

THE NEW HELVETIA COLLECTION OF

Western Expresses and California Mails

HAVING OFFICES AT
a Clara, Benicia, Sacramento, Coloma, San Juan, Iowa Hill, Volcano, Murphy's
Jose, Yuba City, El Dorado, Auburn, Camp Hill, Jackson, Columbia,
Leandro, Grass Valley, Forest City, Nevada, Downieville, Sonoma, Folsom,
tinez, Placerville, Nevada, Sonoma, Folsom,

LACERVILLE AND ST. JOSEPH OVERLAND LINE to all the CARSON VALLEY SILVER MINING TOWNS.

The PONY EXPRESS FEATURING PONY EXPRESS STAMPS AND COVERS
Dispatches for all parts of
Atlantic States will be received until 6, P. M. each Saturday, and will be delivered by telegraph from St. Joseph
EIGHT DAYS. Letters forwarded through in TWELVE DAYS.

OFFICE, NO. 158 MONTGOMERY STREET, CORNER OF MERCHANT.

OPEN FROM 8, A. M. TO 9, P. M. SUNDAYS, 9 TO 11, A. M.

Sac May 13 1860.

8 o'clock 45 minutes P. M.



SALE 1072—TUESDAY, JUNE 24, 2014

Robert A. Siegel

AUCTION GALLERIES, INC.

THE NEW HELVETIA COLLECTION OF
Western Expresses and California Mails

FEATURING PONY EXPRESS STAMPS AND COVERS



Sale 1072

Tuesday, June 24, 2014, at 1:30 p.m.

Lots 1-114

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

*Lots will be available for viewing on Monday 10am-4pm, and Tuesday 10am-1pm,
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
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

siegelauctions.com



Scott R. Trepel
President
strepel
@siegelauctions.com



John P. Zuckerman
Senior Vice President
jzuckerman
@siegelauctions.com



Corey Long
Vice President
clong
@siegelauctions.com



Starr Tucker-Ortega
Vice President
stamps
@siegelauctions.com



Laura Melvin Kaplan
Bids and Inquiries
laura
@siegelauctions.com



Charles F. Shreve
Siegel International
charles
@siegelauctions.com



Chris Anderson
Siegel International
chris
@siegelauctions.com



Andrew Titley
Siegel International
andrew
@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 PF or PSE certificate dated within the past five years 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**

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.

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

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.

Registering with STAMP AUCTION NETWORK & 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.

I'm a Siegel client, but I'm not registered with SAN.

Go to 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 internet bidding.

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 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're ready for internet bidding.

I've never bid with Siegel, nor registered with SAN.

Go to 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 internet bidding.

Live Internet Bidding works by allowing registered bidders to observe and place bids.

Live Internet Bidding 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.

Log on to the auction at stampauctionnetwork.com/siegel.

You can also log on at siegelauctions.com

When you're logged on as a Live Internet Bidder, the bidding interface shows a photo and description of the lot, the current bid (and your bidding status), options for placing competitive bids and 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 and then decide to stop, the "Pass" button will tell the auctioneer you are no longer bidding.
- You can send messages to the auctioneer (for example, a request for extension).
- You can track prior realizations from the bidding screen.



"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.

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 (Visa, Mastercard and Discover only)**

can be accepted as payment but will be subject to a 3% Convenience Fee, which will be added to the total of the entire invoice (including hammer price, buyer's premium, shipping and transit insurance charges and any applicable taxes).

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 or by Professional Stamp Experts within 5 years of the sale date 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. The bidder agrees not to use a public conflict resolution service and not to use any form of social media to publish comments or information about the Galleries and its employees which might harm the Galleries' reputation or business. 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 1/2014

Grades, Abbreviations and Values Used in Descriptions

Grades and Centering

Our descriptions contain detailed information and observations about each item's condition. We have also assigned grades to stamps and covers, which reflect our subjective assessment. For stamps, the margin width, centering and gum are described and graded according to generally-accepted standards (an approximate correlation to numeric grades is provided at right). Although we believe our grades are accurate, they are not always exactly aligned with third-party grading terms or standards for all issues. **A lot may not be returned because a certification service grades a stamp lower than the grade stated in the description. Information from the P.S.E. Stamp Market Quarterly and P.S.E. Population ReportSM is the most current available, but lots may not be returned due to errors or changes in statistics or data.**

Extremely Fine Gem (90-100): The term "Gem" describes condition that is the finest possible for the issue. This term is equivalent to "Superb" used by grading services.







Extremely Fine (80-90): Exceptionally large/wide margins or near perfect centering.

Very Fine (70-85): Normal-size margins for the issue and well-centered with the design a bit closer to one side. "Very Fine and choice" applies to stamps that have desirable traits such as rich color, sharp impression, freshness or clarity of cancel.

Fine (60-70): Smaller than usual margins or noticeably off center. Pre-1890 issues may have the design touched in places.

Very Good (below 60): Attractive appearance, but margins or perforations cut into the design.

Guide to Gum Condition

Gum Categories:	MINT N.H.	ORIGINAL GUM (O.G.)				NO GUM
	 Mint Never Hinged <i>Free from any disturbance</i>	 Lightly Hinged <i>Faint impression of a removed hinge over a small area</i>	 Hinge Mark or Remnant <i>Prominent hinged spot with part or all of the hinge remaining</i>	 Part o.g. <i>Approximately half or more of the gum intact</i>	 Small part o.g. <i>Approximately less than half of the gum intact</i>	 No gum <i>Only if issued with gum</i>
Catalogue Symbol:	★ ★	★	★	★	★	(★)
PRE-1890 ISSUES	<i>Pre-1890 stamps in these categories trade at a premium over Scott value</i>			Scott Value for “O.G.”		Scott “No Gum” Values thru No. 218
1890-1935 ISSUES	Scott “Never Hinged” Values for Nos. 219-771	Scott Value for “O.G.” (Actual value will be affected by the degree of hinging)		Disturbed Original Gum: Gum showing noticeable effects of humidity, climate or hinging over more than half of the gum. The significance of gum disturbance in valuing a stamp in any of the Original Gum categories depends on the degree of disturbance, the rarity and normal gum condition of the issue and other variables affecting quality. For example, stamps issued in tropical climates are expected to have some		
1935 TO DATE	Scott Value for “Unused”					

Covers

Minor nicks, short edge tears, flap tears and slight reduction at one side are normal conditions for 19th century envelopes. Folded letters should be expected to have at least one file fold. Light cleaning of covers and small mends along the edges are accepted forms of conservation. Unusual covers may have a common stamp with a slight crease or tiny tear. **These flaws exist in virtually all 19th century covers and are not always described. They are not grounds for return.**

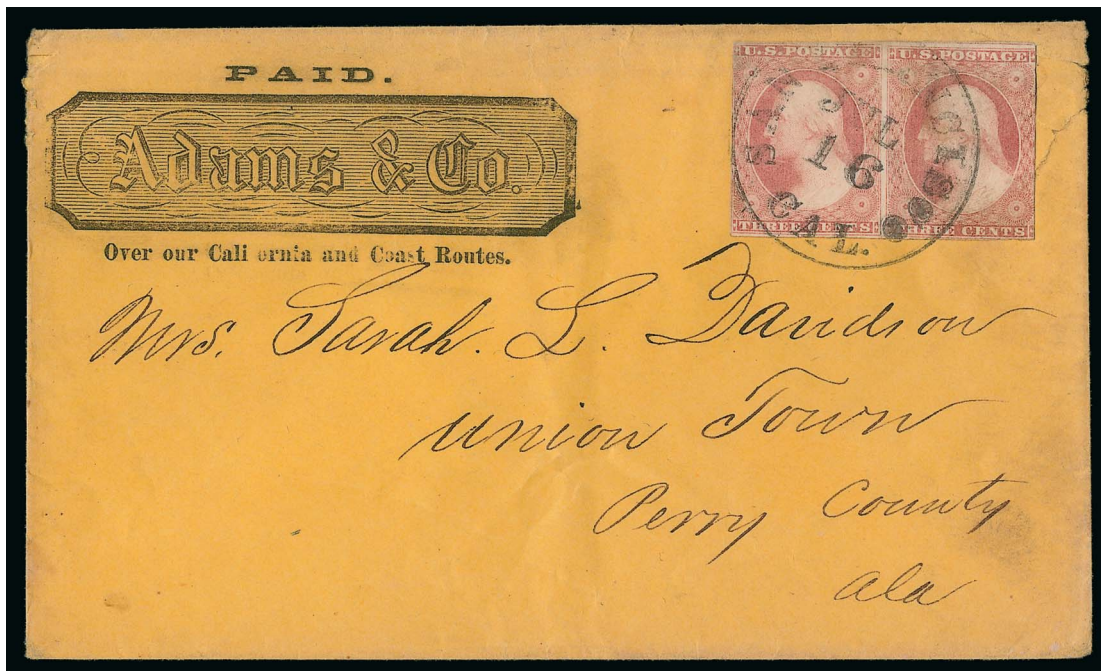
Catalogue Values and Estimates

Unless otherwise noted, the currently available *Scott Catalogue* values are quoted in dollars with a decimal point. Other catalogues are often used for foreign countries or specialized areas and are referred to by their common name: *Stanley Gibbons* (SG), *Dietz*, *American Air Mail Catalogue* (AAMC), *Michel*, *Zumstein*, *Facit*, etc. Estimates are indicated with an "E." and reflect our conservative valuation in dollars. Reserves will never exceed the low end of the estimate range; they will sometimes exceed Scott Catalogue value for stamps in Extremely Fine condition.

Because of certain pricing inconsistencies in the *Scott Catalogue*—for example, blocks that have no gum, the absence of premiums for Mint N.H. items, etc.—we cannot guarantee the accuracy of values quoted for multiples, specialized items and collection lots. We generally try to be conservative, but buyers may not return a lot because of a discrepancy in catalogue value due to Scott pricing inconsistencies.

Symbols and Abbreviations (see chart above for gum symbols)

⊞	Block	E	Essay	pmk.	Postmark	No.	Scott Catalogue Number
⊞	Cover	P	Proof	cds	Circular Datestamp	hs	Handstamp
FC	Fancy Cancel	TC	Trial Color Proof	var.	Variety	ms.	Manuscript



1



Adams & Company Express and Banking Office depicted on bill of exchange

Tuesday, June 24, 2014, at 1:30 p.m. (lots 1-114)

**THE NEW HELVETIA COLLECTION OF
WESTERN EXPRESSES AND CALIFORNIA MAIL**

WESTERN EXPRESSES

Adams & Company Express Frank with 3¢ 1851 Issue

- 1 ✉ **3c Dull Red, Ty. II (11A).** Horizontal pair, mostly ample margins to slightly in, tied by “San Francisco Cal. Jul. 16” (1853) circular datestamp on buff cover with **Adams & Co. printed frank** (missing “f” of “California”) at upper left, to Uniontown Ala., carried from San Francisco to Panama on PMSS *Golden Gate* (dep. Jul. 16, arr. Jul. 29), then from Aspinwall to New York on USMSC *Illinois* (dep. Aug. 1, arr. Aug. 10), small tear in cover at upper right

VERY FINE. ONE OF SEVEN RECORDED EXAMPLES OF ADAMS & COMPANY’S PRINTED FRANK, OF WHICH ONLY TWO HAVE ADHESIVE STAMPS. THIS IS THE FIRST PRINTED FRANK USED BY ANY OF THE WESTERN EXPRESS COMPANIES. A COVER OF GREAT HISTORICAL IMPORTANCE AND ESPECIALLY DESIRABLE WITH THE 3-CENT 1851 ISSUE.

Adams & Company set up its California and Oregon business in December 1849 under the direction of William B. Dinsmore of New York and Daniel H. Haskell of Boston, with Alvin Adams as a third partner. Dinsmore left shortly thereafter. In 1852 I. C. Woods joined the firm and two years later became a partner. Its business in the shipment of gold, merchandise, parcels and letters flourished, and its related banking operations established Adams & Co. as a major force in the economic development of the West. All of this figuratively turned to dust in February 1855 with the failure of Page, Bacon & Company, a prominent banking firm. Two days later Adams Express collapsed as depositors rushed to withdraw their gold from a concern that was already weakened by competition (source: Wiltsee, *The Pioneer Mule and The Pack Mule Express*).

The significance of Adams & Company’s printed franks is two-fold: first, they were produced in 1853, making them the earliest franks actually printed on envelopes or stamped entires; and, second, their function “was to facilitate the deposit of mail in letter boxes after the normal business hours of the express. Much like a printed adhesive stamp, these could be used to prepare letters for mailing so that they could be deposited in a box and without having to wait in line if the express office was still open.” (Frajola).

With the Dale-Lichtenstein dispersal, the number of recorded examples of the Adams & Co. frank rose to seven, including three slightly different formats on plain envelopes, both stamped and stampless, and the 3c Nesbitt entire. Only two covers have adhesive stamps; both addressed to Sarah L. Davidson in Uniontown, Alabama, each with a pair of the 3c 1851.

Ex Dale-Lichtenstein and Walske. With 2008 P.F. certificate E. 5,000-7,500

Adams & Co. Express Cover with "Via Nicaragua" Handstamp



2

- 2 ☒ **3c Dull Red, Ty. II (11A).** Horizontal pair, large margins to barely into frame-line, slightly oxidized, manuscript cancels applied by express office, paying required 6c postage on lady's small embossed cover to Mrs. Buchanan Hall, Hall & Huggins, Stockton Cal., partly clear strike of "Via Nicaragua/In Advance/of the Mail" oval handstamp applied by Adams & Co. Express New York office, partly clear strike of "Adams & Co. San Francisco Apr. 16" large blue double-circle datestamp, "RH" embossed seal on flap

VERY FINE. A BEAUTIFUL AND RARE EAST-TO-WEST ADAMS & COMPANY EXPRESS COVER CARRIED OUTSIDE OF THE MAILS. THE ADAMS "VIA NICARAGUA" OVAL MARKING APPLIED AT THEIR NEW YORK OFFICE ON WESTBOUND LETTERS IS EXTREMELY RARE.

Although handled entirely outside the government mails, this cover was prepaid 6c by the sender in New York City, as required by law, effective January 13, 1854. It was carried from New York to San Juan del Norte by the Vanderbilt Line's *Star of the West* (depart March 20, arrive March 30), then by the Vanderbilt *Cortes* from San Juan del Sur to San Francisco (depart April 2, arrive April 16). At San Francisco, Adams & Co. datestamped the cover and carried it to Stockton on their regular express route.

Ex Walske..... E. 2,000-3,000



3



4

- 3 ☒ **3c Dull Red, Ty. II (11A).** Large margins to slightly in, tied by blue “Adams & Co. Oct. 29” (1854) large double-circle datestamp, second strike at upper right dated the day before (Oct. 28) on buff cover addressed to “Manuel Castro, care of Anto. Ma. Pico, Pueblo de San Jose”, **held for postage** until sender provided 3c 1851 stamp in accordance with U.S. Post Office Dept. order of January 1854 (Adams & Co. went out of business in February 1855), Very Fine, the two individuals in the address — Manuel Castro and Antonio Marie Pico — were prominent citizens of Mexican California, this cover is a rare example of express company “detained for postage” mail, ex Dale-Lichtenstein and Walske E. 1,000-1,500
- 4 ☒ **3c Dull Red, Ty. II (11A).** Two, large margins to cut in, rich color, tied by “Paid” grid cancel, red “Boston 6 Cts. 18 Sep.” (1854) integral-rate circular datestamp on cover to Sacramento, clear strike of “Adams & Cos. Express, Mormon Island” double-oval handstamp and manuscript “Auburn \$1.00” express charge and destination, carried from New York to Aspinwall on USMSC *North Star* (dep. Sep. 20, arr. Sep. 26), then by PMSS *Panama* from Panama to San Francisco (dep. Oct. 5, arr. Oct. 18), Adams & Co. carried it to mining camps near Auburn, edgewear and scattered toned spots, still Very Fine, an extremely rare cover with 1851 Issue paying 6c transcontinental postage and Adams & Co. express markings showing service to the mines, ex Dale-Lichtenstein and Walske, with 1997 P.F. certificate E. 1,000-1,500

Berford & Company's Californian Express San Jose Office



5

- 5 ☒ **Berford & Cos. Californian Express.** Perfectly struck bold blue oval handstamp on folded letter datelined at San Jose, November 2, 1853, to San Francisco with sender's directive "*Please Deliver*" to address on Clay Street, "**Berford & Cos. Express San Francisco Cal.**" blue double-oval and "**COLLECT**" straightline handstamps applied at San Francisco office

EXTREMELY FINE. A SUPERB STRIKE OF THE RARE "BERFORD'S CALIFORNIAN EXPRESS" OVAL, OF WHICH ONLY THREE ARE REPORTED.

Berford & Co.'s Letter and Package Express was founded by Richard G. Berford in the Fall of 1849. The express operated between coasts and advertised that it had offices in San Francisco, Sacramento (T. J. Bayless), San Jose (Plitt) and Stockton. In December 1850 Berford & Co. advertised that they were the only express with service to San Jose. The dark blue large oval handstamp at lower left was applied by the San Jose office. Only two others are reported.

Ex Dale-Lichtenstein and Walske E. 2,000-3,000



6



7

- 6 **Forwarded by Bowers Express.** Superb strike of oval handstamp, faint red “San Francisco Oct. 19” (1850) circular datestamp and matching “40” rate handstamp on folded cover to Richmond Va., carried from San Francisco to Panama on Law’s *Columbus* (dep. Oct. 19, arr. Nov. 7), then by USMSC *Georgia* from Chagres to New York (dep. Nov. 26, arr. Dec. 7) and from there by rail to Richmond, side panels removed, light age toning and wear, still a Very Fine strike of this scarce express marking, this is the earliest of seven reported Bowers Express covers, Bowers operated between Nevada City and San Francisco via Grass Valley and Rough and Ready, they expanded their routes in June 1851 by working with Freeman & Co. for service between Sacramento and San Francisco, ex Dale-Lichtenstein and Walske E. 1,000-1,500
- 7 **Cherokee Express.** Black printed ornamental frank (Haller FC3) and blue “Wells, Fargo & Co. Oroville Mar. 9” oval handstamp on 3c Red on Buff Nesbitt entire (U10) to Oroville, slightly reduced at right and shallow edge nick, otherwise Very Fine, the Cherokee Express operated between Oroville and Cherokee starting in 1860, its franked entires are rare — this is the type shown in Haller; another similar design with different type and ornaments to the left and right of “Paid” is known on U58 entires — ex Parker and Dale-Lichtenstein E. 750-1,000

Copley & Company's Miners' Express



8

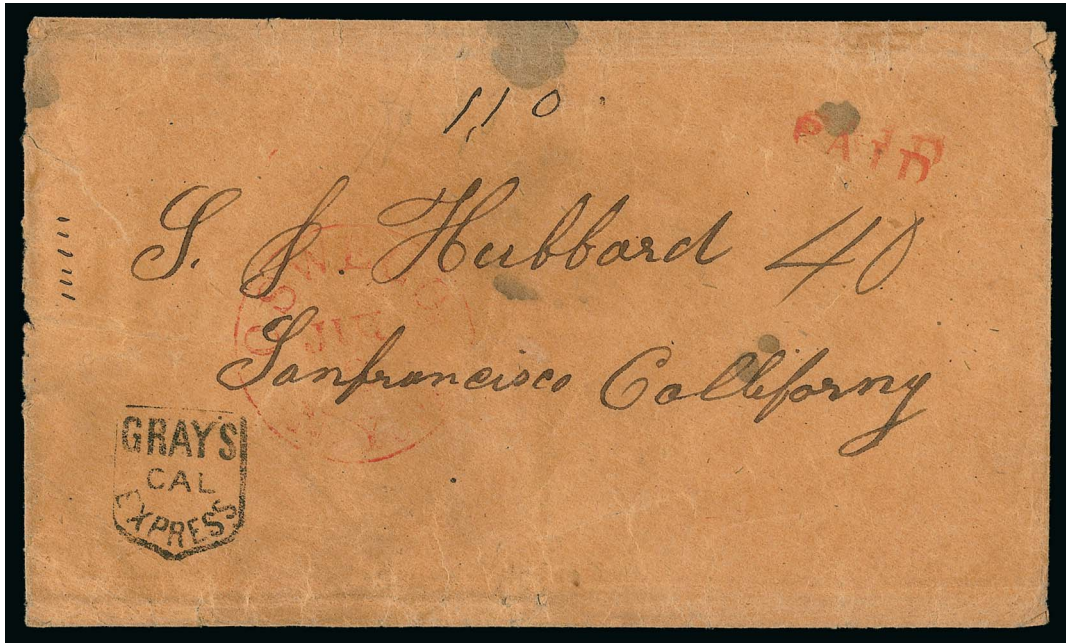
- 8 ☒ **Copley & Co.'s Miners' Express.** Red double-line oval handstamp perfectly struck on 10c Green on Buff Nesbitt entire (U18) to Sempronius N.Y., entered the mails with blue "Marysville Cal. Paid by Stamps Feb. 4" (1856) circular datestamp, matching rectangular grid of squares cancels embossed stamp

EXTREMELY FINE. ONE OF THE CLEAREST STRIKES OF THE FEW KNOWN COPLEY & CO. MINERS' EXPRESS COVERS. A RARE TRANSCONTINENTAL USE WITH THE DISTINCTIVE MARYSVILLE "PAID BY STAMPS" CIRCULAR DATESTAMP.

This express between Marysville and the Gibsonville Ridge and Feather River mining camps was operated briefly in 1855-56 by Jack Copley. Examples of his distinctive "Miners' Express" handstamp are very rare (six reported). This cover was carried from San Francisco to Panama on the PMSS *Oregon* (depart February 11, arrive March 11), then by the USMSC *George Law* from Aspinwall to New York (depart March 6, arrive March 15).

Ex Dale-Lichtenstein and Walske E. 3,000-4,000

Gray's California Express



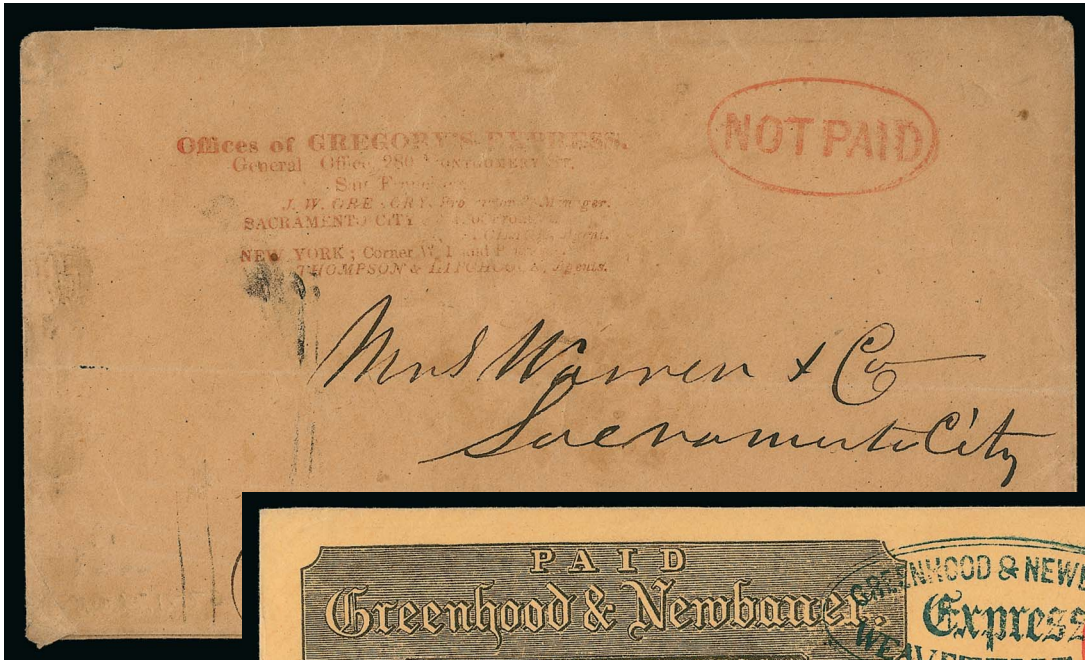
9

- 9 ☒ **Gray's Cal Express.** Superb strike of shield handstamp and manuscript "1.10" express fee on buff cover to "San Francisco California", red "Oswego N.Y. Jul. 2" (1850) circular datestamp, matching "Paid" and manuscript "40" rate, couple small ink spots, slight wrinkling and edgewear

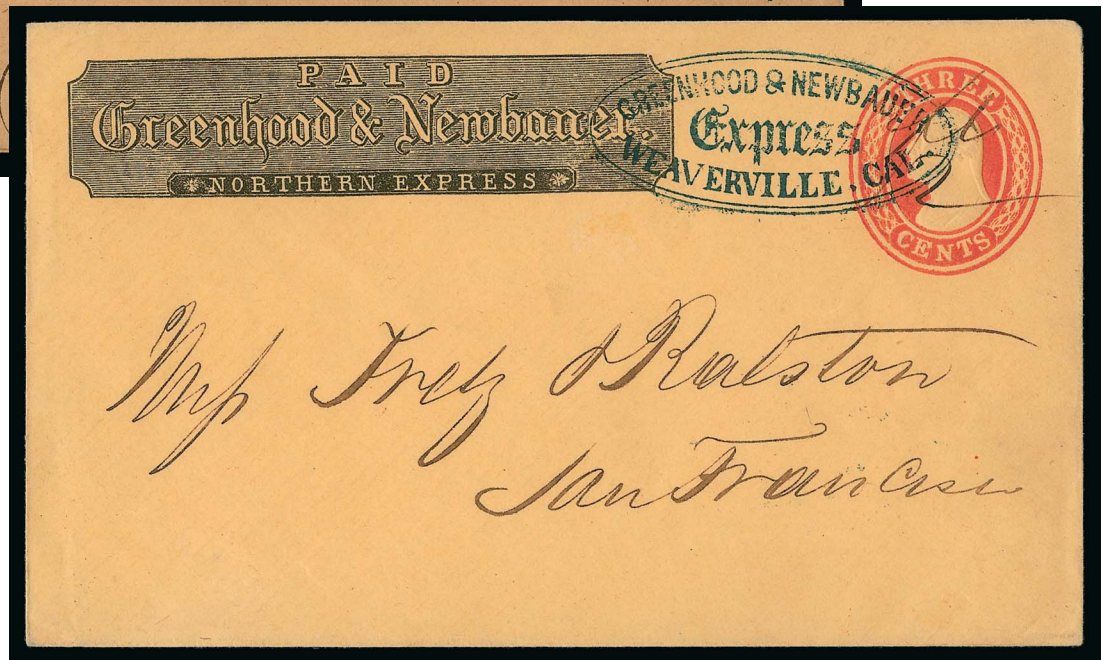
VERY FINE. ONE OF FIVE REPORTED EXAMPLES OF THE SHORT-LIVED GRAY'S CALIFORNIA EXPRESS, WHICH OPERATED BETWEEN SACRAMENTO AND SAN FRANCISCO.

