

# WESTERN EXPRESS

Research Journal of Early Western Mails

Vol. 69 No. 2 □ Whole No. 272 □ June 2019 □ Unit No. 14 , American Philatelic Society

Quarterly Publication of the  
Western Cover Society

## TABLE OF CONTENTS

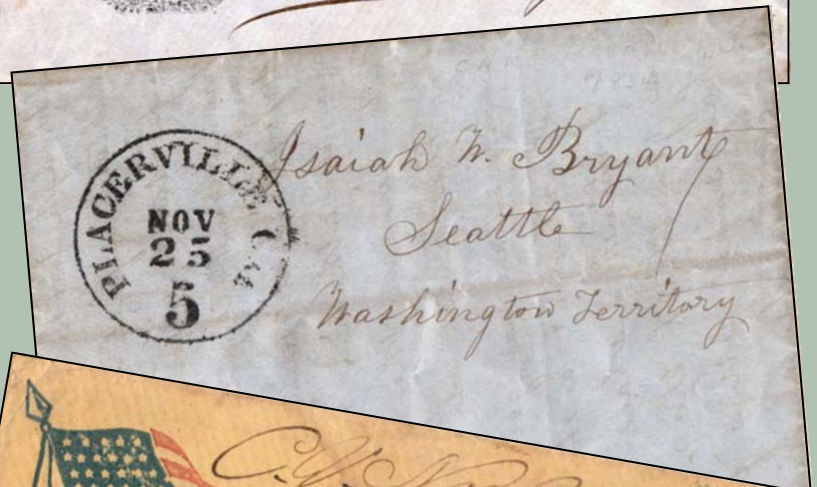
President's Message, etc.....1

In Memoriam - Dr. Robert J.  
Chandler, WCS #1040  
By Scott Prior.....7

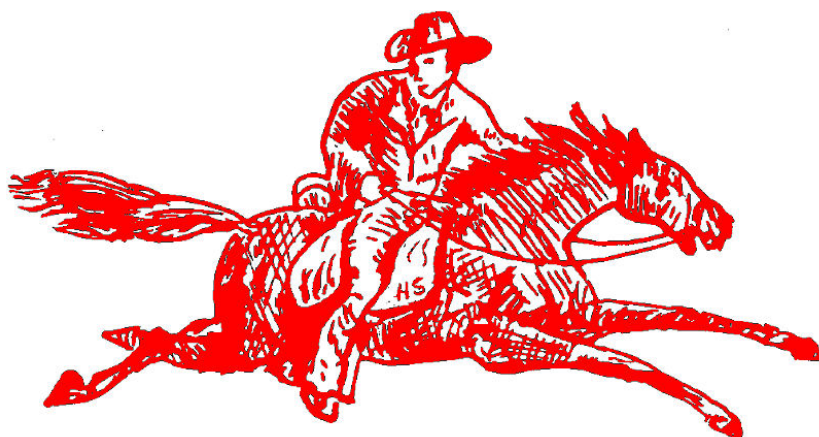
Sonora Calls: Pedro Aguirre Runs  
Stagecoaches to Mexico, 1880-1882  
By Dr. Robert J. Chandler.....9

Hawaiian Illustrated Letter  
Stationery from 1868  
By James W. Milgram, M. D.....39

The Wades of Carson Valley,  
Nevada, 1854 to 1890  
By Gordon L. Nelson, Ph.D.....43



EXPRESS □ OVERLAND □ TERRITORIAL □ POSTAL RATES □ OCEAN MAIL □ POST OFFICES □ STATEHOOD □ POSTAL HISTORY



## **Recent Awards**

**APS StampShow 2009 (Pittsburgh, PA) - GOLD**  
**Chicagopex 2009, 2018 (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 Scott Prior at our web site, [www.westerncoversociety.com](http://www.westerncoversociety.com). Claims for missing issues made within six months will be serviced free of charge.

All photographs and published material are assumed to be the copyright of the Western Cover Society unless the copyright is retained by the author. Contact the Secretary for copyright permission or the author where noted. Photocopy permission for non-resale classroom usage is freely given.

Western Cover Society does not accept responsibility for views expressed in articles or advertisements that appear in the pages of *Western Express*. It provides opportunities for publication of material that may represent ideas, judgments and opinions. The publication of articles or advertisements should not be construed to promote collecting or establish pricing of material that is in private hands. Send manuscripts to the editor for publication consideration. All manuscripts are subject to peer review.

**Lifetime Membership \$500.00 one time**  
**Sustaining Membership \$50.00 per year**

**Patron Membership \$75.00 per year**  
**Active Membership \$35.00 per year**

**Foreign Memberships require an additional \$35.00 per year postage, in addition to any membership fee noted above**

Send application with appropriate check to:  
Western Cover Society  
Ryan Baum, Treasurer  
P.O. Box 4187  
Davis, CA 95617-4187

**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**  
**Four consecutive insertions, paid in advance: Full page \$550.00, half page \$300.00, quarter page \$175.00**

**Submit ads to the General Editor: Ken Stach, PO Box 6; Letcher, SD 57359 ([kenstach@santel.net](mailto:kenstach@santel.net))**



## **President's Message**

Submitted by Michael Perlman

Hello! WESTPEX 2019 is now in our rear view mirror. For those of you who were unable to attend, the show was terrific. It was the perfect weekend to see old friends and attend philatelic presentations. While it was nice seeing everyone, there was one conspicuous absence. Our former President/Vice President/Secretary/Treasurer Bob Chandler passed away this March. For those of you who knew Bob, you were fortunate to be acquainted with an unassuming philatelic historian with a vast knowledge that he was always willing to share with everyone. The nature of this hobby seems to be that we are continually mourning those who are no longer with us. This one is stings. On a happy note, Larry Maddux will be succeeding Bob on the Board of Directors. Larry has some serious shoes to fill.

Our Annual Western Cover Society Board of Directors Meeting was held Friday, April 26<sup>th</sup>. A number of topics were covered but one in particular needs to be addressed. We currently have 19 members who are receiving the *Western Express* who have NOT yet remitted their 2019 dues. Please remember that we are an organization with a phenomenal journal that requires membership for its continued publication. If you are one of the 19, please consider remitting your payment.

Speaking of the *Western Express*, this issue and the prior two issues were given "perfect binding". Rather than folded paper, the journals were bound as single pages. Last year, David New paid for this year's "perfect" binding. The cost is not excessive and many members have mentioned how much they prefer the upgrade. In our Director's Meeting we voted to continue the practice.

I am thrilled to announce that the Western Cover Society has been presented Larry Lyon's personal reference file of western express covers auctioned over the past 75+ years. The entire holding is now available on the Western Cover Society's website. It does require membership to view and retrieve the information. The file is immense with over 25,000 pages scanned. I would like to thank Scott Prior and Ken Stach for doing the ugly job of scanning in all those pages.



**The "Basil C. Pearce Award" for most outstanding article of the prior year was awarded posthumously to Dr. Robert J. Chandler. This plaque in his honor was mailed after WESTPEX to Bob's wife, Sue Chandler.**

I would like to mention this year's award winners. Bob Chandler posthumously won the coveted "Basil C. Pearce Award for Best Article of the Year" with his article "Pedro Aguirre's Stagecoaching, Tucson to Sasabe via Arivaca, 1878-1886". Ken Stach was voted unanimously (excluding his non-vote) for the Oscar M. Thomas Award for his outstanding service to the Western Cover Society. I am thrilled with both of the recipients. You would be hard-pressed to suggest two members who have done more for the Western Cover Society.



**Scott Prior, (left) WCS Secretary, presents the "Oscar M. Thomas Award for Meritorious Service to the Western Cover Society" to Editor Ken Stach (right).**

Finally, I would like to apologize for this year's Western Cover Society presentation speaker (yours truly). I know he spoke far too long. He should have paid attention to Scott Trepel's inability to sit still and should have ended the meeting earlier. After all, no one wants an incontinent auctioneer.

(Editor's added comment: For those unable to attend Michael's presentation, you missed out on seeing some of the western postal history's absolute classics!)

## **Secretary's Report**

Submitted by Scott Prior

**Local Chapters:** Your secretary requests input from members as to forming Northern California and Southern California chapters of the Western Cover Society. Regarding a Southern California chapter, we could have a luncheon meeting in conjunction with SESCAL (Ontario, CA, Oct. 4-6). We could have a luncheon meeting at my home in Huntington Beach in conjunction with SESCAL or in early December. Or, we could perhaps meet quarterly at a restaurant somewhere convenient to all indicating interest in attending. I would appreciate getting emails expressing your thoughts and any interest(figmo7@get.net).

**Larry Lyons Auction Catalog Archive:** Webmaster Daemien Williamson is nearing completion on uploading these searchable PDF scans. They can be found under the new tab "Reference Materials" on our main webpage (access requires member login). See the Board of Directors' minutes for additional details.

**Domestic Electronic Option:** Is there interest in having an option for domestic members to receive only a digital copy of Western Express? There would be no reduction in dues as printing costs may increase if our print runs are reduced. Please let Treasurer Baum know if this option is of interest.

### **New Members:**

Susan Shimmin-Okey, WCS #1578  
Shingle Springs, CA 95682  
Susan's interests include gold rush correspondence

Philip Ahrens, WCS #1577  
Yarmouth, ME 04096  
Philip collects US & Canadian classics

### **Rejoined Former Members:**

Bill Strauss, WCS #1279  
Big Lake, TX  
Bill collects WF Texas and New Mexico and postal history of New Mexico

Matthew Kewriga, WCS #1464  
San Francisco, CA 94108  
Matt collects 2-cent banknotes and DWI mail

Ted Gruber, WCS #771  
Longview, WA 98632  
Ted collects Cowlitz County, Washington

## **WCS Board of Directors' Meeting**

Minutes of Western Cover Society Board of Directors' Meeting, Friday, April 26, 2019, Room 6094, Airport Marriott Hotel, WESTPEX.

### **Thirteen Directors Present:**

- Rick Mingee, Vice President and Advertising Manager
- Jim Blaine
- Bill Tatham
- Ken Stach,
- Michael Perlman, President
- Steve Walske
- Dale Forster
- Ryan Baum, Treasurer
- Fred Gregory
- Scott Prior, Secretary
- David Snow
- Larry Ballantyne
- Larry Maddux

### **Four WCS Members and Guests present:**

- Mike Brown
- Ted Gruber
- Dale Eggen
- Bruce Branson

There being a quorum of Directors, President Perlman called the meeting to order at 5:02pm.



A motion to approve last year's BOD minutes was made by Stach. Approved.

A copy of the WCS financial statement was emailed to the directors by Treasurer Baum. Our society is in the black by \$695 this year. A few hundred dollars in CD interest has helped as did some book and CD sales. Treasurer Baum reported that an *E. Clampus Vitus* member made a monetary donation to WCS in memory of Bob Chandler.

WCS currently has 261 members. Our foreign members now have an option to receive only digital copies of *Western Express* at the domestic rate. Email addresses are unknown for some foreign life members who have not paid the foreign mailing surcharge. These will be sought.

Nineteen members have not paid their dues but have been sent the last two issues of *WE*. Three form letters have been sent to each delinquent member. Treasurer Baum will provide a list for board members to contact these people to try and keep them as members.

Director Walske asked if domestic residents should have an electronic only option for receiving *WE*? There is not much cost savings for domestic subscriptions (approximately \$8 per person per issue); the international mailings are larger impacts. Cost per issue is likely to go up if we reduce the physical issue mailing significantly. The Secretary will suggest an option to go electronic in his next section report, but no reduction in dues will result. We will see what feedback we get in this area for a forward decision.

Editor Stach moved that the financial report be accepted as presented. Approved.

The cost of our webmaster was covered for another year owing to a \$6,000 donation by President Perlman. Thank you!

Advertising manager Mingee was tasked with contacting H.R. Harmer about advertising for their upcoming Haub sale in our June issue of *Western Express*, so long as they get the ad to Editor Stach

no later than May 7, 2019. Cavendish Auctions (London) will be putting a new ad in for a June auction containing western material. They are a new advertiser. Mingee will e-blast it if a printed ad is not submitted in time for the June issue.

Editor Stach reported he has the June and September issues of *WE* laid out and he has a goodly supply of submitted articles. However, more and varied submissions are encouraged. The December and April issues of *Western Express* had so-called "perfect binding". This upgrade costs an additional \$320 per year for four issues. The first year costs were paid for with a donation from Director David New. We plan to continue this as it enhances the professional look of our journal.

John Drew's Arizona express collection was recently scanned by Dale Eggen. Dale will submit the material to Ken Stach, who will route it to our webmaster for inclusion on the WCS website.

Is there any interest in creating "local chapter(s)" of WCS members? San Francisco is at present our only "local chapter," with Dale Eggen as meeting coordinator. Dale was asked to submit a quarter-page advertisement for his chapter to appear in future issues of *WE*. Secretary Prior may invite a Southern California local group and will see how this goes. He will add this discussion topic to his next Secretary's report. Chapters for Northern and Southern California seem to be our only possibilities, given member density, as other geographic areas have too few members.

Secretary Prior convinced Philatelic Foundation Director Larry Lyons to donate his collection of 149 binders (over 25,000 pages) of auction catalog clippings collected from about 1980, with some catalogs dating back to the 1930's. Larry had planned on donating them to the PF. Prior and Stach scanned this material in eight days in early April. These scans are being added to our website under the new tab "Reference Materials". These searchable PDF documents are arranged in alphabetical order, as per the original binders. These member-only accessible records will be a new and great function on the WCS website. A donation acknowledgement will be provided from

WCS (Treasurer Baum) to Larry Lyons. Editor Stach will discuss with President Perlman what to do with the original binders.

WCS vacant director position. Larry Maddux was nominated by President Perlman to fill the position owing to the recent passing of Director Bob Chandler. So moved and approved.

A presenter is needed at our members' meeting at the 2020 WESTPEX convention. Dale Forster and Larry Maddux were "volunteered" to provide same. There is also a desire to split up time slot for USPCS and WCS so they are not on top of each other. Schedules are tough to accommodate right now, given all events at WESTPEX. Stach will discuss our options with the WESTPEX committee. (Note – Stach later discussed the issue with event coordinator Edie Eggen. WCS will have the Friday time slot from 3:00 to 5:00 pm for our annual meeting and presentation. That will be followed by our WCS Director's meeting at its normal time).

Featured society – WCS would need 35 frames of exhibit material to qualify for this, plus a one page article for the program. Secretary Prior will submit our application for the 2022 WESTPEX show, the first year available. (Note – Prior gave the application to Edie Eggen on April 27). WCS should negotiate strongly for being first on the list of featured societies. WCS could also request certain judges knowledgeable in our collecting area. Members will be solicited for exhibit material.

WCS needs to submit a request for our 2020 WESTPEX booth by May. This has been a good venue so far in recruiting a few new members. WESTPEX advised that no booth may be available to us next year as APS is thought to need additional space. We will be advised.

The Basil C. Pearce Award went to Bob Chandler this year for his outstanding article, "Pedro Aguirre's Stagecoaching, Tucson to Sasabe via Arivaca, 1878-1886", which appeared in the June 2018 *Western Express*. Bob's article will appear as an "Article of Distinction" on the American Philatelic Society website.

David Snow reported on the memorial for Bob Chandler, held at Sue Chandler's home on April 14. About 40 persons attended. Dale Eggen's wife, Edie, read from the memorial prepared by Secretary Prior. This was mailed to members as an insert with the March issue of *WE*. (Bob passed the day after the March issue went to press).

The Oscar M. Thomas Award was presented to Ken Stach for his outstanding service as *Western Express* editor and overall coordinator of efforts for WCS. This is the only the second time this award has been given out with Dr. Robert J. Chandler being the first recipient.

The meeting was adjourned by President Perlman at 6:05 pm.

### **Treasurer's Report**

Submitted by Ryan Baum

I just returned from another wonderful Westpex. I enjoyed meeting with our Western Cover Society Board Members, regular members, and other dealers and collectors. In addition to scouring the bourse of dealers from around the world and enjoying the exhibits on topics ranging from modern military mail to the postal history of Massachusetts' islands, the highlight was Michael Perlman's presentation to Western Cover Society's members on Saturday morning. His presentation of "Five and Dime Covers Used on Western Mail" showcased many routing combinations and highly unusual international covers. The images and variety kept members mesmerized and thirsting for more.

On Friday night, the Western Cover Society held its annual board meeting where I presented our financials for the just completed fiscal year. The good news is that we achieved a modest surplus based on continued shrewd price negotiations of our fabulous editor, Ken Stach, combined with strong membership renewals. If any member has questions about our Society's financials, please email me.

On a sadder note, I lost my original mentor on postal history, Bob Chandler, in March of this year. I had the privilege of getting to know him and

his lovely wife, Sue, over the past eight years. He was always encouraging and always willing to share his incredible knowledge on Wells Fargo, California, and postal history. Last year we each independently were thinking of writing brief articles on opposite halves of the same railroad. He proposed that we join forces in early Spring. What was intended to be a modest ten to fifteen page article grew over the summer as Bob continued to expand the tapestry of the railroad's impact on community development. This large article will be in the forthcoming September issue of *Western Express*. While I mourn his loss, I cherish the memories of our interactions and will carry forward his inspiration.

Here's to Bob.

### **Editor's Message**

Submitted by Ken Stach

Another WESTPEX has come and gone and I find myself already looking forward to next year's get-together. Schuyler Rumsey's auction this year could not possibly have paralleled last year's when

George Kramer's wonderful and extensive western express material was sold. But, John Drew's Nevada expresses this year gave us all something to bid on. John had some great material in this sale. And, it was good to see John at the show, along with his son, Jack.

We continue to pay tribute to Bob Chandler in this issue of *Western Express*. Bob passed away the day after the March issue went to the press, so we included an insert with his obituary in that issue...printing it on page 7 in this issue. Bob will continue to be a prolific author for us, as was his wish...he left me with the article appearing in this issue, the one jointly authored with Ryan Baum which will appear in the September issue, and SIX additional articles to be published in the years to come. We'll get to enjoy Bob's unique writing style (interjected with his wit) for many years.

One of the few good things that happens as you grow older is that each year seems to pass by more quickly than the last. So, WESTPEX 2020 will be here in the wink of an eye! I hope to see you at next year's annual event.



One of your Editor's favorite covers: Everts, Hannon, Wilson & Co's "Daily Express" with defunct "Everts, Davis & Co's Express, St. Louis Aug 11" handstamp, dated to 1856 based on enclosure. One of the few Everts, Hannon & Wilson printed franks actually used during the few weeks this partnership existed.



## Western Cover Society Financial Statement

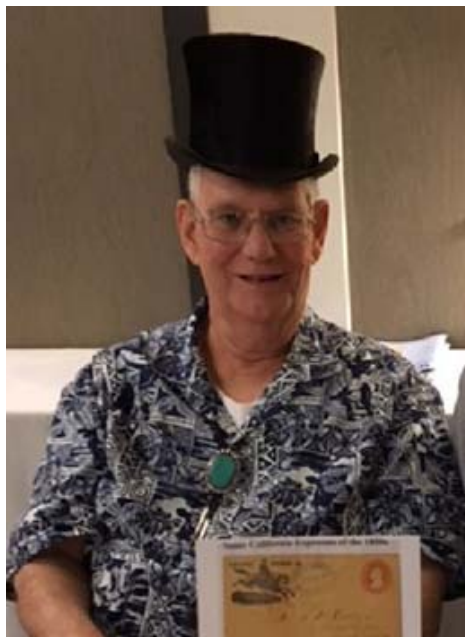
(for the period Apr 1, 2018, to Mar 31, 2019)

Prepared by Ryan Baum - WCS Treasurer

Balance Sheet Item	Balance	Asset or Income	Liability or Expense
<b>Beginning Cash on Hand Balance - Apr 1, 2018</b>	<b>\$77,819.67</b>		
<u>Regular Income Related Transactions:</u>			
General Membership		\$8,245.00	
New Life Memberships (1)		\$500.00	
Advertising		\$1,400.00	
Interest Earned		\$259.07	
Donations and Other (For WCS Webmaster and Perfect Bndng)		\$6,320.00	
<b>Total Regular Income</b>		<b>\$16,724.07</b>	
<u>Regular Expense Related Transactions:</u>			
Accountant Fees			\$0.00
Printing, mailing, etc. for Western Express			\$9,639.38
Taxes ( Franchise Tax Board Even Years)			\$0.00
PayPal Fees			\$86.05
Awards			\$134.37
Server Costs and Webmaster Costs			\$5,814.95
Secretary/Treasurer expenses			\$465.85
<b>Total Regular Expenses</b>			<b>\$16,140.60</b>
<b>Net Profit (Loss) from Normal Operations</b>	<b>\$583.47</b>		
<u>Publication Fund Income:</u>			
General Contributions to Publication Fund		\$0.00	
Book Sales and CD Sales		\$111.68	
<b>Total Publication Fund Income</b>		<b>\$111.68</b>	
<u>Publication Fund Expenses:</u>			
<b>Total Publication Fund Expenses</b>			<b>\$0.00</b>
<b>Net Profit (Loss) from Publication Operations</b>	<b>\$111.68</b>		
<b>Total Net Profit (Loss)</b>	<b>\$695.15</b>		
<b>Ending Cash on Hand Balance - Mar 31, 2019</b>	<b>\$78,514.82</b>		
<u>Cash Reconciliation:</u>			
Wells Fargo Checking (as of Mar 31, 2019)	\$49,045.82		
Wells Fargo Certificate of Deposit (as of Mar 31, 2019)	\$25,305.08		
PayPal (as of Mar 31, 2019)	\$4,163.92		
<b>Total Cash Assets</b>	<b>\$78,514.82</b>		
Reserves for 50 Life Memberships (10 USN Carriers)	\$25,000.00		
Publication Reserves	\$3,097.05		
<b>Unrestricted Net Assets</b>	<b>\$50,417.77</b>		
<u>Membership Summary as of March 31, 2018:</u>			
Regular Active Memberships (at \$35)	261	Chkng Acct Recon 3/31	
Sustaining Memberships (at \$50)	168		
Patron Memberships (at \$75)	31	51,193.64	Bank Stmt
Foreign Memberships (four Life, seven Active, one Library)	18	(2,147.82)	Chk 1028
Museum	12	49,045.82	Books
Life/Honorary Memberships (46 U.S./4 other countries)	7		
	50		

## In Memoriam - Dr. Robert J. Chandler (WCS #1030)

By Scott W. Prior



**Always one to interject a little humor into any situation, Bob helped to man the WCS booth at WESTPEX in 2018 sporting a top hat.**

Robert J. Chandler, Western Cover Society member #1030, lost his ten-year battle with prostate cancer on March 13, 2019. Bob was born July 31, 1942, at Ft. Douglas, Utah where his father served as an Army officer. Later, during WWII, Bob lived in Washington, DC while his father served at the Pentagon. Moving to Hawaii in 1960, Bob attended the University of Hawaii and then transferred to Earlham College in Richmond, Indiana, where he earned a B.A. degree. His Ph.D. in history from the University of California at Riverside was earned after 13 years of study. Upon graduation in 1978, he landed a job in the recently formed history department at Wells, Fargo Bank in San Francisco. There he served as a senior research historian until his retirement in 2010.

It was fortunate for Bob (and WCS) that his first boss was Basil C. Pearce, who mentored Bob in postal history. So too did Wells Fargo division manager Robert D. Livingston. Owing to Bob's writing skills, he quickly became "editor" for Livingston's numerous Wells, Fargo postal history articles, thus furthering Bob's interest in this subject. Bob also became interested in the history of the banking side of Wells, Fargo and he familiarized himself with their historical records. Bob was frequently able to weave this aspect into his many express articles. Bob's other interests

included stage coaching, mining and western U.S. history. He was also an acclaimed expert on California in the Civil War and on San Francisco.

Bob Chandler has been the most prolific contributor to *Western Express*, having authored 49 articles, co-authored three more, and written three book reviews. He still has six additional articles in the pipeline, so we'll continue to hear from Bob over the next few years. Bob was the only WCS member to have served in all four WCS offices: President, Vice President, Secretary and Treasurer. Besides the WCS, Bob was active in *E. Clampus Vitus*, The Book Club of California (Bob was editor for 19 years), The Westerners, and Toastmasters. In most of these societies, he held office and published additional articles. He was also on the Board of Directors of the San Ramon Museum. They will be getting many of Bob's relevant artifacts. Bob has donated most of his 19<sup>th</sup> century document and manuscript collection to the California State Library in Sacramento.

Bob leaves Sue, his wife of 44 years, and children Kathleen, Becky and Robert. Bob will be sorely missed by all who knew him, not only for his sense of humor, liberally injected into his articles, but also from his wealth of knowledge and his willingness to serve as a mentor to others.

## Western Cover Society - Officers & Directors

Officers & Directors	Office	Email	Address	Phone Number
Michael Perlman	President	michael.perlman @bml.brandsmart.com	Hollywood, FL 33312	954-249-5050
Rick Mingee	VP & Advertising Manager	rmingee@frie.com	Castle Rock, CO 80104	303-921-4702
Scott Prior	Secretary	figmo7@gte.net	Huntington Beach, CA 92648-2732	714-374-5074
Ryan Baum	Treasurer	ccdollar@hotmail.com	PO Box 4187 Davis, CA 95617-4187	530-210-0523
Larry Ballantyne	Director	lballantyne@att.net	Katy, TX 77491-6634	281-579-6276
Jim Blaine	Director	kathleen.plante@sbcglobal.net	Vacaville, CA 95688	707-446-9076
Dale Forster	Director	dale@oregonusa.net	P.O. Box 686 Portland, OR 97207	503-228-6399
Fred Gregory	Director	ffgregory@earthlink.net	PO Box 1175 Palos Verdes Estates, CA 90274	310-375-7991
George Kramer	Director	gikk@optonline.net	Clifton, NJ 07013-3853	973-471-8660
Larry Maddux	Director	lmaddux@pacifier.com	Vancouver, WA	503-740-9972
David New	Director	carbon1933@frontier.com	Anacortes, WA 98221-0788	360-293-2255
David Snow	Director	dwsnow@centurylink.net	Portland, OR 97215	503-238-7619
Ken Stach	Director	kenstach@santel.net	PO Box 6 Letcher, SD 57359	605-248-2620
Bill Tatham	Director	bill@williamtatham.com	Santa Rosa, CA 95404-1922	707-623-9481
Steve Walske	Director	swalske@myriadllc.com	San Francisco, CA 94118	415-346-9001

## Western Express - Section Editors

<u>Section Description</u>	<u>Editor</u>	<u>Email</u>	<u>Address</u>	<u>Phone Number</u>
<b>General Editor</b>	Ken Stach	kenstach@santel.net	PO Box 6 Letcher, SD 57359	605-248-2620
<b>The Express Mails</b>	Scott Prior	figmo7@gte.net	Huntington Beach, CA 92648-2732	714-374-5074
<b>California &amp; Nevada Towns</b>	Bill Tatham	bill@williamtatham.com	Santa Rosa, CA 95404-1922	707-623-9481
<b>Western Routes</b>	Michael Perlman	michael.perlman @bml.brandsmart.com	Hollywood, FL 33312	954-249-5050
<b>Pacific Northwest, B.C. and Vancouver Island</b>	Dale Forster	dale@oregonusa.net	PO Box 686; Portland, OR 97207	503-228-6399
<b>Hawaii &amp; The Pacific</b>	Fred Gregory	ffgregory@earthlink.net	PO Box 1175; Palos Verdes Estates, CA 90274	310-375-7991
<b>Trans-Mississippi West</b>	Larry Ballantyne	lballantyne@att.net	PO Box 6634; Katy, TX 77491-6634	281-579-6276



## Sonora Calls: Pedro Aguirre Runs Stagecoaches to Mexico, 1880-1882

By Dr. Robert J. Chandler

National borders do not stop miners. By 1880, Americans, who swarmed in Southern Pima County, Arizona, just kept going south. They entered a country where experts had opened hardrock mines at least a century previously. When Pedro Aguirre received his mail contracts in 1878, the Aguirres had been running stagecoaches off and on between Altar, Sonora, and Tucson, Arizona Territory, for a decade. In the 1880s, Pedro Aguirre and his competitors raced over this familiar route, branching off to new locales when new gold and silver strikes in Sonora required them.



