



# THE PONY EXPRESS

*The Collection formed by Thurston Twigg-Smith*



Sale 979

Saturday, December 5, 2009

*Robert A. Siegel*

AUCTION GALLERIES, INC.

[siegelauctions.com](http://siegelauctions.com)



*Robert A. Siegel*

AUCTION GALLERIES, INC.

[siegelauctions.com](http://siegelauctions.com)



Courtesy of Wells Fargo History Museum, San Francisco





# THE PONY EXPRESS

*The Collection formed by Thurston Twigg-Smith*



Sale 979—Lots 1-63

Saturday, December 5, 2009, at 4:30 p.m.

*A 15% buyer's premium will be added to the hammer price of each lot sold.*

*Lots will be available for viewing on the day of sale from 11 a.m. to 4 p.m.  
and by appointment (please call 212-753-6421).*

*Robert A. Siegel*

AUCTION GALLERIES, INC.

60 EAST 56TH STREET, 4TH FLOOR, NEW YORK, N.Y. 10022

Phone (212) 753-6421 • Fax (212) 753-6429 • E-mail: [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)  
[siegelauctions.com](http://siegelauctions.com)





# Robert A. Siegel

## AUCTION GALLERIES, INC.

60 EAST 56TH STREET, 4TH FLOOR, NEW YORK, N.Y. 10022  
 Phone (212) 753-6421 • Fax (212) 753-6429 • E-mail: [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)  
[siegelauctions.com](http://siegelauctions.com)



Scott R. Trepel  
 President  
[strepel@siegelauctions.com](mailto:strepel@siegelauctions.com)



John P. Zuckerman  
 Senior Vice President  
[jzuckerman@siegelauctions.com](mailto:jzuckerman@siegelauctions.com)



Corey Long  
 Vice President  
[clong@siegelauctions.com](mailto:clong@siegelauctions.com)



Starr Tucker-Ortega  
 Accounts  
[stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)



Carlene Counihan  
 Bids and Inquiries  
[carlene@siegelauctions.com](mailto:carlene@siegelauctions.com)

Scott R. Trepel Principal Auctioneer (licensed by NYC Dept. of Consumer Affairs, #795952)  
 Nathaniel Estes Catalogue and Digital Production

## Information for Bidders

### Bidding

The following means are available for placing bids:

- 1) **Attending the Live Auction in Person:** All bidders must register for a paddle, and new bidders must provide references at least three business days in advance of the sale.
- 2) **Live Internet Bidding:** Instructions for participating as a Live Internet Bidder are provided on the page opposite.
- 3) **Phone Bidding:** Bidders can be connected to the sale by phone and bid through a member of staff. Requests for phone bidding are subject to approval (please contact our office at least 24 hours before the sale). A signed Bid Form is required.
- 4) **Absentee Bids.** All bids received in advance of the sale, either by mail, fax, phone, e-mail or internet, are Absentee Bids, which instruct the auctioneer to bid up to a specific amount on one or more lots in the sale. Absentee Bids sent by phone, fax or e-mail should arrive at least one hour prior to the start of the sale session. Bids entered through Live Internet Bidding will be visible to the auctioneer during the sale. Written bids should be entered legibly on the Bid Form in the sale catalogue. E-mail and internet bids should be carefully typed and double-checked. All new bidders must provide references. We recommend calling or e-mailing to confirm that Absentee Bids sent by mail, fax or e-mail have been received and entered.

### Pre-Sale Viewing

Subject to availability, certain lots (except group lots) can be sent to known clients for examination. Requests must be made no later than 7 days prior to the sale. Lots must be returned on the day received. Postage/insurance costs will be invoiced.

In addition to regular viewing, clients may view lots by appointment. Our staff will be pleased to answer questions or provide additional information about lots.

### Expert Certification

Individual items offered without a current certificate (PF dated within the past five years of sale; PSE dated January 2004 or later) may be purchased subject to independent certification of genuineness and our description. **Please refer to the Conditions of Sale and Grading Terms for policies governing certification.**

### Shipping and Delivery

Procedures and charges for shipping lots are printed on the back of the Bid Form. **Bidders are responsible for all prescribed shipping charges and any applicable sales tax or customs duties.**

### Price Realized

Prices realized are sent with each invoice. Bidders with e-mail will receive a Bid Results report after the sale. Session results are posted immediately to [siegelauctions.com](http://siegelauctions.com)

## Conditions of Sale (please read carefully before bidding)

The property described in this catalogue will be offered at public auction by Robert A. Siegel Auction Galleries, Inc. ("Galleries") on behalf of various consignors and itself or affiliated companies. By bidding on any lot, whether directly or by or through an agent, in person, or by telephone, facsimile or any other means, the bidder acknowledges and agrees to all of the following Conditions of Sale.

1. The highest bidder acknowledged by the auctioneer shall be the buyer. The term "final bid" means the last bid acknowledged by the auctioneer, which is normally the highest bid offered. **The purchase price payable by the buyer will be the sum of the final bid and a commission of 15% of the final bid ("buyer's premium"), together with any sales tax, use tax or customs duties due on the sale.**

2. The auctioneer has the right to reject any bid, to advance the bidding at his discretion and, in the event of a dispute between bidders, to determine the successful bidder, to continue the bidding or to reoffer and resell the lot in dispute. The Galleries' record of the final sale shall be conclusive.

3. All bids are per numbered lot in the catalogue unless otherwise announced by the auctioneer at the time of sale. The right is reserved to group two or more lots, to withdraw any lot or lots from the sale, or to act on behalf of the seller. The Galleries will execute bidding instructions on behalf of clients, but will not be responsible for the failure to execute such bids or for any errors in the execution of such bids.

4. **Lots with numbers followed by the symbol ° are offered subject to a confidential minimum bid ("reserve"), below which the lot will not be sold. The absence of the symbol ° means that the lot is offered without a reserve. If there is no reserve, the auctioneer has sole discretion to establish a minimum opening bid and may refuse an offer of less than half of the published estimate. Any lot that does not reach its reserve or opening bid requested by the auctioneer will be announced as "passed" and excluded from the prices realized lists after the sale. The Galleries may have a direct or indirect ownership interest in any or all lots in the sale resulting from an advance of monies or goods-in-trade or a guarantee of minimum net proceeds made by the Galleries to the seller.**

5. Subject to the exclusions listed in 5(A), the Galleries will accept the return of lots which have been misidentified or which have obvious faults that were present when the lot was in the Galleries' custody, but not so noted in the lot description. **All disputed lots must be received by the Galleries intact with the original packing material within 5 days of delivery to the buyer but no later than 30 days from the sale date. (5A) EXCLUSIONS: The following lots may not be returned for any reason: lots containing 10 or more items; lots from buyers who registered for the pre-sale exhibition or received lots by postal viewing, thereby having had the opportunity to inspect them before the sale; any lot described with "faults," "defects" or a specific fault may not be returned because of any secondary fault. Photographed lots may not be returned because of centering, margins, short/nibbed perforations or other factors shown in the illustrations. Lots may not be returned for any of the following reasons: the color of the item does not match the color reproduction in the sale catalogue or website listing; the description contains inaccurate information about the quantity known or reported; or a certification service grades a stamp lower than the grade stated in the description.**

6. Successful bidders, unless they have established credit with the Galleries prior to the sale, must make payment in full before the lots will be delivered. Buyers not known to the Galleries must make payment in full within 3 days from the date of sale. **The Galleries retains the right to demand a cash deposit from anyone prior to bidder registration and/or to demand payment at the time the lot is knocked down to the highest bidder, for any reason whatsoever.** In the event that any buyer refuses or fails to make payment in cash

for any lot at the time it is knocked down to him, the auctioneer reserves the right to reoffer the lot immediately for sale to the highest bidder. **Credit cards are not accepted as payment.**

7. If the purchase price has not been paid within the time limit specified above, nor lots taken up within 7 days from the date of sale, the lots will be resold by whatever means deemed appropriate by the Galleries, and any loss incurred from resale will be charged to the defaulting buyer. Any account more than 30 days in arrears will be subject to a late payment charge of 1½% per month as long as the account remains in arrears. Any expenses incurred in securing payment from delinquent accounts will be charged to the defaulter. A fee of \$250.00 per check will be charged for each check returned for insufficient funds.

8. All lots are sold as genuine. **Any lot accompanied by a certificate issued by The Philatelic Foundation within 5 years of the sale date or by Professional Stamp Experts since January 2004 is sold "as is" and in accordance with the description on the certificate. Such lots may not be returned for any reason, including but not limited to a contrary certificate of opinion.** Buyers who wish to obtain a certificate for any item that does not have a P.F. or P.S.E. certificate (dated as above) may do so, provided that the following conditions are met: (1) the purchase price must be paid in full, (2) the item must be submitted to an acceptable expertizing committee with a properly executed application form within 21 days of the sale, (3) a copy of the application form must be given to the Galleries, (4) in the event that an adverse opinion is received, the Galleries retain the right to resubmit the item on the buyer's behalf for reconsideration, without time limit or other restrictions, (5) unless written notification to the contrary is received, items submitted for certification will be considered cleared 90 days from the date of sale, and (6) in the event any item is determined to be "not as described", the buyer will be refunded the purchase price and the certification fee up to \$600.00 unless otherwise agreed.

9. Until paid for in full, all lots remain the property of the Galleries on behalf of the seller.

10. Agents executing bids on behalf of clients will be held responsible for all purchases made on behalf of clients unless otherwise arranged prior to the sale.

11. The buyer assumes all risk for delivery of purchased lots and agrees to pay for prescribed shipping costs. Buyers outside the U.S. are responsible for all customs duties.

12. **The bidder consents that any action or proceeding against it may be commenced and maintained in any court within the State of New York or in the United States District Court for the Southern District of New York, that the courts of the State of New York and United States District Court for the Southern District of New York shall have jurisdiction with respect to the subject matter hereof and the person of the bidder. The bidder agrees not to assert any defense to any action or proceeding initiated by Galleries based upon improper venue or inconvenient forum. The bidder agrees that any action brought by the bidder shall be commenced and maintained only in a Federal Court in the United States District Court for the Southern District of New York or the State Court in the county in which Galleries has its principal place of business in New York. These Terms and Conditions shall be governed by and construed in accordance with the substantive laws of the State of New York.**

SCOTT R. TREPEL, Principal Auctioneer

Auctioneer's License No. 795952  
N.Y.C. Department of Consumer Affairs  
80 Lafayette Street, New York, N.Y. 10013  
Telephone (212) 577-0111

*Revised 1/2008 15%*

### Copyright Notice

© 2009, Robert A. Siegel Auction Galleries, Inc. This catalogue in all versions, printed and electronic, is protected by copyright. The descriptions, format, illustrations and information used herein may not be reprinted, distributed or copied in any form without the express written consent of Robert A. Siegel Auction Galleries. Application for permission may be made in writing.

# **PONY EXPRESS.**

## **NINE DAYS FROM SAN FRANCISCO To New York.**

**THE CENTRAL OVERLAND PONY EXPRESS CO.** will start their **LETTER EXPRESS** from San Francisco to New York and intermediate points,

**On Tuesday, the 3d day of April next,**  
And upon every **TUESDAY** thereafter, at 4 o'clock, P. M.

Letters will be received at San Francisco until 3¼ o'clock, P. M., each day of departure.

**OFFICE—Alta Telegraph Office, Montgomery street**

Telegraphic Dispatches will be received at Carson City until 6 o'clock, P. M., every Wednesday.

Schedule Time from San Francisco to New York :

For Telegraphic Dispatches, 9 days;

For Letters, 13 days.

Letters will be charged between San Francisco and Salt Lake City, \$3 per half ounce and under, and at that rate according to weight. To all points **BEYOND** Salt Lake City, \$5 per half ounce and under, and that rate according to weight.

Telegraphic Dispatches will be subject to the same charges as Letters.

All Letters must be enclosed in stamped Envelopes.

**WM. W. FINNEY,**

mh17-tf **Agent Central Overland Pony Express Co.**  
Times copy.

Early Advertisement for The Pony Express

*Published in the San Francisco Evening Bulletin, March 17, 1860*

Reproduced from Bloss, *Pony Express—The Great Gamble*



## The Pony Express—150 Years Later

by Scott R. Trepel

“News was received every ten days by pony. That coming by the Butterfield route was double the time; what came by steamship was from three to four weeks old when it arrived... It was the pony to which every one looked for intelligence; men prayed for the safety of the little beast, and trembled lest the service should be discontinued. Telegraphic dispatches from New York were sent to St. Louis, and thence to Fort Kearney, whence the pony brought them to Sacramento, where they were telegraphed to San Francisco. Great was the relief of the people when Hale’s bill for a daily mail was passed, and the service changed from the southern to the central route... After all it was to the flying pony that all eyes and hearts were turned; and to the praise of the St. Joseph company be it recorded that they kept up the service, at a loss, until the telegraph was completed across the continent in October, 1861.”

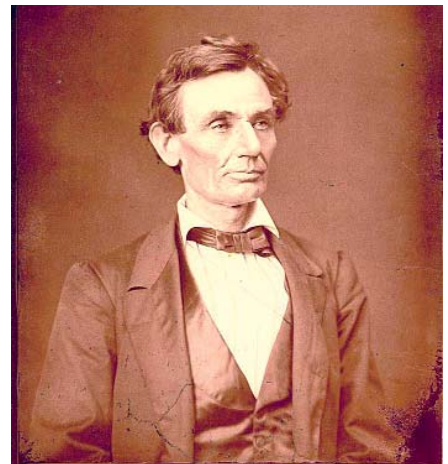
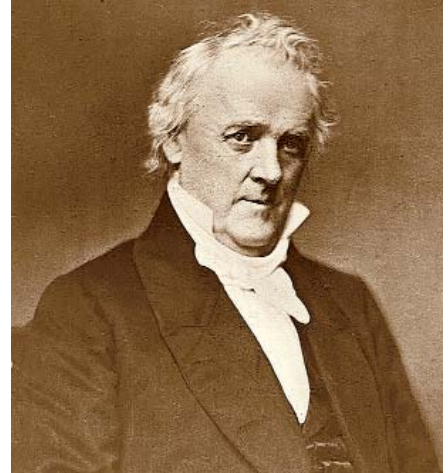
—Hubert Howe Bancroft, *History of California*

FROM THE VANTAGE POINT OF MODERN AMERICA, the concept of using horseflesh to provide the fastest means of communication is almost too remote to comprehend. Yet so many of us are familiar with the image evoked by the Pony Express—a lone rider galloping across long stretches of grassy plains and desert, climbing the winding trails of the Rocky Mountains, and fighting off the perils of the Western Frontier to deliver precious letters and news from one coast to the other.

When the transcontinental Pony Express started in 1860, communication between the coasts required the physical transport of mail, either by ocean or land. Letters sent by steamship and rail across the Isthmus of Panama took at least three weeks to reach their destination. The alternative land routes were no faster and far less reliable.

The Pony Express promised to carry a letter or telegram between California and Missouri in just ten days. For businesses dependent on timely news, the ability to send and receive messages in half the customary time was vital to their operations and profit. For the three men who launched it, the Pony Express was a means to an end—a public relations tool to win congressional support for a lucrative mail contract along the Central Route.

Unprofitable from the start, plagued by troubles and doomed by the transcontinental telegraph, the Pony Express still managed to move between 35,000 and 40,000 letters a total distance of more than 600,000 miles during its nineteen months of existence [1].



James Buchanan and  
Abraham Lincoln

*Buchanan was president when the Pony Express started in April 1860. Lincoln was elected president in November 1860 and was in office when the last Pony run took place in October 1861.*



William H. Russell  
Alexander Majors  
William B. Waddell

*The three principal directors of the Central Overland California & Pike's Peak Express Company, which created the Pony Express in 1860.*

## **Russell, Majors and Waddell, and The Central Overland California & Pike's Peak Express Co.**

**T**HE MIGRATION TO CALIFORNIA AND OTHER regions west of Missouri created a tremendous need for transportation services to carry supplies, mail and newspapers. This demand was met by steamship companies and overland stage companies.

The water-based operators travelled the Pacific Ocean between California and the Isthmus of Panama, where a land-crossing was made and connecting steamers on the other side plied the Atlantic waters. Land-based operators using horse-drawn stagecoaches and ox-driven wagon trains had two basic options. They could take the Southern Route via Los Angeles, Fort Yuma, El Paso and Fort Smith (Memphis and St. Louis were the two eastern terminals), or they could follow the Central Route across the Rocky Mountains (San Francisco and St. Joseph/Leavenworth at opposite ends). The Central Route offered a more direct path, but the Southern Route was more reliable, because it avoided treacherous mountain terrain and weather.

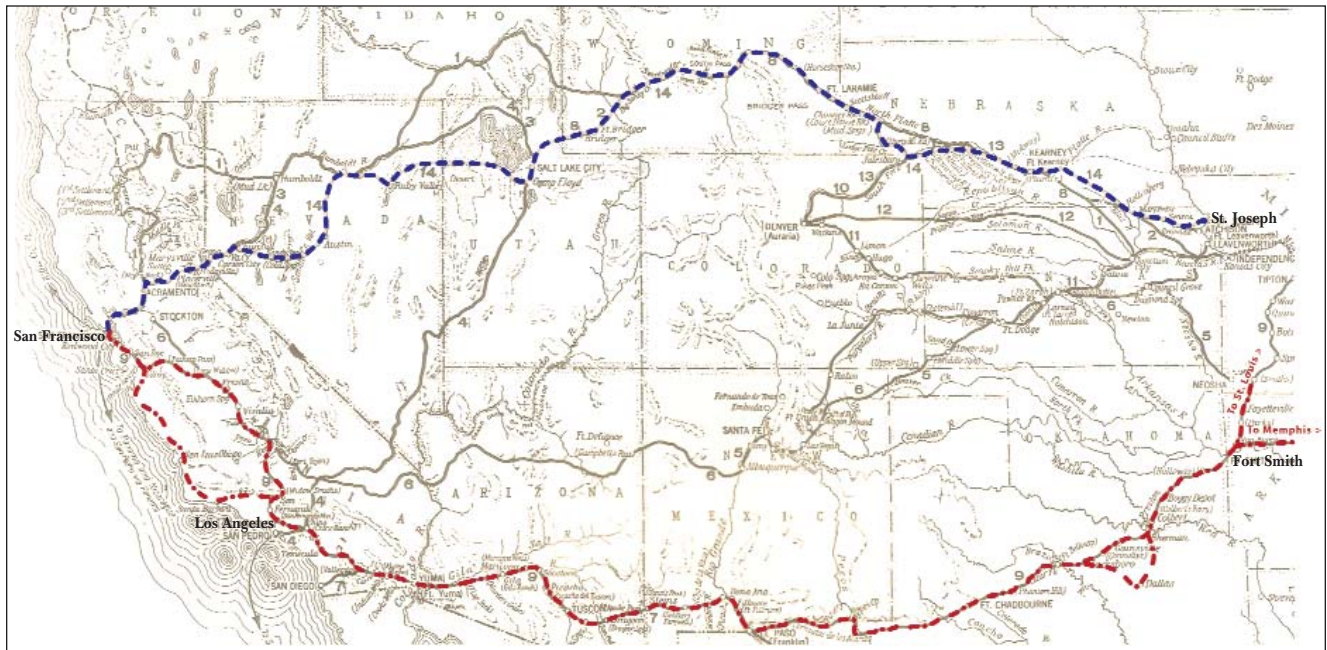
By 1859 the U.S. Post Office Department had contracts with three firms to provide mail transport across the Southern Route (Overland Mail Co.) and the Central Route (Hockaday from St. Joseph to Salt Lake City, and Chorpenning from Salt Lake City to Placerville). The contract for semi-weekly mails on the Southern Route paid \$600,000 per year. The less-reliable Central Route paid only \$205,000 per year, because postal officials reduced the number of trips to two per month [2].

William H. Russell, Alexander Majors and William B. Waddell originally joined forces in December 1854, in order to win the War Department contract for transporting supplies to western military outposts. The Quartermaster General had recently switched from an ad hoc contracting policy to awarding two-year contracts, which made supplying outposts more dependable for the government and more profitable for the contractors.

Russell was a promoter and lobbyist who spent much of his time trying to secure government contracts. Majors was a skilled operations manager, responsible for organizing and maintaining the caravans that carried enormous quantities of freight. Waddell was the quiet and conservative financial man. Russell, Majors and Waddell built a successful freighting business. However, in 1857 they began to spiral downward after Mormons destroyed a large supply train under contract with the War Department.



## Overland Stage Routes 1860



--- Central Route  
- - - Southern Route

The loss incurred during the Mormon War left Russell, Majors and Waddell in debt, and the government was unwilling to compensate them for \$500,000 in claims. Faced with this gloomy financial picture, Russell turned his attention to obtaining a government contract to carry mail along the Central Route. The idea of a faster, more direct route from St. Joseph to San Francisco had its proponents, but skeptics argued that the route could never function when winter weather made the mountain trails unpassable.

In 1858 Russell and John S. Jones, along with several other partners, started a stage and express operation called the Leavenworth & Pike's Peak Express Company. L&PP acquired the bankrupted Hockaday line in May 1859 and invested heavily in reorganizing the stage route between St. Joseph and Salt Lake City. The burden of debt soon became too great for Russell and his partners. In October 1859 the assets and liabilities of L&PP were assumed by a new partnership between Russell, Majors and Waddell. For Majors and Waddell, the assumption of their partner's debt must have been a bitter pill, because they had cautioned him not to over-estimate the revenue that could be generated by the L&PP stage line.

On November 19, 1859, Russell named the new firm The Central Overland California & Pike's Peak Express Company (COC&PP), betting on his ability to secure a mail contract for the entire Central Route. Apparently





U.S. Senator William M. Gwin

*Gwin was a pro-slavery Democrat who served as U.S. senator from California from 1850 to 1855 and again from 1857 to 1861. He is credited with encouraging William H. Russell to launch the Pony Express, an idea given to him by Benjamin F. Ficklin.*

#### Sacramento in 1849

*Steamers, barges and seagoing sailing ships crowd the Sacramento waterfront at the foot of J Street during the height of the Gold Rush.*

From *The United States Illustrated* by Charles A. Dana, published in 1855.

Russell failed to consult his partners about naming the company. He also sidestepped Majors and Waddell when he decided to “establish a Pony Express to Sacramento, California, commencing 3rd of April. Time ten days.” [3]

The concept of a rapid express using relay riders over the Central Route is credited to Benjamin F. Ficklin, an experienced stage line manager. It is reported that Ficklin gave the idea to Senator William M. Gwin during a horseback trip along the route in 1854. Gwin introduced legislation in January 1855 to establish “a weekly letter express [along the Central Route],” but the bill never made it out of committee. Ficklin later served as superintendent of the L&PP Express. Late in 1859, Senator Gwin approached Russell about establishing a Pony Express to help promote the viability of the Central Route. Russell, seeing this as a strategy to winning the mail contract, embraced the Pony Express and persuaded his reluctant partners to support the enterprise. [4]

Russell announced his intention to establish the Pony Express on January 27, 1860. With only two months to prepare for the April 3rd launch date, Russell, Majors and Waddell had to choose the exact route, locate and build stations, hire employees, buy horses and supplies, and advertise the schedule and rates for Pony Express mail. Their success was due to the experience and abilities of Majors, Ficklin and the superintendents, and to the fact that COC&PP already had a significant amount of infrastructure in place over much of the route.



## The Pony Express Route and Organization

THE PONY EXPRESS ROUTE FOLLOWED THE OLD Pioneer Trail for much of the way between the eastern terminus at St. Joseph, Missouri, and the western terminus at Sacramento, California, where the actual Pony ride would begin and end. The total distance travelled along this route was approximately 1,840 miles, passing through what are now the states of Kansas, Nebraska, Colorado, Wyoming, Utah and Nevada. The trip between San Francisco and Sacramento, usually by steamer, added another 120 to 140 miles.

Although Russell, Majors and Waddell used Leavenworth, Kansas, as their eastern stage terminus, they decided to establish the Pony Express terminus at St. Joseph, in order to connect with the Hannibal & St. Joseph Railroad (used to transport mail) and the telegraph line. St. Joseph also provided incentives, such as office space, free railroad passes for employees and free passage on the Missouri River ferry for Pony riders. [5]

The Alta Telegraph Company office in San Francisco served as the primary mail collection and delivery point. Mail was carried by steamer to and from Sacramento, where the Pony relay started and ended (the western terminus was later moved to Folsom, then Placerville).

The route was divided into five divisions, each under the management of a superintendent who reported to the general manager, Benjamin F. Ficklin. The divisions and superintendents are listed in the table at right.

During the two months prior to April 1860, Ficklin's team sent out wagon trains with materials necessary to build the stations required between St. Joseph and Sacramento. Between St. Joseph and Salt Lake City, the old L&PP Express stations were augmented with new

### PONY EXPRESS DIVISIONS

#### Division I

St. Joseph to Fort Kearney (340 miles)  
Superintendent: A. E. Lewis

#### Division II

Fort Kearney to Horse Shoe Sta. (363 miles)  
Superintendent: Joseph A. Slade

#### Division III

Horse Shoe Sta. to Salt Lake City (462 miles)  
Superintendent: James E. Bromley

#### Division IV

Salt Lake City to Robert's Creek (304 miles)  
Superintendent: Howard Egan

#### Division V

Robert's Creek to Sacramento (373 miles)  
Superintendent: Bolivar Roberts



Pony Express Stable at St. Joseph  
*The original building, known as the Pike's Peak Stable, was built in 1858 to accommodate horses used by the local freight and stagecoach company. In 1860, the Central Overland California and Pike's Peak Express Company purchased the building for the Pony Express, to serve the same purpose. The original wooden structure was replaced by a brick building in 1888, but some of the original posts and beams were reused. In 1950, the Goetz Foundation restored the building to its 1888 brick appearance and established a museum dedicated to the Pony Express.*





**St. Joseph, Missouri**

*St. Joseph in 1861, viewed from the Kansas side of the Missouri River. The Pony Express riders crossed the Missouri between St. Joseph and Elwood, Kansas.*

stations, spaced apart at a distance of approximately ten to twelve miles. The route between Salt Lake City and Sacramento presented greater difficulty, because COC&PP had to build and equip many more stations. Prior to May 1860, the mail contract for this western section of the route was still held by George Chorpensing. This meant that COC&PP did not have existing infrastructure equivalent to what was in place east of the Rockies.

It is not definitely known how many stations were up and running when the Pony Express started in April 1860. One source reports 119 stations, with a home station every 75 to 100 miles apart where a rider could rest before making the return trip. Another source reports 153 stations and relay posts operating from the start. [6] The total number of stations claimed to have been used by the Pony Express is nearly 190. [7]

The managers had to buy horses—400 to 500, according to Alexander Majors—and distribute them along the route. They also had to hire employees to man the stations and riders. The estimated number of Pony riders hired ranges from 50 to 80. [8]

**San Francisco Office**

*The Alta Telegraph Co. was the location of the first Pony Express office in San Francisco. The address is shown on this ca. 1860 printed telegraph envelope. 153 Montgomery Street is the old street number (it is now in the 600 block).*





The Pony Express was designed to operate on a relay system in which a rider would change horses every ten to fifteen miles, and a new rider would carry the *mochilla*—the leather bag used to carry mail—every 75 miles. The number of miles covered in an hour varied greatly, depending on the terrain and weather conditions. The map furnished with this catalogue shows the distance between stations divided by the number of hours that a Pony rider would take to cover that distance (as announced by the COC&PP prior to the first run on April 3rd). [9] On open plains, a rider could cover a much greater distance in an hour. Confronted with steep inclines and winding mountain trails, the pace slowed considerably. It is unlikely that riders changed horses or passed the *mochilla* to the next rider at uniform intervals. More likely, they adjusted the relay system to the demands of the terrain and weather.

