

THE WESTERN MAILS

My Dear

Mam

San Francisco January 13th 1857

your little hat returned with was received in the
the 3 inst and pa has read it over & over and feels more desirous to come home to his
little bit in & over and is anxiously looking for the first day of February when he expects
to know how the steamer Republic and hopes to see her in 13 days after you receive this



THE GRAND PLAZA, SAN FRANCISCO.
ATWILL & CO. Publishers, CALIFORNIA.

for your good behavior & obedience to dear Ma I will try to bring a Parcel but Pa is
afraid you have to increase your studies as the Parrots all talk French or Spanish as
long as you must learn some little tricks and learn the birds to read and speak in
the English

THE WESTERN MAILS



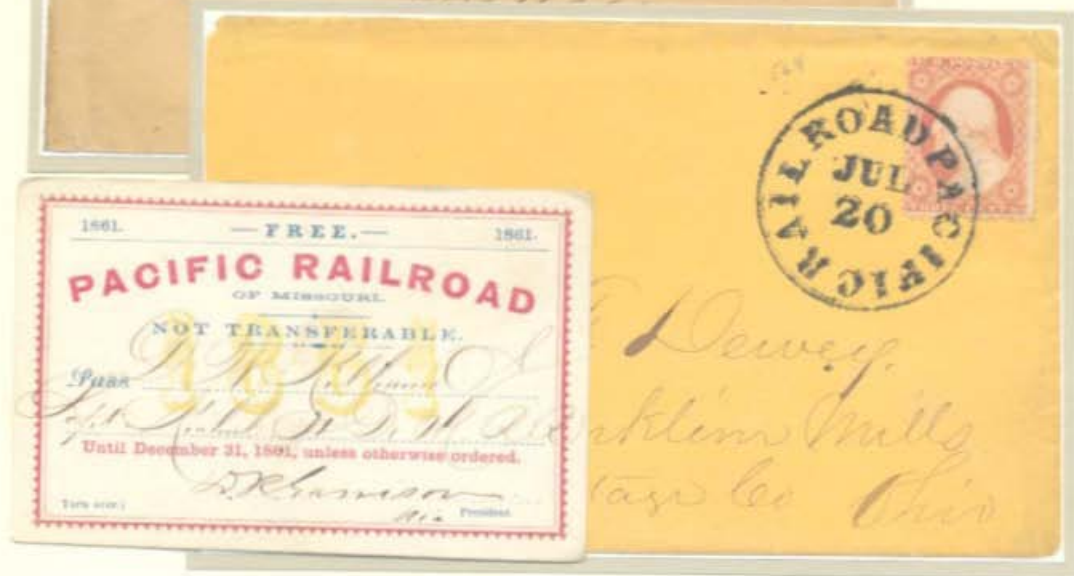
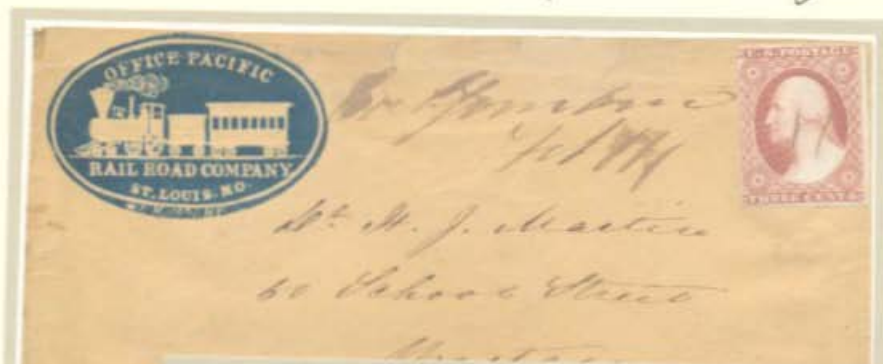
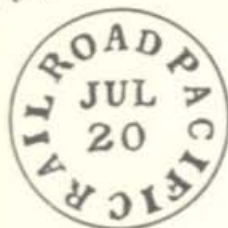
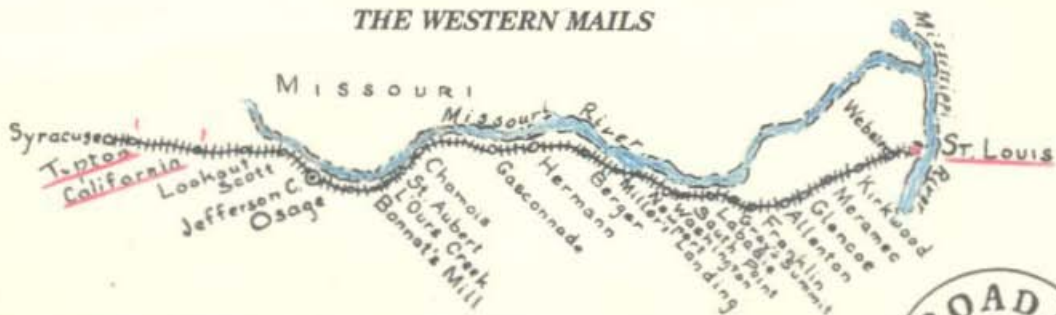
The Great Butterfield Overland Mail