Figure 1. Pedro Aguirre's Express frank deliberately, distinctly, and directly informed all that he delivered letters to and from Sonora, Mexico.

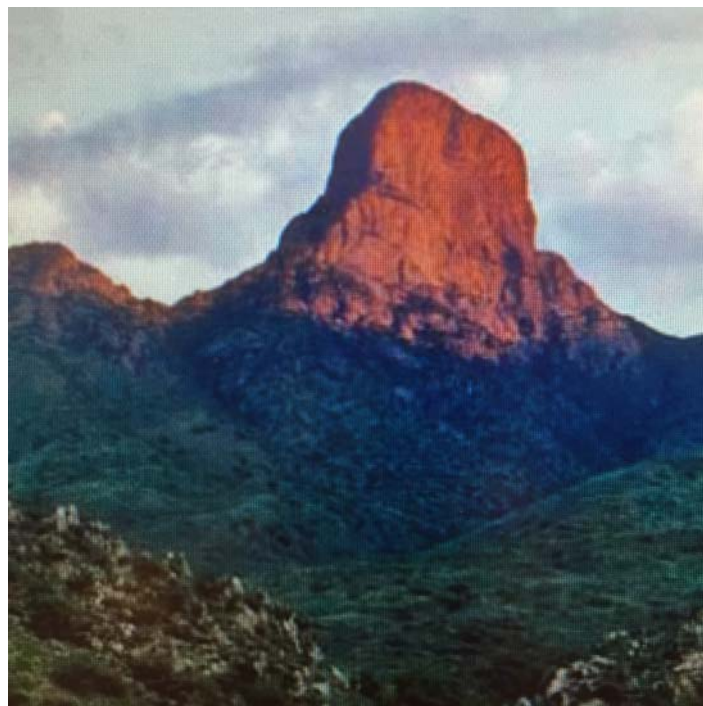


Figure 2. Majestic 7730-foot Baboquivari Peak dominates southeastern Pima County. Nearby Epifanio Aguirre's Peak rises over the Altar Valley. (Stewart M. Green photograph, on line.)

### Beyond Arivaca: Arizona's Altar Valley Gateway to Mexico.

The road west from Arivaca to Altar, Mexico, led through a mountain pass into Arizona's Altar Valley. From 1870 to 1915, this valley held two sites for post offices and customs houses seven miles apart. Confusion rises in that both at various times carried the same name "Sasabe." The Aguirres were at the central "Sasabe," the site of Sasabi Flat-Providence Wells-Buena Vista. The Providence Wells post office at the location of Buenos Ayres shut down on October 21, 1878. Then the favored site seems to have been seven miles to the southwest on the border. In 1890 it carried the name "La Osa; in 1905, "Sasabe." In 1879, it bore a name that drives postal historians loco.

### El Poso, an Altar Valley Border Transfer Point No One Can Find.

We know its name. We know its postmaster. We know it is the successor to the post office at Sasabi Flat-Providence Wells. We know it connected Tucson with the Mexican postal system. That is all.

John and Lillian Theobald merely record El Poso ("The Well") in *Arizona Territory Post Offices & Postmasters* (1961), while Byrd Howell Granger has no idea where it is in her splendid *Arizona Names: X Marks the Place* (1983). She thinks Pima County, but suggests Yuma County. In 1882, the Post Office Department wrote the name as "El Paso," but Granger lists no "El Paso" anywhere in Arizona. Alan Patera and John Gallagher, *Arizona Post Offices* (1988), have no location, but add that Tubac, on the Nogales road to Mexico, was its successor office.





Figure 3. The Arizona portion of the road to Altar is in red on a map the Pima County Board of Supervisors adopted on July 22, 1893, and reproduced commercially somewhat muddily and illegibly.



The correct answer turns out to be: “Joe Cody.” WCS member Cody, appropriately from Chandler, Arizona, found El Poso marked on a postal route map from 1883, and as “El Paso” on those maps from 1884, 1885, and 1889. It is on the west side of the Altar Valley, due south of Babaquivari Peak, and right on the border. While this former post office still received once a week service through the site in 1883 and 1884, the lithographic template for Arizona changed between maps and so did the marked distance.

On June 19, 1879, eight months after Providence Wells closed at Sasabi Flat-Buenos Ayres, the mysterious post office of El Poso opened with Damacio Garcia as postmaster. After 1884, the name “El Poso” morphed into “El Paso” on all maps.

Judging by the 17-mile distance written on the 1883 map, Joe Cody spots El Poso at the Buenos Ayres Sasabe. The 1884 map is illegible due to low resolution, but marks a longer distance. The 1884 and 1885 postal maps use the same lithographic template and therefore are the same scale. Measuring the 1885 map, El Poso is 24 miles from Arivaca; the 1891 map places La Osa 25 miles from Arivaca. El Poso was at the location of today’s Sasabe. The three reference maps are shown as Figures 4a, 4b and 4c, on the following page.

Officially, the post office at “The Well” shut down on November 18, 1880, but the news did not reach Arizona until the next summer. As the Tucson *Star* reported word of the shutdown on July 21, 1881, the paper received a second telegram from Washington “re-establishing the mail route to El Poso via Arivaca, thus insuring the regular departure of mails to Altar in the future.” News of El Poso’s closure came simultaneously with the announcement that Calabasas, the southernmost Santa Cruz River valley post office, would be the new U.S-Mexico mail transfer point.

Two days later, July 23, 1881, the Tombstone *Epitaph* reprinted an item from the *Citizen*, which I give in full:

“A telegram was received at this post-office last night re-establishing the United States mail by way

of Arivaca to El Poso, and the stage this morning [Aguirre] took out a very heavy Sonora mail by this route.”

“A letter was also received from the Post Office Department stating that if the Mexican Government would increase the postal service by way of Magdalena, a route over which all the Sonora mail should naturally be sent, a similar increased service would be ordered this side of the line.” (This is the line the railroad was building on through Nogales).

“The route by way of Arivaca to Altar is a roundabout way of reaching the more densely populated portions of Sonora, and accommodates but a fraction of the inhabitants of that State.” The paper might have mentioned, too, that going from Tucson by Altar to the railroad at Santa Ana took at least a day longer than getting there straight south by Calabasas.

Newspaper comment now ceases regarding El Poso. However, as the telegram said, although the post office closed, the route continued. Joe Cody provided another clue when he sent copies of manuscript records for postal contracts from Tucson approved on March 4, 1882.

Tucson:

- 40111 to American Flag, R.M. Carter, \$1560
- 40112 to Calabazas, A.E. Boone, \$1419
- 40113 to El Paso (n.o.) [No Office] , G. V. Meserole, \$1900
- 40014 to Riverside, W.A. Stoddard, \$2830

Mail contractors to Mexico would find the Ortiz Ranch-La Osa Sasabe quite convenient, while Meserole, a member of the Gilmer & Salisbury Star Route gang, would find opportunities to boost fees.

## **Aguirre at Buena Ayres; Sturges at La Osa.**

Beginning in the early 1880s, as American miners struck gold and silver on both sides of the border, this small area in the Altar Valley saw continual movement of customs houses and post offices



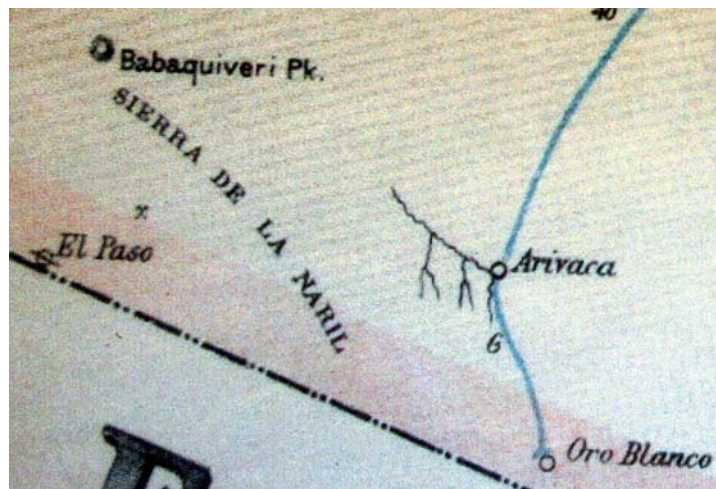
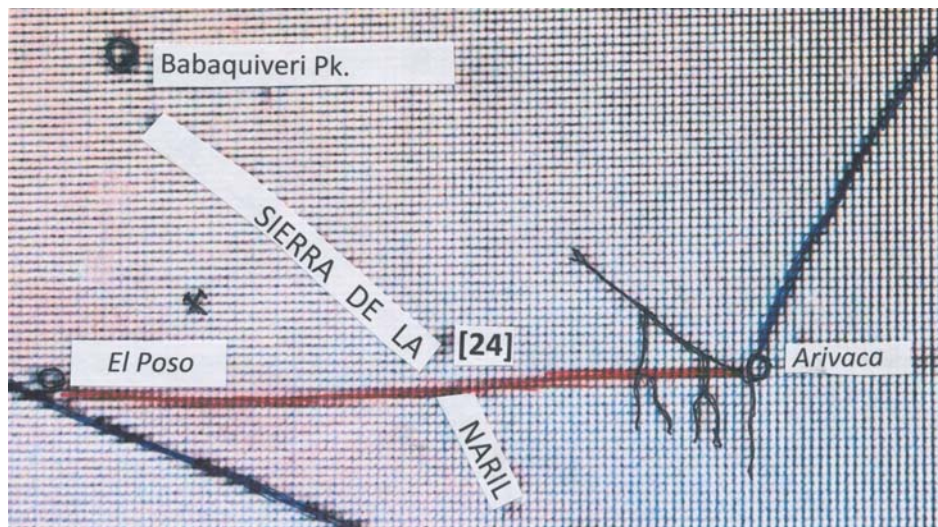
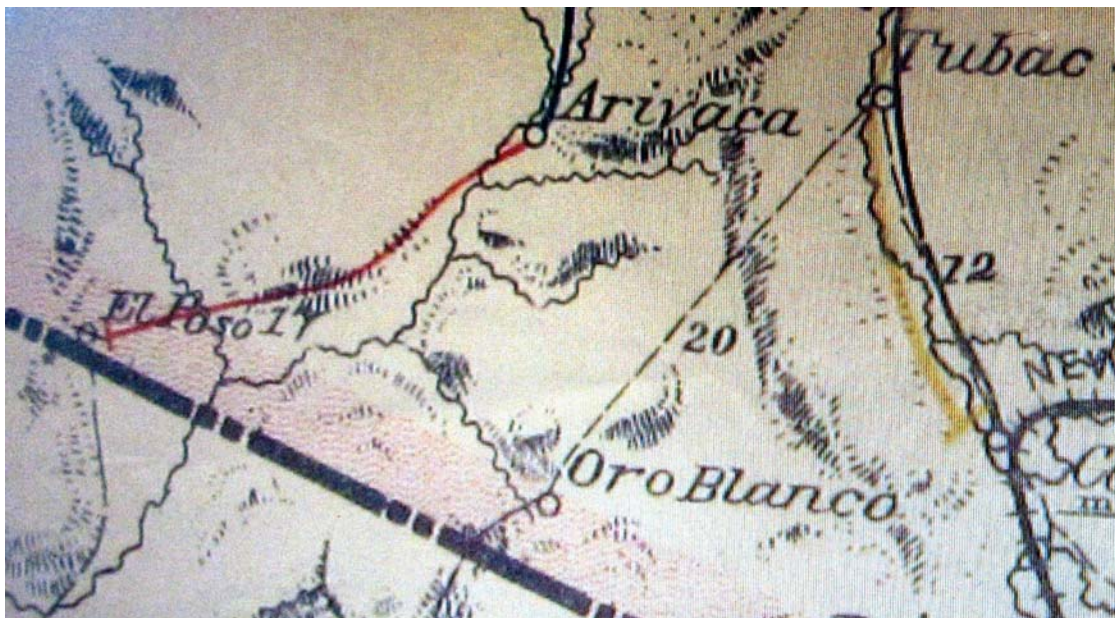


Figure 4. (a, b, and c) Postal route maps from 1883, 1884, and 1885 show the former El Poso post office on the border. When it still received once-a-week service through the site in 1883 and 1884, the maps for those two years show different distances from Arivaca. From a figure of 17 miles in 1883, Joe Cody sites El Poso at Sasabi Flat-Providence Wells-Buenos Ayres. The 1885 map, on the same 1884 template, more clearly spots the closed El Poso office, now calling it “El Paso.” Using the scale, it measures 24 miles from Arivaca, and I place El Poso on the border at La Osa-Sasabe.



between Sasabi Flat-Providence Wells--Buenos Ayres centered in the Altar Valley, and El Poso-La Osa-Sasabe seven miles away on the western edge, right on the border, south of Babaquivari Peak.

Pedro Aguirre stood in its midst at his huge spread at Sasabi Flat at 4000 feet. It lay three miles east of the watershed that westward sent water into the Gulf of California, but that from the ranch flowed towards Arivaca Creek and the Santa Cruz River, at last sinking into the sand ten miles north of Tucson. Mary Aguirre revealed in her 1902 memoirs that the home received its moniker from an annoyance: "All through the summer the winds blew so distractingly there, that we named the ranch 'Buenos Ayres:' (good winds)."

Though gusty, the ranch flourished. "This portion of Pima County possesses the best of grazing lands," said a writer in the *Citizen* of September 22, 1883. "The valley, which is about 20 by 60 miles and contains an area of 1200 square miles, is one of the best localities for stock ranches in Arizona." It did, though, as Aguirre knew to his dismay, experience cycles of wrenching drought.



Figure 5. Driving cattle in 1983 from Sasabe to Buenos Ayres with Baboquivari Peak dominating the scene. A century earlier in June 1889, a devastating drought forced Aguirre from his cattle ranch. (Betty Leavengood, "In the Land of Good Winds," *Journal of Arizona History*, Number 47, Spring, 2006, page 23).

In September 1895, Tucson politician and gambler Fred G. Hughes felt he held a full house as he looked over the valley covered grass that "waves in the wind like grain." He declared "the whole country has the appearance of being one vast



Figure 6. Isolated Buenos Ayres had a post office for a decade, 1892-1902, yet Gene Pitzer's 1914 *Arizona Territorial Postmark Catalogue* records only a only a half-dozen covers. The loneliness must have worn on Postmaster Jose M. Aguirre, for, as this fine cover in John Drew's collection illustrates, the date slug for June 14, 1901 is upside down. The thrifty ranch recycled this obsolete Wells Fargo frank for postage to a St. Louis firm, the third largest dry goods company in the nation. "There is no retail establishment west of New York that equals that of William Barr & Company," it advertised.

meadow. Mowing machines are at work all over the hills and thousands of tons of hay will be cut by the ranchers thereabouts.” Closer to Aguirre’s interests, Hughes spoke of an artificial lake a half mile by a quarter mile and 18 feet deep: “The big lake at Buenos Ayres is full of water and the water is full of fish and covered with ducks. Cattle are fat and their owners are correspondingly happy.” In 1985, most of the land became part of the 118,000 acre Buenos Aires National Wildlife Refuge.

Through most of the 1880s, the customs house at Tucson handled the trade through Altar. A second at the crossing at Nogales became dominate after the railroad arrived in 1882 and drained the swamps. Beginning in the late 1880s, it moved about the Altar Valley.

In early 1882, a short-lived experiment moved the main office to Arivaca. Well-traveled “Poland” wrote in January 1882, per the *Citizen* of February 5, 1882, “The United States Customs House which was formerly located at Tucson was closed, and the Deputy Collector of Customers for Uncle Sam is now located in Arivaca. This is more convenient for Uncle Sam’s officials, as it simplifies their duties.”

“Poland” then turned critical: “It is also a very satisfactory arrangement for smugglers, as it enables them to travel on the old roads upon which they have travelled for years and does away with inquisitive nosing officials at Tucson.” From Buenos Ayres, he added, “An hour’s drive brought us to [Mexican] Sasabe, where we were overhauled at the Custom House, but our light baggage made but a brief stop necessary.”

In June 1888, the customs house moved out of Tucson to Aguirre’s ranch at Buenos Ayres. Meantime, on August 2, 1880, the Mexican government had established its customs house at the Ortiz ranch, southwest of Buenos Ayres on the border and several miles north of Mexican Sasabe. In May 1882, customs collector Fernando Ortiz of Altar added a post office and ran all until December 1886. After he arrested American land surveyors, a subsequent boundary examination determined his ranch was in Arizona! Quickly, per the *Citizen* of March 26, 1887, President Porfirio Diaz closed the Mexican customs house, but the United States eyed the location for its customs house.

Ortiz sold out to Colonel William Spencer Sturges (often spelled “Sturgis”), who thereby founded the La Osa Cattle Company. In August 1889 Sturges patented the ranch as a homestead of 160 acres with the front door to his home only 400 yards from the Mexican border. His settlement became known as La Osa, the “She Bear.” Concurrently, in June 1889, the U.S. customs house moved there following a cattle-killing drought that forced Aguirre to close down Buenos Ayres Ranch, all of its related facilities, and leave.

This La Osa American customs house, at the only border crossing between Yuma and Nogales, still had migration on its mind. Two years later, August 1, 1891, saw it back in Buenos Ayres, where it remained until August 1, 1902, neatly coinciding with the Buenos Ayres post office, 1892-1903. Meantime, La Osa did better postally, having an office from 1890 to 1899, and then again in 1903 when the customs house returned. In 1905, La Osa became “Sasabe,” and kept a post office until 1914. Its postmasters did not wallow in money: 1895, \$32; 1897, \$29, 1899, \$9; a big year in 1907, \$70; 1905, \$45; and 1909, \$46. Masters of the mails at the Buenos Ayres crossroads averaged higher: \$1895, \$72; 1897, \$70; 1899, \$58; and 1901, \$56.



**Figure 7. From 1890 to 1905 intermittently La Osa held the border town post office, before a name change made it Sasabe. In the early 1890s, Colonel William Spencer Sturges built a lavish adobe home with a great hall, huge fireplace, inlaid wooden floors, and stained glass windows, all surrounded by lush gardens. Then, John and Louisa Wetherill, trading post owners and Navajo historians, in 1924 turned La Osa into the famed guest ranch it is today.**



## Pedro Aguirre's Final Pima County Hurrah.

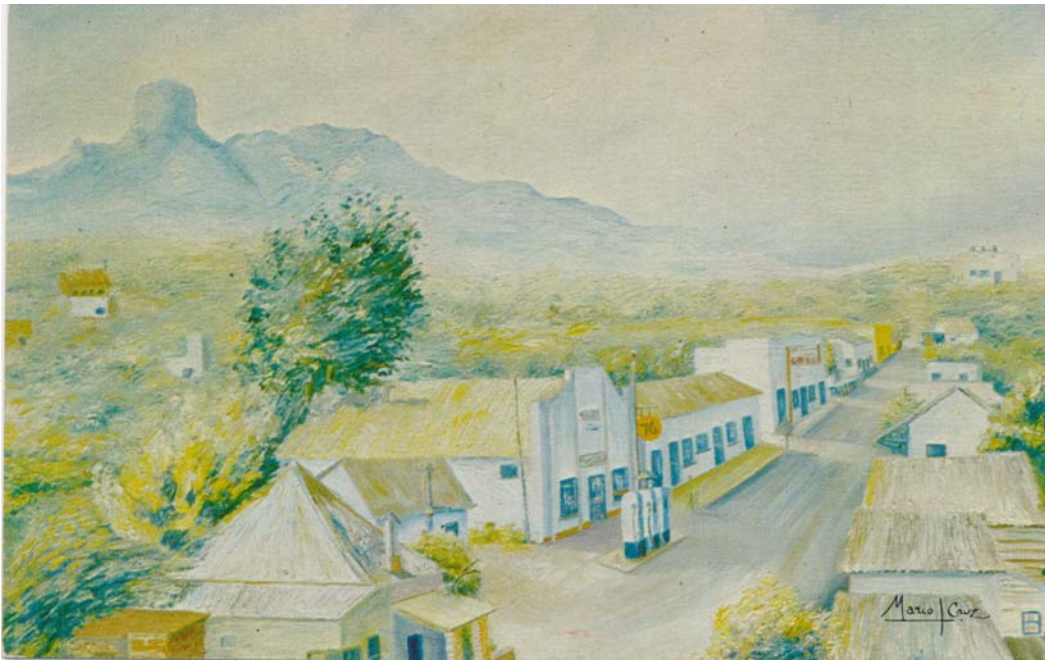


**Figure 8. Quick Time.** In February 1904, Beatrice wrote from Rincon, Riverside County, California, to cousin Orlina Serano at La Osa. The rooster, the huge chicken, and piglets were all well, she wrote. Likewise, the sick baby had recovered. The letter left Rincon on February 5, 1905, and arrived at isolated La Osa, the site of the former El Poso post office and current Sasabe, by stage from Tucson on February 9, 1905. Perhaps Pedro Aguirre, who definitely had the succeeding 1906 mail contract, transported it 25 miles from Arivaca.

For much of the time from the 1890s, Pedro Aguirre probably ran the mail 25 miles from Arivaca to crossroads Buena Vista and on to La Osa-Sasabe. A probate settlement in the *Tucson Star*, July 1, 1908, two years after Aguirre's death, proved that the old stagecoach man kept going—and hinted at arrangements prior to this 1906 contract.

Among other assets, according to this stray published notice, Pedro Aguirre's two young daughters Amilia and Elena received "an undivided two-ninths interest in a certain contract made by Pedro Aguirre, the father of said minors, for the transmission of mail from Arivaca, Arizona, to Sasabe, Arizona, which said contract is now being fulfilled by the heirs of his estate, and is supposed to expire in about two years, and being the only contract now existing for the transportation of said mail as above mentioned."

It may have been only 25 miles, but Pedro Aguirre delivered letters to Buena Vista and La Osa-Sasabe.



**Figure 9.** In 1913, Carlos Escalante arrived in Sasabe and through much of the twentieth century, owned this border town with its customs house. Artist Mario Cruz pictured dominant Mount Babaquivari in the background.



Figure 10. On New Year's Day 1907, 12-year-old Antonio Aros wrote cousin Erlinda Serrano back at the family home at Rincon, an 1839 land grant to Juan Bandini in Riverside County between Chino and Corona, California. In 1904, his father, Teofilo E. Aros (1860-1912) became the postmaster for La Osa, and stayed on in 1905 when the town became Sasabe. Teofilo and his father Antonio, a California '49er, founded the Aros Ranch in 1884 and established a general store in La Osa-Sasabe. Now, the young boy reported, his father, clerk of the school board, had "bought an automobile and he came with my Uncle Carlos, the teacher." Worst of all, New Year's 1907 was no holiday in Sasabe. "This morning the school opened," Antonio complained. The return address recorded that replies from Arivaca and beyond came "via Buenos Aires." Pedro Aguirre had the mail contract that delivered this letter.

## Tucson to Altar Pioneer Antonio Varela, 1872.

Before the great ranches of Buena Ayres and La Osa in the 1880s, the hot Altar valley of the 1870s knew only Apaches, snakes, cacti, dust, and a few intrepid mail carriers. The earliest was Antonio Varela's Mail and Express Line from Tucson to Altar.

On November 11, 1872, Varela began a weekly 140-mile run, using a two-horse "splendid and comfortable coach," he advertised, leaving Tucson on Mondays at 2 p.m. and returning on Saturdays at 4:30 p.m. This road went 24 miles west from Tucson, then turned south at Altar Station to Sasabe and Mexico. It did not go through Arivaca.

His fare was \$10 and in the express line, Varela charged 3 cents per pound, and 1 percent for money

remittances. He doubled all prices for those continuing on to Hermosillo. The mileage was about 60 miles from Sasabe straight to Altar.


Valero's agent, Hermosillo-born Demetrio Velasco, arrived in Tucson in 1870, becoming first a store-keeper and then a forwarding and commission merchant at 105 Mesilla Street, across from the *Citizen* office. On December 10, 1875, Velasco became the Mexican consul. Most importantly, he enforced customs regulations and established mail routes to Altar. He continued in this latter capacity well into 1882.

Demetrio Velasco was a facilitator, knowing everyone from freighters and mining engineers to merchants and politicians. He "was a shrewd, practical man of business," the *Citizen* said in mourning on January 17, 1885, "and perhaps more familiar with the Sonora trade than any other man in



**MAIL AND EXPRESS LINE**  
**TO AND FROM SONORA,**  
**MEXICO.**

ANTONIO VARELA, Proprietor.

 From Monday, the 11th instant, a splendid and comfortable coach will be running between this city and Altar, where it will connect with the stage to Hermosillo, making it a complete line between this and the latter city.

It will leave Tucson on every Monday at 2 o'clock P. M., and return on Saturdays at 4:30 P. M.

**RATES OF FARE**—To Hermosillo, \$20, (gold, or its equivalent); to Altar, \$10, (gold, or its equivalent).

Express matter, from 25 lbs and more, to Hermosillo, 6c. (gold, or its equivalent); to Altar, 3c. (gold, or its equivalent).

Money remittances to Hermosillo, 2 per cent; to Altar, 1 per cent.

For further particulars, apply in this city to **D. VELASCO.**

Tucson, November 8, 1872. no9tf

Figure 11. A standing 1872 advertisement in the Tucson *Citizen* beginning November 8, told of Antonio Varela's enterprise. A fare of 8.5 cents per mile to Altar was lower than California stages, which averaged a "bit" (12.5 cents).

this city." Additionally, his younger brother, Carlos L. Velasco, founded the Spanish language *El Fronterizo*, printed in the *Citizen's* office beginning September 29, 1878.

### Pedro Aguirre's Sasabe Road to Altar, 1878-1880; 1882.

Pedro Aguirre's complicated Mexican road network began small. On December 1, 1878, with his weekly route from Tucson to Avarica in order, he undertook to extend an increased semi-weekly line another eighty miles south to Altar. Aguirre would depart Tucson on Monday and Thursday and his mules would arrive on Tuesday and Friday evenings. In January 1879, he "reports business good," the *Citizen* noted.

How did Aguirre prosper? He served mining booms. The exhaustion of the Comstock Lode of Virginia City and the general collapse of Nevada mining freed capital everywhere. Americans crossed the porous border to invest heavily in Sonora mines.