Only the most vivid imagination can envision the hostile environment, desolation and physical discomfort that confronted a Pony rider. A detailed and brilliantly articulated description of the land and conditions is provided in Joseph J. DiCerto's *The Saga of The Pony Express* (chapters 8 to 11). A recap of the journey follows.

The westward trip from St. Joseph first took a Pony rider across the vast prairie of the Great Plains, at a time when 30 million American bison and 50 to 100 million pronghorns still roamed the wilderness. About 100 miles west of St. Joseph, he reached the Big Blue River at Marysville. From there he followed the Little Blue River and then the Platte River to Fort Kearney. Where the river divides into north and south branches, the rider followed the South Platte for about 100 miles, venturing into Colorado Territory and stopping at Julesburg before turning back to Nebraska toward Fort Laramie.

Beyond Fort Laramie the rider entered Wyoming Territory and encountered mountainous terrain. After passing Devil's Gate, he reached South Pass, where so many pioneers had travelled before him, and then Fort Bridger. The trail followed canyons surrounded by

#### The Mochilla

*The following description of the saddle bag used to carry Pony Express mail appears in The White Indian Boy, a book of stories told by "Uncle Nick" Wilson, a Pony Express rider.*

"Our saddles, which were all provided by the company, had nothing to them but the bare tree, stirrups, and cinch. Two large pieces of leather about sixteen inches wide by twenty-four long were laced together with a strong leather string thrown over the saddle. Fastened to these were four pockets, two in front and two behind ; these hung on each side of the saddle. The two hind ones were the largest. The one in front on the left side was called the 'way pocket.' All of these pockets were locked with small padlocks and each home station keeper had a key to the 'way pocket.' When the express arrived at the home station, the keeper would unlock the 'way pocket' and if there were any letters for the boys between the home stations, the rider would distribute them as he went along. There was also a card in the way pocket that the station keeper would take out and write on it the time the express arrived and left his station. If the express was behind time, he would tell the rider how much time he had to make up."



Fort Bridger, Utah Territory  
*The exterior view of the walls at Fort Bridger in 1859.*

### Locomotive Crossing at Folsom

*The rail cars of the Sacramento Valley Railroad were used to carry Pony Express mail between Sacramento and the western railroad terminal at Folsom.*



massive snow-peaked mountains until it finally reached Salt Lake City, nestled in the valley of the Great Salt Lake.

With the winding paths and steep grades of the Rockies behind him, the Pony rider emerged to confront a vast and inhospitable desert. This stretch of arid land crossed from Utah to Nevada (as they exist today). It was here where the threat of Indian attacks was greatest, earning it the nickname “Paiute Hell.” Only the Ruby and Diamond Mountains interrupted the bleak desert landscape.

Once at Carson City, the rider’s final challenge was passing over the Sierra Nevadas. Even in favorable conditions, it took at least a day to ride the 100-mile trail to Placerville. In July 1860 the western terminus was moved east from Sacramento to Folsom, where the Sacramento Valley Railroad reached and mail was put on cars to and from Sacramento. Placerville became the Pony terminus on July 1, 1861.

Throughout the 1,840-mile journey, dangerously unpredictable rivers and rocky terrain put both horse and horseman at risk of injury or death. Sand and snow storms could stop a rider in his tracks. Thick swarms of gnats and mosquitos were torturous. In areas still populated by Indians, to whom the western migration of pioneers represented encroachment and depletion of resources, there was always the danger of attack. In these aspects, the legend and reality of the Pony Express match.



### Folsom Office

*Palmer & Day’s assay office at Folsom was the agency for the Pony Express after June 1860. It is shown in this photo with the Wells Fargo & Co. name.*

### Placerville

*This photograph shows the main street in Placerville in July 1859. Newspaper reporter Horace Greeley and the famous stage “whip” Hank Monk are seated in the stagecoach with white horses.*





## The First Pony Express Trips

THE INAUGURAL PONY EXPRESS TRIPS DEPARTED from San Francisco and St. Joseph on the same day, Tuesday, April 3, 1860. They were scheduled to reach their respective destinations in ten days. Adding three to four days for regular mail to travel between St. Joseph and the East Coast, a Pony Express letter would reach its destination in thirteen or fourteen days, start to finish. Using the telegraph connection at St. Joseph, a message could be transmitted between the East Coast and California in just ten days.

Letters for the inaugural westbound Pony Express were gathered in Washington D.C. and brought by messenger to New York City on March 30. The next morning additional letters were added to the mail, and the messenger began the railway journey from New York City to Hannibal, Missouri, the eastern terminus of the Hannibal & St. Joseph Railroad line. The mail was due to arrive in St. Joseph during the afternoon of April 3, in time to make the scheduled 5:00 p.m. departure of the Pony Express. However, the messenger missed his connection in Detroit by two hours, and he arrived in Hannibal two and a half hours late.

The superintendent of the line, J. T. K. Haywood, gave orders to clear the line and use a special high-speed train to make the 206-mile journey in record time. The locomotive *Missouri* reached St. Joseph in 4 hours 51 minutes, arriving at about 7:00 p.m. The letters were quickly prepared for the Pony rider to carry, and he rode out of the Pike's Peak Livery Stables at 7:15 p.m. [10]

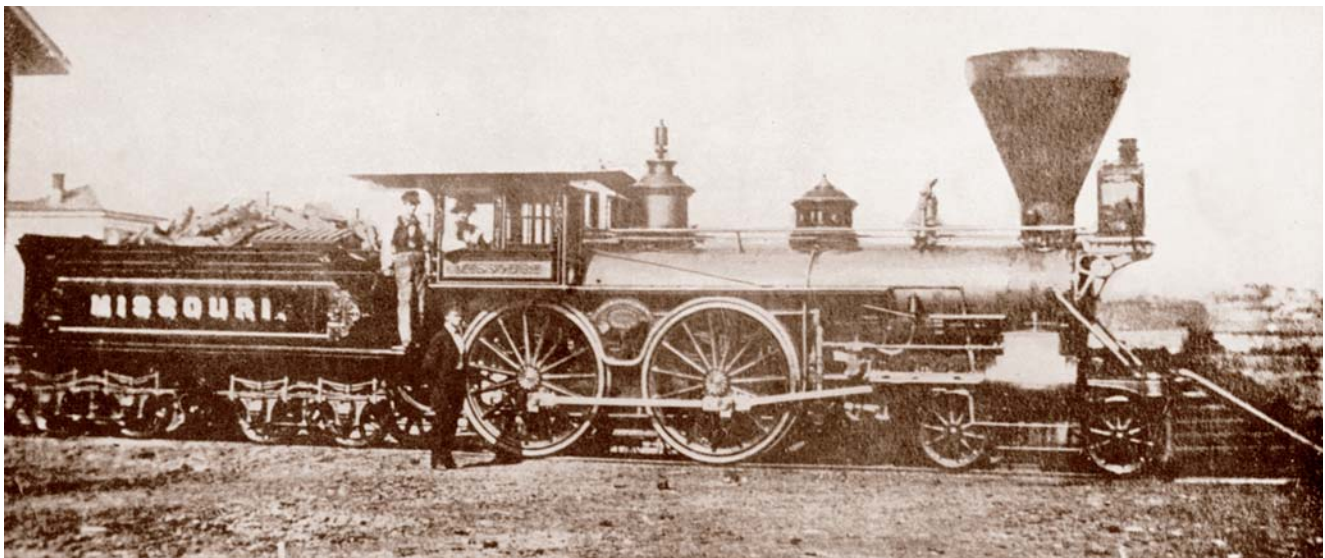
The Pony Express.	
THE ARRANGEMENTS COMPLETED—THE TIME TABLE.	
St. Joseph, Monday, April 2.	
The arrangements are all completed whereby the first pony of the California express will leave here to-morrow, at 5 o'clock, P. M. In order to avoid the delay of letters from New-York and other Eastern cities, one day, viz.: over Sabbath, the day and hour of starting from here will be changed to Friday of each week, at 9 A. M. The next express will not leave here till Friday, the 13th day of April, after which it will start regularly every week. Time to Fort Kearney, 34 hours; Great Salt Lake, 124 hours; Carson City, 188 hours; Placerville, 226 hours; Sacramento City, 234 hours; and San Francisco, 240 hours. Dispatches will be telegraphed from the nearest telegraph station, which will be reached in about 200 hours. Dispatches will go from any point east to any place in California in about 205 hours. Dispatches are already coming in for this route.	

### Announcement of the First Pony Express Trip

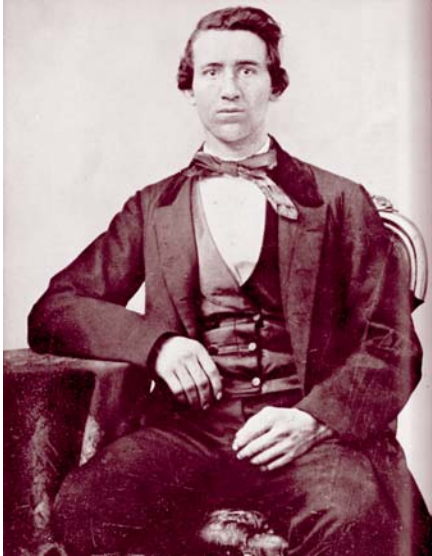
*This front page article in the April 6, 1860, edition of The New York Times is datelined "St. Joseph, Monday, April 2" and announces the scheduled departure of the first Pony Express on April 3.*

### The Missouri

*Letters from the East intended to go by the first Pony Express on April 3 reached St. Joseph on board the Missouri after a record-breaking run to make up for time lost when the messenger missed his connection in Detroit.*







John (Johnny) Frye

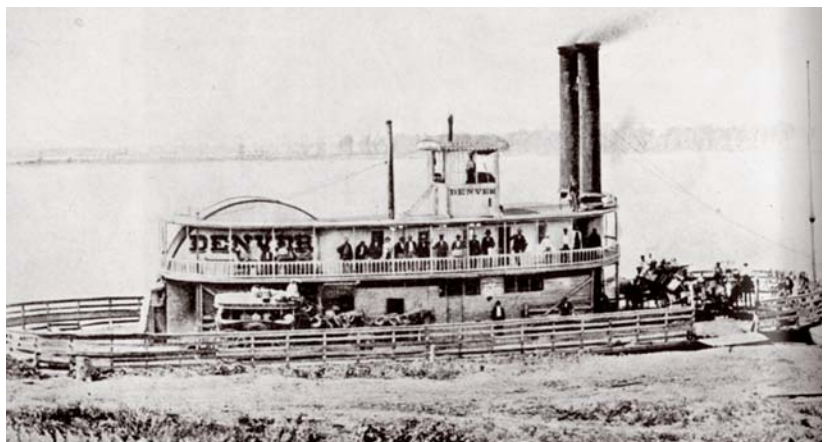
*Historians are now in general agreement that Johnny Frye was the first Pony rider to leave St. Joseph on April 3, 1860.*

Earlier in the day, a large crowd had gathered in St. Joseph to celebrate and listen to speeches. The mayor, Jeff Thompson, heralded the Pony Express as an important step in laying the tracks for a transcontinental railroad and whipped up the crowd to “give three cheers for the Pony Express—three cheers for the first overland passage of the United States mail!” Ironically, Thompson’s hope for a railroad to the Pacific was in direct conflict with the interests of Russell, Majors and Waddell, whose fortunes depended on the horse and stage. And Thompson’s cheer for the “first overland passage” of U.S. mail was not quite accurate; mail had been carried overland for several years prior to the Pony Express.

Historians have argued for years about exactly who mounted the first horse out of St. Joseph and how much mail he carried. The general consensus today is that Johnny Frye was the first rider. Reports of the quantity of mail he carried vary. One reliable source states that upon departure the rider carried 85 pieces of mail: 49 letters, 5 telegraph messages and the rest news reports. [11] However, another report claims that the rider arriving in Sacramento carried about 80 letters [12], and yet another states that 25 letters were delivered in San Francisco. [13]

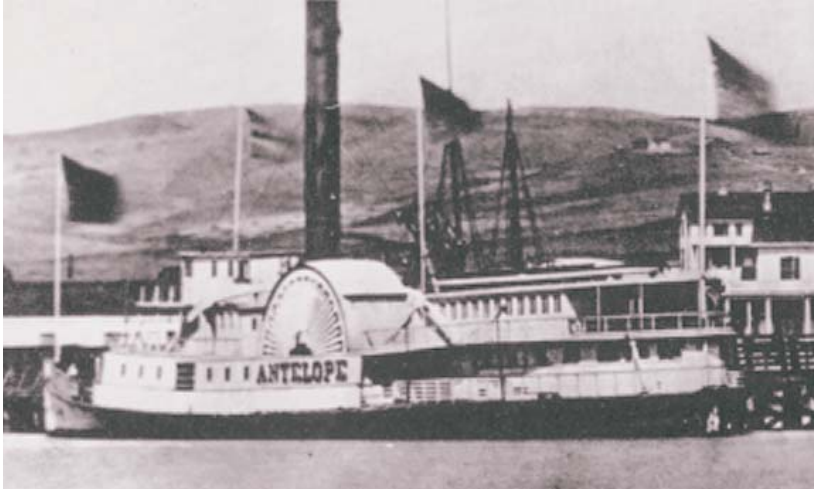
The rider—presumably Johnny Frye—galloped down to the foot of Jules Street, where the steamer ferry *Denver* was waiting to take him across the Missouri River to Elwood in Kansas Territory. The sun had already set, so the ferry crossing and first leg of the ride across the flat Kansas plains occurred in the dark of night.

The April 3 express from St. Joseph reached Salt Lake City on April 9 at 6:30 p.m., nineteen hours behind schedule. More time was lost between Salt Lake City and Carson City, where the rider arrived on April 12 at 3:30 p.m., a full day behind schedule.



Steamer *Denver*

*This ferry boat carried the Pony Express riders across the Missouri River between Elwood, Kansas Territory, and St. Joseph, Missouri.*



*Steamer Antelope*

*This steamer shuttled Pony Express riders between Sacramento and San Francisco along the Sacramento River.*

Remarkably, the westbound Pony riders made up significant time over the most arduous segment of the trip, the trek across the Sierra Nevada mountain range. When the rider left Carson City on the eastern side, he was 24 hours 15 minutes behind the announced schedule. By the time another rider in the relay reached Placerville on April 13 at 1:55 p.m., he had made up 15 hours 35 minutes of the delay, so the express was only 8 hours 40 minutes behind the scheduled arrival time.

In Sacramento on April 13 at 5:25 p.m., the rider galloped into town and was greeted by a large celebratory crowd. Although eight hours had been allocated for the leg between Placerville and Sacramento, the trip was completed in 3 hours 30 minutes. At this point, the express was only 4 hours 10 minutes behind schedule.

The mail was carried by William Hamilton on board the steamer *Antelope* for the trip down river to San Francisco. He arrived after midnight, but was welcomed by a throng of cheering citizens and a band playing “See the Conquering Hero Comes.” [14]

**The Pony Rider’s Oath**

*According to Alexander Majors, every man joining the company had to swear the following oath upon the bible:*

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



**William Hamilton’s Arrival  
in San Francisco with  
the First Pony Express Mail**

*This sketch was published in the New York Illustrated News, May 19, 1860.*



San Francisco

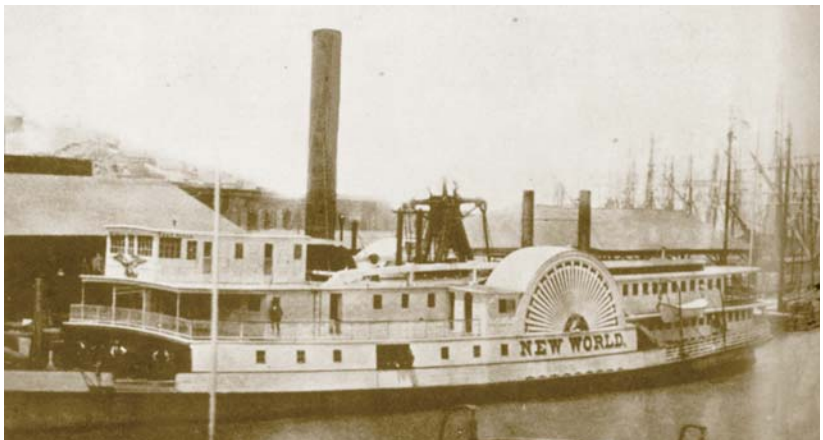
*This photograph of the Daily Morning Call office at Montgomery and Clay Streets shows what San Francisco looked like in 1859.*



The first eastbound departure from San Francisco occurred on the same Tuesday, April 3, at 4:00 p.m. With a large crowd gathered at the offices of the Alta Telegraph Company at the corner of Montgomery and Merchant Streets, the mail bag was ceremoniously given to a rider (believed to be James Randall), who galloped away toward the docks. This was essentially for show, because the mail had to be carried by steamer to Sacramento before it started the 1,840-mile journey by horse. Although the *Antelope* was regularly used for carrying the express mail between San Francisco and Sacramento, that vessel was under repair when the first Pony trip took place, and the steamer *New World* was used instead. The trip up river in a hard rain took ten hours to reach Sacramento, arriving at 2:40 a.m. on April 4. The first actual Pony rider was William Hamilton, who rode out of Sacramento with the mail at 2:45 a.m. [15]

Steamer *New World*

*The steamer New World carried the first Pony Express mail from San Francisco to Sacramento along the Sacramento River.*





Sacramento

*This photograph shows Sacramento as it looked when the Pony Express operated.*

The *Alta California* newspaper reported that the April 3 Pony Express mail contained 56 letters from San Francisco, to which 13 letters were added at Sacramento, one letter more at Placerville and an additional 15 pieces in the form of telegrams and newspaper reports. [16] It is not known how many letters were delivered or picked up along the way.

The eastbound rider arrived in Salt Lake City at 11:45 p.m. on April 7, about 15 hours ahead of schedule. Following the same path, the two express riders passed each other east of Salt Lake City. [17] After some delay due to stormy weather, the relay reached St. Joseph in the late afternoon of April 13, exactly ten days after departure. Historians are uncertain whether Johnny Frye or William Richardson carried the first Pony mail into St. Joseph.

The *St. Joseph Weekly Free Democrat* of April 14 announced the news of the first Pony Express arrival:

“The Pony Express arrived in our city at five o’clock yesterday afternoon, just ten days from San Francisco. The event was duly and grandly celebrated last night by fire-works, firing of cannon, parade of the military, and illumination of Market square... Twenty, or even ten years ago, the man who would have suggested such an event would have been termed a lunatic. Hurrah, then, for the Pony Express and its enterprising proprietors. Long may they live, and soon be the time when the ‘Iron Horse’ shall supersede the Pony.”





First Day Pony Express to  
Senator Milton S. Latham

*Latham served five days as governor of California (January 9-14, 1860) before the state legislature voted to have him replace U.S. Senator David C. Broderick, who was killed in a duel. The cover at right—a regular envelope with a paste-up 10¢ embossed envelope—was sent to Latham on the first Pony Express trip, April 3, 1860, from San Francisco. It bears the San Francisco Running Pony handstamp dated April 3, the oval receiving datestamp applied by the Pony Express office in St. Joseph on April 13, and the blue St. Joseph post office datestamp.*



Only three inaugural Pony Express covers are recorded: two eastbound from San Francisco and one westbound from St. Joseph. The First Day Pony Express cover shown above (lot 1) is actually two envelopes pasted together. The regular envelope is addressed to Senator Milton S. Latham in Washington D.C. Glued to the other side is a 10¢ embossed stamped envelope made for the U.S. Post Office Department by George F. Nesbitt. The two-line imprint "PAID. CENTRAL OVERLAND PONY EXPRESS COMPANY" is a "frank" representing the \$5 Pony Express charge. In this case the sender addressed an ordinary envelope, then attached the "Paid" envelope to prepay the 10¢ transcontinental postage and Pony Express fee.

Senator Latham was elected governor of California, but he served only five days—January 9 to 14, 1860—before the state legislature voted to have him fill the U.S. Senate seat left vacant when Senator David C. Broderick was killed in a duel. Latham was a friend of William H. Russell, the COC&PP Express Company president.

## Operation of The Pony Express

THE PONY EXPRESS RAN FOR NINETEEN MONTHS from April 3, 1860, to October 26, 1861. During this period, there were significant changes in the ownership and operation of the Pony Express. In the most recent book written on the postal history of the Pony Express (Frajola-Kramer-Walske, *The Pony Express: A Postal History*), the authors present a logical division of the enterprise into three operational phases and four rate periods. This structure is incorporated into the author's chart shown opposite page 23 of this catalogue.

The operational phases are as follows:

### ***Phase I—April 3, 1860, to March 31, 1861:***

The Pony Express operated as a private express company owned by The Central Overland California & Pike's Peak Express Company. The express service was not included in the U.S. mail contract that COC&PP acquired from Hockaday (April 1859), nor in the contract that was transferred by the government from Chorpenning to COC&PP (May 1860). Those two contracts paid less than \$200,000 per year, which was insufficient to cover the costs of operating the route, especially with the Pony Express running. Without an adequate mail contract and faced with mounting debt, in January 1861 the COC&PP was taken over by its largest creditor, the "Stage Coach King" Ben Holladay, and Majors and Waddell left the firm.

### ***Phase II—April 1 to June 30, 1861:***

This is described by Frajola-Kramer-Walske as the Interim Phase, in which the Pony Express was operated as a joint private enterprise by COC&PP (now controlled by Holladay) and the Overland Mail Company, with Wells Fargo & Company acting as agents for the business. Prior to this period (on March 12, 1861), the Overland Mail Company won the passenger/mail contract for the Central Route (St. Joseph or Atchison to Placerville) at \$1,000,000 per year, effective July 1, 1861. On March 16 they sub-contracted with COC&PP to run the stagecoach mail route between the eastern terminus and Salt Lake City, and to continue running the Pony Express, which was mandated in the government contract until the transcontinental telegraph was completed. On April 26, 1861, Russell was replaced as COC&PP president by Bela Hughes, who was Holladay's cousin. Although COC&PP continued to operate the entire Pony Express route during this period, Wells Fargo & Co. took on a prominent role as agent and issued stamps and envelopes.



Ben Holladay

*The "Stage Coach King" Ben Holladay loaned money and equipment to The Central Overland California & Pike's Peak Express Co. He took control of the company in January 1861.*



Bela Hughes

*This cousin of Ben Holladay replaced William H. Russell as president of COC&PP in April 1861.*



[illegible]



Wells Fargo & Co. First Issue  
The \$2 Red and \$4 Green Horse & Rider stamps and the Type 1 printed envelope (unstated \$2 value) were the first Pony Express issues by Wells Fargo & Co.

### Phase III—July 1 to October 26, 1861:

The third and final phase reflects the U.S. government contract awarded to the Overland Mail Company on March 12, 1861, which paid \$1,000,000 per year for mail/passenger service along the Central Route and required the company to “run a Pony Express semi-weekly at a Schedule time of ten days eight months of the year and twelve days four months of the year...” During this period, Wells Fargo & Co. issued new stamps and envelopes to reflect the agreed-upon \$1 per half-ounce government contract rate for the Pony Express.

As the chart shows (opposite page), the volume of mail increased significantly during Phase III. However, when the telegraph line was completed on October 24, 1861, there was no longer any need to run the costly Pony Express, and a termination announcement was made on October 26. The last eastbound mail left San Francisco on October 23. The westbound mail that was datestamped in St. Joseph on October 24 was carried by Pony Express. The letters that were bagged at St. Joseph for the October 27 and 31 trips were probably carried part or all of the way by regular mail stagecoach, because they arrived in San Francisco on November 18 and 21, in line with the usual 20-day transit time by stage. [18]

The four rate periods that overlap the three operational phases are as follows:

**Rate Period 1—Eastbound April 3 to August 14, 1860; Westbound April 3 to July 30, 1860:**

The first Pony Express rate was \$5 per half-ounce. The early ads also mention a short-distance \$3 rate to Salt Lake City and Carson City, but only one example is recorded, and the \$3 rate never appears in later ads. The

**Pony Express Notice,**  
.....FOR THE.....  
**Service Commencing July 1, 1861.**  
**PLACERVILLE TO ST. JOSEPH.**  
**THE OVERLAND MAIL COMPANY'S**  
“PONY EXPRESS” will be dispatched regularly FROM  
THE OFFICE OF THEIR AGENT, AT PLACERVILLE,  
On the Arrival of the  
**EXPRESS LEAVING SAN FRANCISCO**  
**Wednesday and Saturday**  
OF EACH WEEK.  
ALL LETTERS must be enclosed in ten-cent Government  
Stamped Envelopes and prepaid, at the rate of one dollar for each  
half-ounce or any fraction thereof.  
**MESSRS. WELLS, FARGO & CO. HAVE**  
BEEN APPOINTED AGENTS, and letters will be received  
and delivered at their office.  
**WILLIAM BUCKLEY,**  
Superintendent O. M. Co.  
J&M-11

**Pony Express Notice,**  
.....FOR THE.....  
**Service Commencing July 1, 1861.**  
**MESSRS. WELLS, FARGO & CO.**  
**WILL RUN A**  
**Pony Express**  
....BETWEEN....  
**SAN FRANCISCO AND PLACERVILLE,**  
Regularly on  
**Wednesday and Saturday,**  
OF EACH WEEK.  
Leaving their office at 5:45 P. M., on those days, and  
Connecting with the Overland Mail Company's  
Pony Express at Placerville.  
LETTERS MUST BE ENCLOSED IN OUR TWENTY-  
CENT GOVERNMENT FRANKED ENVELOPES, and  
Charges FROM PLACERVILLE PREPAID AT THE RATE  
OF ONE DOLLAR FOR EACH HALF-OUNCE, OR ANY  
FRACTION THEREOF.  
All letters not enclosed as above will be charged at the  
rate of 25 cents each.  
J&M-11 **WELLS, FARGO & CO.**

Pony Express, July 1, 1861  
The ads above were placed concurrently  
by the Overland Mail Co. and Wells  
Fargo & Co. to announce the Pony  
Express service starting July 1, 1861.



amount charged for a letter to be carried by Pony Express—\$5 per half-ounce—was quite substantial. Based on the Consumer Price Index, \$5 in 1860 dollars is equivalent to \$134 in today's dollars. [19]

Because rate changes originated in St. Joseph and had to be communicated to San Francisco, there is roughly a two-week difference between the start dates for rates on eastbound and westbound mail.

**Rate Period 2—Eastbound August 15, 1860, to April 14, 1861; Westbound July 31, 1860, to March 31, 1861:**

The use of extremely thin paper made it possible to reduce the weight of a Pony Express letter to a quarter-ounce. To encourage business, the rate was recalibrated to \$2.50 per quarter-ounce. This rate change followed the period from the end of May to beginning of July 1860, when Pony Express service was disrupted due to attacks on stations by Paiute Indians. When regular runs could resume in July, the schedule was changed to twice-weekly departures from St. Joseph (Thursdays and Sundays) and San Francisco (Wednesdays and Saturdays).

**Rate Period 3—Eastbound April 15 to June 30, 1861; Westbound April 1 to June 30, 1861:**

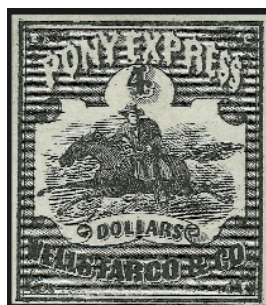
When Phase II (Interim Phase) started on April 1, 1861, the rate for a Pony Express letter was substantially reduced to \$2 per half-ounce, down from the \$5 per half-ounce or \$2.50 per quarter-ounce rates in effect during the previous year. At the same time, the new agents—Wells Fargo & Co.—had stamps and envelopes printed for use on Pony Express letters.