This company was organized by a group of eastern express men headed by John Butterfield. They were awarded the government mail contract of 600,000 dollars annually to carry the Great Through Mails on a semi-weekly basis. The total distance, of the route selected, was almost 2800 miles, and was the longest continuous stage line in history. On Sept. 15, 1858 the first "Great Overland Mail" left San Francisco and St. Louis simultaneously. The westward-bound mail took an hour less than 24 days, and the east-bound mail reached St. Louis in 23 days and four hours. This route continued in use until the Civil War caused it to be moved north to the Central Route in July of 1861.

Cover shown above originated at San Francisco on January 21, 1861. It was carried over this route, as highlighted in yellow on map below, by stagecoach to Tipton, Missouri. Thence by the Pacific Railroad to St. Louis. Here it continued on to New York by railroad and thence to Nova Scotia by steamship. It is prepaid in stamps at the rate of 15¢ to Canada.



THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL

PACIFIC RAILROAD On September 16, 1858 the first westbound mail was carried from Saint Louis to Tipton, Missouri by the newly constructed PACIFIC RAILROAD, a distance of one hundred and sixty miles. On arrival at Tipton at 6 PM the same day the mail was transferred to the first westbound stage for its long journey of two thousand, seven hundred and thirty miles — the longest continuous stage line in history. The first westbound stage arrived in San Francisco on Sunday morning October 10 in the all over time of 23 days, and 23½ hours.

Top cover is postmarked at California, the first station east of Tipton and the other bears the postmark of the PACIFIC RAILROAD. They were both used over this railroad during the period of the BUTTERFIELD OVERLAND MAIL.

THE WESTERN MAILS



via "SOUTHERN OVERLAND MAIL"

The cover shown above was carried on the ELEVENTH eastbound stage of the Butterfield Overland Mail. It left San Francisco at 8: o'clock in the morning of October 22, 1858.

The cover below bears the 3 cent stamp of the 1857 issue, which pre-pays the postage to St. Louis from "SANOMA, CAL DEC 25 1858". Somewhere along the line someone added the "Due 7" but someone else crossed it because the distance to St. Louis was under 3000 miles.



THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL

Cover above originated at PETALUMA, CAL. DEC. 15, 1860. It bears the one cent stamp and a strip of three of the three cent of the 1857 issue to prepay the ten cent rate to Rockford, Illinois. The cover below originated at BOSTON Ms/AUG 29, 1859 and is routed "Overland/via St. Louis". Richard H. Dana Jr., to whom the cover is addressed, was the author of the American classic TWO YEARS BEFORE THE MAST. The following



THE WESTERN MAILS



FORT CHADBOURNE, TEXAS was established on Oct. 28, 1852. It was located on Oak Creek 3 miles above its confluence with the Colorado River. The post office was established at the fort on Jan. 28, 1859 and discontinued in 1866. The fort was abandoned by the military in 1867. It was a time-table station on the BUTTERFIELD OVERLAND MAIL. The westbound mail was due on Tuesday and Fridays and the eastbound on Wednesday and Sundays. The cover above was postmarked at "Ft Chadbourn/Jan 26 1861" and routed "Via Ft Smith & Memphis/Overland Mail". SEE map on opposite page. January 26th was on a Saturday.