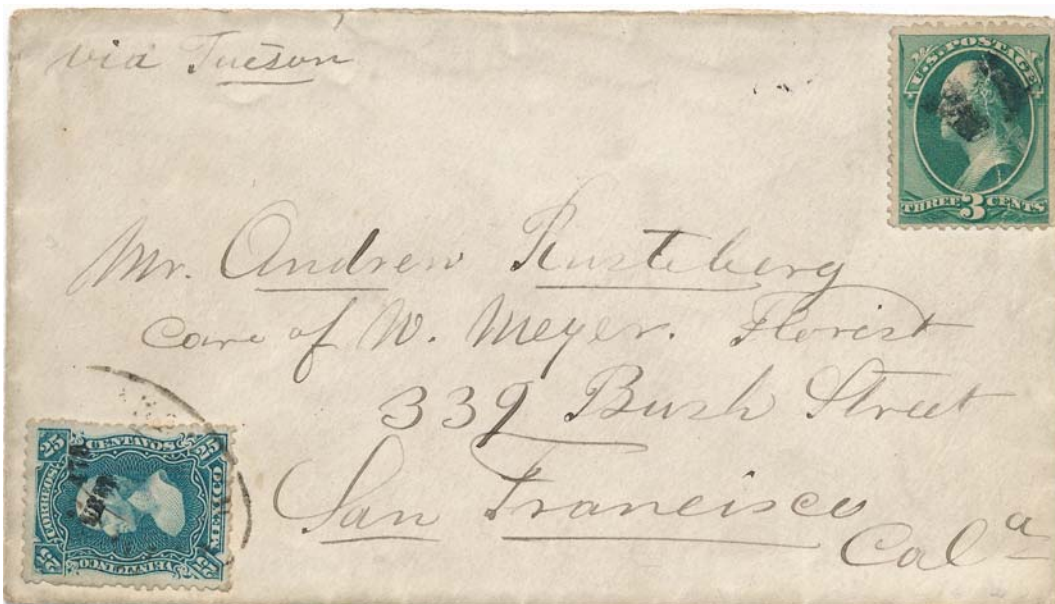


Figure 12. Sometime in November 1878, most likely in Hermosillo, a writer dispatched this San Francisco letter by stagecoach to Altar. Here, it connected with Antonio Varela's stage to Sasabe. Now Pedro Aguirre, not Varela, had the contract from this Arizona border outpost to Tucson. Aguirre's contract required that he "Leave Sasabi flat Wednesday at 6 a.m; arrive at Tucson next day by 6 p.m." That meant this cover left Sasabe on November 27 and arrived in Tucson on November 28, 1878.



Figure 13. Once across the Colorado River, this letter rode the Southern Pacific Railroad 700 miles into San Francisco. In the Bay City, a carrier delivered it at 1 p.m. on December 8, 1878 to Andrew Rustenberg Musician, Bush Street Theatre, 325 Bush; Care of Florist William Meyer, nearby at 339 Bush Street.

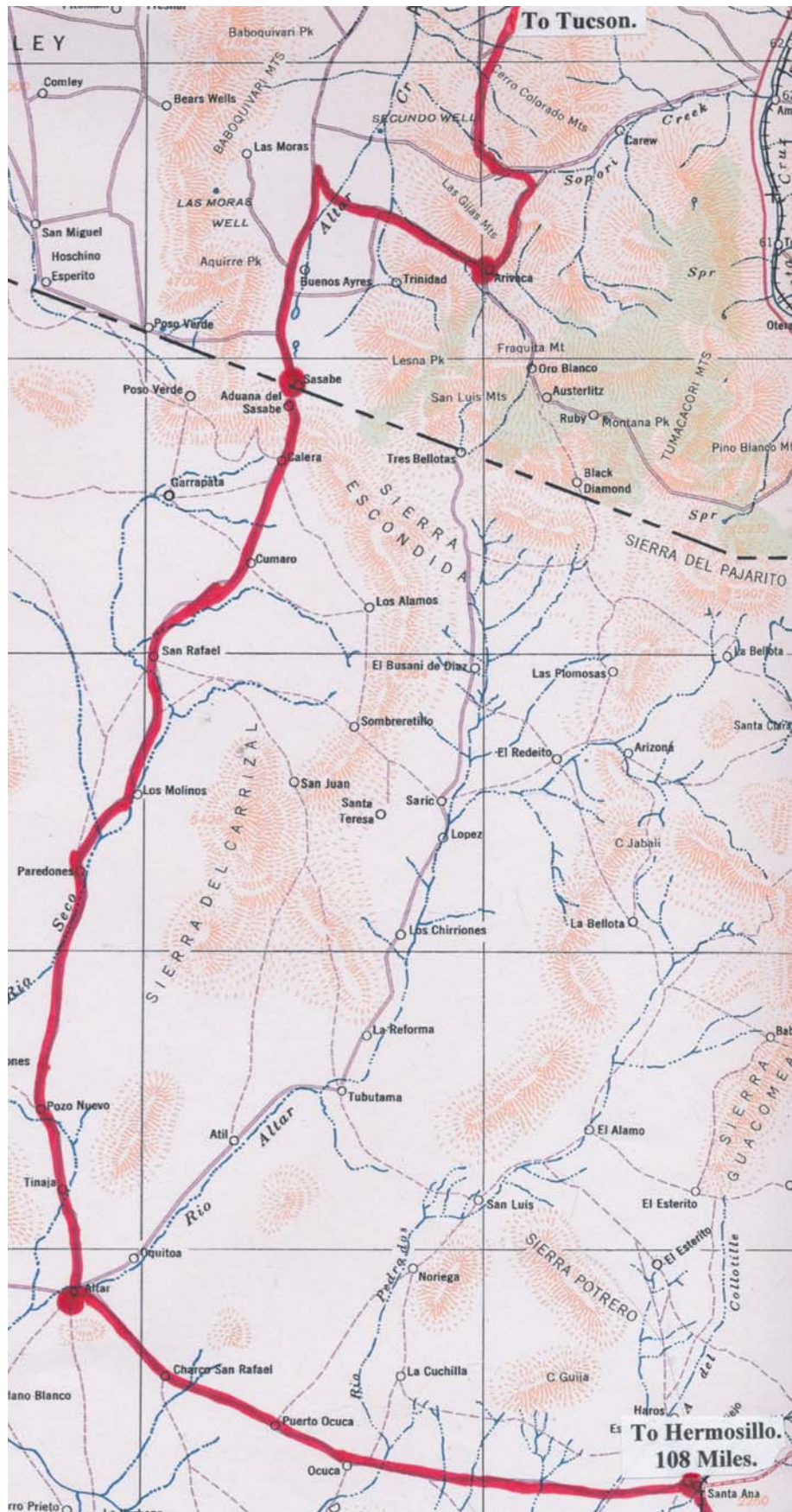



Figure 14. A map shows the travels of this 1878 “via Tucson” cover through Mexico and southern Pima County. Pedro Aguirre and his competitors traversed this Mexican route in the early 1880s.



**SONORA AND ARIZONA  
STAGE LINE, CARRY-  
ING U. S. MAIL.**



**ANTONIO VARELA, - Proprietor.**

Runs comfortable Coaches through Altar to Hermosillo, where it connects with daily stages, from that city to *Guaymas, Ures and Sinaloa.*

Leaves Tucson every Monday at noon; arrives every Saturday at 10 a. m.

*Fare to Altar, . . . \$10.00*  
*" Hermosillo, - 20.00*

**EXPRESS MATTER:—** On 25 pounds and over, to Altar, four cents per pound; to Hermosillo eight cents per pound.

**JUAN N. ACUÑA, Agent.**

Figure 15. Antonio Varela carried this letter through Mexico, but since the Tucson *Star* had published his advertisement (May-December 1877) Pedro Aguirre became the contractor from Sasabe to Tucson.

**Southern Pacific  
Stage Line.**

Running on the Butterfield Overland  
—Route.—

**The Great Thoroughfare of Arizona.**

**Reduction of Time.**

Tucson to San Francisco four and a half days; to Yuma sixty-five hours.

**DAILY**

Carrying Mails and Wells, Fargo & Co's Express 125 miles per day, schedule time, with **CONCORD COACHES.**

Connecting with the Southern Pacific Railroad at Yuma for all parts of California.

Also connecting with the following points in Arizona:

North — FLORENCE, SILVER KING, GLOBE CITY, PINAL MINES, PHOENIX, MCDOWELL, WICKENBURG and PRESCOTT.

West — Adamsville, Pima Reservation, Maricopa Wells, Gila Bend, Stauwix, Gila City and Yuma.

East — Silver City, Fort Bayard, Las Cruces, Mesilla and Santa Fe, N. M.

Connecting at Mesilla with Stage for El Paso, Forts Davis, Stockton, Concho, Worth, and San Antonio, Texas.

The best organized and equipped stage line on the continent, and complete in all its connections.

**KERENS & GRIFFITH, Proprietors.**  
**CLAUDE ANDERSON, Agent at Tucson.**

Figure 16. The Southern Pacific Stage Line advertised "carrying Mails and Express 125 miles per day, schedule time, with Concord Coaches." At 250 miles, this letter was two days on the road from Tucson to Yuma. (Tucson *Citizen* September 1878-February 1879)





**Figure 17.** In February 1878, the old Santa Gertrudia mine enticed San Franciscans to incorporate it as the Altar Mine and be the first to bring capital to this mining district. In March, they sold it to Bostonians. The artistry San Francisco lithographers Britton & Rey showed in this handsome certificate proved more valuable than the mine; it closed within eight months.

In 1878, the Altar Mine in the Altar Mining District became hot. San Franciscans incorporated the Altar Mining Company on February 6, to reopen the reportedly fabulously rich, Spanish Santa Gertrudia mine. San Francisco mining engineer Otto F. Gehricke, reported the Tucson *Star* on March 21, 1878, arranged financing through Boston capitalists. He hoped to match the great Silver King and other lode mines around Globe. Frederick R. Webster of Whitney & Webster, San Francisco wool merchants, headed the company.

“Assays from the Santa Gertrudia mine have reached as high as \$1227.13 in silver and \$12 in gold, per ton,” according to reports. This is an astonishing 951.25 troy ounces [or 65 avoirdupois pounds] in silver and 0.6 ounces of gold per ton. Put another way, at 3.25 percent of the gleaming pale metal per ton, one hundred tons would yield over 3 tons of pure silver. A dispatch of May 4, 1878, announced, “Shaft No. 2 down 20 feet in solid vein 12 feet wide; metal very rich.”

Most mines took two years to fail; the Altar collapsed within eight months. The Tucson *Citizen* on September 21, 1878, announced that mine superintendent Gehricke “informed the company that no more funds will be required as the mine will hereafter not only pay its way, but begin to develop for dividends.”

The company ought to have accepted Gehricke’s claimed victory and departed, but obviously, Boston capitalists had more money to waste. To aid them, in February 1879 director Charles P. Sykes, whom we will meet at Calabasas, brought down an able superintendent. Acclaimed Lewis Williams, M.E., had worked at Swansea, Wales, the Michigan copper mines, and the varied mineral mines of the west. In 1880, he and brother Ben would make the Bisbee copper mines a success.

A paper once remarked in 1876 that “mining expert” Williams “represents San Francisco mining men of wealth.” When “Don Luis” took the Altar

job, the San Francisco *Stock Report* observed that this “immensely rich” property contained “the only mines in Mexico now worked by a California company.” However, even Williams could do no more than Gehricke. After three months, he was back in Arizona looking at other mines, per the *Citizen*, December 12, 1876, and February 15, 1879.

Although the Altar mine disappeared, interest in the Altar District grew. The Cienega placers and its lode mines lay 35 miles south of Altar. In November, 1879, for instance, Manuel Vasquez returned to Tucson with 80.5 ounces of dust valued at \$1449. Equaling \$18 a troy ounce, this gave it a purity of 870 fine.

“The principal work recently done in the Altar District is at the Cienega,” the *Citizen* remarked on July 31, 1880, adding it was “perhaps the richest neighborhood for gold and silver in the State” of Sonora. Tucson commission merchants and freighters Tully & Ochoa looked at one of the mines. “They have done their work systematically,” the paper opined, “by timbering the old shafts and knocking away the rich columns of ore left standing by the Spaniards for support in their zigzag manner of work.” No more news arrived about this budding lode mine, but the placers remained popular.

In the spring of the next year, as mining started up again, the *Citizen* on April 17, 1881, “expected” a “boom” in the Cienega, an area also “abundantly supplied with water.” Yet, dry-washing remained the cheapest and most effective means of placer mining. As miners constantly reworked the same dirt, “the profits are small, but perfectly sure.” A payment of \$200 bought a dry-washer capable of handling 15 tons a day resulting in “a clear profit for each machine of \$3.50.” The result? “Several thousand dollars of gold” dust arrived in Tucson each month.

Excitement about the entire Mexican State grew, with an emphasis around Altar. “It is strange what great attention Sonora is receiving,” the *Chicago Tribune* pondered on September 8, 1880. “Men and capital are pouring into it; but it is still no place for a poor man.” The Windy City journalist prophesized, “In a few months more, several twenty-stamp mills will, it is expected, be in operation in Altar District.”



**Figure 18.** In the 1990s, a prospector at La Cienega, 30 miles south of Altar, used a metal detector to find these gold samples. Compared to gold from Arizona’s Bradshaw Mountains, La Cienega gold (left), with its high silver content, is “oro blanco.”

The Tucson *Star* exulted on March 17, 1881: “Still the boom in mines goes on.” In February, Altar officials recorded 28 locations, and on March 13, the *Citizen* listed 62 mines owned by two dozen companies. On July 27, 1881, the Sacramento *Union* digested its news from Altar as of July 23, to declare “a mining boom is rising.”

Pedro Aguirre encouraged this enthusiasm. On January 30, 1882, 13 men approved the incorporation of the Tucson and Gulf of California Railroad and became directors. Pedro Aguirre stood among them. The proposed 175 mile route to Port Lobos would pass through Altar’s prime mining regions and cross or follow some of his stagecoach roads.

### Stagecoach Chaos, 1880-1881.

With the Rush to Altar, stagecoach chaos erupted. The Tucson *Arizona Star* reported May 20, 1880. “In consequence of the competition existing on the stage road between Tucson and Alter, the fare by coach has been reduced to \$4 a trip. There are no less than four stages competing with each other now.”

Antonio Varela, as noted, was the earliest stagecoach man. With competition heating up, in October 1879, Varela reduced his through fares to Altar and Hermosillo from \$10 and \$20, to \$8 and \$17.



Next in line, chronologically, came Pedro Aguirre on December 1, 1878.

Third, in November 1879, Ramon Durazo and Antonio Valdez announced their "New Stage Line between Tucson and Altar, Sonora." Durazo handled business in Altar, while Valdez took care of Tucson. Their "elegant and commodious Concord Coaches" departed Tucson weekly on Sundays, \$8 fare. "The very best of teams," they promised, "are distributed over the line at sort distances apart."

The fourth line was that of Ramon Araiza Gaxiola, which appeared sometime in 1880, without published notice.

By the spring of 1880, Aguirre had increased from a bi-weekly to a tri-weekly stage, the Tucson *Star* reported on October 7, 1880. Why did anyone want to go to Altar? The *Star* announced that travel "is rapidly increasing every day on account of the mining excitement in the Altar and Cienega districts of Sonora."

The same paper observed on December 9, 1880 that, "The three stages that departed this morning for Altar carried forty passengers, a majority of whom were Americans," while its rival, the *Citizen* observed later in the month that the Aguirre and Valdez lines' raised their fares to \$8. The boom expanded: "From the number of Americans seen here in town anyone would suppose he was in the United States."

### Traveling with Pedro Aguirre.

Here is Pedro Aguirre's Arivaca to Altar route:

Arivaca	0	0	
Buenos Ayres	22	22	Meal Station
Sasabe-El Poso	7	29	Customs House
BORDER			
San Rafael	19	48	Change Mules
Los Molinos	9	57	Meal Station
Altar	33	90	

Entrepreneurial prospector D. R. Poland, a 15-year veteran of the territory, wrote from Altar on January 22, 1882, "Every old Arizonan has some idea of

## NEW STAGE LINE!

BETWEEN

### *Tucson and Altar, Sonora*

---

#### Hours and Days of Departure.

**L**EAVES TUCSON EVERY SUNDAY at 9 a. m. and arrives at Altar the next day at the same hour.  
Leaves Altar every Wednesday at 4 a. m. and arrives here on Thursday at 8 a. m.

#### RATES.

From Tucson to Altar, and vice versa, \$8.00

Express matter and all kinds of freight will be charged in proportion to the weight and bulk, 33 percent cheaper than by any other line on said route.

In order to give the public entire satisfaction this line has the following facilities: The Most

#### ELEGANT AND COMMODIOUS CONCORD COACHES,

Follows the Most Direct and Best Route in every respect, Every Accommodation on the road, Good Meals, etc. The very best of teams are distributed over the line at short distances apart. These facilities enable us to make the best time and afford travelers unequalled conveniences.

#### DURAZO & VALDEZ, Proprietors.

M. VASQUEZ, Agent, Tucson.  
R. DURAZO, Agent, Altar.

Figure 19. Ramon Durazo and Antonio Valdez promised a 24-hour downhill trip to Altar and 28 hours back to Tucson. Their ad ran in the *Citizen* from November 1879 through November 1881.

staging it, but unless he has travelled in a Mexican diligence he cannot be assigned a place among the thoroughly experienced 'stagers of the frontier.'"

"Poland" arrived in Arivaca on January 16, 1882, stayed in a good, new hotel, but was awakened at 4:30 A.M. "We were told that it was 22 miles to the



first station [Buenos Ayres], so we concluded to take a cup of coffee before starting.” Even so early in the morning, Pedro Aguirre “met us at the stage office, to see that everything was in order before we started.” As the regular driver was not there, “Johnny Turner, the road agent, accompanied us and handled the ribbons to the first station.”

“The rain and snow the day before had made the road very heavy,” “Poland” continued. While “we started on a gallop down the grade to Arivaca creek, but soon settled down to a slow walk.”

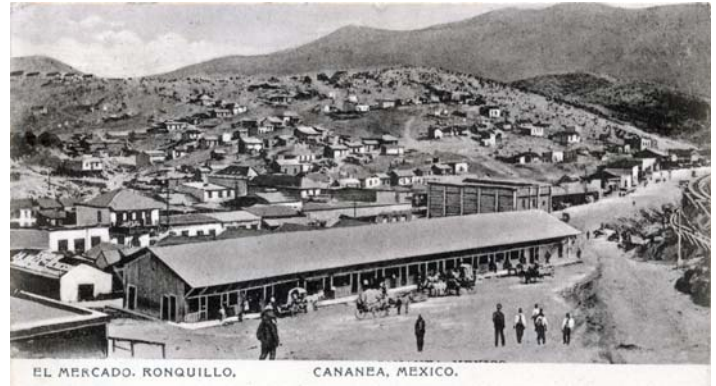
They arrived at Buenos Ayres about 8 A.M. There, in spite of the station keeper declaring there was nothing to eat, the five participants had potatoes fried in tallow, four eggs, and coffee. After passing through customs an hour later at Sasabe, they ran 20 miles until 3 P.M. and changed mules at San Rafael station. They arrived at the Molina Hills station at 7 P.M., where “we got a good square Sonora meal—chili Colorado, frijoles and tortillas—which warmed us up.” The remaining 36 miles over “a heavy road” took 8.5 hours, putting them in Altar at 3:30 A.M. on January 17, 1882. The trip took 23 hours.

Evidently Cedric Crawley, per his account in the *Citizen* of March 9, 1882, rode a different line. At 9 p.m. on February 20, 1882, his party arrived at their hotel in Arivaca. “The Proprietor called out, ‘Any passengers?’ when the driver answered ‘Oh, yes! Six of them! Only give them time to crawl out.’ And crawl out it was, for the stage does not boast of a door—only a window.” Pedro Aguirre’s Concord Coaches had two doors, one on each side; definitely not his line.

Crawley added, “We retired at 11 [P.M.] with hope of a good night’s rest,” but we were called at 12 o’clock and told that the stage was starting.” They changed an American driver for a Mexican one, driving mules, “hard-pulling, under-fed, much abused animals.”

“We found the gentleman at the customs house very liberal indeed.” As, Crawley continued, “they do not inspect what you carry on you person, and, as there was a merchant travelling with us, it was amazing to see the amount of good that he found room for in his pockets.”

They arrived in Altar at 8 P.M., after 20 hours, and took room in the Palace Hotel, kept by a Chinese, A. Sing. Their accommodations did not equal those of its San Francisco namesake. For \$2.50, all they got was “six feet square, without any windows, a stone floor, a few boards placed tougher in the form of a



bed, [and] without any mattress whatever.”

**Figure 20. A typical Mexican market town in 1900: Cananae, 70 miles southeast of Nogales.**

Difficulties leaving Altar matched those getting into town. Or, did so ten years previous. John C. Bacon, who arrived in Arizona with a railroad survey party and then found editorial employment with the *Yuma Arizona Sentinel*, came to Altar in December 1872. When he attempted to leave the “dogs, ‘dobes, date-palms, and doncellas [especially pretty girls] of Altar” for those of Hermosillo aboard a five-mule coach, he experienced only irritation. Those Mexicans just did not act like Americans. Imagine.

“We waited about three hours after everything was ready,” said this agitated American in Altar, “to gratify a popular Mexican fancy that it adds to their importance to make a man wait, when there is no real necessity for it. If the traveler be an American, particular pains are taken to enlarge upon any inconveniences.” Finally, the driver or cochero yelled “Abordo!” “Estamos Listos!” [“We are ready!”] and the stage departed.

Bacon recollected on the ride, for the edification and amusement of *Yuma Sentinel* readers, April 12, 1873 and April 19, 1873: “There are no houses of entertainment on this stage line—you must provide blankets and food for self and the cochero too. The

cocheros reason in this way: None but caballeros ride in diligencias; it is a very costly way of traveling; they would go on horseback or with teams if poor; ergo, they are rich, and we, men like them, are very poor; if they don't invite us to eat, it is right to incommode them—and they do so."

### **Pedro Aguirre Changes Roads. He Goes to Altar by Saric, 1881.**

In 1881, an alternate route to Altar appeared. A traveler in Altar told the *Star*, per its March 24, 1881 issue, "We have three stage lines entering here from Tucson." However, they were not the previous same three. In the months since December 1880, Antonio Valdez dropped out for eighteen months. Additionally, Pedro Aguirre made an alliance and shifted his route.

The correspondent enumerated the three lines: "Palma & Valenzuela's leaving Tucson Monday and Friday (via Pedro Aguirre's fine line of Concord coaches to Arivaca), and thence by their own, making a two days' trip through. This is a very good route, as it gives the passenger a chance to see the beautiful little valley of Saric. First-class accommodations at stations and good stock will recommend itself to the traveling public. Fare \$10." Note that the writer gives Pedro Aguirre a connecting route, not an additional, separate one.

Second, "The line of Senor Ramon Araiza Gaxiola leaves Tucson Tuesdays and Fridays, reaching here Wednesdays and Saturdays, and leaving here for Tucson Mondays and Thursdays. This is a first-class line in every respect, having Concord coaches and good animals and efficient drivers. It is also run on schedule time. Fare \$8." With no qualifying phrases like he used for Palma & Leonides Valenzuela's line, the implication is that Ramon Gaxiola used the regular road from Sasabe straight south to Altar.

"The other line of stages are known as Varela's.

They carry the mail from here to Tucson and vice versa. Leaving Tucson Mondays and Wednesdays and Altar the same days. This stage line has been known to run on time. Fare \$6, the paper reported on March 24, 1881. An Altarian earlier that month was more explicit: "The mail stage entering here from Tucson is very unreliable. The contractor has already paid several fines." As his U.S. Mail contract wound down and after a decade of stagecoaching, Antonio Varela no longer cared.

On the last day March 1881, the *Star* declared which line was best: "The line of stages of Pedro Aguirre and connecting line of Messrs. Palma & Valenzuela's, at Arivaca, are in fact the only lines that makes any time between Tucson and Altar."

The remark by the *Star's* correspondent that passengers riding Paula & Valenzuela's coaches had the "chance to see the beautiful little valley of Saric" is the only reference to this stage company and it reveals a significant route change. Saric lay northeast of Altar, 44 miles upriver.

This was no new route. In 1862, the U.S. Army ordered Major David Fergusson to go from Tucson via Altar to the Gulf of California to examine a possible supply route to Arizona. (37th Congress, Special Session, Senate Ex. Doc. No. 1, 1863).

On his return in November 1862, Fergusson came up the Altar River to Saric and then Arivaca, keeping detailed notes. This route, he said, "possesses the advantage of passing through towns and settlements where all the requisites of water, fuel, forage, etc., are obtained in great abundance at short intervals; but the roads are not so level nor so well adapted for very heavy loads."

*Itinerary of the route from Altar, via Oquitoa, El Atil, Tubutama, and Saric, Sonora, Mexico, to Tucson Arizona*, November 1862, (pages 20-22) Fergusson carried an odometer; I have rounded his numbers [format = station, distance from prior station, cumulative distance from start, notes/

comments.]

- Altar, 0,0, Population 1000 in the one-story adobe town; another 1000 in the vicinity. Capital of the Altar district, but with little cultivation, no flour mills, and “sparsely settled” due to Apache raids.
- Oquitoa, 6, 6, Population, 500, 4 flour mills, fertile.
- El Atil, 12, 18, Indian pueblo, 100 people, 1 waterpower mill.
- Tubutama, 8, 26, Population 800, 4 flour mills, good water power.
- Saric, 18, 44, One flour mill, one quartz mill, four smelting furnaces. Colony of Chilenos settled in 1858.
- BORDER
- Tres Ballotes, 26, 70, “Three Acorns.” Water and oak trees.
- Arivaca, 12, 82
- Tucson, 59, 144

In the 1870s, others advocated this route. “C.H.T.” wrote from the upper Altar River to the Tucson *Star*, per July 26, 1877: “It is a necessity much felt here and which is more or less felt in Arizona, that the stage line should run from Hermosillo to Tucson through Altar, Oquitoa, Atil, Tubutama and Saric; it would bring those towns which are now isolated from nearly all commercial communication into direct traffic with Arizona; while that Territory would be in addition saved in its postal communication, as the route passes through or very near Arivaca, Oro Blanco and Tubac.” Note the nearby towns. A good road could allow the Saric route to supplant the old road by Sasabe.

Pack mules first and then stagecoaches, used the Arivaca-Saric-Altar road. In 1881, Sonorans Palma and Leonides Valenzuela put on the first coaches. The Tucson *Star* on March 10, 1881, published an account from its “regular correspondent” who left Tucson “seated in one of Pedro Aguirre’s fine Concord coaches. Once in Arivaca, at 6 P.M. he settled in at Camille Rouillier’s fine “first-class” Arivaca Hotel until roused at 1 A.M.

Grabbing his dust-resistant canvas suit, our writer, the sole passenger, “jumped aboard,” the Palma & Valenzuela coach, improvised a bed and slept until he arrived at Senor Manuel Zepeda’s Rancho de la

Tinaja [“Water Tank”] in Sonora, some 22 miles down the road. Following “a very good meal,” he had another 16 miles of staging. At noon, the coach pulled into Saric [“Mountain Pass”], “a town of about 400 inhabitants, who are mostly engaged in farming and mining.”