**Rate Period 4—July 1 to October 26, 1861:**

The significance of Rate Period 4 is that it coincides with Phase III of the Pony Express, the period in which the service was *mandated by law* as part of the contract with the Overland Mail Company. The contract stated that the fee for Pony Express service between Placerville and St. Joseph (or Atchison) could not exceed \$1 per half-ounce. If Wells Fargo & Co. carried the letter by express to or from Placerville (for example, from San Francisco), an extra express charge was permitted. If the sender used one of Wells Fargo & Co.'s 10¢ stamped envelopes with the company's express frank, the total amount paid was \$1.20 (\$1 for Pony Express service, 10¢ for the additional express charge, and 10¢ U.S. postage). The Wells Fargo & Co. ad noted that "letters not enclosed as above [in government franked envelopes] will be charged at the rate of 25 cents each [in addition to the \$1 Pony Express fee]."

A rectangular advertisement for the Pony Express. At the top, "PONY EXPRESS!" is written in large, bold, serif capital letters. Below this is a small illustration of a horse and rider. To the left of the illustration is the text "CHANGE OF TIME!" and to the right is "REDUCED RATES!". Below the illustration, it says "10 Days to San Francisco!" followed by "LETTERS" in large, bold, serif capital letters. Under "LETTERS" is the text "WILL BE RECEIVED AT THE OFFICE, 84 BROADWAY, NEW YORK, Up to 4 P. M. every TUESDAY. AND Up to 2½ P. M. every SATURDAY, Which will be forwarded to connect with the PONY EXPRESS leaving ST. JOSEPH, Missouri, Every WEDNESDAY and SATURDAY at 11 P. M. Below this is "TELEGRAMS" in large, bold, serif capital letters. Under "TELEGRAMS" is the text "Sent to Fort Kearney on the mornings of MONDAY and FRIDAY, will connect with PONY leaving St. Joseph, WEDNESDAYS and SATURDAYS. Below this is "EXPRESS CHARGES." in bold, serif capital letters. Under "EXPRESS CHARGES." is a table of charges: "LETTERS weighing half ounce or under..... \$1 00 For every additional half ounce or fraction of an ounce 1 00 In all cases to be enclosed in 10 cent Government Stamped Envelopes, And all Express CHARGES Pre-paid. Below this is "PONY EXPRESS ENVELOPES For Sale at our Office. Below this is "WELLS, FARGO & CO., Ag'ts. At the bottom, it says "New York, July 1, 1861."

Advertisement for Pony Express  
This ad was placed by the New York office of Wells Fargo & Co. to announce the start of Pony Express service "10 Days to San Francisco" on July 1, 1861.



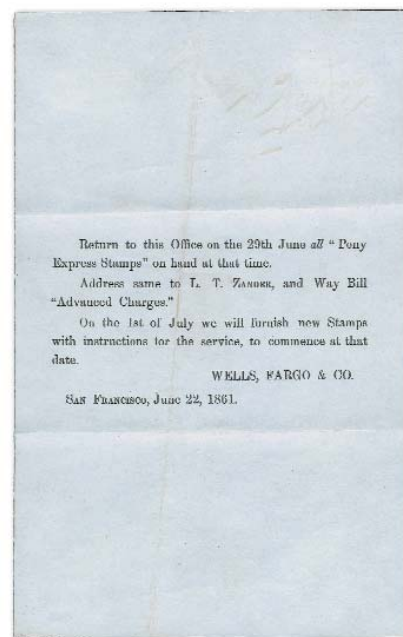
#### Second Issue (July 1, 1861)

The \$1 Red, \$2 Green and \$4 Black Horse & Rider stamps were issued by Wells Fargo & Co. on July 1, 1861. The earliest possible use of the new stamps could occur no sooner than the July 3 trip from San Francisco, the first in the government contract period. A cover from the July 3 trip is shown at left. The \$1 "Garter" stamp was issued in August 1861 at New York City for use on westbound mail.

Since the July 1 commencement date of the Pony Express contract service was known well in advance at both the eastern and western terminal offices, the new \$1 rate was effected simultaneously. New stamps were printed ahead of the July 1 commencement date, as evidenced by the June 22 recall notice for the old issue (shown at right) and the July 3 cover sent from San Francisco with the new \$1 stamp on the first trip under the new contract (lot 30).

The Horse & Rider stamps were used exclusively on eastbound mail. For westbound mail originating east of St. Joseph, a printed envelope and the adhesive "Garter" stamp were used to indicate prepayment. The frank on the "Eastern" Pony Express envelope is similar to the Type I frank used during Rate Period 3.

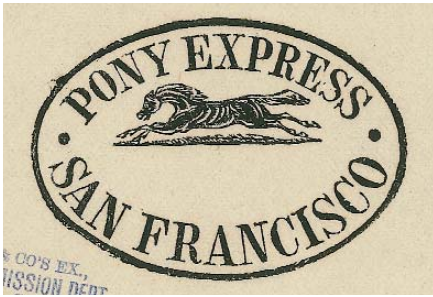
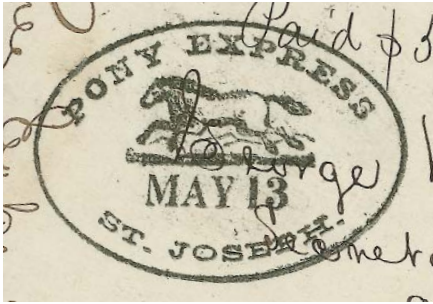
Rate Period 4, coinciding with Phase III, was also the most successful period of the Pony Express, in terms of increasing volume and maintaining a regular schedule. As the chart opposite page 23 shows, the number of letters carried by Pony Express basically doubled (for both directions) from the previous Rate Period. Wells Fargo & Co. proved to be effective agents, and the reduced fee structure and distribution of stamps and envelopes undoubtedly contributed to the increased patronage.



#### Recall Notice for First Issue Stamps

This notice was sent from the San Francisco office of Wells Fargo & Co. on June 22, 1861, requesting that "all 'Pony Express Stamps' on hand" be returned on June 29.





#### The Running Pony Ovals

*The pictorial Running Pony ovals were applied to mail at St. Joseph and San Francisco. The latter office used the marking with and without a date.*

## Pony Express Markings and Stamps

**E**IGHT TYPES OF HANDSTAMPED MARKINGS ARE known on Pony Express covers. Two were used at San Francisco, one at Sacramento, three at St. Joseph and two at New York. The most familiar are the pictorial Running Pony oval-rimmed handstamps used at St. Joseph and San Francisco. The Running Pony ovals are usually preferred by collectors who want the image of a running horse on a Pony Express cover. However, they are the most common (except for strikes in red or carmine). [20]

Prior to April 1861, fees on letters were usually indicated with handwritten notations. Sometimes these markings were no more than tiny pencil or pen numerals, such as "Pd 5.00." Other times the notation was more explicit. From the start a rare type of franked envelope was used, bearing the imprint "PAID. CENTRAL OVERLAND PONY EXPRESS COMPANY" in conjunction with a 3¢ or 10¢ embossed U.S. stamp produced by George F. Nesbitt. Only nine examples of this type of franked envelope are recorded, dating from the inaugural April 3, 1860, trip through the January 7, 1861, trip from Sacramento (these are lots 1 and 5 in this sale).

Once Wells Fargo & Co. started participating in running the express in April 1861, they introduced adhesive stamps and franked envelopes bearing their name. The stamps and franks were created to meet the rate requirements of Rate Periods 3 and 4. There were six adhesive stamps in total: the April 1861 (Rate Period 3) and July 1861 (Rate Period 4) Horse & Rider issues for use on eastbound mail, and the August 1861 (Rate Period 4) "Garter" stamp for westbound mail. Two franked Pony Express envelopes were issued for westbound mail: the April 1861 (Rate Period 3) Type I frank and August 1861 (Rate Period 4) Type II frank.

The April 1861 Horse & Rider issue comprised two stamps, the \$2 Red and \$4 Green, corresponding to the single and double rates. The earliest documented use of the April 1861 issue is a \$2 cover datestamped at Placerville on April 28, 1861 (a way usage on April 27 trip).

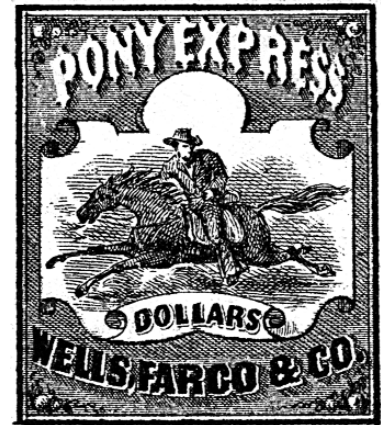
The July 1861 issue added a \$1 denomination for the new rate specified in the government contract. The \$1 was issued in a Red color similar to the \$2 First Issue, while the \$2 was re-issued in Green and the \$4 in Black. This color scheme indicates that Red was the designated color for a single rate and Green for a double rate in Rate Periods 3 and 4.

### *The Lithographic Stones for the Horse & Rider Issue*

The word lithography means “stone writing” (from Greek, *lithos*, a stone, and *graphein*, to write). Lithography is a planographic printing method, which uses a combination of mechanical and chemical (or photographic) means to transfer ink from a uniformly flat surface to paper. Lithographic platemaking can potentially reduce the number of steps required to transfer the original design to multiple positions on the plate. This is accomplished through the use of intermediate transfers, which are sometimes called *bloc-reports* (or “stone-to-stone” transfers). For example, a printing stone of 100 can be made from two transfer groups of 50. One of the 50-stamp transfer groups can be made from five transfer groups of ten, the first of which can be made from ten transfers of the original design (or possibly from another intermediate transfer group). In this example, 100 transfer steps are reduced to 15 steps.

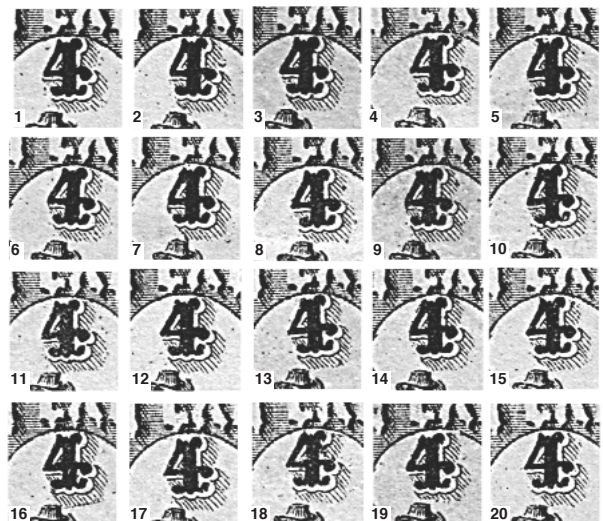
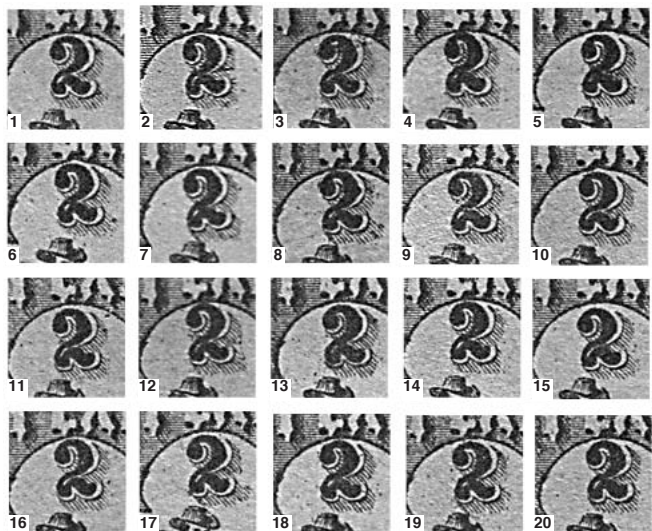
As each transfer (or re-transfer) is made, flaws present on the source are passed along to each new transfer, while new flaws are introduced into each new transfer. This relationship between the primary and secondary transfers, distinguishable through the presence (or absence) of flaws, is a critical factor in determining how a lithographic printing stone was “built up.”

Although the build-up process has the potential to reduce the number of transfers required, it is not always used advantageously. In the case of the Pony Express stamps, the printers, Britton & Rey of San Francisco, wasted effort by not fully exploiting the transfer process. The printing stones used for the \$2 and \$4 stamps



Horse & Rider Primary Matrix

*This is how the Primary Matrix with a blank value must have appeared. It was used to make 20 separate transfers on the printing stone for each of the \$2 and \$4 values. The denomination was added to the stone in 20 separate applications. The photographs below show the slight variation for each position on the \$2 and \$4 sheets.*





### Creating the \$1 Printing Stone

The \$1 stone was built up in a series of steps as follows (mirror images as they would appear on the final printing stone):

Step 1: Primary Matrix modified by adding the numeral “1” (with “Dollars” error)

Steps 2-11: 10 transfers from Primary Matrix to printing stone, forming the Transfer Group A (10 subjects)

Step 12: Re-transfer of Group A to printing stone, forming Transfer Group B (10 subjects)

Step 13: Re-transfer of Groups A-B combined to printing stone, forming Transfer Group C (20 subjects)

Steps 14-53: 40 individual erasures of “s” from “Dollars” on printing stone.



Primary Matrix  
“Dollars” and blank value

STEP 1



Add “1” numeral to  
Primary Matrix

STEPS 2-11



10 Transfers  
Transfer Group A

STEP 12



Re-transfer Group A  
Transfer Group B

STEP 13



Re-transfer Group A-B  
Transfer Group C

required many more steps than was necessary. Likewise, although the \$1 stone was built up from intermediate transfers, the failure to change “Dollars” to “Dollar” at the earliest or intermediate stages necessitated the retouching of all 40 positions on the final printing stone.

The \$2 and \$4 were printed in sheets of 20 (5 wide by 4 high). Rather than build up the printing stone from intermediate transfer groups or from a Primary Matrix containing the denomination, the printers used a blank matrix (shown on previous page) to enter each subject on the stone for each value. This required a total of 40 transfers (20 for each value). The denomination (shaded numerals “2” and “4”) then had to be individually transferred to each subject on both stones, thus requiring another 40 separate transfers. It seems incredible that experienced lithographers such as Britton & Rey did not simplify the process by using intermediate transfers.

Based on the fact that the \$2 and \$4 of the July 1861 issue were printed from the same stones as the April 1861 issue, it is certain that the printers had retained the two original stones. Lithographic stones were usually re-used by erasing the image and repolishing the surface, but in the case of the Pony Express stones, they were evidently preserved for future printings.

The \$1 stamp was printed in sheets of 40, comprising right and left panes of 20 (4 across by 5 high) with a gutter between the panes. A new stone was created for the \$1 stamp, starting with the “Dollars” matrix previously used for the \$2 and \$4. This time, they had the foresight to add the denomination to the Primary Matrix, but they failed to remove the “s” from “Dollars” until the printing stone was completely built up from the intermediate transfers. This was a glaring oversight. Correcting it required someone to erase most of the “s” from each subject so that the remaining portion resembled a period after “Dollar.” The steps involved are shown here.

### ***The \$1 “Garter” and Franks for Westbound Mail***

The Horse & Rider stamps were never used on westbound Pony Express mail. In Rate Period 3, Wells Fargo & Co. introduced a special franked envelope for westbound mail, but its use was extremely limited. On July 1, 1861, the new contract rate went into effect. On August 12, 1861, Wells Fargo & Co. announced in the New York papers that “Pony Express Envelopes” were “Now ready and for sale at our office.” Although this announcement refers only to “envelopes,” in fact both the franked entires and \$1 adhesive stamps were put on sale in August 1861.

The small belt-shaped Garter stamp looks nothing like the Horse & Rider issues and omits the words “Pony Express.” Although Nesbitt was identified as the maker of the franks and Garter issue in an 1867 article, subsequent writers mistakenly attributed the Garter printing to Britton & Rey. Around the year 2000 a Garter stamp was found with the imprint “G. F. Nesbitt & Co. N.Y.” (lot 39).

The Garter was printed from a lithographic stone of 20 subjects, arranged 5 across and 4 high, based on the corner margin strip and three blocks printed on card with the word “Sample” written across them. A digital reconstruction of the sheet layout is shown below.

The Garter stamp is extremely rare in any form. The strip of three (lot 38) is the only recorded unused multiple on regular paper. Only four covers are recorded, including two from New York City and two from Boston, dated from August 24 (lot 41) to October 26, 1861.



#### **Nesbitt Imprint**

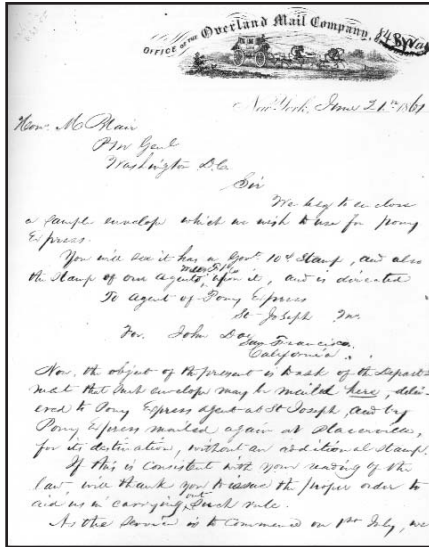
*This stamp with the “G. F. Nesbitt N.Y.” imprint only came to light around the year 2000 and proves conclusively that the Garter issue was printed by Nesbitt in New York City.*



#### **\$1 Garter Layout**

*This digital reconstruction of the sheet of 20 is based on three proof blocks with the word “Sample” written across them, the corner-margin strip of three and the imprint single.*





### Essay Envelope

The Type I franked envelope at upper right was sent with the letter above. The June 21, 1861, letter reads:

"We beg to enclose a sample envelope which we wish to use for Pony Express.

You will see it has a Govt. 10c Stamp, and also the stamp of our agents Wells F & Co. upon it, and is directed

To Agent of Pony Express  
St. Joseph Mo.  
For John Doe  
San Francisco  
California.

Now, the object of the present is to ask of the Department that such envelope may be mailed here, delivered to Pony Express Agent at St. Joseph, and by Pony Express mailed again at Placerville, for its destination, without an additional stamp.

If this is consistent with your reading of the law, will thank you to issue the proper order to aid us in carrying out such rule.

As the service is to commence on 1st July, we would beg for an early reply to this.

[Signed Frederick Cook, Treasurer, Overland Mail Company]."



The first Wells Fargo & Co. Pony Express frank was issued during Rate Period 3, when the express charge was \$2. The Type I frank is printed in red on the 10c Green Nesbitt entire and reads "½ OUNCE/PAID/FROM/ST. JOSEPH/TO/PLACERVILLE/PER/PONY/EXPRESS." The absence of a rate was probably deliberate, because by March 1861 the OMC and Wells Fargo & Co. knew that the contract at \$1 per letter would commence on July 1. Without a stated value, the envelopes could be sold for \$2 until June 30 and \$1 thereafter. As it turned out, circumstances required a new envelope printing. On June 21, 1861, the OMC treasurer in New York wrote to Postmaster General Blair to seek approval of the Pony Express frank and to obtain clarification of the postage requirements on mail posted at the Placerville terminus. The sample is a Type I frank with annotations (lot 42). It is shown here with a photograph and transcript of the letter.

The slightly modified Type II frank was printed in red on the new 10c 1861 "Pumpkin" entire. According to reliable sources, the Nesbitt firm was specifically asked to provide franked envelopes on thinner, tougher paper than that used for the regular stamped envelopes, to reduce weight. [21]

The part-printed address on the Type II frank was added (per the June 21, 1861, letter and sample) to facilitate a new mail-handling procedure. Previously, westbound mail was forwarded in packages to the St. Joseph post office. On arrival the letters were unbundled and counted before they were given to the Pony Express agent. Beginning in mid-August with the introduction of the new Type II franks, individual letters were mailed at the post office of origin and transmitted through the



#### Type II Frank

The Type II frank was printed on the new 10¢ "Pumpkin" envelope made from thin paper especially for the Pony Express. The envelope was carried by regular U.S. mail to St. Joseph and given to the Pony Express agent.

regular mails to the agent in St. Joseph, who gave them to the next departing rider. After the Pony terminus was moved to Atchison in September, the St. Joseph agent bagged the letters he received by mail and placed them on board the train to Atchison.

#### ***United States Stamps on Pony Express Mail***

Over the course of the Pony Express, two significant changes occurred in the U.S. postage requirements. First, the Act of February 27, 1861, applied the 10¢ rate to *any* mail that crossed the Rocky Mountains, thereby eliminating the use of the 3¢ "under 3,000 miles" rate on Pony Express letters sent across the Rockies, but carried by regular mail for distances less than 3,000 miles. Second, the Civil War resulted in the demonetization of the 1857 Issue adhesive stamps and the release of an entirely new issue, the 1861 stamps and envelopes. For this reason, Pony Express covers from August to October 1861 can be found with the 10¢ "Pumpkin" embossed stamp and 10¢ 1861 adhesive (Scott 68), instead of the earlier Nesbitt and Star Die envelopes or the 1857 Issue adhesives.

#### ***Free Franks on Pony Express Mail***

The company's stated policy was that express charges would not be waived, but surviving covers show that company mail and some letters from political allies were carried free. The Frajola-Kramer-Walske census records fifteen covers with various forms of free franks. Seven were sent by Senator Milton Latham (six with his signature, one unsigned). Two are franked by Isaac Stevens, a member of Congress. One is franked by Senator William Gwin. Three are franked by William H. Russell, president of COC&PP. Two are franked by COC&PP employees (Finney and Robeson).



## **The Telegraph and The End of the Pony Express**

THE VALUE OF THE PONY EXPRESS AS A WAY TO transmit news faster than any other means available was destined to disappear once the transcontinental telegraph was complete. Yet the electronic communication technology that would soon render the horse-and-rider relay system obsolete actually complemented the Pony Express and made it better. By transmitting telegrams to receiving stations along the Pony route, it was possible to reduce the overall time required to send news from one coast to the other. As the telegraph lines lengthened and the gap between them narrowed, a message could be sent by wire and horse in as few as seven days.

The Overland Mail Company was compelled to continue running the Pony Express as part of the March 12, 1861, government mail contract, but they did so reluctantly. Now that congress favored the Central Route over the Southern Route—partly because COC&PP had demonstrated its reliability, and partly because the Civil War threatened the Southern Route—the public relations value of the Pony Express disappeared. Running a continuous relay with 150 to 200 stations, 50 to 75 riders and 400 to 500 horses stretched over 1,900 miles was costly. The revenue generated by Pony Express fees was never sufficient to cover the costs. Now the profit-minded directors of the OMC and COC&PP were literally saddled with its cost. However, in negotiating their mail contract, OMC was able to insert an escape clause for the Pony Express; once the transcontinental telegraph was complete, they could discontinue the service.

When the Pony Express started in April 1860, the western telegraph station furthest east of Sacramento was Carson City, and St. Joseph was the eastern terminus for telegraph messages. The Pacific Telegraph Act of June

### **The Pony Rider and Telegraph**

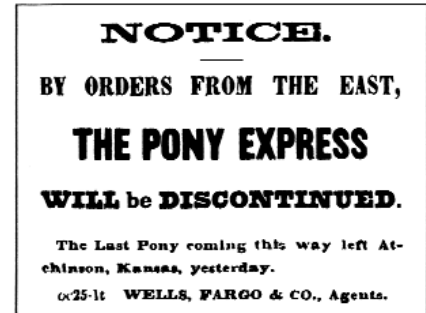
*This engraving is based on a painting by George M. Ottinger. It depicts a Pony rider passing and saluting pole setters for the Overland Telegraph.*



1860 accelerated the construction of the transcontinental telegraph line through incentives and government subsidies. By November 1860 the western telegraph terminus had been extended as far east as Fort Churchill, and the eastern terminus for Pony dispatches was at Fort Kearney. [22] The news of Lincoln's election in November 1860 was sent by telegraph to Fort Kearney and from there by Pony Express to Fort Churchill, where it was immediately transmitted to San Francisco. [23]

The chart opposite page 23 contains information about the advancement of the eastern and western telegraph terminals. On August 6, 1861, the *San Francisco Bulletin* printed over its dispatches, "By telegraph to Fort Kearney from St. Louis, thence by Pony Express to Robert's Creek Station, thence by telegraph to San Francisco." In the August 13, 1861, edition, the same paper reported that the Pony Express rider was leaving his dispatches for the *Bulletin* and other Pacific Coast newspapers at Dry Creek station. By the beginning of September, hundreds of miles were cut from the distance between telegraph terminals on the Pony route. The eastern section of the telegraph was completed on October 17, 1861, and just one week later the final connection was made on October 24. [24]

As soon as messages could be sent by wire, the need for the Pony Express was eliminated, and the OMC was free to discontinue the money-losing service. The last trip from San Francisco left on October 23. On October 25 the Wells Fargo & Co. office in San Francisco announced that the "Last Pony coming this way left Atchison, Kansas, yesterday [October 24]." They probably received that news by wire. Thus, after nineteen months of operation, the Pony Express became a relic of the past.



#### The Last Pony

*This announcement was published in the October 26, 1861, edition of the San Francisco Bulletin. It reads "The Last Pony coming this way left Atchison, Kansas, yesterday." The announcement date is October 25, and the last westbound express from St. Joseph/Atchison was on October 24.*



#### After the Pony Express

*This prepaid envelope bearing the Type II frank (lot 44) was postmarked at New York City on October 23, one day before the transcontinental telegraph was completed. It probably reached St. Joseph on October 26 and was bagged with the Pony Express mail of October 27. However, the November 18 arrival of that mail indicates it probably travelled by the regular stagecoach for all or part of the trip.*



## Epilogue—Wells Fargo & Company's Virginia City Pony Express of 1862-1865

THE GOLD AND SILVER STRIKES IN WESTERN Utah Territory between 1859 and 1863 brought a huge influx of miners and settlers into the Carson and Washoe Valley region. At the beginning of the Civil War, the Federal government moved quickly to ensure that the population of eastern California and western Utah Territory—along with its mineral wealth—remained loyal to the Union. Congress created Nevada Territory on March 2, 1861, carving out a portion of Utah Territory that included Carson City (the new capital of Nevada Territory), Genoa, Virginia City, Gold Hill, and Aurora.

Wells Fargo & Co. and other express companies had long served this region. The transcontinental Pony Express of 1860-1861 passed through Carson City and Virginia City. Therefore, when there was demand for a fast express service between San Francisco and Washoe, it was relatively easy for Wells Fargo & Co. to organize a horse-and-rider relay along their existing routes.

The “Pony Express to Washoe—Through in 24 Hours” was announced by Wells Fargo & Co. to start running on Monday, August 11, 1862. The schedule provided for a 4 p.m. departure from San Francisco and arrival in Virginia City by “the next evening.” Letters sent westbound from Virginia City would leave at 6 p.m. and arrive in San Francisco the “next evening, by Sacramento Boat.”

From August 1862 through January 1863, the rate for the Virginia City Pony Express was 10¢ per half-ounce, which was paid by the Brown stamp. Sometime shortly after January 1863, the rate was increased to 25¢, and a new stamp was issued in Blue. The 25¢ rate continued through to the end of the express service, but the stamp color was changed to Red around March 1864.



### Wells Fargo & Co. Announcement

*This advertisement announcing the start of the “Pony Express to Washoe” is dated August 8, 1862. It states that service will commence on Monday, August 11, from San Francisco.*

### Virginia City, Nevada

*This 1866 photograph shows Virginia City as it must have appeared in 1862 to 1865 when the Pony Express ran. Nevada was admitted as the 36th state on October 31, 1864.*





Complete Sheet of 25¢ Red

*The 25¢ stamp was issued in Red in March 1864. One year later, on March 2, 1865, the Virginia City Pony Express was discontinued.*

The 10¢ Brown was used for only six months and is the scarcest of the three colors. The 25¢ Blue was used for one year and is the most common of the three stamps on cover. The 25¢ Red was also used over a span of one year, but during that time the express did not run from July 29 to December 29, 1864. [25]. The 25¢ Red was the rarest until the dispersal of the Crittenden correspondence increased the number of 25¢ Red covers, making it the second scarcest, after the 10¢ Brown.

