka, Skagway, Tanana, Unalaska, Valdez, Wrangle

Yukon: Caribou, Dawson, Forty Mile, White Horse

British Columbia: Atlin, Bennett, Prince Rupert, Vancouver, Victoria

By comparison, only six of those 41 locations were utilized by the Alaska Pacific Express in its 1897 initial listing of offices (Company Circular No. 1). Four of those office locations — Douglas, Juneau, Sitka, and Wrangel — were in the Alaska panhandle.

Acknowledgments

This detailed monograph would not have been possible without the generous assistance of many collectors, historians and librarians. We are especially indebted to Richard Reisinger for making photocopies and photographs of his extensive collection of Alaska Pacific Express Company memorabilia available for inclusion in this report. We are also grateful to Robert Binner, Carl Cammarata, Dr. Robert Chandler (Wells Fargo Historical Services, San Francisco), Robert Collins, David DelRocco (Hawaii State Library), Richard Edwards, Jodee Fenton (Manager at Seattle Public Library), Richard Frajola, Eric Knapp (Editor, *The Alaskan Philatelist*), Dennis Kurlander, Lupita Lopez (Washington State Archives), Larry Lyons, Bob McKain, Gary Munhall, Bill Sammis, Laura Samuelson (Director, Carrie M. McLain Memorial Museum, Nome), Gray Scrimgeour (Editor, *The Northerner*), Mike Senta, Ralph Van Brocklin, Candy Waugaman, Ellen Zazzarino (Senior Archivist, Denver Public Library), and Jim Zuelow (President, Alaska Collectors' Club) for all of their timely, sincerely appreciated and very valuable help.

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ADDENDUM**About the Founders**

Biographical information concerning the eight founding fathers of the Alaska Pacific Express Company has been extracted from various Internet websites, several history books and many vintage newspapers. The depth of this intelligence varies from mini-biographies for R. V. Ankeny, E. E. Caine, Jacob Furth and M. G. Hall, to incidental citations for D. C. Jackson. Those gentlemen were all successful businessmen in their own right, exclusive of their Alaska Pacific Express duties and responsibilities. Each man, except possibly D. C. Jackson who remains relatively unknown, was found to be very distinguished because of his own business career and accomplishments, but relatively unnoticed for his association with the Alaska Pacific Express Company. Montgomery G. Hall was the only founder who had any significant experience in the express business prior to the Company's incorporation. Ironically, General Manager Hall seems best remembered in historical annals for his simultaneous service as superintendent of the Northern Pacific Express!

R. V. ANKENY (1865–1934). Rollin Valentine Ankeny, Jr., was born in Freeport, Illinois on September 1, 1865 and grew up in Des Moines, Iowa. At 16 he entered the business world as a janitor-messenger at the Exchange Bank in Stuart, Iowa and went on to be collection clerk in the Citizens National Bank of Des Moines where he worked up to the position of bookkeeper. Around 1885 he moved to California and became secretary of the Fresno Electric Light & Gas Co., until 1888 when he relocated to Seattle. Mr. Ankeny accepted the position of bookkeeper at the Puget Sound National Bank in Seattle, thereafter became its cashier and continued as cashier of the Seattle National Bank in 1910 after it absorbed the Puget Sound bank. He became a banking leader in the Northwest and went on to be vice-president and director of the First National Bank after it merged with the Seattle National Bank. He eventually retired in 1933 while serving in the later capacity and died less than a year later on October 30, 1934.



Figure A-1. Rollin V. Ankeny, Jr.

Rollin Ankeny married Eleanor Randolph of Des Moines in 1890 and they had one son. Fraternally, Mr. Ankeny was an Elk and a Mason, politically he was a Republican, but not an avid party worker. He was a life member of the Arctic Club and treasurer of the Rainier Club for quite a long time. His banking experience was invaluable for executing his responsibilities as Treasurer of the Alaska Pacific Express Company from 1896 to 1911. The portrait of Mr. Ankeny that accompanied his obituary is reproduced in Figure A-1.

E. E. CAINE (1863–1908). Elmer E. Caine was quite a colorful person and probably the most entrepreneurial individual among the founders. An interesting biographical summary of this outgoing man, the Vice President of Alaska Pacific Express, was published in 1916 and is reproduced in its entirety:⁽¹¹⁾

The marked natural ability and business enterprise of Elmer E. Caine were constantly shown in the conduct of his interests from the time when he started out in life on his own account until he became the head of the Alaska & Pacific Steamship Company and was prominently identified with the shipping interests of the northwest. He readily recognized and improved his opportunities and moreover he coordinated seemingly diverse elements into a unified and harmonious whole. His prominence in business and his

personal worth, which had gained for him many friends, caused his loss to be deeply regretted when death claimed him on the 25th of August, 1908. He was born at White Lake, near Muskegon, Wisconsin, May 31, 1863, his father being Alfred A. Caine, who was descended in the maternal line from one of the Harpers connected with the distinguished family of that name at Harpersburg, New York.

After pursuing his education in his native state, Elmer E. Caine went to Chicago, Illinois, where for four years he was employed in a notion house. Later he became passenger agent for the Wisconsin Central Railroad Company at Minneapolis, Minnesota, where he spent three years, and in 1889 he became a resident of Seattle. From that time forward he was connected with the steamboat business, his entrance into that industry being made as the senior partner in the firm of E. E. Caine & Company, operating freight and tug boats on the Sound. He was thus engaged until he organized the Pacific Clipper Line in 1898, for the Alaska trade, in which connection the company operated some of its own vessels and acted as agent for others, making trips to Skagway, Cape Nome and other Alaska points. They built the steamer G. W. Dickinson, with a capacity of sixteen hundred tons, which was later sold to the government for one hundred and fifty thousand dollars. The company also built two sailing vessels, completed in 1901, each valued at seventy-five thousand dollars, and they operated altogether ten vessels in the Alaska trade.

Mr. Caine's first business venture was to operate the steam schooner J. C. Brittain and later he obtained control of the Arlington dock, making his first start to fortune by bringing stone to Seattle after the big fire of 1889. He purchased the steamer Rapid Transit and used it in the Alaska trade during the rush of 1895 and 1896. At the dissolution of the Pacific Packing & Navigation Company he purchased the steamships Jeanie, Santa Clara, Santa Ann, Dora and Excelsior and operated them under the name of the Alaska

Pacific Navigation Company, selling out to the Northwestern Steamship Company in 1904. The following year he went to the east and purchased the steamships Buckham and Watson, which he brought around Cape Horn. They were put on the San Francisco run by the Alaska & Pacific Steamship Company, and the Buckham, sent out by Captain Caine, was the first ship to sail from Seattle with relief supplies after the earthquake and fire at San Francisco. Later he built the Falcon and he organized, and was a heavy stockholder in the Alaska Pacific Express Company, now operating at the principal ports of Alaska. His faith in the great Alaska country was responsible for his prosperity in a great measure. In addition to his other interests he became the head of the Superior Portland Cement Company at Baker and with James F. McElroy, A. T. Van de Vanter and George W. Dickinson he organized the King County Fair Association, of which he was one of the stewards at the time of his death. He also built the Prudential building on Railroad avenue.

The Captain was married in Minneapolis, Minnesota, to Miss Minnie A. Roberts, and they had an attractive home in Seattle, celebrated for its gracious hospitality. Fraternally he was connected with the Benevolent Protective Order of Elks as one of its life members. He likewise belonged to the Rainier Club and in these organizations was a popular member.

He had just started to realize his plans for the erection of a fifty thousand dollar home at Lake Park, on Lake Washington, but died before his plans could be carried to completion. In 1906 he purchased a large game preserve, known as Protection Island, in the Strait of Juan de Fuca. It seemed that life had for him every possibility for comfort and happiness. He had conducted his business to such a point that it was possible to have leisure for the enjoyment of those things which were of interest to him, but death frustrated his plans and he passed away August 25, 1908, at the comparatively early age of forty-five years, his death being the occasion of deep and widespread regret among his many friends. He possessed sterling qualities that had gained

for him the warm regard and goodwill of all with whom he had come in contact and everywhere people spoke of him in terms of the highest respect. His life record indicated the possibilities which are before the young, demonstrating what could be accomplished when ambition points out the way and enterprise and diligence continue therein.

It becomes obvious that Elmer E. Caine was an experienced steamship captain and businessman and we readily understand how his expertise eminently benefited the Alaska Pacific Express Company who relied heavily on ocean and river steamers to carry their express goods. Additional information regarding Mr. Caine's numerous accomplishments follows:

- Early 1900's: **Capt. E. E. Caine** was president of the Alaska Steamship Co. ⁽¹²⁾
- **Capt. E. E. Caine** placed the old side-wheeler *George E. Starr*, a 148-foot wooden steamer built at Seattle in 1878, into Puget Sound service, and also advanced the small twin-screw freighter *Rapid Transit* into service to southeastern Alaska. The *Rapid Transit* was 98 feet long, with a beam of 30.8 feet and was built at Port Hadlock in 1891 for James McIvar, W. F. Pettibone and Charles Redfield to be used in heavy freighting on Puget Sound. The *Rapid Transit* burned to the water's edge at Tacoma shortly after going into commission, thereafter passing to **Capt. Caine**, who rebuilt her. She made her first voyage to Skagway and Dyea with a cargo of horses on August 1, 1897, the *Starr* following two days later with 90 passengers and 100 horses. ⁽¹³⁾
- *Caines Head* in Alaska is named for **Captain E. E. Caine**, captain and owner of Pacific Clipper Steamship Company's wooden steamer, *Santa Ana*, which brought the first permanent settlers to Seward on August 28, 1903. ⁽¹⁴⁾ *Caines Head* is located seven water miles south of Seward, Alaska.
- In 1898, E. E. Caine was President of the Seattle Clipper Line of steamers and in 1899 of the Pacific Clipper Line as shown on the two passes in Figure A-2. Note that both of those passes were given to I. A. Nadeau, the 1898 pass because he was apparently a director of the Seattle Clipper Line company.