This cover was carried from New York to Chagres on the USMSC *Georgia* (depart July 13, arrive July 25), then by the PMSS *California* from Panama to San Francisco (depart August 3, arrive August 23). Gray's California Express carried mail between Sacramento and San Francisco. The few known examples are dated from 1850 through mid-1851, and the firm's offices were closed by May 1852. This cover was delivered by Gray's Express to the Sacramento mining camps.

Ex Vogel and Walske E. 1,500-2,000



10



11

- 10 ☒ **Gregorys Express First Handstamp.** The informative 8-line handstamp set in tiny type, which reads “Offices of Gregory’s Express, General Office 280 Montgomery St., San Francisco, J. W. Gregory, Proprietor & Manager, Sacramento City to Stockton, G. E. Clark, Agent, New York: Corner Ann and Pearl Sts., Thompson & Hitchcock, Agents”, lightly struck in red with most lines readable, matching “NOT PAID” in oval handstamp on buff cover to Sacramento, pencil note on back “Nov 25, 1850” which probably refers to mailing date, horizontal folds, light soiling, otherwise Fine, this is **the only reported example** of the first handstamp used by Gregory’s Express, the California intra-state express operated by Joseph W. Gregory’s as an adjunct to his coast-to-coast Atlantic & Pacific Express, Gregory sold his express business to Wells, Fargo & Co. in 1852, ex Berthold, Parker, Haas, Edwards, Vogel and Walske..... E. 1,000-1,500
- 11 ☒ **Greenhood & Newbauer Northern Express.** Printed frank with “baner” error (Haller FG6, Ty. 1a) on 3c Red on Buff Nesbitt entire (U10) to San Francisco, perfect strike of blue “Greenhood & Newbauer’s Express, Weaverville, Cal.” double-line oval handstamp with manuscript date, pristine and Extremely Fine, probably the finest example extant, ex Jarrett..... E. 400-500



12

- 12 ☒ **J. Hawes & Cos. Express S.F. & N.Y.** Double-circle handstamp on back of 6c Green on White Nesbitt entire (U13) to Alvin Adams (of express company fame) in Boston, notation "*C. C. Bowman*", perfect bold strike of "**New-York Ship May 3**" (1855) circular datestamp cancels embossed stamp, lightened stain spot at center, some minor cosmetic edge improvements, opened for display, Fine appearance, carried by Hawes to San Francisco and placed on board the Vanderbilt Line's *Uncle Sam* (depart April 9, 1855, arrive San Juan del Sur, April 21), then carried by Vanderbilt *Star of the West* from San Juan del Norte to New York (dep. Apr. 22, arr. May 2), entered mails in New York City, covers carried by Hawes & Co. are extremely rare (four reported), ex Knapp and Barkhausen E. 750-1,000

Hawley & Company's Express



13

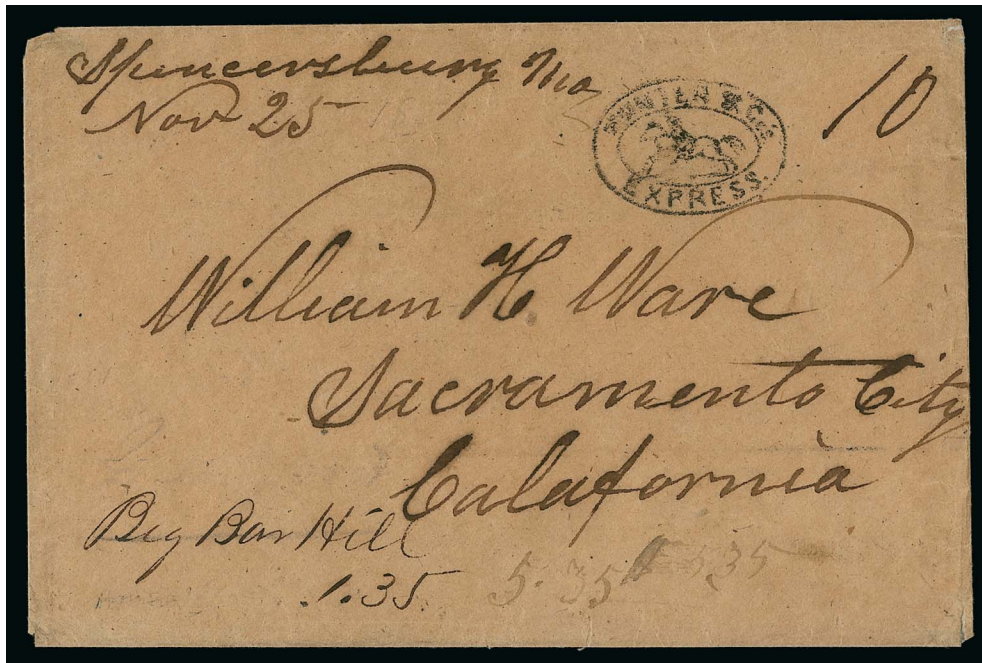
- 13 ☒ **Hawley & Co's Express.** Perfectly struck shield handstamp with “**FROM SAN FRANCISCO**” straightline below on folded letter to Warren & Co. in Sacramento, originally datelined Sep. 2, 1850, postscript “*Wednesday Afternoon*” indicates writer became ill and was unable to send it, probably carried on the regularly-scheduled Wednesday departure of the People's Line *Senator*, immaculate condition

EXTREMELY FINE. A MAGNIFICENT STRIKE OF THE RARE HAWLEY & CO. FANCY SHIELD EXPRESS HANDSTAMP, OF WHICH FIVE ARE REPORTED, INCLUDING TWO WITH THE “FROM SAN FRANCISCO” STRAIGHTLINE.

By the end of 1849 the steamboat route between San Francisco and Sacramento was serviced by two major operators: the People's Line and the Union Line. Hawley & Co.'s Express had exclusive rights to carry mail on the two People's Line steamboats, the *Senator* and *New World*, which departed on alternating days of the week.

Ex Dale-Lichtenstein and Walske E. 3,000-4,000

Hunter & Company's Express



14

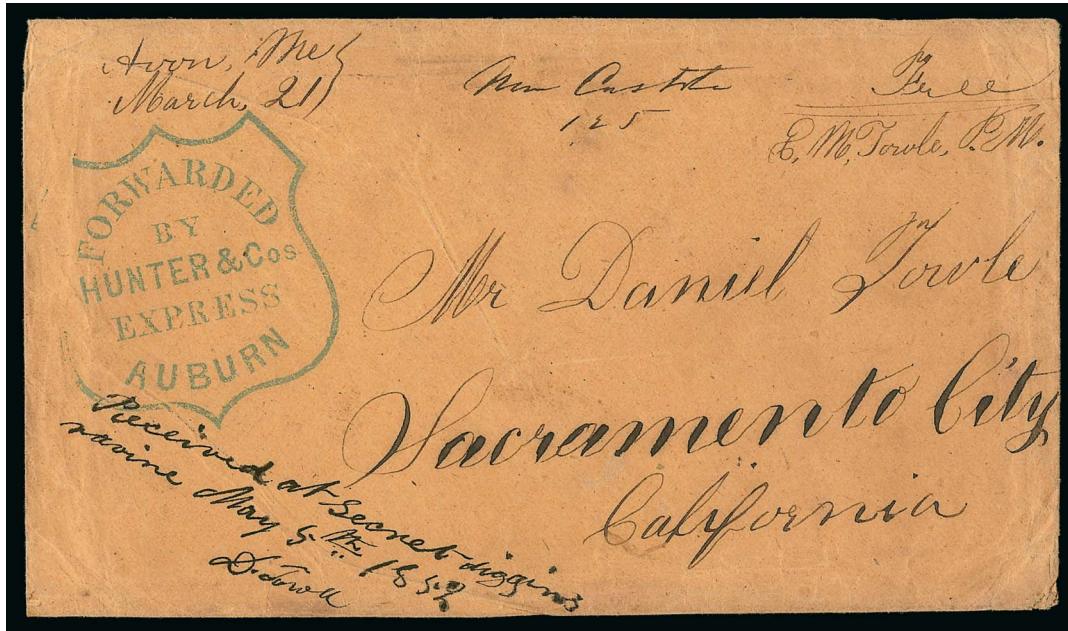
- 14 ☒ **Hunter & Cos. Express.** Double oval handstamp with horse and rider at center, clearly struck on brown homemade envelope to William H. Ware in Sacramento, originated with "Spencersburg Mo. Nov. 25" manuscript postmark and "10" rate, manuscript **"Big Bar Hill 1.35"** \$1.35 express charge and destination, additional currency notation of uncertain meaning, pencil *"Greenwood Vally"* on back, with original letter dated Nov. 24, 1851, from a father to his son, who is prospecting for gold in California, includes mention of mails and cautions son to be careful with his money around "strangers", some splits in letter, but the cover is in excellent condition

VERY FINE. AN OUTSTANDING EXAMPLE OF THE DISTINCTIVE HORSE-AND-RIDER HANDSTAMP OF HUNTER & COMPANY'S EXPRESS ON A COVER TO A GOLD PROSPECTOR AT BIG BAR, CALIFORNIA.

Alexander Hunter started his semi-weekly express in May 1851 and served all forks of the American River, including Big Bar. Hunter sold his business to Wells, Fargo & Co. in July 1854 and became their Placerville agent. Approximately ten examples of this horse-and-rider marking are reported, this being among the more desirable in terms of use and quality.

With 1988 P.F. certificate E. 2,000-3,000

Hunter & Company's Express



15

- 15 ☒ **Forwarded by Hunter & Cos Express Auburn.** Large blue shield handstamp sharply struck with all letters perfectly clear and shield frame mostly complete (left edge was not impressed beyond edge of the letter content, which is no longer present), manuscript “**New Castle 1.25**” express company charge on buff cover to Sacramento Cal. and carried by Hunter & Co. to Secret Diggins Ravine mining camp near New Castle and Auburn, originated in Maine with “Avon Me. March 21” (1852) manuscript postmark and “**Free E. M. Towle, P.M.**” **post-mistress’ free frank** by Electa M. Towle, addressed to her husband Daniel Towle, who left Avon to seek his fortune in California, with receipt docketing “*Received at Secret Diggins ravine May 5th 1852 D. Towle*”

VERY FINE. ONE OF TWO REPORTED EXAMPLES OF THE HUNTER & COMPANY AUBURN OFFICE HANDSTAMP. A WONDERFUL GOLD RUSH ERA EXPRESS COVER, WITH THE DESTINATION MINING CAMP “SECRET DIGGINS RAVINE” NEATLY DOCUMENTED ON THE COVER BY THE ADDRESSEE, WHO WAS THE FEMALE POSTMASTER AND WIFE OF THE ADDRESSEE.

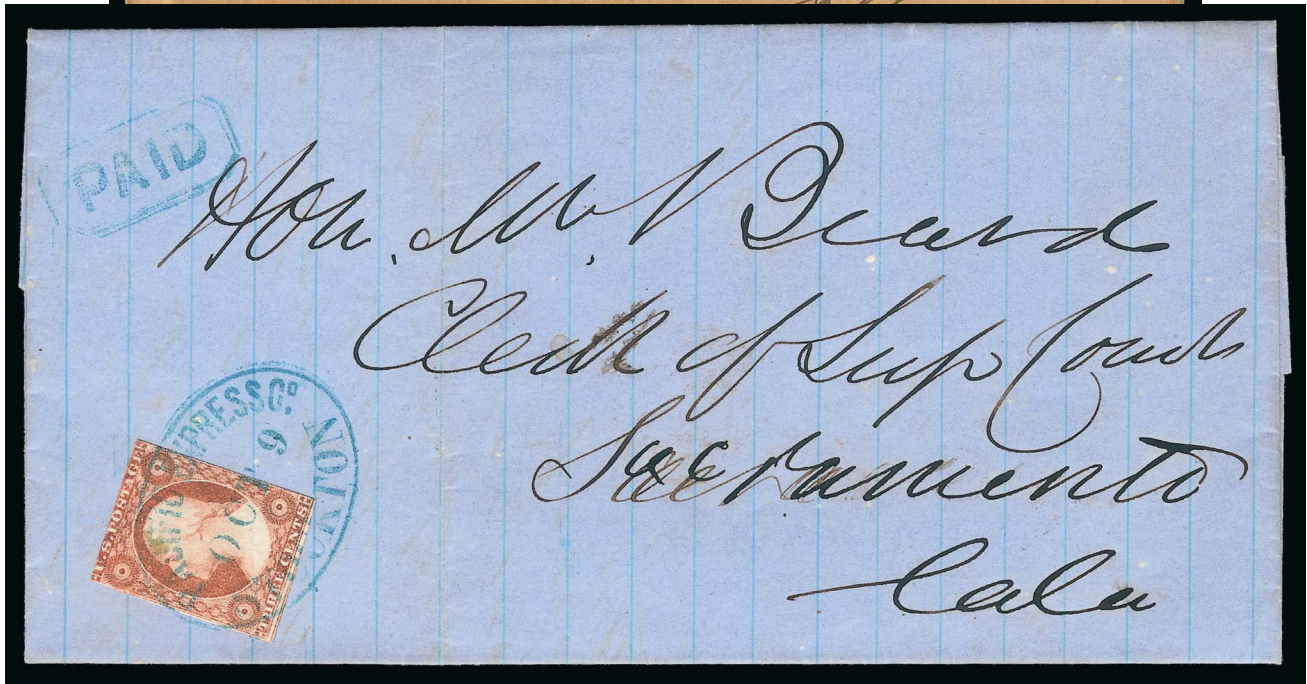
This cover was sent by railroad from Maine to New York, where it was placed on board the USMSC *Georgia* for Havana (depart March 24, arrive March 30). It was carried from Havana to Chagres on the USMSC *Cherokee* (depart March 31, arrive April 5), then by the PMSS *California* from Panama to San Francisco (depart April 8, arrive April 28). Between April 28 and the receipt date of May 5, it was carried outside the mails by Hunter & Co., whose Auburn office applied the handstamp and \$1.25 charge to New Castle, located near the Secret Diggins Ravine.

For information about the Towle family of Avon, Maine, go to <http://quod.lib.umich.edu/c/clementsms/umich-wcl-M-2888.12tow?view=text>

Ex Kutz and pictured in his book *Gold Fever* (p. 48). Ex Walske. With 1985 P.F. certificate..... E. 2,000-3,000

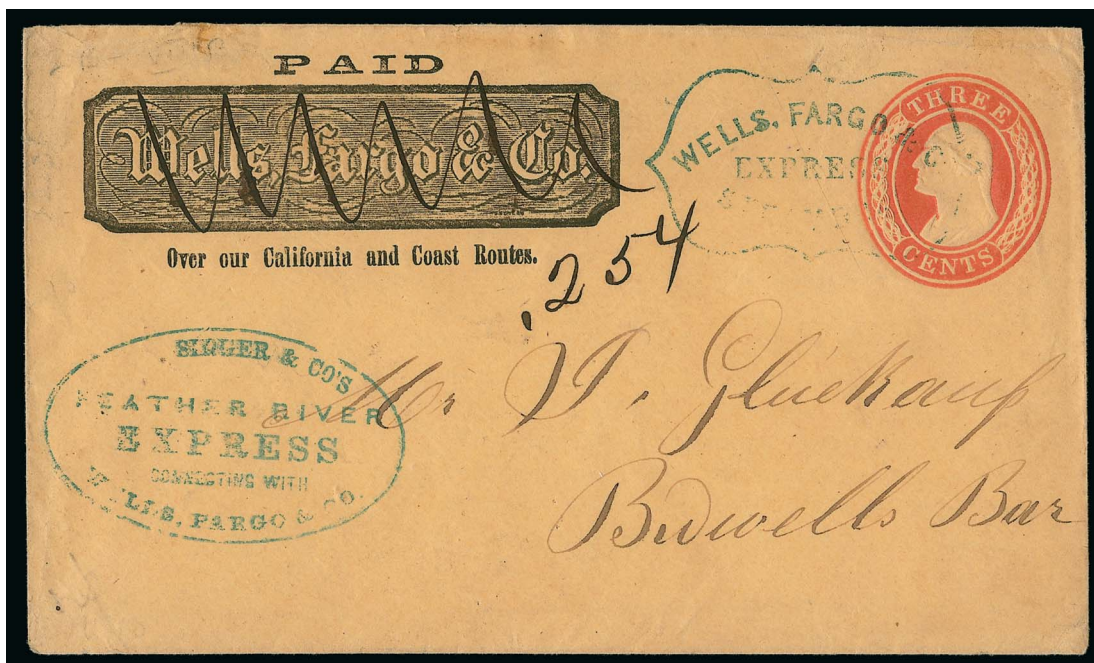


16



17

- 16 ☒ **Langton's Pioneer Express.** Ornate printed frank (Haller FL3, Ty. 4) on 10c Yellow Green on Buff Nesbitt entire (U18a) to Alton Ill., blue **"Marysville Cal. Paid by Stamps Jun. 4"** circular datestamp and matching large rectangular grid cancel on embossed stamp, slight wrinkling around edges, Very Fine, scarce use of distinctive Marysville "Paid by Stamp" datestamp on Langton's Express entire E. 200-300
- 17 ☒ **3c Dull Red, Ty. II (11A).** Large bottom margin but other sides close to slightly in, tied by blue **"Pacific Express Co. Stockton Oct. 9"** oval datestamp with matching "PAID" in double-line frame on 1855 blue folded letter from Stockton to Sacramento, Very Fine, scarce use of 3c 1851 adhesive stamp by Pacific Express Co., by the time this company was founded in 1855 the conversion to postal stationery entires was widespread E. 750-1,000



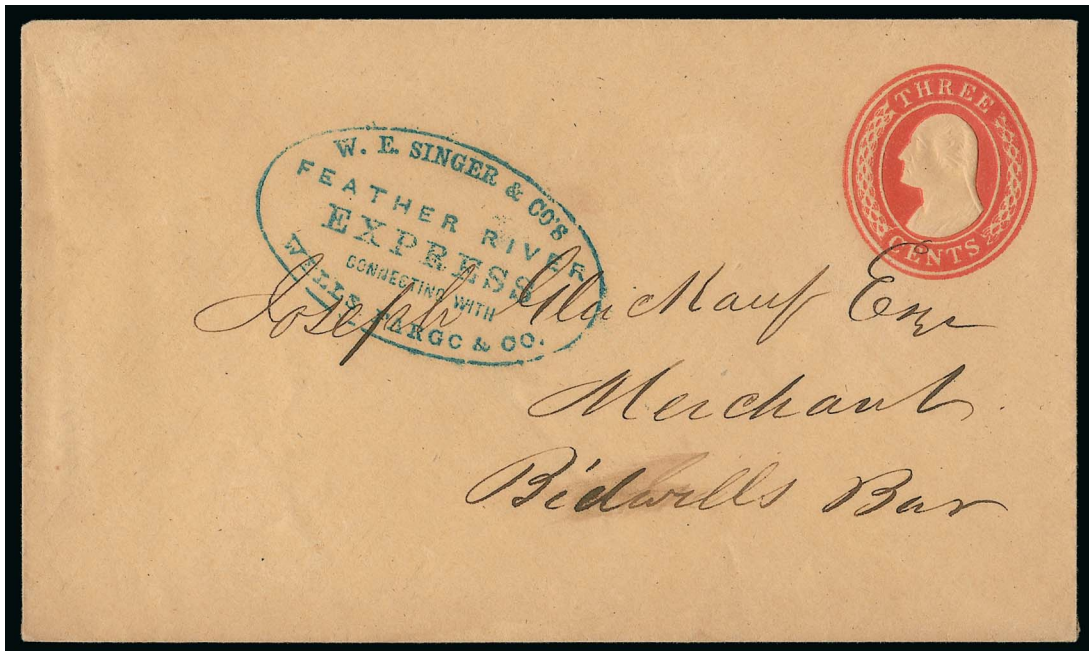
18

- 18 ☒ (W. E.) Singer & Co.'s Feather River Express Connecting with Wells, Fargo & Co. Blue oval handstamp — it appears that "W. E." has been removed from device — clearly struck on 3c Red on Buff Nesbitt entire (U10) to Bidwells Bar Cal., **Wells, Fargo & Co. printed frank** (Haller WF-B) crossed out with pen lines with matching "254" of uncertain meaning, partly clear strike of "**Wells, Fargo & Co. Express Steamboat**" blue ornately-framed handstamp, 1855 docketing on back, Very Fine, carried by Wells, Fargo & Co. on steamboat from San Francisco to Marysville, then by Singer & Co. to Bidwell's Bar, one of two reported conjunctive uses, ex Lichtenstein, Barkhausen, Vogel and Walske E. 1,000-1,500



19

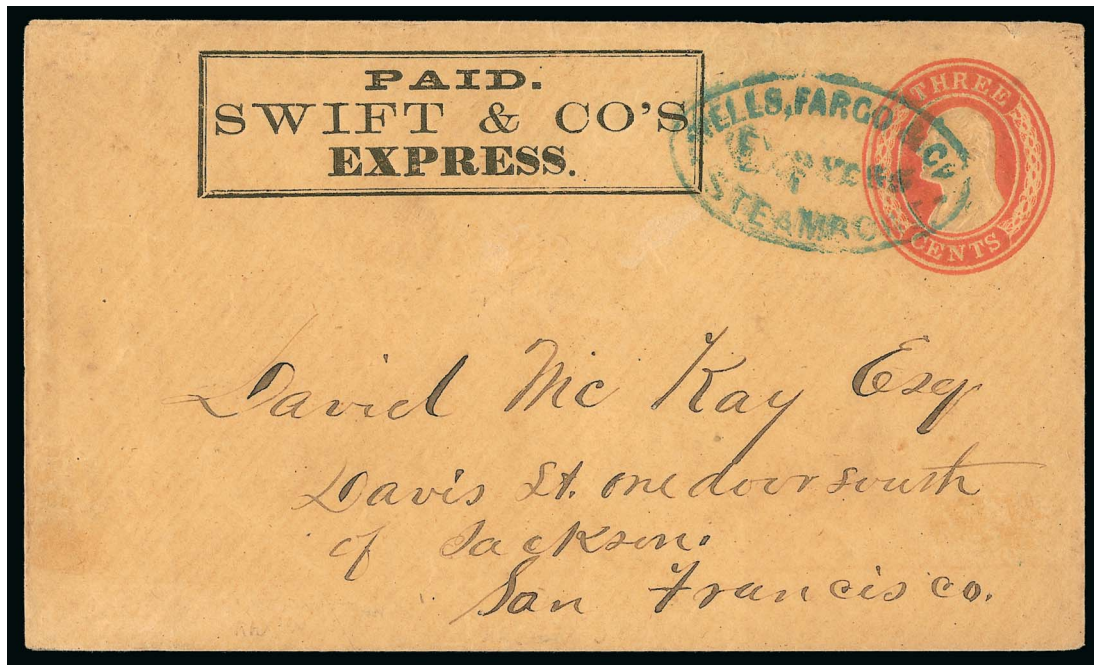
- 19 ☒ **3c Dull Red, Ty. II (11A).** Full margins to clear at top, “W.E.S. & Co.” manuscript precancel, used with blue “W. E. Singer & Co’s Feather River Express, Connecting with Wells, Fargo & Co.” oval handstamp on brown cover to Bidwell’s Bar Cal., receipt docketing “Wells Fargo & Co. Mille March 23” (1855) on back, Very Fine, one of five expresses operated by the colorful Capt. William E. Singer over a seven-year period, all of which carried mail between the Feather River mining camps and the base town of Marysville, only two examples of the Singer & Co. precancel are reported, ex Walske E. 1,000-1,500



20

- 20 ☒ **W. E. Singer & Co’s Feather River Express, Connecting with Wells, Fargo & Co.** Blue oval handstamp perfectly struck on 3c Red on Buff Nesbitt entire (U10) to Bidwell’s Bar Cal., Apr. 15, 1855 receipt docketing on back, Extremely Fine, a superb example of this express marking, ex Parker, Haas and Jarrett E. 500-750

Swift & Company's Express with Wells, Fargo & Company



21

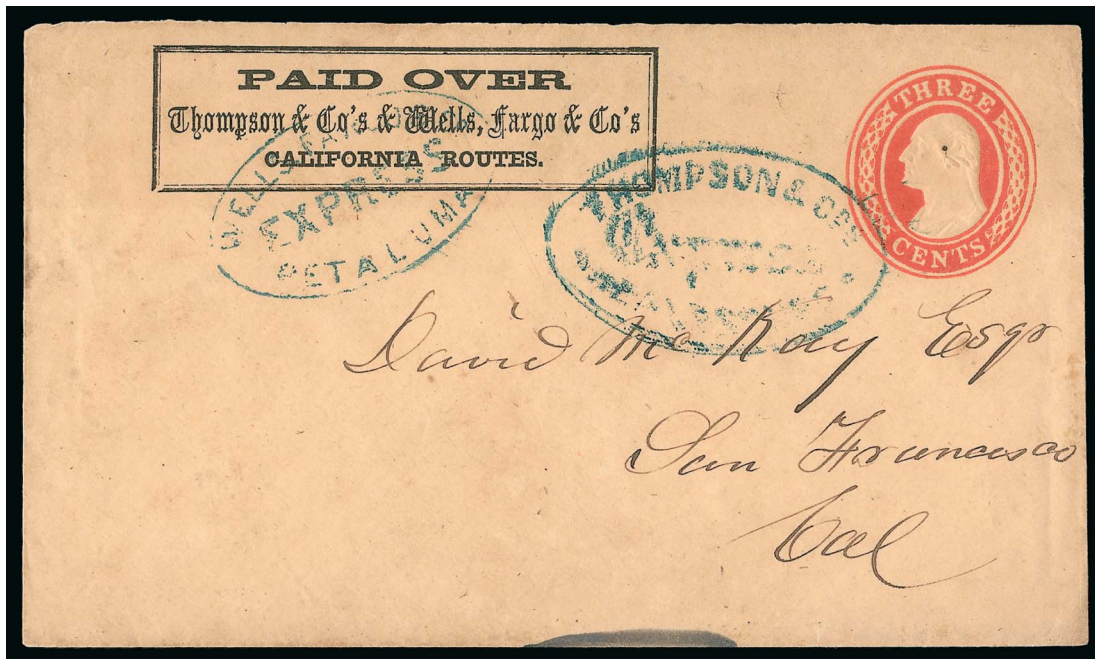
- 21 ☒ **Swift & Co.'s Express.** Printed frank (Haller FS12, Ty. 2) on 3c Red on Buff Nesbitt entire (U10) to San Francisco, McKay correspondence, circa 1855 conjunctive use with "Wells, Fargo & Co. Express Steamboat" blue oval handstamp, part of backflap removed

VERY FINE. ONE OF TWO REPORTED EXAMPLES OF THIS SWIFT & COMPANY EXPRESS FRANK, AND A DESIRABLE CONJUNCTIVE USE WITH WELLS, FARGO & COMPANY'S STEAMBOAT SERVICE.