Arivaca	0	0
BORDER		
Rancho de la Tinaja	22	22
Saric	16	38
Altar	44	82

In August 1881, Aguirre, who now had Demetrio Velasco as his agent, advertised “Pedro Aguirre & Co’s Stage Line to Arivaca and Altar.” He had bought out the Sonorans. His stages would leave for Arivaca, Oro Blanca, and Altar “Carrying the U.S. Mail” triweekly on Mondays, Wednesdays and Fridays. Going to Arizona, stages left Altar at 4 a.m., rather than the more civilized 7 a.m. traveling the other direction, and fare was \$10. The quality of his line, with “Good concord Coaches all the way,” remained. Aguirre added, “Hotel with the necessary accommodations in Arivaca. Prices: Meals 30 cents; beds, 50 cents.” (Tucson *Star*, August to December 1881).

With the change from Sasabe to Saric, Aguirre saved at least 8 miles and two hours traveling.

## PEDRO AGUIRRE & CO’S

### Stage Line

TO

### Arivaca and Altar

### Carrying the U.S. Mail

Tucson Office, Main St. bet.

Congress and Mesilla.

**Good Concord Coaches all the way.**

-----

On and after August 1st. 1881

Leave Tucson, Mondays, Wednesdays

And Fridays at 7 A.M.

Arrive at Arivaca at 7 P.M.

Leave Altar same days at 4 A.M.

-----

**Fare to Altar . . . \$10 U.S. Currency**

From the Tucson *Star*, August-December 1881.



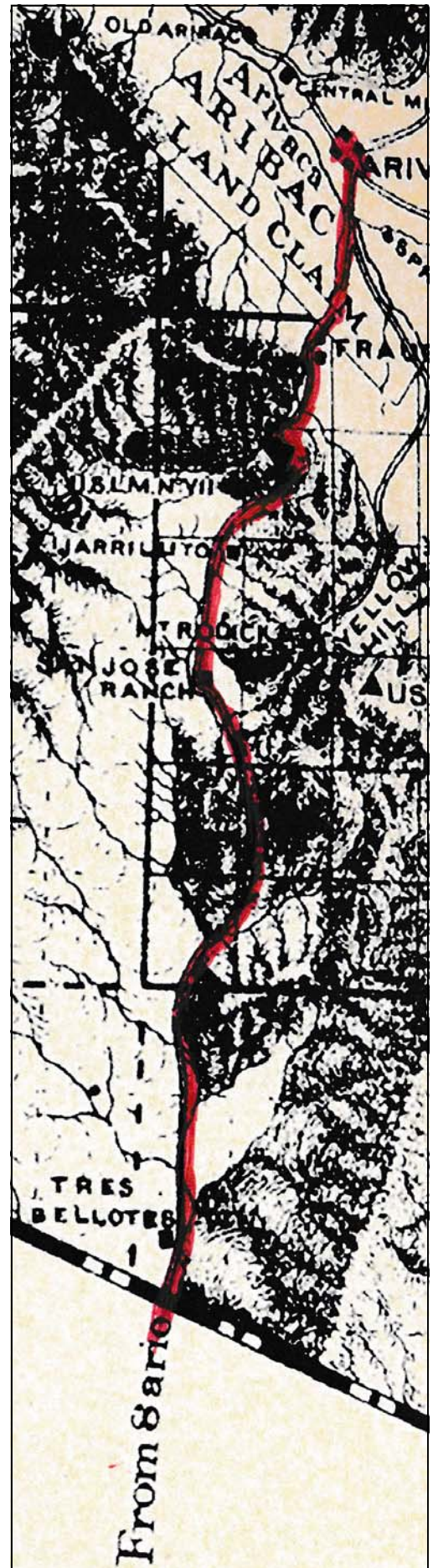


Figure 21a, above, and Figure 21b, right. Aguirre's 38-mile road to Saric, including a stop at Sr. Manuel Sepeda's Rancho de la Tinaja in Sonora, appears on Emil A. Eckhoff and Paul Riecker's *Official Map of the Territory of Arizona* (1880). The official 1893 Pima County map shows the road from Arivaca to Tres Bellotas (three acorns) in more detail.



## Mexican Mail.

The exchange of mail between Arizona and Mexico became confused and confuddled in 1881 and 1882. In the early 1870s, it remained adequate for the slow, mule-pace of commerce. Beginning in 1878, the draw of American capital, mining engineers, and miners to Mexico quickly condemned this antiquated system.

Geographically, from 1878 to 1882 the exchange point between Mexico and Arizona began moving east as roads improved and the railroad came. The route from Tucson via Sasabe to Altar lasted a century. In 1879, the mines at Arivaca and an improved road south through Saric to Altar became a viable alternative. In summer 1881, as the Sonora Railroad approached the line, the U.S. Government mandated Calabasas, its southern-most office in the Santa Cruz Valley. Then, the mighty iron horse saw to the draining of the Nogales swamps and in 1882 that line city, five miles south of Calabasas, became and kept the exchange point. The substitution of a route by Altar for one down the Santa Cruz valley to Calabasas is the subject for the next chapter.

Back in March 1881, Colonel Harrison J. McKusick, Superintendent of the Railway Mail Service, 8th Division, recommended an expanded service south. He had efficiently delivered Southern Arizona mail along the line of the Southern Pacific, and he now advocated a tri-weekly mail between Tucson and Altar. After all, McKusick said, the "large American mining companies engaged in the Altar district in the development of mines and require their letters oftener."

However, existing routes and schedules did not deliver mail; they only delivered passengers. "H." wrote from Altar on March 19, 1881, "Stages run regularly twice a week, but the coach carrying the mail comes remarkably seldom. We have had no mail for nearly two weeks." Jokingly, "H." thought that owner Antonio Varela "has had bad luck stealing mules."

Almost two months later, on May 3, "Minero" rejoiced that "The mail facilities have been greatly improved lately, so that now we have two mails a

week." Now the weekly *Star*, issued Thursday, left Tucson Friday and arrived on Saturday night. Although two lines left the same days, Aguirre carried mails; Gaxiola, if his efficient line still ran, did not, per *Star*, May 12, 1881.

The crisis expanded in July 1881 to include all Mexican mail, that is, mail to Altar and Magdalena. Further east, Calabasas was Tucson's exchange point for mail to Magdalena and beyond, the *Star* reported in a lengthy article on July 21, 1881.

The story of this Calabasas mail exchange is for the following chapter, but Altar suffered equally. On July 21, 1881, when Altar had been without mail from the United States for 15 days, the Tucson stage took out a "heavy mail."

Whereas mail from Tucson to Calabasas to Magdalena continued to vex all, Pedro Aguirre fulfilled Superintendent McKusick's desire for a tri-weekly mail. "A.B.N." wrote the *Star* from Altar on July 20, 1881, that Aguirre made certain Altar mail got through. "The Aguirre stages are going to run three times a week to Altar. Everybody knows Aguirre and his fine stock along the road; good meals at the stations and plenty of water." He added that "The enterprising firm of Roth & Co., in Altar, have been appointed agents for this line of stages," the *Star* published on July 28, 1881.

Beginning August 1, 1881 Aguirre would leave Tucson on Mondays, Wednesdays, and Fridays. "Concord coaches, carrying the United States mail, will be run the entire distance," he quickly advertised. When Aguirre was running coaches to Altar, Tucson's postmaster remarked a year later, only the perseverance of the Old Pueblo instituted any sort of cross-border letter delivery.

In fall 1881, when the Government officially made Calabasas the major Mexican exchange point, Altar and nearby Caborca kept their own mail bags from Tucson. The *Citizen* on April 20, 1882, remarked it was a "small" amount, less than went from Tucson to the Army at Camp Lowell, seven miles east of town. Then in November 1882, the adjoining post offices in the line-straddling Nogales Sonora Railroad depot quickly transferred mail. The colonial route by Sasabe to the Old Pueblo used by Epifanio and Pedro Aguirre; then modified to go by Arivaca and Saric

became antique.

Now, Altar's closest junction on the mail route was the Sonora Railroad's Santa Ana station, 43 miles distant. In July 1884, Leonides Valenzuelo would establish first a bi-weekly and shortly a tri-weekly stage line. The cozy relationship between Valenzuelo the Aguirre-Samaniego family continued. *El Fronterizo*, October 29, 1887, combined a double advertisement where Rufino Velez was the Tucson agent for two stage companies. The first was Samaniego's line to Nogales; the second was the Valenzuela Brothers weekly stage to Altar.

### Sonora Mining and the New Railroad Send Aguirre Coaches Everywhere, 1882.

Aguirre's business changed in the summer of 1882. First, the Sonora Railroad drew his attention east to the Santa Cruz River Valley, the topic of the next chapter. "Pedro Aguirre & Co. are placing their stock on the road preparatory to the putting on of their proposed daily line," said the daily *Citizen* on August 1, 1882. That daily line ran to Nogales.

Secondly, a competitor surfaced for the run to Altar. The daily *Citizen* reported on August 9, 1882, "Antonio Valdez has put on a new stage line between Tucson and Altar." It elaborated on August 11: "The popular stage line of Antonio Valdez has been again put on the road, and will make a regular weekly trip to and from Altar, for which as fare but \$10 are charged, and to Sasabe but \$5; all other points in like proportion. Mr. D. Valasco, at 105 Mesilla street, is agent for the line. Stages leave Tucson Mondays at 7:30 a.m. and return on Friday evening of same week." In comparison, Aguirre charged \$12 to Altar and \$7 to Sasabe.

Thirdly, the compact desert dirt automatically made hard roads, eliminating construction costs. A mining investor explained.

In 1898, about 15 years later, through the columns of the *Denver Post*, on May 3, 1898, John D. Crisp, a former journalist and future M.D., sent lively letters to the paper covering his travels from Saric to El Plomo. He declared there were no roads, only

trails. If you needed to go in a direction, you went. "Nature and the elements make and keep in repair the roads."

"The sand," he said, "has enough soil and gravel in it to be as hard as one of Denver's asphalted streets." He gave two examples. The road from Sasabe to Altar, Crisp declared, "runs almost south, all down grade, and as a straight-away course of eighty miles, it can't be beat." Similarly, he proclaimed, per the *Denver* paper of May 4-5, 1898, the wagon road from Sasabe to El Plomo to be "the finest natural road in the republic of Mexico."

And fourth, new mining strikes in the mountains between Aguirre's two routes to Altar offered opportunity. "On and after August 1, the stage line of Pedro Aguirre & Co. will make daily trips to and from Altar, Plomo, Sombretillo, Sasabe, Caborca,

**THE BEST ESTABLISHED**

# STAGELINE

In the Southern part of Arizona and Sonora,  
running from Tucson to Arivaca, Oro Blanco,  
Tubac, Calabazas, Sasabe and Altar three times  
a week.

**DAYS OF DEPARTURE;**  
Mondays, Wednesdays and Fridays, at 7 a. m.

**DAYS OF ARRIVAL,**  
Tuesdays, Thursdays and Saturdays.

**Fares:**

Tucson to Arivaca.....	\$ 6 00
" " Oro Blanco.....	7 00
" " Tubac.....	4 00
" " Calabazas.....	5 00
" " Sasabe.....	7 00
" " Altar.....	12 00

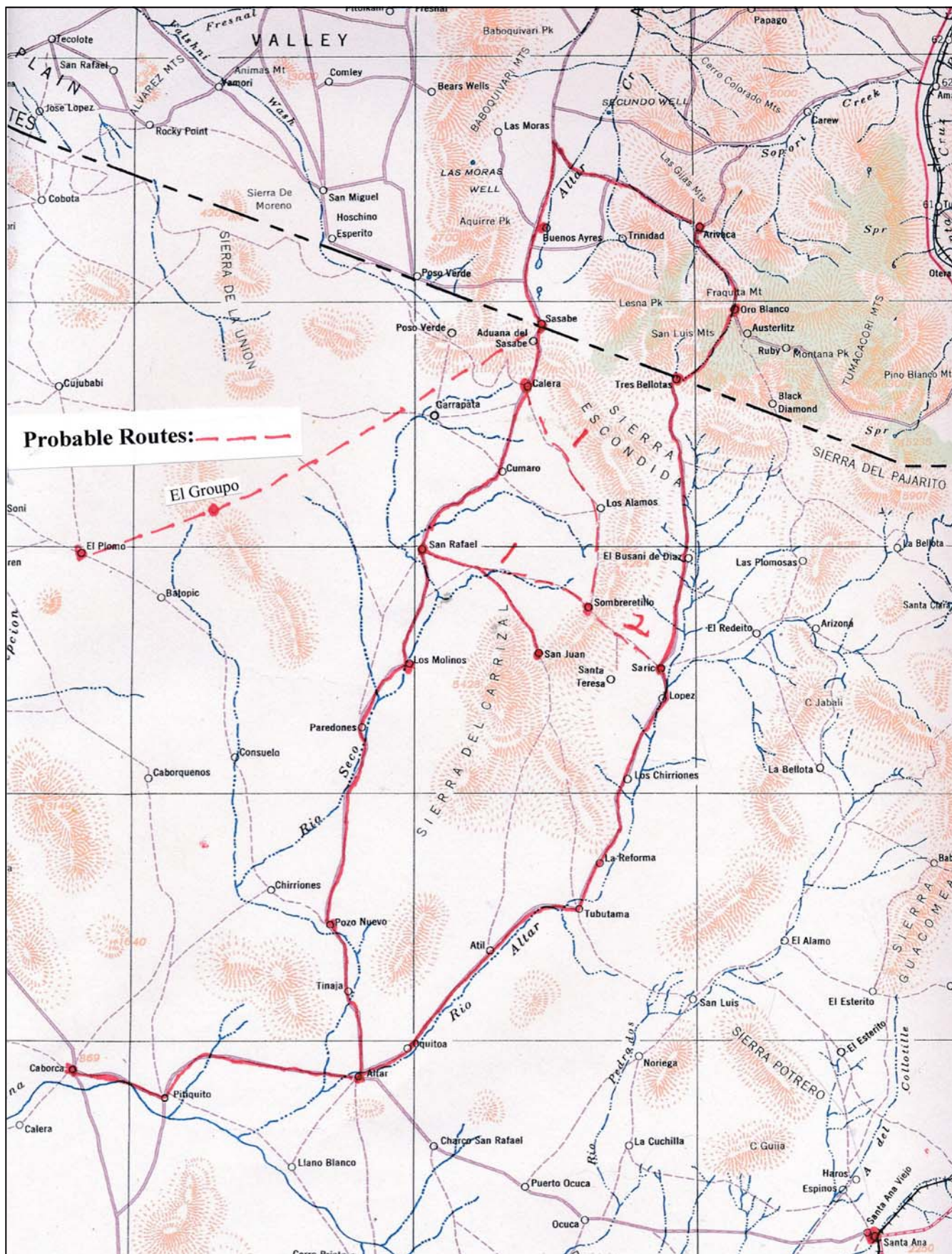
Payable in United States Gold Coin.

Passengers allowed 30 pounds of baggage each

J. F. TOPLIFF, Gen'l Agt.,  
No. 10 Congress street.  
P. AGUIRRE & CO. Props.  
P. J. AGUIRRE, Superintendent.

Figure 22. In the *Tucson Citizen* on July 25, 1882, Pedro Aguirre declared he ran "The Best Established Stageline in the Southern Part of Arizona and Sonora." In it he announced a tri-weekly line to Calabazas. Intriguingly, even after he went daily, he kept the same information in the Spanish-language newspaper beginning mid-June and lasting into January 1883.





**Figure 23. I have marked Pedro Aguirre's Sonora destinations and routes, known and speculative, on a 1940 War Department map—prepared, incidentally by the Depression era Works Progress Administration. The grid is 20 miles.**



**PEDRO AGUIRRE & CO.,**  
 Proprietors.

**The Best Established**

**PEDRO J. AGUIRRE,**  
 Superintendent.

From Tucson to  
**Tubac and Calabasas**  
**Nogales, Magdalena.**



From Tucson to  
**Arivaca, Oro Blanco,**  
**Sasabe, Sombretillo.**

## Stage Line in Arizona.

Leave for Tubac, Calabasas and Nogales, daily, 7 a. m. For Arivaca, Oro Blanco, Sasabe and Sombretillo, Mondays, Wednesdays and Fridays, at 7 a. m. Return from Tubac, Calabasas and Nogales 6 a. m. daily. From Arivaca, Oro Blanco, Sasabe, Sombretillo, Tuesdays, Thursdays and Saturdays, at 6 p. m. All fares and freight payable in gold coin. 30 lbs. baggage allowed.

**FARE**—Tucson to Arivaca, \$3; Oro Blanco, 75¢; Tubac, 45¢; Calabasas, 55¢; Sasabe, \$7; Altar, \$12.

**JAMES F. TOPLIFF, General Agent, No. 10 Congress Street.**

Figure 24. On August 11, 1882, two weeks after his July advertisement, Aguirre changed and expanded his geographic reach. In this display advertisement that ran four months in the *Citizen*, he dropped any reference to Mexico and claimed only and all of the Territory. His was “the Best Established Stage Line in Arizona.” Aguirre’s Santa Cruz River route now included Nogales and ran daily. Furthermore, he serviced the Sombretillo mines near Saric.

Arivaca, Oro Blanco, Calabasas and Nogales,” the *Daily Citizen* recorded on July 26, 1882. Only the Mexican destinations are important for this discussion.

The paper added with reasonable hyperbole that, “The company propose to issue tickets after the manner of the railroad companies, and if anything make better time than they do.” Railroad tickets had a series of destination coupons for a conductor to tear off as well as a table of dates to be punched. The journalist was dreaming. This was way too way too complicated and required too much printing for the needs of Aguirre’s operation.

### **San Juan. 1882, and Sombretillo (“Little Hat”), or with Name-Compression, “Sombretillo,” 1882-1886.**

At first, Aguirre’s attention was on San Juan. For four months in early 1882, he ran an advertisement

in *El Fronterizo* offering a \$10 fare to these mines. At San Rafael, 20 miles south of Sasabe, Aguirre turned southeast for 12 miles.

As with mines everywhere, these were the best yet discovered. In April 1881, per *Citizen* of May 8, A.R. Smith, a mining maven of Oro Blanco, visited the Sonora Consolidated Milling and Mining Company at San Juan. Superintendent C.H. Holbrook, who the previous year brought a Wheeler rotary stamp mill to Oro Blanco, had obviously moved south. Henry Baehr did well running the two-stamp mill. It crushed five tons of ore in 24 hours.

The company controlled five mines, but profit came only from the Puertecitos. Smith claimed, “The mine is improving daily: the battery and pulp from a three-foot mineral streak in the foot wall averaging \$106 to \$125 per ton; a rich streak about four inches in width on the hanging wall going much higher, the latter being sacked and held for

transportation to New York.”

In June 1881, Holbrook arrived in Tucson with five sacks of well-selected horn silver ore for Professor W.T. Rickard, an English born assayer and metallurgist, to test. Rickard picked a random rock from each bag and the *Star* on June 5 exulted what he found. From bag one, from the Puertocitos Mine, of course, the result was: Silver \$6095.07; Gold \$3516.47!

Extrapolating, this is 4725 troy ounces of silver at the Mint coining price of \$1.29 per ounce, and 172 ounces of gold at \$20.67 per troy ounce. With 324 avoirdupois pounds of silver and 12 pounds of gold per ton, Holbrook had 16.8 percent treasure; 100 tons of ore would yield almost 17 tons of precious metals! Prestigious San Franciscan Milton S. Latham, banker and ex-California governor and ex-U.S. Senator, was president, and Holbrook claimed New York capitalists clamored for shares.

The actual yield was not quite what Professor Rickard might have predicted. In August 1881, R.

C. Jacobs, a visiting mine owner, reported Holbrook took out \$7,000 in the past five weeks. At five tons a day, the two-stamp mill processed 35 tons a week (Sunday was no holiday) or 175 tons for the five week run. Holbrook was obtaining a decent, but not outstanding \$40 per ton. On Christmas Day, 1881, the *Star* announced that Holbrook's two-stamp mill was “paying dividends and expenses.” Yet, by 1884, this allegedly good mine, had let its rights

**PEDRO AGUIRRE & CO.**  
Excelentes Coches Fines de Concord Magnifico Tiro de seis Caballos

La Ruta mas Barata De Tucson a Calabazas, Nogales, Magdalena y Hermosillo.

Oro Blanco, Sombretillo, Colombia y Copper Camps.

**Linea de Diligencias de Arizona y Sonora**

Salen de Tucson para Tubac, Calabazas, Arivac, Oro Blanco, Sasabe y Sombretillo, lunes, miércoles y viernes a las 7 A. M., haciendo conexión en Calabazas con el ferrocarril para Nogales, Magdalena y Hermosillo. Se devuelven los martes, jueves y sábados, llegando a Tucson a las 5 de la tarde. Salen de Tucson para Colombia y Omega y Copper Camps, todos los días a las 7 horas 30 minutos de la mañana, regresando a Tucson a las 6 P. M. Todos los pasajes y fletes pagaderos en oro. 30 libras de equipaje se permite libre a cada pasajero.

Pasajes: de Tucson a Arivac y Calabazas \$6; Oro Blanco o Sasabe \$7; Tubac \$5; Colombia, Copper Camps. \$3; Omega, \$4.50

SESSIONS & FREEMAN,  
Agentes generales, núm. 10, calle del Congreso, Tucson, Arizona.

lapse.

Figure 26. *El Fronterizo* used the stagecoach printed on Aguirre's frank to illustrate his advertisement that appeared between March and November 1883. Sombretillo rates a mention, but not until 1884 a fare (\$12).

In 1882, Miners gave more attention to Sombretillo, about seven miles northeast of San Juan. The distinction certainly, though, was not exact. The *Star* of June 5, 1881, placed the Sonora Consolidated Milling and Mining Company at San Juan in the Sombretillo Mountains. The “Sombretillo” designation became encompassing and Aguirre had an easy transition from “San Juan” to “Sombretillo.”

Aguirre had two possible routes to Sombretillo on the Sasabe to Altar road. At Calera, five miles below Sasabe, he could run 18 miles southeast, or he could continue to San Rafael and on a route north of San Juan, go in 12 miles. Going another eight miles or so from the Sombretillo mining camp, a

**DILIGENCIA**  
—DK—

**P. AGUIRRE & CO.**  
—ENTRE—

**TUCSON, ARIVAC,**  
**SAN JUAN Y ALTAR.**

**PRECIO DE PASAJE**

A Arivac.....	\$6 00
A San Juan .....	10,00
A „ Altar.....	\$10 00

Pagaderos en moneda americana.  
Oficina en plaza de la Iglesia Católica,

**ANDRADE Y POMPA**  
Agentes.

Figure 25. *El Fronterizo* ran Aguirre's advertisement from January to May 1882. This is the sole mention of the San Juan mining district. In December 1881, Aguirre's office had moved to the Church Plaza.



traveler reached Saric.

Sombreretillo, a hat-shaped mountain, in the San Juan District became the destination for Tucsonians. Best of all, the *Citizen* rejoiced in December, 1881, “Nearly the entire amount of mining machinery for the Sombreretillo mining company has gone forward to the mines from this city.” At least one of the closed stamp mills in Arivaca followed these new silver seekers, via Saric, to pound ore in the booming new camp.

“The Sombreretillo Company of St. Joe, Missouri, A.L. Kerr, J.L. Motter, and [Superintendent P.P.] Cunningham, have a ten-stamp mill on the ground and will have it running in 60 days,” said the same paper the same month. “This is said to be a fine mine, worked many years by Spaniards. It has a four-foot vein of \$100 [per ton] ore.” That mill, however, took longer to operate and a new superintendent to run it. Nearly a year later in September 1882, Dr. Robert Gunn, Superintendent of the mine, brought in \$5,000 worth of bullion



from the first run, 4.5 days, of their 10-stamp mill.

**Figure 27.** A 1990s mine west of Hermosillo cast this silver in small crucibles. The largest is 1.5 inches in diameter and together they weigh at tad over three ounces troy.

Good times were all around. “Mr. R.J. Kerr, [who owned 3 large flouring mills on the Altar River, and] who supplies flour to the six or seven mining companies now operating in and around Saric and the Sombreretillo Mountains,” the *Citizen* reported on January 15, 1882, “says the country is unusually prosperous.” The same issue announced that the Silver Star Mine produced a 249 ounce silver bar from two tons of ore, or 125 ounces per ton.

Pedro Aguirre agreed. Beginning in early August 1882, he would carry prospective miners to Sombreretillo. His first advertisement in the *Daily Citizen* of August 11, stated that his stagecoaches

left Tucson “for Arivaca, Oro Blanco, Sasabe and Sombreretillo, Mondays, Wednesdays and Fridays, at 7 a.m.” They returned the next day. Only in December 1884 did an Aguirre advertisement list the fare to Sombreretillo. It was \$12.

The *Citizen* on December 31, 1882, published a letter from a mine agent prospecting in the area. He declared, “With American enterprise and machinery, this section can be made to produce a sum I would scarce dare to mention,” for “on every hand rise mountains teaming with precious metals.” He exulted that “There is room for a hundred prospecting parties within a radius of 25 miles, all of which would do well.”

Grounds existed for his optimism. On April 6, 1884, “H” wrote from the Sombreretillo Mining Camp: “For the past two years, this camp has been a regular bullion producer,” adding that, “The Sombreretillo Mining Company have been making regular monthly shipments for that length of time.” Later that year, the Los Angeles *Times* echoed the hyperbole of the first mining agent. “Within a radius of fifty miles of the city of Altar there are nine mines owned by American companies,” it said, including the “profitable” Sombreretillo. On September 16, it decreed that, “The moneyed capital of Los Angeles should be the first to occupy these broad fields of grand opportunities, which contain a dozen Comstocks.” Aguirre kept running to this area until he retired from stagecoaching in June, 1886.

Within a few years, this mining area became quiet also. It was comatose when John Crisp visited it in April 1898. His column head in the *Denver Post* of April 27, 1898 presented his conclusions: “Silver mining is followed desultorily, and no attention paid to gold.”

He left Saric for the Sombreretillo Ranch, a roundabout 16 miles away. Out of town they “wound up through a sandy and bushy canyon,” then “along a dim trail.” Late in the afternoon, they were at 6,000 feet, with the Sombreretillo mountain in view. Crisp rejoiced that “The scenery was grand indeed.”

Two miles from the ranch, they found an abandoned

gold mine and spent the night in the ruined adobes. It had “a large reservoir,” now dry, to aid working the ores with arrastras. “Scores of tons of ore lay in piles here and there,” Crisp observed. “It is free gold in white and red quartz and low grade, probably running from \$6 to \$8 a ton.” [0.3 to 0.4 a troy ounce] and excavated from “shallow” workings. All around he “saw twenty or more veins of the same quartz cropping out that had never been touched. The veins were well defined and from three to eight feet wide.”

Why was all of this easily obtained free gold ore lying untouched? “Water is so scarce that nearly all placer mining is done by dry washing and so much of the fine or flour gold is lost,” Crisp concluded, “Scarcity of water is the greatest drawback to this country in both mining and stock raising. In mining it is almost fatal.”