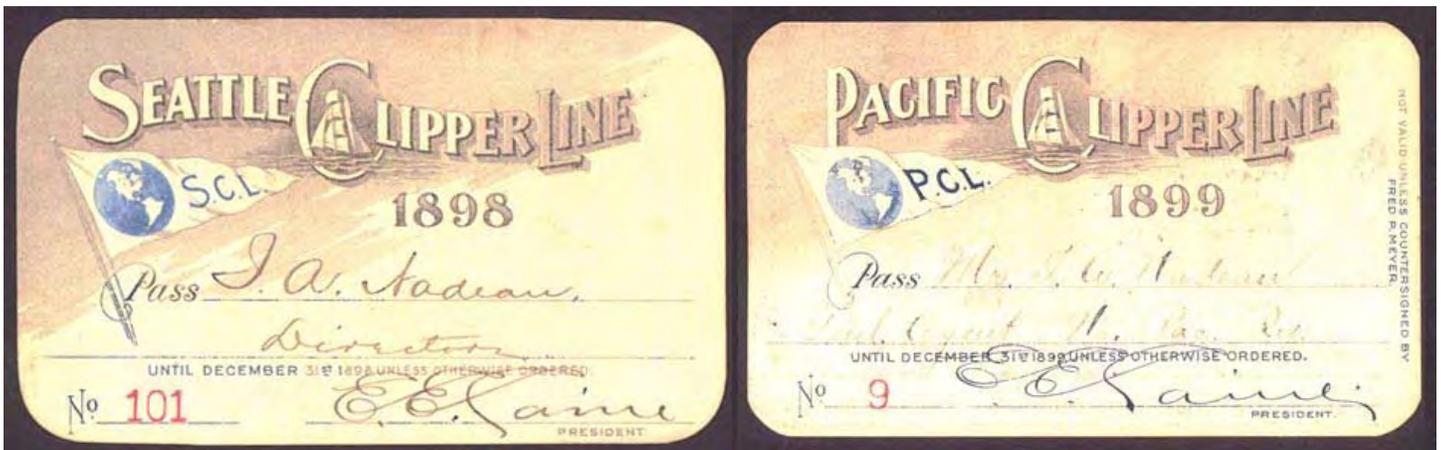


Figure A-2. Complimentary steamer transportation passes authorized by Elmer Caine (courtesy Richard Reisginer)

A. D. CHARLTON (1859–19??). Apparently, A. D. Charlton was the Assistant General Passenger Agent for the Northern Pacific Railway in Portland, Oregon for the major portion of his professional career. The first reference to Mr. Charlton working at this position is recorded in 1885, albeit *General Western Passenger Agent* is cited as his title, which may have connoted the same job assignment in those early days.⁽¹⁵⁾

The illustration of A. D. Charlton shown in Figure A-3 was published in 1893, along with this very brief profile:⁽¹⁶⁾

Mr. A. Charlton, assistant general passenger agent, with headquarters at Portland, Ore., is 33 years old and is Canadian by birth. He is a son of Mr. James Charlton, of the Alton, and comes of a railroad family. He is deservedly popular with the public and with his associates in the department.

The Chicago and Alton Railroad was being referred to as “the Alton” in the above excerpt. A. D.’s father, James Charlton, was a well known Passenger Agent for that road in Chicago.

The following 1905 excerpt provides more insight into Charlton’s career accomplishments:⁽¹⁷⁾

Mr. A. D. Charlton, the assistant general passenger agent of the Northern Pacific Railroad, with offices in Portland, is another man who has made a special study of this section [i.e., Pacific Northwest], and of the best methods for developing it. Mr. Charlton has brought the passenger department of his company up to a

very high point of efficiency, and is recognized throughout the country as a man of unusual force and ability. Mr. Charlton was born in Hamilton, Canada, in 1859, and has been in the railroad business since 1876, during which time he has been connected with the Great Western Railway, of Canada, the Chicago and Alton, and since 1884 with the Northern Pacific.

In mid-March 1916, A. D. Charlton attended the Proceedings of the National Park Conference held at Berkeley, California and is again listed as the assistant general passenger agent of the Northern Pacific Railroad in Portland. It is not known how long he held this position with the Northern Pacific.



Figure A-3. A. D. Charlton at age 33

JACOB FURTH (1840-1914). Jacob Furth served as President of the Alaska Pacific Express Company for its entire fifteen years. The online HistoryLink.org website provides a comprehensive biographical sketch of Jacob Furth, some of the informative portions are reproduced here: ⁽¹⁸⁾

Jacob Furth played a pivotal role in the development of Seattle's public transportation and electric power infrastructure, and he was the founder of Seattle National Bank. As the agent for the utilities firm Stone and Furth, he consolidated the city's random independent streetcar lines into Seattle Electric. He was a member of Seattle's first synagogue, Ohaveth Sholum, and Temple de Hirsch.

He was not only a key developer but a public spirited one who during the crisis of the Great Fire of 1889 and at other times put the city before his own business interests. Newspapers devoted an unprecedented amount of space to his obituary. Even the most vociferous critics of the role of Furth's business interests softened on matters pertaining to Furth the man.

Jacob Furth was born to a Jewish family on November 14, 1840, in Schwihau, Bohemia. His father, Lazar, was a merchant. His mother, Anna, bore 12 children -- 10 sons and two daughters. Eight of the 12 Furth children came to America. In 1858, at the age of 16, Jacob arrived in San Francisco. He obtained a clerkship in a clothing store in Nevada City, then established his own general mercantile store in Colusa, California. In 1865, Furth married Lucy A. Dunton, a native of Indiana from an early American family. They had three daughters -- Jane, Anna, and Sidonia.

In 1882, Jacob Furth and his family moved to Seattle, where he established the Puget Sound National Bank with capital of \$50,000. In 1893, Puget Sound National consolidated with Seattle National Bank (renamed Seattle First National-Dexter Horton Bank).

One of Furth's first business ventures in Seattle was to rescue from bankruptcy the privately owned firm that operated the Spring Hill Water system, which supplied water to city hoses,

spigots, and fire hydrants. Furth recruited his banking colleague Bailey Gatzert (1829-1893) and John Leary, founder of the Seattle Post-Intelligencer, to bail out Spring Hill. They built a pumping station on Lake Washington and made the system viable. Initially, and in part, rescuing Spring Hill was a matter of public service, but Furth's sound financial sense soon turned it into a profitable venture.

In the financial panic of 1893, Furth saved Seattle from financial disaster by forestalling his own board of directors from calling in all the loans. "Gentlemen," he addressed the board of Seattle National Bank. "If you do this you will create a financial situation that we can perhaps weather, but will bring other institutions crashing down around us. What you propose may be good banking, but it is not human." Within 10 days, Furth had traveled to New York, and raised the funds to buy control of his bank. He brought back enough relief to save his own bank and those of his rivals.

Furth's online biography does not mention the Alaska Pacific Express Company for any aspect of Jacob Furth's professional experience. This apparent oversight may have occurred because Furth apparently spent a minimal amount of time participating in Alaska Pacific Express business activities, at least as far as can be currently ascertained. Jacob Furth died June 2, 1914, his online picture is reproduced in Figure A-4.

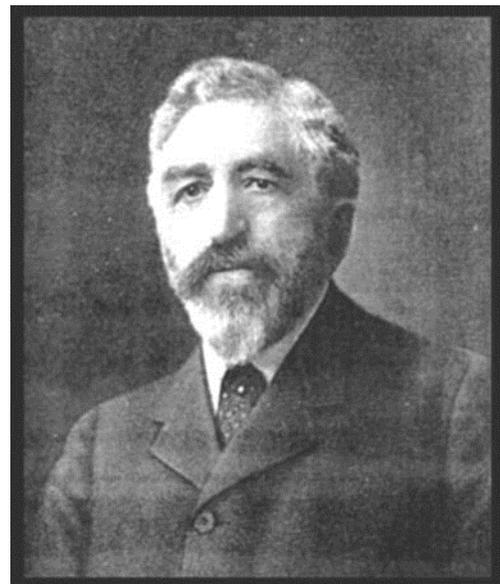


Figure A-4. Jacob Furth (from HistoryLink.org)



Figure A-5. Montgomery G. Hall (from *History of Oregon, Vol. III*)

M. G. HALL (1847–1916). Montgomery George Hall was born in Des Plaines, Illinois on February 11, 1847. He grew up there, attended business college in Chicago and then went to work for the American Express Co., in Freeport, Ill., as a driver and night clerk. Subsequently, Mr. Hall was appointed to the agency at Galesburg where he soon became route agent for southern Illinois. In 1880 he was appointed the American Express Co.'s agent at Springfield, Ill. The Northern Pacific Express Co., established in 1880, hired him in 1882 as superintendent at St. Paul, Minn., for their eastern district. In 1888, Hall was sent westward to be in charge of the western division of the Northern Pacific Express and he remained in that position until his death on September 4, 1916. He made his headquarters in Portland, Oregon, where he remained for the rest of his career, and was responsible for general supervision over the entire western operations of the Northern Pacific Express. He was also assistant purchasing agent for the Northern Pacific Company for several years. Meanwhile, Mr. Hall helped to organize the Alaska Pacific Express Company in 1896 and his many official activities with that company are chronicled in this monograph.

In April, 1880, Mr. Hall married May Garland of Illinois. They subsequently became parents of three daughters and grandparents of three children. Mr. Hall was a lifelong Republican. He was the organizer of the Commercial Club of Portland that be-

came the Chamber of Commerce and was a member of the Arlington Club. Hall's multiple business interests in the Northwest brought him into prominence in the area as a respected and capable businessman. ⁽¹⁹⁾ The Figure A-5 photograph shows Montgomery Hall as a young businessman.

D. C. JACKSON (Unknown). D. C. Jackson became an Alaska Pacific Express, superintendent in August 1899 and was located in Skagway, Alaska. In October 1902 (and probably sooner and afterward) he was relocated to Seattle. Since a couple of early Alaska Pacific Express business letters are attributed to Jackson, we surmise his vocation from 1896 to possibly 1911 was as a career Alaska Pacific Express Company employee. No additional biographical information has been found concerning Mr. Jackson.

CHARLES F. MUNDAY (1858–1933). Charles Franklin Munday of Seattle was a native of California where he was born October 8, 1858. His early educational training was acquired in public schools, following which he entered George Washington University in Washington, D. C., and graduated from this institution in the class of 1879 with a LL. B. degree. For two years Mr. Munday practiced his profession in Petaluma, California, then in 1881 relocated to Seattle. He was elected to the Washington Legislature of 1884 and served in the Session of 1885–86. During 1886–88 he acted as the Assistant U. S. Attorney. For more than thirty years he was also a member of the firm of White and Munday, the oldest established law firm in Washington, but in 1914 went into private practice, devoting his efforts principally to corporation and probate matters.

Mr. Munday was a member of the University Club, Seattle Golf Club, Vancouver Club, and the city, state and national bar associations. The following accolades were bestowed upon Charles Munday later in his career:

“Literally speaking. I doubt if there can be found a lawyer in the Northwest of a keener mind. The logic of his contentions in court is readily seen, and it is seldom he fails to convince a jury. When he enters trial of a case he is alert, forceful and insistent upon the protection of the rights of his client. I have seen Mr.