Swift & Co. operated in San Francisco, Bodega, Petaluma and Santa Rosa. They connected with Wells, Fargo & Co. for service on other routes. This was carried from Petaluma to Bodega, then by Wells, Fargo & Co. steamboat service to San Francisco.

Illustrated in Nathan and *Letters of Gold*. Ex Lichtenstein, Barkhausen, Haas and Edwards. E. 1,500-2,000

Thompson & Company's Express with Wells, Fargo & Company



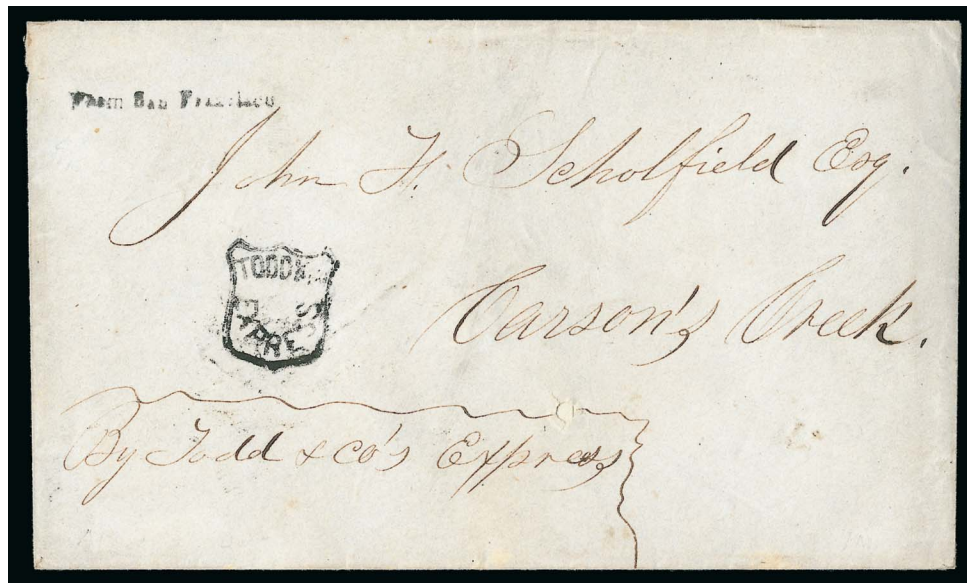
22

- 22 ☒ **Thompson & Co.'s and Wells, Fargo & Co.'s California Routes.** Printed frank (Haller FT4) on 3c Red on Buff Nesbitt entire (U10) to David McKay in San Francisco, partly clear "Thompson & Cos. Express Healdsburg" oval handstamp (in Wells, Fargo & Co. style), blue "Wells, Fargo & Co. Express Petaluma" oval handstamp, backflap removed, small ink stain at bottom edge

VERY FINE. ONE OF THREE EXAMPLES OF THE THOMPSON & COMPANY FRANK KNOWN TO US.

This express was established by James H. Thompson in July 1857 and operated very briefly between Petaluma and Healdsburg via Santa Rosa, Bodega and Geysers Springs. As the frank clearly states, Thompson & Co. operated in close conjunction with Wells, Fargo & Company. Three franked entires are known, all addressed to David McKay in San Francisco with slightly different markings. This cover and another were in the Dale-Lichtenstein sales (Parts 1 and 2); the other has Thompson Santa Rosa and Wells Fargo Petaluma ovals (in comparable condition). The third cover has only the Thompson Healdsburg oval.

Ex Dale-Lichtenstein and Risvold..... E. 2,000-3,000



23

- 23 ☒ **Todd & Co. Express.** Clear strike of fancy shield handstamp and “From San Francisco” straightline on cover to Carson’s Creek, sender’s directive “By Todd & Co’s Express”, Very Fine, this early Todd & Co. marking is very scarce, ex Haas E. 500-750



24

- 24 ☒ **Todd & Bryan’s Express.** Clear strike of shield handstamp with manuscript “2” (probably \$2 express fee) on blue 1850 folded letter to San Francisco, faint strike of “East Thomaston Me. Feb. 1” circular datestamp, manuscript “40” rate, minor toning and slight wear along folds, Very Fine, sent by railroad to New York, carried to Chagres on USMSC *Ohio* (dep. Feb. 13, arr. Mar. 9), then by PMSS *Tennessee* from Panama to San Francisco (dep. Mar. 23, arr. Apr. 14), Todd & Bryan’s Express carried the letter to the Southern Mines, this rare “Todd & Bryan” shield marking comes from the partnership between Alexander H. Todd and Benjamin Bryan, which existed for months only, from late 1849 until July 1850, ex Vogel and Walske E. 1,000-1,500



25

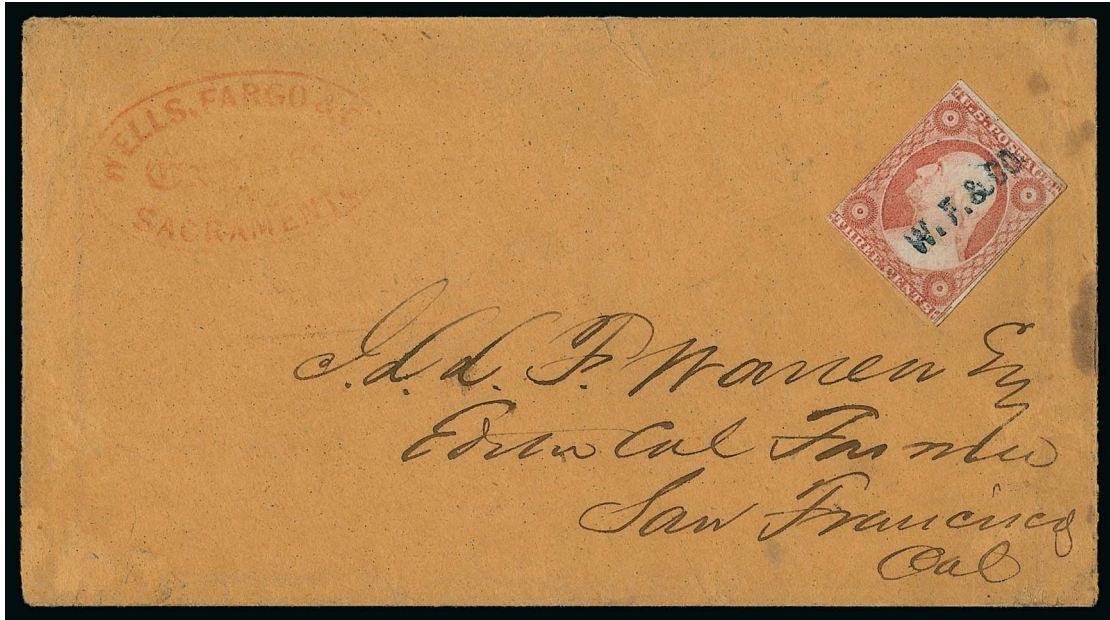


27



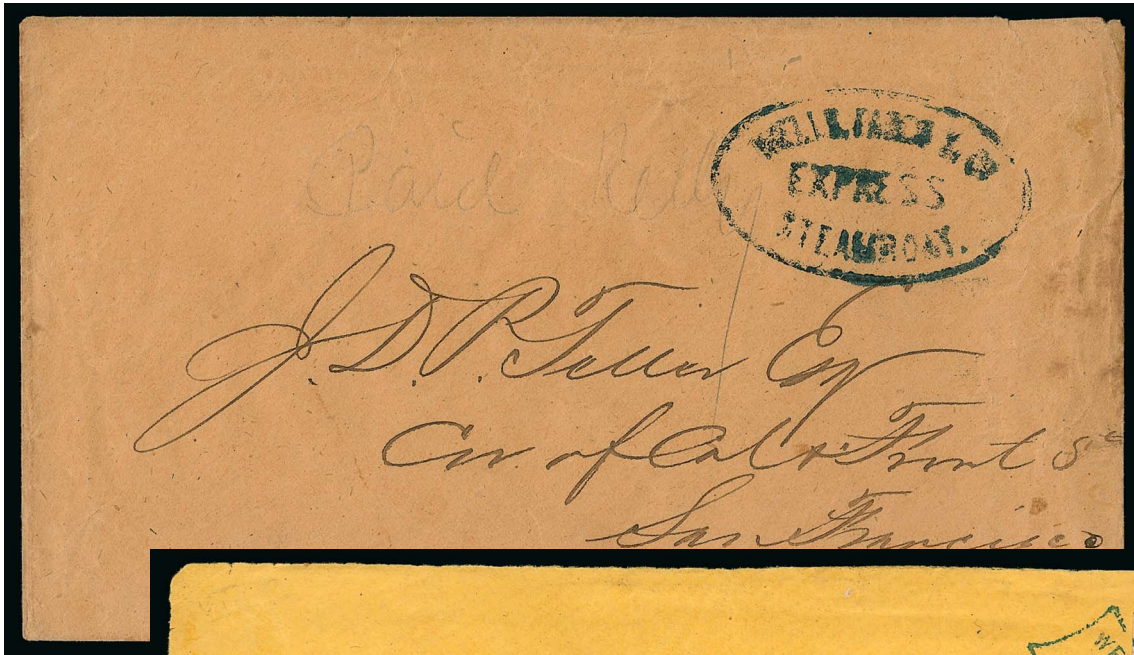
26

- 25 ☒ **Forwarded by Todd's Express, San Francisco.** Clear strikes of blue oval and "NOT PAID" double-line frame handstamps on buff cover to Tuttletown Cal. "near Sonora", couple insignificant edge spots, Very Fine, this express was operated by C. A. Todd (no relation to the other expressman named Alexander Todd), who bought out Reynolds, Todd & Co. in April 1853 and ran it under his own name until he sold out to Wells, Fargo & Co. five months later in September 1853, Todd's Express carried mail by steamer between San Francisco and Stockton, and ran daily stages from Stockton to the mines along the Moquelumne and Stanislaus Rivers, this cover was carried by Todd from San Francisco to Stockton, then farther west to Sonora and Tuttletown, illustrated in Coburn *Letters of Gold*, ex Haas and Edwards E. 500-750
- 26 ☒ **Wells, Fargo & Cos. Express Benicia.** Full strike of double-line oval handstamp and bold "FREE" in double-line oval handstamp on small cover neatly addressed to T. Evershed in San Francisco with free frank "Hubert, Assembly" by California State Assemblyman Henry Hubert, directed "Per Wells, Fargo & Cos. Express" and "At the Surveyor General's office on Kearney Street near Washington", small piece of backflap missing, still Very Fine, scarce example of mail carried free by Wells, Fargo & Co. as a courtesy to a local politician E. 500-750
- 27 ☒ **Wells, Fargo & Cos. Express Sacramento.** Blue double-line oval handstamp on blue Sep. 15, 1852 folded letter to San Francisco, light file fold, Very Fine, ex Clifford and Kramer E. 300-400

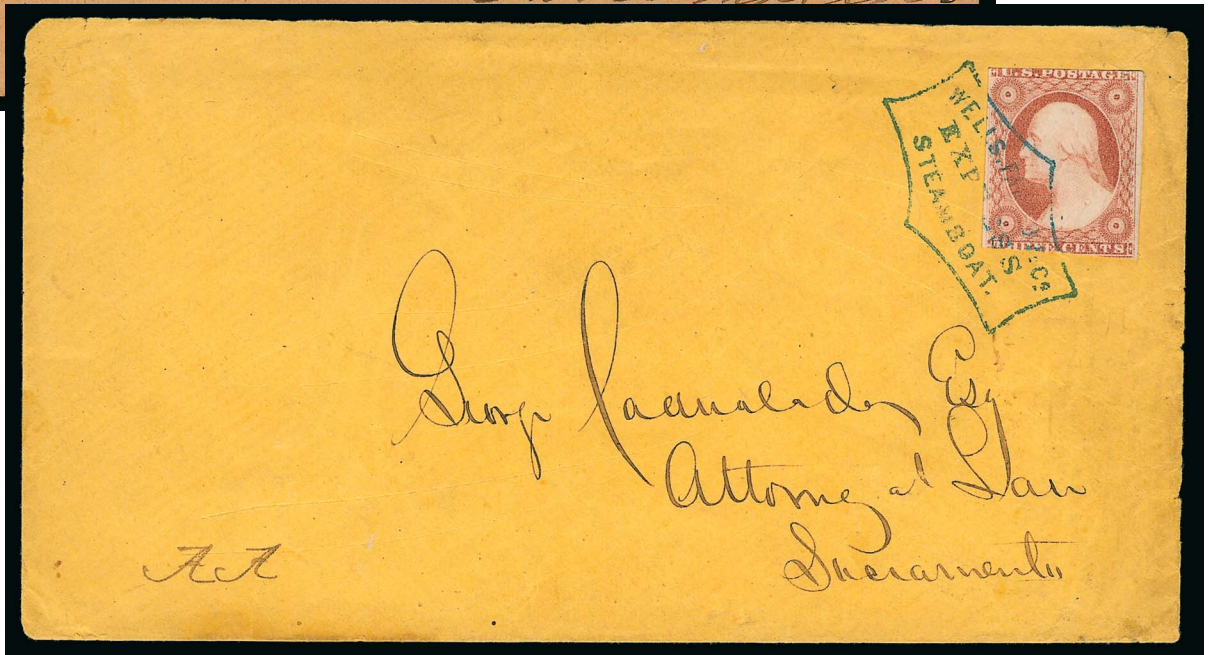


28

- 28 ☒ **3c Dull Red, Ty. II (11A).** Ample margins to slightly in, small scissors-cut in bottom right margin, “W.F. & CO.” Wells, Fargo & Co. blue precancel, red “Wells, Fargo & Co. Express Sacramento” oval handstamp on circa 1854 buff cover to editor of *California Farmer* in San Francisco, couple stain spots at right, small piece of backflap missing, otherwise Fine, very rare example of the 3c 1851 used on a Wells, Fargo & Co. cover to comply with the January 1854 U.S. Post Office Dept. order requiring postage to be paid on all mail, the conversion to postal stationery entires occurred shortly thereafter, but precancelled stamps were used briefly in 1854 (ten examples reported), ex Vogel and Walske, with 1981 P.F. certificate E. 1,000-1,500

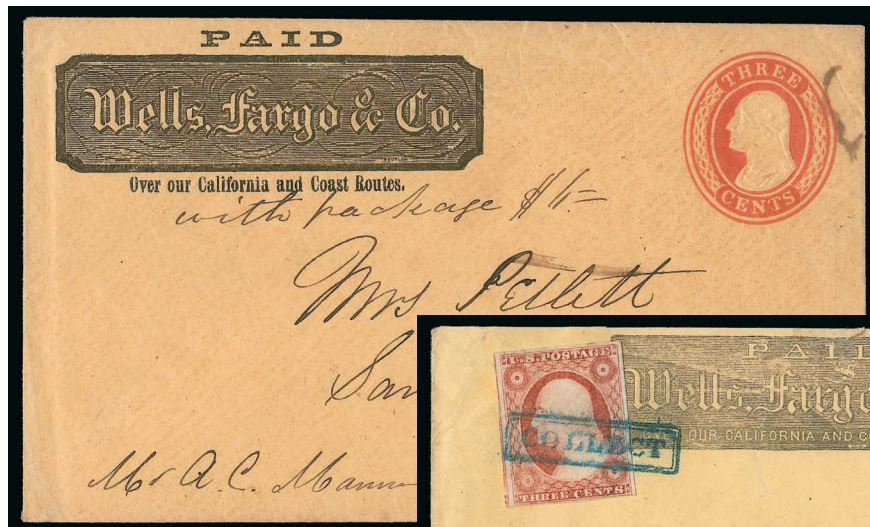


29



30

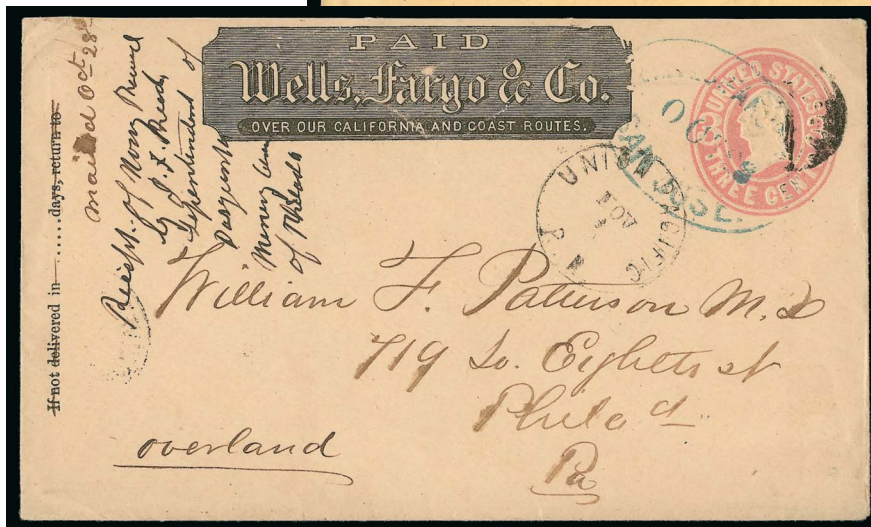
- 29 ☒ **Wells, Fargo & Co. Express Steamboat.** Blue oval handstamp on buff cover to San Francisco, faint pencil “Paid Kelly”, both the handstamp and the pencil marking were applied by the Wells, Fargo & Co. express agent on board a PMSS steamer bound for San Francisco, John J. Kelly is listed in Wells, Fargo & Co. advertisements as their “regular messenger” on PMSS steamers operating between San Francisco and Panama in 1852 and 1853, this marking was previously thought to have been applied to mail carried on steamboats on the American River, it is now correctly identified as a PMSS steamer marking, Very Fine, ex Barkhausen and Clifford..... E. 500-750
- 30 ☒ **3c Dull Red, Ty. I (11).** Ample to large margins at sides, in at top and bottom, tied by clear strike of blue “Wells, Fargo & Co. Express Steamboat” in ornamental frame handstamp on buff cover to Sacramento, 1854 use after U.S. Post Office Dept. issued order requiring that U.S. postage be paid on express mail but before conversion to postal stationery, back-flap removed, light scoring lines on cover (one touches stamp), otherwise Very Fine, this Wells, Fargo & Co. handstamp was used on mail carried on steamboats on the Sacramento River, ex Lichtenstein and Baker, with 1993 P.F. certificate E. 1,000-1,500



31



32



33

- 31 ☒ **Wells, Fargo & Co.** Haller Ty. WF-B frank on 3c Red on Buff Nesbitt entire (U10) to San Francisco, sender's notation "with a package \$4" and "Mr. A. C. Manning Please deliver" authorizing Wells, Fargo & Co. to deliver for an additional fee, small stain at upper right, otherwise Very Fine E. 200-300
- 32 ☒ **3c Dull Red, Ty. II (11A).** Large margins to clear at bottom, **tied by blue "COLLECT"** double-line frame handstamp, matching "Wells, Fargo & Cos. Express S. Frco. 26 Mar." double-circle datestamp on 3c Red on Buff Nesbitt entire (U10) to San Jose with Wells, Fargo & Co. printed frank, circa 1857, couple tiny tears at top, otherwise Very Fine, scarce use of 3c 1851 to pay additional postage on double-rate entire, ex Walske E. 400-500
- 33 ☒ **Wells, Fargo & Co. San Jose, Oct. 28 (1869).** Blue oval datestamp on 3c Pink on Buff entire (U59) with Wells Fargo & Co. printed frank to street address in Philadelphia, clear strike of "**Union Pacific R.R. Nov. 1**" route agent's circular datestamp, Philadelphia receiving backstamp, neatly docketed, Very Fine, carried by Wells, Fargo & Co. on Central Pacific R.R. from San Jose to Cheyenne, given to route agent on Union Pacific R.R. for transport east..... E. 500-750

Wine & Company's Express from Walker Expedition in Nicaragua

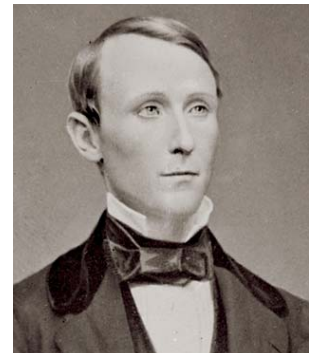


34

- 34 ☒ **Wines & Co.'s Express.** Fully readable strike of straightline handstamp and clearly struck “**Republica de Nicaragua, Admon de Correos de Granada**” double-oval handstamp on circa 1856 blue folded cover to Christian Russ, in care of Adolphus Russ, San Francisco, edges slightly age-bleached, reinforced along folds with hinges

A FINE AND EXTREMELY RARE EXAMPLE OF MAIL SENT FROM A MEMBER OF WILLIAM WALKER'S FILIBUSTERING CAMPAIGN IN NICARAGUA AND CARRIED BY G. H. WINES EXPRESS.

G. H. Wines & Co.'s Express, founded in 1855, provided service from San Francisco to Sacramento, where they connected with Rhodes & Whitney's Express to serve the mines. The company also became involved with the Accessory Transit Company's steamship operation (the Vanderbilt Line) to provide coast-to-coast service via Nicaragua. Their agent, J. A. Ruggles, was appointed postmaster of Nicaragua after William Walker became president of Nicaragua in 1856, following his invasion of that country. Walker's private residence was located in the Wines Express office in Granada (*El Nicaraguense*, May 31, 1856). After Walker's defeat by allied Central American and British forces, the company was disbanded in 1857.



William J. Walker

The addressee, Charles Christian Russ, was born in Saxony, Germany, in 1795 and died in San Francisco in June 1857. His son, Adolphus Gustave Russ, was also born in Germany and succeeded his father in business, becoming one of the wealthiest citizens of San Francisco (<http://www.rootsweb.ancestry.com/~cagha/biographies/r/russ-adolphus.txt>). This letter might have been sent by a friend or member of the family, who was accompanying Walker on his expedition to Nicaragua.

Very few examples of the Wines & Co. express markings are known on mail from Nicaragua. This is one of three reported from one of Walker's men, and the only one addressed to San Francisco.

Ex Berthold, Dale-Lichtenstein and Walske E. 3,000-4,000

1860-61 TRANSCONTINENTAL PONY EXPRESS

The Central Overland California & Pikes Peak Express Company



35

- 35 ☒ **1c Blue, Ty. V (24).** Single and pair, bright color, tied by blue grid cancels and “Chicago Ills. Feb. 5” double-circle datestamp on buff cover to Mountain City, Kansas Territory, with illustrated **Dubois silversmith’s corner card depicting silverware**, mostly clear strike of green “**The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Feb. 9**” oval datestamp, circa 1860, reduced at left, some wear and minor edge tears

FINE. AN EXTREMELY RARE AND UNUSUAL USE OF ONE-CENT 1857 ISSUE STAMPS ON AN ILLUSTRATED ADVERTISING COVER CARRIED BY THE CENTRAL OVERLAND CALIFORNIA AND PIKES PEAK EXPRESS COMPANY, THE PARENT STAGE EXPRESS TO THE FAMED PONY EXPRESS.

Ex Dale-Lichtenstein. With 2004 P.F. certificate..... E. 2,000-3,000

Cover Addressed to William B. Waddell, Co-Founder of Pony Express



36

36 ☒ **“Wm. B. Waddell, Russell Majors & c., Leavenworth City, Kansas Territory”**

Large bold address on buff cover with clear strike of “Salt Lake City U.T. Nov. 27” circular datestamp and manuscript “Paid 6” rate, sent to William B. Waddell, one of the three partners in the Pony Express, while work on the Pony route was being done in 1859

EXTREMELY FINE. A VERY RARE EXAMPLE OF MAIL ADDRESSED TO ONE OF THE THREE CO-FOUNDERS OF THE PONY EXPRESS — WILLIAM B. WADDELL — SENT FROM SALT LAKE CITY WHILE WORK ON THE ROUTE WAS UNDERWAY.

The three principals in Russell, Majors and Waddell, played different roles in managing the company. Russell was the lobbyist and promoter, Majors was the teamster, and Waddell was the back-room manager. Examples of mail to any of these three individuals are scarce, and this is especially desirable with the Salt Lake City postmark.

.....E. 2,000-3,000



William B. Waddell



Lot 37

LETTERS BY THE OVERLAND MAIL AND PONY EXPRESS.—The Overland Mail of 4th June from St. Louis was expected to arrive here this afternoon about 2 o'clock, when immediately afterwards letters would be assorted in the Postoffice, for delivery, but at 3 o'clock, when we went to press, it had not appeared.