### Rumored Routes: Tucson to Guaymas, 1879-1881.

In 1880, Juan Moreno took over the line from the Old Pueblo to Hermosillo and ran it until his death in July 1883. “F. O.” the *Citizen's* resident correspondent in Guaymas, wrote on May 13, 1881,

“Juan Moreno’s stages now run every other day to the end of the track, where the passengers are transferred to the train.” The Santa Fe’s Sonora Railroad was building north from Guaymas.

The Mexican port writer added to his letter of May 13, 1881 praising Juan Moreno: “The stages of Aguirre, which used to run between Guaymas and Hermosillo, were consequently withdrawn.” What is this story?

On June 28, 1879, Claud Anderson returned to Tucson “of the opinion a through line can be put on from here to Guaymas.” His father-in-law evidently followed up on his suggestion, extending his line south from Altar. Otherwise, newspapers are silent on this aspect of Aguirre stagecoaching until this report of its demise in May 1881.

### Rumored Routes: Caborca, Juarez, and El Antimonio, 1881.

A writer informed the *Star* (August 18, 1881) that “Stage lines have been established since the 1st. of the month,” he wrote, “as follows: A semi-weekly line from Altar to the Caborca mines; a semi-weekly line from Altar to the antimony mines a semi-

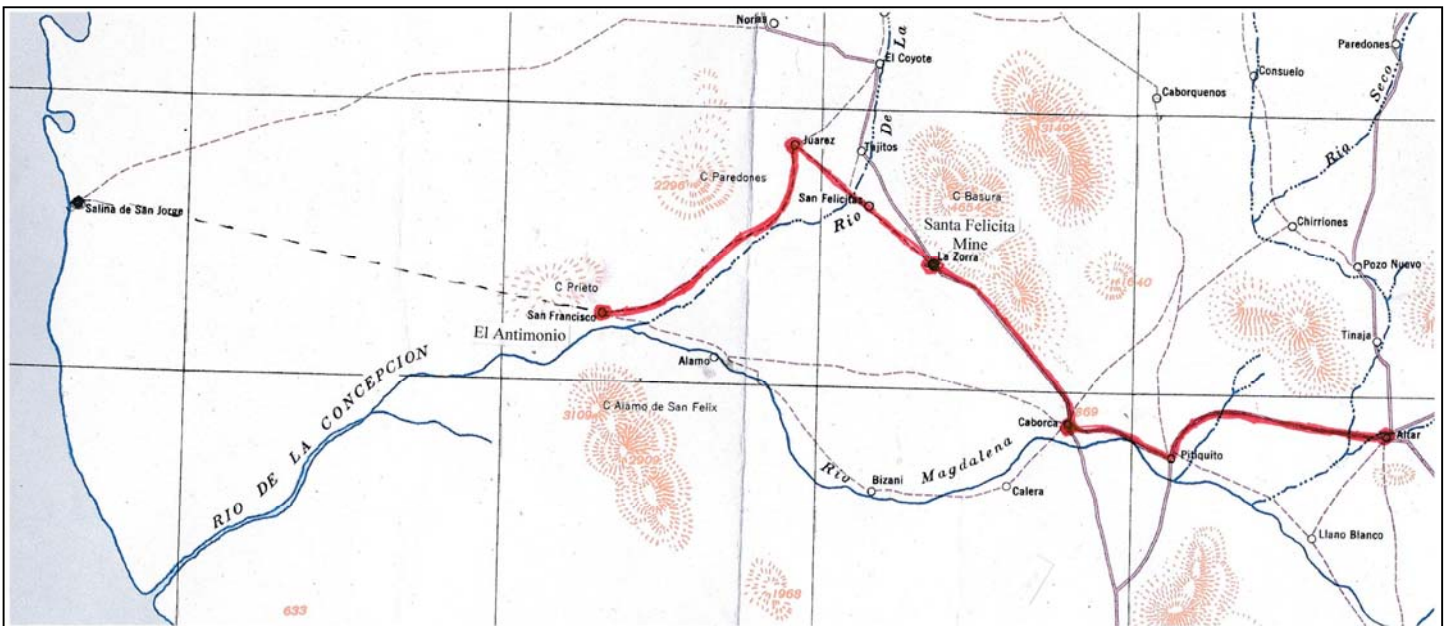


Figure 28. Pedro Aguirre’s presumed route from Altar to Carborca, to La Sorra, Juarez, and San Francisco, superimposed on a 1940 map.



weekly line from Altar to the Jaurez mines.”

He added that prices were cheaper per mile than charged in Arizona. Actually, the *Sacramento Union* phrased it better on July 27. In its news of Altar from July 23, it stated, “A regular line of stages is run tri-weekly from Altar to the principal mining camps in the district.” In other words, there was one stage line with three sequential stops.

No name is attached as proprietor. However, as noted previously, a correspondent to the *Star* announced the Pedro Aguirre was going to run tri-weekly, Monday, Wednesday, and Friday, to Altar beginning August 1, 1881 and that Aguirre had appointed the leading mercantile firm of Roth & Co. as his stagecoach agents. Furthermore, the papers make no further mention of Ramon Gaxiola’s stage line. Pedro Aguirre was the only game in town. By controlling the feeder lines, Aguirre gained passengers for his Altar stages. Only moneyed American mining men rode stagecoaches.

I attribute these routes to Pedro Aguirre as tentative, but possible. At the close of 1881, the three mines were dying quickly, making any Aguirre stagecoaching of short duration [format = station name, distance from prior station, cumulative distance from start.]

- Altar, 0, 0
- Caborca, 20, 20
- Santa Felicita Mine (La Zorra), 14, 34
- Juarez (Caborca Mining Company), 11, 45
- San Francisco (El Antimonio), 19, 54

## Caborca

Caborca, 20 miles due west of Altar, was a mining center for all of the nearby mines. For Californians, here was where Mexicans massacred Henry A. Crabbe’s party of California settlers after they surrendered in 1857. Two of those mines were the Santa Felicita Mine, 14 miles away, about where La Zorra is today, and the Caborca Mines in Juarez, 25 miles distant. Borquez & Garcia, residents of Tucson in the 1860s, returned to Mexico and located both gold mines. Demetrio Valasco, whom we have met as a stage and Mexican mail agent, also represented their interests.

In late 1879, Borquez & Garcia sold the Santa Felicita mine to a Chicago group. T. J. Gaffney began building a 20-stamp mill in Corborca along the Magdalena River, but it was a long time coming. In March 1881, Superintendent A.P. Williams ran a 10-stamp mill for eight days; closed down to add five more stamps; and then started up in mid-June.

However, as one writer to the *Citizen*, April 2, 1882, asserted “mismanagement” under the new superintendent S.D. Merchant crippled the enterprise. In particular, the mill could not process the ore. One clean-up of 140 tons yielded a mere \$60, or only 43 cents a ton! Most of the ore value



went to the tailings pile.

**Figure 29. Desert scene near Caborca.**

Troubles then exploded. With the mill shut for renovation, the mine did not fulfill Mexican law, became public property, and Borquez & Garcia again registered it. Once the mine paid them off, it could not buy needed pans and settlers for the mill. Nor could it fulfill its contract to pay J. H. Harvey \$190 daily to haul 40 tons of ore to the mill 14 miles away. On March 23, 1882, he sued them for \$5225, a month’s hauling.

The company made some settlement with Harvey and also settled its hauling problems. In July 1882, it decided to move their mill to the mine, but nothing more was heard. Hopefully, Pedro Aguirre did better on stage fares.

## Juarez

The Caborca mines in Juarez lay 25 miles northwest of the town of Corbaca and 45 from Altar. About June 1880, Borquez & Garcia sold a group of 17 mines in a rectangle five miles long and two miles wide to a San Francisco consortium of ten men for \$150,000. Caleb A. Burgess, identified as “Capitalist” in the city directory, headed the Caborca Mill and Mining Company. Mine Superintendent Charles E. Hoffman, also owner of Arizona’s famous Tip-Top mine, brokered the deal, became a partner, and incorporated the mine.

“What California Capital is doing to Develop Our Sister Republic!” the Tucson *Star* headlined on January 27, 1881, as editor L.C. [Louis Cameron] Hughes interviewed President Burgess and Superintendent Hoffman. In general, President Burgess said, Californians had invested \$2 million in Sonora and he expected that amount would

Hoffman declared his ore was the best possible, “mostly horn silver and free gold.” He expected to have a 20-stamp mill running within three months. Costs would be \$7 a ton for \$60 results. By May, the mill was running, and a newspaper snippet months later mentioned the Caborca Mill and Mining Company had shipped \$10,000 during January 1882.

Yet, the language barrier could inflame prejudice. One example will do. It involves sharp tricks. When Borquez & Garcia sold their mines, they reserved the right to sell supplies to the mines and miners from their store in Altar. Hoffman followed the agreement until March 1881, when Assistant Superintendent A.M. Ellsworth started to buy directly and cheaper from San Francisco. Chaos erupted, not that the new superintendent cared. A member of the mining company, per *Citizen*, November 6, 1881, wrote that he “does not speak the Spanish language and the firm could not speak English.” There was no notice or communication between them.

Borquez & Garcia were not happy at being unable to sell supplies at their former mines, but Hoffman employed the usual corporate lawyer. Enemies assaulted this attorney on the Altar plaza on November 8, 1881, forcing him to seek refuge in Tucson. With the lawyer out of the way, the mining company and the mercantile firm came to terms. Borquez & Garcia received \$6,000 in damages and a return to the old system. Not surprisingly, Hoffman and Ellsworth soon superintended other mines.

Ellsworth, even though he got the 20-stamp mill running, was a prototype “Ugly American.” “H” wrote in the *Citizen* of November 27, 1881: “I don’t think he could ever be a gentleman. He had an unpleasant way of mentioning it, whether fact or not, that the mother of anyone who happened to disagree with him was of the canine species. Now if the Mexican is proud of anything it is his pedigree, and an assertion of such an ignoble ancestor was particularly insulting.”

The next year, another Aguirre arrived in Juarez. In early March 1882, the freight teams of Yjinio



double in 1881.

**Figure 30. A typical Sonora mine in 1929.**

In particular, his company had already spent \$100,000 to build a 75 acre reservoir capable of holding enough water to run 40 stamps for 18 months. The works were down 200 feet in some areas, but most of their good ore was much shallower. The mine had a hundred laborers. “We employ the Yaqui Indians,” Burgess said. “They do as much work in the same time as any American miner, and at \$1 per day.”



Aguirre departed Tucson hauling pumping and hoisting machinery. This Aguirre freighted first out of the Prescott area and then generally between Willcox and Globe, the copper mines giving him good business. His ranch lay in the Red Rock area, 35 miles northwest of Tucson.

Why was Yjinio in Sonora? The Caborca Mining Company hit water at 300 feet in their Santa Rosalia mine. At the same time, the Juarez firm found, they claimed, a four-foot vein “averaging from thirty-five to one hundred dollars per ton of free gold-bearing quartz.” The new machinery, under a new superintendent, New Yorker H.A. Speer, would enable them to get the gold—or not. Mentions of the Caborca mines fade from newspapers.

We will leave Juarez with a description of the town. The railroad survey party arrived on May 28, 1882 where “Jim” noted that “Juarez or ‘Whereas,’ as our party has seen fit to dub it, has a population of about 300 persons.” The 20-stamp mill crushed ore worth only \$3.50 to \$11 per ounce. Where once superintendents claimed 3 to 5 ounces per ton, they gained at most one-half ounce per ton. Only two American families lived in town, Jim said. The majority of residents were virtually naked Papago Indians who “take life easy and are contented people.”

### El Antimonio

El Antimonio lay due west of Caborca and Altar, 52 miles from the latter. It was different. It was an antimony mine when the processed metal sold for \$20 a pound.

By the time Aguirre ran his line to the antimony mines in August 1881, little, except litigation, went on. The site was a few miles south of the Juarez mines. In 1880, General Manuel Escalante and Arizonan Charles J. Wimple revived some old antimony mines 55 miles southwest of Altar. Fifty-nine-year old Professor E. Cox of Tucson, the former state geologist of Indiana, confirmed the discovery and on October 1, work began on four of the mines. The partners quickly enlisted Boston capitalists and leased eight mines to them for nine years for half of the profits. Simmons, General R.F. Briggs, and Eugene L. Sullivan, Collector of the

Port of San Francisco were the largest stockholders of the Sonora Antimony Mining Company.

By spring 1881, ships sailing from Port Salinas on the Sea of Cortez, 30 miles from the mine, were carrying the antimony to the smelter behind Shell Mound Park in Oakland. The Sacramento *Union* of April 26, 1881, observed: “The Tucson Citizen says that the antimony mines are the boom of Sonora.” By summer the smelter received 300 tons of ore a month, dug by 100 Sonoran miners.

Litigation quickly brought an end to this dream. In December 1881, Escalante and Wimple sued the company in the Alameda superior court to annul the leases and pay them \$11,125. The district, the third largest in Mexico, lay fallow until 1912. (San Francisco *Alta California*, January 31, 1882).

### Rumored Routes: El Plomo (“Lead”) and Caborca, 1882.

The *Citizen’s* list on July 26, 1882 is the only evidence that Aguirre went to El Plomo and Caborca. Both destinations escaped further journalist commentary and neither appeared in any 1882 Aguirre advertisements. I have discussed 1881 mines and roads centered on Caborca. None of the three mines survived past spring 1882. If Aguirre ran to Caborca in August 1882, he had no reason to go beyond the town. El Plomo, though, is a new story.

### El Plomo

In 1880, the El Plomo mines began to draw the attention of American investors. The Chicago *Tribune* of January 17, 1880 remarked on the “rich but rebellious ores” of the San Antonio Mine in Plomo, but to get there, an enticed capitalist took a 150 mile stage ride to Altar and then private conveyance northwest for the remaining 65 miles.

“Jim,” on the Tucson & Gulf of California Railroad survey, wrote from El Plomo on May 23, 1882. “The place contains about twenty-five very unpretentious adobe shanties and has a population of two hundred.” While “the hills surrounding the village are full of rich ore,” the mines once worked in colonial times, were undeveloped, not prospected,

or properly worked. Only three of five arrastras were running, but each only processed 300 pounds of ore a day. Two months after Aguirre started his daily line, 500 miners, a third Americans, were busy. Californians bought the El Plomosa mine, and by November had 80 men, mostly Mexicans, at work while it installed a 10-stamp mill. As usual, the boom died after a few years

In 1895, American investors revived the gold mines of El Plomo, bringing in supplies from Tucson, via Sasabe. Along the smooth, hard wagon road, John Crisp marveled at some beautiful places, rolling, covered with high grass and scrubby timber." The first well was at El Groupa, 26 miles along, and the second, after another 15 miles, at El Plomo. (*Citizen*, July 20, 1895; *Denver Post*, May 5, 1898).

Like as not this was Pedro Aguirre's route [format = station name, distance from prior station, cumulative distance from origin, comments on locale]:

• Sasabe	0	0	
• El Groupa	26	26	well
• El Plomo	15	41	well, mines

### Sonora Business Diminishes after 1882.

In November 1882, the completed Sonora Railroad captured most of the Mexican freight and mail. The road from the railroad at Magdalena or Santa Ana to Altar was shorter and easier.

After 1882, Pedro Aguirre's advertisements no longer list Altar as a destination. Nor do papers list Antonio Valdez. He tried again two years later. *El Fronterizo* remarked on March 28, 1884, he would restart his line to Altar on April 1. His frequency would be weekly, indicating that business still remained weak. No announcement appeared of this stageline's actual appearance. Valdez's chance of success collapsed further in July 1884. Leonides Valenzuela ran a successful line directly from Altar 43 miles to the railroad at Santa Ana.

In 1883 and 1884, Pedro Aguirre further contracted Mexican service. Advertisements show only Arivaca, Oro Blanco, Sasabe, and Sombreretillo. He easily reached his one Mexican town. Calera, five miles below Sasabe on the Altar road, led 18 miles southeast to Sombreretillo, with Saric beyond that.

Another shift in route came at the end of the year. In December 1884 and continuing into 1885, in asking customers to "Take the Old and Long Established Stage Line of Pedro Aguirre & Co.," Aguirre had dropped all reference to Sasabe, but added Esperanza (or Old Glory). This mine, in which Aguirre invested in, lay below Oro Blanco. Fare to Oro Blanco was \$7, Esperanza, \$8, and Sombreretillo, \$12. The implication is, Aguirre entered this Sonora mining area from Saric. Aguirre's Concords left Tucson on Mondays, Wednesdays, and Fridays at 7 a.m. allowing each passenger 30 pounds of baggage.

With only a short run to the small mining camp of Sombreretillo, Mexico all of Pedro Aguirre's stagecoaching lay in Pima County, Arizona. Beginning in 1882, the railroad enhanced activity in the Santa Cruz River Valley centered on the new "line town" of Nogales. Through marriage, this was Conrado Aguirre's turf that brother Pedro entered.

∞§∞§∞§∞§∞



By 1869, Epifanio Aguirre ran a weekly mail between Altar and Tucson via Sasabe. This letter, sent by A. Redondo from Altar, arrived at Tucson on October 10, 1869 and continued on to Jesus Redondo (1826-1897) at Fort Yuma.



You get one chance to sell your collection for the highest price.  
When you sell through Siegel, you take no chances.



Estimate \$300,000-400,000  
**SOLD FOR \$460,000**



Estimate \$40,000-50,000  
**SOLD FOR \$132,250**



Estimate \$30,000-40,000  
**SOLD FOR \$120,750**



Estimate \$30,000-40,000  
**SOLD FOR \$149,500**



Estimate \$500,000-750,000  
**SOLD FOR \$632,500**



Estimate \$200,000-300,000  
**SOLD FOR \$299,000**

The spectacular realizations for Pony Express covers sold through Siegel auctions are evidence of our firm's unmatched ability to present and promote sales.

When you decide to sell your collection, doesn't it make sense to work with experienced professionals who know the material and the market?

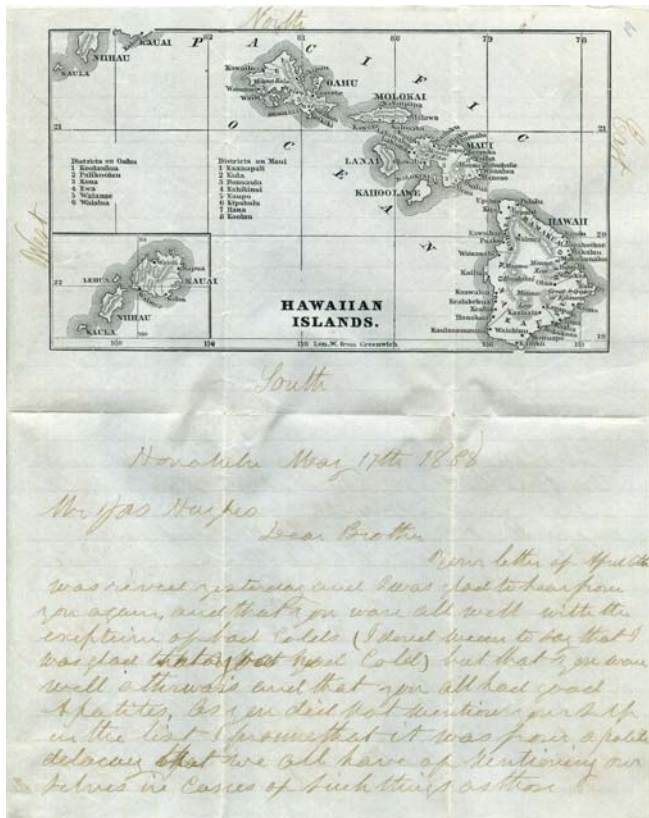
*Robert A. Siegel*  
AUCTION GALLERIES, INC.

6 WEST 48TH STREET, 9TH FLOOR, NEW YORK, N.Y. 10036 • (212) 753-6421 • SIEGELAUCTIONS.COM



# Hawaiian Illustrated Letter Stationery from 1868

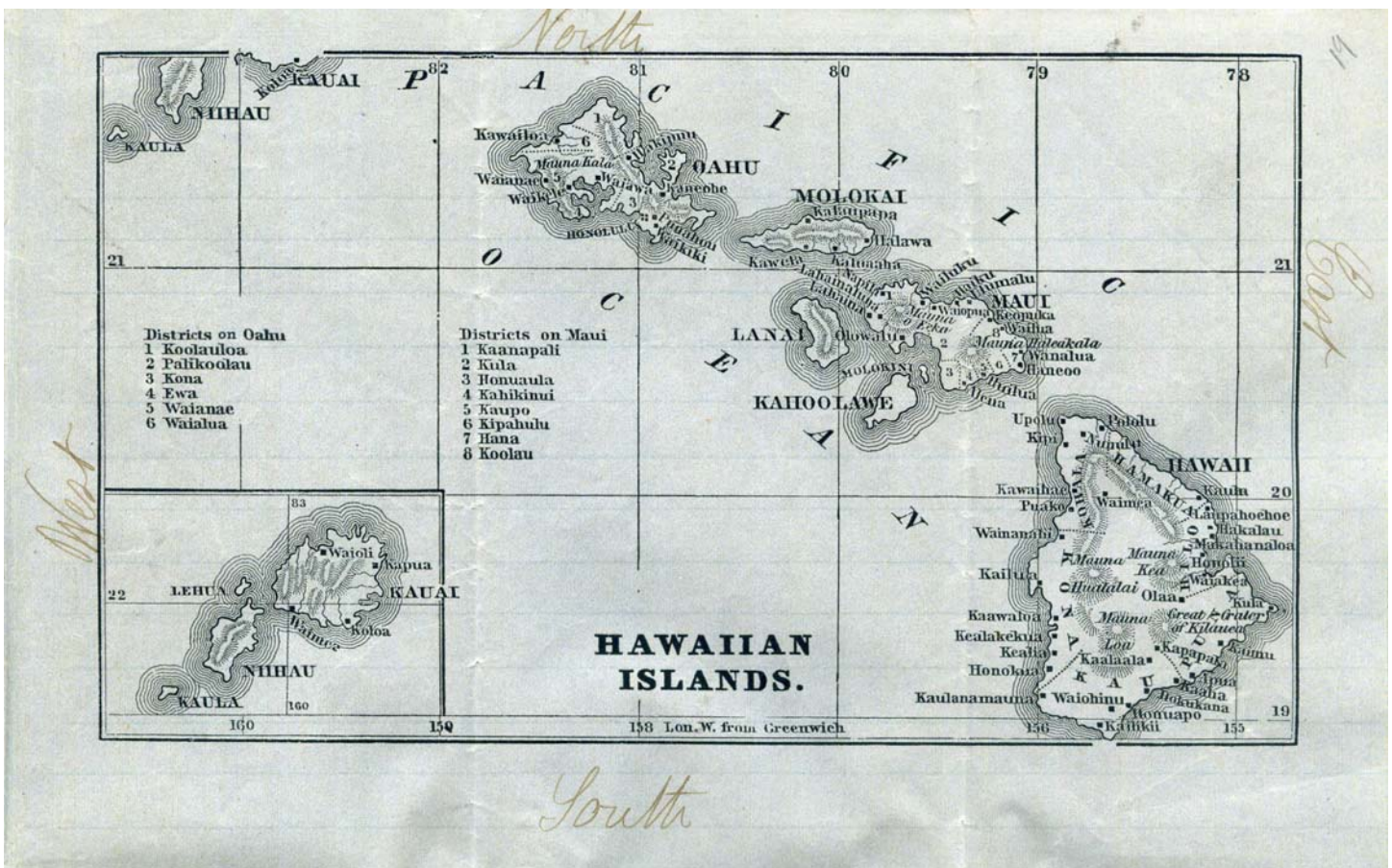
By James W. Milgram, M. D.



When I published my book *American Illustrated Letter Stationery 1819-1899*, one of the chapters lists all the known California lettersheets that were produced for the gold miners. Some of these were published later in the 1860s, but most are productions of the early and mid-1850s. I had never heard of any lettersheets from Hawaii. So, I was surprised when a friend of mine, Carl Volz, located a letter from Honolulu in 1868, which depicted a Map of the Hawaiian Islands. Evidently, this is the only Hawaiian design of a lettersheet that has been recorded. It is shown in full, the first of four pages, in Figure 1, with Figure 2 being just the picture. Unfortunately, there was no envelope.

Figure 1 (left). Illustrated lettersheet datelined "Honolulu May 17, 1868" (greatly reduced in size).

Figure 2 (below). The illustration portion of the lettersheet, shown actual size.





The letter is from John P. Hughes, a merchant who lived in Hawaii for many years during and after the Civil War. His obituary (from *The Pacific Commercial Advertiser*, Honolulu, Saturday April 3, 1869) described him as a saddler who “first came to these Islands about sixteen years ago, and commenced the saddlery and upholstering business with a Mr. Robinson, under the firm name of Hughes & Robinson, at the same stand which he occupied at his death.” Figure 3 shows an advertisement for “Robinson & Hughes.”

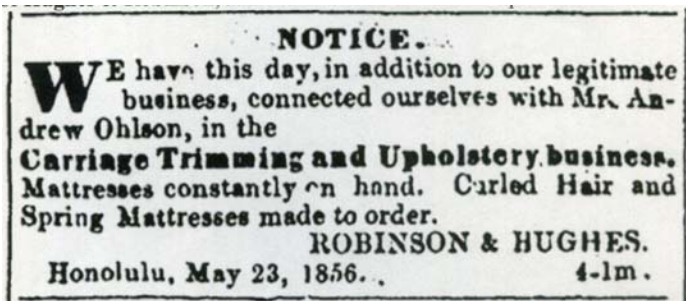


Figure 3. Advertisement for “Robinson & Hughes,” from May of 1856.

Hughes, subsequently in April, 1857, went to Oregon with a Mr. Andrew Ohlson, starting a business for two years. In 1860, he returned to Hawaii with Mr. Ohlson, bought Mr. Robinson out, and continued the business as “Hughes & Ohlson” for about a year, at which time he bought out his partner and continued the business alone (at the corner of Fort and Hotel Streets) up until his death. The obituary describes him as sustaining a reputation for strict integrity and being generous to his employees. His family included an older brother in Richland, Indiana. His sudden death on March 30, 1869, may have been due to an aneurism.

An advertisement in *The Hawaiian Gazette*, Honolulu, Oahu, Territory of Hawaii dated January 5, 1869, reads:

“BUSINESS: J.P. HUGHES, IMPORTER AND MANUFACTURE OF ALL KINDS OF SADDLERY. CARRIAGE TRIMMING DONE WITH NEATNESS AND DISPATCH. ALL ORDERS PROMPTLY ATTENDED TO.  
Corner of Fort and Hotel Streets, Honolulu.”

A resolution from the Honolulu Fire Department was reported in the April 7, 1869, issue of *The Hawaiian Gazette*:

“Resolved, That in the death of Mr. J.P. Hughes, the community has lost a good citizen and public spirited man, and this department a faithful friend and co-worker; one who was ever ready while health permitted to render efficient and valuable service...”