Munday in argument before the courts and have noted the policy he follows in the introduction of evidence as well as in the cross examination of witnesses. I have heard him grow eloquent, and I have heard him resort to sarcasm, the keen thrusts of which have been felt by opposing counsel. However, at all times he is courteous in his attitude. He is a hard worker in behalf of anything the object of which will be to benefit Seattle and Washington.”⁽²⁰⁾



Figure A-6. Charles F. Munday

The researched biographical data does not mention that Charles Munday was Secretary and Counsel for the Alaska Pacific Express Company as part of his business experience. Mr. Munday was a very capable and well liked attorney in Seattle and we are assuming that he was the only Secretary and Counsel for the Company from 1896 to 1903. Munday is pictured in Figure A-6 including a realistic characterization while addressing a jury during court proceedings.

I. A. NADEAU (Unknown). A comprehensive biography has not been located for Ira A. Nadeau, so the following summary of his known accomplishments and business activities is delineated instead:

- June 1886: I. A. Nadeau was the General Agent for the Northern Pacific Railroad with an office at 1st Avenue and Yesler Way in Seattle (see Figure 3-14). As late as 1904 he still held that position in Seattle for the same railroad.⁽²¹⁾ Mr. Nadeau's inaugural employment date with this railroad is unknown.



Figure A-7. Ira A. Nadeau at the Alaska Yukon Pacific Exposition in 1909 (from University of Washington Libraries, Special Collections)

- August 1890: I. A. Nadeau was the Manager of the Puget Sound Shore Railroad in Seattle.⁽²²⁾
- June 1893: Mr. Nadeau was a trustee for the Seattle, Lake Shore and Eastern Railway Co. (Interestingly, Jacob Furth was the Vice President of this Railway Co.)
- October 1897: Northern Pacific Steamship Co., I. A. Nadeau, general agent, Seattle. Nadeau was the Northern Pacific agent who was credited for working with Sedro founder Mortimer Cook to create the Western red cedar shingle industry. Mr. Nadeau worked out a way to ship the superior Washington shingles back East and all around the country for years through a combination of steamships and Northern Pacific trains before a rail line ever reached Sedro, Washington.⁽²³⁾
- I. A. Nadeau owned complimentary steamship line passes in 1898 (Pacific Steam Whaling Co.—Figure 2-14, and Seattle Clipper Line—Figure A-2), 1899 (Pacific Clipper Line—Figure A-2) and 1902 (Humboldt Steamship Co.—Figure 2-11, and Pacific Packing & Navigation Co.—Figure 2-14). Mr. Nadeau was a Director of the Seattle Clipper Line in 1898.
- 1904: Ira Nadeau was an incorporator of the

North Yakima Beet-Sugar Company in Washington. ⁽²⁴⁾ (Jacob Furth was also an incorporator)

- Mr. Nadeau was appointed the director general for the 1909 Alaska-Yukon-Pacific Exposition in Seattle ⁽²⁵⁾ (see Figure A-7). The Alaska-Yukon-Pacific Exposition was held on the campus of the University of Washington during the summer of 1909.
- 1909: I. A. Nadeau was a Deputy Grand Arctic Chief in the Arctic Brotherhood, a fraternal order in the Northland. ⁽²⁶⁾
- Historically, Ira Nadeau seems to be best remembered as the longtime Seattle General Agent for the Northern Pacific Railroad and as the director general for the 1909 Alaska-Yukon-Pacific Exposition.

∞§∞§∞§∞§∞

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Emigrant Letters from Departing Gold Miners

By James W. Milgram, M.D.

While letters from gold miners in California sending their personal news to relatives is always interesting, I have come across two letters written by two different miners who are just starting their trip across the plains. One is written in 1849, and the other, one year later. This type of letter is quite rare and each reveals the wishes of the incipient miner who wrote it. Both were written at or near St. Joseph, Missouri, on the Missouri River, with each writer in a wagon train. The punctuation and spelling are transcribed without correcting mistakes.

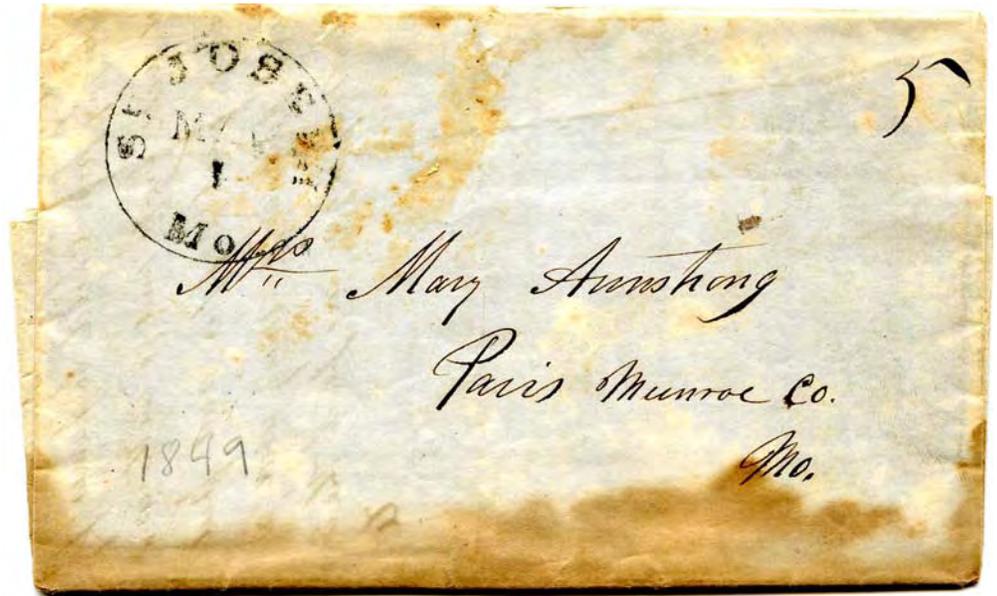


Figure 1. 'ST. JOSEPH MO. MAY 1' and "5" on cover to Paris, Missouri from 1849.

*12 Miles N.W. of St. Joe Indian Territory
April 28th 49*

My Dear beloved companion

Through mercy we have arrived here and crossed the Mo. Nice[ly] on Thursday last all in good health and fine spirits except Grigby one of Westley Wills men he is a little sick this day we have had a pleasant trip so far there has nothing transpired worthy of note since we left our company consists of 9 waggons to wit Westley Wills 2 in company Messrs Helms Parmers Glum & Buckner R. L. thompson & Co., K. Nelson David McChagney & Co. My own & Thomas McKamp about 39 men we have not organized as yet but intend doing so That is to say have made no captain we have procured 200 bushels of meal and teams to hall it ahead say 100 miles at \$4.00 a wagon pr day we calculate to leave the bottom of Mo. river where we are staging on Wednesday next for Fort Childs 250 miles on Platte river and when we get there I will wright again as there is a regular mail in by the way of Fort Carney or mouth of Platte river.

I have had good health so has Irwin and Albert since have started when we arrive at Plattsburgh the news of cholera and small Pox met us of course took the nessesary precaution and got vaxinated also Irwin and albert it took on about a day or 2 as respects Cholera it is certainly in style killing a few every day some citizens and some dissipated foreigners I think from 2 to 5 would cover the deaths pr day this cannot be called very bad when it is recollected that there is 3000 inhabitants once as many emigrants say 6000 in all there is no case nearer than the above place I do not flatter I am just like I was before leaveing on the subject of Gold had I to do all again I would not unjoint so many tender ties for the sake of Golden prospects do not consider I am low spirited it is not the case except the feeling that does frequently arise in my mind of you and our dear little ones that I am separated from for a time. I generally wake long before day and contemplate and you may rest assured you occupy my first thoughts and generally my last at night. I sincerely hope you will enjoy yourself well and reconcile your loss as much as possible ever bearing in

mind that I have been actuated from the best of motives in the affair and leave the matter in the hands of a kind benefactor who judges the intention of our hearts and rewards accordingly. We have all learned to cook pretty well and eat weller 2 tinfulls of coffee is a common meal we have dispensed with lard our bacon affords us a great sufficiency of grease for bread purposes and saleratus is great we sleep sound under our tents and in our waggons alternately our teams are number 1 of anything that has passed the road we have cut down our load to 300 lb flour to the man and other things in proportion as it respects the number of Californians that are ahead I would say 500 waggons will cover all and no more can pass us they have done it at their own peril as there teams must suffer in the pass as they have rushed them too hard on no grass we'll overtake them at Fort Childs with our meal and energy and finally the help of God every boat that arrives at St. Joe brings imigrants by the 100 and 1000 Gov. Bogs formerly of this state has wrote a letter which has arrived in Independence a few days since saying to his children to leave and come forthwith to California he wrights that he has collected 100,000\$ and others from 40 to 50,000\$ it has raised new life in every thing here I calculate to return rich in 18 months and try and spend a quiet and happy life and as far as possible add to our mutual happiness and comfort if I should be disappointed I'll return perhaps sooner hoping you will forgive my Freak. I give you to Irwin and all to wright Farewell for the present W. Armstrong

Well Irv is busy wright to James and says you must excuse him from wrighting at present he is in fine spirits in popular in the company has a good mess consisting of R. L. Hugh or old Bunley his war name and John Thompson Hugh is practicing a little on Hills young

man. The balance of the Munroe folks are in the neighborhood. I saw Doct. Bower this morning and Jackson They are well say to Mrs Acuff that her brother Joe is in fine spirits and stands the trip well. I am going to wright lengthy from childs to James Jessup William W.W. Spot was here yesterday and will cross and go with us. I think supper is ready Al is just pouring coffee and putting a Table spoonfull of sugar in it Kiss little edd Jud and mary and all the Grand babys... W.A. Mary Armstrong

The cover is shown in Figure 1 (previous page). The postmark is "ST. JOSEPH MO MAY 1" with manuscript "5".



Figure 2. "ST. JOSEPH MO. APR 16" and "10" to Clintonville, Ohio from 1850.

The second letter from 1850 has better spelling, but he leaves words to be guessed at by the reader. It is quite interesting. The cover is shown in Figure 2. It shows a town post mark "ST. JOSEPH MO. APR 16" with manuscript "10".

St. Joseph Mo. Apr. 14th/ 50

Dear Friend

I arrived here yesterday & for the first time in my life placed my foot in the streets of St. Joseph I found it to be a fine and prosperous town, under the Bluff & on the Bank of the

Mo. R. here I saw the first Indians since I left home; with their faces painted & blankets around them. Every thing is very high- corn 40 to 75 per Bus, hay \$1.00 per hundred & scarce at that. Oats 50 cts.