In addition to adhesive stamps, Wells Fargo & Co. issued 10¢ Red and Blue envelopes with the same design printed directly over their standard express frank, of which a few used examples are known. The 25¢ Red envelope is only known in unused condition.

A letter contained in one of the covers from the Crittenden correspondence stated that the last day of the Virginia City Pony Express service was March 2, 1865. [26]



Westbound from Virginia City

*This double-rate express cover was sent from Virginia City to San Francisco on February 21, 1865. It reached Sacramento the next day, and the stamp at lower left (in a slightly different shade) was applied and cancelled by the "Sacramento Messenger" oval, presumably to make up the additional express charge.*



## Endnotes

1. The number of Pony Express trips varies according to the source, ranging from 298 (Frajola-Kramer-Walske) to 330 (Root-Connelley). The Pony route between San Francisco and St. Joseph has been stated to be a distance of 1,950 or 1,966 miles. 34,753 letters, excluding way mail, have been documented. FKW estimates that 39,500 letters were carried, based on the fact that way mail accounts for 12% of recorded covers.
2. Frajola-Kramer-Walske, *The Pony Express: A Postal History* [FKW], pp. 5-6
3. Godfrey, Anthony, Ph.D., *Pony Express: Historic Resource Study*, [www.nps.gov/archive/poex/hrs/hrst.htm](http://www.nps.gov/archive/poex/hrs/hrst.htm) [HRS]. The COC&PP Express Co. was chartered in Kansas Territory on Feb. 13, 1860.
4. HRS
5. DiCerto, Joseph J., *The Saga of the Pony Express* [JDC], p. 40
6. HRS
7. JDC, Appendix A and HRS (184 stations listed)
8. Bloss, Roy S., *Pony Express—The Great Gamble* [RSB], pp. 30-34
9. Schedule published in the *St. Joseph Weekly West*, Mar. 31, 1860
10. JDC, pp. 50-53
11. Nathan-Boggs, *The Pony Express* [N-B], pp. 8-9
12. RSB, p. 45 (attributed to Sacramento *Union* newspaper)
13. FKW, p. 20 (attributed to San Francisco *Bulletin* newspaper, Apr. 16, 1860)
14. As with most aspects of the Pony Express, historians provide varying accounts of the specific arrival times. The times quoted in this catalogue come from a summary in N-B (p. 8)
15. RSB, pp. 46-47
16. FKW, p. 16
17. RSB, p. 51
18. FKW, pp. 58-59
19. The value of \$5.00 from 1860 can be calculated in 2008 dollars using rates based on different criteria, as follows:

Consumer Price .....	\$133.56
GDP Deflator .....	102.50
Unskilled Wage .....	855.50
Nominal GDP per Capita .....	1,719.66
Relative Share of GDP.....	16,618.18

Source: [www.measuringworth.com/uscompare/](http://www.measuringworth.com/uscompare/)
20. The FKW census records 180 eastbound covers. Adding one unrecorded cover, there are 181, of which 128 have the San Francisco Running Pony oval (4 black, 119 blue, 5 red). The FKW census records 71 westbound covers. Adding one unrecorded cover, there are 72, of which 33 have the St. Joseph Running Pony oval (23 black, 10 carmine).
21. *U.S. Envelope World*, May-August 1958, p. 91
22. The Missouri & Western Telegraph Co. completed the first telegraph line from Brownville to Fort Kearney via Omaha in November 1860 (source: [www.usgennet.org/usa/ne/topic/resources/OLLibrary/MWHNE/mwhne080.htm](http://www.usgennet.org/usa/ne/topic/resources/OLLibrary/MWHNE/mwhne080.htm))
23. HRS
24. Perry, Elliott, Pat Paragraphs, No. 38, July 1939, contains a table showing dates that the eastbound Pony Express sent news and messages by telegraph and the New York publication dates of those telegrams.
25. Gamett, James M., *Nevada Express—Wells, Fargo & Co. and Other Letter Expresses, 1857-1895* [JMG], p. 33
26. Frajola, Richard C., *The Crittenden Correspondence* auction catalogue (No. 2), October 23, 1981

## Acknowledgments and Sources

We are grateful to Dr. Robert J. Chandler, Steven C. Walske and Richard F. Winter for providing information used in this catalogue.

### Standard References and Articles:

- Ashbrook, Stanley B., *Ashbrook's Special Service*, Issue No. 26, May 1, 1953  
Baker, H. J. & J. D., *Baker's U.S. Classics*, USPCS, 1985  
Bloss, Roy S., *Pony Express—The Great Gamble*, Howell-North, 1959 [RSB]  
Coburn, Jesse, *Letters of Gold*, USPCS and PF, 1984  
Corbett, Christopher, *Orphans Preferred: The Twisted Truth and Lasting Legend of the Pony Express*, Broadway Books, 2003  
DiCerto, Joseph J., *The Saga of the Pony Express*, Mountain Press, 2002 [JDC]  
Frajola, Richard C.; Kramer, George J.; and Walske, Steven C.; *The Pony Express: A Postal History*, The Philatelic Foundation, 2005 [FKW]  
Gamett, James M., *Nevada Express—Wells, Fargo & Co. and Other Letter Expresses, 1857-1895*, Western Cover Society, 2002 [JMG]  
Godfrey, Anthony, Ph.D., *Pony Express: Historic Resource Study*, [www.nps.gov/archive/poex/hrs/hrst.htm](http://www.nps.gov/archive/poex/hrs/hrst.htm) [HRS]  
Hafen, Leroy R., *The Overland Mail 1849-1869*, University of Oklahoma Press, 2004 (reprint of 1926 edition) [LRH]  
Hargest, George E., *History of Letter Post Communication Between the United States and Europe 1845-1875*, Quarterman Publications, 1975  
Harlow, Alvin F., *Old Waybills*, Appleton-Century, 1934  
Harris, Robert Dalton, "The Pony Express," *Postal History Journal*, No. 132  
Hubbard and Winter, *North Atlantic Mail Sailings 1840-75*, USPCS, 1988  
Knapp, Edward S., *Pony Express*, Scott Stamp & Coin Co., 1936  
Loeb, Julius, "The Pony Express", reprinted in *Western Express*, April 1984, originally published in *The American Philatelist*  
Nathan, M. C., and Boggs, Winthrop S., *The Pony Express*, CCNY, 1962 [N-B]  
Root, G. A., and Hickman, R. K., "The Pony Express and Pacific Telegraph", *Kansas Historical Quarterly* (on-line), Kansas Historical Society  
Settle, Raymond W. and Mary L., *Saddles and Spurs: The Pony Express Saga*, Bonanza Books, 1955  
Starnes, Charles J., *U.S. Letter Rates to Foreign Destinations 1847 to GPU-UPU*, Philatelic Bibliopole, 1982  
Trepel, Scott R., *Wells, Fargo & Company 1861 Pony Express Issues*, Robert A. Siegel Auction Galleries, 2005

### Serial Publications:

- The American Philatelist*, The American Philatelic Society  
*The Chronicle of the U.S. Classic Postal Issues*, U.S. Philatelic Classics Society  
*U.S. Envelope World*, May-August 1958, p. 91  
*Western Express*, Western Cover Society

### Major Pony Express Auction Sales (by collector):

- Barkhausen, L. H., H. R. Harmer, November 7-8, 1955  
Baughman, Robert W., Siegel Auction Galleries, May 25-27, 1971  
Caspary, Alfred H., H. R. Harmer, Sale 8, March 18-21, 1957  
Crittenden Correspondence, Richard C. Frajola, October 23, 1981  
Dale-Lichtenstein, H. R. Harmer, September 25, 1997, and May 13, 2004  
Emerson, Robert S., Daniel F. Kelleher Co., Sale 396, January 31, 1938  
Edwards Collection, Christie's New York, October 29, 1991  
Grunin, Louis, Christie's New York, 1987-1988  
[Haas, Marc] Anonymous, Richard C. Frajola, December 14, 1985  
Knapp, Edward S., Parke-Bernet, May 5-10, 1941  
Kramer, George J., Robert G. Kaufmann, September 15, 1990  
[Lyon, William Parker] Anonymous, H. R. Harmer, February 21, 1973, displayed at the William Parker Lyon Pony Express Museum in Arcadia Cal., after Lyon's death the entire collection was acquired by Bill Harrah, the Nevada gambling tycoon  
Moody, William L. III, H. R. Harmer, Part 3, November 27, 1950  
West, William, Philip H. Ward, April 26-30, 1943  
Wiltsee, Ernest A., Harmer Rooke, November 19-20, 1946

### Internet Resources:

- Pony Express Home Station (<http://www.xphomestation.com>)



# Live Internet Bidding at Siegel Auctions



Bidding from your computer lets you be part of the live auction from anywhere in the world!

There's no substitute for following the auction in real time. Live Internet Bidding lets you bid and buy as though you were right there in the saleroom.

And it's easy. Just start by following the simple steps to become a registered Live Internet Bidder. Once you've been approved for bidding, you can listen to the auction and place bids with the click of a mouse.

This step-by-step guide will instruct you how to register, set your browser and use the bidding interface.

## 1 Registering with Stamp Auction Network and Siegel Auction Galleries

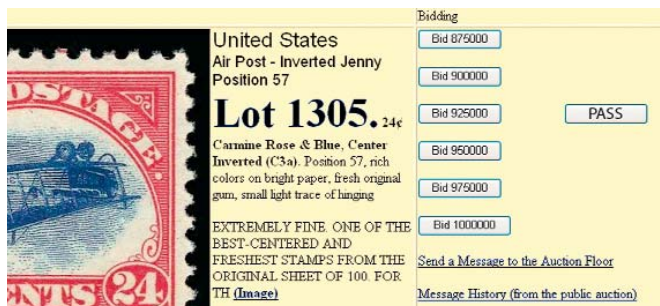
Live Internet Bidding is managed by Stamp Auction Network (SAN). To bid, you must be registered and approved by *both* SAN and Siegel. To decide what you need to do, choose the description below that best fits you.

**I've already registered with SAN and have been approved by Siegel for internet bidding.** You're ready for Step 2.

**I've never registered with SAN, but I'm a Siegel client.** Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Register" at the top. Check the box for Robert A. Siegel Auction Galleries (under "R") and submit the form, indicating you are a Siegel client. Once registered at SAN, you're ready for Step 2.

**I've never registered with SAN, and this is the first time I've bid with Siegel.** Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Register" at the top. Check the box for Robert A. Siegel Auction Galleries (under "R") and submit the form **with your trade references** (please, no family members or credit card companies as references). Once registered at SAN and approved by Siegel for bidding, you're ready for Step 2.

**I've bid through SAN before, but this is the first time I've bid in a Siegel sale.** Then you just need to be approved by Siegel. Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Update Registration" at the top. Your SAN account information will be sent to us for approval (you might be asked for other trade references). Once approved by Siegel for bidding, you can move to Step 2.

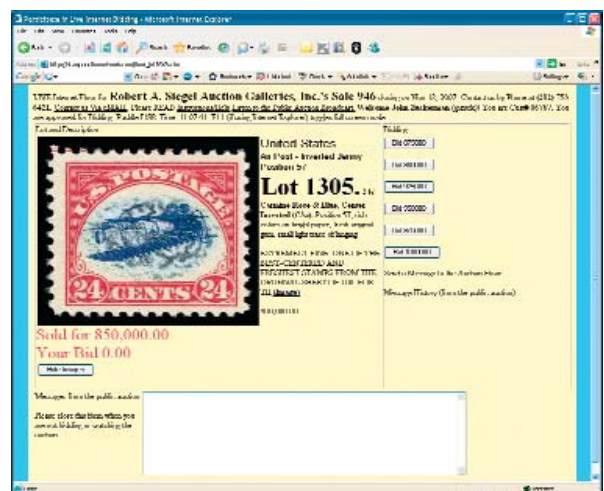


## 3 Using Live Internet Bidding to bid, track results and communicate with the auctioneer.

When you're logged on as a Live Internet Bidder, the screen will display buttons with bid increments. After you click on a bid amount, the auctioneer is immediately notified of your bid. Retracting a bid is usually not acceptable, so please bid carefully.

If you bid, then decide to stop, please use the "Pass" button, which appears once you've started bidding. This tells the auctioneer not to wait for another bid from you.

You can send messages to the auctioneer (for example, a request for extension). You can also track prior realizations from the bidding screen.



## 2 Using your browser for Live Internet Bidding and understanding the way it works.

Live Internet Bidding works by providing an audio feed of the auction (for anyone using Internet Explorer) and by allowing registered bidders to observe and place bids. The bidding interface shows a photo and description of the lot, the current bid (and your bidding status), and options for placing competitive bids. To join the auction, go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel). You can also log on at [siegelauctions.com](http://siegelauctions.com)

The visual and audio interface will work with any browser on both PC and Mac operating systems. Before bidding by internet for the first time, we recommend finding a sale in progress and listening to the public broadcast or logging in as a registered bidder. This will help you develop a feel for the sale tempo and bidding interface.

"System down" or "lost connection" events do occasionally happen. If you have any problems with Live Internet Bidding, please call 212-753-6421 for immediate assistance.



Sale 979—Lots 1-63

Saturday, December 5, 2009, at 4:30 p.m.

*A 15% buyer's premium will be added to the hammer price of each lot sold.*

*Lots will be available for viewing on the day of sale from 11 a.m. to 4 p.m.  
and by appointment (please call 212-753-6421).*

*Robert A. Siegel*

AUCTION GALLERIES, INC.

60 EAST 56TH STREET, 4TH FLOOR, NEW YORK, N.Y. 10022

Phone (212) 753-6421 • Fax (212) 753-6429 • E-mail: [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)

[siegelauctions.com](http://siegelauctions.com)





1  
Front and back

Lot 1

**“Pony Express, San Francisco, Apr. 3” (1860).** Running Pony oval datestamp boldly struck in black on 10c Pale Green on White Nesbitt entire (U17a) with “PAID. CENTRAL OVERLAND PONY EXPRESS COMPANY.” two-line printed frank, unaddressed and affixed as a paste-up to a blank envelope addressed to “Hon. Milton S. Latham, U.S. Senate, Washington”, mostly clear strike of “The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Apr. 13” (1860) oval datestamp applied on arrival, the cover entered the mails at St. Joseph, 10c Nesbitt entire with blue “St. Joseph Mo. Apr. 13, 1860” circular datestamp

EXTREMELY FINE. THE FINEST OF THREE RECORDED COVERS SURVIVING FROM THE FIRST DAY OF THE PONY EXPRESS. AN IMPORTANT AND WELL-PRESERVED ARTIFACT OF THE LEGENDARY PONY EXPRESS.

The widely-publicized launch of the Pony Express occurred simultaneously in San Francisco and St. Joseph, Missouri, on Tuesday, April 3. With a large crowd gathered at the offices of the Alta Telegraph Company at the corner of Montgomery and Merchant Streets in San Francisco, the mail bag was ceremoniously given to a rider (believed to be James Randall), who galloped away toward the docks. This was essentially for show, because the mail had to be carried by steamer to Sacramento before it started the 1,840-mile journey by horse. Although the *Antelope* was regularly used for carrying the express mail between San Francisco and Sacramento, that vessel was under repair when the first Pony trip took place, and the steamer *New World* was used instead. The trip up river in a hard rain took ten hours to reach Sacramento, arriving at 2:40 a.m. on April 4. The first actual Pony rider was William Hamilton, who rode out of Sacramento with the mail at 2:45 a.m. The last rider reached St. Joseph in the late afternoon of April 13, exactly ten days after departure. Historians are uncertain whether Johnny Frye or William Richardson carried the first Pony mail into St. Joseph.

The *Alta California* reported that the April 3 Pony Express mail contained 56 letters from San Francisco, to which 13 letters were added at Sacramento, one letter more at Placerville and an additional 15 pieces in the form of telegrams and newspaper reports, for a total of 85 pieces. It is not known how many letters were delivered or picked up along the way.

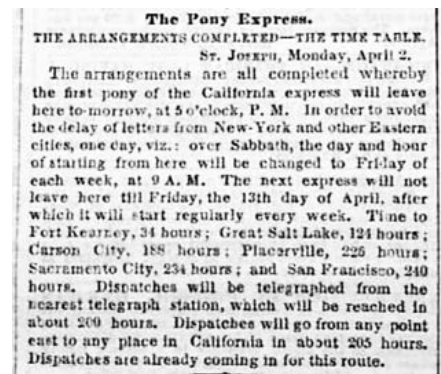
There are two known covers surviving from this eastbound First Trip mail: the cover offered here and another addressed to A. A. Low & Brothers in New York City (ex Dale-Lichtenstein, now in the Walske collection). The “APR 3” date in the Running Pony oval on the Latham cover offered here is more clearly struck than the strike on the Low & Brothers cover. In addition to the two eastbound covers, there is a westbound First Trip cover addressed to Frederick Billings—the attorney of Billings, Montana, fame—which has a clear strike of the St. Joseph non-pictorial oval datestamp. The two-line frank on this 10c entire is recorded on three 3c and six 10c entires.

The cover offered here is addressed to Senator Milton S. Latham, who went to California in 1850 and was elected to Congress on the 1852 Democratic ticket. After his term expired, he declined to run for re-election and served as collector for the port of San Francisco. In 1859 he was elected governor, but he resigned five days after taking office to fill the U.S. Senate seat left vacant when Senator David C. Broderick was killed in a duel. Latham was a friend of William H. Russell, the Central Overland California & Pike’s Peak Express Co. president. Latham was a strong supporter of COC&PP in their effort to secure the contract for the Central Route. He was among the few individuals later permitted to send Pony Express letters free of charge.

This cover is recorded in the Nathan-Boggs and Frajola-Kramer-Walske books. We do not have any details of its sale history prior to its last appearance in our sale of the Hall collection in 2000 (Sale 830, lot 797), where it realized \$180,000 hammer. Since our sale of the Hall collection, the Low & Brothers cover realized \$260,000 hammer and the Billings cover realized the same hammer price in the May 13, 2004, H. R. Harmer sale of the Dale-Lichtenstein collection.

FKW Census E2. Trip ET-1. Ex Hall.

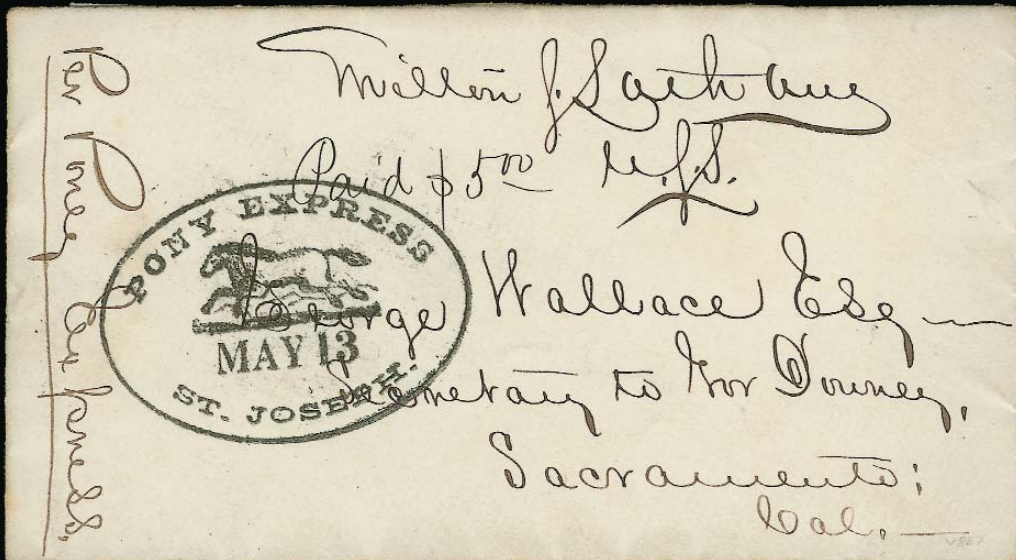
**Estimate \$300,000-400,000**



Announcement of the  
First Pony Express Trip

*This front page article in the April 6, 1860, edition of The New York Times is datelined “St. Joseph, Monday, April 2” and announces the scheduled departure of the first Pony Express on April 3.*





**Lot 2**

**“Pony Express, St. Joseph. May 13” (1860).** Perfect bold strike of Running Pony oval handstamp on cover with “Milton S. Latham U.S.S.” free frank (for government postage) and addressed in his hand to George Wallace, secretary to California’s Governor Downey, at Sacramento, Latham’s endorsement “*Per Pony Express*”, manuscript “*Paid \$5.00*” in another hand, indicating payment of Pony Express charge, with original letter datelined “*Washington, May 8/60*” from Latham (see excerpt below)

EXTREMELY FINE AND PRISTINE COVER WITH A PERFECT STRIKE OF THE ST. JOSEPH RUNNING PONY OVAL. ONE OF SIX RECORDED PONY EXPRESS COVERS SIGNED BY SENATOR LATHAM—THIS IS THE ONLY ONE ON WHICH THE EXPRESS FEE WAS CHARGED AND ONE OF THREE WITH THE ST. JOSEPH RUNNING PONY HANDSTAMP.

Senator Milton S. Latham went to California in 1850 and was elected to Congress on the 1852 Democratic ticket. After his term expired, he declined to run for re-election and served as collector for the port of San Francisco. In 1859 he was elected governor, but he resigned five days after taking office to fill the U.S. Senate seat left vacant when Senator David C. Broderick was killed in a duel. Latham was a friend of William H. Russell, the Central Overland California & Pike’s Peak Express Co. president. Latham was a strong supporter of COC&PP in their effort to secure the contract for the Central Route. He was among the few individuals later permitted to send Pony Express letters free of charge. However, in this case he paid the \$5.00 express fee.

Senator Latham’s letter includes interesting comments on the Democratic Convention in Charleston:

“...I am in no way responsible for the acts of our Delegates at Charleston. They never consulted me in any manner & at C. seem to have been led by Austin Smith who was as fiery as the extreme Southerner... Don’t show this letter to anyone. You may rely upon it, the Democracy are hopelessly split forever. There are four candidates in the field & the Republicans have every prospect of success.”

This cover left St. Joseph on May 13 and arrived by Pony Express at Sacramento on May 22. It is one of the earliest westbound Pony covers recorded (the third in the FKW census).

There are fifteen recorded Pony Express covers with any form of free frank for postage or express charges. Of these, six are signed by Latham (FKW E94, W3, W5, W7, W48 and W62). The eastbound cover (E94) has the San Francisco Running Pony oval. Only three of the westbound Latham covers have the St. Joseph Running Pony oval (W3, W5 and W7). One of the other covers carried a telegram sent by Latham, but the transmittal envelope was neither signed nor addressed by him (W47). The cover offered here is the earliest of the Latham covers, and it was charged \$5 for the express fee, in accordance with the stated company policy. Subsequently, the fee was waived on letters sent by Latham.

FKW Census W3. Trip WT-7. Illustrated in Nathan-Boggs book (p. 10). Ex Hall.

**Estimate \$100,000-150,000**



Senator Milton S. Latham

*Latham served five days as Governor of California (January 9-14, 1860) before the state legislature voted to have him replace U.S. Senator David C. Broderick, who was killed in a duel.*



3  
 Front and back



**Lot 3**

**“Pony Express, St. Joseph, Aug. 16” (1860) Carmine Running Pony Datestamp.** Mostly clear strike with manuscript “*I AM*” arrival time next to date on back of cover to “*Capt. James Coffin, Warren R.I. U.S.A.*” with instructions “*To be forwarded by Pony Express*”, **10c Green, Ty. V (35)** tied by blue “The Central Overland California & Pikes Peak Express Company, San Francisco, Cal. Aug. 4” oval datestamp and also by bluish-black “St. Joseph Mo. Aug. 17, 1860” circular datestamp

VERY FINE. ONE OF TEN RECORDED EXAMPLES OF THE RUNNING PONY HANDSTAMP STRUCK IN CARMINE—THIS IS THE EARLIEST OF THE SIX EASTBOUND COVERS. ONE OF THE FINEST PONY EXPRESS COVERS EXTANT.

The St. Joseph Running Pony handstamp was normally struck in black, but the FKW census records ten covers with this marking struck in the distinctive Carmine color (listed below). They are dated from August 12 to September 13, 1860, and all but two are struck on the backs of the covers. Four have 10c adhesive stamps (Scott 35), each with the Carmine Pony on the back.

This cover was sent from San Francisco on August 4, 1860, after the new recalibrated Pony Express rate of \$2.50 per quarter-ounce was announced at St. Joseph. Because news of the rate change took approximately two weeks to reach the West Coast, it was not implemented in San Francisco until the August 15 eastbound trip.

The “U.S.A.” designation in the address and “To be forwarded” instructions make it almost certain that this cover originated outside the United States, probably from a travelling member of the prominent Coffin family, several of whom were whaling captains.

FKW Census E12. Trip ET-19. Illustrated in Needham-Berthold article (*Collectors Club Philatelist* reprint). Ex Dr. Paine, Emerson, Hall and Gruys.

**Estimate \$150,000-200,000**

**Covers with St. Joseph Carmine Running Pony handstamp (FKW census):**

*Eastbound:*

<u>No.</u>	<u>Pony Origin</u>	<u>St. Jo Carmine Pony</u>	<u>Address</u>	<u>Stamp</u>
E12	SF 8/4/1860	8/16/1860 (back)	Coffin, Warren R.I.	35
E13	SF 8/18/1860	8/30/1860 (back)	Lincoln, Springfield Ill.	35
E14	Pl 8/19/1860	8/30?/1860 (back)	Robbins, Fredonia (?)	U16
E15	SF 8/22/1860	9/2/1860 (back)	Patton, Covington Ky.	35
E16	SF 8/25/1860	9/6/1860 (back)	Ross, Boston Mass.	35
E17	Ft B 8/31/1860	9/6/1860 (back)	Cumming, Augusta Ga.	26 (2)

*Westbound:*

<u>No.</u>	<u>Pony Origin</u>	<u>St. Jo Carmine Pony</u>	<u>Address</u>	<u>Stamp</u>
W9	NY (date?)	8/12/1860 (front)	Crosby & Dibblee, SF	U15
W10	None	9/6/1860 (back)	Fiske, Sacramento	U10
W11	NY (date?)	9/6/1860 (back)	Crosby & Dibblee, SF	U27
W12	NY (date?)	9/13/1860 (front)	Crosby & Dibblee, SF	U27



4  
Front and back

**Lot 4**

**12c Black, Plate 3 (36B).** Tied by blue grid, matching "Saint Joseph Mo. Dec. 4" (1860) double-circle datestamp on blue cover to "Messr. Eugene Kelly & Co., 164 Fulton St., New York", sender's endorsement "Pony Novr. 21st/60", 12c also tied by one of two strikes of blue "Pony Express, San Francisco, Nov. 21" Running Pony oval datestamp—second perfect strike on back—black "The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Dec. 3" oval datestamp applied on arrival, the cover was folded and resealed at right by sender, opened out for display, small tear at top right  
VERY FINE. ONE OF THREE RECORDED PONY EXPRESS COVERS WITH THE 12-CENT 1857-59 ISSUE. AN OUTSTANDING CLASSIC COVER.

The FKW census lists three 12c 1857-59 covers carried by Pony Express:

- 1) E37, San Francisco Nov. 7, 1860, arrived St. Joseph on Nov. 19, ex Chase, Philstrup, Edwards (Christie's, Oct. 29, 1991, realized \$80,000 hammer), illustrated in the Ashbrook book;
- 2) E39, San Francisco Nov. 10, 1860, arrived St. Joseph on Nov. 24, ex Emerson, Jeffreys, Grunin (Christie's, Mar. 25, 1987, realized \$110,000 hammer);
- 3) E40, San Francisco, Nov. 21, 1860, arrived St. Joseph on Dec. 3, ex Knapp and Hall (Siegel Sale 830, lot 800, realized \$70,000 hammer), the cover offered here, .