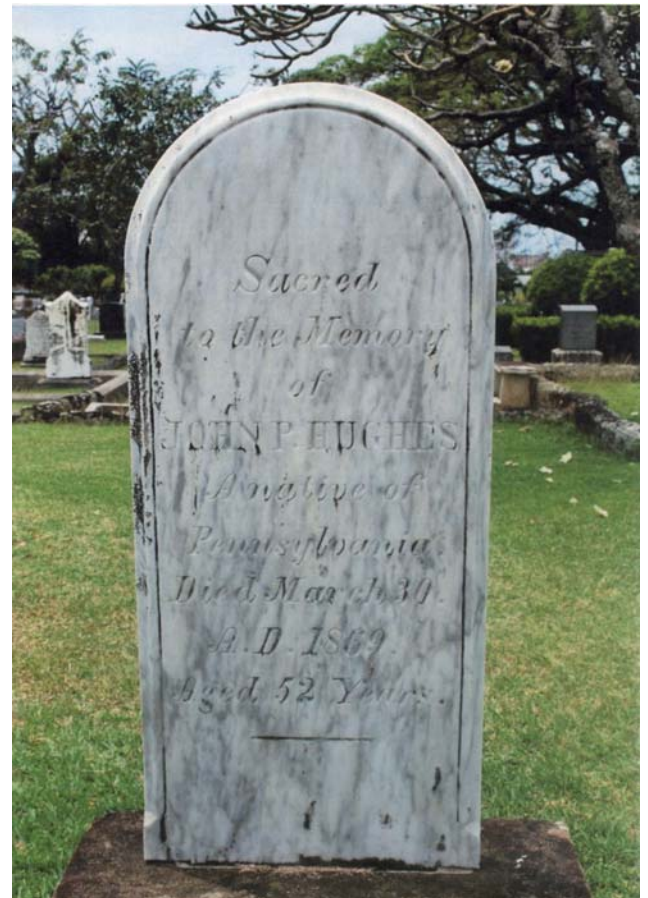


Figure 4. The tombstone of John P. Hughes.

The contents of illustrated lettersheet of Figure 1 are transcribed as follows:

“Honolulu May 17 1868

Mr. Jas Hughes

Dear Brother

Your letter of April 6<sup>th</sup> was received yesterday and I was glad to hear from you again and that you were all well with the exception of bad colds...I suppose that the cold weather is

*all over by this time but you say that it was very cold when you wrote with four inches snow at Chicago. That must be pretty steep for this season of the year. It is not usual for snow in April.*

*We have had very extraordinary weather here for this place- colder than usual and strong trade winds- more so than usual- but not so steady. The winds come more in gusts than usual. I don't know how to account for it unless the planets are playing some sort of hide and go seek game with one another and ours is in the ring with the rest of them. There appears to be something the matter [with] this one of ours at any rate as it has been tossing and rolling about now for some time, thrown its stars round, cracking, shaking, throwing its fire and water about as though it was at war with some other great body. For the last six or eight months, it has been putting in its best time in those things just as though they did not cost anything. I suppose though that is all right. If not, it will be in a thousand years or so- that is all that is on it at this time.*  
(1)

*If Miller <sup>(2)</sup> or some other of his followers were on the stage of life at this time, he would have a pretty good thing of it now. These things would be big guns for him to fire with and he could do considerable execution with them. I have been a little surprised that there has not been someone of the many sensation-alists already commenced so new theme on the subject.*

*I think it a great pity that we could not have someone just to keep up the excitement for awhile. They might make enough to lay back on the proceeds the same as any other speculation. There was one started here for awhile before the volcanoes broke out but the government interfered with his arrangements so that it scattered his followers before the fire commenced. If they had of left him alone, he would have had a big congregation now... personal...*

*Business has not been so good here since New Years but done something all the time. It may get better- it may get worse. It won't make much difference for there always will be enough to make a living. I shan't fret much over it. My respects to all my enquiring friends and glad to hear that some of them is in better health than they were when I was home. As the mail closes this afternoon, I must hurry up and close. With love to all, Father, Mother*

*Faternally yours, -- J.P.Hughes"*

The author would very much like to learn of any other illustrated Hawaiian letters.

### **End Notes:**

1.) That the weather was unusual in 1867 and 1868 was noted in the transactions of the American Medical Association, Volume 20. A comparison of the seasons in Texas between 1867 and 1868 noted that both were unusual "for the great and unusual amount of rain. The year 1867 was remarkable for the violence of the winds, two severe storms, one of them unexampled severity, having visited the seacoast. In 1867, there was also a very unusual amount of thunder and lightning. In 1868, on the other contrary, the opposite of these conditions obtained, but the amount and density of the fogs exceeded any that I have before observed. But the most marked difference of features between the two years was in the range of temperature, that of 1867 being much higher than in 1868..." Cold weather gripped most of the world during the winter of 1867-1868. That winter still holds the record in Albany, New York, when the average daily temperature was 17.3 degrees. Several volcanic eruptions- a major one in Nicaragua- occurred in 1867 that may have contributed to the abnormally low temperatures and high winds.

2.) A reference to William Miller and his followers—"Millerites"—who subscribed to a prophecy that the world was about to end with the Second Advent of Jesus Christ.

∞§∞§∞§∞§∞



# EL DORADO HILLS Gold Rush Paper Show

Mark Baker Enterprises

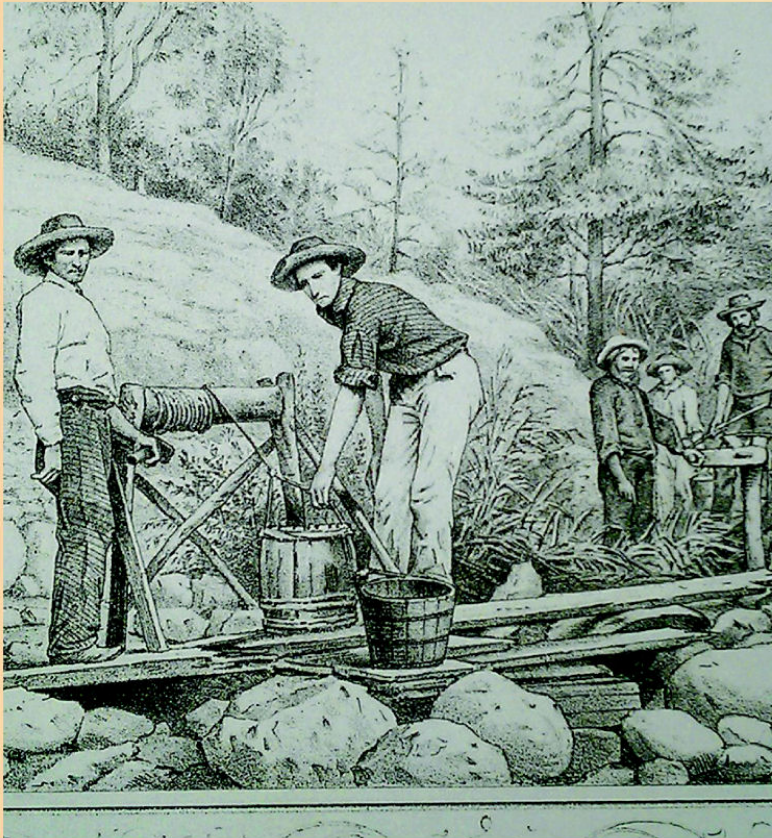
Saturday  
June 29<sup>th</sup>  
10am - 6pm



Sunday  
June 30<sup>th</sup>  
9am - 3pm



**Holiday Inn**  
Express Hotel  
4360 Town Center Bl.,  
El Dorado Hills  
near The Post Office



**Free Evaluation at Show or Your Estate Location**

## Antique Paper from 1840s-1940s

- Manuscripts & Printed CA History
- Mining, Old West, Railroad
- US & World Wide Stamps & Collections
- Post Cards, Pamphlets
- Old Family & Vintage Photos
- And Much More

**Mark Baker (530) 417-1117**

**Mark@GoldRushPaper.com**



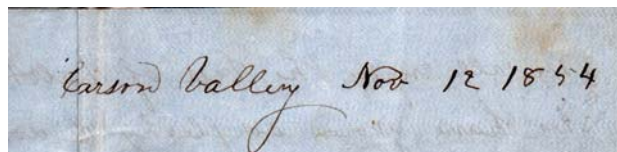
# The Wades of Carson Valley, Nevada, 1854 to 1890

By Gordon L. Nelson, Ph.D.



**Figure 1.** Clarissa Wade folded letter postmarked Placerville Cal (integral “5” rate) November 25 (1854).

What was it like to be one of the first to move your family to the eastern slopes of the Sierras? Why did you come? How did opportunities change over the years? Very few early letters survive from the eastern slopes of the Sierras, particularly which provide insight into family life. Written by one of the few women at the time living in what is now Nevada, the Clarissa Wade letter is virtually unique in that regard. Wagon trains to the west took five months to reach Carson Valley from Indiana, travelling at 20 miles per day, more or less. Carson Valley, just southeast of Lake Tahoe, was on the main road to California. Clarissa’s letter (Figures 1 and 2) is as follows:



**Figure 2.** Dateline from the first page of Clarissa Wade’s three-page folded letter.

“Carson Valley Nov 12 1854

Mr. Bryant Sir. We received your letter written just before you started for Oregon. Lasarus G. Barkley is living with us. He also received your

letter written when you arrived at your brothers. William and Lad wish me to tender you their thanks for your letters and also their apologies for not answering them. They are mining the East-fork of the Carson river. Lad, William, Orville, and Andrew Wade, another brother that has come through this summer are mining in company. They were the first Co. in the river at work. They have done pretty well since they got to work, but, have been unfortunate. They had about \$500 stole out of their house. It was buried safe as they supposed. Wm was at home a week taking care of his crops. An old fella came there pretending to be prospecting but had no tools. He lounged around several days. The boys did not like his looks but they were young and unacquainted with the ways of the world and did not send him off as William would have done. He left very abruptly while the boys were out at work, yet they never thought to look after the money for several days and when they did look behold it was all gone purse and all. All their efforts to find the thief has thus far been unavailing. He was a stranger and probably went directly to Cal. and will not be heard of again. It was hard but they will have to make the



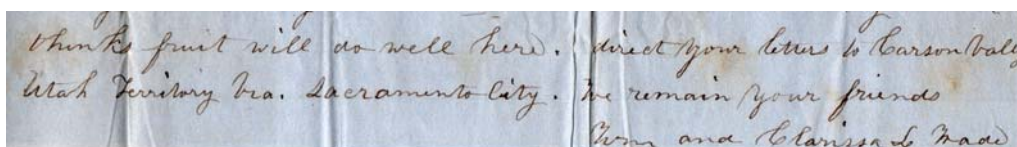
best of it, and be more careful in future. The gold is of a very good quality but very fine and difficult to save. They can make \$6 and 7 per day to the hand, and if they can save it all they can make considerable more. They are trying experiments. They have an extensive claim and are working away.

We all enjoy the best of health and have ever since we came here. We have grown so fleshy we don't look like the same company that started from the states. This is a very healthy place. There has never been a case of the ague on the valley nor any sickness to speak of. Lad came back quite satisfied with old drytown. He thinks it is a good place, far better than he thought it was when he passed through it the first time. He says he would have been much better off if he had staid here at first. We have built a log house just across that brook where we camped and Dewy and Orville built on the same side on the same claim. They have sold out to George Lamb and he lives there now. They are well. Dewy has been keeping trading-post up in Hope Valley this summer in company with a Mr Wm Hanes of Illinois. They done pretty well. They have gone over the mountains. Mr Hanes is going home this winter and Dewy next summer. Carson Valley don't look much as it did when you was here. You recalled where we saw a house being raised, we camped near it at noon. There is four houses on this side now with families in them and a number more have been built in the valley. We raised 200 bushels of wheat of the best quality a good crop of barley and a small patch of corn to try it. It does very well here, better than we expected it would. We are going to get some corn ground. We have a good grist and saw mill built in the valley this summer. The citizens have held a meeting and declared that toll-bridge is void and of none effect from this time out. They are going on to work it and wish the people all to

know that "the big-kanyon is free from toll here after." One of our citizens has found a new pass through the Sierra Nevada mountains by which both summits can be avoided and with a few hundred dollars expended a good waggon road can be made through to Placerville. They are going on in the spring to work the new pass. A new rout has also been found out from Salt Lake to ragtown by which the Humbolt is wholly avoided. It runs south of the old road and strikes through to the sink of Carson river. Col. Reese of the Mormon Station first travelled it guided by Indians. He thinks it is an important discovery. He says it is 300 miles nearer and runs through a valley larger and more beautiful than Salt Lake Valley, supplied with the best of mountain water, excellent grass and no alkali. The Col has gone back with a Co. of men to view out the best place for a road. He thinks it will bring the travel trough this valley another season. William and Lad are going to write to you soon so I thought I would not write but a short letter, but I am getting it so long that I think I shall be entitled to an answer from you unless you think the more of it the worse it is. I have had several letters from my friends in Iowa. They have had considerable sickness and one of my sisters has lost one of her children. They seem to think it is an easier country to get a living in than I am in if they can have their health, but that is the trouble with all those western states. I have no wish to be back there to live again. We have got hogs and fowls growing and begin to look quite like living at home again. Wm has set out a nursery and he thinks fruit will do well here. Direct your letters to Carson Valley Utah Territory via. Sacramento City. We remain your friends,

Wm and Clarissa L. Wade

Lad wishes me to give his best respects to your brother and thank him for his letter."



**Figure 2a.** Last lines from the third and final page of Clarissa Wade's folded letter, noting "Direct your letters to Carson Valley Utah Territory via. Sacramento City. Wm and Clarissa Wade."

It was common in those days for letters to be carried across the Sierras and put into the mails at Placerville, as was the case with this letter. Several items in the letter are otherwise recorded in Nevada history. In Thompson and West <sup>(1)</sup> one finds: "Occasionally citizens from Carson Valley visited Placerville, in California, in those early years, for the purpose of trade, and the editor of the *Mountain Democrat*, Daniel W. Gelwicks, would interview them and publish the results. From the files of that paper it appears that in 1854, Colonel Reese, accompanied by a Sergeant and three men, pioneered a new, farther south, and shorter route, from Salt Lake to Carson Valley, than had heretofore been traveled and the Sergeant proposed to recommend the passage of the United States troops over it that proposed to pass through under Colonel Steptoe."

Lt. Col. Edward J. Steptoe and company in September, with Oliver B. Huntington and John Reese, covered the distance from Salt Lake City to Carson Valley in 27 days and the return in 24. The road was not opened until 1860, when Reese again piloted Capt. Simpson of Johnston's army, with 10 wagons, across the country by this route, afterward adopted as the mail route and a wagon road. <sup>(2)(3)</sup>

In Thompson and West <sup>(1)</sup> one also finds: "Thomas Knott built at Mormon station, for the Reese Company, a grist and saw-mill in 1854, that was not paid for because of the failure of Barnard to return with the money received from the sale of the company's cattle in California. A stationary threshing-machine was added to the mill, that was run with little satisfaction that fall, and then dismantled. Henry Van Sickle, now living in Carson Valley, made the cylinder. To have warranted them in building that mill, there must have been considerable grain raised by farmers along the eastern base of the Sierra Nevada Mountains. A number of new farm locations were made during that year...." The presence of the grist mill reduced flour prices from \$25 per 100 pounds to \$6. <sup>(4)</sup>

### Mormon Station <sup>(20)</sup>

In June, 1850, Hampton Beatie with six companions from Salt Lake set out to establish a trading post in Carson Valley. Beatie sold out in September to Stephen Moore, having had a very profitable summer. They headed back to Salt Lake with more than 100 head of horses obtained from the passing



Figure 3. 1899 photo of Mormon Station with Indians in foreground at right.



emigrants. The traders were attacked by Indians on the Humboldt River, and all the horses and supplies lost.

In Salt Lake, Beatie found employment with John Reese at a general store. Intrigued by Beatie's accounts, the Reese Company with John Reese, Stephen Kinsey and 18 other men set out for Carson Valley in the spring of 1851. They took 10 wagon loads of supplies including flour, eggs, butter, bacon, and seeds. On July 4<sup>th</sup> they arrived at the site of the Beatie house, which had vanished. Reese bought the site from Moore for \$20. To avoid future arguments with the local Indians, Captain Jim and the Washo tribe were given two sacks of flour for the land rights. A mile south of the original Beatie structure Reese built a two story log cabin, which served as a store and hotel. The cabin was 30' x 50', in an "L" shape, forming two sides of a five-sided stockade (Nevada's first permanent building). Ten acres were planted with vegetables and grains. Reese's Station, later renamed Mormon Station, soon had a blacksmith shop, a livery stable, with flour and saw mills nearby. Reese left in 1856. See photos in Figure 3 (prior page) and Figure 4.



**Figure 4. Color postcard of Mormon Station, circa 1910. Mormon Station burned in 1910.**

On January 17, 1854, the Utah Territorial Legislature formally organized Carson County. In 1855 Orson Hyde was appointed by Brigham Young to be judge and community leader, arriving on June 15, 1855. The mountains reminded him of the coastline at Genoa, Italy, where he had been a Mormon missionary. He changed the name of the developing community to Genoa, which he also named county seat. By the spring of 1856, a

community of 60 to 70 families had settled in Carson Valley. The post office at Genoa (Mormon Station) was initially called Carson Valley (December 10, 1852) and then changed Genoa (August 20, 1863). A post office at Cary's Mill at the southwest end of the valley dates from July 1, 1858 (recognized as being in California in 1863).

### **Head of Carson Valley**

In March 1854 Thomas Knott also began building a sawmill for John Cary at the head of Carson Valley. The first plank was sawed on the 26<sup>th</sup> of July—the first lumber produced in western Utah bringing \$100 per 1,000.<sup>(3)</sup>

There is a land claim noted for George Lamb dated October 30<sup>th</sup>. "Land Claim Taken out by George Lamb. Begining at the South west corner of Wm B Thorington and Gibbs Claim Runing East one mile – Thence South 80 rods Thence – Thence West along the improved field of Wade one mile Thence Forti Eight Rods to the place of beginning. Received and recorded This 30<sup>th</sup> day of Oct 1854."<sup>(5)</sup>

The exact location of the Wade log cabin is unknown. In the *Genoa Weekly Courier* of January 10, 1890, the obituary of Clarissa L. Wade was published. "Died. In Woodfords, Alpine Country, Cal., January 2, 1890, Mrs. Clarissa L. Wade, a native of Lansingville, Tompkins county, N. Y., aged 77 years, 9 months and 11 days. Mrs. Wade with her husband, who died several years ago [1877], crossed the plains and settled in Fredericksburg, in Alpine county – then Utah Territory – in 1853, and moved to Woodfords in 1858, where she resided up to the time of her death."

The town of Fredericksburg was not developed until the early 1860's in support of mining activities nearby. Mr. Thorington, generally called "Lucky Bill" came to Carson Valley in 1853, and with Reese and Company constructed a toll road through Woodfords (Old Emigrant) Canyon. In 1854, he brought his family and settled on what was then known as the Fredericksburg Ranch.<sup>(6)</sup> In a famous case, Thorington was hung for harboring a fugitive, i. e., accessory to murder, in 1858.<sup>(7)</sup>

Whether the Wade log cabin was in what is presently Nevada, or California, the Wades participated actively in the life of Carson Valley. June 12, 1856, W. B. Wade was called as a juror in the trespass case of Jonathan Reese, versus E. H. Knott, R. D. Sides, Bolin Abernathie, J. M. Baldwin and others. W. B. Thorington was rejected for the jury. Orson Hyde was the judge.<sup>(7)</sup>

In December 1856/January 1857, W. B. Wade participated in one of the most famous Snowshoe Thompson stories, that of the rescue of James Sisson. Sisson had been caught in a snow storm and had made it to a deserted cabin in Lake Valley. Thompson found him at the cabin after twelve days, barely existing on raw flour. Sisson's boots were frozen to his feet and both legs were purple to the knees. Thompson returned to Carson Valley on skis recruiting five men (among them W. B. Wade, Harris and Jacobs). Various accounts have the rescue team recruited at Genoa or at Woodfords. Nevertheless, Thompson fabricated skis for the rescuers. It took them two days to get Sisson to Genoa. Thompson then traveled over the Sierras again to Sacramento to get chloroform. The long delayed amputations were performed and Sisson survived the ordeal.<sup>(8)(9)(10)</sup>

Again in Thompson and West:<sup>(1)</sup> "Two men, one named Steward and the other Larkin, were mining upon the east fork of the Carson River in the fall of 1857. In the month of November, Larkin was found murdered in the cabin occupied by both, and Steward was nowhere to be found. At first it was supposed that Larkin had been killed by Steward, who had fled the country. But later, when the circumstances were all taken into consideration, people entertained the settled conviction that both men were murdered by someone unknown. Larkin that summer had arrived in the valley with an emigrant train bound for California, but falling in with some relatives who had settled near Genoa, he was by then acquainted with Steward, and thus became his mining partner. Larkin had no money at the time he began to work with Steward, while the latter had some \$1000 in his possession and \$800 deposited with Mr. Wade, who lived in the valley. Steward has never since been heard of, and it is probable that he was killed and his body so disposed of as to induce the belief that he killed his partner

and fled." It is interesting to note that Andrew Jackson Larkin (born 1835), William B. Wade's nephew, is noted in the family bible as having been murdered in the "Gold Rush of California," no date.

### Carson Valley in 1853-1854

What was Carson Valley like when the Wades arrived in 1853? Written in the journal of another emigrant from Indiana, William Richard Brown,<sup>(11)</sup>

*"Monday, September 19, 1853. We rolled out early, we traveled up the valley near the foot of the mountains, passed Mormon station. Fine tall pines on the mountain sides. We camped near a small branch. Grass good, pine for fuel, weather clear and cool. Distance traveled 15 miles. Tuesday, September 20, 1853. We traveled up the west fork of the river, the valley gets narrow. We left it and ascended a raise or ridge, traveled some distance and again came into the valley. We traveled up the river to the mouth of the canyon that runs through the Sierra Nevada mountains and camped. Grass scarce, mountains all around us. Weather pleasant. Distance traveled 10 miles. Wednesday, September 21, 1853. We started early and passed up the canyon, which was very rocky beyond description. We crossed the river 3 times on bridges for which we paid \$1.50 per wagon...."*

Wagon travel through Carson Valley was substantial. "James B Ellis of Gold Canon, took notes in 1854, up to July 1<sup>st</sup>, of the arrivals at that point of California-bound emigrants, with the following results: 213 wagons, 360 horses and mules, 7528 cattle, and 7150 sheep."<sup>(1)</sup>

The James S. Shepherd journal<sup>(12)</sup> describes the Carson Valley on August 9<sup>th</sup>, 1850 as follows:

*"We walked seven miles and came to Mormon Station, beautifully situated in a grove of immense pines. Here we made a good fire and cooked breakfast, rested awhile, and then moved along. The road continues along the foot of the mountain. About two miles further*



*on there is a quantity of Hot Springs, immediately on the left of the road, or in fact, coming out of the road itself. There is all of the way to-day, a broad and beautiful valley, well supplied with grass of all kinds – by far the best we have seen. The road too, is good for wagons – and beautiful mountain creeks, with water cold as ice and clear as crystal, occurring every now and then. The mountain side is covered to the very top with very large and stately pine timber, altogether, having a very fine appearance. After a walk of fourteen miles, we rested under the welcome shade of an immense pine, with a cotton-wood grove close by on the left, and a delicious stream of water, gently meandering through it, and regaled ourselves with a cup of excellent coffee. Snow frequently occurs on the tops of the mountains, although the heat is really oppressive immediately below. There is some of the finest scenery here to be witnessed that has occurred on our whole route, and the best of all our long and toilsome journey is fast drawing to a close. The first settlement being within about one hundred miles of us. After our rest, we proceeded, and in about nine miles the valley abruptly terminates by a mountain range, and the river comes boiling and leaping out of a large canyon or gap, hewn through the mountain by some violent convulsion of old Dame Nature. We encamped at the mouth, having made, in all thirty miles.”*

Carson Valley was a welcome sight after a five-month journey. Even if that was not their original destination, it would have been inviting for a family to stop after an arduous expedition.

H. S. Beatie <sup>(13)</sup> in his reminiscences of early Nevada noted that in 1853, “I found houses built extending through the whole length of Carson valley – frame houses, blacksmith shop and a mill had gone up. There were no mines in the country then unless there were some in the hills that were not known. Farming and stock raising was the principle trade. The Indians that came in were friendly disposed and would help to get in the harvest &c. Produce was sold to the emigrants still. There were about a dozen houses in the valley at that time. No house

anywhere else.” The Washo(e)s were the prime Native Americans in the immediate area, and provided the name for the mining region – “off to Washoe.” Paiutes were also nearby. Washoe means “person”, or more recently “people,” in the Washoe language. See Figures 5 through 7.



**Figure 5. Photo of a Washo or Paiute Indian taken by Sutterley Brothers Photographers at Virginia NT, circa 1864.**



**Figure 6. “Poker Charlie,” Washo Indian taken in 1906.**





Figure 7. Washo mother and child circa 1900.

## Who Were the Wades?

Who were the Wades? Where did they come from? What skills did they have to be pioneers in the early days of Carson Valley? Clarissa (Reves/Reeves) Wade was born in Lansingville, N.Y., March 22, 1812, if the obituary notice is correct. William Bettis Wade, Jr. was born in Alexander Township, Athens County, Ohio, September 12, 1819. They were married in Kosciusko County, Indiana, March (17) 20, 1842.

Much more is known about William than Clarissa. A Wade family bible page giving William's brothers and sisters is shown in Figure 8. William, Sr., served for 60 days in the War of 1812 as a volunteer in Captain John B. Yates' Independent Company of Flying Artillery under General Hampton. The tour of service was in upstate New York and Lower Canada. He joined at Schenectady, New York, in September 1813 and was discharged in December. William, Sr., was married to Susan McWade in August 1814 in Ballston Spa, Saratoga County, New York.