The Road is lined with the emigrants to the Gold regions, & if they pass on for two weeks as they have for the last two, the place will be filled till it overflows. I am green enough but there are many that are much softer than I am unless I am much mistaken from their looks and acts I am now with my cousin Mary. Greenard & find her to be one of the finest pioneer woman whole souled & hearted & I avoid Isabella in circumstance and talk. She lives in one of the finest positions of the st [state] rich & healthy.. Mr. Greenard has gone to the Gold Diggings & they say is doing well. Him & two sons have made 10,000\$ this is quite a fortune to be made in one year.

I left Judge Campbell on the 27 of Mar with 4 horses St. Louis 29th- went up on the south side of the Mo. Riv.- found it the roughest & hilliest road that I ever traveled over in my life up to Jefferson City. Since I left Jefferson, I have seen the finest of Prarie & timber that I ever saw- the finest farming land in the world high dry & roling. It is far ahead of Ill. Evry thing that a man could wish. I got to Jno. Robisons on the 2d staid with him 2½ days he has got a very fine situation & lives at hom. It rained so while their that I could not go around Bought one horse their which makes 5 at an avrage of 55\$ per head. Our horses got the distemper at St. Louis & we have not brought any since we left their My mess has not yet arived but I think that as soon as they come we will buy mules which can be had for one hundred per head. I shall go to town tomorrow & see if they have come. Our horses are gitting over the distemper & begin to feel fine they are not such as I would of liked to buy but we could not of done any better in our own st(ate) if as well We have 4 of the finest little ponies that you want to see if some of their large horses go through our rats will. Mansel is very still & sometimes melancholy, has enjoyed good health. I have

not been sick even min. since I left home & feel fine & full of mis[chief] some say that I will never get homesick and I hardly think I will if I keep well.

I saw some 3 of our com yesterday they ware glad to see me & we had quite a joyful meeting. I recd. 2 notes of Judge Campbell of \$100 each one of which I shall enclose in this letter., one in the next likewise \$55 in Mo. which I have got with me. If I need it I will use every thing is so high that many of the emigrants are strapped which I do not want to be. There has two or three hundred teams crossed over & gon on on that acc & the grass has not as yet started nor cant for 2 weaks. It is very cold here yet and snowed last night high winds & appears to continue to be cold. I should like to see spring open & grass start as I am anx. to be off. You will please give my respects to all my friends & except of the same your self- Tell Mam if I enjoy as good health as I have since I started I shall be satisfied.

*Yours with respect
B.C. Kenny*

∞§∞§∞§∞§∞

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Revisiting the San Francisco Cogwheel Fancy Cancel

By Rick Mingee

In April 1966, *Western Express*, Volume XVI, No. II, contained an article authored by W. Scott Poland, M.D. entitled "The Story of the San Francisco Cog Cancellation and its Imitations." This subject has not been revisited in the *Western Express* since then, which is approaching close to half a century now. At the time of the original article, Lyndon B. Johnson was president, first class U.S. postage was five cents and this author was three and a half years old! This current article looks back on what was known and written of the cog cancellation at the time of the 1966 article and provides comparisons and updates which have been discovered since then. As you will see, some areas have indeed been updated over the years based upon research by this author and others, while other areas remain as true today as they were 45 years ago. This article is structured showing portions of the original 1966 article with "commentary" providing an updated status for 2010.

Background/History

The San Francisco Cogwheel cancellation came into existence in the early 1860's (specific usage dates will be discussed later). Why this particular style of cancel was created may never be known. However, this era produced many fancy cancels from many different post offices throughout the United States so perhaps the SFPO took the opportunity to "join the crowd" with its own version of a fancy cancel. The cancel itself is common, due to the fact that it was in use for several years at a very busy post office, and numerous examples exist. This was not the only cancellation device in use by the SFPO at this time.

However, it was the only fancy style and the types are unique to this post office (although somewhat similar, but not identical, style cogwheels are known from other locations). During its lifetime, three basic types of the cogwheel cancel were used, identified as Types I, II and III. The original identifications were made by Stanley B. Ashbrook and Edgar B. Jessup in the early 1940's (their results were not published, but as stated in the original article by Poland, "through the kindness of Basil C. Pearce, the personal correspondence I had with Stanley B. Ashbrook, and studies of my own collection, I have been able to piece together some of the facts about this cancellation"). These three types remain undisputed from the 1966 article and are shown in Figure 1. Additional details are shown in Table 1 (following page).

The main (not the whole) usage period for the cancel was 1862-1867. There is only sporadic evidence of usage on the grill issues of 1867, with only a handful of examples identified to date. No cancels have been observed on the 1869 issues, or any on the bank note issues from the National or Continental Bank Note Companies. Oddly enough, after a gap of more than 10 years, evidence of the cancel reappears on the Postage Due issues of 1879 and 1884, the 1881 re-engraved American Bank Note issues and even the redesigned issues of 1887, all these very late uses bear the Type II cancel only (again, very limited quantities observed). It is still not understood why this cancel "re-surfaced" after so many years of not being used.

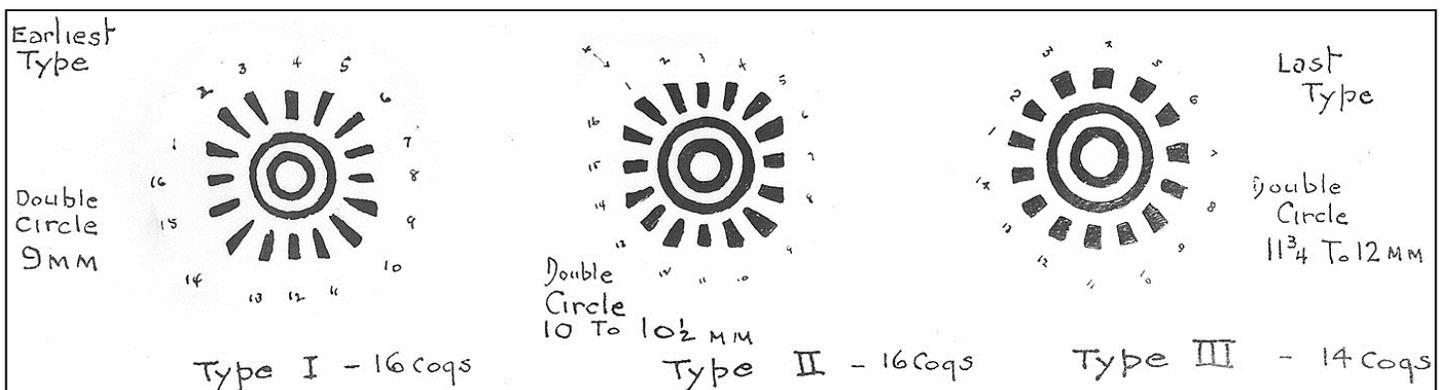


Figure 1. The Original Three Basic Cog Types (Ashbrook & Jessup, 1940's)

Table I - Types I, II, & III Cogwheel Details			
	Type I	Type II	Type III
Circle Sizes (Outer Diam.)	Smallest diameter circles	Larger diameter circles	Largest diameter circles
	9-9.5 mm outer circle	10-10.5 mm outer circle	12-12.5 mm outer circle
	5-5.5 mm inner circle	5.5-6 mm inner circle	7 mm inner circle
No. of Cogs	16	16	14
Style of Cogs	Many cogs have pointy-tips (wedge-shaped)	Most cogs have blunt/squared tips (not wedge-shaped)	All cogs have blunt/squared tips and shorter in length
Other	Separate from date stamp device	Separate from date stamp device	Integral part of a duplex date stamp device
Cog Design (Enlarged to show detail)			

Comparison to Original Article

<u>Original 1966 Article</u>	<u>2010 Status</u>
Originally it was used for almost seven years, 1861-1868...	Still true. The current EKU is December 27, 1861 (more on this later), thus the 1861 starting point is correct. However as this was so late into the year, I defined the “main” period as starting in 1862 (the EKU is the only 1861 usage known). 1868 usage does exist however by this time it was scarce (based on surviving evidence), so this ending point is also correct, however my definition of “main” period ends in 1867 due to the very low 1868 surviving evidence.
...discarded until 1879, when Postage Due stamps were introduced, and used on these and Bank Note issues, serving this purpose for at least another eight years.	Still true. After a gap of over 10 years (from main period), 1879 is the correct starting year for “re-use” of the cancel (on Postage Dues, again, very small evidence). The latest date I have seen is 1887, thus the eight year statement is still correct. Note, most of the examples in this period are off-cover stamps, so a specific usage date is not known, it is assumed based on the production date of the stamp issues.
The three basic types of the cog... Certainly there are types which do not fit exactly any of the illustrations, but this may be due to factors, such as degree of inking, pressure applied to handstamp, cleanliness of handstamp when used, wearing of handstamp, etc. Generally speaking most handstamps can be easily identified as one of the illustrated types.	Still true. Reference Figure 1 and Table 1. It is still agreed that these are the three basic types (from San Francisco, similar but not identical cogwheel cancels are known from other towns). Variations are due to conditions during strike and are not distinguished as separate types. Items which do not fit into these three types are from other post offices and not the SFPO.

<u>Original 1966 Article</u>	<u>2010 Status</u>
<p>The earliest usage of the cog is a Type I, on a patriotic cover dated December 27, 1861.</p>	<p>Partially true. Reference Figure 2. While it is true the CDS on this EKU cover appears to indeed be December 27, 1861 (based on a scan, I do not possess this cover), the cog is Type II (not Type I). A 1969 article in 'Stamps' by T. Wierenga also confirmed this is the earliest recorded example of the cogwheel cancel. My own research agrees with this, I have found no earlier examples to date. This cover was last seen at auction in December 2002. How this managed to get through to NY at 3c, as the rate was 10c at this time (no due markings noted), is puzzling. It is possible the year date slug was in error (several examples of this type of error exist from the SFPO in the 1860's) but there is no specific evidence that proves this. My records show January 4, 1862 as the next earliest usage (one week later), and this cover is also a Type II cancel (but with a correct 10c rate). Thus present day evidence shows Type II, not Type I, as the earliest usage (this is true even if the EKU date stamp is an error). The earliest use of Type I that I have observed is February 3, 1862.</p>
<p>Type I was used exclusively for about one year, 1862, and then was replaced by Type II, which was used throughout 1863, when Type III came into use.</p>	<p>No longer true. The original estimates were close, but dates are refined as shown based on current research: Type I: February 1862 thru December 1863. Type II: December 1861 thru October 1864 (main period, with sporadic usage 1879-1887). Type III: November 1863 thru June 1868. Type I was used for almost two years (not one) through 1863 (not just 1862 as originally stated) and it was not the first cancel used. It was not "replaced" by Type II; they were actually used in parallel over the whole life of Type I, although Type II was used longer, actually into October of 1864 (not just 1863). Type III came into use about the time Type I ended, at the end of 1863. However for about two months at the end of 1863 all three types were in use, per existing evidence.</p>
<p>Both Type II and III were used at the same time, but I don't think that Type I was used after 1862.</p>	<p>Partially true. Generally speaking it is true that Type II and Type III were used at the same time, although Type III was the sole cog cancel for the remainder of the 1860's starting in November 1864. Type I was used through 1863, as described above.</p>