The 2c overpayment of the usual 10c transcontinental postage has been interpreted in the past as an indication that the covers originated in Hawaii and a 2c ship captain's fee was added to postage. We have personally handled all three covers and found no indication of Hawaiian origin. The narrow date range indicates a more plausible explanation that the San Francisco post office ran short of 10c stamps.

Eugene Kelly & Company was a prominent banking firm. In June 1860 the banking firm of Donohoe, Ralston & Company was opened in San Francisco. The principals were Joseph Donohoe, William Ralston, Eugene Kelly and Ralph Fretz. Eugene Kelly & Company in New York served as the East Coast representative. William Ralston, the renowned California financier, lost all of his wealth in the aftermath of the Panic of 1873. He drowned while swimming in San Francisco Bay, which was attributed to a stroke, but thought by many to have been suicide.

FKW Census E40. Trip ET-50. Ex Knapp ("1555" lot label still affixed) and Hall.

**Estimate \$100,000-150,000**



Eugene Kelly & Co.  
An 1876 bill of exchange in gold coin  
between Donohoe, Kelly & Co. of San  
Francisco and Eugene Kelly & Co. in  
New York City.





5



Sacramento ca. 1861

**Lot 5**

**PAID./CENTRAL OVERLAND PONY EXPRESS COMPANY.** Two-line frank with manuscript “2.50” rate and bold black “Pony Express Sacramento Jan 7” (1861) oval datestamp on 3c Red on Buff Nesbitt entire (U10) to Churchill Crittenden in Madison Ind., bold green “St. Joseph Mo. Jan. 22” (1861) double-circle datestamp and matching grid cancels embossed stamp, minor sealed opening tear at top right just into stamp, small part of backflap missing  
VERY FINE. ONE OF NINE RECORDED EXAMPLES OF THE “CENTRAL OVERLAND PONY EXPRESS COMPANY” FRANK, OF WHICH ONLY THREE ARE PRINTED ON 3-CENT ENTIRES. THIS IS ALSO THE EARLIEST RECORDED USE OF THE SACRAMENTO PONY EXPRESS MARKING (AND THE ONLY STRIKE IN BLACK). A REMARKABLE AND EXTREMELY RARE COVER FROM SEVERAL PERSPECTIVES.

The FKW census lists eight entires with the two-line frank, which identifies the company as the Central Overland Pony Express Company (a ninth 3c entire with this frank, dated April 20, 1860, recently entered the record). In fact, there was no such company, but rather The Central Overland California & Pike’s Peak Express Company owned and operated the Pony Express. Of the nine entires, only three are 3c values (E28, E52 and the newly-recorded April 20 entire). The presence of manuscript station markings on several of these COPEC franks supports the contention that they were mainly used by telegraph operators and way stations along the Pony route.

A valid question is why the Pony Express frank would be applied to 3c entires when the 10c over-3,000 miles rate usually applied to eastbound Pony Express mail. The answer is that prior to the Act of February 27, 1861, letters that stayed under the 3,000-mile distance limit only required 3c U.S. postage, even if they crossed the Rockies. The Act of February 27 eliminated that loophole by requiring that any letter which crossed the Rockies have 10c postage (letters carried privately were treated as though the post office carried them for the entire distance).

This cover was datestamped January 7 at Sacramento, two days after the Pony mail is reported to have left San Francisco on January 5, 1861. This is odd, since it normally took less than ten hours to make the steamer trip up river to Sacramento. By this date the actual Pony trip would have started from the western terminus at Folsom, probably on January 7, based on the Sacramento marking. The St. Joseph postmark on this cover has always been described as January “28”, but we believe it is a blurry “22”, which would point to a 15-day Pony trip, which is more in line with typical winter journey times.

Churchill Crittenden was the son of Alexander P. Crittenden, grandson of Judge Thomas Turpin Crittenden of Kentucky, and the great grandson of Major John Crittenden of the Revolutionary Army. Churchill’s mother came from a line of Rhode Islanders. He was born in Texas on May 17, 1840. In 1851 A. P. Crittenden moved his family from Texas to California, travelling by wagon across the plains. This letter was sent to Churchill in January 1861, shortly after he attended Hobart College in Madison, Indiana, from 1858 to 1860. When the Civil War began, Churchill contacted his father in San Francisco to ask for permission to enlist in the Confederate Army. Churchill served as a volunteer aide-de-camp to General James J. Archer from June 1862 until he joined the 1st Maryland Cavalry on August 4, 1862, while in Richmond. He and a fellow soldier were captured by a party of Union soldiers under the command of Colonel Powell on October 4, 1864. Powell ordered both men taken to a ravine to be executed without trial of any kind, in retaliation for some of his men being shot while burning homes. Powell had issued orders declaring that for every Union soldier shot by bushwhackers, he would hang or shoot two Confederate soldiers held by him as prisoners. In several of the letters, Churchill’s brother James describes how observers reported that Churchill met his death in a notably gallant fashion. He refused to run when ordered to do so, telling his captors, “If you intend to shoot me, just do it,” and then calmly seated himself on a rock to await his fate.

FKW Census E52. Trip ET-63. Illustrated in *Letters of Gold* (p. 256). Ex Parker and Kramer. With 1998 P.S.E. certificate.

**Estimate \$40,000-50,000**



**Churchill Crittenden**

*Churchill Crittenden attended Hobart College in Madison, Indiana, from 1858 to 1860, then joined the Confederate Army. He was executed by a Union officer in 1864.*





6



7



**Lot 6**

**“Pony Express, San Francisco, Oct. 27” (1860).** Clearly struck blue Running Pony oval datestamp, matching “The Central Overland California & Pikes Peak Express Company, San Francisco, Cal. Oct. 27” oval datestamp at upper right of 10c Pale Green on Buff Nesbitt entire (U16a) to Wyman & Co. in New York City, “The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Nov. 8” oval datestamp applied on arrival, put into the mails on Nov. 10, “St. Joseph Mo. Nov. 10” double-circle datestamp, manuscript “*Copied*” and “*Oct. 27*”, receipt docketing “*Recd Nov. 13*” and notation on back “*Wood Brothers*”, expertly restored with piece added to top edge above “Pony” and upper right corner including part of embossed stamp, backflap replaced

VERY FINE APPEARANCE. AN ATTRACTIVE AND RARE PONY EXPRESS COVER BEARING AN UNUSUAL COMBINATION OF THE SAN FRANCISCO RUNNING PONY OVAL AND THE SAME OFFICE’S OVAL HANDSTAMP WITH A DATE.

FKW Census E32. Trip ET-43. Ex Lichtenstein and Barkausen.

**Estimate \$10,000-15,000**

**Lot 7**

**“Pony Express, St. Joseph. Oct. 4” (1860).** Sharp but lightly inked strike of Running Pony oval datestamp on 3c Red on Buff Star Die entire (U27) from New York City to D. Gibb & Co. in San Francisco, red **“California Pony Express Paid”** double-line oval handstamp applied at New York, sender’s note “*Private*”, tiny scrape at top

VERY FINE. ONE OF SIX RECORDED PONY COVERS WITH THE NEW YORK RED “PAID” OVAL HANDSTAMP USED IN COMBINATION WITH THE ST. JOSEPH RUNNING PONY OVAL.

There are three interesting features of this cover. First, westbound Pony covers are rarer than eastbound, and only twelve are listed in the FKW census with the New York oval “Paid” handstamp, of which six are struck in combination with the St. Joseph Running Pony oval. Second, this cover demonstrates the “under 3,000 miles” loophole that allowed westbound mail to be sent in bundles from the East Coast to St. Joseph by mail with only 3c U.S. postage. This loophole was closed by the Act of February 27, 1861, which eliminated the mileage provision and required 10c postage on any letter crossing the Rocky Mountains. A third unusual feature of this cover is the date change in the St. Joseph oval. Close examination reveals that the “SEP” month slug was used in the oval and was over-struck by “OCT” in a separate operation. October 4, 1860, is the correct date.

FKW Census W17. Trip WT-41. Illustrated in *Pony Express—The Great Gamble*, Roy S. Bloss (endpapers). Ex Caspary, Beals and Kramer. With 1996 P.F. certificate.

**Estimate \$15,000-20,000**



8



Division Superintendent Bromley's headquarters at Weber Station

Lot 8

**“Pony Express, St. Joseph, Nov. 22” (1860).** Bold black strike of Running Pony oval datestamp on westbound cover **addressed in the hand of William H. Russell**, president of The Central Overland California & Pike’s Peak Express Company, to **“J. E. Bromley Esq., Agt. South Pass”**, manuscript **“Free W H Russell”** and **“Poney”** [sic] also in Russell’s hand, bold strike of “The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Nov. 22” oval datestamp on back, cover reduced at right and some staining

AN EXCEEDINGLY RARE PONY EXPRESS COVER, ADDRESSED AND FRANKED BY WILLIAM H. RUSSELL, ONE OF THE FOUNDERS OF THE PONY EXPRESS, TO JAMES E. BROMLEY, THE DIVISION SUPERINTENDENT FOR THE PONY ROUTE BETWEEN HORSE SHOE AND SALT LAKE CITY. ONE OF THREE RECORDED PONY EXPRESS COVERS BEARING WILLIAM H. RUSSELL’S FRANKING SIGNATURE.

William H. Russell (1812-72) is best known for his role in starting the Pony Express. Russell was born in Vermont and moved with his family to Missouri in 1828. He worked his way up to manage one of the largest businesses in Western Missouri. By 1845 he owned 3,000 acres and a 20-room house in Lexington with slave quarters and stables. In 1855 the War Department awarded a two-year exclusive contract to Russell, Majors and Waddell to operate wagon trains carrying supplies to forts west and southwest of Ft. Leavenworth. However, in 1857 they began to spiral downward after Mormons destroyed a large supply train under contract with the War Department. The loss incurred during the Mormon War left Russell, Majors and Waddell in debt, and the government was unwilling to compensate them for \$500,000 in claims. Faced with this gloomy financial picture, Russell turned his attention to obtaining a government contract to carry mail along the Central Route.

In 1858 Russell and John S. Jones, along with several other partners, started a stage and express operation called the Leavenworth & Pike’s Peak Express Company. L&PP acquired the bankrupted Hockaday line in May 1859 and invested heavily in reorganizing the stage route between St. Joseph and Salt Lake City. The burden of debt soon became too great for Russell and his partners. In October 1859 the assets and liabilities of L&PP were assumed by a new partnership between Russell, Majors and Waddell. For Majors and Waddell, the assumption of their partner’s debt must have been a bitter pill, because they had cautioned him not to over-estimate the revenue that could be generated by the L&PP stage line. Late in 1859, Senator William M. Gwin approached Russell about establishing a Pony Express to help promote the viability of the Central Route. Russell, seeing this as a strategy to winning the mail contract, embraced the Pony Express and persuaded his reluctant partners to support the enterprise.

Russell’s high-risk business strategy led to mounting debt. In December 1860 he was indicted in the Indian Trust Bond scandal, but the case was dismissed on a legal technicality. In January 1861, Russell and his partners lost control of The Central Overland California & Pike’s Peak Express Company to its principal creditor, Ben Holladay. Over the next decade Russell failed in several business ventures. On September 10, 1872, he died at the age of 60.

James E. Bromley was superintendent for the Pony Express between Horse Shoe and Salt Lake City. Bromley came to Utah in 1854 where he settled at the mouth of Echo Canyon at the confluence of the Echo Canyon River and the Weber River. There he built Weber Station, which became a Pony Express station in 1860. It was the main stopping place between Fort Bridger and Salt Lake City. After the Pony Express, Bromley ran mail stages, dabbled in other businesses, and eventually settled into ranching on his old property at the mouth of Echo Canyon. In 1868 Bromley sold his land to Brigham Young Jr.

This cover from COC&PP president Russell to superintendent Bromley was carried on the Pony trip that left St. Joseph on November 22, 1860. It is one of three covers recorded in the FKW census that have Russell’s free frank.

FKW Census W24. Trip WT-55.

**Estimate \$15,000-20,000**



William H. Russell



James E. Bromley





9  
Front and back

**Lot 9**

**“Pony Express, St. Joseph. Dec. 6” (1860).** Bold detailed strike of Running Pony oval datestamp on back of cover to W. B. Gosnell, at Olympia, Washington Territory, neat **“Free Isaac I. Stevens, MC” free frank** and endorsed in his hand *“Pony Express”*, evidently carried outside the mails from Washington D.C., no postal markings applied until it reached California where bold “San Francisco Cal. Dec. 21” circular datestamp was applied, pencil “\$5.00” Pony Express rate and *“Paid J.T.C.”*, with original enclosure datelined *“Washington City November 27, 1860”*, contents discuss recipient’s appointment to the Indian Service *“Col. Simmons has been removed from the Indian Agency and you have been appointed in his place. The commission will go out next steamer... I shall send this letter by Pony Express, so that you may have an early notice of the appointment. And I want you to write me very fully by Pony Express as to the Indian Service by the Sound.”*, offset impression of Running Pony handstamp on front of cover, expertly repaired tear at top not mentioned on accompanying certificate

EXTREMELY FINE. A VERY RARE FREE-FRANKED COVER CARRIED BY THE LEGENDARY PONY EXPRESS. THIS IS ONE OF TWO RECORDED PONY COVERS FRANKED BY TERRITORIAL DELEGATE ISAAC STEVENS—ONLY THIS COVER IS ADDRESSED TO WASHINGTON TERRITORY.

According to Appleton’s, Major General Isaac I. Stevens (1818-62) served two terms as Washington’s first territorial delegate to Congress from December 1857 to March 1861. Stevens had a long career as a public servant, including service in the Mexican War and in the U.S. Coastal Survey office. In 1853 he was appointed governor of Washington Territory, in which capacity he conducted explorations for the northern route of the Pacific Railroad. During this period he was also superintendent of Indian affairs and negotiated a number of significant treaties with Native Americans in Washington Territory. In 1856 Stevens became involved in a bloody confrontation with Native American tribes who rebelled against the white settlers. After suppressing the rebellion and slaying the tribal chiefs, Stevens arrested whites alleged to have sympathized with the Indians. When a territorial judge, Chief Justice Edward Landers, issued the writ of habeas corpus, Stevens declared two counties under martial law and had Landers arrested and held prisoner until the end of the war. Soon after Stevens joined Congress and succeeded in vindicating his treaties and actions in the Indian war. With the outbreak of the Civil War, Stevens became an officer in the Federal army. He was killed at the battle of Chantilly in September 1862.

This letter was carried on the westbound Pony Express trip that departed St. Joseph Mo. on December 6, 1860, arriving in San Francisco and entering the mails on December 21. During this period, westbound covers were carried in bundles by mail to St. Joseph to take advantage of the 3c under-3,000 miles rate. However, in this instance, the Stevens free frank meant no postage was required (but the express fee was paid).

FKW Census W26. Trip WT-59. Ex Gruys. With 1996 P.F. certificate.

**Estimate \$40,000-50,000**



Isaac I. Stevens  
*Washington’s first territorial delegate to Congress (1857-61).*



10



An 1859 photograph of the exterior walls at Fort Bridger



**Lot 10**

**Pony Express Way Usage from Fort Bridger (Utah Territory).** Manuscript "From Fort Bridger U.T. June 20, 1861" and "7c Paid" on 3c Red on Buff Star Die entire (U27) to Col. Mason W. Tappan, 1st Regiment, New Hampshire Vol., Washington D.C., sender's notation "Pony Express, Paid 2.00", well-centered **10c Green, Ty. V (35)** affixed over the "7c Paid" and tied by a green grid and matching "St. Joseph Mo. Jun. 27" (1861) circular datestamp, additional strike of grid on 3c embossed stamp

EXTREMELY FINE AND PRISTINE CONDITION. A REMARKABLE PONY EXPRESS WAY COVER, PICKED UP AT FORT BRIDGER BY A PONY RIDER ALONG THE ROUTE FROM CALIFORNIA. BELIEVED TO BE A UNIQUE FRANKING AND USAGE.

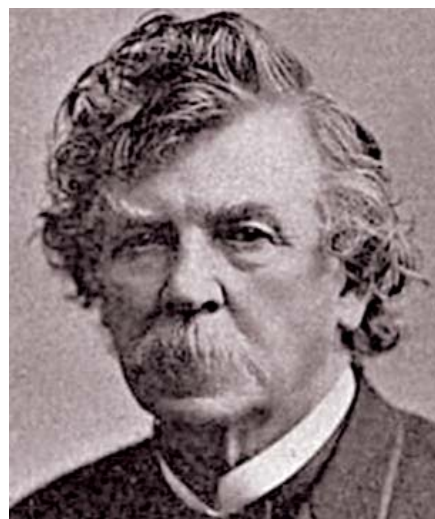
Based on another Pony Express cover postmarked at St. Joseph on June 27, 1861, this Pony Express trip originated in San Francisco on June 15. Fort Bridger was a regular stop along the Pony route, and this cover was handed to the rider on June 20. The \$2.00 express fee was paid in cash.

Fort Bridger was established in 1843 by famed mountain man Jim Bridger and a partner, Louis Vasquez, on Black's Fork of the Green River in the southwest corner of what is now Wyoming. It was for many years an important emigrant supply stop and Indian trading post along the Oregon Trail. In 1853 the Mormons took control of the fort after trying to arrest Bridger for selling gunpowder to the Indians—this event led to a dispute over ownership that lasted many years. In 1857, with the outbreak of the Mormon War, the fort was abandoned and burned by the Mormons. In the summer of 1858, Fort Bridger was occupied by United States troops under the command of Albert Sydney Johnston, 2nd U.S. Cavalry. Fort Bridger postal markings from this early period carry the "U.T." Utah Territory designation. In 1861 most of the troops headed east to participate in the Civil War.

Mason Weare Tappan (1817-86) was a New Hampshire state representative, a U.S. congressman from 1855 to 1861, a colonel during the Civil War and the state attorney general. Tappan was elected as an American Party candidate to the 34th Congress and re-elected as a Republican to the 35th and 36th Congresses (March 4, 1855, to March 3, 1861). During the Civil War, he served as colonel of the 1st New Hampshire Volunteers, a three-months regiment raised in 1861 in response to President Abraham Lincoln's call to arms. He mustered out in August 1861.

FKW Census E98. Trip ET-109. Ex Emerson and Gruys.

**Estimate \$40,000-50,000**



**Mason W. Tappan**

*Congressman Tappan left Congress at the end of his term in March 1861 to become a colonel with the 1st Regiment, New Hampshire Volunteers.*



11

***Wells, Fargo & Co. Horse & Rider First Issue (April 1861)***

***Lot 11***

**Wells, Fargo & Co. Pony Express, \$2.00 Red (143L1).** Position 13, full to large margins, blue “(P)ony Express (Sacramento) Jun. 27” (1861) oval datestamp, applied at Sacramento on the Pony trip departing San Francisco on June 26, 1861 (Trip ET-112), Very Fine, sound and choice used examples of the \$2.00 Horse & Rider First Issue are seldom encountered, with 1996 P.S.E. certificate

***Estimate \$1,000-1,500***

***Lot 12***

**Wells, Fargo & Co. Pony Express, \$2.00 Red (143L1).** Position 11, full to large margins, lightly struck blue “Pony Ex(press) Sac(ramento)” oval datestamp with “MA” of month (May 1861), small thin spots, Very Fine appearance, a scarce used example of the \$2.00 Horse & Rider First Issue

***Estimate \$400-500***



12



13

***Lot 13***

**Wells, Fargo & Co. Pony Express, \$4.00 Green (143L2).** Position 6, full to large margins, cancelled by blue San Francisco Running Pony oval datestamp with trace of manuscript, tiny thin spot and small tear at left

EXTREMELY FINE APPEARANCE. FEWER THAN SIX USED EXAMPLES OF THE \$4.00 GREEN HORSE & RIDER FIRST ISSUE HAVE BEEN REPORTED. THIS IS QUITE POSSIBLY THE FINEST USED COPY EXTANT.

The \$4.00 Green was used briefly during Rate Period 3 to pay the double \$2.00 per half-ounce rate. Only one cover is recorded (FKW Census No. E105), and we have seen four genuinely cancelled stamps off cover.

***Estimate \$4,000-5,000***



14

**Lot 14**

**Wells, Fargo & Co. Pony Express, \$4.00 Green (143L2).** Positions 14-15/19-20, block of four from bottom right corner of the sheet, part original gum, enormous corner sheet margins at right and bottom, others ample to just touching at top left, heavy creases with one ending in small tear between top pair, light soiling

FINE-VERY FINE OVERALL APPEARANCE. THIS IS THE ONLY RECORDED BLOCK OF THE \$4.00 GREEN HORSE & RIDER STAMP. AN IMPORTANT PHILATELIC ARTIFACT FROM THE HISTORIC PONY EXPRESS.

A letter from Elliott Perry to Eugene Costales (in our files) describes this block as the "only one known." We have never encountered another multiple of the \$4.00 Green.

Ex Hall.

**Estimate \$15,000-20,000**





15



Detail

**Lot 15**

**Wells, Fargo & Co. Pony Express, \$2.00 Red (143L1).** Position 15, large margins to just clear at left, vivid color, tied by blue "Pony Express, San Francisco, Jun. 1" (1861) Running Pony oval datestamp with matching "Paid" in oval on 10c Green on White Star Die entire (U32) to Mary S. Turrill, Oswego N.Y., manuscript "*Pony Express, June 1, 1861*" endorsement at top left, embossed stamp cancelled by green "St. Joseph Mo. Jun. 13" circular datestamp, receipt docketing on back, trivial opening tear along edge at top right

VERY FINE AND PRISTINE CONDITION. A VERY RARE PONY EXPRESS COVER WITH THE \$2.00 HORSE & RIDER FIRST ISSUE.

The "Paid" in oval handstamp was a standard marking used by Wells, Fargo & Company, but its function on Pony Express covers is not completely understood. The "Paid" oval is recorded on nine Pony Express covers carried during Phase II (Interim Phase) from April 1 to June 30, 1861 (FKW census). An additional five covers carried during Phase III (July-October 1861) have the same "Paid" oval. The fact that certain covers have the adhesive Pony Express stamp affixed over the "Paid" indicates that it was applied to those envelopes prior to being stamped for the Pony service.

The FKW census recorded 37 covers with the \$2.00 Red First Issue. This cover left San Francisco on June 1, the day that the Confederate postal system commenced operations in the South.

The addressee, Mrs. Mary S. Turrill, was at this time the widow of Joel Turrill, a prominent attorney and congressman from Oswego, New York. He had served as U.S. Consul to the Hawaiian Islands (1845-50). In the financial crisis of 1857 he lost all of his property, and he died in December 1859.

FKW Census E90. Trip ET-105. Ex Hall.

***Estimate \$30,000-40,000***



16



Detail



**Lot 16**

**Wells, Fargo & Co. Pony Express, \$2.00 Red (143L1).** Position 10, large margins including part of adjoining stamps at top and left, just barely in at bottom right, tied by well-struck "Pony Express San Francisco Jun. 22" (1861) Running Pony oval datestamp on 10c Green on Buff Star Die entire (U33) to Lucien Birdseye in New York City, neat strike of green "St. Joseph Mo. Jul. 4" circular datestamp, stamp has trace of a crease (not mentioned on certificate)

VERY FINE AND CHOICE. A SUPERB STRIKE OF THE SAN FRANCISCO BLUE RUNNING PONY OVAL TYING THE \$2.00 HORSE & RIDER FIRST ISSUE.

The FKW census recorded 37 covers with the \$2.00 Red First Issue.

FKW Census E102. Trip ET-111. Ex Knapp, Moody, Haas and Gruys. With 1980 P.F. certificate.

**Estimate \$30,000-40,000**



**Lucien Birdseye**

*The addressee, the Honorable Lucien Birdseye (1821-96), was a prominent New York City attorney and State Supreme Court Justice.*

Photo credit: Print Collection, Miriam and Ira D. Wallach Division of Art, Prints and Photographs, The New York Public Library, Astor, Lenox and Tilden Foundations



17



Detail

**Lot 17**

**Wells, Fargo & Co. Pony Express, \$2.00 Red (143L1).** Position 17, ample margins to just touching, tied by blue “**Wells, Fargo & Cos. Express. Sacramento. May 12**” (1861) **double-circle datestamp** on 10c Green on Buff Nesbitt entire (U16) to New York City with Wells, Fargo & Co. red printed frank, green “St. Joseph Mo. May 24” circular datestamp, stains removed and top left corner restored, the stamp and tying datestamp are unaffected

VERY FINE APPEARANCE. THIS IS THE ONLY RECORDED EXAMPLE OF THE WELLS FARGO & CO. SACRAMENTO OFFICE’S LARGE DOUBLE-CIRCLE DATESTAMP USED TO CANCEL A PONY EXPRESS.

Sacramento was the original western terminus for the actual Pony ride. The mail was usually carried between Sacramento and San Francisco by river steamer. As the Sacramento Valley Railroad line was extended further east, the terminus was moved to Folsom (starting July 7, 1860). On July 1, 1861, it was moved to Placerville. Nonetheless, Sacramento remained an important gathering point for Pony Express mail.

Beginning with the Phase III period (April 1 to June 30, 1861), Wells Fargo & Co. served as agents for the Overland Mail Company and The Central Overland California & Pike’s Peak Express Company in operating the Pony Express. It was during this period that Wells Fargo & Co. introduced stamps and envelopes for prepayment of Pony Express fees.

A special oval “Pony Express Sacramento” datestamp was typically used by Wells Fargo & Co. on Pony Express mail originating at their Sacramento office. However, in this case, the large double-circle datestamp that was usually applied to letters carried over Wells Fargo & Co.’s regular express routes was used on a Pony Express letter. This is the only recorded example of the double-circle datestamp on Pony Express mail.

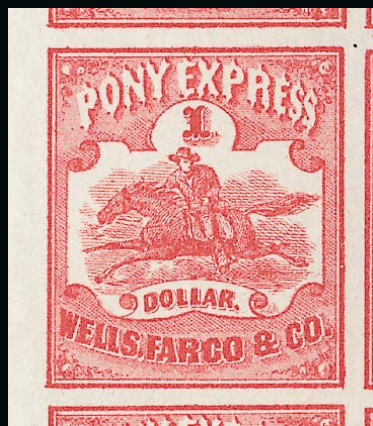
FKW Census E78. Trip ET-99. With 1963 P.F. certificate (prior to restoration).

***Estimate \$15,000-20,000***





18



Detail of Position R9 with Broken Leg flaw

***Wells, Fargo & Co. Horse & Rider Second Issue (July 1861)***

***Lot 18***

**Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Complete sheet of 40 in two panes, **Position 9 in the Right Pane shows the “Broken Leg” flaw**, unused (no gum as sold), bright color, vertical crease between panes and minor margin flaws, faint violet “C.E.C.” (C. E. Chapman) handstamp barely touching two stamps

EXTREMELY FINE. AN IMPORTANT LARGE MULTIPLE OF THE \$1.00 PONY EXPRESS STAMP. POSITION R9 IS THE “BROKEN LEG” LITHOGRAPHIC FLAW.

When Britton & Rey received Wells Fargo & Co.’s order for new stamps needed for the July 1861 rate change, they were apparently instructed to produce a new \$1.00 value in Red and to print more \$2.00 and \$4.00 stamps in different colors. Since the printers still had the stones for the \$2.00 and \$4.00, it was a simple matter to make more impressions in Green (\$2.00) and Black (\$4.00). Their approach to the \$1.00 Red, evident in the product itself, is more complicated.

Instead of 20 subjects, there were 40 subjects on the \$1.00 stone, which suggests that the print order anticipated a much higher volume of usage. In fact, the average number of letters per eastbound trip jumped from 201 in Rate Period 3 (prior to the government contract) to 305 in the Rate Period 4 (as a government contractor). The total number of eastbound letters, documented at 10,057, indicates that at least an equal number of \$1.00 stamps were printed, so doubling the size of the stone meant half the number of impressions (250 vs. 500 for a print run of 10,000). The process of creating the \$1.00 printing stone is described on page 28 of this catalogue.