The Pony Express will arrive here to-night about 10 o'clock, on board the Sacramento steamer. The Express will bring four several letter-bags—the number now due—and will have altogether 300 letters, at least. The letters will be delivered to-night, if the parties to whom they are addressed do not call for them at the office of the Alta Telegraph Company, Montgomery street, immediately upon the arrival of the steamer.

We learn by telegraph that the party of men who went out from Carson Valley some time ago to learn what had happened to the express, and to endeavor to bring it in, met the pony that is now near at hand somewhere on this side of Salt Lake, under the escort of 25 United States troops, who had already been ordered on this duty from Camp Floyd we presume. This is some evidence that the route is hereafter to be protected from the Indians by Government.

San Francisco Bulletin, June 25, 1860, announcing arrival of four westbound Pony Express mails, including June 3

**June 3, 1860, Westbound Pony Express Cover Franked by Senator Latham,
Delayed Due to Paiute Indian War, and Carried with Military Escort**

- 37 ☒ **Pony Express, St. Joseph, Jun. 3 (1860).** Full clear strike of **Running Pony** oval datestamp on cover with **free frank** “Milton S. Latham U.S.S.” and addressed in his hand to General James W. Denver, care of Frank Denver in Sacramento, Latham’s directive “Per Pony Express” along left edge, blue crayon “Free” above oval and pencil “Free I.A.M.” at right, lightened stain and minor cosmetic improvements (no paper addition or repair)

VERY FINE. ONE OF FOUR RECORDED WESTBOUND PONY EXPRESS COVERS DELAYED DUE TO THE PAIUTE INDIAN WAR IN 1860, OF WHICH TWO HAVE FREE FRANKS.

Indian Attacks on Pony Express and Shortened Route

As recently documented in *The Impact of Indian Attacks on the Pony Express in 1860* (published by our firm and available on our website at http://siegelauctions.com/enc/Pony_Indians.pdf), even when service in California and Nevada was suspended from June 1 to July 6, 1860, the Pony Express continued to run horses in both directions on a shortened route between St. Joseph and Ruby Valley. The westbound mail addressed to California that left St. Joseph on May 20, May 27, June 3 and June 10 (all Sunday departures) was carried as far west as possible and held until a military escort could accompany the riders beyond the dangerous part of the route. Five covers are recorded with these departure dates, one of which also left on June 3, but was delivered to a military offer at Camp Floyd near Salt Lake City.

The westbound trip departing from St. Joseph on Sunday, June 10, was the last scheduled Sunday departure, and it made it through to California after catching up with the three earlier mails. The *Mountaineer* 6/16/1860 reports the arrival of an express from the East in Salt Lake City at 8 p.m. on June 15, which fits with the June 10 departure. The *Daily Alta California* 6/24/1860 contains a report from Carson City dated June 23, which states, “The long missing Pony Express arrived at Carson City last evening, bringing dates from St. Louis to June 10th.” The San Francisco *Bulletin* 6/25/1860 reported “The Pony Express will arrive here to-night about 10 o’clock, on board the Sacramento steamer. The Express will bring **four several letter-bags** — the number now due — and will have altogether 300 letters, at least” (boldface added for emphasis, original article shown opposite). This report confirms that the four delayed express mails — May 20, May 27, June 3 and June 10 — arrived in San Francisco on June 25.

How did the express with the four mails, including the cover offered here, travel to Carson City? The military escort of “20 picked men, well armed and mounted,” which guarded the May 25 eastbound mail through hostile territory after they left Carson City on June 9, passed through Roberts’ Creek on June 15, as reported by an army private named Charles A. Scott in his journal. The convoy moved at a rate of approximately 40 miles per day, obviously a much slower pace than an individual Pony rider could achieve. The timing strongly indicates that the westbound mail, which had accumulated in the safe zone for weeks, was carried to Carson City with the same military escort on its return trip. The westbound express reached Carson City during the evening of June 22 (*Daily Alta California* 6/24/1860). Six days of travel points to a June 16 or 17 departure from somewhere near Ruby Valley, where the 4th Artillery had set up their base of operations.

continued

Lot 37 continued

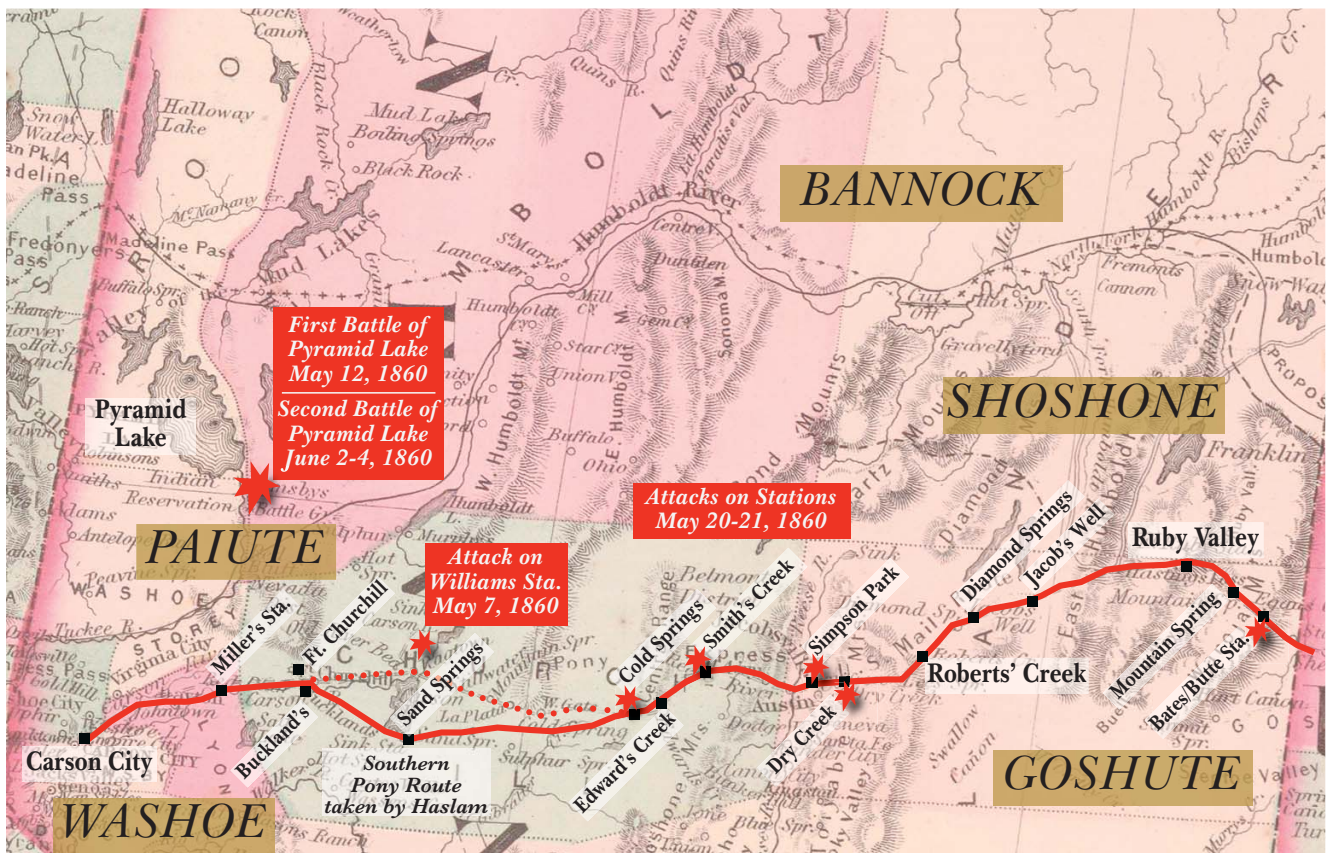
Senator Milton S. Latham

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. It was during his term as a U.S. senator that Latham franked this cover addressed to his friend and fellow Democrat, General James W. Denver, who was the former territorial governor of Kansas, state senator and U.S. congressman, and who would be commissioned as a general in the Union army at the start of the Civil War.

Senator Latham was a friend of William H. Russell, the Central Overland California & Pike's Peak Express Co. president, and a strong supporter of COC&PP in their effort to secure the contract for



U.S. Senator Milton S. Latham



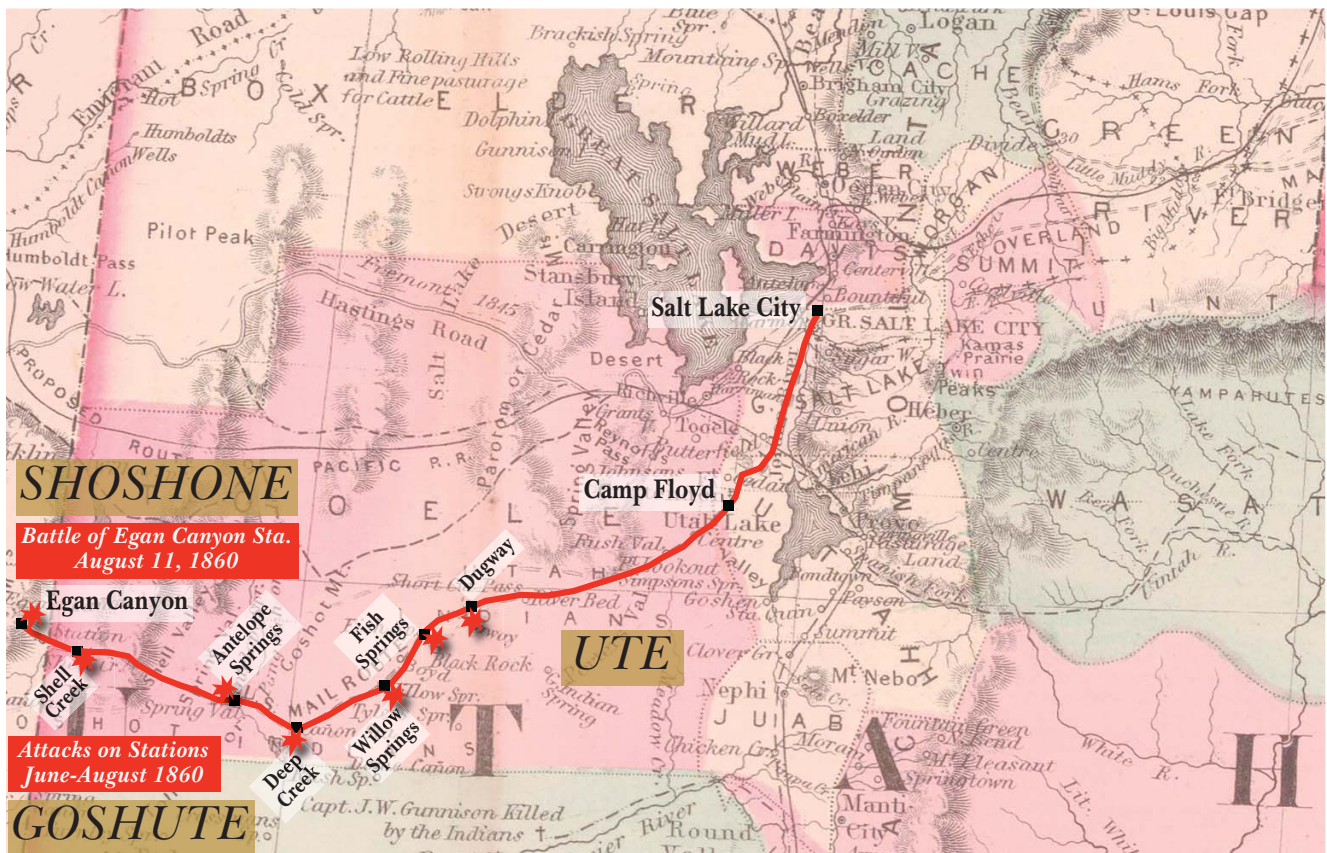
Pony Express route between Ruby Valley and Carson City



Numaga, leader of the Pyramid Lake Paiutes, in 1870, about one year before his death

the Central Route. He was among the few individuals later permitted to send Pony Express letters free of charge. In this case Senator Latham's free frank applied to the \$5.00 Pony Express rate and U.S. postage. There are 15 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. Three of the westbound Latham covers have the St. Joseph Running Pony oval (W3, W5 and W7), and two have the oval within circle datestamp (W48 and W62). The cover offered here is one of two recorded Latham free-franked covers delayed by the Paiute Indian War (the other is dated May 27, FKW W5).

FKW Census W6. Ex Salzer, Vogel, Walske and Stach E. 75,000-100,000



Pony Express route between Ruby Valley and Salt Lake City

Alta California Telegraph Company,

HAVING OFFICES AT

Santa Clara,
San Jose,
San Leandro,
Martinez,

Benicia,
Vallejo,
Napa,
Suisun,

Sacramento,
El Dorado,
Grass Valley,
Placerville,

Coloma,
Auburn,
Forest City,
Nevada,

San Juan,
Camptonville,
Forest City,
Downieville,

Iowa Hill,
Yankee Jim,
Todd's Valley,
Georgetown,

Volcano,
Jackson,
McClumme Hill,
San Andreas,

Murphy's,
Columbia,
Sonoma,
Folsom,

CONNECTING DIRECTLY WITH THE

PLACERVILLE AND ST. JOSEPH OVERLAND LINE to all the CARSON VALLEY SILVER MINING TOWNS.

The PONY EXPRESS leaves our Office every FRIDAY, at 4, P. M.; and Dispatches for all parts of the Atlantic States will be received until 6, P. M. each Saturday, and will be delivered by telegraph from St. Joseph in EIGHT DAYS. Letters forwarded through in TWELVE DAYS.

OFFICE, NO. 133 MONTGOMERY STREET, CORNER OF MERCHANT.

OPEN FROM 8, A. M. TO 9, P. M. SUNDAYS, 9 TO 11, A. M.

The May 13 1860.
To Gen Downy 8 o'clock 45 minutes P. M.
 The Sutter Rifles
 and City Guards of Sacramento
 and the Marysville rifles
 are ready to march at any
 moment they await orders
 The Nevada Rifles and a
 company at Placerville
 and the Coloma grays
 are also ready
 Yours
 N Green Custis
 Maj Gen H Dixon Alameda

Telegram to California Governor Downey After First Battle of Pyramid Lake

38 **May 13, 1860, Telegram to Governor Downey Regarding Paiute Indian War.** Red printed Alta California Telegraph Company form with schedule for the **Pony Express** in the masthead, datelined at Sacramento, May 13, 1860, 8:45 p.m., to California Governor John G. Downey from Major General Nathaniel Green Curtis, 4th Division, California Militia, stating that *"The Sutter rifles and City Guards of Sacramento and the Marysville Rifles are ready to march at any moment they await orders. The Nevada Rifles and a company at Placerville and the Cololma grays are also ready"*, receipt docketing on back, slight toning, several folds

A RARE TELEGRAPH MESSAGE TO CALIFORNIA GOVERNOR DOWNEY FROM GENERAL CURTIS, ANNOUNCING THE PREPAREDNESS OF CALIFORNIA STATE MILITIA TO MARCH TO CARSON VALLEY TO DEFEND AGAINST ATTACKS BY PAIUTE AND SHOSHONE INDIANS. DATED THE DAY AFTER PAIUTE WAR CHIEF NUMAGA ANNIHILATED MAJOR ORMSBY'S MILITIA AT THE THE FIRST BATTLE OF PYRAMID LAKE.

Following the Paiute Indian attack on Williams Station on May 7, 1860, a militia force of 105 men was assembled from towns in the Washoe mining region of what is present-day Nevada. This force was placed under the command of Major William Ormsby, a former Pioneer Stage agent and previously a member of William Walker's filibustering expedition into Central America. On the morning of May 10, Ormsby led his men northeast along the Carson River toward Williams Station. After two days and nights of extremely harsh weather, the ragtag army followed a path from the Truckee River to a place just a few miles south of Pyramid Lake. It was precisely where Pauite War Chief Numaga wanted to meet his enemy. The ambush quickly turned from a fight to slaughter. Three quarters of Ormsby's men were killed, including Ormsby himself. Another 29 were wounded. Scalps were taken, bodies mutilated and horses stolen. News of the disastrous battle was brought to Virginia City by a volunteer on horseback who had deserted his post. As reports of the First Battle of Pyramid Lake spread, fears of an Indian Armageddon caused widespread panic. Families took refuge in secure buildings. The residents of Silver City built a wooden cannon, but fortunately for them never fired it. Officials sent desperate pleas to California and Washington to send troops.

This telegram, sent from Sacramento the day after Ormsby's defeat, was in direct response to the news. The California militia and U.S. Army regulars were eventually combined under the command of Colonel John Coffee "Jack" Hays, a former Texas Ranger and experienced Indian fighter. In his message to Governor Downey, General Curtis confidently states that the various militia groups are ready to march "at any moment."

Original documents related to the Paiute Indian War are extremely scarce, and this is of particular interest to Pony Express students and collectors, because the message is written on the Alta California Telegraph Company form. It was prepared at the San Francisco office from a telegram transmitted by wire from Sacramento. This office was the home base of the Pony Express in San Francisco, from which point the messengers would depart and arrive.

Described in Nathan-Boggs Pony Express book (pp. 9-10) E. 4,000-5,000

Washington City
June 4/1860

W. W. Carter Esq
Fort Bridger

Sir

Yrs of 24 apt, was
forwarded to me from Leavenworth
and I have labored to take to and
of the same. The authority, you
suggested to agents to employ extra
riders when necessary. I supposed
had been given. I am sure it
and trust you will see that all
goes along your portion of the road,
I am really under many obligations,
for your promptness in forwarding
the first express.

You shall not be forgotten
when grain is wanted,
Very respectfully
Wm A Russell

Useful confidence &
obtaining a daily
mail service.

Autograph Letter Signed by William H. Russell, Co-Founder of Pony Express

*“I am really under many obligations for your promptness
in forwarding the first express.”*

- 39 **William H. Russell.** One of the three co-founders of the Pony Express, autograph letter signed “*Wm. H. Russell*” and datelined at Washington D.C., June 4, 1860, to Judge William A. Carter at Fort Bridger, which reads:

“Yrs of 24th Apl was forwarded to me from Leavenworth and recd last week too late to answer by the Pony. The authority you suggest to agents to employ extra riders when necessary I supposed had been given. I now give it and trust you will see that all goes along your portion of the road. I am really under many obligations for your promptness in forwarding the first express. You shall not be forgotten when grain is wanted. We feel confident of obtaining a daily mail service. Very respectfully, Wm. H. Russell”

Some minor splits along folds and light stains

A RARE AND SIGNIFICANT LETTER FROM WILLIAM H. RUSSELL, ONE OF THE PRINCIPALS IN THE PONY EXPRESS, TO JUDGE WILLIAM A. CARTER, THE STATION AGENT AT FORT BRIDGER, THANKING HIM FOR HIS ROLE IN MAKING THE FIRST PONY EXPRESS TRIP RUN PROMPTLY. IRONICALLY, AS RUSSELL PENNED THESE WORDS, THE PONY EXPRESS IN CALIFORNIA AND NEVADA WAS SHUT DOWN DUE TO THE INDIAN WAR.

While William H. Russell, the chief lobbyist for the Central Route mail contract and promoter of the Pony Express, was in Washington D.C. in May and June 1860, the Pauite Indian War in present-day Nevada effectively shut down the route west of Ruby Valley. Pony Express runs continued in both directions between St. Joseph and as far west as Diamond Springs, but the loss of business along the route between San Francisco and Carson Valley from May 31 to July 7 put the entire operation in jeopardy. In his June 4th letter to Judge Carter at Fort Bridger, Russell seems blissfully unaware of the problems and blindly optimistic about the prospects for obtaining the much-needed government mail contract over the Central Route. E. 1,500-2,000

San Francisco Running Pony Datestamp



40

- 40 ☒ **Pony Express, San Francisco, Sep. 29 (1860).** Clear strike of blue **Running Pony** oval datestamp, pencil "1/4" (quarter ounce, \$2.50 rate) on 10c Pale Green on Buff Nesbitt entire (U16a) to Henry I. Beers at a New York City post office box, sender's directive "*Per Pony Express*", after an 11-day trip the "**The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Oct. 10**" oval datestamp was applied on the day of arrival, "Saint Joseph Mo. Oct. 11, 1860" double-circle datestamp, backflap removed, opened and rejoined at sides, small repaired opening nick at top edge well clear of markings

VERY FINE APPEARANCE. AN ATTRACTIVE PONY EXPRESS COVER WITH A CLEAR STRIKE OF THE SAN FRANCISCO RUNNING PONY HANDSTAMP.

This cover was carried on the Saturday, September 29, 1860, trip from San Francisco. The addressee, Henry I. Beers, was a prominent California businessman who returned to New York in 1859 and made his fortune in oil and real estate in Western Pennsylvania.

FKW Census E21. Ex Dale-Lichtenstein and Stach. With 2004 P.F. certificate.....
..... E. 10,000-15,000

New York and St. Joseph Pony Express Datestamps



41

- 41 ☒ **California Pony Express New-York Dec. 22 (1860).** Greenish blue oval datestamp on 3c Red on Buff Star Die entire (U27) to Crosby & Dibblee in San Francisco, beautifully addressed with sender's "*Pr Pony Express*" directive, sent to the eastern terminus at St. Joseph where "**Pony Express, The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Dec. 27**" (1860) green oval in circle datestamp was boldly struck, skillfully restored with large portion of upper right corner replaced (including most of embossed stamp), top backflap added, edges resealed

FINE APPEARANCE. ONE OF THREE RECORDED PONY EXPRESS COVERS WITH THE NEW YORK OFFICE OVAL AND THE ST. JOSEPH OVAL-IN-CIRCLE DATESTAMP STRUCK IN GREEN.

This cover was carried on the westbound trip from St. Joseph, departing Thursday, December 27, 1860, and arriving at San Francisco on January 12, 1861, a long winter run of 16 days. It is addressed to Crosby & Dibblee, a large shipping firm that operated in San Francisco from 1852 to 1862. Charles W. Crosby and Albert Dibblee both arrived in San Francisco in 1850. Crosby had worked as a dry goods clerk in Boston. After accumulating a fortune in California, he moved to New York City in the 1860's. Albert Dibblee was born in upstate New York and worked for the State Bank of New York before emigrating to California in 1850.

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 on any letter crossing the Rocky Mountains. The covers in the FKW census carried after this December 27 trip are prepaid with 10c U.S. postage.

This cover also shows a very unusual combination of markings: the "California Pony Express" New York office datestamp (12 recorded in FKW book) and the large oval-in-circle datestamp applied at St. Joseph in green (7 eastbound, 9 westbound). Only three covers in the FKW census show this marking/color combination.

FKW Census W31 (illustrated in the book in its original unrestored condition). Ex Stach ..
..... E. 5,000-7,500

Rare Westbound Pony Express Cover with Adhesive Stamp Franking



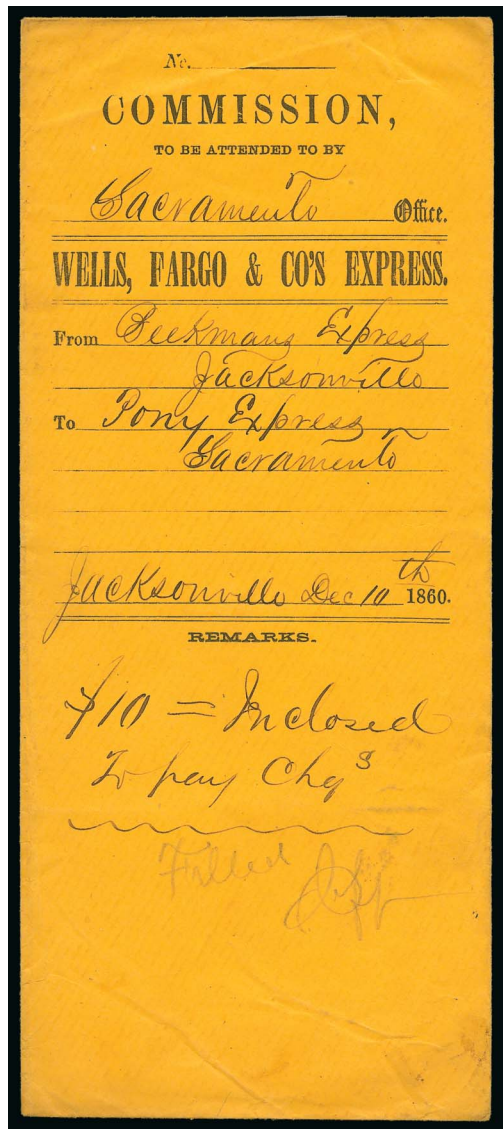
42

- 42 ☒ **California Pony Express New-York Jun. 25 (1861).** Blue oval datestamp, two **10c Green, Ty. V (35)**, uncanceled, minor scuffs, paying double rate on restored folded cover to Miss E. D. Turrill, in care of D. P. Belknap in San Francisco, sender's directive "*Pony Express*", sent to the eastern terminus at St. Joseph where "**Pony Express, The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Jun. 30**" (1861) oval in circle datestamp was clearly struck, pencil "2" below stamps (double rate, or possibly a "4" for \$4.00 double Pony Express rate), expertly restored faults with some paper addition to back and refolded at top

A FINE APPEARING AND EXTREMELY RARE WESTBOUND PONY EXPRESS COVER CARRIED ON THE LAST TRIP OF THE \$2.00 RATE PERIOD, JUST ONE DAY BEFORE THE NEW GOVERNMENT CONTRACT AND \$1.00 RATE TOOK EFFECT.

This cover was carried on the westbound trip from St. Joseph, departing Sunday, June 30, and arriving at San Francisco on July 11, 1861. This was the last Pony Express trip during the \$2.00 rate period. Effective July 1, the new government contract for Pony Express service over the Central Route specified a \$1.00 rate (the first trips were July 3 eastbound and July 4 westbound). As the FKW census shows, double-rate Pony Express covers are extremely rare, and westbound covers with 10c adhesive stamps (as opposed to entires) are also very rare.