Shortly after their marriage they moved to Alexander Township, Athens County, Ohio. William, Jr., was one of 13 brothers and sisters, ten of whom lived to maturity. In 1830, the family moved to Dublin Township, Mercer County, Ohio. Mercer County was created only ten years before in 1820. Living there for five years, they then moved to Plain Township, Kosciusko County, Indiana. Kosciusko County was part of Elkhart County and was called Turkey Creek Township until 1833, when the Indians ceded the territory to the United States. The county boundaries were established in 1835 and the county officially organized in 1836. Stands of walnut, hickory, maple, and oak trees covered most of the southern part of the county. The northern sections were mostly prairie.<sup>(14)</sup> The county is mostly gently undulating. About two-thirds of the county was covered with timber and had rich soil. One-half of the balance was described

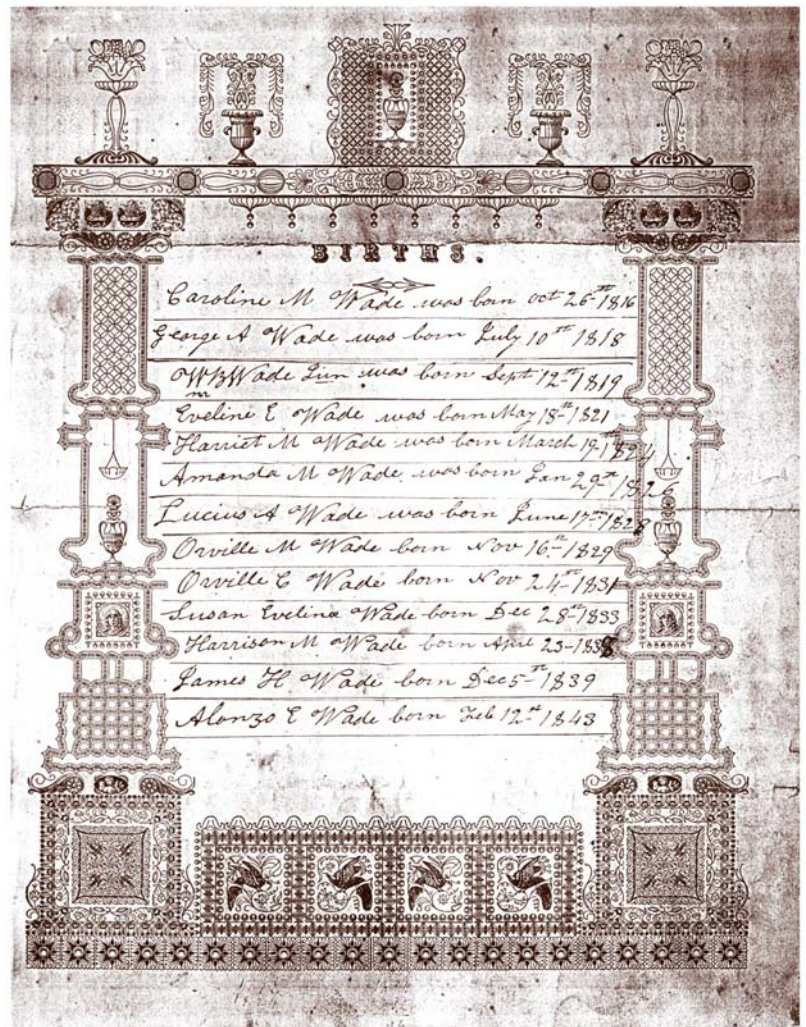


Figure 8. Wade Family Bible page showing William Wade's brothers and sisters.



as “oak openings, without underbrush, easily cleared, and perhaps half of it good for wheat, with the remainder less productive. The remaining one-sixth is dry and wet prairie, of which the Turkey Creek prairie, comprising an area of ten sections, is among the most fertile and beautiful in the state.”<sup>(15)</sup> There was substantial development in the late 1830s and 40s. Plain Township is located just north of Warsaw (platted in 1836) in the north central part of the county. The Wades joined the settlement between Big and Little Turkey Creek in 1835. William Sr., pre-empted land in the southwest quarter of section 10 of Plain Township in 1839. The county population was 4,170 in 1840 and by the latter part of the decade was over 11,000.<sup>(15)</sup> As a teenager William, Jr., was thus clearly exposed to the skills of pioneer development. The 1840 Kosciusko County census has 10 persons in the Wade family listed, with four working in agriculture.

William, Jr., married Clarissa in 1842. How they met is unknown. There were no Reves/Reeves in Kosciusko County in 1840 or 1850. A son, James R. Wade, was born to William, Jr., and Clarissa in 1844. On the 1844 assessment roll for Kosciusko County, William, Jr., is listed in Tippecanoe Township. The latter township is just east of Plain Township. On April 4, 1846 some 20 acres in Section 24 belonging to William, Jr., were sold at public auction to satisfy a debt to Thomas Kirkpatrick. In 1849, the Wades acquired 70 acres in Section 23. The 1850 census taken on September 6, 1850, has Wm. B. (age 33), Clarissa (age 34, note the discrepancy in her age from that in the obituary), and James K. (age 6). He is listed as a farmer with real estate of a value of \$500. On July 8, 1852, they sold their holdings in Sections 23 and 24 to Mathias Yager for five hundred dollars. In 1853 it was off to the west.

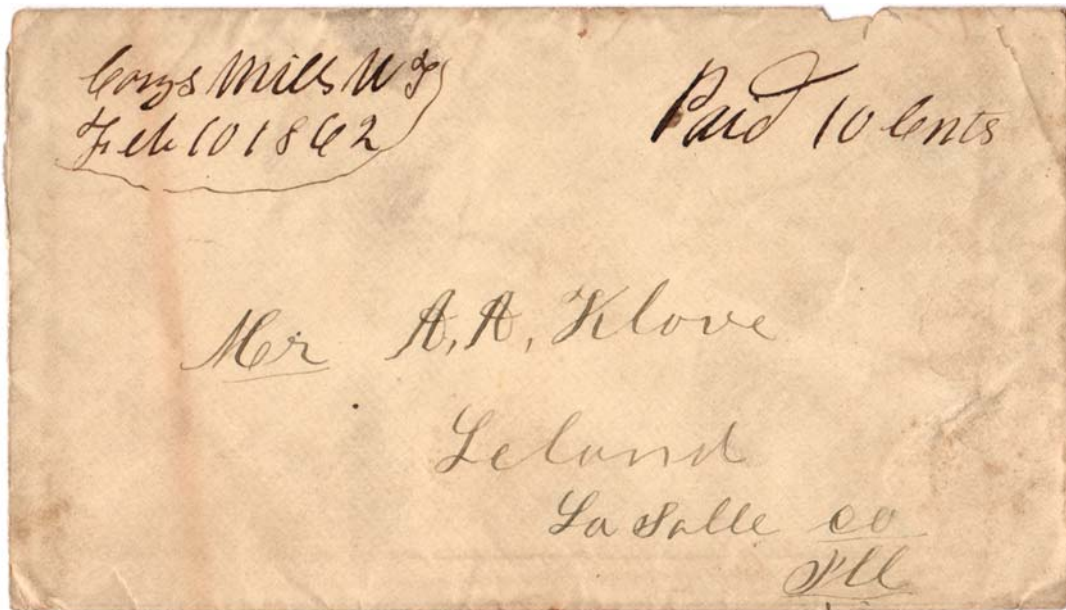
The Wades' first years in Carson Valley have been discussed above. Clarissa's obituary notes that they moved to Cary's Mills (now Woodfords, and in Alpine County, California) in 1858. One can only speculate why they moved from their original cabin: the turmoil caused by the return of Mormon settlers to Salt Lake on Brigham Young's order of September 15, 1857, issues of water, Indians, or

simply a better opportunity. Clearly, however, the situation after the departure of the Mormons was chaotic.

Some 60-70 Mormon families arrived at the eastern slope to bolster Mormon numbers in the summer of 1856. As concerns about federal action in Utah grew in the spring and summer of 1857, Mormons of Carson Valley gathered 2700 pounds of church ammunition, a great deal of private ammunition, and a large amount of arms to be sent to Salt Lake City, plus \$500 worth of arms purchased in San Francisco. Mormon settlers were finally ordered by Brigham Young to return to Salt Lake City in church meetings on September 2<sup>nd</sup>. Some 123 wagons with 450 Mormon settlers headed east on September 26<sup>th</sup>, settlers having received less than \$50,000 collectively for their extensive property. Their departure left Carson Valley with a population of about 200.<sup>(16)(17)</sup> Clearly, the situation in Carson Valley after their departure was unsettled.

Remaining citizens met in December 1858, at the Clear Creek Ranch and rejected attempts by the Utah Territory authorities to reorganize Carson County. They resolved that “a committee of ten be appointed to wait on S. A. Kinsey [the new deputy recorder] and require him to transfer all papers of the citizens in the Recorder's office into their possession, and retain them until they can be placed in possession of some competent person to take charge of them, after taking suitable security from said person for the faithful discharge of his duties as Recorder, and also for the transfer of all records and papers in his possession to his successor, upon his election and qualification.” The committee of ten consisted of L. B. Abernathy, Samuel Tyler, Richard Sides, William Wade, William M. Ormsby, Walter Cosser, D. H. Barber, Theodore Winters, Mark Stebbins, and Samuel Swager. William Wade was part of a select group. This was reported in the *Salt Lake Valley Tan* for January 11, 1859.<sup>(4)</sup>

At Cary's Mills, what is now Woodfords, Daniel Woodford opened his “Sign of the Elephant Hotel” in 1849.<sup>(3)</sup> Daniel Woodford was elected constable of Carson County in 1853. The 1860 Utah Territory census for Carson Valley has the Wades listed only a few lines from Daniel Woodford and family:



**Figure 9. Cary's Mills Feb 10 1862, manuscript cancellation cover. Cary's Mills Utah Territory/Nevada Territory post office opened 1 July 1858. It was recognized as being in Amador County, California, 28 December 1863, and then into Alpine County on its creation 16 March 1864. The name was changed to Woodfords 1 April 1869. The Woodfords post office closed 31 August 1914. For the period 1858 to 1864 only one cover is known, the one shown here.**

William B. Wade, 41, Clarissa Wade, 36, and James Wade 16. Clarissa is now younger than William. In September, 1861, half interest in a lot, corral, and stable is purchased by Wade on the west side of Main Street for \$1600, probably in Gold Hill. <sup>(4)</sup> In the 1862 census, W. B. Wade, 43, Claracy Wade, 40, and J. R. Wade, 18 are still listed at Woodfords. The 1863 *Second Directory of Nevada Territory* lists "Wm. Wade (Wade & Schetter) res Mill, West Fork Carson River." See Figure 9 for a unique Cary's Mills cover.

By 1860, Woodfords had become an important trading post and station where freight from Woodfords Canyon was reloaded from sleigh or wagon for delivery to Genoa or the Comstock. For five weeks, from April 3, 1860, Woodfords was a temporary station on the Pony Express until the Kingsbury Grade was available. Later, a telegraph line ran to the village, which consisted of a toll station, mill, saloon, blacksmith shop and wagon yard, a large hotel, unofficial post office, and several residences. Travelers always stopped at the Woodford station house. Billboards as far east as Ragtown urged travelers to "stop at the sign of the elephant." Nearby ranches grew hay, wheat, and

cereals. By the late 1860s, Woodfords had become a resort including a dancehall with a spring floor. <sup>(18)</sup>

With the enactment of the Homestead Act in 1862, Clarissa filed on 160 acres of land including a house purchased from John Cary of Cary's Mills. <sup>(6)</sup> A woman filing was unusual. The property is just east of the present Woodfords intersection and is shown on the 1864 map of the Silver Mountain Mining District, Figure 10. <sup>(6)</sup> The house had been started by



**Figure 10. 1864 map of the Silver Mountain Mining District in northern Alpine County showing the Wade site in the upper center.**





**Figure 11. Wade House at Cary's Mills/Woodfords. This was the oldest house in southern Carson Valley.**

Cary in 1852. He completed the main portion of the house in 1853. The house was the oldest in southern Carson Valley, Figure 11. <sup>(6)</sup> Many of the boards used were 18 to 24 inches in width, the product of the sawmill Thomas Knott built for Cary in 1853, the first in western Utah Territory. The *Pacific Coast Business Directory for 1867* lists William B. Wade as postmaster and lumber dealer and O. C. Wade, William's brother, as hotel proprietor.

In the 1864 Assessment Roll of the new Alpine County of California, with Woodfords now firmly in California, Wade and Schetter are listed as owning a tract of timber land and sawmill, with other improvements, known as Wades Mill, with a value of \$1000 and taxes of \$32.50. In the 1865 Assessment Roll it is listed that W. B. Wade owned 40 acres east of the Wade and Schetter Ranch worth \$1000, with six cows, six stock cattle, four calves, and two horses, taxes \$50.40. Wade and Schetter owned 320 acres, a dwelling, a sawmill, and other improvements adjoining the Woodford Ranch worth \$2000, plus a lot (#4 block 14) in Markleeville valued at \$100, taxes \$73.50. In 1867, W. B. Wade owned the Wade and Schetter Ranch of 160 acres, bounded on the west by Nyes Ranch, on the north by the homestead of W. B. Wade, on the east by vacant lands and on the south by Scotts Ranch. There was a house, a sawmill, and other improvements, with four cows, three calves, two horses, four hogs, and one male dog, all with a value of

\$1000. Also owned were 40 acres of Cary's Mills. In addition lot 4 block 14 in Markleeville was owned, now with a value of only \$50.

As printed in Thompson and West, <sup>(1)</sup> in the *Douglas County Banner*, November 29, 1865, was found the following notice – "A surveying party composed of R. W. Norris, Civil Engineer, and others passed through Genoa last week engaged in surveying the route for a flume from Cary's Mill (better known as Wade's Mill), on the West Carson River, in Alpine County, California, to Empire City. From Colonel Norris we learned that the distance from the initial point to the terminus is thirty-two and a half miles; that the fall in that distance is 976 feet; the estimated cost, \$150,000. Governor H. G. Blasdel, J. W. Haynes, J. F. Schulner, are named as interested parties." That ambitious project was not undertaken, but it shows the continuing importance of the southwest end of the Carson Valley and William B. Wade.

The major post office in Carson Valley was Carson Valley/Genoa. Over the first 23 years of existence there were seven periods of postmarks, <sup>(19)</sup> as detailed in Table I at the top of the following page, and illustrated in Figures 12 through 21 on the pages that follow. Express companies were also in evidence, Wells Fargo being the most prominent. Figures 22-23, several pages ahead, show a couple such covers.

<b>Table I - Carson Valley/Genoa Postmarks <sup>(19)</sup></b>				
<b>Post Office Name</b>	<b>Postmark Type</b>	<b>Earliest</b>	<b>Latest</b>	<b>Illustration</b>
Carson Valley	Manuscript	Jul 23, 1852	Oct 15, 1857*	Figure 12
Carson Valley	CDS-31 (mm)	Dec 24, 1857	Aug 11, 1859	Figure 13
Carson Valley	Manuscript "CV"	Nov 4, 1861	Nov 22, 1862*	Figures 14-15
Carson Valley	CDS-26 (mm)	Aug 17, 1863*	Aug 27, 1863	Figure 16
Genoa	Manuscript	Oct 6, 1863	Nov 1, 1863*	Figure 17
Genoa	CDS-26 (mm)	Aug 29, 1864*	Nov 13, 1865	Figure 18
Genoa	Manuscript	Jan 4, 1867*	May 21, 1875*	Figures 19-21

\* Denotes that this earliest or latest cover is illustrated in this article

With the development of the Comstock Lode in the early 1860s, the demand for cordwood and lumber was insatiable. After the discovery, one mill after another sprung up along the eastern slopes of the Sierras. By 1861, mill owners were after the big timber on the heights of the watershed. In 1863 a single mill was turning out five million board feet annually from giant logs rafted down the East Fork of the Carson River.<sup>(10)</sup> William Wade was an active lumber dealer as evidenced by his ownership of Cary's (Wade's) Mill and, by a large, messy, and convoluted legal case, that of the Pocket Mill and Pocket Timber Tract. The story also shows the investment techniques at play in the mid-1860s. On October 1, 1863, William Wade formed a partnership with Fred Schetter, George P. Murphy, and John Murphy for the Pocket Mill Company and Pocket Mill Timber Tract, a timber manufacturing company. The Company possessed 600 acres of land 3 ½ miles south of Cary's Mill on the west side of the road between Woodfords and Markleeville. They developed the property with a steam sawmill, a planning machine, dwelling house, outhouse, corrals, stables, blacksmith shop, etc. John Murphy was superintendent. Their expenditure was upwards of \$12,000. The figure today would be perhaps 100 times that amount. George Murphy noted in a deposition that the partners each paid an equal portion for the capital needed to erect the mill, in the taking of the timber land, and in the improvements, with each partner getting equal proceeds. Machinery was purchased from the Sedleys for \$7,000, half on delivery and half in six months. George and John Murphy paid \$1750. Wade and Schetter paid \$1250 and a note for \$500 to J.

Sedley. Later Wade and Schetter gave A. Sedley a note for \$3500 for the second payment. J Sedley sold the first \$500 note to Wilson. Wilson presented the note for payment in the summer of 1865. When the note went unpaid, Wilson obtained an attachment on Wade and Schetter's half interest in the mill. That interest was sold to Wilson for \$6-800, for redemption by May 1866. Over several years A. S. Murphy, John's brother, advanced George Murphy \$1200, receiving a note for that amount in September, 1865. By January 10, 1866, another \$900 was advanced with a note issued in that amount. Given the complicated financial arrangements, on October 7, 1865, Wade, Schetter, and George Murphy sold their interests to John Murphy for \$50.00 and \$800 in lumber, including any "claim and demand whatsoever as well in loss as in equity." The value of the property at the time was said to be \$15,000. In dissolving the partnership they each were to receive the money they had put into the concern minus what money they had drawn out in lumber. Wade and Schetter had \$600 coming. John Murphy agreed to pay them \$1000 plus assume the Wade and Schetter debts. John Murphy was to take up the Wade and Schetter note to A. Sedley for \$3500 with a note of his own. George Murphy was to receive \$1000 plus \$600 for recent work in logging for a total of \$1600. A transfer was made to A. S. Murphy on January 10, 1866, cancelling the above note for \$1200 and \$400 for the \$900 note held by him against George Murphy.

At the time, as one might assume from the above, the partnership was also indebted to various parties





Figure 12. Figure shows a cover with an Oct 15, 1857 manuscript cancellation. This is the latest cover known from the first cancellation period.



Figure 13. Carson Valley CDS-31 (mm) dated Mar 28 1858. A number of covers exist from the Pardon Brown correspondence. This cover is from the second postmark period.



Figure 14. For the third period a “CV” for Carson Valley is used as the manuscript postmark. Shown here is an Aug 23, 1862 postmark.



Figure 15. For the third period a patriotic cover is shown with a Nov 22, 1862 manuscript cancellation, which is the latest postmark known of this period.



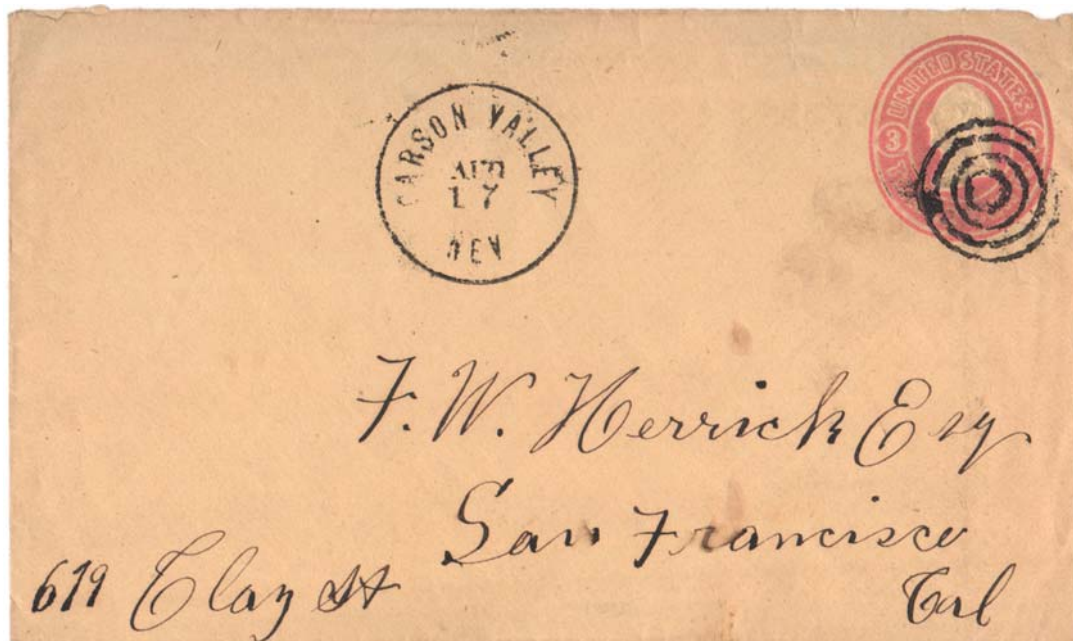


Figure 16. The 4<sup>th</sup> postmark period for Carson Valley a CDS-26 (mm) is used. The example shown here is 17 August 1863 and is the earliest known.



Figure 17. With the 5<sup>th</sup> postmark period the name of the post office is now Genoa (pronounced in Nevada as Gen-O-a). A Nov 1, 1863 manuscript cancellation is shown here, the latest known.



Figure 18. For the 6<sup>th</sup> postmark period a CDS-26 (mm) dated 29 August 1864 used as a receiving/forwarding mark is shown on this cover, the earliest known.



Figure 19. For the 7<sup>th</sup> postmark period manuscript cancellations are used. The earliest known is the January 4, 1867 cancellation shown here.





Figure 20. A Genoa overall advertising cover with an April 28, 1873 manuscript cancellation is shown.

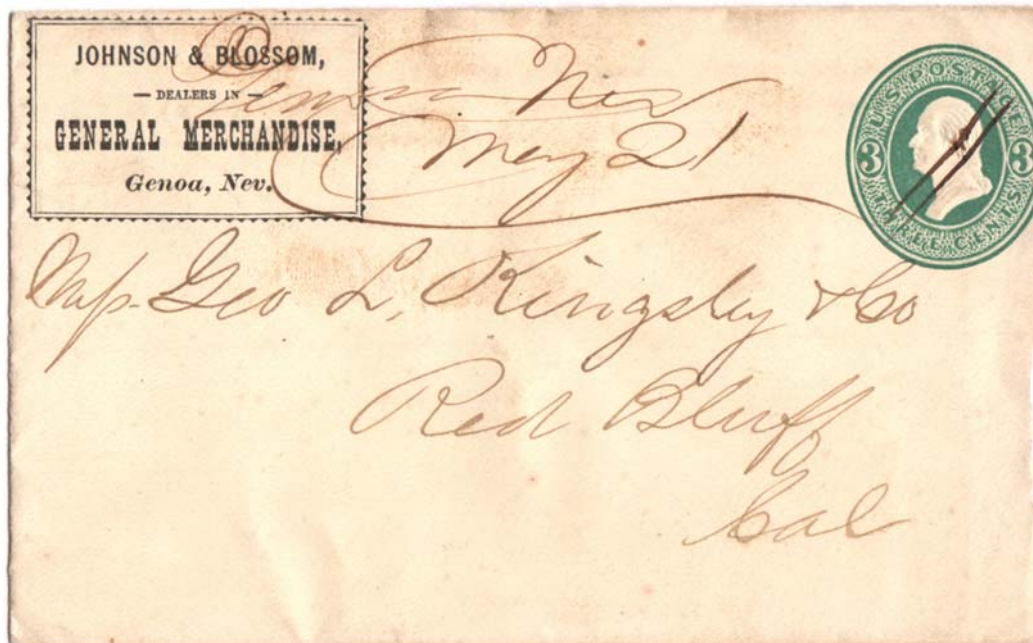


Figure 21. An advertising corner card cover manuscript cancelled May 21 (1875) is shown. Contents confirm the 1875 date. This is the latest postmark known for the period.

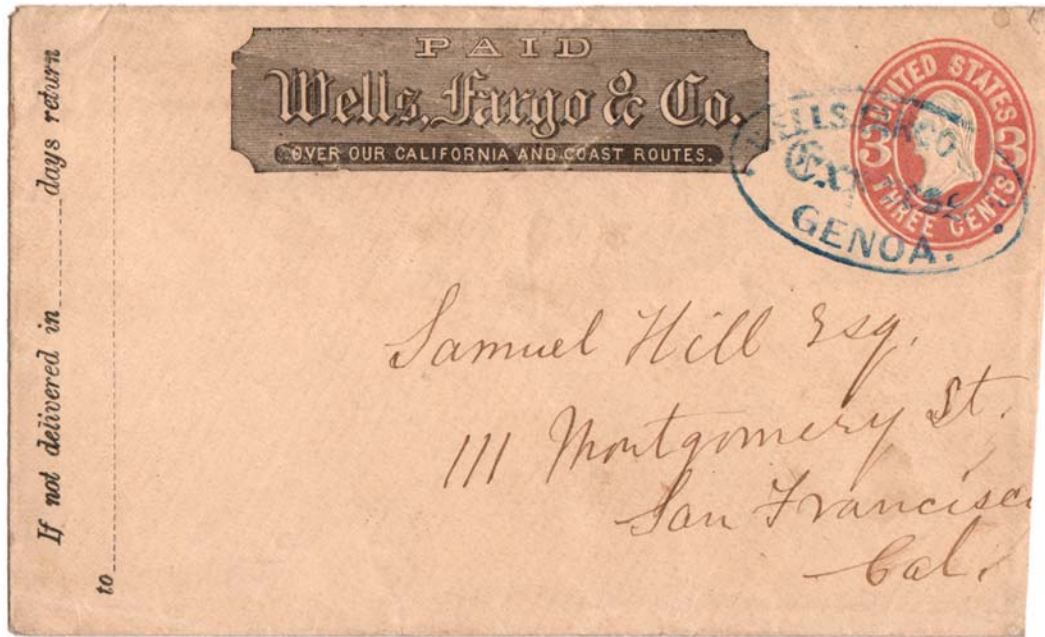


Figure 22. Wells Fargo cover with Genoa hand stamp.

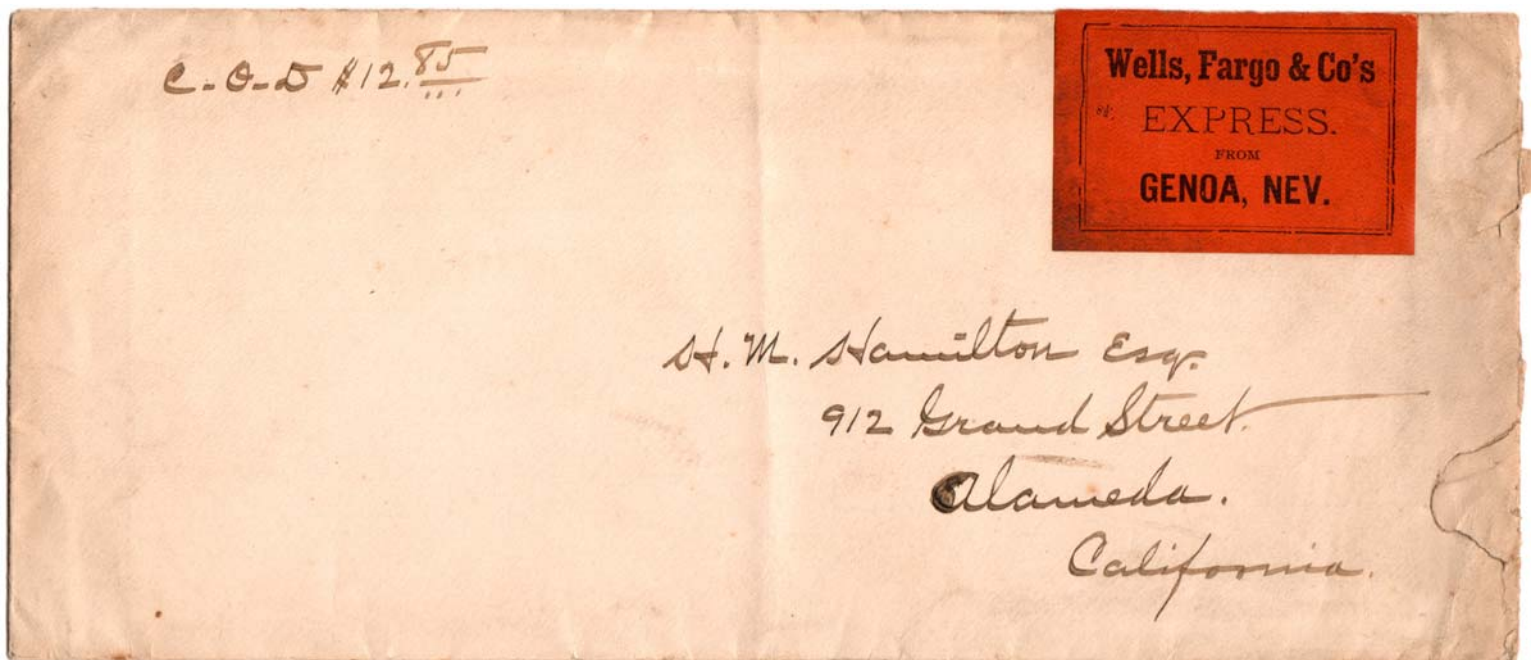


Figure 23. Wells Fargo cover is shown with a Genoa Wells Fargo label. Such labels were used for valuable contents. (cover shown reduced in size to fit horizontally on page)



for work and labor, materials, goods, and merchandise necessary for carrying out their business, debts upwards of \$6,000. While it was claimed that John Murphy paid off some \$4000 of said debts, not all debts were satisfied. For example, on June 23, 1865, John Murphy as superintendent had signed a note to Wangenheim and Blum for \$263 at 2 percent interest per month due in 97 days thereafter "in gold coin." Not having been paid, Wangenheim and Blum sued on January 30, 1866, for that amount plus \$37.88 interest, with Charles P. Goff as attorney. A judgment in the amount of \$305.00 plus \$102.50 costs, and \$125 in execution and filing was issued on March 21, 1866, with interest at 2 percent per month. A \$263 debt became twice that amount and escalated rapidly at 2 percent per month.