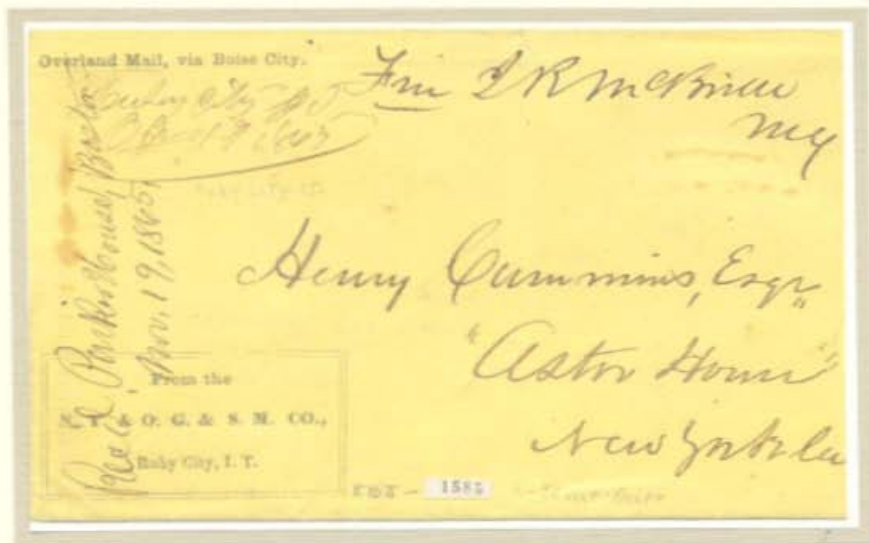
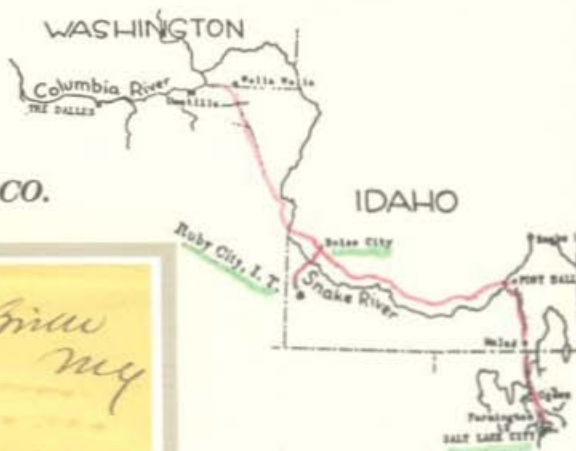


Cover above originated at "BENICIA CAL/SEP10"1860 and was rated 10 cents for over 3000 miles to Massachusetts.

THE WESTERN MAILS

Overland Mail, via Boise City.

HOLLADAY'S OVERLAND MAIL & EXPRESS CO.



This express company was organized by Ben Holladay in 1862 when he bought out Russell, Majors & Wadell. The line followed the Pony Express route from the Missouri

river to Salt Lake City and Walla Walla via Fort Hall and Boise City. See map above. Holladay also bought out Butterfield Overland Despatch the same year and he became known as the "Stagecoach King". By 1866, if not sooner, Holladay could hear the whistle of the work-trains as the Central Pacific and the Union Pacific were building towards a union at Promontory Point, Utah. With this in mind, plus severe losses, caused by the Indian war on the overland route in 1864, Holladay decided to abdicate by selling his stagecoach empire to Wells Fargo & Company on November 1, 1866. The cover shown above is postmarked at "Ruby City, I. T. Oct. 19, 1865" and was carried in the U.S. Mails by Joseph Leach to Boise City. Thence by Holladay's Overland Mail to the Missouri river via Salt Lake City. The printed return reads "New York & Owyhee Gold & Silver Mining Co." Cover below was carried by Wells Fargo on the Holladay stages to Salt Lake City and thence westward on the Wells Fargo stages via Placerville to San Francisco.



THE WESTERN MAILS



CENTRAL OVERLAND ROUTE. Cover shown above originated at "Oroville Cal. Dec. 21, 1859" and was carried over the Central Route in preference to the Butterfield or Southern Route. Cover below is a propaganda for the overland railroad. It was mailed from "Georgetown, Cal. Feb. 25, 1862" after the Butterfield Route was discontinued and moved to the Central Route.