<u>Original 1966 Article</u>	<u>2010 Status</u>
<p>In 1864 Type III came into use and from this time on was the commonest type. Last known use was June 6, 1868. Type II was also used during this period.</p>	<p>Partially true. Type III actually came into use in November of 1863, reference Figure 6 which shows the earliest Type III use I have found to date. It is true Type III was the commonest type (due to the longer usage period in the 1860's). I cannot dispute the Type III LKU date shown, as I was unaware of this cover until reading the 1966 article, reference Figure 7. Type II was in use during this period but only until October 1864, an overlap of less than 1 year.</p> <p>In my data I have an auction record which claims an August 1870 cog cancellation (incoming from Mexico); it is on the non-grilled 10c stamp. I have no picture of this lot and therefore cannot confirm this late date (nor type). If this were to prove accurate the LKU would be more than 2 years later than what is currently defined.</p>
<p>If Type I was used after 1862, I have no record of such usage.</p>	<p>No longer true. Type I was used until December 1863. There are at least eight Type I covers that I have identified in the year of 1863. This is obviously a small number for a year of mail through the SFPO, but Type I items do exist after 1862.</p>
<p>All of the stamps of the 1861-1867 period are known with this cancellation. I have copies of all of them off cover, except Scott #64, a true pink.</p>	<p>Still true. This cancel can be found on all the 1861-1867 issues. I have not attempted to collect or identify a cancel for each color variation. However all the primary issues are covered as well as many shade subtypes. I have not seen a 3c true pink either. I have seen one copy of the rare olive-yellow shade of the 5c 1861 issue, this is very scarce. Of note; only Type III is found on the 15c black Lincoln stamp (Scott #77) as it was issued in April 1866, when only the Type III cancel was in use. It is actually not commonly found due to the late issuance of the stamp relative to the main period of the cancel.</p> <p>There are also examples on non-US stamps from this period, such as British Columbia and Hawaii where this mail first entered the U.S. postal system at San Francisco and was cancelled there by a cogwheel.</p>
<p>Although the cog cancellation was used into the period when grilled stamps were issued, I have never seen a grilled stamp with a cog cancellation.</p>	<p>No longer true. While the evidence is small there are examples of grilled stamps with the cog cancellation. However, I am aware of only four items to date and all are off-cover, they are scarce.</p>

<u>Original 1966 Article</u>	<u>2010 Status</u>
<p>I believe that it is more than a coincidence, that soon after the grilled stamps were issued, the cog cancellation disappeared. I do not know the reason for this, but think that the postal authorities thought that a different type of cancellation was more suitable on grilled stamps. Does anyone have a grilled stamp with this cancellation, or does anyone have an explanation for the discontinuance of the cog cancellation?</p>	<p>Partially true. I do not have an explanation why this cancel was discontinued at this time either. I agree with the statement that it seems “more than a coincidence” that it stopped being used at this time, however since the original article evidence has been found that the cancel was in use during the grill period. Perhaps it just ran its course and faded out. Unfortunately I have no explanation for this either, it remains a mystery and requires further study.</p>
<p>I have never seen an 1869 issue cancelled by a San Francisco cog.</p>	<p>Still true. No 1869 issues have been observed with this cancel.</p>
<p>Oddly enough I have occasionally seen a demonetized stamp, such as the 12¢ 1851 with this cancellation. It was probably put on in Hawaii, and accepted by the San Francisco post office.</p>	<p>Partially true. I have seen one on-cover example with a perforated 1859 12c stamp (but not an 1851 imperforate issue, I assume this was intended to be a reference to the perforated issue in the original article) used from Hawaii but it was not treated as a demonetized issue. I am aware of six demonetized covers (in the period of March 1862 to January 1863), and agree with this statement that the cancel is found on some of the demonetized issues of the 1850’s. Reference Figure 8 for an example of a demonetized cover.</p>
<p>From June 6, 1868 until July 1, 1879 the San Francisco Cog was not used, but with the introduction of the "Postage Due" stamps, the Type II was apparently recalled, and was used in this department until at least 1887...This usage in my opinion is quite rare.</p>	<p>Still true. I do not know the specific date the cancel was discontinued in 1868. The statement is based on the LKU date for Type III. It is true that the Type II cancel appears on the 1879 Postage Due issues, however the specific date is not known. It seems unlikely it would have been used the very first day of issue. However, the stamp issue date is defined as the “starting point” for this period. As these items are off-cover examples there is no CDS reference date. The end date of 1887 is based on the American Bank Note 1c and 2c (Scott #212-213) examples found to date.</p> <p>It is incredible to me that four of the six stamps shown as Illustration #XXVII in the original article are now in my possession, even though I bought them over a 15 year period at shows in California and Colorado! How these very same stamps should end up in my possession this many years later is amazing, reference Figure 19. The fact that these examples are the same items from the 1966 article, confirms the statement they are “quite rare”. Less than 15 items used during the 1880’s have been found to date. Obviously this usage period was much more sporadic than the 1860’s usage.</p>

<u>Original 1966 Article</u>	<u>2010 Status</u>
<p>I have never seen a cover with a postage due usage and a cog cancellation. However, some years ago, I found a postal card from Hongkong illustrating this usage...This in my opinion is a unique item.</p>	<p>Still true. I have not seen any covers either. In fact, the postal card is the only item I have actually seen with “on cover” items from this era, as all other late examples are off-cover stamps. This is still a unique item to this date. Reference Figure 20.</p> <p>In my data I have an auction record which claims an 1884 usage with a 10¢ red brown postage due cancelled by a cogwheel on an incoming cover from Chiavari. I have no picture of this lot and therefore cannot confirm this item. However if this were to prove accurate it is possible this is the only on-cover example with a postage due issue.</p>
<p>In my opinion the San Francisco cog cancellation is the most interesting of all San Francisco postmarks. ...this postmark is a joy to be seen by a collector of Westerns, because it means that it came via way of San Francisco, the most beautiful and historically interesting city of the West.</p>	<p>Still true. Who am I to argue! It truly is a great cancel from a great city.</p>

Cogwheel Examples

This section shows various examples of the Cogwheel cancel. Some of the items shown in the 1966 article are actually now in the collection of the author and are included! These are clearly identified as such. Other examples provided are similar (routes, rates, destinations, etc.) to the original article to maintain a consistent approach with that presented in 1966.

Figure 2 shows the Earliest Known Use (EKU) of the cogwheel cancel. Figures 3, 4 and 5 (following pages) show the three different types (I, II and III) of the cancel on-cover. Figures 6 through 20 (also on following pages) show various combinations of stamps and cancel types.

Figure 2 shows a 3c rate to New York (during the 10c rate period), Type II cog, used December 27,



Figure 2. The Earliest Known Use of the San Francisco Cogwheel (Same item as shown in 1966 article as Illustration #II)



Figure 3. Type I Over-Paying Ten Cent Rate to New York



Figure 4. Type II Paying Double Ten Cent Rate to Massachusetts

1861 (figure from Schuyler-Rumsey Auctions, last seen in 2002). How this managed to get through to NY at 3c, as the rate was 10c at this time (no due markings noted), is puzzling.

Figure 3 illustrates the 10c rate period to New York, Type I cog, used April 22, 1862 (first two months of cancel). The strike is very clear, the points/wedges are easy to see and the smaller circles stand out clearly. Sender may not have had 7 cents in stamps or a blank envelope to mail with the 10 cent stamp. Rate overpaid by 3 cents (Author's Collection).

Figure 4 is another example from the 10c rate period, double rate letter to Massachusetts, Type II cog, used February 26, 1862 (first two months of cancel). Circles are a little larger than Type I, tips not pointed, but squared (Author's Collection).

Figure 5 (following page) provides an example of the 15c French Mails, single rate. Manuscript "Via Steamer" to France, Type III cog, used April 30, 1866. It is easy to identify Type III due to the short arm design and only 14 cogs. Also, the circles are the largest diameter of the three types (Author's Collection).



Figure 5. Type III Paying Fifteen Cent Rate to France (Same item as shown in 1966 article as Illustration #V)

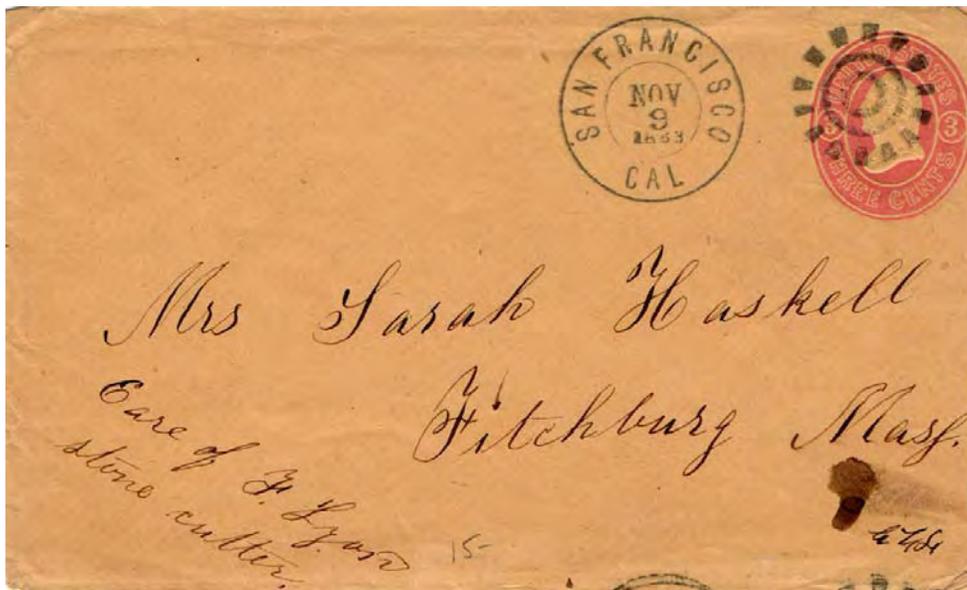


Figure 6. Earliest Type III Use Found to Date

Figure 6 shows a single 3c rate to Massachusetts, Type III cog, used November 9, 1863 (Author's Collection). This cover also represents the earliest known use of the Type III cogwheel to date.

Figure 7 (at right) is the latest known use of on-cover cogwheel (later off-cover examples exist), Type III cog. The cover shows the 15c single rate to France, June 6, 1868 (from the original article, current whereabouts unknown).