On January 17, 1866, John Murphy sold A. S. Murphy 185,000 board feet of lumber, all tools, movable machinery, and furniture at the Pocket Mill for a \$1893 note due the latter, plus \$100 in gold coin. On January 20, 1866, John Murphy executed a deed for the property to A.S. Murphy, a deed executed in Genoa. John Murphy then went over the mountains to California. On February 1, 1866, Schetter, Wade, and George Murphy filed suit against John Murphy and A. S. Murphy, with Charles P. Goff as attorney, requesting an injunction to stop conveyance of the property, the appointment of a receiver to manage the property, and permission to appropriately dispose of the lumber manufactured, claiming that the January 20 deed was fraudulent, and executed for the purposes of avoiding the remaining debts. The papers were served on John Murphy in Marysville, California, on March 2, 1866. Henry Eno, County Judge of Alpine County, California, issued a temporary injunction to February 19. Attorneys for A. S. Murphy responded February 9. On February 19 Judge Eno in Chambers in Silver Mountain, California, made the injunction permanent, with S. W. Griffith as receiver. While the injunction was dissolved on October 17, 1867, the case and related cases continued for some time. William B. Wade sued E. Doud in Henry Eno's court in August 1868, for \$197.66 for "horse hire, merchandise, money loaned, and lumber sold and delivered." Doud's defense related to payment for the legal services of Charles P. Goff in the Pocket Mill matter. Wade in

a deposition said that the Pocket Mill case was brought by Fred Schetter without his knowledge or consent, and that Schetter was responsible for any remaining legal fees, that Charles Goff was only to file the complaint and was paid \$75 by Schetter for that purpose. On October 20 Wade received a judgment against Doud for \$144.26 with interest at 7 Percent, plus costs of \$67.60. The sheriff collected \$232.69 on November 2. And we think Americans are litigious today or that cases take a long time now. In reading the court documents, the Pocket Mill case proceedings could be right out of the 21<sup>st</sup> century.

That Wade also had other investments and investment troubles is shown by a January 1867 suit in Alpine County, California, against W. B. Wade, F. L. Jones, F. R. Lowell, and P. H. Cooty for back taxes for 1865 and 1866 for a quartz mill (Pioneer Mill Company) near Markleeville, California, in the amount of \$869.60 for 1865 alone (\$700 plus \$168.70 costs and \$0.90 accruing costs).

In later years, William B. Wade gave up the timber business and focused his life on farming. He died on April 15, 1877, at the age of 57. Before his death he had been in very good health. His son James had been suffering from erysipelas, an acute disease caused by streptococcus pyogenes. On April 6<sup>th</sup>, William, on returning from work with an abrasion on his wrist, applied a wash from a feather used in treatment of his son; and William became infected with the disease. A week later he was brought to Walley's Hot Springs and Dr. Smith called to render treatment. Three doctor's visits with medication on the 13<sup>th</sup>, 14<sup>th</sup>, and 15<sup>th</sup> were \$10 each. In those days, before antibiotics, it was a terrible and painful as well as potentially fatal disease. Clearly, medicine in the 1870s and today are different. Coffin and burial cost \$10.

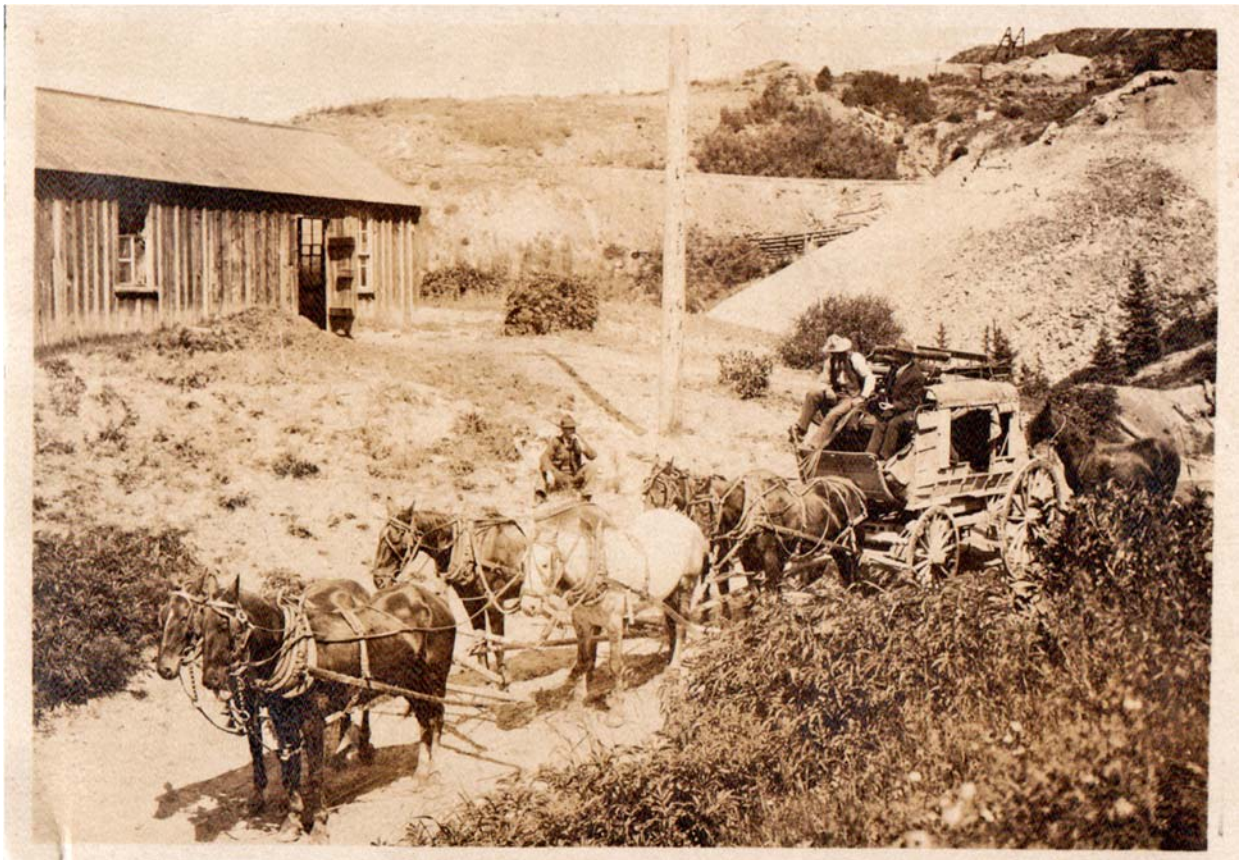
At probate, William's estate consisted of about \$669 in personal property and \$2000 (assessment \$1250) in real estate. At the time of William's death, O. C. Wade, his brother, was Justice of the Peace of the 4<sup>th</sup> Township (Woodfords). Brother James H. Wade was in residence as was E. A. Wade. William's will gave a calf to Carrie Wade and a horse called "Buckskin" to her husband E. A. Wade. The real estate remained at Woodfords (N.W. ¼ of the N.W.

¼ of Section 35, N.E. ¼ of N. W ¼ and N.W. ¼ of N.E ¼ of Section 35, S.E. ¼ of S.W.1/4 and S.W. ¼ of S.E ¼ Section 26 Township No. 11 N Ramp 19 East). This included land on both sides of the Carson River north and east of Woodfords and a ditch on the north side. The furniture was valued by appraisers at \$50, a wagon and buggy at \$80, two horses at \$75, seven cows at \$275, six head of stock cattle at \$100, seven calves at \$35, and two hogs at \$5. The county tax collector had a slightly different view: two wagons at \$100, three harnesses at \$25, farming utensils at \$8, two horses at \$80, one colt at \$20, five cows at \$150, six calves at \$60, 14 stock cattle at \$280, sewing machine at \$50, male dog at \$1, and furniture at \$50. Taxes for 1876 and 1877 were \$60.70 and costs against a \$2073 total assessment. In August 1880, personal property was sold to pay claimants including seven calves at \$39 and seven beef cattle at \$198.48 and a buggy. Final settlement of the estate did not occur until September 10, 1881, despite William Wade's death in 1877.

A claim by W. P. Merrill's store at Woodfords provides insight into prices charged at the time. In an era long before supermarkets, the Wades had a long-standing running account with prices as follows: sack of flour \$3, sack of salt 50 cents, three lbs. of coffee \$1, one lb. of tea 75 cents, six lbs. of sugar \$1, seven lbs. of bacon \$1.54, 14 lbs. of pork \$3.08, 10 lbs. of ham \$2.25, bottle of mustard 25 cents, bottle of brandy 50 cents, white shirt \$2.25, pair of patent overalls \$3, 12 yards of calico \$1, pick and handle \$2.50, five lbs. of nails 50 cents.

A claim by Harriet Walley gives insight into prices at Walley's Hot Springs. Son James Wade spent 29 days there in 1874 at \$72.50 and \$27.50 for 11 days in 1877. Normal board and bath was \$1. Lunch was 55 cents, night lunch was \$1.

Giving a sense of the country of the period, a Genoa to Carson City stage is shown in Figure 24.



**Figure 24.** To give a visualization of the country this figure shows a stage coach on its way from Genoa to Carson City, circa 1910.



Clarissa continued to live at the Wade Ranch for the next decade. She died on January 2, 1890, after a long illness. Her son James was not able to care for her so W.P. Merrill was appointed as guardian in May, 1889. In order to pay the costs of care, the court ordered the remaining property to be sold (now 146 acres) at a public sale on July 29, 1889. The ranch was purchased by J. B. Scott for \$1650. At settlement her assets totaled \$1701.85.

When Clarissa died, the area had experienced a set of severe snow storms. Snow was four feet deep at Woodfords and five feet at Genoa. While a road was opened as far as Fredericksburg, teams could go no further. Until a casket could be transported from Genoa, Clarissa's body was put in a box and buried in five or six feet of snow. She was not buried in Genoa beside William until February 9<sup>th</sup>.

### **Other Wades in Carson Valley**

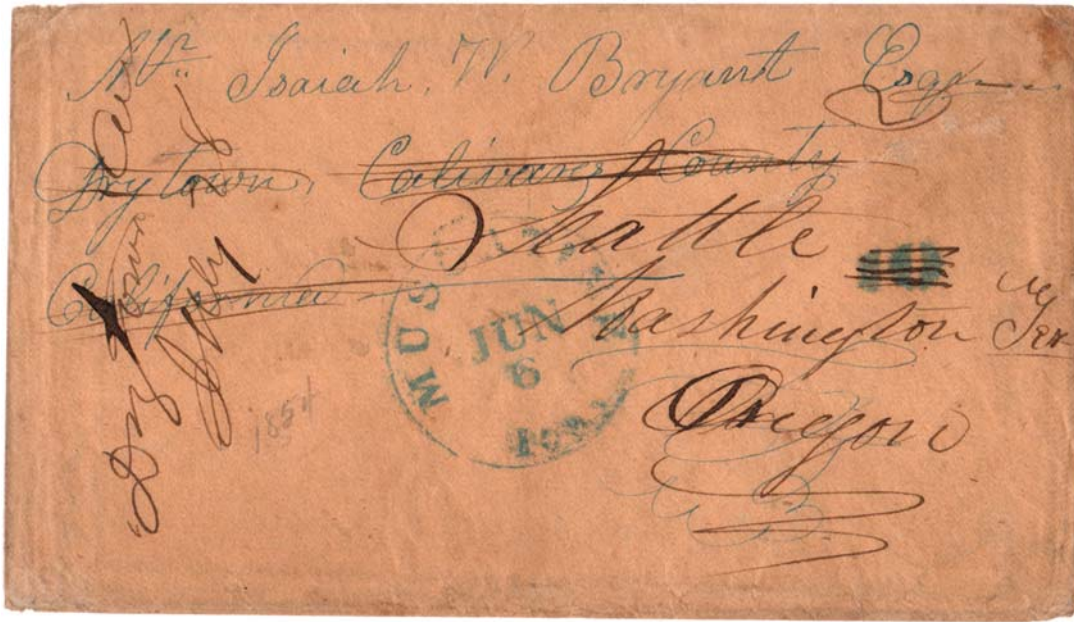
Clarissa's 1854 letter mentions William's brothers Andrew and Orville. Also mentioned are Lad and Dewy. It is not clear who the latter were. The letter does not mention son James who would have been 10 years old at the time. Over the years, many members of the Wade family made it to Carson Valley. Orville C. Wade, who was there in 1854, was back in Indiana in 1860. He married Julia Ann French on October 20, 1860, in Hamilton County, Illinois. After several years in Illinois they moved to Carson Valley. Two children, Ida and James, were born in Illinois, with William H. and Charles E. born in Carson Valley. In the 1870 census, Orville is listed as a farmer near Genoa. He was at Woodfords in 1867 and 1877 (Justice of the Peace). After some 15 years in Carson Valley, before 1880, they moved to Grants Pass, Oregon, where William and Orville's sister Caroline (Jaques) and her family lived.

Andrew was a widower when he visited Carson Valley in 1854. Andrew returned to Indiana. He married Almira May Howard on September 26, 1858, in Berrien County, Michigan. They had two sons, William H. and James D., in addition to daughter Lillie A. from her previous marriage. Andrew served in Company H of the 129<sup>th</sup> Indiana Regiment-Infantry Volunteers in the Civil War, as

did many of the Wade family. The 129<sup>th</sup> marched against Atlanta, pursued General Hood, and marched into North Carolina before being discharged. Andrew died in Berrien County, Michigan, September 14, 1866. In 1870, Almira with Lillie and William H. lived with William and Clarissa at Woodfords. James D. remained in Indiana. Almira married John M. Johnson at Woodfords on April 26, 1872. By 1880, they had moved to Fresno County, California, where he served as Justice of the Peace. In 1900, James D. was living with the Johnsons in Madera County, California.

James Harvey Wade, William's next to youngest brother, married Elvira Addington on July 3, 1881, at Woodfords. A daughter, Alice Wade, was born at Woodfords in 1882. Orville and James H. sued Lewis Chalmers in 1887 for \$641 for butter, vegetables, and hay supplied to Chalmers. A judgment was rendered October 30, 1880, for \$731.80, plus seven percent interest, plus \$53.65 costs and disbursement, plus \$2.05. Orville was not present (already in Oregon). In September James H. Wade sued seven head of trespassing animals which "broke into the meadow trampling down the grass and meadow to the great damage of the plaintiff to wit in the sum of twenty-five dollars." In the tax records James H. had 160 acres in Section 25 near Woodfords (1877-1882) valued variously at \$2549-3175, with taxes of \$71.90 to \$86.67. Before 1890 they also moved to Grants Pass, Oregon. He later was a miner in Mullen, Idaho, where he died in 1925.

Edwin Alonzo Wade, in Woodfords at the time of William's death, was married to Caroline (Carrie) M. Larkin (a first cousin). He served in Company H of the 129<sup>th</sup> Indiana Infantry. They lived in Kansas from 1869 to 1876. At Woodfords in 1877, they moved to Grants Pass, Oregon, in 1878. Lafayette James, William Wade's nephew, son of Amanda Wade and John M James worked at the post office in Alpine County and clerked in a store in the 1870s/80s. Ezekiel French (a 49'er) and his wife Martha Ritter were in Alpine County in the 1870 census. French was the brother-in-law of Eveline Wade, William's sister. They were back in Kosciusko County, Indiana, in 1880, where Ezekiel became a prominent farmer and assessor for Plain



**Figure 25. A cover addressed to Isaiah W. Bryant at Drytown, Cal, from Iowa forwarded to Seattle is shown. This cover predates Clarissa's letter.**

Township. There were probably more of William and Clarissa's relatives who spent at least a little time in Carson Valley.

Finally, James R. Wade, William and Clarissa's son, moved to Grants Pass, Oregon, after Clarissa's death in the summer of 1890, and then perhaps to Salem, Oregon, where a sister of Clarissa's lived.

### **Who Was Isaiah W. Bryant?**

Isaiah W. Bryant was born in Indiana, July 23, 1830. How he met the Wades is not clear. After leaving the Wades he was in California. A cover mailed from Muscatine, Iowa on June 6, 1854, to Drytown, California, was forwarded on July 28<sup>th</sup> to Seattle, Washington Territory, Oregon (Figure 25). It was received August 19<sup>th</sup>. Bryant located a mining claim in Oregon/Washington, which he allowed to lapse, thus forfeiting his rights, an act he forever regretted. In later years he was continually corresponding about his claim. Bryant was one of the earliest settlers of Saunders County, Nebraska, coming there in the early 1860s. He owned a farm just north of Ashland, where he "spent the life of a recluse." He is described as a man of a good deal of wealth. In the famous Bryan campaign of 1896, he was an ardent Bryan supporter, but he was concerned about some of the Bryan theories in

practice. He went to one of the local banks where he had deposits and drew out \$1200 in gold for safe keeping. He is described as a man of intelligence, a good reader, a poet, and a man of tender impulses. He died on January 6, 1905, at the home of a nephew in Yutan, Nebraska.

### **Conclusion:**

By the summer of 1890, after 36 years of residence, all of the Wade family had departed Carson Valley, which is perhaps why they are currently minimally mentioned in its history. Even the grave markers of William and Clarissa were removed by WPA workers in their cleanup of the Genoa Cemetery in the 1930s. Yet the Wades were some of the first settlers, provided some of the first grain for the first grist mill, were by their own account the first to mine the east fork of the Carson River, and were participants in the heady boom times of the 1860s. William was prominent in the timber industry in the 1860s, an industry so important to the development of the Comstock Lode. They homesteaded in its first year and lived for decades and the rest of their lives in Carson Valley. In the context of this article, Wade was Postmaster of Woodfords, California in the mid-1860s. Indeed, theirs is an interesting story worth telling.



## **Acknowledgements:**

The author wishes to acknowledge Judith James Busse (Chicago, IL) for providing extensive family history material. She is the great great granddaughter of William B. Wade, Sr. (via William Jr.'s sister Amanda). The help of the Alpine County Achieves' staff for copying hundreds of pages of documents so essential in this article is also acknowledged.

## **References/Bibliography:**

- 1.) Angel, Myron, editor, *History of Nevada – 1881*, Reproduction of Thompson and West, Howell-North, Berkeley, CA, 1958.
- 2.) Edwards, Elbert B., *200 Years in Nevada*, Publishers Press, Salt Lake City, 1978.
- 3.) Bancroft, H. H., *History of Nevada, Colorado, and Wyoming*, The History Company Publishers, San Francisco, CA, 1890.
- 4.) Reese, Col. John, "Mormon Station," *Nevada Historical Society Papers 1913-1916*, State Printing Office, Carson City, NV, 1917.
- 5.) *First Records of Carson Valley, Utah Territory, 1851*, Nevada Historical Society Quarterly, Volume IX (2-3).
- 6.) *One Hundred Years of History, Recreation, Lore in Alpine County, California, 1864-1964*, prepared by the Centennial Book Committee, Craftsmen Typographers, Inc., Oakland, CA, 1964)
- 7.) Ellison, Marion, *An Inventory and Index to the Records of Carson County, Utah and Nevada Territories, 1855-1861*, The Grace Dangberg Foundation, Reno, NV, 1984, and the documents therein cited.
- 8.) Scott, Edward B., *The Saga of Lake Tahoe*, Sierra-Publishing Co., Crystal Bay, Lake Tahoe, NV, 1957)
- 9.) De Quille, Dan, *Snow-shoe Thompson*, Glen Dawson, Los Angeles, CA, no date, pp. 25-30. Reprint of "Skiing Mailman of the Sierra," *Overland Monthly*, October 1886.
- 10.) Hinkle, George and Bliss Hinkle, *Sierra-Nevada Lakes*, The Bobbs-Merrill Co., Inc., Indianapolis, IN, 1949.
- 11.) Brown, William Richard, *An Authentic Wagon Train Journal of 1853 from Indiana to California*, Horseshoe Printing, Mokelumne Hill, CA, 1985.
- 12.) Shepherd, James S., *Journal of Travel Across the Plains to California and Guide to the Future Emigrant*, Ye Gallion Press, Fairfield, WA, 1978.
- 13.) Beatie, H. S., "The First in Nevada," *Nevada Historical Society Papers 1913-1916*, State Printing Office, Carson City, NV, 1917.
- 14.) Taylor, R. M., Jr., Errol Wayne Stevens, Mary Ann Ponder, and Paul Brockman, *Indiana: A New Historical Guide*, Indiana Historical Society, Indianapolis, IN, 1989. For a discussion of Kosciusko County, see pp. 543-548.
- 15.) *The Indiana Gazeteer, or Topographical Dictionary of the State of Indiana*, E. Chamberlain, Indianapolis, IN, 1849.
- 16.) Anderson, Nels, *Desert Saints*, The University of Chicago Press, Chicago, IL, 1966.
- 17.) Arrington, Leonard J., *Great Basin Kingdom*, University of Nebraska Press, Lincoln, NE, 1958.
- 18.) Paher, Stanley W., *Nevada Ghost Towns and Mining Camps*, Howell North Books, Berkeley, CA, 1970.
- 19.) Gamett, J. M. and G. L. Nelson, *Nevada Postmark Catalog*, San Bernardino, California, 2015, 153pp.
- 20.) *Mormon Station*, Nevada Division of State Parks, Carson City, NV, 1979.

∞§∞§∞§∞§∞

## CLASSIC STAMPS AND COVERS

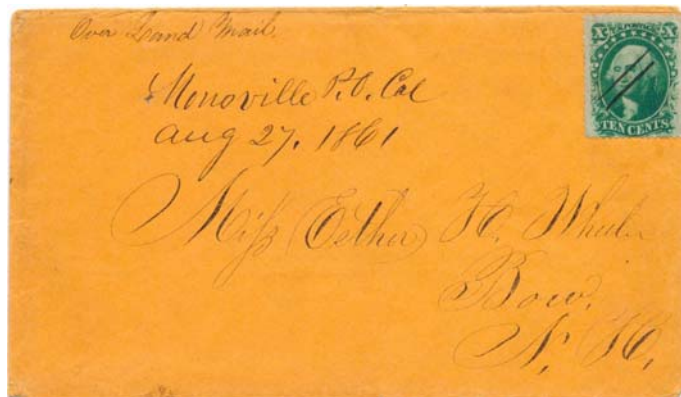
Buy or Sell



### Stanley M. Piller & Associates

800 S. Broadway, Suite 201  
Walnut Creek, CA 94596  
(P.O. Box 559, Alamo, CA 94507)  
Phone: (925) 938-8290  
Fax: (925) 938-8812  
Email: [stmpdlr@aol.com](mailto:stmpdlr@aol.com)  
Website: [www.smpiller.com](http://www.smpiller.com)

## MONO COUNTY, CALIFORNIA

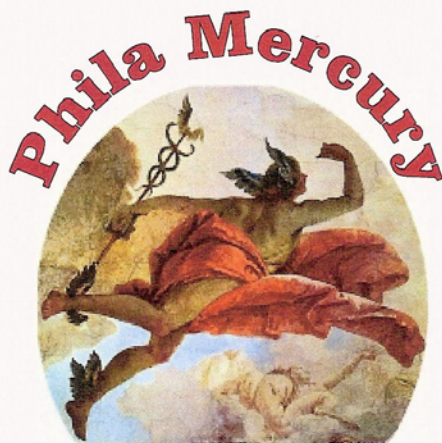


### Covers Wanted for Personal Collection

### Michael A. Kent

P.O. Box 2466  
Rancho Santa Fe, CA 92067

Phone: (760) 497-7348  
Email: [Michael.A.Kent@att.net](mailto:Michael.A.Kent@att.net)

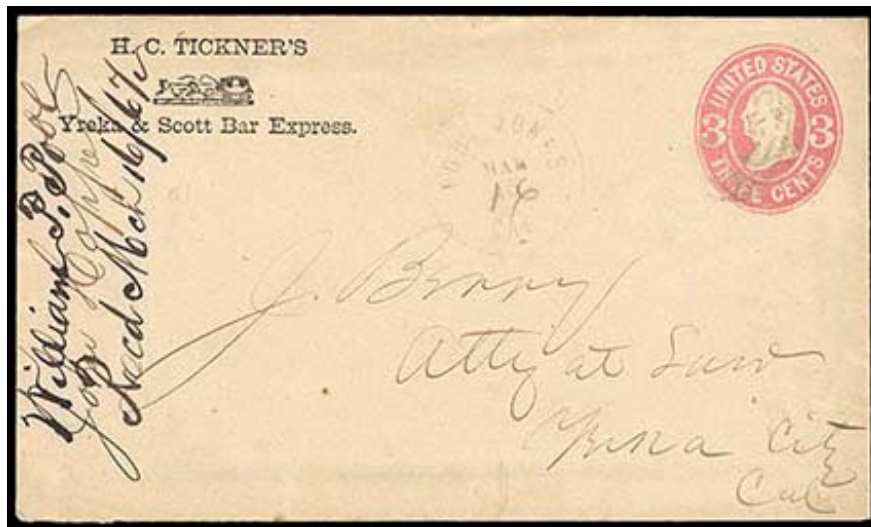


[www.PhilaMercury.com](http://www.PhilaMercury.com)

An online image and description database for United States covers that is free, open-access, and non-commercial. Collectors and dealers can upload images and add to the fully searchable postal history database. It can be used for research, as an imaged record of a collection, or to list covers available for purchase. Please list your Western Express covers.



SCHUYLER J. RUMSEY AUCTIONS, INC.



April, 2018



April, 2018

Schuyler  
Rumsey  
Philatelic  
Auctions

47 Kearny Street  
San Francisco  
California 94108  
t: 415-781-5127  
f: 415-781-5128

www.rumseyauctions.com  
 srumsey@rumseyauctions.com