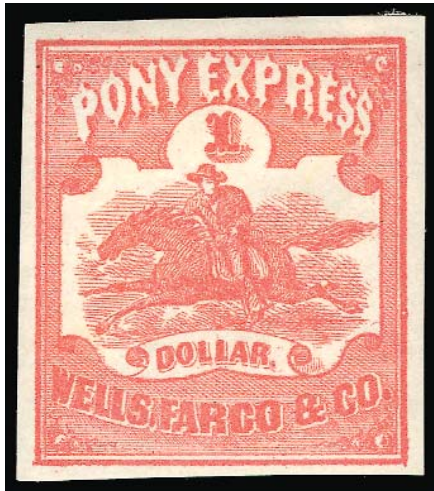
This sheet of 40—one of four recorded—contains the most distinctive plate flaw found on any Pony Express stamp: the “Broken Leg” flaw, in which the horse’s front right leg is cut off where the background shading lines end.

The Broken Leg flaw occurs only on Position R9 (Group A Type V). The fact that it does not occur on the other three Type V positions (L9/11 and R11) indicates that it was not present on the Transfer Groups A or B. It may have occurred as the re-transfer of Group A/B was made on the printing stone, possibly due to a flaw in the transfer paper. It also could have resulted from damage to the printing stone, possibly during the erasure process to remove “s” from “Dollars”.

We have seen eight unused examples of the Broken Leg, including four in sheets, two in blocks, and two singles (most without gum). Only one used example is recorded, which proves the Broken Leg flaw was present when the stamps were actually used on Pony Express mail. One unresolved question is whether Position R9 exists without the flaw, which would prove that some sheets were printed before the flaw occurred on the printing stone.

Ex Hall.

***Estimate \$10,000-15,000***



19

**Lot 19**

**Wells, Fargo & Co. Pony Express, \$1.00 Red, Broken Leg (143L3 var).**  
Position R9, original gum, large margins, bright color and very fresh

EXTREMELY FINE. ONLY NINE EXAMPLES OF THE "BROKEN LEG" TRANSFER FLAW ARE KNOWN TO US (EIGHT UNUSED, ONE USED).

The most distinctive plate flaw found on any Pony Express stamp is the "Broken Leg" flaw, in which the horse's front right leg is cut off where the background shading lines end.

The Broken Leg flaw occurs only on Position R9 (Group A Type V). The fact that it does not occur on the other three Type V positions (L9/11 and R11) indicates that it was not present on the Transfer Groups A or B. It may have occurred as the re-transfer of Group A/B was made on the printing stone, possibly due to a flaw in the transfer paper. It also could have resulted from damage to the printing stone, possibly during the erasure process to remove "s" from "Dollars".

We have seen eight unused examples of the Broken Leg, including four in sheets, two in blocks, and two singles (all without gum). Only one used example is recorded, which proves the Broken Leg flaw was present when the stamps were actually used on Pony Express mail. One unresolved question is whether Position R9 exists without the flaw, which would prove that some sheets were printed before the flaw occurred on the printing stone.

Ex Schwartz and D.K. Collection.

**Estimate \$3,000-4,000**



**Lot 20**

**Wells, Fargo & Co. Pony Express, \$1.00 Red, Broken Leg (143L3 var).** Position R9, margins to just in, bright color nicely contrasted by blue San Francisco Running Pony oval datestamp showing "OC" of October 1861, the variety clearly visible, sealed tear at bottom right

FINE APPEARANCE. THIS IS THE ONLY RECORDED USED EXAMPLE OF THE "BROKEN LEG" FLAW, WHICH PROVES IT WAS PRESENT IN SHEETS USED DURING THE OPERATION OF THE PONY EXPRESS.

This stamp is the first and still the only recorded used example of the "Broken Leg" flaw. No used examples were known at the time the Trepel book on the 1861 Pony Express stamps was published. This stamp proves that the sheets containing the error were actually sold and used at the time the Pony Express was running (as opposed to coming from unused remainders). Only eight unused examples are recorded.

**Estimate \$4,000-5,000**



20

**Lot 21**

**Wells, Fargo & Co., Pony Express, \$1.00 Red (143L3).** Position L16, large margins all around including part of straddle-pane margin at right, rich color, beautifully struck blue "Pony Expre(ss) Sacramen(to) Jul. 11" oval datestamp with "Pony Express" almost complete, applied at Sacramento on the Pony trip departing San Francisco on July 10, 1861 (Trip ET-116), part of black St. Joseph transit circular datestamp at lower right

EXTREMELY FINE GEM. THIS IS ONE OF THE FINEST USED EXAMPLES OF THE \$1.00 HORSE & RIDER ISSUE EXTANT.

Although the *Scott U.S. Specialized Catalogue* places all of the Pony Express stamps among its listings of private issues, the July-August 1861 issues (\$1.00 Red, \$2.00 Green, \$4.00 Black, \$1.00 Garter and Type II envelope) were in fact issued by Wells Fargo & Co. to meet the requirements of the Post Office Order of March 12, 1861, which authorized the contractor to operate "a Pony Express semi-weekly at a Schedule time of ten days eight months of the year and twelve days four months of the year..." Therefore, the July-August 1861 issues have as much official status as any stamp issued for use on government contract mail.

**Estimate \$3,000-4,000**



21



22

**Lot 22**

**Wells, Fargo & Co. Pony Express, \$2.00 Green (143L4).** Reconstructed sheet of 20—reflecting the lithographic printing stone—comprising 23 unused stamps (some overlapping), including one block of six, three blocks of four, one vertical pair (with corner sheet margins) and three singles, mostly full margins, all stamps sound, crease in sheet margin of pair

EXTREMELY FINE. AN IMPORTANT RECONSTRUCTION OF THE \$2.00 GREEN HORSE & RIDER PONY EXPRESS SHEET, INCLUDING THREE BLOCKS OF FOUR AND A BLOCK OF SIX.

The \$2.00 and \$4.00 were printed in sheets of 20. Rather than build up the printing stone from intermediate transfer groups or from a Primary Matrix containing the denomination, the printers used a blank matrix to enter each subject on the stone for each value. This required a total of 40 transfers (20 for each value). The denomination (shaded numerals “2” and “4”) then had to be individually transferred to each subject on both stones, thus requiring another 40 separate transfers. It seems incredible that experienced lithographers such as Britton & Rey did not simplify the process by using intermediate transfers.

Based on the fact that the \$2.00 Green and \$4.00 Black of the July 1861 issue were printed from the same stones as the April 1861 issue, it is certain that the printers had retained the two original stones. Lithographic stones were usually re-used by erasing the image and repolishing the surface, but in the case of the Pony Express stones, they were preserved for future printings.

Ex Hall.

*Estimate \$7,500-10,000*



**Lot 23**

**Wells, Fargo & Co. Pony Express, \$2.00 Green (143L4).** Positions 6-7/11-12/16-17, vertical block of six, unused (no gum), large margins, slight creases in top right stamp and center pair

EXTREMELY FINE APPEARANCE. A SCARCE MULTIPLE OF THE \$2.00 GREEN HORSE & RIDER SECOND ISSUE.

With 1999 P.F. certificate.

**Estimate \$2,500-3,500**



23



24

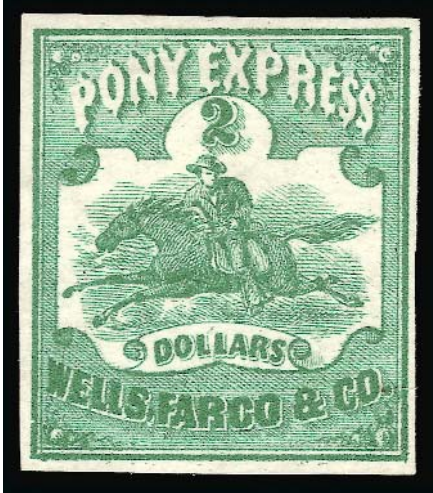
**Lot 24**

**Wells, Fargo & Co. Pony Express, \$2.00 Green (143L4).** Positions 1-2/6-7, block of four, unused (no gum), full to huge margins with sheet margin at top left, rich color, vertical creases in margins at sides with one ending in tiny tear, small blue ink stains at top and on back of left margin, otherwise Very Fine, with 1982 P.F. certificate

**Estimate \$1,000-1,500**



*The Pony Express*



25

**Lot 25**

**Wells, Fargo & Co. Pony Express, \$2.00 Green (143L4).** Position 17, unused (no gum), large and even margins, rich color, Very Fine and choice

**Estimate \$400-500**



26

**Lot 26**

**Wells, Fargo & Co., Pony Express, \$2.00 Green (143L4).** Position 12, three large margins including part of adjoining stamp at bottom, full at top, rich color, blue San Francisco Running Pony oval datestamp

VERY FINE AND CHOICE. FEWER THAN TEN USED EXAMPLES OF THE \$2.00 HORSE & RIDER SECOND ISSUE ARE REPORTED.

The \$2.00 Green Second Issue is extremely scarce in used condition. Only two covers are recorded, and we have seen approximately eight genuinely cancelled stamps off cover.

With 1996 P.F. certificate.

**Estimate \$4,000-5,000**



Lot 27

27

**Wells, Fargo & Co. Pony Express, \$4.00 Black (143L5).** Reconstructed sheet of 20—reflecting the lithographic printing stone—comprising two blocks of four, one vertical pair (with corner sheet margins) and ten singles, few with original gum, mostly unused (no gum), full to huge margins, all stamps sound **EXTREMELY FINE. AN IMPORTANT RECONSTRUCTION OF THE \$4.00 BLACK HORSE & RIDER PONY EXPRESS SHEET, INCLUDING TWO BLOCKS OF FOUR.**

The \$2.00 and \$4.00 were printed in sheets of 20. Rather than build up the printing stone from intermediate transfer groups or from a Primary Matrix containing the denomination, the printers used a blank matrix to enter each subject on the stone for each value. This required a total of 40 transfers (20 for each value). The denomination (shaded numerals “2” and “4”) then had to be individually transferred to each subject on both stones, thus requiring another 40 separate transfers. It seems incredible that experienced lithographers such as Britton & Rey did not simplify the process by using intermediate transfers.

Based on the fact that the \$2.00 Green and \$4.00 Black of the July 1861 issue were printed from the same stones as the April 1861 issue, it is certain that the printers had retained the two original stones. Lithographic stones were usually re-used by erasing the image and repolishing the surface, but in the case of the Pony Express stones, they were preserved for future printings.

Ex Hall

**Estimate \$7,500-10,000**





28

**Lot 28**

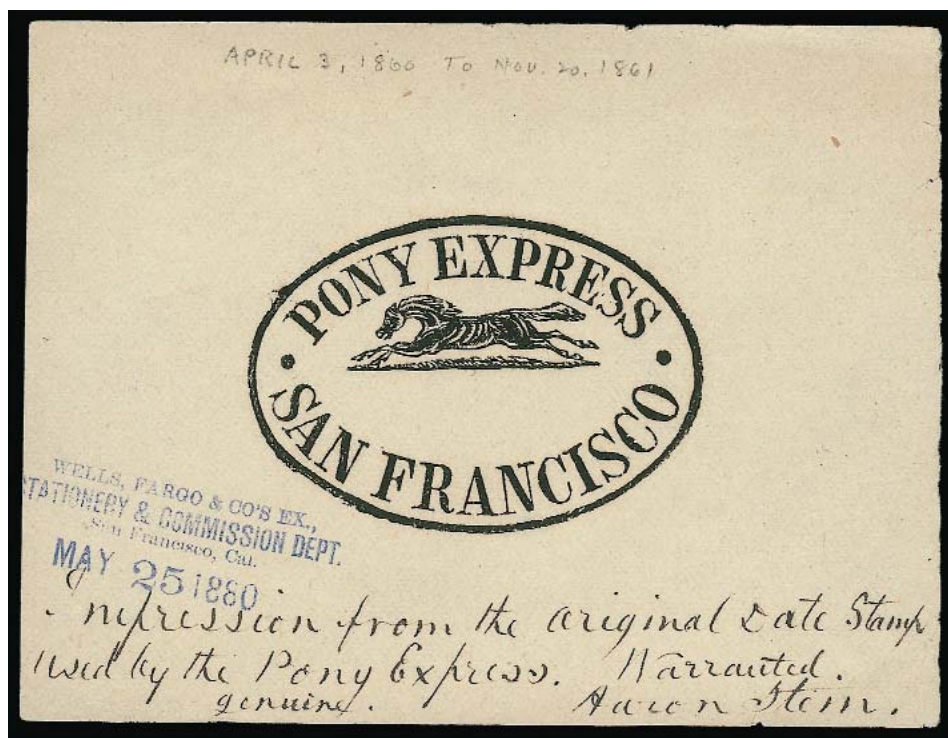
**Wells, Fargo & Co., Pony Express, \$4.00 Black (143L5).** Vertical block of six with huge bottom left corner sheet margin, unused (no gum), large margins top and right, detailed impression on bright white paper

EXTREMELY FINE. A GORGEOUS BLOCK OF SIX OF THE \$4.00 BLACK PONY EXPRESS ISSUE.

With 1997 P.F. certificate

*Estimate \$5,000-7,500*





29

**Lot 29**

**San Francisco Running Pony Handstamp.** Perfect proof strike of the Running Pony handstamp (without date), blue "Wells, Fargo & Co's Ex. Stationery & Commission Dept., San Francisco, Cal. May 25, 1880" five-line handstamp at left and with pen notation "Impression from the original Date Stamp used by the Pony Express. Warranted genuine. Aaron Stein"

EXTREMELY FINE EXAMPLE OF THE RUNNING PONY HANDSTAMP, STRUCK POSTHUMOUSLY FROM THE ORIGINAL DATESTAMP. A GREAT RARITY.

Illustrated on the title page of the Nathan book.

**Estimate \$1,000-1,500**



30



Detail

**Lot 30**

**Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position L19, large margin at top, others ample to just touched, tied by clearly-struck “**Pony Express San Francisco Jul. 3**” (1861) Running Pony oval datestamp on 10c Green on White Star Die entire (U32) to A. W. Canfield in New York City, embossed stamp cancelled by New York City grid on arrival, edges slightly fragile, small piece missing from bottom right corner has been patched

VERY FINE. A HIGHLY IMPORTANT COVER, SENT ON THE FIRST TRIP OF THE PONY EXPRESS UNDER THE UNITED STATES MAIL CONTRACT—THE FIRST TIME THAT THE PONY EXPRESS OPERATED AS A GOVERNMENT-AUTHORIZED MAIL SERVICE. THIS IS THE ONLY RECORDED COVER WITH THE SAN FRANCISCO JULY 3, 1861, DATESTAMP.

The United States government awarded the mail contract along the Central Route to the Overland Mail Company on March 12, 1861, effective July 1. The contract paid \$1,000,000 per year for mail/passenger service along the Central Route and required the company “...during the continuance of their Contract, or until completion of The Overland telegraph, to run a Pony Express semi-weekly at a Schedule time of ten days eight months of the year and twelve days four months of the year, and to convey for the Government free of charge five pounds of Mail Matter; with liberty of charging the public for transportation of letters by said express not exceeding One dollar per half ounce...”

This period of operation is known as Phase III, which corresponds to Rate Period 4 (July 1-October 26, 1861). During this period, Wells Fargo & Co. issued new stamps and envelopes to reflect the agreed-upon government contract rate for the Pony Express. The fee for Pony Express service between Placerville and St. Joseph (or Atchison) could not exceed \$1.00 per half-ounce. If Wells Fargo & Co. carried the letter by express to or from Placerville (for example, from San Francisco), an extra express charge was permitted. If the sender used one of Wells Fargo & Co.’s 10c stamped envelopes with the company’s express frank, the total amount paid was \$1.20 (\$1.00 for Pony Express service, 10c for the additional express charge, and 10c U.S. postage). The Wells Fargo & Co. ad noted that “letters not enclosed as above [in government franked envelopes] will be charged at the rate of 25 cents each [in addition to the \$1 Pony Express fee].”

Since the July 1 commencement date of the Pony Express contract service was known well in advance at both the eastern and western terminal offices, the new \$1.00 rate was effected simultaneously. New stamps were printed ahead of the July 1 commencement date, as evidenced by the June 22 recall notice for the old issue (shown on page 25). The cover offered here was sent from San Francisco on July 3 and represents the earliest possible use of the new stamps. The Horse & Rider stamps were used exclusively on eastbound mail. For westbound mail originating east of St. Joseph, a printed envelope and the adhesive “Garter” stamp were used to indicate prepayment.

The first trip under the new contract was an eastbound departure from San Francisco (FKW Trip ET-114)—the first westbound trip under the new contract left the following day. It is not known when the July 3 trip arrived in St. Joseph (or Atchison). Another cover from this trip is recorded (FKW Census E110), but that cover originated in Folsom and was datestamped at the Sacramento office on July 4. Both covers entered the U.S. mails without datestamps; the July 3 cover was cancelled on arrival with a New York City grid, and the July 4 cover was pen-cancelled somewhere en route to Mapena, New York. They were evidently carried by Wells, Fargo & Co. outside the regular mails until they reached New York.

FKW Census E109. Trip ET-114. Illustrated in *The Pony Express: A Postal History* (p. 54). Ex Dale-Lichtenstein (H. R. Harmer, Sep. 25, 1997, lot 250).

**Estimate \$30,000-40,000**





31



Detail

**Lot 31**

**Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position L17, three large margins, mostly clear at bottom, rich color and proof-like impression, tied by blue “Pony Express, San Francisco, Jul. 20” (1861) Running Pony oval datestamp on 10c Pale Green on Buff Nesbitt entire (U18a) to Edward B. Merrill, New York City, with **red Wells Fargo & Co. frank printed twice over green Freeman & Co. frank**, embossed stamp cancelled by “St. Joseph Mo. 1 Aug.” circular datestamp, small piece of backflap removed, tiny edge tear at top left clear of stamp

VERY FINE. AN OUTSTANDING PONY EXPRESS USAGE WITH THE OLD FREEMAN & COMPANY FRANK OVERPRINTED WITH WELLS, FARGO & COMPANY’S FRANK. ONLY EIGHT PONY COVERS WITH THE FREEMAN & CO. FRANK ARE RECORDED.

John Freeman was an agent for Adams & Co. at the time of the firm’s spectacular Lehman-like collapse in 1855. He ran the Freeman & Co. Express until November 1859, then sold out to Wells Fargo & Co. The supply of 10c embossed envelopes bearing Freeman & Co.’s bright green frank was overprinted with the Wells Fargo & Co. red frank in two directions. Some of these were used to send letters by Pony Express. To date there are eight examples recorded in the FKW census, evenly divided between \$2.00 and \$1.00 Horse-and-Rider stamp frankings.

FKW Census E121. Trip ET-119. Ex Knapp, Hall and Gruys.

**Estimate \$30,000-40,000**

**Covers with old Freeman & Co.’s Express frank (FKW census):**

<u>No.</u>	<u>Pony Origin</u>	<u>St. Jo PO</u>	<u>Address</u>	<u>Entire</u>	<u>Stamp</u>
E97	Carson C 6/16/1861	6/27/1861	Taylor, NYC	U18	\$2 Red
E104	Marysville 6/20/1861	7/4/1861	Woodward, Foxcroft Me.	U17	\$2 Red
E106	Nevada 6/24/1861	7/8/1861	Birdseye, NYC	U17	\$2 Red
E107	SF 6/29/1861	7/11/1861	Wetherbee, Westfield Mass.	U17	\$2 Red
E111	SF 7/6/1861	7/18/1861	Wetherbee, Westfield Mass.	U17	\$1 Red
E116	Marysville 7/17/1861	7/29/1861	Hapgood, Warren O.	U18	\$1 Red
E121	SF 7/20/1861	8/1/1861	Merrill, NYC	U17	\$1 Red
E124	SF 7/24/1861	8/5/1861	Merrill, NYC	U17	\$1 Red



32



Detail



**Lot 32**

**Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position L8, large margins all around, tied by well-struck blue "Pony Express Sacramento Sep. 1" (1861) oval handstamp on 10c Green on Buff Star Die front (U33, expertly rebacked) with red Wells Fargo & Co. imprint to Robert E. Dietz in New York City, embossed stamp cancelled by clear strike of "St. Joseph Mo. Sep. 14" circular datestamp

EXTREMELY FINE APPEARANCE. A BEAUTIFUL EASTBOUND PONY EXPRESS USAGE FROM SACRAMENTO.

The addressee, Robert E. Dietz, manufactured lanterns and related products. His firm, Dietz & Co., supplied mining camps in California. The following information and image shown at right are reproduced from The Kerosene Lantern website (<http://www.classiclantern.com>):

"Robert Edwin Dietz was born on January 5, 1818, in New York City. In 1840 Dietz used his savings to purchase a small oil lamp business in Brooklyn. The R. E. Dietz Company sold sperm oil, whale oil, camphene (distilled turpentine), glass lamps, candle sticks, and a few dead flame lanterns. Coal oil (kerosene) was first distilled in quantity from coal in 1856 and Robert Dietz had a ready market for a cheap, bright burning fuel. Dietz was awarded a patent for a burner specially designed to burn the new oil. After Edwin Drake produced the first commercially successful oil well in 1859, the stage was set for an even cheaper source of kerosene.

"During the 1860s, Civil War contracts, Robert's hard work, growth of railroads, and westward expansion made the lamp business a huge success. After the war ended, the cost of kerosene came down to a level where Dietz could sell lamps and lanterns to people who were still using candles.

"In 1868, Robert Dietz began to produce and sell a new tubular lantern patented by John Irwin. The lantern business continued to be good and, in 1887, a new factory was built on the corner of Greenwich and Laight streets in New York. In 1894, Dietz retired and left his sons Frederick and John in charge. Robert E. Dietz passed away on September 19, 1897, at the age of 79."

FKW Census E153. Trip ET-131. Ex Gruys. With 1959 P.F. certificate (as a front)

**Estimate \$7,500-10,000**



Robert E. Dietz

*Robert E. Dietz is shown here with one of his oil lanterns.*



33



Detail

**Lot 33**

**Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position R3, lifted and repaired, backed with paper, tied by blue "Pony Express, San Francisco, Jul. 20" (1861) Running Pony oval datestamp, stamp affixed over Wells Fargo & Co. **blue "Paid" in oval** handstamp on 10c Green on Buff Star Die entire (U33) with red Wells Fargo & Co. imprint to Henry I. Beers at a New York City post office box, embossed stamp cancelled by clear strike of "St. Joseph Mo. Aug. 1" circular datestamp, top backflap added

EXTREMELY FINE APPEARANCE. AN ATTRACTIVE EXAMPLE OF THE \$1.00 HORSE-AND-RIDER STAMP TIED BY THE SAN FRANCISCO RUNNING PONY OVAL DATESTAMP AND CARRIED DURING THE FIRST MONTH OF THE GOVERNMENT CONTRACT PERIOD.

The "Paid" in oval handstamp was a standard marking used by Wells Fargo & Co., but its function on Pony Express covers is not completely understood. The "Paid" oval is recorded on nine Pony Express covers carried during Phase II (Interim Phase) from April 1 to June 30, 1861 (FKW census). An additional five covers carried during Phase III (July-October 1861) have the same "Paid" oval. In this case, it was applied to the Wells Fargo & Co. franked envelope *before* the Pony Express stamp was affixed.

The addressee, Henry I. Beers, was a prominent California businessman during the 1850's. Beers returned to New York in 1859 and made his fortune in oil and real estate in Western Pennsylvania (source: <http://www.oil150.com/essays/2008/09/beers-cornen-beers-brothers-company-beers-camp>).

FKW Census E118. Trip ET-119. Ex J. David Baker.

**Estimate \$7,500-10,000**





34  
Front and back

Lot 34

**Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position R8, large to ample margins, clear at right, rich color, tied by blue "Pony Express, San Francisco, Sep. 7" (1861) Running Pony oval datestamp, **used with two 3c Dull Red, Ty. II (26) and two 10c Green, Ty. V (35),** 3c stamps tied by blue Running Pony oval, all stamps cancelled or tied by red grid cancels applied at New York City foreign-mail office on 10c Green on White Nesbitt entire (U15) to Pietro Martinelli of **Maggia (Ticino), Switzerland**, red "New-York Br. Pkt. Sep. 25" datestamp on back and magenta manuscript "12" credit applied at New York City foreign-mail office, red "Aachen 8 10/Franco" framed handstamp applied in transit, manuscript "f2" (silbergroschen) in magenta ink, "6" (kreuzer) in red crayon, backstamped with Swiss transit datestamps of Basel (Oct. 9), Lucerne (Oct. 10) and Locarno (Oct. 10?), some stains around the address have been expertly removed

VERY FINE. ONE OF SIX RECORDED PONY EXPRESS COVERS ADDRESSED TO FOREIGN COUNTRIES—THIS IS THE ONLY ONE TO SWITZERLAND AND THE ONLY ONE WITH THIS COMBINATION OF STAMPS.

This cover was sent in the Pony Express mail departing San Francisco on September 7, 1861. It was carried by Wells Fargo & Co. outside the regular mails from St. Joseph (or Atchison) to New York City and placed in the post office there. The U.S. stamps were affixed when the cover left San Francisco, because the Running Pony oval ties two of them. The 36c total postage overpaid the 35c rate to Switzerland via Prussian Closed Mail. The New York foreign-mail office cancelled the stamps with red grids and applied the "New-York Br. Pkt. Sep. 25" backstamp to indicate British transatlantic packet service. The Cunarder *Africa* left New York on September 25, 1861, and off-loaded the mails at Queenston on October 5. From there the cover was carried to Aachen, where it entered the Prussian Closed Mail system on October 8. The "12" in magenta ink indicates a 12c U.S. credit to Prussia—7c normal credit to Prussia for transit anywhere in the German-Austrian Postal Union, plus 5c (2 silbergroschen, or 6 kreuzer) for transit beyond the GAPU. The cover was carried south from Basel to Locarno via Lucerne. It reached Maggia on or about October 10, 1861.

The FKW census lists only six Pony Express covers to foreign destinations, all originating in San Francisco. The authors remark, "...their rarity is matched by their visual appeal." The six covers are listed at right.

Googling the addressee, Pietro Martinelli, brings up a website with some history of the Italian-Swiss migration to California during the Gold Rush (<http://pamle.blogspot.com/2008/12/on-wings-of-gold.html>):

"Between 1852 and 1856 alone, nearly 1,000 men, and two women, abandoned a single Swiss valley for California... One Italian Swiss could meet another and know instinctively from his last name what village in the old country he came from. They would speak, not in the standard Italian of Tuscany, but in a northern, Lombard-Italian mountain dialect that incorporated bits of German and French, as might be expected from the trilingual country they came from. For the Italian Swiss were neither 'real' Italians nor 'real' Swiss. They did not come from the kingdom that had united itself into Italy by the 1860s, although they ate the same food and went to the same church; the 'o' 'i' of their names sounded Italian, their accents were Italian. But they weren't Swiss either, in the sense of alpenhorns, chocolate, or rich bankers. That was German and French Switzerland, separated from Italian Switzerland by a high mountain range, and by religion, language and culture. They were what they called each other, Ticinese, for the river Ticino that flows through the canton of that name, the only of Switzerland's 20 cantons and six half-cantons where Italian is the first language, where the half-timbered houses of northern Switzerland give way to the red tiled roofs of the Mediterranean world."

FKW Census E155. Trip ET-133. Illustrated in *The Pony Express: A Postal History* (p. 78). Ex Dale-Lichtenstein (who purchased the cover from Klemann in November 1924; sold in H. R. Harmer sale, May 13, 2004, lot 1517, for \$425,000 hammer). With 2003 P.F. certificate stating "It is a genuine usage, the cover cleaned to remove staining."