Ex H. R. Harmer sale, Feb. 21, 1973 (lot 18, photograph in original unrestored condition) and ex Stach E. 7,500-10,000



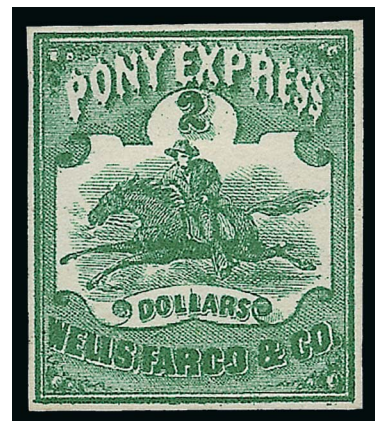
43

- 43 ☒ **Commission Envelope for Payment to the Pony Express.** Legal-size buff cover with Wells, Fargo & Co. printed form and manuscript entry for receipt of \$10 from Beekman's Express to the Pony Express Sacramento office, payment for charges on four pieces of Pony Express mail at \$2.50 per quarter-ounce, datelined Jacksonville (Oregon), Dec. 10, 1860

EXTREMELY FINE. THE ONLY REPORTED PONY EXPRESS COMMISSION ENVELOPE FOR PAYMENT BETWEEN EXPRESS COMPANIES.

Beekman's Express was based in Jacksonville, Oregon, and operated in conjunction with Wells, Fargo & Co. This envelope was used to convey payment received at Jacksonville to the Pony Express office at Sacramento..... E. 1,500-2,000

- 44 (★) **Wells, Fargo & Co. Pony Express, 25c-\$4.00 Horse and Rider (143L3-143L5, 143L8, 143L9).** Unused (no gum), large to full margins, Very Fine and choice, ex Senchuk(Photo Ex) 670.00



44EX



Lot 45



Detail

**Wells, Fargo & Company First Issue
\$2.00 Red Horse & Rider**

- 45 ☒ **Wells, Fargo & Co. Pony Express, \$2.00 Red (143L1).** Position 3, large margin at right showing frameline of adjoining stamp, clear to slightly in on other sides, bright color, tied by blue **“Pony Express, San Francisco, May 22” (1861) Running Pony** oval datestamp on 10c Green on Buff Star Die entire (U33) to Dr. M. J. Pimentel at a Boston street address, bold blue **“PAID”** in oval handstamp applied by Pony Express office in San Francisco, bold strike of green **“St. Joseph Mo. Jun. 3”** circular datestamp cancels embossed stamp, neatly docketed with June 6 receipt date, faint greenish color around edges, part of backflap removed
VERY FINE. AN OUTSTANDING AND VERY RARE EXAMPLE OF THE SHORT-LIVED WELLS, FARGO & COMPANY \$2.00 HORSE & RIDER FIRST ISSUE TIED BY THE SAN FRANCISCO RUNNING PONY OVAL ON COVER.

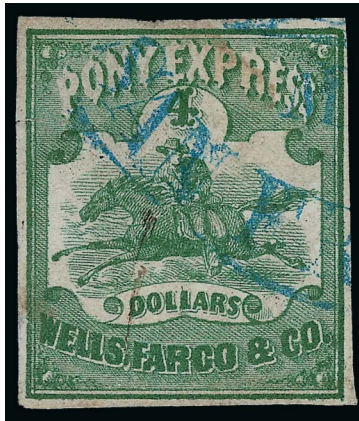
This cover was carried on the Wednesday, May 22, 1861, trip from San Francisco, which arrived at St. Joseph on June 3. When Phase II (Interim Phase) started on April 1, 1861, the rate for a Pony Express letter was substantially reduced to \$2 per half-ounce, down from the \$5 per half-ounce or \$2.50 per quarter-ounce rates in effect during the previous year. At the same time, the new agents—Wells, Fargo & Company—had special stamps and envelopes printed for use on Pony Express letters. The \$2 rate was in effect for a brief period, from April 1 to June 30, 1861. The FKW census records 37 \$2.00 Red covers.

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 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 (in Green and Black) 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 “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. Three of the four recorded covers from this May 22 trip have the “Paid.”

FKW Census E81. Ex Dale-Lichtenstein and Stach E. 20,000-30,000

**Wells, Fargo & Company First Issue
\$4.00 Green Horse & Rider**



46

- 46 **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.

Ex Twigg-Smith. With 2009 P.F. certificate..... E. 5,000-7,500

**Wells, Fargo & Company Second Issue
\$1.00 Red Horse & Rider**



47

- 47 (★)田 **Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position R6-7/10-11/14-15, vertical block of six, unused (no gum), large margins to ample at top, light vertical crease thru right column, Very Fine appearance, with 2013 P.S.A.G. certificate, Scott Retail as block of four and two singles..... 950.00



Lot 48



Detail

**Wells, Fargo & Company Second Issue
\$1.00 Red Horse & Rider
Used on Entire with Freeman Printed Frank and Wells Fargo Overprint**

- 48 ☒ **Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position L18, two full to large margins, slightly in at left and bottom, rich color and proof-like impression, tied by blue **“Pony Express, San Francisco, Jul. 6” (1861) Running Pony** oval datestamp on 10c Pale Green on Buff Nesbitt entire (U18a) to Mrs. Henry Wetherbee in Westfield Mass., with red **Wells Fargo & Co. frank printed twice over green Freeman & Co. frank**, embossed stamp cancelled by bold “St. Joseph Mo. Jul. 18” circular datestamp, manuscript “For 3” forwarded 3c due marking, neatly docketed on back, skillfully repaired top right corner with small paper addition clear of embossed stamp

VERY FINE APPEARANCE. AN OUTSTANDING PONY EXPRESS USE WITH THE OLD FREEMAN & COMPANY FRANK OVERPRINTED WITH WELLS, FARGO & COMPANY'S FRANK. ONLY EIGHT PONY COVERS WITH THE FREEMAN & CO. FRANK ARE RECORDED. THIS WAS CARRIED ON THE SECOND TRIP UNDER THE NEW \$1.00 GOVERNMENT CONTRACT RATE.

Commencing July 1, 1861, the Pony Express was authorized by Congress to carry mail at the rate of \$1.00 per half ounce. An additional fee was charged by Wells, Fargo & Co. to carry mail from San Francisco to the western terminus at Placerville, which is represented by their printed frank on this entire. The contract also stipulated the mandatory U.S. postage charge of 10c per half ounce. This cover beautifully combines all three postage elements and was carried on the second eastbound Pony Express trip after the new rates and stamps were introduced. Although the Scott Catalogue lists the July 1861 issue Pony Express stamps (143L3-143L6) with other private post issues, we wish to emphasize that these stamps were issued under the terms of a government mail contract; therefore, they have semi-official status.

John Freeman was an agent for Adams & Co. at the time of the firm's spectacular Lehman-like collapse in February 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; the FKW numbers are E97, E104, E106, E107, E111, E116, E121 and E124.

FKW Census E111. Ex Dale-Lichtenstein E. 15,000-20,000

Wells, Fargo & Company Second Issue \$1.00 Red Horse & Rider

- 49 ☒ **Wells, Fargo & Co. Pony Express, \$1.00 Red (143L3).** Position R8, large to clear margins except slightly in at top right, bright color, tied by light but mostly readable strike of blue **“Pony Express San Francisco Jul. 24” (1861) Running Pony** oval datestamp on 10c Green on Buff Star Die Entire (U32) with red Wells, Fargo & Co. printed frank, to Robert E. Dietz at New York City street address, clearly struck “St. Joseph Mo. Aug. 5” circular datestamp, embossed stamp cancelled by target, edgewear expertly improved and sharpened

VERY FINE. A BEAUTIFUL PONY EXPRESS COVER WITH THE \$1.00 RED STAMP ISSUED BY WELLS, FARGO & COMPANY FOR THE OFFICIAL GOVERNMENT CONTRACT PERIOD BEGINNING IN JULY 1861.

Commencing July 1, 1861, the Pony Express was authorized by Congress to carry mail at the rate of \$1.00 per half ounce. An additional fee was charged by Wells, Fargo & Co. to carry mail from San Francisco to the western terminus at Placerville, which is represented by the printed frank on this entire. The contract also stipulated the mandatory U.S. postage charge of 10c per half ounce. This cover beautifully combines all three postage elements and was carried on the fourth eastbound Pony Express trip after the new rates and stamps were introduced. Although the Scott Catalogue lists the July 1861 issue Pony Express stamps (143L3-143L6) with other private post issues, we wish to emphasize that these stamps were issued under the terms of a government mail contract; therefore, they have semi-official status.

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 E. Dietz

“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 E123. With 1980 P.F. certificate E. 15,000-20,000

**Wells, Fargo & Company Second Issue
\$2.00 Green Horse & Rider**



50

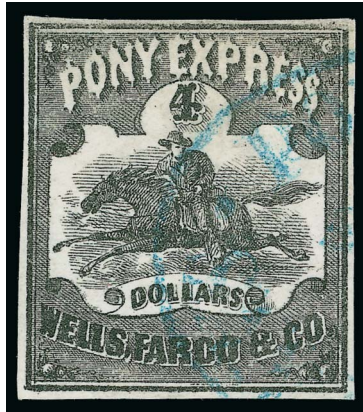
50 **Wells, Fargo & Co., Pony Express, \$2.00 Green (143L4).** Position 12, three large margins including part of adjoining stamp at bottom, full at top, rich color, blue San Francisco Running Pony oval datestamp

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.

Ex Twigg-Smith. With 1996 P.F. certificate..... E. 4,000-5,000

**Wells, Fargo & Company Second Issue
\$4.00 Black Horse & Rider**



51

- 51 **Wells, Fargo & Co. Pony Express, \$4.00 Black (143L5).** Position 9, full margins all around, **cancelled by blue San Francisco “Running Pony” oval datestamp**, faint ms. offset on back, tiny negligible scrape at top right

VERY FINE APPEARANCE. ONE OF FIVE RECORDED USED EXAMPLES OF THE \$4.00 BLACK PONY EXPRESS STAMP.

Only two covers with the \$4.00 Black (Second Issue) are recorded, each worth in the mid six figures.

Ex Caspary. With 2005 P.F. certificate..... E. 4,000-5,000



Lot 52

Failure of Pony Express Letters.

The Overland mail is constantly bringing to correspondents in California letters which should have been received by Pony Express, having paid the charges entitling them to that rapid mode of conveyance. An examination of the new Pony Express envelope adopted by Wells, Fargo & Co. early in August last, affords a clue to these frequent and annoying blunders. These envelopes have the United States 10-cent postage stamp at one end, and an Express device at the other. Each bears upon it the printed address to the "Agent of Pony Express, St. Joseph, Missouri." Beneath this is printed the word "For," followed by a blank space to be filled with the California address of the party for whom the letter is intended. For example, a letter thus addressed to the *Bulletin*, and which came to hand by regular mail ten days after arrival of the Pony for which it was intended, bears the following superscription:

Agent of Pony Express, St. Joseph, Mo. For Editor *Evening Bulletin*, San Francisco, California.

It is evident that the postoffice clerks at the East overlooked, altogether, the first part of the foregoing address, and noticing only the words "San Francisco, California," deposited the letter at once in the through-mail bag. Such carelessness is unpardonable. The needed remedy has been applied before this, however, and we may hope that the annoyance resulting from this specimen of official stupidity will not be of long continuance.

San Francisco *Bulletin*, September 13, 1861, article concerning misdirection of franked entires

Wells, Fargo & Company Second Issue
\$1.00 Type II Printed Frank for Westbound Mail

- 52 ✉ **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 “New-York Oct. 12” (1861) circular datestamp and duplex grid cancel, printed address to the “Agent of Pony Express, St. Joseph, Mo.” and handwritten address to Samuel Howard Gerrish, in care of Messrs. Steen & Austin, Market and Fremont Streets, San Francisco, partly clear strike of “**Pony Express, The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Oct. 17**” large oval in circle datestamp applied before departure on October 17, receipt docketing “*Received Oct. 29th 1861*”

VERY FINE. ONE OF 21 RECORDED TYPE II EAST-TO-WEST PONY EXPRESS ENTIRES AND ONE OF THE LAST TRIPS BEFORE THE END OF THE PONY EXPRESS ERA.

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.

Based on a newspaper article in the San Francisco *Bulletin* (September 13, 1861, at http://www.siegelauctions.com/2013/1038/20_SFB.jpg—see photograph opposite), the Type II franked envelopes were problematic, because eastern post offices were sending them in the “through” mail to San Francisco, instead of directing them to St. Joseph for the Pony Express. As a result, they would arrive by regular mail ten days after the Pony Express for which they were intended. This might explain why some examples of the Type II franks are found without a St. Joseph Pony Express handstamp. The presence of the St. Joseph datestamp and receipt docketing confirm that this was carried by Pony Express riders.

This October 12, 1861, cover was sent from New York City just as Civil War demonetization of the old stamp issue began and the new 1861 Issue was released. It entered the post office and was treated as regular mail until it reached the Wells, Fargo & Co. agent at St. Joseph. From there it made the October 17 westbound Pony trip to California. At Placerville, it was carried by Wells Fargo & Co. to San Francisco on September 29.

The addressee, Samuel Howard Gerrish, came from a prominent family in Portsmouth, New Hampshire. He worked as a machinist before leaving for California. According to <http://www.wikitree.com/wiki/Gerrish-76> : “In 1860 he came to California with George A. Stoddard, leaving New York June 5, coming by the Panama route and arriving in San Francisco on the 28th. He began working for E. T. Steen and continued with him for a year and a half. For the next four years he was engineer on the United States dry dock in the Mare Island Navy Yard. Then he came to Sacramento and was employed by Goss & Lambard, proprietors of the Sacramento Iron Works. In May 1866, he was employed for the railroad company and ran the first engine for the Central Pacific shops, where he worked and made the first tools used.”

The updated FKW census lists 21 examples of the Type II \$1.00 frank, including some that have stamps added or have been extensively repaired.

FKW Census W65..... E. 20,000-30,000



Lot 53

**Wells, Fargo & Company Second Issue
\$1.00 Type II Printed Frank Used from Boston**

- 53 ☒ **Wells, Fargo & Co. Pony Express, (\$1.00) Red Type II East-to-West Frank, 10c Green on Thin Hard White Entire (unlisted in Scott).** Partly clear strike of red “**Boston Mass. Oct. 8**” (1861) double-circle datestamp and black “Paid” in frame cancel, printed address to the “Agent of Pony Express, St. Joseph, Mo.” and handwritten address to Dr. William Pitt, care of John Grant, P.O. Box 2694, San Francisco, partly clear strike of “**Pony Express, The Central Overland California & Pikes Peak Express Company, St. Joseph, Mo. Oct. 13**” large oval in circle datestamp applied before departure on October 13, lightly cleaned

VERY FINE. ONE OF 21 RECORDED TYPE II EAST-TO-WEST PONY EXPRESS ENTIRES AND ONE OF THE LAST TRIPS BEFORE THE END OF THE PONY EXPRESS ERA.

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.

Based on a newspaper article in the San Francisco *Bulletin* (September 13, 1861, at http://www.siegelauctions.com/2013/1038/20_SFB.jpg—see photograph on page 54), the Type II franked envelopes were problematic, because eastern post offices were sending them in the “through” mail to San Francisco, instead of directing them to St. Joseph for the Pony Express. As a result, they would arrive by regular mail ten days after the Pony Express for which they were intended. This might explain why some examples of the Type II franks are found without a St. Joseph Pony Express handstamp. The presence of the St. Joseph datestamp and receipt docketing confirm that this was carried by Pony Express riders.

This October 8, 1861, cover was sent from Boston just as Civil War demonetization of the old stamp issue began and the new 1861 Issue was released. It entered the post office and was treated as regular mail until it reached the Wells, Fargo & Co. agent at St. Joseph. From there it made the October 13 westbound Pony trip to California. At Placerville, it was carried by Wells Fargo & Co. to San Francisco on October 25.

The updated FKW census lists 21 examples of the Type II \$1.00 frank, including some that have stamps added or have been extensively repaired. The census lists four Pony Express covers from Massachusetts: one from Cambridge (W54), this single-rate from Boston (W63), a double-rate cover from Boston with the Garter stamp (W68) and the quadruple-rate cover from Boston (no datestamp) with a strip of four Garter stamps (W64). For all practical purposes, this is the only representative example of a basic Pony Express cover from Boston.

FKW Census W63..... E. 20,000-30,000



- 54 ☒ **Alta California Telegraph Company.** Imprint and illustrated woodcut of Zeus throwing lightning bolts (Wade imprint) on buff cover to Mokelumne Hill with original message form on printed letterhead, datelined San Francisco, July 30, 1859, Extremely Fine, immaculate condition, the Alta California Telegraph office is where the Pony Express had it home base in San Francisco E. 400-500
- 55 ☒ **Milton S. Latham and William M. Gwin.** Two covers, first free frank "Milton S. Latham, U.S.S" as Senator, partly struck "Washington D.C. Jan. 4, 1863" circular datestamp on cover to Capt. George Wallace in San Francisco, sender's directive "Overland", with 5-page autograph letter signed, interesting content regarding Generals Meigs and Halleck, efforts to transfer Capt. Wallace to the East instead of Salt Lake City and a remark about "Abolitionist proclivities" of Lincoln's administration, Very Fine, Senator Latham was a proponent of the Pony Express, other cover free frank "Free W. M. Gwin, U.S. Senate" to Athens Ga., slight edgewear, Fine, Senator Gwin is credited with encouraging William H. Russell to launch the Pony Express, an idea given to him by Benjamin F. Ficklin (Photo Ex) E. 400-500
- 56 ☒ **News by Pony Express.** 10c Green, Ty. V (35), wide margins, cancelled by unusual **grid of dots**, "Long Bar Cal. Apr. 29" circular datestamp on buff 1861 cover to Georgia Plain Vt., with original 1861-dated contents which includes "we got the news hear of the fuss at Sumter in about 10 days after it happen. We get poney news from the states 2 and 3 times a week it crosses in 8 days so you see we know what is going on there about as soon as you do", slightly reduced at right, Very Fine, an attractive cover with rare mention of the Pony Express.... E. 300-400

1862-65 WELLS, FARGO & COMPANY VIRGINIA CITY PONY EXPRESS

- 57 (★)田 Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7). Block of eight, Stone B, transfer Types 7-8/11-12/15-16/19-20, unused (no gum), large margins to full, bright color, Very Fine, with 1980 P.F. certificate, Scott Retail as two blocks of four 1,000.00



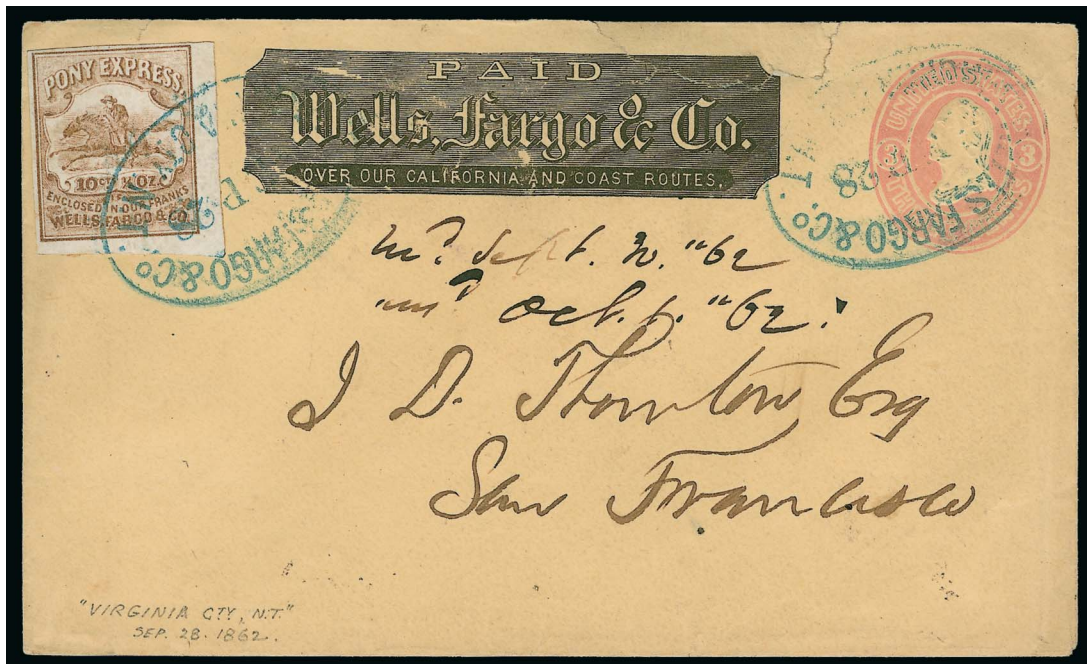
57



58

- 58 (★)田 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, ex Twigg-Smith, with 2009 P.F. certificate E. 1,500-2,000

**Wells, Fargo & Company Virginia City Pony Express Issue
10¢ Brown Horse & Rider**



59

- 59 ☒ **Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).** Huge bottom right corner margins, others large, tied by blue "Wells, Fargo & Co. Virginia Cty. 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 and Twigg-Smith. With 1992 P.F. certificate. E. 7,500-10,000

10¢ Brown Horse & Rider Cover with Aurora and Genoa Handstamps



60

- 60 ☒ **Wells, Fargo & Co. Virginia City Pony Express, 10c Brown (143L7).** Large even margins, affixed over directive “Pony” and tied by blue “**Wells, Fargo & Co., Express Genoa**” oval handstamp on 3c Pink on White entire (U34) with Wells, Fargo & Co. printed frank to Clara C. Crittenden in San Francisco, embossed stamp cancelled by “**Wells, Fargo & Co., Express Aurora**” oval handstamp, with original letter datelined Aurora Sep. 26, 1862, long repaired tear thru embossed stamp, gum stains around stamp removed

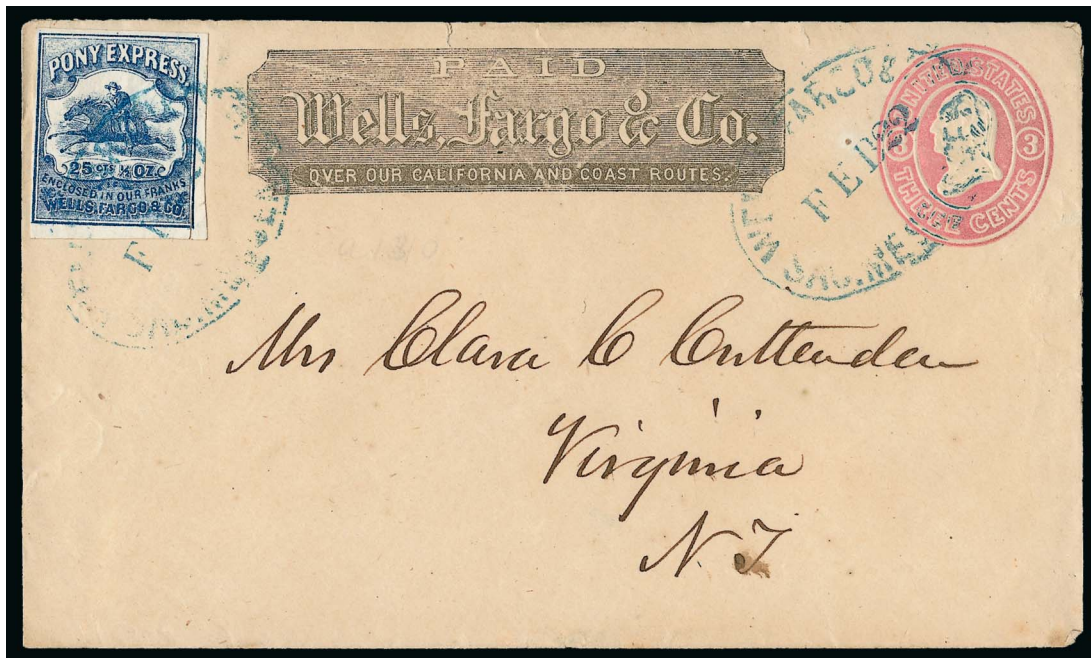
VERY FINE APPEARING EXAMPLE OF THE WELLS, FARGO & COMPANY 10-CENT BROWN PONY EXPRESS STAMP ON A COVER FROM THE CELEBRATED CRITTENDEN CORRESPONDENCE, BEARING THE HANDSTAMPED MARKINGS OF WELLS FARGO'S AURORA AND GENOA OFFICES.

This cover originated in Aurora, Nevada Territory, and was marked to go by “Pony” to California. The 10c Brown was affixed and cancelled at Genoa (north-west of Aurora).

The cover and letter were sent to Clara C. Crittenden by her husband, Alexander Parker Crittenden, a prominent West Coast attorney, while he was residing in Nevada. The move to Nevada became necessary after California passed a law prohibiting the practice of law by anyone who would not take the loyalty oath. “Parker” Crittenden was a pro-Southerner who chose to relocate to Virginia City, rather than swear allegiance to the Federal government. His wife stayed in San Francisco for some time, and the two corresponded frequently while he was away. A few years later he was shot dead by his mistress, Laura Fair, in front of his wife and son. In this letter, Parker mentions that “*Laura gave a grand dinner yesterday... I suppose she will tell you all about it...*” — apparently referring to his mistress and future assassin.

Ex Kramer and Vogel. With 1981 P.F. certificate..... E. 3,000-4,000

25¢ Blue Horse & Rider Cover with Sacramento Messenger Datestamp



61

- 61 ☒ **Wells, Fargo & Co. Virginia City Pony Express, 25c Blue (143L8).** Large margins to clear, tied by blue “Wells, Fargo & Co., Sac. Messenger, Feb. 22” oval datestamp on 3c Pink entire (U34) with printed frank to Virginia City, Nevada Terr., with original enclosure, tiny edge tears at top not mentioned on accompanying certificate

VERY FINE EXAMPLE OF THE WELLS, FARGO & COMPANY 25-CENT BLUE PONY EXPRESS STAMP ON A COVER FROM THE CELEBRATED CRITTENDEN CORRESPONDENCE.

This cover and letter were sent to Clara C. Crittenden by her husband, Alexander Parker Crittenden, a prominent West Coast attorney, while he was residing in Virginia City. The move to Nevada became necessary after California passed a law prohibiting the practice of law by anyone who would not take the loyalty oath. “Parker” Crittenden was a pro-Southerner who chose to relocate to Virginia City, rather than swear allegiance to the Federal government. His wife stayed in San Francisco for some time, and the two corresponded frequently while he was away. A few years later he was shot dead by his mistress in front of his wife and son.