Figure 7. The Latest Known On-Cover Use (From the 1966 article, Illustration #VI)



Figure 8. Attempted Use of Demonetized 1851 Issue



Figure 9. Type II cog, Victoria Vancouver Island via SF to Canada West (Similar example to that shown in 1966 article as Illustration #VII)

Figure 8 shows a cover with 10c rate to New Jersey, Type I cog, used December 15, 1862. Attempted use of demonetized 1857 issue, rated “10” due (Author’s Collection).

The cover of Figure 9 is postmarked MAR 31, 1864, Type II to Canada West via SF, originating in Victoria. 15c rate overpaid by 1c. U.S. postage paid by stamps, Canadian inland postage paid in cash in Victoria. Blue oval “Post Office, Victoria Vancouver Island, PAID” handstamp. 2c pair lifted and placed lower on cover to display marking (Author’s Collection).

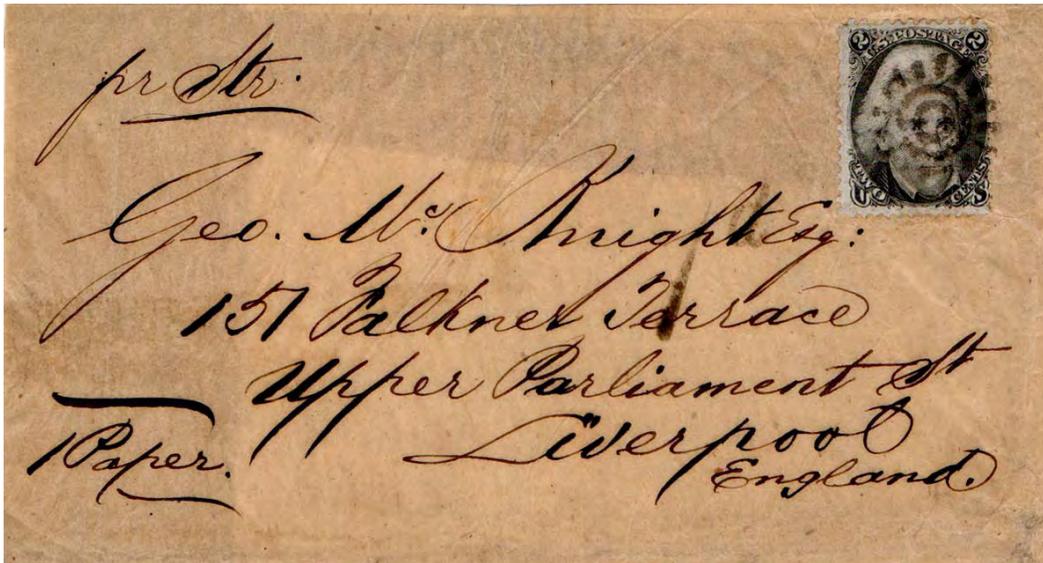


Figure 10. Type II cog, Newspaper Wrapper to England, No Town Mark (Same item as shown in 1966 article as Illustration #XI)

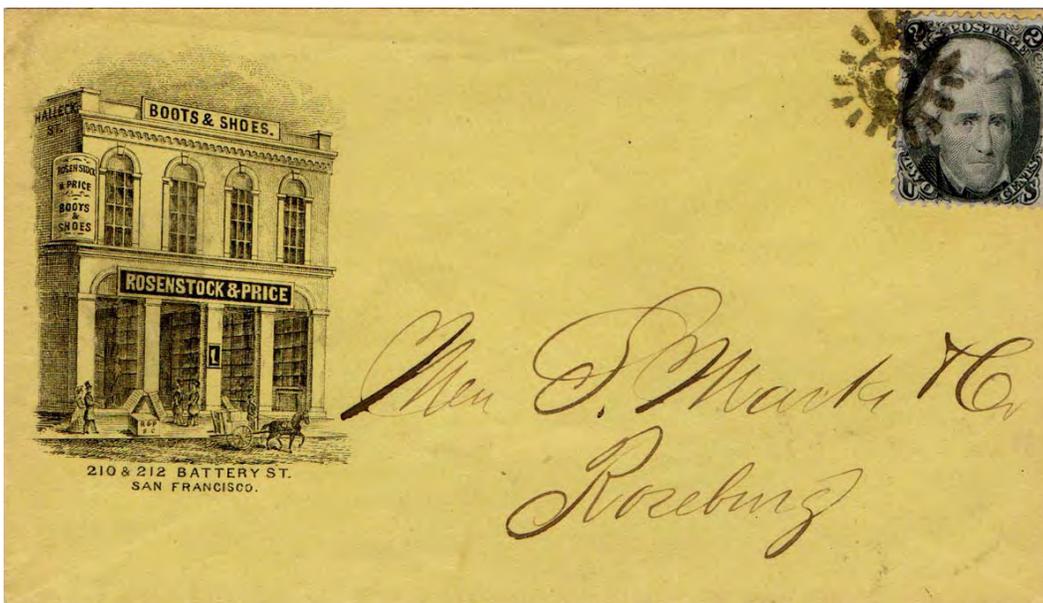


Figure 11. Type II cog, Boots & Shoes Advertising Cover to Oregon, No town mark (Same item as shown in 1966 article as Illustration #XII)

Figure 10 shows a newspaper wrapper usage to England, 2c newspaper rate, Type II cog.

A Type II cogwheel is shown in Figure 11 on Boots & Shoes Advertising cover. No circular date stamp; this is an example of the circular 2c rate.



Figure 12. Type II cog, Four Stamps Pay 10c Rate to NY (Similar example to that shown in 1966 article as Illustration #XIV)



Figure 13. Type II cog, Three Stamps Pay 3c Rate to Minnesota (Similar example to that shown in 1966 article as Illustration #XVI)

Figure 12 shows a June 24, 1863, Type II cog. 10c rate period, to NY. The last week of this rate period as the new 3c rate started July 1, 1863 (Author's Collection).

Figure 13 is a October 12, 1863, Type II cog. 3c rate period, to Minnesota (Author's Collection).



Figure 14. Type II cog, Strip of Three Stamps Pay Double 3c Rate to NY (Similar example to that shown in 1966 article as Illustration #XVII)



Figure 15. Type II cog, Strip of Three Stamps Over-Pay 29c Rate to England (Similar example to that shown in 1966 article as Illustration #XVIII)

Figure 14 shows a cover from APR 21, 1864, Type II cog with manuscript “Per St Louis Via Panama”. 3c rate period, to NY, double rate letter. (Author’s Collection).

Figure 15 is a MAR 9, 1862, Type II cog to England. Strip of three 10c stamps pay the 29c “West Coast” rate to England (1c overpayment). Rates were standardized and reduced to 24c the next year on July 1, 1863, removing the premium on West Coast mail (Author’s Collection).



Figure 16. Type III cog, Five Stamps Over-Pay Double 21c Rate to Italy (Similar example to that shown in 1966 article as Illustration #XXI)



Figure 17. Type III cog, Hawaii via SF to New York (Similar example to that shown in 1966 article as Illustration #XXII)

Figure 16 is a cover from December 6, 1865, Type III cog to Italy. 42c French Mails, double 21c rate, overpaid by 1c (Author's Collection).

Figure 17 shows a cover from OCT 25, 1866 (based on sailing date), Type III cog, cancel applied at SFPO upon receipt. 3c rate period, to NY. 5c U.S. postage pays 3c domestic rate plus 2c ship fee. 5c Hawaiian postage pays Hawaiian inter-island rate. Mixed franking with the Hawaii 5c Kamehameha and U.S. 2c and 3c 1861-63 issues. (Author's Collection).



Figure 18. Type III cog, Hawaii via SF to Nebraska Territory (Similar example to that shown in 1966 article as Illustration #XXIII)



Figure 19. Late Use Examples of the Cowwheel Cancel, All Type II (Includes 4 examples shown in 1966 article as part of Illustration #XXVII)

The cover in Figure 18 is from JUN 7, 1867 (based on sailing date), Type III cog, cancel applied at SFPO upon receipt. 3c rate period, to Nebraska Territory. 5c U.S. postage pays 3c domestic rate plus 2c ship fee. Hawaiian postage paid in cash in Honolulu (Author's Collection).

Figure 19 shows the first four examples (in order, 1881 1c, 1879 3c & 10c Brown Postage Dues, 1887 2c) which were also included in the original 1966 article along with additional items. It is incredible these same items are now the author's possession, as they were purchased over a 15 year period at shows in California and Colorado! The fifth item is a 2c 1884 Red-Brown Postage Due which was not part of the original article. All are Type II cogs (Author's Collection).



Figure 20. Late 1883 Type II Use on Postal Card (Same item as shown in 1966 article as Illustration #XXVIII)



Figure 21. Example of a Non-San Francisco Type Cog (from Downieville, CA) (Similar example to that shown in 1966 article as Illustration #XXIX)

The card shown in Figure 20 is from 1883 with a Hong Kong postmark on 1c Postal Card mailed to San Francisco with pair of 1879 2c Postage Dues affixed for short payment. The latest identified postal use of the San Francisco cogwheel cancel (figure from ebay auction listing, last seen in 2003).

Cogwheel Imitations

The original article included a short section on “imitation” San Francisco cogwheels, specifically mentioning Downieville and Dutch Flat, California.

It was not the primary goal of this current article to delve into this area, however as the author does have a Downieville example, it is provided to show a similar, but not identical type, to the San Francisco cogwheel (reference Figure 21), similar to that shown in the original article.

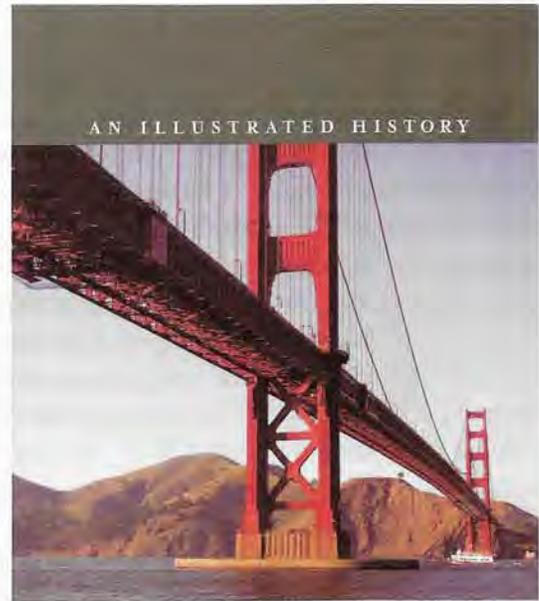
Figure 21 shows a May 4, 1864 postmark from Downieville, CA. As can be seen, this resembles a San Francisco Type III cog cancel (and was used during the same period) but the number of cogs is much less. It is easy to distinguish this type as an

“imposter” not originating from San Francisco (Author’s Collection).