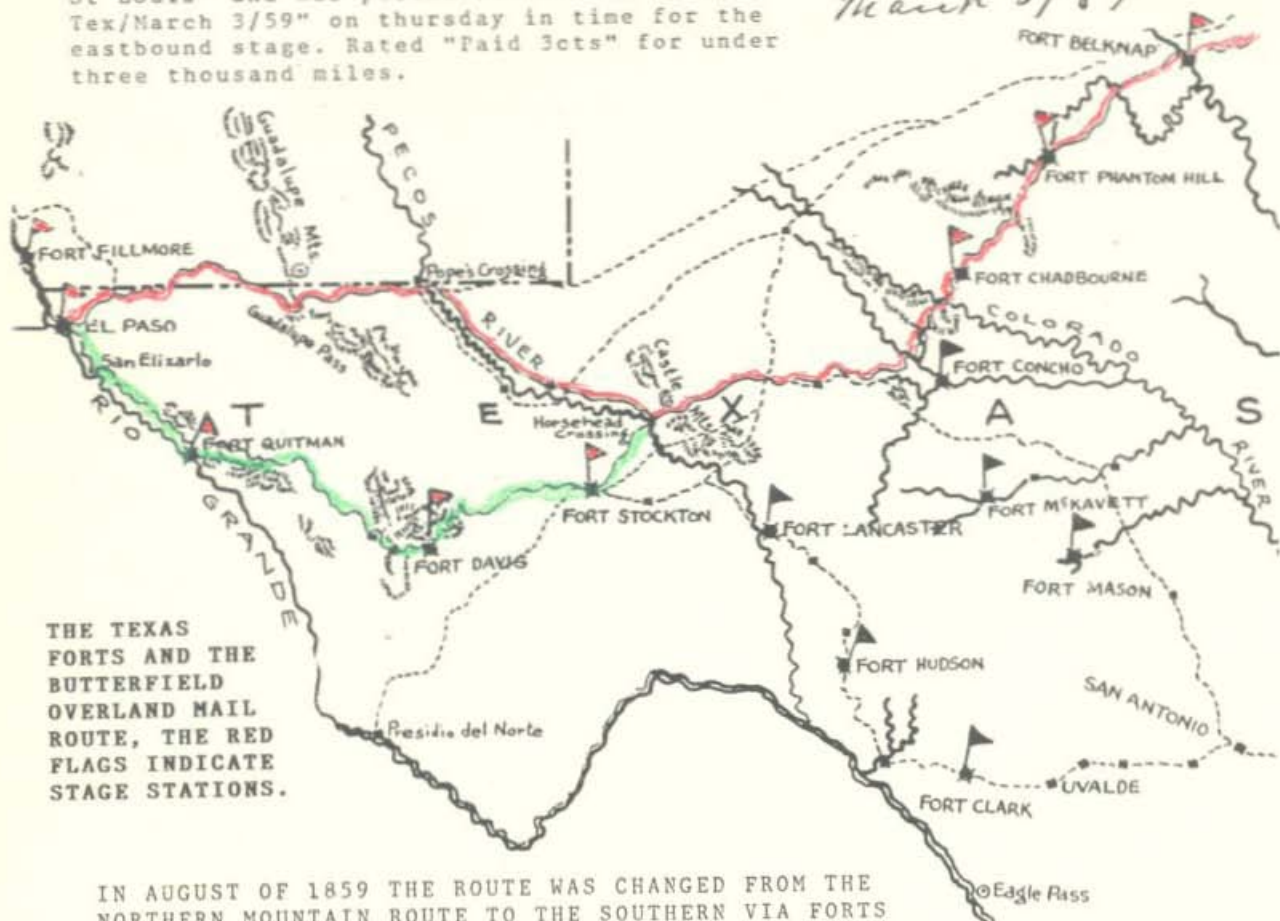
THE WESTERN MAILS

FORT BELKNAP, TEXAS was established on June 24, 1851. It was located on the Salt Fork of the Brazos River 10 miles above its junction with the Clear Fork. The post office was established in 1856 and discontinued in 1867. It was a timetable station on the BUTTERFIELD ROUTE. The westbound mails were due on Monday & thursdays and the eastbound on Thursday & Mondays.



The cover is directed "By Over Land Mail To St Louis" and was postmarked at "Ft Belknap Tex/March 3/59" on thursday in time for the eastbound stage. Rated "Paid 3cts" for under three thousand miles.

*St. Belknap Tex
March 3/59*



THE TEXAS FORTS AND THE BUTTERFIELD OVERLAND MAIL ROUTE, THE RED FLAGS INDICATE STAGE STATIONS.