Ex Kramer and Geisler. With 1981 P.F. certificate..... E. 5,000-7,500

25¢ Blue Horse & Rider Cover with Gold Hill, Utah, Datestamp



62

- 62 ☒ **Wells, Fargo & Co. Virginia City Pony Express, 25c Blue (143L8).** Two full margins, barely in at left and bottom, tied by blue “**Wells, Fargo & Co. Express Gold Hill Utah**” oval handstamp on 3c Pink on White entire (U34) with Wells Fargo & Co. printed frank to Placerville Cal., backflap removed, creased thru stamp, edgewear and soiling, still Fine, an attractive Virginia City Pony Express cover..... E. 1,500-2,000

25¢ Red Horse & Rider Cover to Clara C. Crittenden



63

- 63 ☒ **Wells, Fargo & Co. Virginia City Pony Express, 25c Red (143L9).** Full even margins all around, bright color, tied by blue "Wells, Fargo & Co. Virginia Cty. N.T. Jul. 17" (1864) oval datestamp on 3c Pink entire (U35) with printed frank, to Clara C. Crittenden in San Francisco, small corner repair at top right clear of stamps and markings

VERY FINE. A BEAUTIFUL EXAMPLE OF THE VIRGINIA CITY PONY EXPRESS 25-CENT RED ON COVER FROM THE FAMOUS CRITTENDEN CORRESPONDENCE. THE RED PONY STAMP IS MUCH SCARCER ON COVER THAN THE BLUE.

This cover was sent to Clara C. Crittenden by her husband, Alexander Parker Crittenden, a prominent West Coast attorney, while he was residing in Virginia City. The move to Nevada became necessary after California passed a law prohibiting the practice of law by anyone who would not take the loyalty oath. "Parker" Crittenden was a pro-Southerner who chose to relocate to Virginia City, rather than swear allegiance to the Federal government. His wife stayed in San Francisco for some time, and the two corresponded frequently while he was away. A few years later he was shot dead by his mistress in front of his wife and son.

Ex Kuphal. With 1981 P.F. certificate. E. 5,000-7,500

25¢ Red Horse & Rider Cover with Original Letter



64

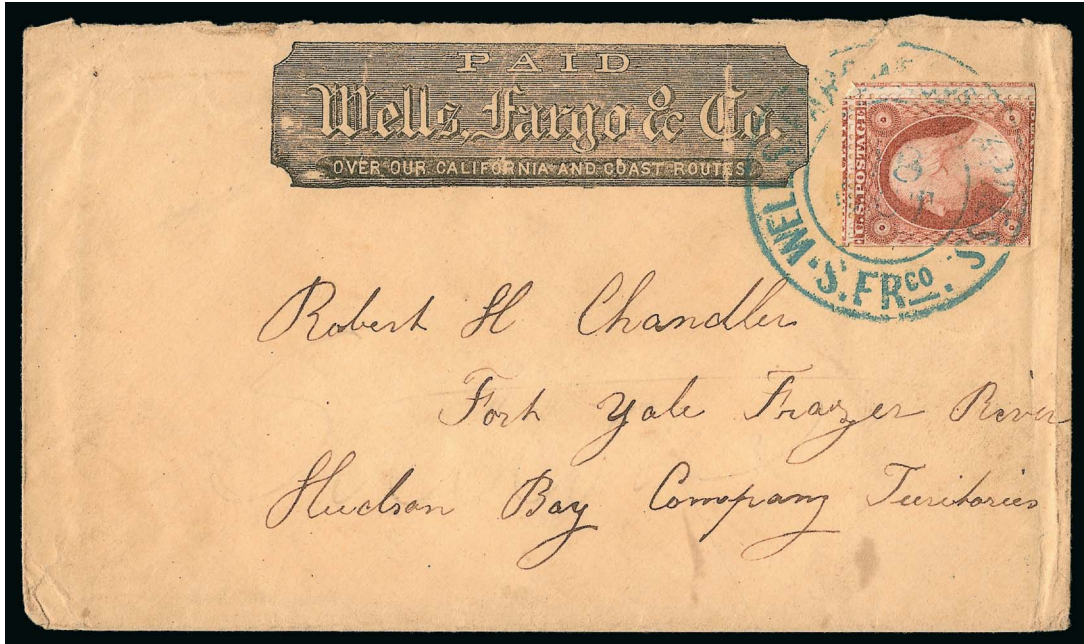
- 64 ☒ **Wells, Fargo & Co. Virginia City Pony Express, 25c Red (143L9).** Ample to large margins, tied by blue "Wells, Fargo & Co. Virginia Cty. N.T. Feb. 28" (1865) oval datestamp, second strike cancels indicia on 3c Pink on Buff entire (U35) with Wells Fargo & Co. printed frank to San Francisco, some minor cosmetic edge improvements (no paper addition)

VERY FINE. A BEAUTIFUL 25-CENT RED VIRGINIA CITY PONY COVER WITH THE WELLS FARGO VIRGINIA CITY DATESTAMP.

Most of the 25-cent Red covers originate from the famous Crittenden correspondence. This cover, from the Van Brunt correspondence, has a letter enclosure dated February 19, 1865. E. 3,000-4,000

BRITISH COLUMBIA AND VANCOUVER ISLAND MAILS

Wells, Fargo & Company Express Cover to Hudson Bay Territories



65

- 65 ☒ **Wells, Fargo & Co. to Hudson Bay Company Territories, October 1858.** 3c Dull Red, Ty. III (26), scissors-trimmed perfs, tied by blue “**Wells, Fargo & Cos. Express S. Frco. 18 Oct.**” (1858) large double-circle datestamp on Wells, Fargo & Co. franked cover addressed to “*Robert H. Chandler, Fort Yale, Frazer River, Hudson Bay Company Territories*”

VERY FINE. AN IMPORTANT COVER, BEING THE ONLY RECORDED EXAMPLE OF MAIL TO THIS GOLD-MINING REGION DURING THE BRIEF PERIOD AFTER THE HUDSON BAY COMPANY STOPPED HANDLING MAIL IN AUGUST 1858 AND PRIOR TO THE FORMATION OF THE COLONY OF BRITISH COLUMBIA IN NOVEMBER 1858.

The Fraser River gold rush began in 1858 when prospectors from California started arriving in the mining region between Fort Hope and Fort Yale. In response to the discovery of gold and influx of prospectors, the Colony of British Columbia was formed on November 19, 1858. The Hudson Bay Company had been handling mail as a courtesy, but they stopped in August 1858 due to the overwhelming demand. This cover was carried by Wells, Fargo & Co., which operated an express between San Francisco and Victoria via Portland, carrying both mail and shipments of gold. This remarkable cover was carried by Wells, Fargo & Co. to Robert Chandler, purser of the steamboat *Enterprise*, which operated on the Fraser River. It is the only such express cover reported.

..... E. 5,000-7,500

**Wells, Fargo & Company Express Cover
from Vancouver Island to England**



66

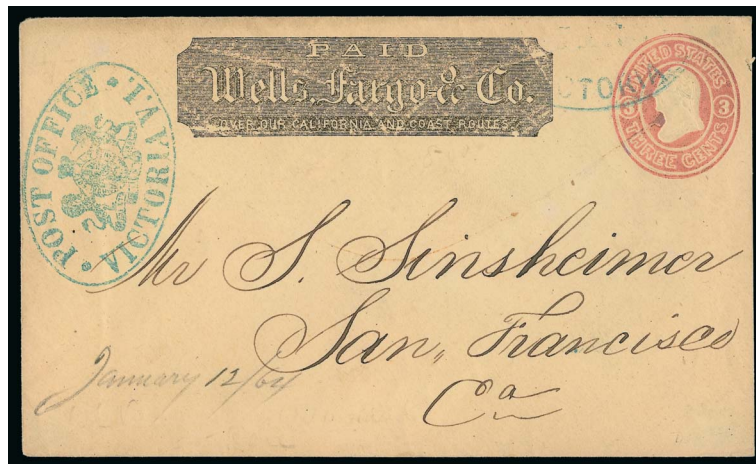
- 66 ☒ **10c Green, Ty. V (35).** Positions 52/62L2, vertical pair, deep shade, trivial gum toning around perfs, tied by "San Francisco Cal. Jan. 23, 1860" circular datestamp on 10c Yellow Green on Buff Nesbitt entire (U18a) with **Wells, Fargo & Co. red printed frank and blue "VICTORIA/PAID/V.I." Vancouver Island Post Office frank, addressed to Southsea, England, red "19" credit handstamp** applied in New York, Portsmouth Mar. 5 receiving backstamp, faint wax seal stain at center

VERY FINE. AN OUTSTANDING WELLS, FARGO & COMPANY EXPRESS USE FROM VANCOUVER ISLAND TO ENGLAND VIA SAN FRANCISCO AND NEW YORK.

Mail from the isolated colonies of Vancouver Island and British Columbia was almost always routed through the United States, and a significant number of letters were carried by Wells, Fargo & Co. express between Victoria and San Francisco. The red printed frank represents the 25c fee paid to Wells, Fargo & Co. The blue "VICTORIA/PAID/V.I." was applied by the Vancouver Island post office to Wells Fargo entires exclusively, and it indicates that the required 2½p Colonial postage had been paid. The 10c Nesbitt embossed stamp and two 10c 1857 stamps overpay by 1c the 29c rate from the West Coast to England.

This cover was probably carried overland from San Francisco on the Butterfield Route, which departed on January 23, 1860. It reached England during the first few days of March.

Ex Chase, Dale-Lichtenstein and Walske E. 5,000-7,500



67

- 67 ☒ **Wells, Fargo & Co. Victoria Jan. 2 (1864).** Blue oval datestamp struck off edge but “Victoria” and date still visible on 3c Pink on Buff entire (U35) with Wells, Fargo & Co. printed frank and blue “Post Office, Victoria V.I.” crown oval handstamp indicating 2½p postage paid, carried by Wells Fargo agent entirely outside the mails to San Francisco on PMSS steamer *Pacific*, pencil Jan. 12, 1864 receipt docketing, Very Fine, exceptionally clear strike of Victoria oval, ex Wilkinson and Walske..... E. 400-500



68



69

- 68 ☒ **Victoria Post Office.** Partly clear oval and “Paid” double-line oval handstamp on blue cover to **London, England, via San Francisco and New York**, red crayon “58” at lower right indicating double 29c rate paid at Victoria post office, red “San Francisco Cal. Paid Apr. 13, 1860” circular datestamp, red “19” credit handstamp applied at New York where it was treated as a single-rate letter, red London Paid receiving datestamp (May 21), receipt docketing indicates April 7 origin date, small piece of backflap missing, Very Fine, extremely scarce transatlantic use from Vancouver Island, ex Kutz (illustrated in his book *Gold Fever*) and Walske E. 1,000-1,500
- 69 ☒ **Post Office Victoria, V.I.** Burry strike of crown oval handstamp indicating 2½p postage paid on small cover to **Ingersoll, Canada, via San Francisco**, bold “San Francisco Cal. Jan. 28, 1862” double-circle datestamp and “15” due rate handstamp, blue “U. States” arc in frame handstamp applied at Detroit exchange office, receiving backstamp, Fine, ex Dale-Lichtenstein and Walske E. 500-750

**British Columbia & Vancouver Island Mixed Franking
with United States 1861 Issue for 3¢ Overland Mail Rate**



70

- 70 ☒ **3c Rose (65).** Socked-on-the-nose cogwheel cancel, matching duplex "San Francisco Cal. Jan. 28, 1864" double-circle datestamp on cover to Virden Ill. **originating in mining camp in British Columbia with British Columbia & Vancouver Island, 1860, 2½p Dull Rose (2)** tied by "Paid" oval handstamp, struck again to the left, pencil note indicates letter was dated Dec. 6, 1863 (no longer present), red crayon "10" representing U.S. postage paid at origin but overpaid since the rate was lowered to 3c in July 1863 (U.S. 3c stamp applied by GPO in British Columbia correctly prepays rate), "General Post Office, British Columbia, 20 Jan. 1864" double-circle datestamp on back, certificate notes 2½p has small toned spot and small vertical crease at bottom, as well as light cover soiling

VERY FINE. AN ATTRACTIVE AND EXTREMELY RARE UNITED STATES AND BRITISH COLUMBIA & VANCOUVER ISLAND MIXED FRANKING.

Ex Wilkinson and Walske. With 2004 P.F. certificate..... E. 1,500-2,000



71

- 71 ☒ **12c Black (69).** Well-centered, used with **3c Rose (65)**, identical cogwheel cancels (3c tied), "San Francisco Cal. Jan. 12, 1864" double-circle datestamp on cover from **Vancouver Island to Dunnville, Canada**, with "Post Office, Victoria, Vancouver Island, Paid" oval handstamp, carried to San Francisco on PMSS *Pacific* (arr. Jan. 12), then by PMSS *Orizaba* to Panama, receiving backstamps, slightly reduced at right, lightly soiled, still Very Fine, ex Dale-Lichtenstein and Walske E. 750-1,000

**British Columbia & Vancouver Island Mixed Franking
with United States 1861 Issue for 15¢ Rate to Canada**



72

- 72 ☒ **3c Rose (65).** Horizontal strip of five, deep rich color, tied by cogwheel cancels, "San Francisco Cal. Mar. 10, 1863" double-circle datestamp on lavender cover **from British Columbia to Bowmanville, Canada West, with British Columbia & Vancouver Island, 1860, 2½p Dull Rose (2)**, wing margin at right, cancelled by Westminster "1" in barred oval handstamp (tied by cogwheel), "Paid" in oval handstamp, red crayon "15" indicating 15c U.S. postage prepaid at origin, "General Post Office, British Columbia, Mar. 4, 1863" and Bowmanville Apr. 6 datestamps on back, 3c stamps small tears at top and one affected from placement at edge of cover, 2½p stamp nicked at bottom and small faults

VERY FINE APPEARANCE. A RARE MIXED FRANKING OF UNITED STATES AND BRITISH COLUMBIA & VANCOUVER ISLAND STAMPS ON A COVER ORIGINATING IN BRITISH COLUMBIA AND SENT TO CANADA VIA SAN FRANCISCO, PANAMA AND NEW YORK.

The 2½p stamp paid the British Colonial postage, and the red crayon "15" indicated that U.S. postage was fully paid. The 3c 1861 stamps were affixed in Victoria, and the cover was carried to San Francisco on the PMSS *Pacific*. After cancelling the U.S. stamps, the San Francisco post office bagged the cover for transport to New York via Panama. It reached its final destination in Canada on April 6.

Ex Wellburn, Mitchell, Wilkinson and Walske. E. 4,000-5,000

**Provisional Re-Issue of British Columbia & Vancouver Island 1860 Issue
on 1867 Mixed-Franking Cover from Williams Creek to Canada**



73

- 73 ☒ **10c Yellow Green (68).** Deep rich color, tied by cogwheel cancel, partly clear "San Francisco Cal. Mar. 4" (1867) double-circle datestamp on cover **from Williams Creek to Aylmer, Canada, with provisionally re-issued strip of three of British Columbia & Vancouver Island, 1860, 2½p Dull Rose (2)**, scissors-trimmed perfs, cancelled by two strikes of Williams Creek "10" barred oval, Williams Creek "PAID" handstamp and red manuscript "10" indicating U.S. postage paid, blue "General Post Office, British Columbia, 25 Feb. 1867" double-circle datestamp on back, Aylmer Apr. 5 receiving backstamp

VERY FINE. AN EXCEEDINGLY RARE MIXED FRANKING AND USE OF THE BRITISH COLUMBIA & VANCOUVER ISLAND 2½ PENCE 1860 ISSUE AFTER IT WAS RE-ISSUED PROVISIONALLY IN SEPTEMBER 1866 AT 6¼ CENTS PER STAMP DURING A SHORTAGE OF 1865 ISSUE STAMPS.

The British Columbia & Vancouver Island 2½p stamps issued in 1860 were sold by some British Columbia post offices for 3p per stamp in July 1864 and for 6¼c per stamp in September 1866, during periods when the current issues were unavailable. This cover from Williams Creek in the Cariboo mining region was prepaid with the strip of three 2½p (18¼c Cariboo rate) and 10c cash for U.S. postage. At Westminster the U.S. 10c 1861 stamp was affixed, and it was cancelled in San Francisco on March 4.

Ex Wilkinson and Walske..... E. 4,000-5,000

**United States 1861 Issue Used with British Columbia & Vancouver Island
1867 "Two Cents" Surcharged Issue**



74

- 74 ☒ **10c Yellow Green (68).** Cancelled by pen strokes, **used on cover from Vancouver Island with British Columbia & Vancouver Island, 1867, 2c on 3p Brown (8),** horizontal pair, tied by one of two strikes of "Victoria B.C. Jan. 25, 1869" circular datestamp, addressed to Pomfret Vt., all stamps applied at origin, carried by steamer *Eliza* to Port Townsend, Washington Territory, overland via Sacramento and central overland to Vermont, Mar. 15 receipt docketing, with original letter enclosure dated at Victoria Jan. 23, stamps have faults including some margin defects, cover soiled and worn around edges, small tear at bottom

A FINE APPEARING AND EXTREMELY RARE MIXED FRANKING WITH THE UNITED STATES 1861 ISSUE AND "TWO CENTS" SURCHARGED BRITISH COLUMBIA 1867 ISSUE.

The two 2c British Columbia stamps underpay by 1c the 5c rate, but apparently the deficiency was ignored, paid in cash or possibly the stamps were sold for 5c. The 10c 1861 stamp fully prepaid U.S. postage. Walske reported this as the only known U.S. mixed franking with the "Two Cents" stamps issued for the newspaper rate in British Columbia. However, there is at least one other cover known (a single used with three 2c 1869 stamps).

Ex Wilkinson and Walske. With 2001 Vincent Graves Greene certificate
..... E. 1,500-2,000



75

- 75 ☒ **BRITISH COLUMBIA & VANCOUVER ISLAND, 1865, 5c Rose, 10c Blue (5, 6).** Two pairs of 5c, used with single 10c, tied by perfectly clear strike of blue "Post Office, Victoria, Vancouver Island, Paid" oval handstamp on small cover to Peterborough, England, "Victoria B.C. Oct. 22, 1868" circular datestamp on back, red London Paid (Dec. 13) datestamp and Peterborough Dec. 14 receiving backstamp, right stamp in lower 5c pair has vertical pre-use crease

VERY FINE. AN OUTSTANDING AND RARE VANCOUVER ISLAND FRANKING FOR THE 30-CENT RATE TO ENGLAND.

This was prepaid under the rates established in April 1867 and carried between Victoria and San Francisco by the California, Oregon & Mexico Steam Ship Company under contract.

Ex Wilkinson and Walske..... E. 3,000-4,000



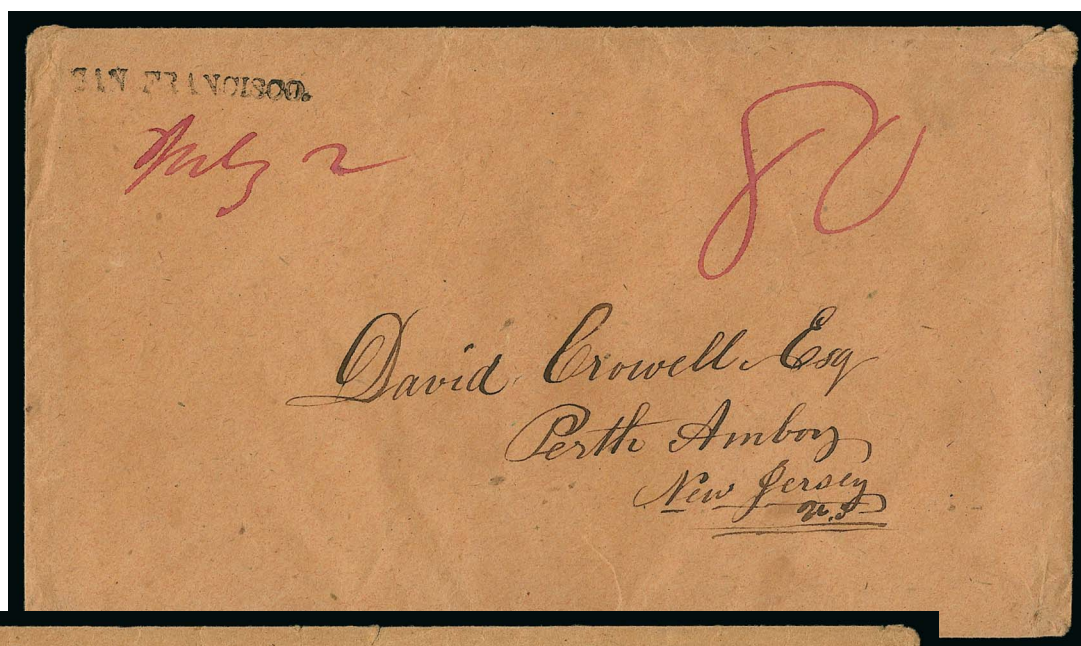
76

- 76 ☒ **GREAT BRITAIN, 1856-58, 1p Rose Red, 2p Deep Blue, 1sh Green (20, 28, 29a).** Three-color combination tied by "London - W, MR 5 60" duplex datestamp and oval grid on blue cover to Victoria, Vancouver Island, sent to British Consul in San Francisco who arranged for transport to Victoria, prepaid for 1sh2½p rate to California (equivalent to 29c), backflap removed, Fine, scarce use, ex Walske E. 400-500

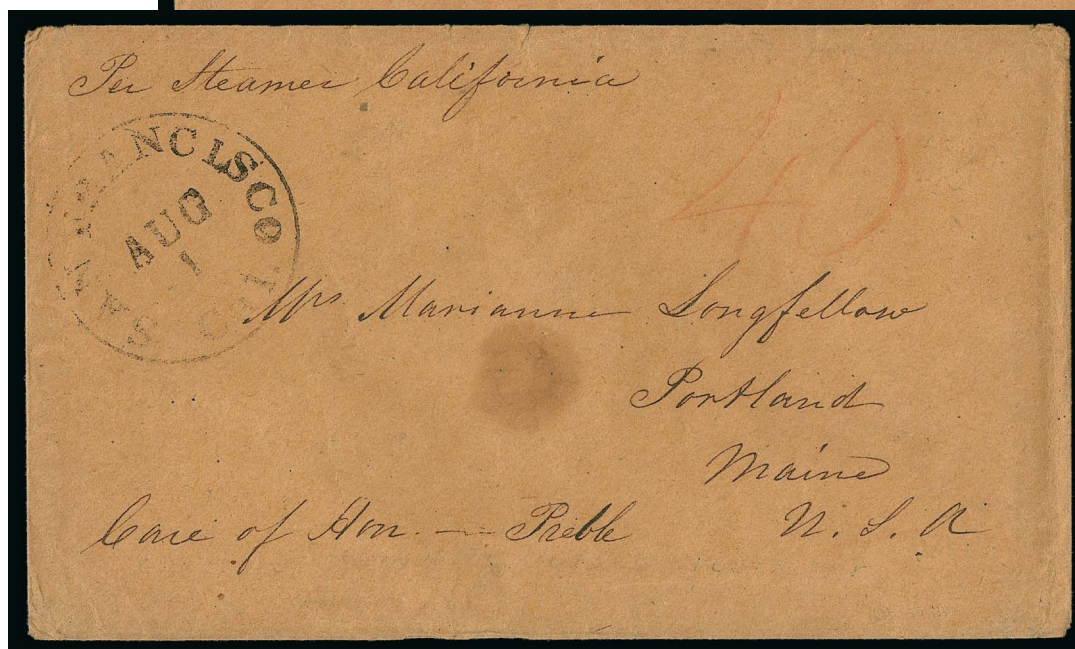
CALIFORNIA MAILS



- 77 ☒ **SAN FRANCISCO/June 20 (1849) — First Day Use of Straightline.** Clear strike of straightline handstamp (Williams SAF 230) with manuscript “June 20” (1849) date and “40” rate on cover to Augusta Ga., **turned** and addressed to the same addressee at Janesville Pa., red “Augusta Ga. Aug. 17” circular datestamp and matching “10” in circle rate handstamp, etiquette label on flap, front and back separated and hinged together, small tear at bottom, part of backflaps cut away to show markings, otherwise Fine, the first day of use of the San Francisco straightline (used June 20 to August 1, 1849), an unusual turned cover, carried by PMSS *Panama* from San Francisco to Panama (dep. Jun. 21, arr. Jul 12), then by USMSC *Falcon* from Aspinwall to New Orleans (dep. Jul. 28, arr. Aug. 3) E. 1,000-1,500
- 78 ☒ **SAN FRANCISCO/July 2.** Bold strike of straightline handstamp with magenta manuscript date and “40” rate on July 2, 1849 folded letter to New York City street address, Very Fine, carried from San Francisco to Panama by PMSS *Oregon* (dep. Jul. 2) and by USMSC from Chagres to New York (arr. Aug. 17), the San Francisco straightline was used from June 20 to August 1, 1849 E. 750-1,000



79



80

- 79 ☒ **SAN FRANCISCO/July 2.** Mostly clear strike of straightline handstamp with magenta manuscript date and “80” double 40c rate on 1849 buff cover to Perth Amboy N.J., slight wear, Very Fine, carried from San Francisco to Panama by PMSS *Oregon* (dep. Jul. 2) and by USMSC from Chagres to New York (arr. Aug. 17), the San Francisco straightline was used from June 20 to August 1, 1849, this is an extremely rare example of the 80c double rate (equivalent to about \$20 in today’s money) E. 750-1,000
- 80 ☒ **San Francisco Cal. Aug. 1 (1849) — First Day Use of Circular Datestamp.** Partly clear strike on brown cover to Portland Me., red crayon “40” rate, sender’s directive “*Per Steamer California*”, carried from San Francisco to Panama by PMSS *California* (dep. Aug. 2, arr. Aug. 24), then by USMSC *Empire City* from Chagres to New York (dep. Sep. 1, arr. Sep. 13), small wax seal stain, Fine, ex Jessup, Pearce and Walske..... E. 500-750



- 81 ☒ **San Francisco "2" in Frame Handstamp.** Clear strike of rate handstamp on folded letter datelined "San Francisco Harbor, On board Ship York, October 3d, 1849" from Charles Hubbard, addressed to "General Wilson of Missouri, Navy Agent for San Francisco, California", slightly wrinkled, still Fine, an extremely scarce San Francisco drop-rate letter prior to California statehood, ex Tatham E. 200-300
- 82 ☒ **Sacramento Cal. Apl. 11 (1850).** Bold oval datestamp and "Paid 40" double oval rate handstamp on cover to Pontotoc Miss., with original letter dated at Sacramento, Mar. 29, 1850, from a miner who travels between California and Hawaii, good content with description of Sacramento which 'was known as Sutter's Fort', small stain in datestamp, edges slightly toned and worn, still Very Fine, a superb strike of the scarce large "Paid 40" Sacramento rate marking..... E. 1,000-1,500
- 83 ☒ **Sacramento Cal. Mar. 20.** Bold oval datestamp and red crayon "40" rate on blue folded letter datelined "Union Bar, North Fork of American River, Feby. 27th 1850", from Morris R. Wilkinson to his sister in Goshen Pa., a good prospector's letter with an appended note dated Mar. 3 which sums up the experience "My prospects I must say are not very flattering...", edges with minor age bleaching and small faults along folds, otherwise Very Fine, ex Walske E. 500-750
- 84 ☒ **"San Diego Cal. June 16" (1851).** Manuscript postmark and "12 1/2 paid" rate on folded cover to California Governor John McDougal in San Jose, carried by northbound PMSS Oregon from San Diego to San Francisco (dep. Jun. 17, arr. Jun 19), part of lower flap trimmed, Very Fine, scarce coastal steamer use between California towns, ex Pearce and Myerson E. 400-500



Lot 85

1847 Issue Paying 40¢ Transcontinental Rate

- 85 ☒ **10c Black (2).** Four singles, first stamp at left shows extended framelines in three corners (noted by Ashbrook as “the only 10c 1847 that I can recall with three of the corners showing extended frame lines”), second stamp from left is **Position 2R1 Double Transfer Ty. C**, all with full margins except one stamp touched in two places, tied by bold pen strokes and light blue “Philada Pa. Oct. 1” circular datestamp on October 1, 1849 folded letter **to San Francisco**, manuscript “40” and “Paid”, well-written letter acknowledging the receipt of the addressee’s journal of his around-the-Horn voyage, mentions waiting to attend the opera (the letter includes a clipping from *The North American* which the sender attached), separations and tiny tears at folds partly hinge mended, stamp at right with light water spot

FINE. THE EARLIEST OF TWELVE RECORDED COVERS WITH THE 40-CENT TRANSCONTINENTAL RATE PREPAID BY THE 1847 ISSUE.