The original article also briefly discussed a cog-wheel used in 1880-1881 from Dutch Flat, California. The article mentioned a “half dozen” viewed covers, which is a small quantity. I have never owned one of these items from Dutch Flat and cannot accurately make any comparisons. This area will be left open for future study.

In closing, as with many studies of this type and as shown in this article, things do change and are learned over time. Items surface which can change EKU or LKU dates. If anyone has evidence which helps define earlier or later usage dates than those shown above please provide this information to the author.

∞§∞§∞§∞§∞



California

ROBERT J. CHANDLER

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Thirty-five million Americans live in California, more than any other state. Robert Chandler's sweeping history begins with the area's indigenous inhabitants, and leads through the era of Spanish colonization, conquest by the United States, the gold rush, the founding of Hollywood, and the present. California remains prominent in America's and the world's culture and economy. *California: An Illustrated History* is the perfect introduction to the events and people that have shaped this great state.

Robert J. Chandler received his doctorate degree in history in 1978 from the University of California, Riverside. Since then he has been the senior researcher for historical services at Wells Fargo Bank, and has written some 55 articles on Wells Fargo, San Francisco, and Civil War-era California history. He lives in Lafayette, California.

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Call for Covers

Western Express plans to publish an updated census of

California Illustrated Mining Covers



Building on the listing in Kenneth Kutz's *Gold Fever*

(Darien, Connecticut: Gold Fever Publishing, 1987, pp. 57-72)

Members with covers to add to the Kutz's listings are requested to contact:

Robert Chandler
Wells Fargo Bank
History Department A0101-106
420 Montgomery Street



At the monthly Cover Luncheon at the end of August at the Marines Memorial in San Francisco, President Bob Chandler proclaims John Drew an Honorary Member of the Western Cover Society.

(continued from page 1)

Territory is hereby defined as all land between 20 degrees and 60 degrees North Latitude and 95 degrees and 130 degrees West Longitude.”

Dale replied November 2: “Just received my Wells Fargo Portland agent badge and want to thank you very much for thinking of me. I will proudly wear my badge and will soon saunter into the 5th and Jefferson office here in Portland where Steve Greenwood hangs out and pull rank on him! I told John Drew that this recognition must mean I am getting old – but I hope I can make further contributions to the Western Cover Society.” Note that Forster says nothing about the territorial restrictions placed on his collecting!

At the APS annual StampShow held in Richmond, Virginia, between August 12-15, members and friends garnered great rewards. We note those with specially pertinent exhibits.

- Champion of champions, Richard C. Malmgren, “Hawaiian Postage Stamps.”
- Prix d’Honneur, Larry Lyons, “All Roads Lead to San Francisco: Private Companies that Carried the Mail in the Early West.”
- Candidate for Grand Gold, Hugh V. Feldman, “US Mail Routes by Water, 1814-1873.”
- Gold, John Birkinbine II, “Drama of the Civil War Period: Arizona and New Mexico Areas, 1860-1867.”
- Our longtime advertiser and WCS book Publisher received a Gold: Leonard H. Hartmann, “The Litho-

graphed General Issues of the Confederate States of America.”

- Vermeil, Dennis Hassler, “Gold Rush Days—California Stampless Covers, 1843-1859.” Dennis is an enthusiastic exhibitor, marathon runner, and Monthly luncheon attendee.
- Grand & Gold (single frame), former WE editor Michael T. Mahler, “U.S. \$200 and \$500 Stamps of the Civil War Era: Their Purpose Illustrated.”
- Literature: Reserve Grand & Gold, Spink Shreves Galleries [and Richard Frajola] “The Floyd E. Risvold Collection: American Expansion and the Journey West.”
- Literature: Silver, went to our annual host, Kristin Patterson, “WESTPEX—The First 50 Years.”

“Viva Mexico! Viva Mexico! Viva Mexico!” On the two hundredth anniversary of “El Grito” [The Cry] and the battle for independence from Spain, I am delighted at the response to my Mexican article, the 15 who joined WCS because of it, and added revenue for our treasury. We have only five copies left. Peter Bamert, Richard Daffner, Dexter Mattoon, and myself have talked about writing a Wells Fargo Mexican handbook. The three serious collectors have magnificent examples.

Merry Christmas, Joyous Holidays, and a Happy New Year!

Contents of the Cover

By Ken Stach

The post office at Alexander (Hanson County), Dakota Territory was established Oct 17, 1879 and was the forerunner to Alexandria. The name was officially changed to the latter on Mar 3, 1880. The feature cover of this installment of "Contents of the Cover" was postmarked exactly two months after the official date the name was changed. Obviously, the new postmark device had not yet arrived to Alexandria (the earliest reported postmark with the "Alexandria" spelling is Jun 22, 1880).



Figure 1. Envelope postmarked "Alexander, Dakota. May 3, 1880"; lengthy enclosed letter describes surrounding area in detail.

Normally, only excerpts of the "Contents of the Cover" are included in these articles. This letter contains a lot of interesting detail about the surrounding countryside, the development of the neighboring town of Mitchell, as well as an encounter with some Indians; therefore, the letter is transcribed in its entirety.

The letter was written by Ella P. Starkweather to her friend Miss Delia Dwight (whom she refers to as "Dill") in Brooklyn, Wisconsin. Apparently Ella was aware of the name change to "Alexandria", as she has the heading of her letter with the new spelling.

*Ella P. Starkweather
Alexandria D.T.*

*On the claim 'D.T.
May 2, 1880*

My Dear friend Dill

I certainly did not intend to be here three weeks before writing you yet I find 'twas three weeks last Wed. since I reached "the shanty." "Time flies" as well in Dak. as Wisc. I find, and if one is willing to do there is no need to be idle. So far my time has been very well occupied. I take it leisurely though, no hurry .

My fancy work is darning socks. It will not give out for another week I think. I worked in the garden a short time one day. Joe thinks I'm too slow I guess, and has done most of it himself. I mean to put in some next week. We have pease[?] up quite nicely. Lettuce, radishes, beans potatoes, etc in the ground. The soil (broke only last yr) is so mellow it is very hard to walk over.

We have had three quiet days in succession: only a mild breeze stirring, an unusual thing for Dak. I think. I wonder though that I have not felt the heat more the last two days, ninety in the shade today is I think what is called hot weather.

We expected to do to church this p.m. but it grew so warm and the poor horses are so tired we gave it up. Services to be held in the dining room of a boarding house in Alexandria (our nearest town) six miles distant, so you see we are not without church privileges. Some S. eve we are going to a sod school house to church. Think that will be a novelty.

Thought I saw something of a sight this p.m. We were going for water to a neighbors, and met a drove of Indian ponies, seventy five in no. Poor looking little

creatures they were too and the men driving them (ten men all on ponies except one in a covered wagon drawn by four horses) were the roughest looking set I ever saw: they looked like the Brigands we read of, two were Indians or Half-breeds. Their ponies were not for sale. They are taking them farther north to pasture this summer and fit for sale next fall or winter.

I saw a drove of two hundred cows being taken to the Black Hills a short time ago. These things remind me that I am in the West, though a blizzard" the night of the 18th (S.) was perhaps a more forcible reminder. I think you can have no idea of the storms here. We thought our shanty was tight but the snow sifted in abundantly. Above my head on the pillows was quite a little snow bank and Joe had to sweep my bed off and shake things before I ventured scarcely to peep forth. Think of the "corn-colored" trimmed dressing room, the blanket shawls, flat irons, bricks and flannel blankets and of two girls who always had colds and then think of what are the merits of Dak. when such a storm brought me no cold.

Left my writing a short time to watch a fire Joe started to try to kill the wild barley. It was a pretty sight to me. Was never so near a prairie fire, even a small one, before. Have seen some fine ones at a distance. When on the cars [train] in the night; saw one that looked grand, on my way out. I never like to write the same story twice, so have not given an account of my trip out here, though twas as pleasant as one could wish.

Visited Mary Patterson, now Mrs. McLaren, at Algona, and the Frisbees for one day and night at Sheldon, and enjoyed myself very much at both places. At both places was taken out riding all over the towns, which would not require much time, and out into the country; think tis a much finer country around S. though.

A. [Alexandria] situated among hills and some trees is quite a romantic looking little town. Dry as it was when I was coming out, water stood in every little sage making the country look like a great marsh for miles around. A. and Britt, north of which B. is W. Glidden's land. Believe he says it is drier where he is. Oh, I must tell you something of our country here. Much of Dak. that I crossed is very stony, think it is fit

only for grazing, but here it looks fine, a little stone on Joe's tree claim which will be convenient for use; The land is gently rolling and toward the north and west we can see a great distance. We are six miles north of Alexandria in a straight line.

West of A. fifteen miles is another station [Mitchell], the present terminus of the C.M.& St.P.R.R. You would be surprised to see what good buildings they are putting up at the latter place, one really elegant block containing two stores, a large chalk-stone livery barn etc. Alexandria, "our town" though is doing more business and when I went there last wk was surprised to find it so lively a little place and to see that they are building good permanent stores etc. Some of them were partially painted. There are three or more variety stores a drug store (that is perhaps 12 x 14 ft) will soon be a furniture store and there is a fine hardware store, etc. In going to A. could see the telegraph poles more than four miles distant but 'twas in the Mirage, for a little nearer we could not see them. On two clear mornings have seen Mitchell (fifteen miles distant) as though 'twere but a mile or two away.

The prettiest view we have is toward the S.W. We can see "Medicine Butte" which seems quite imposing in the distance but in passing it found it was only moderate sized hill. We can see trees by going about ten miles, some scrubby timber along the Dak. or Jim R. (Such is called in Dak. advertisements "The heavy timber along the Jim"). Crossed the River in a ferry when I went to M [Missouri River]. Something new to me. But there is a fine bridge there now. It will not do to send three sheets. You will not dare answer fearing another infliction so though it seems to me I haven't said half my say will try to close this scrawly epistle.

Of course I'm anxious to hear the news from your neighborhood and how the Dwight's are all doing. When you are going to R. W. and anything you can tell me, so do write soon. Is it possible Amy B. is married? Mother wrote she heard so. Very much love to yourself and your mother. The gentleman will not accept I know anything. My "best regards", of course. Yours,

Ella

Alexandria D.T.