**Estimate \$500,000-750,000**

**Pony Express Covers to Foreign Destinations (FKW census)**

- 1) E38, Nov. 7, 1860, to **Glasgow, Scotland**, with 10c 1857 affixed over illustrated "Overland Mail" stagecoach design, no Pony stamp, currently in a European collection;
- 2) E64, Apr. 13, 1861, to **Liverpool, England**, stampless with red SF Running Pony oval and matching datestamp, ex Dale-Lichtenstein (HRH, May 13, 2004, lot 1509, realized \$110,000 hammer), currently in the Walske collection;
- 3) E87, May 29, 1861, to **Prince Edward Island**, with 5c & 10c 1857 and \$2.00 Red Pony stamp, ex Dale-Lichtenstein (HRH, May 13, 2004, lot 1511, realized \$400,000 hammer), currently in the Gross collection;
- 4) E126, July 27, 1861, to **Metz, France**, 3c Star Die entire with WF & Co. black frank and \$1.00 Red Pony stamp, ex Haas, Edwards, currently in a European collection;
- 5) E155, Sep. 7, 1861, to **Maggia (Ticino), Switzerland**, 10c Nesbitt entire with WF & Co. red frank, 3c and 10c 1857 (two each) and \$1.00 Red Pony stamp, ex Dale-Lichtenstein (HRH, May 13, 2004, lot 1517, realized \$425,000 hammer), the cover offered here;
- 6) E160, Sep. 14, 1861, to **Elmshoren (Holstein), Germany**, Civil War patriotic (Washington portrait) with 30c 1860 and \$1.00 Red Pony stamp, ex Matthies, Paliapito, Ishikawa (Christie's, Sep. 28, 1993, lot 355, realized \$200,000 hammer), currently in the Kramer collection.





35



Detail



**Lot 35**

**Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position L20, full margins all around, deep shade, stamp affixed over Wells Fargo & Co. **blue “Paid” in oval** handstamp, tied by blue “Pony Express, San Francisco, Oct. 2” (1861) Running Pony oval datestamp on 10c Green on Buff Star Die entire (U33) with red Wells Fargo & Co. frank, to John A. Wills, Washington Pa. (delegate to Republican National Convention from California in 1856), **“Atchison Kan. Oct. 16”** (1861) double-circle datestamp, light vertical fold at center

EXTREMELY FINE. A LAST-MONTH PONY EXPRESS USAGE WITH THE DATESTAMP OF ATCHISON, KANSAS, THE EASTERN ENTRY POINT FOR PONY EXPRESS MAIL AS OF SEPTEMBER 23, 1861.

Due to Confederate military incursions into central Missouri in September 1861, the U.S. postal authorities changed the eastern terminus for overland mail to Atchison, Kansas.

Colonel Ulysses S. Grant’s first assignment during the Civil War was to protect the railroad and overland mail. Grant was promoted to brigadier general in August 1861 after the assignment. Shortly after Grant left his assignment, the Hannibal & St. Joseph Railroad experienced a horrific tragedy on September 3, 1861, when bushwhackers burned a bridge over the Platte River, causing a derailment that killed between 17 and 20 people and injured 100 more in the “Platte Bridge Railroad Tragedy.”

Starting with the Pony Express mail that left San Francisco on September 11, 1861 (ET-134, arriving September 23), the entry point for mail became Atchison. Pony riders had used Atchison as the eastern terminus as early as March 1861; in fact, the government mail contract allowed for St. Joseph or Atchison to be used as terminals. The Confederate threat—made painfully evident by the Platte Bridge Railroad Tragedy—caused postal authorities to establish Atchison as the safe haven for U.S. mail. Covers from this date forward have the Atchison datestamp or were cancelled on arrival in New York City.

The “Paid” in oval handstamp was a standard marking used by Wells Fargo & Co., but its function on Pony Express covers is not completely understood. The “Paid” oval is recorded on nine Pony Express covers carried during Phase II (Interim Phase) from April 1 to June 30, 1861 (FKW census). An additional five covers carried during Phase III (July-October 1861) have the same “Paid” oval. In this case, it was applied to the Wells Fargo & Co. franked envelope *before* the Pony Express stamp was affixed.

FKW Census E169. Trip ET-140. Ex Hall and Gruys.

**Estimate \$20,000-30,000**



Atchison, Kansas

*A photograph of Atchison as it appeared when the Pony Express eastern terminus was moved there in 1861.*



36  
Front and back

**Lot 36**

**Wells, Fargo & Co. Pony Express, \$4.00 Black (143L5).** Position 14, large margins to ample at bottom left, sharp impression on bright paper, tied by blue "Pony Express, San Francisco, Aug. 10" (1861) Running Pony oval datestamp, large blue "Wells, Fargo & Cos. Express, S.Frco. 10 Aug." double-circle datestamp on 8½ by 3½ inch legal-size cover addressed "To The Hon. Fifth Auditor of The Treasury of the U.S., Washington, D.C." with return address at upper right "U.S. Consulate, Honolulu H.I.", red seal on back with embossed "CONSULATE U.S. HONOLULU, OAHU H.I." and American eagle, faint pencil "\$4 Pony" around stamp, two clear strikes of "Forwarded by McRuer & Merrill, San Francisco" double-line oval handstamp on back, green "St. Joseph Mo. Aug. 22" circular datestamp, mailed from St. Joseph to Washington D.C. free of postage (official Treasury Department mail), some stains around letters of address have been lightened, the markings are unaffected

VERY FINE. ONE OF TWO RECORDED \$4.00 BLACK PONY EXPRESS COVERS, BOTH ORIGINATING IN HAWAII AND CARRIED ON THE SAME PONY TRIP. ONE OF THE MOST IMPORTANT COVERS IN UNITED STATES POSTAL HISTORY.

The first Pony Express stamps were issued in April 1861 after Wells Fargo & Co. became involved in operating the express. The Horse & Rider stamps bear the Wells Fargo & Co. name, and they were first issued in \$2.00 Red and \$4.00 Green denominations to pay the single and double rate per half-ounce. When the \$1.00 per half-ounce contract rate took effect on July 1, 1861, a new set of stamps was needed. The July 1861 Horse & Rider issue comprises the \$1.00 Red, \$2.00 Green and \$4.00 Black. The \$4.00 stamp paid the quadruple rate for a letter weighing between 1½ and 2 ounces.

This envelope was used in 1861 to send documents from the U.S. consul in Honolulu, Hawaii, to John C. Underwood, the fifth auditor of the United States Treasury in Washington D.C. It has a nearly-identical mate, with the same postal markings applied on the same days, and also bearing a \$4.00 Black Pony stamp. The only differences between the two covers are the color of the consulate label—red on this cover and green on the other—and the notation "By Pony—Vouchers by regular mail" on the other cover.

Each of the \$4.00 Black Pony covers has the McRuer & Merrill backstamp, which indicates that this private firm was responsible for transmission of both letters from Hawaii to San Francisco. McRuer & Merrill is listed in the 1861 Langley San Francisco city directory (Valentine & Co., publishers) as follows: "McRuer (D.) Co. & Merrill (John C.), auction, shipping, and commission merchants, agents Honolulu packets, 117 and 119 California, dwl 18 Laurel Place." It is possible that McRuer & Merrill wrote "\$4 Pony" in pencil on each cover and paid for the stamps. The presence of the large Wells Fargo & Co. double-circle datestamp on each cover is unusual, suggesting that McRuer & Merrill may have brought them to a Wells Fargo & Co. agent, who then turned them over to someone else responsible for preparing Pony Express mail for the trip.

The \$4.00 Black Pony cover offered here reached the market through H. P. Atherton. In a 1932 advertisement, he stated "For Sale—A perfect \$4.00 Black W-F Pony Stamp used on a large Envelope bearing a red seal of The U.S. Consulate at Hawaii, on the reverse. Price on application. H. P. Atherton, 1562 Main St., Springfield, Mass." The "red seal" identifies this cover as the one sold by Atherton, and the Halls' notation on back identifies him as the source in 1932. When the Hall collection was sold by the Siegel firm in 2000, this cover realized \$325,000 hammer (Sale 830, lot 822).

The other cover—with the green seal—was in the Henry Needham collection, which Eugene Costales handled in the late 1940's and early 1950's. John R. Boker Jr. reported that he acquired all of the Needham material with the exception of the \$4.00 Black Pony cover that Costales promised to Alfred F. Lichtenstein. That cover was sold in the May 2004 H. R. Harmer sale of the Dale-Lichtenstein Pony Express collection, realizing \$525,000 hammer.

With Philatelic Foundation certificate number 350,000, issued to the Estate of John H. Hall, Jr., on August 15, 2000, stating "it is a genuine usage."

FKW Census E141. Trip ET-125. Ex Atherton and Hall.

**Estimate \$500,000-750,000**



**Wells, Fargo & Co. \$1.00 “Garter” Issue (August 1861)**



37

**Lot 37**

**Wells, Fargo & Co. Pony Express, \$1.00 Blue, Garter, Plate Proof on Card (143L6).** Positions 12-13/17-18 and 14-15/19-20 in two blocks of four with part of manuscript “Sample” applied to original proof sheet, large margins, left block has creases

A VERY FINE AND UNIQUE ENSEMBLE OF BLOCKS FROM THE WELLS FARGO & CO. \$1.00 GARTER PROOF SHEET WITH THE “SAMPLE OVERPRINT.

There are three recorded blocks of the \$1.00 Garter plate proof which originally formed a large multiple with the word “Sample” written across it (see *Wells, Fargo & Company 1861 Pony Express Issues*, p. 16). A digital reconstruction of the Garter sheet format is shown here.

Left block ex Kuphal. Right block ex Golden.

**Estimate \$5,000-7,500**



**\$1.00 Garter Sheet Layout**

*This digital reconstruction of the sheet of 20 is based on three proof blocks with the word “Sample” written across them, the corner-margin strip of three and the imprint single.*



38

**Lot 38**

**Wells, Fargo & Co. Pony Express, \$1.00 Blue, Garter (143L6).** Positions 1-3, horizontal strip of three, enormous margins with huge top left corner sheet margins, original gum, lightly hinged, right stamp with small rust mark from paper clip at bottom left and small toned spots in top margin, two creases in left margin not noted on certificate

EXTREMELY FINE. THIS EXTRAORDINARY CORNER SHEET-MARGIN STRIP OF THREE IS THE ONLY RECORDED UNUSED MULTIPLE OF THE \$1.00 PONY EXPRESS GARTER STAMP.

The Horse & Rider stamps were never used on westbound Pony Express mail. In Rate Period 3, Wells Fargo & Co. introduced a special franked envelope for westbound mail, but its use was extremely limited. On July 1, 1861, the new contract rate went into effect. On August 12, 1861, Wells Fargo & Co. announced in the New York papers that "Pony Express Envelopes" were "Now ready and for sale at our office." Although this announcement refers only to "envelopes," in fact both the franked entires and \$1.00 adhesive stamps were put on sale in August 1861.

The small belt-shaped "Garter" stamp looks nothing like the Horse & Rider issues and omits the words "Pony Express." Although Nesbitt was identified as the maker of the franks and Garter issue in an 1867 article, subsequent writers mistakenly attributed the Garter printing to Britton & Rey. Around the year 2000 a Garter stamp was found with the imprint "G. F. Nesbitt & Co. N.Y." (see lot 39 in this sale).

The Garter was printed from a lithographic stone of 20 subjects, arranged 5 across and 4 high, based on the corner margin strip and three blocks printed on card with the word "Sample" written across them. A digital reconstruction of the sheet layout is shown opposite.

The Garter stamp is extremely rare in any form. The strip of three offered here is the only recorded unused multiple on regular paper. Only four covers are recorded, including two from New York City and two from Boston, dated from August 24 (lot 41) to October 26, 1861.

Ex Hall. With 2001 P.F. certificate.

**Estimate \$20,000-30,000**





39

**Lot 39**

**Wells, Fargo & Co. Pony Express, \$1.00 Blue, Garter (143L6).** Position 18, huge margins including bottom sheet margin with full “G. F. Nesbitt & Co. N.Y.” imprint, manuscript cancel, small faint thin

EXTREMELY FINE APPEARANCE. THE DISCOVERY EXAMPLE OF A NESBITT IMPRINT ON THE FAMOUS \$1.00 PONY EXPRESS GARTER STAMP, THE PRODUCT OF GEORGE F. NESBITT & CO., THE PROMINENT NEW YORK PRINTER WHO PRODUCED THE NESBITT SERIES OF UNITED STATES POSTAL STATIONERY.

George F. Nesbitt & Company is best known for its extensive work in printing books, trade cards, advertising materials and the first U.S. government stamped envelopes. Although Nesbitt was identified as the maker of the franked envelopes and Garter issue in an 1867 article about the Pony Express stamps, subsequent writers mistakenly attributed the Garter printing to Britton & Rey, the San Francisco printers who produced the Horse & Rider issues. Around the year 2000 the Garter stamp offered here was found, bearing the imprint “G. F. Nesbitt & Co. N.Y.” and providing conclusive evidence of the printer.

Ex Gruys.

**Estimate \$7,500-10,000**

George F. Nesbitt

*This notice of the funeral of George F. Nesbitt appeared in the April 11, 1869, edition of The New York Times.*

**Funeral of Mr. George F. Nesbitt.**

The funeral services of the late Mr. GEORGE F. NESBITT took place, yesterday afternoon, at the Church of the Incarnation, corner Madison-avenue and Thirty-fifth-street. Numerous delegations from the Typographical Society of New-York, Typographical Union No. 6, and the Mechanics' Association, were present, as were also a large number of prominent citizens, including Postmaster KELLY. The leading stationers of the City closed their stores and attended in a body. The edifice was crowded by a congregation of sympathizing friends. The body was enshrined in a solid rosewood casket, which was strewn with wreaths and crosses of flowers. Rev. Dr. MONTGOMERY officiated, assisted by Rev. Drs. GALAUDET and TIFFANY and Rev. Messrs. LOWRIE, DICKINSON, and BRIGGS.

At the close of the funeral ceremonies Rev. Dr. MONTGOMERY delivered an address, in which he spoke in eloquent and feeling terms of the personal character and Christian virtues of the deceased. He had been a consistent member of the Church for a great many years, and contributed largely toward the erection of the present edifice.

At the conclusion of the services the body was taken to Green Wood Cemetery for interment.





40

***Lot 40***

**Wells, Fargo & Co. Pony Express, \$1.00 Blue, Garter (143L6).** Huge margins, cancelled by single wavy-line pen stroke, small faint thin at top and two pinholes, appears Extremely Fine, very rare  
Ex Hall.

***Estimate \$750-1,000***



41



Detail

**Lot 41**

**Wells, Fargo & Co. Pony Express, \$1.00 Blue, Garter (143L6).** Huge margins all around, tied by "Pony Express, The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Aug. 29" large oval within circle datestamp, used with **10c Green, Ty. V (35)**, tied by "New-York Aug. 24, 1861" circular datestamp and grid on 10c Green on White Nesbitt entire (U40) with **Wells, Fargo & Co. Pony Express, (\$1.00) Red Type II East-to-West Frank and "Agent of Pony Express, St. Joseph, Mo." routing**, addressed to Alexander Forbes and Daniel Gibb & Co. at San Francisco, opening faults along the top edge have been skillfully restored, including a small sealed tear in 10c, but the \$1.00 stamp is sound and unaffected (an ink spot has been removed), at one time part of the address was crossed out, but has been expertly restored

FINE APPEARANCE. THE EARLIEST OF THE FOUR RECORDED COVERS BEARING THE \$1.00 PONY EXPRESS GARTER STAMP AND THE ONLY EXAMPLE USED WITH THE 1857 ISSUE.

Although collectors generally perceive all Pony Express stamps and franked entires to be unofficial private forms of postage, the reality is that the Horse & Rider Second Issue, the "Garter" Issue and Type II franked envelope were issued to prepay government contract rates.

The \$1.00 franked entire and \$1.00 Garter adhesive were needed by Wells Fargo & Co.'s eastern offices when the Pony Express entered its official U.S. government mail contract period on July 1, 1861. On August 12, 1861, Wells Fargo & Co. announced in the New York papers that "Pony Express Envelopes" were "Now ready and for sale at our office." Although this announcement refers only to "envelopes," in fact both the franked entires and \$1.00 adhesive stamps were put on sale in August 1861.

The 1861 10c "Pumpkin" entire with the Type II printed frank was ordered from George F. Nesbitt & Co. (New York) by the Overland Mail Company after they obtained approval for the design and imprint from the Postmaster General's office (see lot 42). Nesbitt was specifically asked to produce envelopes on a thinner, tougher paper than that used for regular stamped envelopes, to reduce weight for the Pony riders. Nesbitt also printed the Garter stamps in sheets of 20 with his imprint below Position 18, the center stamp in the bottom row (see lot 39).

The FKW census lists 20 examples of the Type II \$1.00 East-to-West frank, including a few that have stamps added or have been extensively repaired (one recently recorded example from Philadelphia has been added to the record). There are four recorded covers with the \$1.00 Garter stamp (a detailed list is provided at right), of which this is the earliest and the only one with a 10c 1857 stamp.

This Pony Express cover was mailed from New York City on August 24, 1861, just as the old stamp issues were being demonetized and the new 1861 Issue was released, due to the Civil War. This double-rate Pony Express cover entered the post office and was treated as regular mail until it reached the Wells Fargo & Co. agent at St. Joseph. From there (or Atchison, Kansas) it made the August 29, 1861, westbound Pony trip to California. At Placerville, it was carried by Wells Fargo & Co. to San Francisco via Folsom and Sacramento, arriving on September 10.

The cover is addressed to "*Alex. Forbes, Esq., Messrs. Daniel Gibb & Co.*" Forbes was a partner in the Scottish firm of Forbes, Gibb & Co. His partner, Daniel Gibb, died in Glasgow on December 17, 1861, just months after this cover was mailed.

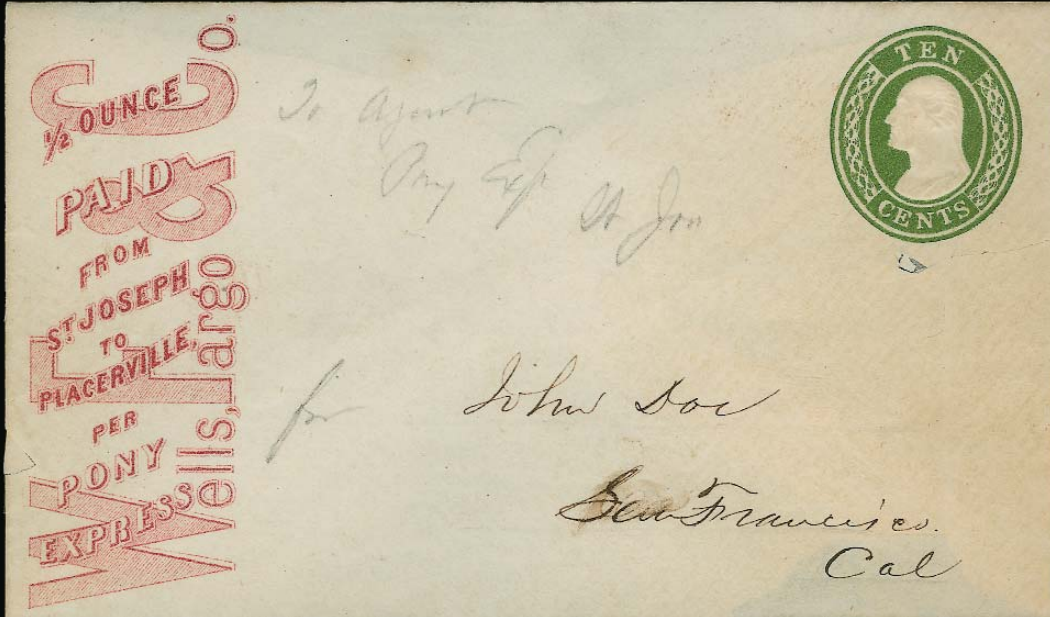
FKW Census W52. Trip WT-135. Illustrated in Nathan-Boggs *The Pony Express* (p. 51) and Frajola-Kramer-Walske *The Pony Express: A Postal History* (p. 63). Ex Henry J. Crocker and Kuphal.

**Estimate \$200,000-300,000**

**\$1.00 "Garter" Covers (FKW census)**

- 1) W52, St. Joseph Aug. 29, 1861, Ty. II frank to Alexander Forbes, with 10c 1857, ex H. J. Crocker, Kuphal (Siegel Sale 925, lot 1061, realized \$160,000 hammer), the cover offered here;
- 2) W64, no handstamped markings (Oct. 17, 1861 trip), to Louis McLane, strip of four \$1.00 and four 10c 1861, ex Hackett, currently in the Kramer collection;
- 3) W66, St. Joseph Oct. 24, 1861, Ty. II frank to Wm. H. V. Crouise, with 10c 1861, ex Caspary, Haas, Kapiloff, currently in a private collection;
- 4) W68, St. Joseph Oct. 27, 1861, Ty. II frank to Edward Prindle, with 10c 1861, ex Wm. H. Crocker, Knapp, Moody, currently in a European collection.





**Wells, Fargo & Co. \$1.00 Type II Frank (August 1861)**

**Lot 42**

**Overland Mail Company Essay for \$1.00 Type II East-to-West Frank.** Wells, Fargo & Co. Pony Express, (\$2.00) Red Type I East-to-West Frank on 10c Green on White Nesbitt entire (U15), unused, similar to Type II frank but with a comma after "Placerville", pen-and-ink mock address to "John Doe, San Francisco, Cal" in the hand of Frederick Cook, Treasurer of the Overland Mail Company, additional pencil notation "To Agent, Pony Exp, St Jos, for", slightly aged and brittle in places, tear and small missing piece repaired with archival tape at right

THIS IS THE UNIQUE "SAMPLE ENVELOPE" SUBMITTED ON JUNE 21, 1861, BY THE OVERLAND MAIL COMPANY TO POSTMASTER GENERAL MONTGOMERY BLAIR FOR APPROVAL PRIOR TO THE INAUGURATION OF THE JULY 1, 1861, PONY EXPRESS GOVERNMENT MAIL CONTRACT. AN HISTORIC ARTIFACT OF THE PONY EXPRESS.

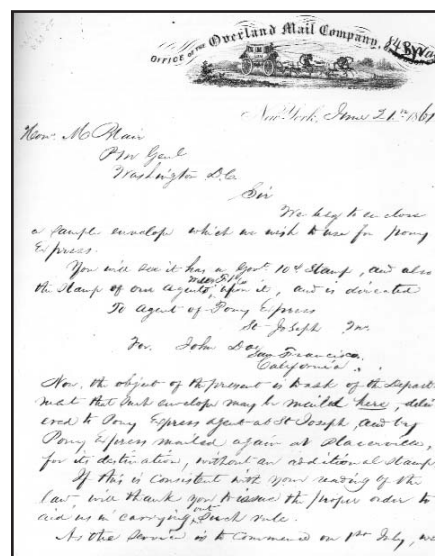
The \$1.00 franked entire and \$1.00 "Garter" adhesive were needed by Wells Fargo & Co.'s eastern offices when the Pony Express entered its official U.S. government mail contract period on July 1, 1861. The 1861 10c "Pumpkin" entire with the Type II printed frank was ordered from George F. Nesbitt & Co. (New York) by the Overland Mail Company after they obtained approval for the design and imprint from the Postmaster General's office. The earliest recorded Type II envelope is dated August 14, 1861, according to the FKW census.

The essay offered here, a 10c Nesbitt entire with the Type I East-to-West red frank (\$2.00 rate period), was submitted to Postmaster General Montgomery Blair along with a transmittal letter dated June 21, 1861 (Christie's sale, Mar. 14, 1990). The letter, which is not with this lot, is shown at right with a transcript of the content. Postmaster General Blair's office docketed the letter "F. Cook Treasurer, Overland Mail Co., June 21, 1861, Answered June 22 '61".

The Cook letter is in the same hand as the address on the essay entire offered here. There is no doubt that this is the "sample envelope" submitted to the Postmaster General for approval and to help in clarifying the procedure for East-to-West Pony Express mail during the new contract period. The actual Type II \$1.00 frank was modified slightly with the deletion of the comma after "Placerville", and it was printed on envelopes with the new 10c "Pumpkin" design. Nesbitt was specifically asked to produce envelopes on a thinner, tougher paper than that used for regular stamped envelopes, to reduce weight for the Pony riders.

Although collectors generally perceive all Pony Express stamps and franked entires to be unofficial private forms of postage, the reality is that the Horse & Rider Second Issue, the Garter Issue and Type II franked envelope were issued to prepay government contract rates. Therefore, this "sample envelope" is effectively an essay for a government-authorized issue, not simply a model for a non-contract mail route frank.

**Estimate \$10,000-15,000**



**Transmittal Letter**

*This photograph shows the June 21, 1861, transmittal letter that accompanied the essay envelope. The letter reads:*

"We beg to enclose a sample envelope which we wish to use for Pony Express.

You will see it has a Govt. 10c Stamp, and also the stamp of our agents Wells F & Co. upon it, and is directed

To Agent of Pony Express  
St. Joseph Mo.

For John Doe  
San Francisco  
California.

Now, the object of the present is to ask of the Department that such envelope may be mailed here, delivered to Pony Express Agent at St. Joseph, and by Pony Express mailed again at Placerville, for its destination, without an additional stamp.

If this is consistent with your reading of the law, will thank you to issue the proper order to aid us in carrying out such rule.

As the service is to commence on 1st July, we would beg for an early reply to this.

[Signed Frederick Cook, Treasurer, Overland Mail Company]."





**Lot 43**

**Wells, Fargo & Co. Pony Express, (\$1.00) Red Type II East-to-West Frank, 10c Green on Thin Hard White Entire (unlisted in Scott).** Clearly struck "Philadelphia Pa. Aug. 26, 1861" octagonal datestamp and dotted cork cancel, printed address to the "Agent of Pony Express, St. Joseph, Mo." and handwritten address to George Strickland at San Jose Cal.

EXTREMELY FINE. ONE OF 21 RECORDED TYPE II EAST-TO-WEST PONY EXPRESS FRANKED ENTIRES AND ONE OF ONLY TWO RECORDED PONY EXPRESS COVERS ORIGINATING IN PHILADELPHIA.

In Rate Period 3, Wells Fargo & Co. introduced a special franked envelope for westbound mail, but its use was extremely limited. On July 1, 1861, the new contract rate went into effect. On August 12, 1861, Wells Fargo & Co. announced in the New York papers that "Pony Express Envelopes" were "Now ready and for sale at our office." Although this announcement refers only to "envelopes," in fact both the franked entires and \$1.00 adhesive stamps were put on sale in August 1861.

The 1861 10c "Pumpkin" entire with the Type II printed frank was ordered from George F. Nesbitt & Co. (New York) by the Overland Mail Company after they obtained approval for the design and imprint from the Postmaster General's office. The earliest recorded Type II envelope is dated August 14, 1861, according to the FKW census.

The FKW census lists 20 examples of the Type II \$1.00 East-to-West frank, including a few that have stamps added or have been extensively repaired. Adding one cover that was not included in the FKW census, which is nearly identical to the cover offered here (Siegel 2009 Rarities of the World sale, lot 298), there are 21 Type II franks. These two are the only Pony Express covers that originated from Philadelphia during any time period, and of course they are the only examples of the Type II frank used from Philadelphia (almost all originated in New York City).

This August 26, 1861, cover was sent from Philadelphia just as the old stamp issues were being demonetized and the new 1861 Issue was released, due to the Civil War. This Pony Express cover entered the post office and was treated as regular mail until it reached the Wells Fargo & Co. agent at St. Joseph. From there (or Atchison, Kansas) it made the September 1, 1861, westbound Pony trip to California. At Placerville, it was carried by Wells Fargo & Co. to San Jose. For no apparent reason, the St. Joseph office did not apply a Pony Express datestamp.