This cover was carried by the USMSC *Ohio* from New York to Havana (dep. Oct. 16, arr. Oct. 24); from Havana to Chagres on the USMSC *Falcon* (dep. Oct. 24, arr. Oct. 29); and from Panama to San Francisco on the PMSS *Panama* (dep. Nov. 10, arr. Dec. 1).

The 1847 cover census by Thomas J. Alexander records thirteen 1847 covers with the 40c transcontinental rate, including one with a Philatelic Foundation certificate stating that the 10c stamps did not originate. Of the remaining twelve covers, four have 10c 1847 singles and eight have multiples (including the 80c franking, ex Kapiloff).

Signed Ashbrook and described in *Special Service* (p. 391). Illustrated in Coburn *Letters of Gold* (p. 43). Ex Stollnitz, Giamporcaro and Walske. With 1987 P.F. certificate E. 20,000-30,000

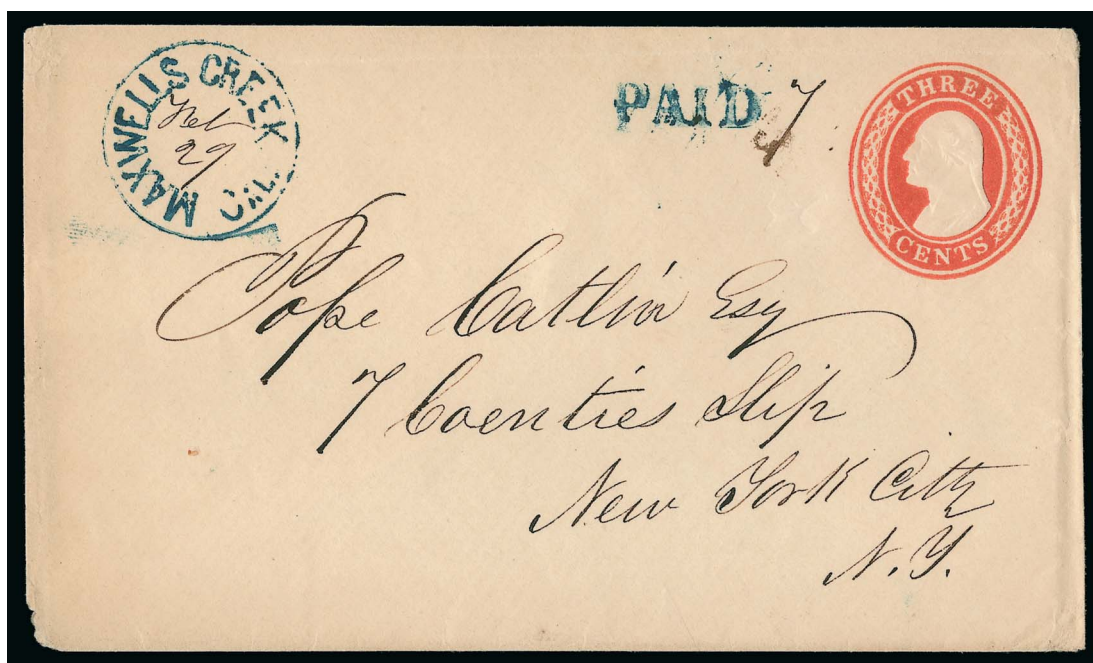
86



87

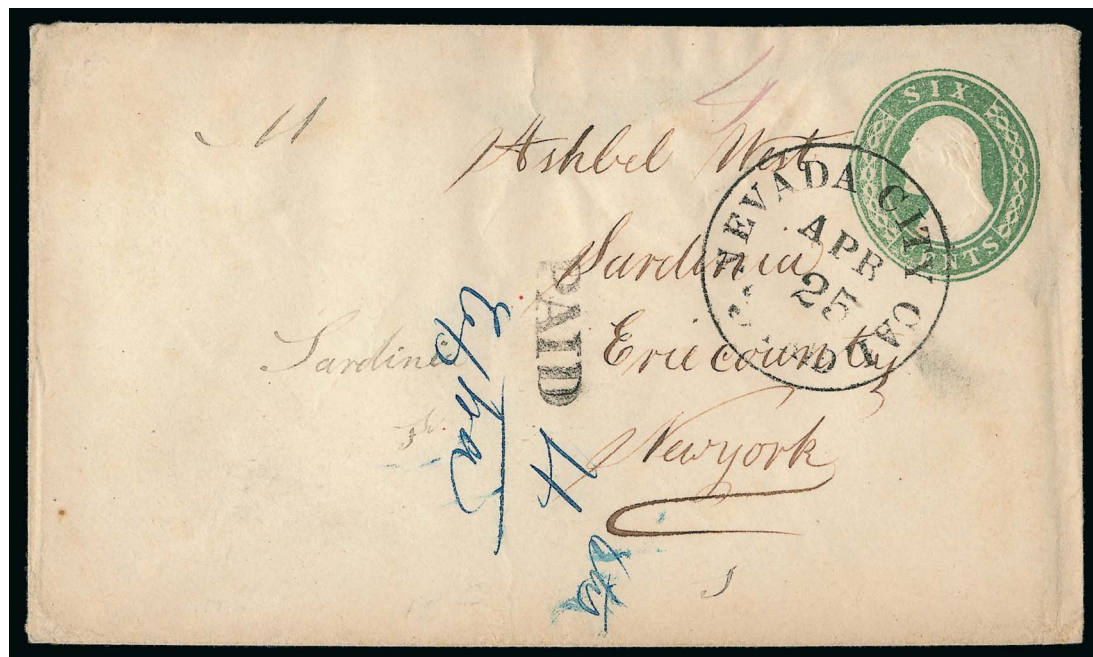


- 86 ☒ **3c Orange Brown, Ty. II (10A).** Positions 79-80L5E, horizontal pair, large margins including **sheet margin** at right, rich color, beautiful impression, small scissors-cut at upper right, manuscript “#” cancels, tied by **red** “Sacramento City Cal. 30 Sep.” (1851) circular datestamp on small cover to South Coventry Conn., carried from San Francisco to Panama on PMSS *Oregon* (dep. Oct. 1, arr. Oct. 20), then from Chagres to New York on USMSC *Ohio* (dep. Oct. 25, arr. Nov. 5), Very Fine, the arrival of the PMSS *Oregon* on Sep. 18 brought the first shipment of 1851 Issue stamps to California, the earliest recorded use of the new issue from California is Sep. 30 (the cover offered here), ex Jessup, Pearce and Walske E. 1,000-1,500
- 87 ☒ **3c Orange Brown, Ty. I (10).** Horizontal pair, ample margins to slightly in, bright color, tied by grid cancels, **red** “San Francisco Cal. 1 Oct.” (1851) circular datestamp on blue folded market report and prices current datelined San Francisco, Sep. 30, to Baltimore, sender’s directive “*p Oregon, 1 Oct.*”, carried from San Francisco to Panama on PMSS *Oregon* (dep. Oct. 1, arr. Oct. 20), then from Chagres to New York on USMSC *Ohio* (dep. Oct. 25, arr. Nov. 5), slightly toned along file fold, still Very Fine, the arrival of the PMSS *Oregon* on Sep. 18 brought the first shipment of 1851 Issue stamps to California, the earliest recorded use of the new issue from California is Sep. 30 (the cover in lot 86), this is postmarked at San Francisco on the day the *Oregon* sailed, ex Walske E. 750-1,000



88

- 88 ☒ **3c Red on White Nesbitt entire (U10).** Clear strike of blue “Maxwell’s Creek Cal. Feb. 29” (1856) circular datestamp (date in manuscript), matching “PAID” straightline and “7” cents **provisional uprating in manuscript**, to New York City street address, Extremely Fine, a superb example of the 3c Nesbitt entire uprated for 10c rate, ex Jessup, Pearce and Walske E. 500-750



89

- 89 ☒ **6c Green on White Nesbitt entire (U13).** Sharp strike of “Nevada City Cal. 3 Paid Apr. 25” (1856) integral-rate circular datestamp, “PAID” straightline and “4 cts Extra” blue **manuscript uprating**, addressed to Sardinia N.Y., part of back-flap missing, Extremely Fine, scarce provisionally uprated 6c Nesbitt entire for 10c rate, ex Jessup, Pearce and Walske E. 750-1,000

90



91



92

- 90 ☒ **3c Dull Red, Ty. I (11).** Ample margins to slightly in, pen cancel and tied by “Benicia Cal. Nov. 21” circular datestamp on legal-size buff cover with “**DEP-T OF THE PACIFIC/OFFICIAL BUSINESS**” two-line imprint, addressed to Capt. J. L. Folsom, U.S. Army at San Francisco, folded in at left to fit page, another vertical fold at center, slight wear, still Fine, scarce California military imprint..... E. 150-200
- 91 ☒ **3c Rose (65).** Tied by 13-bar grid cancel, “Santa Clara Cal. Jul. 22” circular datestamp on buff cover to Piqua O. with **red California State Telegraph illustrated advertisement**, a bit worn, one side flap reattached and reduced at left, minor mend at upper left, still Fine, the California State Telegraph envelopes are very scarce sent through the mails..... E. 200-300
- 92 ☒ **3c Rose (65).** Tied by blue target cancel, matching clearly struck “**Yuma A.T. Apr. 1**” (1869) **Arizona Territory** circular datestamp on yellow cover to Auburn Cal., slightly reduced at left, otherwise Very Fine, carried by steamboat up the Colorado river to Ehrenberg, then by stage on the La Paz and San Bernardino Line to California where it connected with the Los Angeles stagecoach to Auburn, extremely scarce territorial marking and route E. 500-750

Illustrated Overland Stagecoach Design on 10¢ Nesbitt Entire



93

- 93 ☒ **10c Green on White Nesbitt entire (U17).** Partly clear “San Francisco Cal. 5 Jul.” circular datestamp (manuscript “1858” notation in error, correct year is 1859), addressed to Mrs. Laura L. Hawley in Burlington Vt. with marvelous large “Overland” illustrated four-horse stagecoach design, Boyd imprint at lower left of woodcut, a wonderful design with banners showing names of San Francisco, Los Angeles, St. Louis and New York

EXTREMELY FINE. ONE OF THE FINEST KNOWN EXAMPLES OF THIS RARE AND ATTRACTIVE WOODCUT STAGECOACH DESIGN, AND VERY UNUSUAL TO HAVE THE OVERLAND MAIL DIRECTIVE PRINTED ON A NESBITT ENTIRE.

The Butterfield Southern Overland mail route commenced contract service on September 15, 1858. Envelopes designating the “Overland” stagecoach route began to appear at this time. This outstanding woodcut and other similar designs are almost always printed on plain envelopes. Only a handful of 10c entires exist with any form of horse-drawn stagecoach design.

Ex Barkhausen and Risvold (who paid \$3,000 for this cover in 1979, according to his notation on back)..... E. 3,000-4,000

Noisy Carriers Letter Bag Marking



94

- 94 ☒ **3c Dull Red, Ty. II (11A).** Two horizontal strips of three, large margins to slightly in (one strip has inter-pane centerline margin at left), tied by multiple strikes of "San Francisco Cal. 1 May" (1855) circular datestamp on 3c Red on Buff Nesbitt entire (U2) to Patchogue N.Y., Nesbitt seal on flap, full clear strike of green "From/Noisy Carriers/Mail./77 Long Wharf S.F. CAL." framed mailbag operator's handstamp, opening tears at upper right including one into embossed stamp (neither very noticeable)

VERY FINE APPEARANCE. AN UNUSUAL 1851 ISSUE FRANKING FOR DOUBLE 10-CENT TRANSCONTINENTAL RATE FROM SAN FRANCISCO WITH THE RARE GREEN NOISY CARRIERS HANDSTAMP. ONE OF THE MORE SPECTACULAR COVERS WITH THIS MARKING.

This cover was carried from San Francisco to Panama on the PMSS *Golden Gate* (dep. May 1, arr. May 13), then from Aspinwall to New York on the USMSC *George Law* (dep. May 15, arr. May 24).

Ex Knapp, Eno and Walske. With 2008 P.F. certificate E. 3,000-4,000

Noisy Carriers Three-Line Handstamp



95

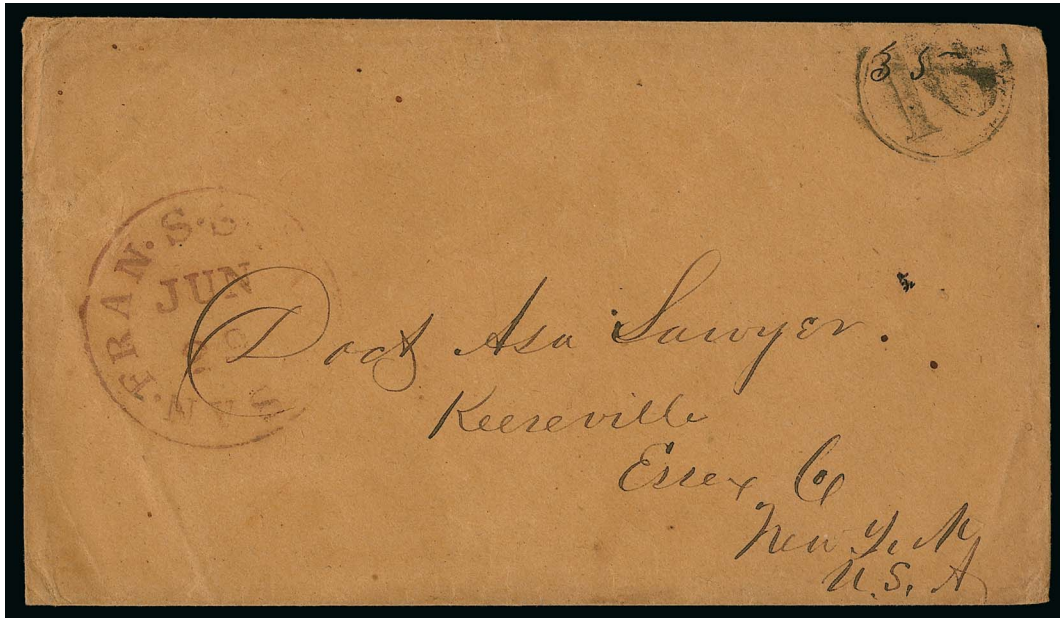
- 95 ☒ **3c Dull Red, Ty. II (11A).** Two singles, different shades, one with ample to large margins, rich orange color, stamp at left with ample margins to slightly in, upper right corner scuffed from peeling — given the two different shades and condition of lefthand stamp, we think it was probably peeled off another envelope and re-used by the thrifty sender — tied by “San Francisco Cal. Jul. 1” (1854) circular datestamp on brown cover to Oakdale Pa., perfectly clear strike of bluish-black “NOISY CARRIER’S PUBLICATION HALL/LONG WHARF SAN FRANCISCO/CHARLES P. KIMBALL PROPRIETOR” three-line handstamp in very small type, minor overall wear

VERY FINE COVER AND SUPERB STRIKE OF THIS THREE-LINE HANDSTAMP, WHICH IS ONE OF THE RAREST OF ALL NOISY CARRIER’S MARKINGS. THE STRIKE ON THIS COVER IS ONE OF THE FINEST EXTANT.

This cover was carried on the PMSS *Golden Gate* from San Francisco to Panama (depart July 1), then by USMSC *Illinois* from Aspinwall to New York (depart July 16, arrive July 24).

Illustrated in Coburn *Letters of Gold* (p. 115). Ex Haas, Vogel and Walske.
..... E. 1,500-2,000

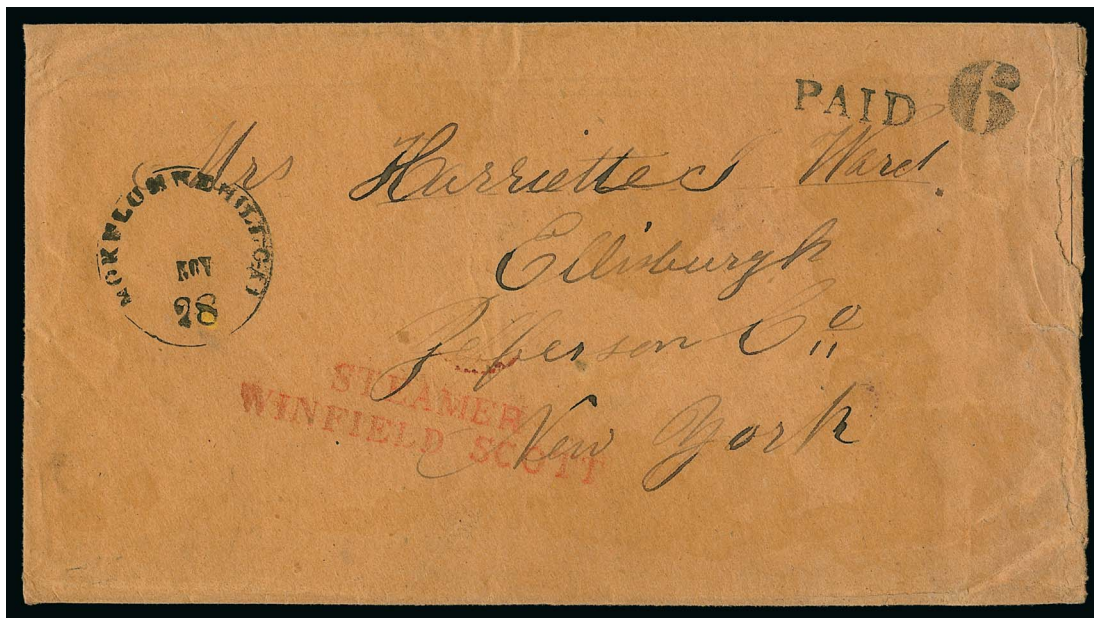
Panama & San Francisco Route Agent Datestamp



96

- 96 ☒ **Pan. & San. Fran. S.S. Jun. 29 (1852).** Partly clear strike of brownish red route agent's circular datestamp on brown cover to Keeseville N.Y., small manuscript "35" overstruck by "10" in double-line circle due handstamp, Fine, carried on the PMSS *California*, departing San Francisco on June 18 and arriving at Panama on July 4, then on the USMSC *Isthmus*, departing Aspinwall on July 7 and arriving at New York on July 15, the "Pan. & San Fran. S.S." circular datestamp was used between November 1850 and June 1852 on mail handled by route agents aboard ships of the Pacific Mail Steam Ship Company, contract mail carried by PMSS Co. was received in locked bags, but letters picked up en route were post-marked by official route agents, as evidenced by 25 recorded examples of these rare markings on covers, another cover from this trip (see Sale 908, lot 4007) has the same small manuscript "35" but comes from a different correspondence, the meaning of this notation is not known, ex Walske, accompanied by Ashbrook letter regarding this cover E. 500-750

Steamer Winfield Scott



97

- 97 ☒ **STEAMER/WINFIELD SCOTT.** Red two-line handstamp clearly struck on 1853 brown cover to Ellisburgh N.Y., perfectly clear strike of “**Mokelumne Hill Cal. Nov. 28**” circular datestamp with “Paid” and “6” handstamps, very faint water-stain, small nick in right edge

EXTREMELY FINE. ONE OF THE FINEST OF THE SEVEN KNOWN COVERS RECOVERED FROM THE WRECK OF THE PACIFIC MAIL STEAMSHIP COMPANY STEAMER *WINFIELD SCOTT*.

The *Winfield Scott* was a 1,291-ton steamer built in New York City in 1851, which was put into service along the Pacific Coast route in 1852. Her first trip as a Pacific Mail Steamship Co. contract vessel was on August 16, 1853 (see lot 98). On December 1, 1853, she left San Francisco for Panama, but was stranded off Anacapa Island in the Santa Barbara Channel and lost. The mails, passengers and cargo were saved, and the recovered mail was transferred to the PMSS *California*, which left San Francisco on December 7 and arrived in Panama on December 24. The USMSC *Illinois* carried the mail from Aspinwall to New York (depart December 26, arrive January 5, 1854).

Our Levi records contain nine examples of the two-line handstamp, including seven recovered from the December 1 wreck. This and one other have the Mokelumne Hill circular datestamp (the other, dated November 25, realized \$9,000 in our Sale 820, lot 103).