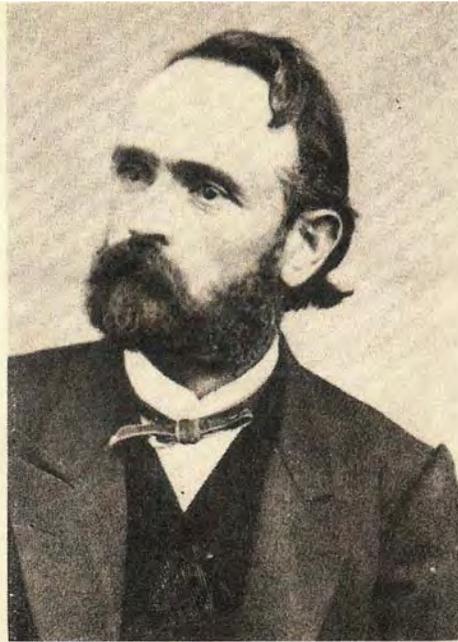
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Gunfight at the Bella Union

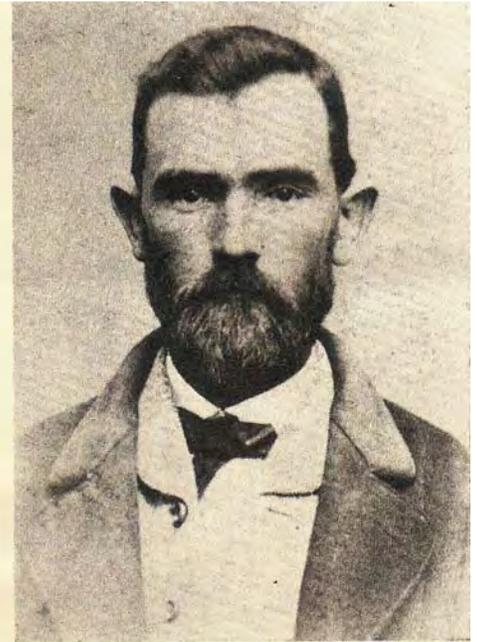
By Kenneth S. Greenberg



FRANCIS MARION KING



ANDREW JACKSON KING



SAMUEL HOUSTON KING

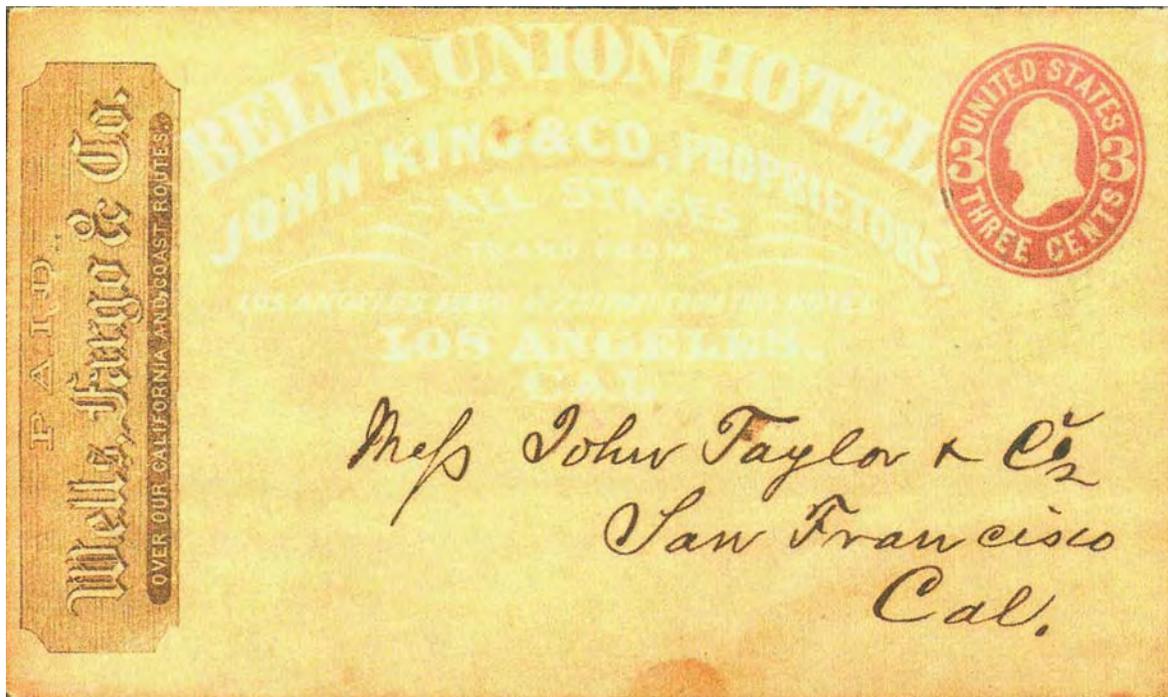
Photos Courtesy of Frank M. King

One of the most important social events of 1865 in Los Angeles County occurred July 5 when a well-known merchant, Sol Lazard, was married to Caroline Newmark. After the wedding, the party went to the Bella Union Hotel in Los Angeles where there was a wedding supper and dance attended by a large group of well-wishers. While this fandango was in progress, "a quarrel began in the hotel office that ended in tragedy the next day when two prominent men were killed. One of the deceased was Robert Carlisle. He had married a daughter of Colonel Isaac Williams and was the owner of the Chino Rancho." Carlisle was a big, handsome, powerful man, "a nice fellow but a fighting man." The other victim of this famous fight was Francis (Frank) King, who had two brothers, Andrew J. King and Samuel H. King.

"Samuel Houston King was engaged in sheep-raising with ex-governor John G. Downey. Frank King was a deputy sheriff, and his brother Andrew, who was under sheriff to Tomas Sanchez, studied law and later served on the bench. They lived in Los Angeles." For some time there had been hard feelings between the King brothers and Carlisle and his followers. The former believed the Carlisle

bunch was "out to get them." At the Lazard's wedding dance Carlisle, intoxicated, tried to get Andrew King into a fight by cursing him. The latter declared it was neither the time nor the place for a fracas, and at once suggested to his wife that they go home, whereupon Carlisle threatened him with a knife. King, in self defense, fired his pistol but missed Carlisle, "but Carlisle had stabbed King in the hand so badly he might have died if Dr. Griffin hadn't been on hand to give him immediate attention."

It was reported that Carlisle had declared he would kill all three of the King brothers. "Next morning, July 6, Samuel H. King came to town with a load of wool he was taking to Wilmington to place on an outgoing ship. When he stopped at the sheriff's office to see his two brothers, he was informed of the fight of the preceding night and of his brother's injuries. "Although Andrew begged his brothers not to do anything rash, Samuel said to Frank, "Let's go call on Carlisle and see if he's going to do it." As they walked toward the Bella Union they were still on the other side of the street when Carlisle stepped to the barroom door and fired at them. A terrible fight took place in front of the hotel in which many



Wells Fargo & Co. advertising cover for the "Bella Union Hotel", site of the gun battle documented in this article

shots were exchanged. At once Frank went into action as both brothers advanced to the door emptying his Colt revolver, but Samuel held his fire since Carlisle was shooting from the door with the adobe wall for a breastworks. As Samuel jumped for the door, Carlisle shot him through the lungs, the ball entering his right and passing out through the left shoulder blade. Samuel couldn't raise his right arm, but cocking his pistol, and flipping the muzzle up, he hit Carlisle four times in the stomach, placing four bullets in the space of four inches. As Carlisle staggered back, mortally wounded, Frank struck him with his heavy pistol, breaking the weapon in half. Carlisle fell on his back, where he lay until he was placed on a billiard table. Frank turned round and pulled Samuel to a sitting position, from which he had fallen on his back. "A friend of Carlisle ran in from the card room at the rear and as Frank King rose up with Samuel, this man shot Frank King through the heart killing him instantly." Several years later Samuel King and his family left for Texas in search of the man who shot Frank.

The King-Carlisle fight was probably the most sensational personal gunfight ever experienced in Los Angeles County up to that time. The body of Robert S. Carlisle was buried on Old Fort Moore Hill in a mausoleum 15 by 20 feet. This remained on the

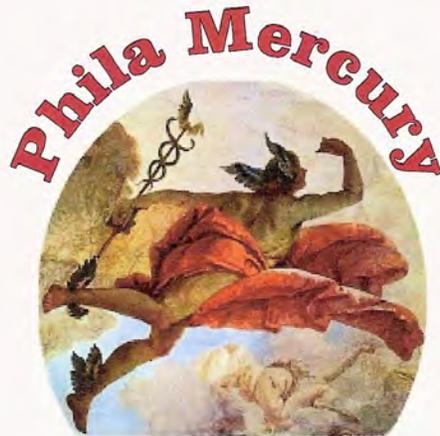
grounds of Central Junior High School, located on Fort Moore Hill, over-looking downtown Los Angeles.

Seventy-five years ago, after the catastrophic earthquake of 1933, this author attended Central Junior High School and recalls the mausoleum, and we children played around it not knowing the bloody circumstances of his death. Through the iron-grilled door was his epitaph: "Sacred to the memory of Robert S. Carlisle. Born March 1, 1827 - Died July 6, 1865. Aged 38 years, 4 months, 5 days." His casket remained there until May, 1947, when it was removed to make way for the new freeway that would do away with much of Old Fort Moore Hill.

Illustrated on the prior page are the three King brothers involved in the famous gun battle, and on this page a Wells Fargo "Bella Union Hotel" cover from the period.

Credit must be given to the Historical Society of Southern California publication Volume 33, quarterly June 1951, without whose assistance and information this article could not have been written.

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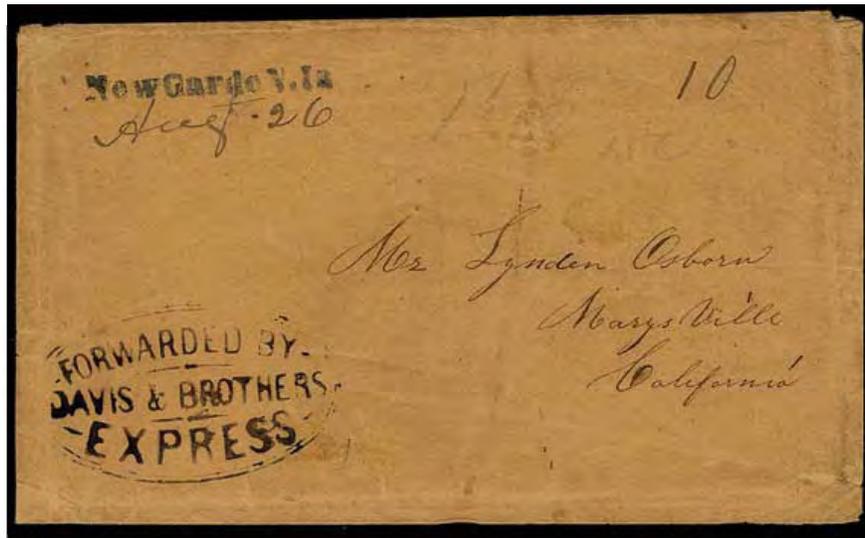
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