Census No. W53. Trip WT-136. Illustrated in Frajola-Kramer-Walske *The Pony Express: A Postal History* (p. 74).

**Estimate \$20,000-30,000**

1/2 OUNCE  
PAID  
FROM  
ST JOSEPH  
TO  
PLACERVILLE  
PER  
PONY  
EXPRESS

Agent of Pony  
Express,



St. Joseph, Mo.

For

J. W. Wilde Esq  
San Francisco  
Cal

**Lot 44**

**Wells, Fargo & Co. Pony Express, (\$1.00) Red Type II East-to-West Frank, 10c Green on Thin Hard White Entire (unlisted in Scott).** Printed address to the "Agent of Pony Express, St. Joseph, Mo." and handwritten address to J. W. Wilde at San Francisco, "New-York Oct. 23" (1861) circular datestamp, opening tear at upper right expertly repaired, lightly cleaned with other minor edge improvements

VERY FINE APPEARANCE. ONE OF THE LAST FRANKED PONY EXPRESS ENVELOPES SENT TO ST. JOSEPH, MISSOURI, BUT RECEIVED AFTER THE TERMINATION OF PONY EXPRESS SERVICE. A FASCINATING "QUASI-PONY" COVER THAT WAS CARRIED BY STAGECOACH.

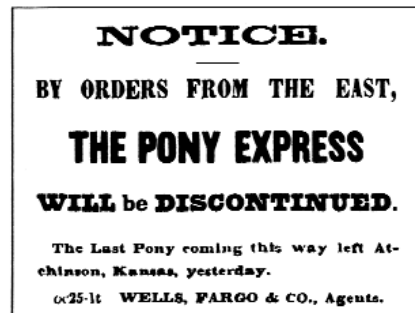
The chart opposite page 23 contains information about the advancement of the eastern and western telegraph terminals. On August 6, 1861, the *San Francisco Bulletin* printed over its dispatches, "By telegraph to Fort Kearney from St. Louis, thence by Pony Express to Robert's Creek Station, thence by telegraph to San Francisco." In the August 13, 1861, edition, the same paper reported that the Pony Express rider was leaving his dispatches for the Bulletin and other Pacific Coast newspapers at Dry Creek station. By the beginning of September, hundreds of miles were cut from the distance between telegraph terminals on the Pony route. The eastern section of the telegraph was completed on October 17, 1861, and just one week later the final connection was made on October 24.

As soon as messages could be sent by wire, the need for the Pony Express was eliminated, and the Overland Mail Company was contractually free to discontinue the money-losing service. The last trip from San Francisco left on October 23. On October 25 the Wells Fargo & Co. office in San Francisco announced that the "Last Pony coming this way left Atchison, Kansas, yesterday [October 24]." They probably received that news by wire.

A few covers are recorded that arrived in Saint Joseph after the October 24 trip departed. The letters that were bagged at St. Joseph for the October 27 and 31 trips were probably carried part or all of the way by regular mail stagecoach, because they arrived in San Francisco on November 18 and 21, in line with the usual 20-day transit time by stage.

FKW Census W69. Trip WT-152 (FKW "likely carried by stage").

**Estimate \$3,000-4,000**



**The Last Pony**

*This announcement was published in the October 26, 1861, edition of the San Francisco Bulletin. It reads "The Last Pony coming this way left Atchison, Kansas, yesterday." The announcement date is October 25, and the last westbound express from St. Joseph/Atchison was on October 24.*





45

**Wells, Fargo & Co. Virginia City Pony Express 1862-1865**

**Lot 45**

**Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).** Positions D1-2/3-4/5-6/7-8, vertical block of eight, unused (no gum), ample to large margins, top right stamp with small toned spot in margin, otherwise fresh and Very Fine

**Estimate \$1,000-1,500**



46

**Lot 46**

**Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).** Positions A5-6/7-8/9-10, vertical block of six, unused (no gum), large margins, Extremely Fine, ex Hall (Sale 830, part of lot 833)

**Estimate \$750-1,000**

**Lot 47**

**Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).**  
Vertical block of six, unused (no gum), large margins, Extremely Fine, ex Hall (Sale 830, part of lot 833)

*Estimate \$750-1,000*



47



48

**Lot 48**

**Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).**  
Positions A1-2/3-4, block of four, unused (no gum), large margins, couple toned specks, still Extremely Fine, ex Hall (Sale 830, part of lot 833)

*Estimate \$750-1,000*



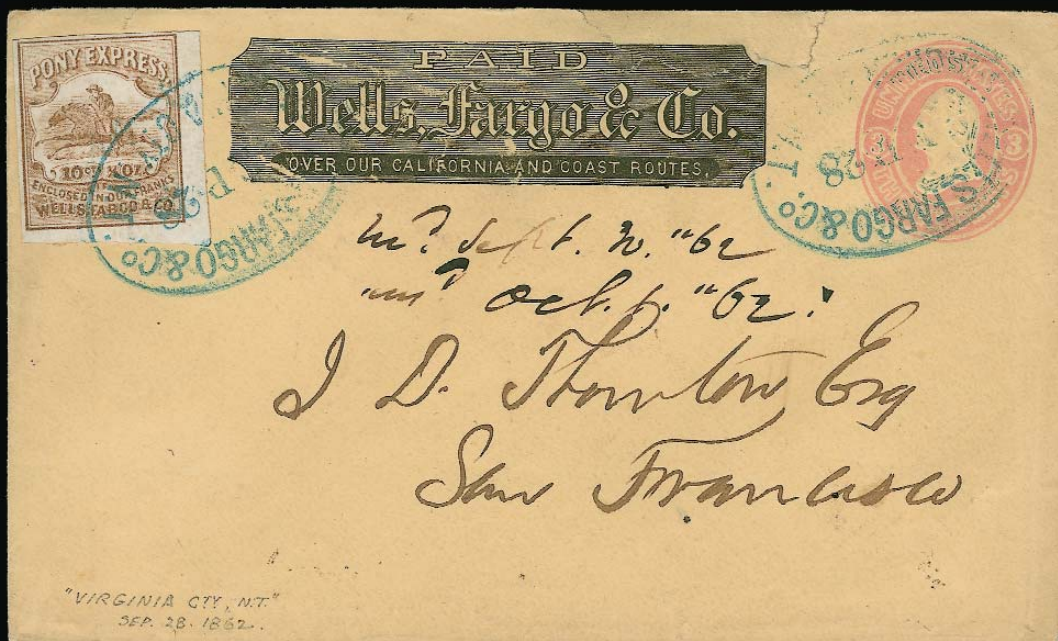
49

**Lot 49**

**Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).** Block of four, unused (no gum), ample margins, vertical crease at left, otherwise Very Fine, ex Hall (Sale 830, part of lot 833)

*Estimate \$750-1,000*





50



Detail



***Lot 50***

**Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).** Huge bottom right corner margins, others large, tied by blue "Wells, Fargo & Co. Virginia City. N.T. Sep. 28" (1862) oval datestamp, repeated on 3c Pink on Buff entire (U35) with Wells Fargo & Co. printed frank to J. D. Thornton at San Francisco, 1862 docketing, sealed tear at top just affects frank

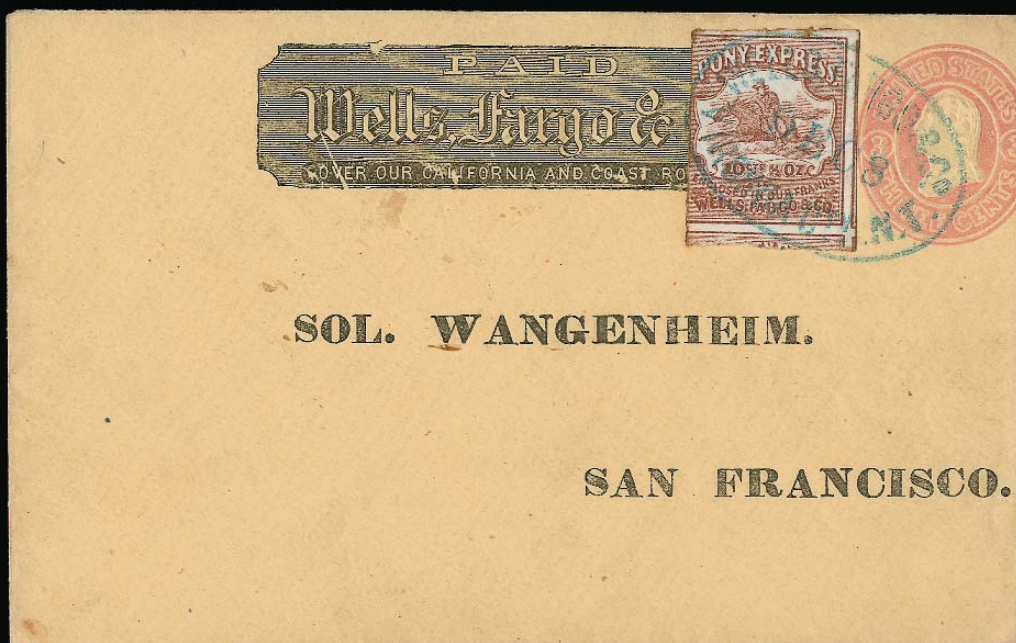
VERY FINE APPEARANCE. A SUPERB CORNER-MARGIN COPY OF THE VIRGINIA CITY PONY EXPRESS 10-CENT BROWN ON COVER.

Ex D.K. Collection. With 1992 P.F. certificate.

***Estimate \$3,000-4,000***



Virginia City  
*This photograph by O'Sullivan shows  
Virginia City ca. 1867*



51



Detail

***Lot 51***

**Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).**

Position A7, three large margins including part of three adjoining stamps, just in at left, deep shade, tied by blue oval "Wells, Fargo & Co. Virginia City N.T. Dec. 8" (1862) datestamp on 3c Pink on Buff entire (U35) with Wells Fargo & Co. printed frank, printed address of Solomon Wangenheim (a furniture dealer) in San Francisco, slightly reduced at right into embossing

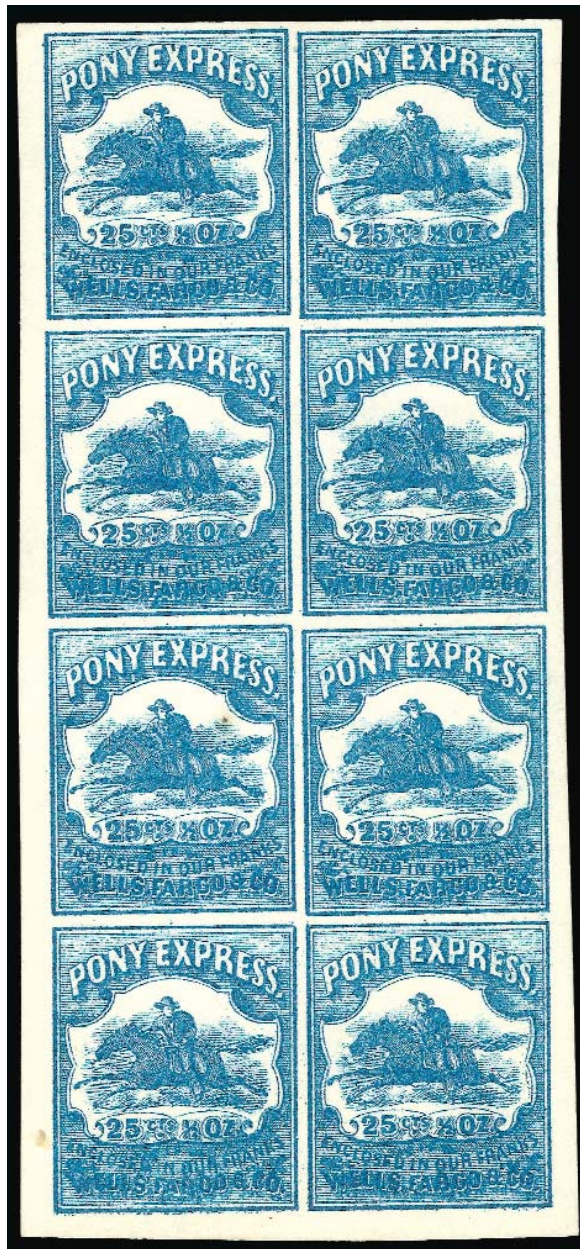
VERY FINE. AN ATTRACTIVE AND SCARCE COVER WITH THE VIRGINIA CITY PONY EXPRESS 10-CENT BROWN.

According to [www.sfgenealogy.com](http://www.sfgenealogy.com), Solomon Wangenheim was an immigrant from Saxony, Germany, who was naturalized on April 30, 1855. He is listed as a merchant at 211 Powell in San Francisco as of July 25, 1866.

Ex West.

***Estimate \$3,000-4,000***





52

**Lot 52**

**Wells, Fargo & Co. Virginia City Pony Express, 25c Blue (143L8).**  
Positions D3-4/5-6/7-8/9-10, vertical block of eight, unused (no gum), large to huge margins, Dark Blue shade, tiny spot on one stamp, still Extremely Fine, ex Hall

**Estimate \$1,500-2,000**



53

**Lot 53**

**Wells, Fargo & Co. Virginia City Pony Express, 25c Red (143L9).** Positions A1-2/3-4 and B1-2/3-4, horizontal block of eight, unused (no gum), close at bottom, three huge to enormous margins with sheet margins at top left, bright color on fresh paper, Very Fine-Extremely Fine

**Estimate \$500-750**







***Lot 54***

**Wells, Fargo & Co. Virginia City Pony Express, 25c Red (143L9).**

Complete sheet of 40 in four groups of ten, unused (no gum), light central vertical crease between panes, four small "C.E.C" (C. E. Chapman) handstamps in margin barely touch one stamp

EXTREMELY FINE. ONE OF THE FINEST OF THE FEW SURVIVING SHEETS OF THE 25-CENT RED VIRGINIA CITY PONY EXPRESS STAMP. A MAGNIFICENT EXHIBITION ITEM.

Ex Hall.

***Estimate \$5,000-7,500***



55



Detail

***Lot 55***

**Wells, Fargo & Co. Virginia City Pony Express, 25c Blue (143L8).** Position B6, full even margins, rich color, tied by perfect strike of blue “Wells, Fargo & Co. Express, Aurora” oval handstamp, repeated on 3c Pink on White entire (U34) with Wells Fargo & Co. printed frank to Clara C. Crittenden in San Francisco, from her son Howard (a mill superintendent in Aurora), tiny sealed edge tear at right

EXTREMELY FINE. A FRESH AND REMARKABLY ATTRACTIVE EXAMPLE OF THE VIRGINIA CITY PONY EXPRESS 25-CENT BLUE USED ON COVER.

Ex Schwartz and D.K. Collection.

***Estimate \$5,000-7,500***





56



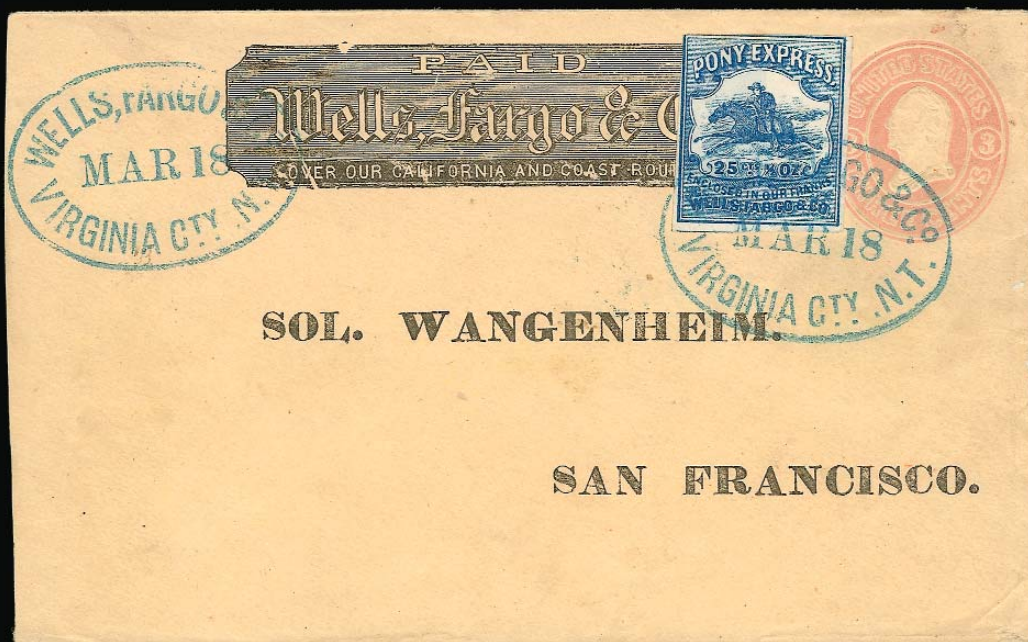
Detail

***Lot 56***

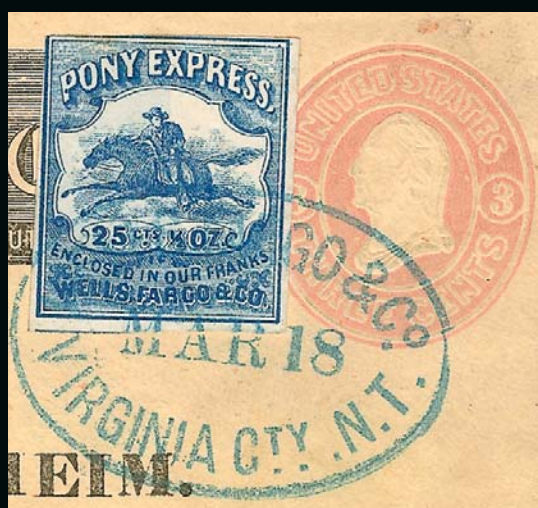
**Wells, Fargo & Co., Virginia City Pony Express, 25c Blue (143L8).** Position B7, three ample margins, frameline just shaved at top, tied by “Wells, Fargo & Co. Express Aurora” blue oval handstamp on 3c Pink on White entire (U34) with Wells Fargo & Co. printed frank to Clara C. Crittenden in San Francisco

VERY FINE. A BEAUTIFUL EXAMPLE OF THE VIRGINIA CITY PONY EXPRESS 25-CENT BLUE ON COVER.

***Estimate \$4,000-5,000***



57



Detail



**Lot 57**

**Wells, Fargo & Co. Virginia City Pony Express, 25c Blue (143L8).** Position A4, large margins to a bit close, tied by well-struck blue “Wells, Fargo & Co. Virginia Cty. N.T. Mar. 18” (1863) oval datestamp on 3c Pink on Buff entire (U35) with Wells Fargo & Co. printed frank, printed address of Solomon Wangenheim (a furniture dealer) in San Francisco, very slightly reduced at left

EXTREMELY FINE. A CHOICE 25-CENT BLUE STAMP AND REMARKABLY BEAUTIFUL VIRGINIA CITY PONY EXPRESS COVER.

According to [www.sfgenealogy.com](http://www.sfgenealogy.com), Solomon Wangenheim was an immigrant from Saxony, Germany, who was naturalized on April 30, 1855. He is listed as a merchant at 211 Powell in San Francisco as of July 25, 1866.

Ex Wickersham, Hall and Gruys.

**Estimate \$7,500-10,000**



58



Detail

***Lot 58***

**Wells, Fargo & Co. Virginia City Pony Express, 25c Red (143L9).** Position D1, large to huge margins including left straddle-pane margin, brilliant color, tied by blue “Wells, Fargo & Co. Virginia Cty. N.T. Feb. 12” (1865) oval datestamp on 3c Pink on Buff (U35) entire with Wells Fargo & Co. printed frank to Clara C. Crittenden in San Francisco, 1865 letter enclosed, small sealed edge tear at top center

EXTREMELY FINE. A CHOICE STAMP AND BEAUTIFUL 25-CENT RED VIRGINIA CITY PONY COVER FROM THE FAMOUS CRITTENDEN CORRESPONDENCE.

Ex Golden. With 1981 P.F. certificate.

***Estimate \$5,000-7,500***





59



Detail

***Lot 59***

**Wells, Fargo & Co. Virginia City Pony Express, 25c Red (143L9).** Position A4, full to large margins all around, rich color, tied by blue "Wells, Fargo & Co. Virginia Cty. N.T. Jul. 12" (1864) oval datestamp on 3c Pink on White entire (U34) with Wells Fargo & Co. printed frank to Clara C. Crittenden in San Francisco, 1864 letter enclosed, small gum smear

EXTREMELY FINE. A CHOICE STAMP AND BEAUTIFUL VIRGINIA CITY PONY COVER FROM THE FAMOUS CRITTENDEN CORRESPONDENCE. THE RED 25-CENT VIRGINIA PONY STAMP IS MUCH SCARCER ON COVER THAN THE BLUE.

Ex D.K. Collection. With 1981 P.F. certificate.

***Estimate \$5,000-7,500***



60



Detail



**Lot 60**

**Wells, Fargo & Co. Virginia City Pony Express, 25c Red (143L9).** Two, one at top left with large to clear margins (Position B3), other mostly clear to large margins except just barely into right frameline (Position D10), used with **3c Rose (65)** on 3c Pink on Buff entire (U35) with Wells Fargo & Co. printed frank to Clara C. Crittenden in San Francisco, the upper left Pony Express stamp and U.S. postage are tied by light strikes of “Wells, Fargo & Co. Virginia Cty. N.T. Feb. 21” (1865) blue oval datestamp, the second Pony Express stamp at lower left is in a slightly different shade and tied by “**Wells, Fargo & Co. Sac. Messenger Feb. 22**” Sacramento Messenger’s blue oval datestamp, opened at top, a few wrinkles and edge nicks

VERY FINE. AN EXTRAORDINARY AND POSSIBLY UNIQUE VIRGINIA CITY PONY EXPRESS USAGE. THE DOUBLE-RATE FRANKING WITH AN ADDITIONAL UNITED STATES ADHESIVE STAMP IS RARE IN ITSELF, BUT THE SECOND PONY EXPRESS STAMP WAS ALMOST CERTAINLY SUPPLIED AND CANCELLED EN ROUTE BY THE WELLS FARGO & COMPANY SACRAMENTO SPECIAL MESSENGER.

This cover originates from the famous Crittenden correspondence, but it came to light after the initial public offering of the major portion of covers. The cover bears two 25c Red Pony Express stamps in slightly different shades. One was cancelled at Virginia City, while the other was cancelled en route to San Francisco by the Sacramento Messenger oval. The stamps in two shades and the different cancels indicate that the letter was franked with double-rate U.S. postage at Virginia City, but the second Pony Express stamp was supplied by the Wells Fargo & Co. messenger who brought the mail from Sacramento to San Francisco. Other covers are known with supplemental postage tied by the special Sacramento Messenger oval or “Collect” markings, indicating that postage was due from the addressee.

Covers with the 25c Red stamp are very scarce, and only a few are known with additional U.S. stamps. This double-rate franking is extremely rare, and, from a postal history perspective, quite fascinating.

Ex Dr. Martin. With 1990 P.F. certificate.

**Estimate \$30,000-40,000**



61



Detail

**Lot 61**

**Wells, Fargo & Co. Virginia City Pony Express, 10c Red on 3c Pink No. U34 entire (143LU1).** Cancelled by two strikes of “Wells, Fargo & Cos. Express, S.Frco. 16 Apr.” (1863) double-circle datestamp, unaddressed and affixed as a paste-up to large buff cover to Thomas McCluskey in Virginia City N.T., one 3c 1861 remains from a multiple (one or more stamps cut out), part of a blue “Wells, Fargo & Cos. Express S.Frco.” large double-circle datestamp ties 3c, matching blue “Paid” in oval handstamps, the 10c entire has a small cut at left, the larger cover is reduced

VERY FINE. ONE OF THE FINEST OF THE FOUR RECORDED EXAMPLES OF THIS RARE WELLS FARGO & CO. VIRGINIA CITY PONY EXPRESS 10-CENT HORSE & RIDER FRANKED ENVELOPE.

The 10c Horse & Rider stamp design was printed directly on envelopes with the Wells Fargo & Co. standard printed frank and U.S. 3c embossed stamp (Scott U34). Only four printed in Red and two printed in Blue are recorded, as follows:

**10c Red (143LU1):**

- 1) San Francisco, Apr. 12 (1863), unaddressed paste-up, ex Kramer (R. G. Kaufmann, Sep. 15, 1990, lot 1131), Gamett census no. 2;
- 2) San Francisco, Apr. 16 (1863) to Virginia City N.T., paste-up, ex Dale-Lichtenstein (HRH, May 13, 2004, lot 1542, realized \$5,000 hammer), the cover offered here, unlisted in Gamett census;
- 3) San Francisco, Apr. 25 (1863) to San Jose, paste-up, Gamett census no. 1;
- 4) San Francisco, date unknown, unaddressed paste-up, Frajola sale, Jan. 25, 1991, Gamett census no. 3.

**10c Blue (143LU2):**

- 1) San Francisco, Mar. 29 (1863), Gould & Curry lithographed ad, front only, ex Kramer (R. G. Kaufmann, Sep. 15, 1990, lot 1132), Gamett census no. 2;
- 2) San Francisco, Apr. 3 (1863), Gould & Curry lithographed ad, front only, ex Dale-Lichtenstein (HRH, Sep. 25, 1997, lot 257), Golden (Siegel Sale 817, Nov. 1999, lot 1584, realized \$5,000 hammer), Gamett census no. 1.

The pattern of use—all paste-ups in March and April 1863—indicates that the envelopes were used exclusively on oversize mail within a brief time span. The 10c denomination corresponds to the first rate period, which was in effect from August 1862 until sometime shortly after January 1863, when the rate was increased to 25c. It is possible that Wells Fargo & Co. sold the 10c envelopes for 25c, or that a few slipped through after the rate change. Envelopes were printed with the 25c Horse & Rider in Red, but none of these has been found in used condition.

Ex Dale-Lichtenstein.

**Estimate \$5,000-7,500**





62

**Lot 62**

**Wells, Fargo & Co. Pony Express, Die Proof for 1897 Reprint.** Black impression of 10c without vignette and \$1.00 with vignette, additional numerals at sides, Very Fine, described by W. S. Boggs as "The last state of the original die retouched for the reprints showing the denomination figures separately. This shows that the \$1.00 and the 10c were the last made."

**Estimate \$1,500-2,000**



63

**Lot 63**

**Wells, Fargo & Co., 10c-\$4.00 Pony Express 1897 Reprint, Black Plate Proof on Wove.** Complete sheet with defaced \$4.00 column at left, central vertical creases thru 25c and \$1.00 rows, margin reduced at top, Very Fine, rare, ex Hall

**Estimate \$1,000-1,500**

**END OF SALE**

## Robert A. Siegel Auction Galleries, Inc.

## Prices Realized for

## Sale 979 12/5/2009 The Pony Express Collection formed by Thurston Twigg-Smith

Lot#	Realized	Lot#	Realized
1	400,000	37	6,750
2	190,000	38	26,000
3	240,000	39	11,500
4	110,000	40	8,500
5	65,000	41	260,000
6	9,500	42	7,000
7	15,500	43	40,000
8	17,000	44	4,500
9	65,000	45	1,300
10	115,000	46	1,800
11	4,250	47	1,800
12	2,000	48	1,700
13	6,000	49	1,300
14	35,000	50	17,000
15	45,000	51	11,000
16	105,000	52	6,000
17	13,500	53	1,800
18	25,000	54	12,500
19	5,500	55	18,500
20	9,000	56	7,000
21	10,500	57	21,000
22	7,000	58	11,000
23	4,000	59	13,000
24	2,600	60	40,000
25	950	61	7,000
26	9,500	62	1,100
27	8,500	63	4,750
28	9,500		
29	6,750		
30	130,000		
31	52,500		
32	24,000		
33	42,500		
34	550,000		
35	50,000		
36	550,000		