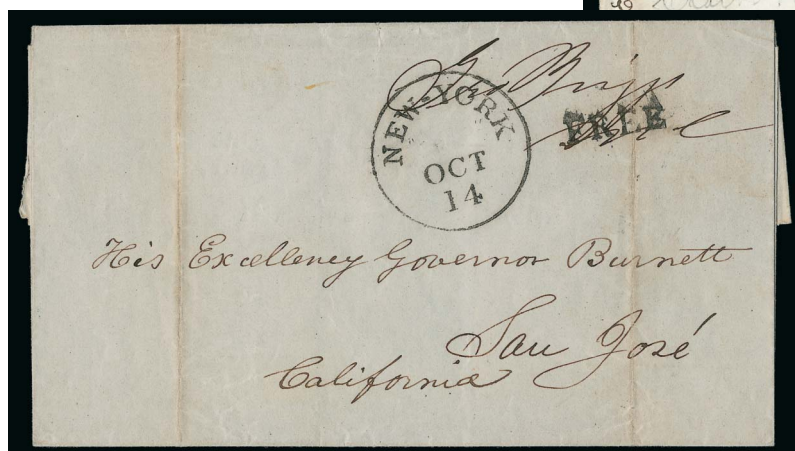
Ex Walske..... E. 4,000-5,000



98



99



100

- 98 ☒ **STEAMER/WINFIELD SCOTT.** Two-line handstamp in red struck twice on 1853 light brown cover to Wirt N.Y., blue manuscript "10" due rate applied on arrival at New York City, minor edgewear and slightly rounded corner at bottom right, Fine, a rare cover carried on the first trip of the Pacific Mail Steamship Co.'s *Winfield Scott*, which departed San Francisco on August 16, 1853, bound for Panama, she wrecked on Anacapa Island on the second trip (December 1, 1853), only nine examples of this ship purser handstamp are recorded in our Levi records..... E. 1,000-1,500
- 99 ☒ **By Kenyon's Foreign Letter Office, N. York.** Partly clear strike of red oval handstamp and bold matching "PAID" in oval handstamp on small cover to San Francisco, docketing with Feb. 26, 1851 origin date (note on back gives Providence R.I. as origin), backflap mostly removed but etiquette label intact, Fine, carried from New York to Havana on USMSC *Ohio* (dep. Feb. 26, arr. Mar. 6), Havana to Chagres on USMSC *Falcon* (dep. Mar. 6, arr. Mar. 11), Panama to SF on PMSS *Oregon* (dep. Mar. 15, arr. Apr. 2), no post office markings since this was carried privately along the entire route, ex Knapp, Walske E. 400-500
- 100 ☒ **New-York Oct. 14 (1851).** Perfect strike of ocean-mail circular datestamp and "FREE" straightline handstamp on folded cover to Governor Burnett at San Jose with **free frank of U.S. Congressman George Briggs**, receipt docketing "Circular of M. Bernheiset of Utah Territory, Nov. 16/1850", file folds, Very Fine, ex Pearce, Walske E. 200-300

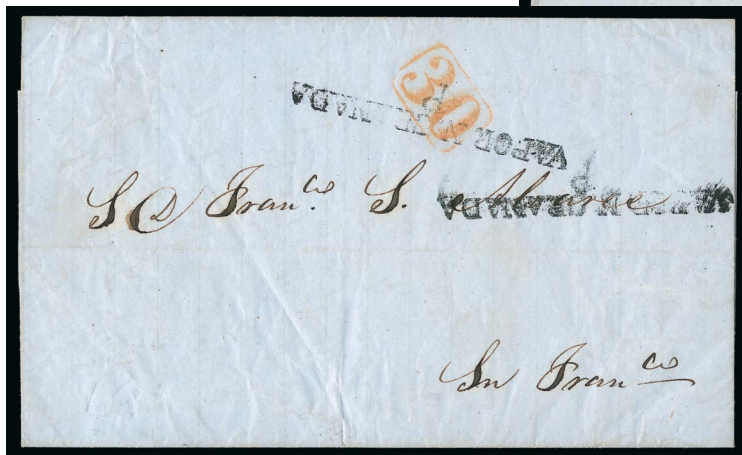
FOREIGN MAILS



101

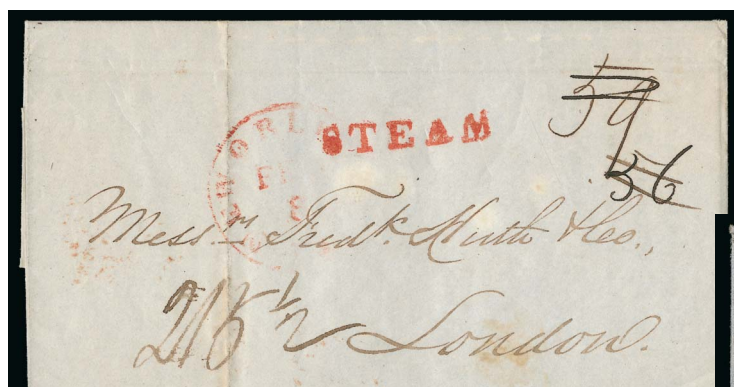


102

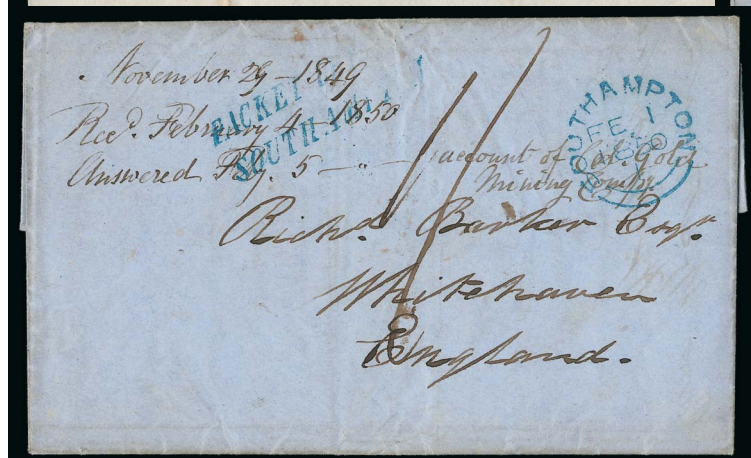


103

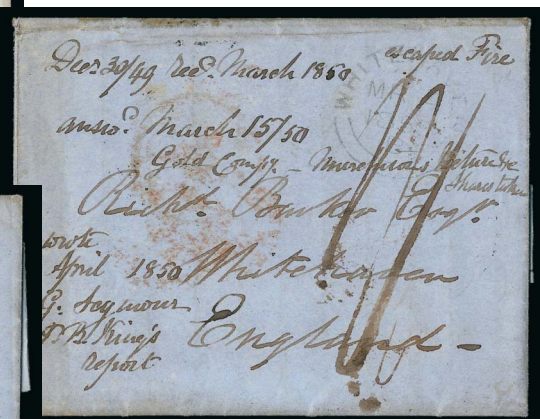
- 101 ☒ **San Francisco Cal. Sep. 1 (1849).** Bold strike of circular datestamp on blue folded cover to **Valparaiso, Chile**, docketing indicates Aug. 31, 1849 origin date, faint manuscript “40” double 20c rate, carried to Panama by PMSS *Panama* (dep. Sep. 2, arr. Sep. 22) where “**Forwarded by Zachrisson, Nelson & Co., Panama**” oval backstamp was applied, placed on board the Pacific Steam Navigation Co. *New Granada*, “**10**” numeral oval grid on-board handstamp perfectly struck at upper left, small hole at right along file fold, otherwise Extremely Fine, the “10” oval handstamp was applied by the mail agent for the Pacific Steam Navigation Co., the British line between ports along the Pacific coast of South America, only two examples are reported (according to Percy Bargholtz, *Postal History Journal* No. 122, June 2002), ex Walske E. 750-1,000
- 102 ☒ **VAPOR BOLIVIA/P.** Blue two-line handstamp with name of PSNC steamer *Bolivia* on blue Sep. 25, 1850 folded letter **from Valparaiso, Chile**, to San Francisco, red “**30**” framed due handstamp applied on arrival, “E. & T. Serruys & Ca. Valparaiso” sender’s double-line oval backstamp (letter written by this firm), small bleached spot, Fine, carried by PSNC *Bolivia* from Valparaiso to Panama (dep. Sep. 26, arr. Oct. 19), PMSC *California* from Panama to San Francisco (dep. Nov. 1, arr. Nov. 22), scarce name-of-ship marking E. 300-400
- 103 ☒ **VAPOR N. GRANADA.** Two strikes of straightline handstamp with name of PSNC steamer *New Granada* on blue Mar. 26, 1851 folded letter **from Valparaiso, Chile**, to San Francisco, red “**30**” framed due handstamp applied on arrival, Fine, carried by PSNC *New Granada* from Valparaiso to Panama, PMSC *Tennessee* from Panama to San Francisco (dep. May 1, arr. May 20), scarce name-of-ship marking E. 500-750



104

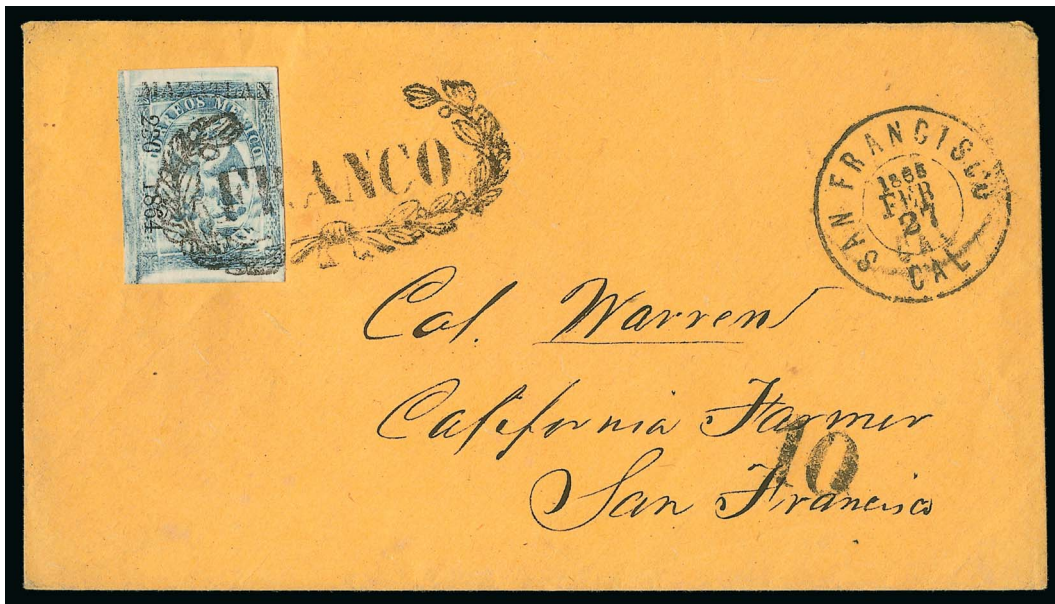


106



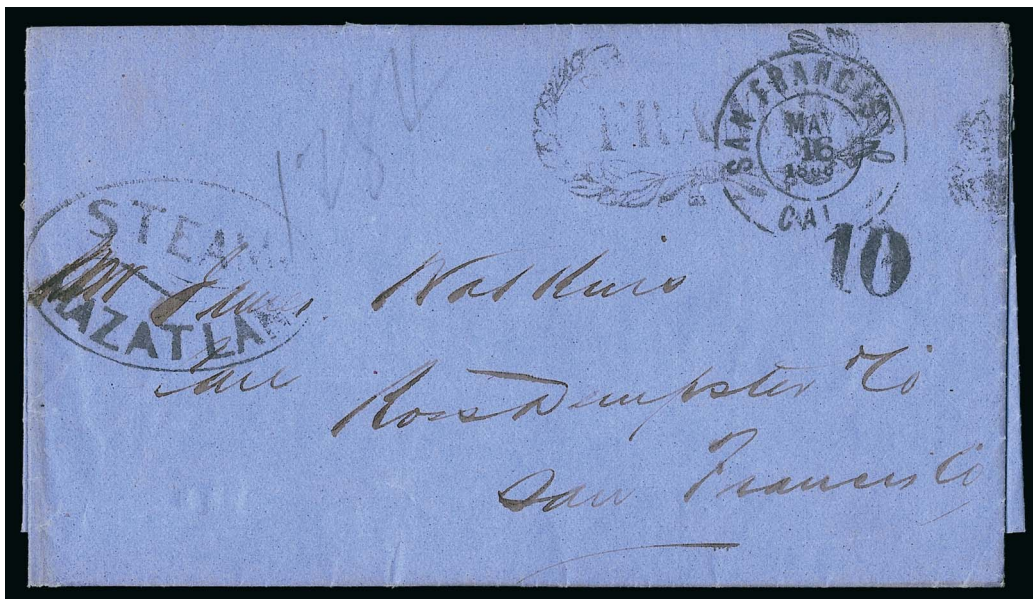
105

- 104 ✉ **San Francisco to London via New Orleans, January 1850.** Folded printed circular dated "San Francisco, Upper California, January 1st, 1850" from Winston & Simmons to Fred. Huth & Co. in London, carried on PMSS *Oregon* (dep. SF Jan. 1, arr. Panama Jan. 21) and USMSC *Alabama* (dep. Chagres Jan. 26, arr. New Orleans Jan. 27), entered U.S. mails with red "New Orleans La. Feb. 8" circular datestamp and "STEAM" straightline handstamp, manuscript "59" rate for 40c transcontinental U.S. rate and 19c U.S. packet to England, crossed out and rated "56" debit to England, carried on Ocean Line *Hermann* (dep. NY Feb. 20, arr. Southampton Mar. 8), manuscript "2/5½" 2sh5½p (59c) due, no other British markings, file fold, Fine, very scarce early California transatlantic mail, ex Vogel and Walske E. 750-1,000
- 105 ✉ **San Francisco to England via Panama, December 1849.** Blue folded letter datelined "San Francisco, California, December 30, 1849" from H. B. Barker to his brother in Whitehaven, England, a lengthy letter (with typed transcription) from an Englishman seeking his fortune in Gold Rush California with a list of ten basics of a prospector's life — "The best outfit... Best and cheapest route... Expenses in San. Fco & to the mines... Comfort in the mines... The best localities... laborers and miners... Bring a tent..." etc. — bold "Forwarded by Smith & Lewis Panama" oval backstamp, British P.O. "Panama JA 25 1850" datestamp on back, transit and receiving datestamp front and back, manuscript "1/" shilling due, recipient's extensive docketing and notes about content, Fine, a very scarce early Gold Rush era transatlantic letter via Panama E. 500-750
- 106 ✉ **San Francisco to England, November 1849.** Blue folded letter datelined "San Francisco, November 29, 1849" from H. B. Barker to his brother in Whitehaven, England, letter mentions "A friend who goes to Chile per Steamer takes this as far as Panama, where he will post it, this I consider the best mode as the P. Office here is very carelessly managed", partly clear strike of "PACKET LETTER/SOUTHAMPTON" blue two-line handstamp, matching "Southampton FE 1 1850" circular datestamp, manuscript "1/" shilling due mark, recipient's docketing and notes about content, Fine, a scarce early Gold Rush era transatlantic letter with Southampton "Packet Letter" marking E. 400-500



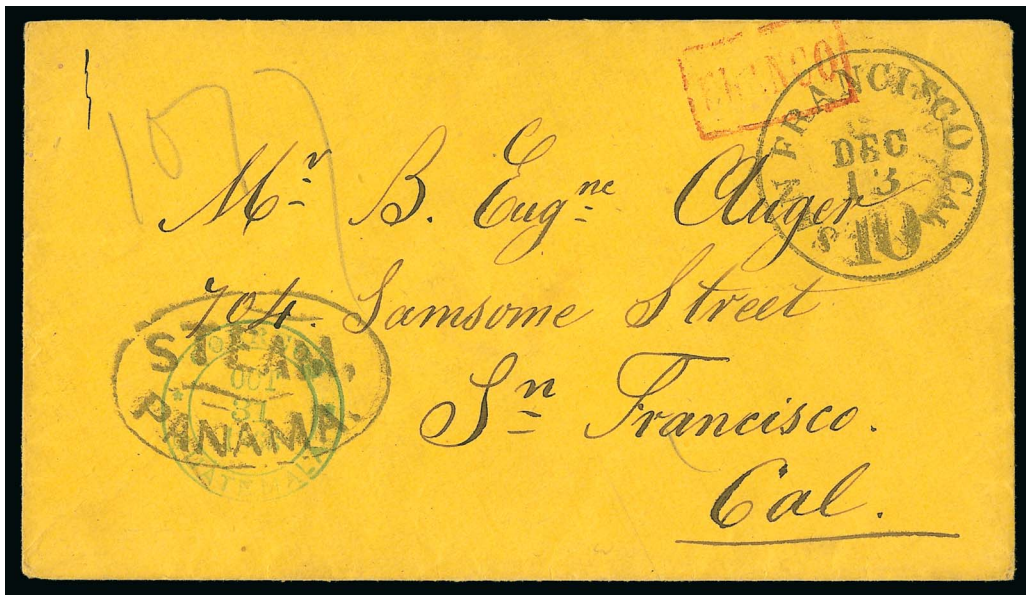
107

- 107 ☒ **MEXICO, 1864, 1r Ultramarine (22).** “Mazatlan 236 1864” overprint, three large margins, ample at right, tied by clear strike of “FRANCO” in wreath handstamp on buff cover to Col. Warren, publisher of the *California Farmer* in San Francisco, bold strike of “San Francisco Cal. 1865 Feb. 27” double-circle datestamp and “10” due rate handstamp, arrived in San Francisco on the PMSS *John L. Stephens*, Extremely Fine, very rare use of Mexican adhesive stamp on inbound cover to California (almost always sent stampless), sent prior to the introduction of the “Steam Mazatlan” oval handstamp in May 1865, ex Rosenthal and Walske E. 1,000-1,500



108

- 108 ☒ **STEAM MAZATLAN.** Mostly clear strike of oval handstamp, lightly struck “FRANCO” in wreath handstamp applied at Mazatlan (one real prepaid Mexican postage), bold “San Francisco Cal. May 16, 1865” double-circle datestamp and “10” due rate handstamp on blue folded letter datelined Mazatlan, May 9, 1866 to San Francisco, pencil “1284” box number, Very Fine, very scarce marking applied to letters arriving at San Francisco on Pacific Mail Steam Ship Co. steamers, beginning in May 1865, ex Mayer and Walske..... E. 500-750



109

- 109 ☒ **STEAM PANAMA.** Fully struck oval handstamp over blue “Correos Guatemala Oct. 31, 1866” double-circle datestamp, red “FRANCO” framed handstamp and black numeral “1” (real) backstamp on bright buff cover to San Francisco, bold “San Francisco Cal. 10 Dec. 13” due datestamp, pencil “1077” box number, Very Fine, carried on PMSS *Constitution* from Panama to San Francisco (dep. Dec. 1, arr. Dec. 13), the origin in Guatemala is exceedingly unusual, ex Mayer and Walske E. 1,000-1,500



110

- 110 ☒ **PURSER.** Clearly struck straightline handstamp, “30” in circle rate handstamp and “San Francisco Cal. Apr. 12” circular datestamp on blue folded cover **from San Salvador** to San Francisco, receipt docketing with Mar. 24, 1869 origin notation, pencil “1011” box number, Very Fine, carried on PMSS *Golden City* from Panama to San Francisco (dep. Mar. 30, arr. Apr. 12), rated 30 cents due for triple 10c steamship rate E. 400-500



111



112

- 111 ☒ **San Francisco Cal. Dec. 23, 1862.** Double-circle datestamp and “SHIP.12” due handstamp on yellow cover **from Japan** to Edward Hall, Ellington Conn., sender’s directive “Str. ‘Scotland’ to San Francisco” and origin notation in same hand “Japan 23 Nov. 1862”, neat receipt docketing below “Ship” marking “Recd. Jan. 21”, Extremely Fine, examples of mail from Japan to the U.S. are very scarce in this period, this was sent by Francis Hall, who traveled to Japan as a correspondent for Horace Greeley’s *New York Tribune*, Hall became a prominent businessman in Kanagawa and joined the firm of Walsh & Co. (he became a partner in Walsh, Hall & Co.) E. 1,000-1,500
- 112 ☒ **San Francisco Cal. Dead Letter Office.** Large double-circle handstamp with “1859” year slug and no other date on blue folded letter **to Tahiti**, datelined “San Francisco 24 Avril 1858” from the firm of Belloc Frere & Sesaau, blue oval handstamp showing offices in Paris, Lima and San Francisco — without any indication of prepayment, it appears that the sender simply put the letter into the mails unfranked — the San Francisco Dead Letter Office received it in 1859, but there is no other indication of its disposition — Very Fine, an extremely rare Dead Letter Office marking, which, when found, is usually struck on back..... E. 1,000-2,000



113



114

- 113 ☒ **NEW SOUTH WALES, 1863, 2p Blue (48).** Horizontal strip of three, tied by bold strikes of "Sydney 64 MY 16 C" duplex datestamp and "N.S.W." oval on blue cover to San Francisco, sender's ship-name directive "*per Uruguay*", "San Francisco Cal. Oct. 6" double-circle datestamp and "**FOREIGN**" straightline handstamp with "**10**" error rate, all markings clearly struck

EXTREMELY FINE. REPORTED TO BE ONE OF ONLY TWO EXAMPLES OF THE RARE SAN FRANCISCO "FOREIGN" HANDSTAMP ON MAIL FROM NEW SOUTH WALES.

From August to November 1864, the San Francisco post office incorrectly applied the 10c contract steamship rate to letters received from non-contract vessels and used the "FOREIGN" marking on letters arriving from foreign countries and addressed to United States destinations. Only two such covers are reported from New South Wales.

..... E. 3,000-4,000

- 114 ☒ **NEW SOUTH WALES, 1860, 1s Rose (42).** Bright color, tied by "Sydney DE 2 1868" duplex datestamp and "N.S.W." oval on small cover to San Francisco, sender's ship-name directive "*per R.M.S. 'Rakaia'*", carried to Panama on the last sailing of the Panama, New Zealand & Australian Royal Mail Co. Line, then by PMSS *Golden City* from Panama to San Francisco (dep. Jan. 9, arr. Jan 22), bold "San Francisco Cal. 10 Jan. 23" (1869) circular datestamp with integral 10c steamship due rate, Very Fine, extremely scarce use from New South Wales to San Francisco on the last P&NZRMC sailing, ex Walske

..... E. 750-1,000

End of Sale—Thank You

Bid Form—15% Premium Sale

Sale 1072
Tuesday, June 24, 2014

1

Please provide the following information:

NAME

ADDRESS

CITY/STATE/ZIP

TEL. (DAY) FAX

E-MAIL

PADDLE #

Do not write in box

2

Have you purchased from us in the past 5 years? ☐ YES (if so, please go to Section 3)
☐ NO (please provide a trade reference and bank information)

References:

Stamp Firm: Telephone

Bank: Account #

3

In the space provided below, enter the **lot number** from **Sale 1072** and your corresponding bid. Please use **whole dollar amounts** only and enter the **maximum bid** you wish to have us execute on your behalf, according to the **bidding increments** on other side of this form. **Your bid will NOT include the 15% buyer's premium.** We will advance the bidding at one increment over the

next highest bid; therefore, you may be awarded the lot at less than your maximum bid. Please do not use "plus" bids or "buy" bids. If you wish to bid on one lot **or** the other, indicate your "or" bid between lot number/bid entries and bracket your choices. If you wish to place a **bidding limit** on the total amount of your bids, please enter your limit in the space marked "Limit Bids".

PLEASE NOTE BIDDING INCREMENTS AND SHIPPING CHARGES (ON BACK OF THIS PAGE)

☐ **LIMIT BIDS:** Check this box if you wish to limit the total amount of your bids (not including the **15% buyer's premium**) in this sale. Your bids will be executed until your bidding limit no longer allows for additional bids. **The total amount you wish to bid is:** \$

Lot	Bid	Lot	Bid	Lot	Bid
	\$		\$		\$

4

AGREEMENT: By signing this bid form, you agree to pay for purchases resulting from your bids, in accordance with the **Conditions of Sale** printed in the sale catalogue. You also agree to pay the **15% buyer's premium, shipping costs (see reverse), and sales tax or use tax or customs duty** which may be due on the total invoiced amount. It is

understood that these bids will be executed by Siegel Auction Galleries as a courtesy to absentee bidders, but you waive the right to make any claim against the auctioneer or the firm, arising from the these bids. **You are responsible for your written bids, including any errors on your part and any additions or changes to the bids herein.**

Payment must be made by cash, check, money order or wire transfer. Credit cards (Visa, Mastercard and Discover only) can be accepted as payment but will be subject to a 3% Convenience Fee, which will be added to the total of the entire invoice (including hammer price, buyer's premium, shipping and transit insurance charges and any applicable taxes).



SIGNED TODAY'S DATE

5

Please submit your bids promptly (telephone bids must be confirmed in writing).

Mail to: Robert A. Siegel Auction Galleries, Inc.

60 E. 56th Street, 4th Floor, New York, N.Y. 10022
Telephone (212) 753-6421

OR FAX YOUR BIDS: (212) 753-6429

Shipping Instructions, Bidding Increments and space for additional bids on other side of form



Additional Bids

Sale 1072—June 24, 2014

Lot	Bid	Lot	Bid	Lot	Bid
	\$		\$		\$

Shipping and Transit Insurance

We will be pleased to arrange for shipping and transit insurance for purchases in this sale (except those described as “floor sale only”). To expedite billing and delivery of lots to hundreds of buyers per sale, we use standard charges for postage and insurance, based on the package weight and mailing requirements (see schedule). The standard charges are sometimes slightly more or less than the actual postage or Fedex fees, but we do not include any charge for our labor or packing costs. Therefore, we ask all buyers to remit the prescribed amount for shipping charges.

Transit insurance is provided in all cases, except when the buyer has furnished us with proof that insurance coverage is effective under another policy. Proof, in such cases, will be accepted in the form of a written certificate from the insurance carrier.

You are responsible for insurance charges, which will be added to your invoice. This coverage is provided for our mutual protection against theft or loss in transit.

Bidding Increments

The auctioneer may regulate the bidding at his discretion. However, to assist absentee bidders in establishing their maximum bid for each lot, the increments shown at right will be used in most cases. We recommend that written bids conform to these increments (those which do not will be reduced to the next level).

Current Postage & Insurance Charges

Weight/Class	Shipping Method	Charges
Up to 2 lbs.	Fedex Envelope	\$20.00
Up to 2 lbs.	USPS Envelope	\$20.00
Up to 2 lbs.	USPS Box	\$50.00
Over 2 lbs.	Fedex Box	\$35.00*
Over 2 lbs.	USPS Box	\$50.00*
Non-U.S.	Fedex/Courier	\$50.00**
Bulk Lots		By weight and value
These fees reflect additional Fedex charges for residential delivery, signature and fuel surcharge. *Higher fees will be charged on packages weighing more than 5 lbs. or insured for more than \$75,000. **Buyers are liable for all customs duties and clearance charges. An accurate declaration of value will be made on all import/export documents.		

4/2014

Up to \$50	\$5	\$3,000-7,000	\$250
\$50-200	\$10	\$7,000-20,000	\$500
\$200-500	\$25	\$20,000-30,000	\$1,000
\$500-1,000	\$50	\$30,000-75,000	\$2,500
\$1,000-3,000	\$100	\$75,000 up	\$5,000

4/2014



PRICES REALIZED FOR SALE 1072---6/24/2014

The New Helvetia Collection of Western Expresses

Robert A. Siegel Auction Galleries, Inc.
60 East 56th Street, 4th Floor, New York, NY 10022
Tel (212) 753-6421 Fax (212) 753-6429

Lot#	Realized	Lot#	Realized	Lot#	Realized
1	5,250	43	950	85	15,500
2	6,000	44	425	86	550
3	1,100	45	32,500	87	350
4	900	46	6,750	88	1,100
5	3,250	47	550	89	1,300
6	750	48	26,000	90	130
7	650	49	16,000	91	120
8	4,500	50	5,500	92	700
9	1,700	51	9,000	93	6,000
10	2,000	52	32,500	94	3,500
11	550	53	28,000	95	950
12	1,700	54	1,500	96	275
13	4,750	55	1,500	97	6,500
14	1,500	56	475	98	750
15	2,500	57	550	99	225
16	140	58	950	100	550
17	600	59	9,500	101	1,100
18	1,500	60	4,000	102	250
19	1,500	61	9,000	103	275
20	1,300	62	2,200	104	1,100
21	2,400	63	10,000	105	1,500
22	4,000	64	4,250	106	600
23	400	65	8,000	107	2,700
24	1,500	66	9,500	108	1,100
25	550	67	700	109	550
26	900	68	1,000	110	350
27	550	69	600	111	2,000
28	1,700	70	850	112	600
29	500	71	1,000	113	2,400
30	2,700	72	3,250	114	750
31	110	73	4,250		
32	250	74	4,250		
33	350	75	5,000		
34	3,250	76	350		
35	1,900	77	550		
36	1,200	78	1,000		
37	80,000	79	650		
38	3,750	80	325		
39	1,600	81	200		
40	11,000	82	700		
41	4,500	83	275		
42	4,000	84	225		