IN AUGUST OF 1859 THE ROUTE WAS CHANGED FROM THE NORTHERN MOUNTAIN ROUTE TO THE SOUTHERN VIA FORTS STOCKTON, DAVIS AND QUITMAN AS INDICATED IN GREEN. THE TWO ROUTES DIVIDED AT THE HORSEHEAD CROSSING OF THE PECOS RIVER - SEE MAP ABOVE.

THE WESTERN MAILS



SHIP MAIL VIA BUTTERFIELD ROUTE

The folded letter above originated at Mazatlan, on the west coast of Mexico, October 28, 1858. In it the writer states "I now avail myself of the departure of the (ship) 'Carmelita' for San Francisco as I think it not improbable that my last by way of Mexico may have been intercepted". At that time Mexico was in a state of revolution, otherwise the letter would have gone via Mexico City and Vera Cruz. It arrived via the Carmelita as per postmark "SAN FRANCISCO CAL DEC 4, 1858" (or 5) and was rated "SHIP 12" and then forwarded overland on the 24th eastbound stage. Cover shown below was picked up by the eastbound stage, at Visalia, California, on Wednesday, November 30, 1859. Visalia was a time-table station, located about midway between Los Angeles and San Francisco, in the San Joaquin Valley. The post office was established on June 3, 1855.



THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL

The cover shown above originated at Portland, Oregon on September 15, 1860. It was carried by steamship to San Francisco and thence by the Butterfield stage to St. Louis.

Cover below carried from San Francisco July 5, 1858.



THE WESTERN MAILS



WAY STATION - SOUTHERN OVERLAND MAIL.

FORT FILLMORE, NEW MEXICO TERRITORY. Fort established on September 23, 1851. Located on the left bank of the Rio Grande River, about six miles south of Mesilla. Abandoned by Union troops on July 26, 1861 and then occupied by the Confederate troops from Texas. Abandoned by the Confederates on July 8, 1862. Reoccupied by U.S. troops in August 1862 and finally abandoned by the military on October 10, 1862. The post office was established August 6, 1852 and discontinued on February 14, 1863. Fort Fillmore was a way station on the **BUTTERFIELD OVERLAND MAIL**. Cover below bears the only recorded handstamped postmark.



THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL The cover shown *above* bears the 3 cent rate for under 3000 miles. Carried from Berlin, Maryland to Fort Stanton, New Mexico. Covers bearing the manuscript directive "Via Butterfields Overland mail Route" are scarce. Cover *below* from Marysville, California to Boston bears the 10 cent rate for over 3000 miles.



THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL • FORT YUMA

When the first Butterfield stagecoach arrived at Fort Yuma on the morning of Tuesday, Oct. 5, 1858, it crossed the river on Yager's ferry. The stage station was at Yager's home on the California side of the river. It was a time-table station with the westbound mails due on Fridays and Mondays at 3 A.M. and the eastbound on Sundays and Thursdays at 5:30 in the afternoon. Cover shown originated at Auburn, California March 12, 1860. The picture is from *Harpers Weekly Magazine* and shows the fort and the ferry from the east bank of the Colorado River.



THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL.

TUCSON, NEW MEXICO to Williamsburg, Virginia via the BUTTERFIELD OVERLAND MAIL. Postmarked at TUCSON MAY 21, 1859 and routed "Via St. Louis & Southern Overland Mail". Tucson was a time-table station with the westbound mails due on Tuesday & Fridays and the eastbound on Wednesday & Saturdays. May 21st was on a Saturday. Cover below originated as per postmark at COLUMBIA Cal. / SEP 9, 1860.





Butterfield Overland Mail

SAN FRANCISCO TO NEW MEXICO The cover shown above left San Francisco on October 19, 1860 via the Overland Stage for Fort Craig where it arrived November 8th. Here it was forwarded 3¢ collect to Stow Wall Mill, Virginia. Thus it traveled across the entire country for only 6¢, whereas it would have been 10¢ if routed straight through. This is the earliest recorded postmark of Fort Craig.

THE WESTERN MAILS

Ship Mail via
Central Overland
Stage Route

V
A
L
P
A
R
I
S
O



Three covers carried by the same steamer from Valparaiso, Chile; Lima, Peru; and Quayaquil Ecuador to New York. They were prepaid to Panama where they were forwarded to San Francisco. Here they were rated SHIP 12 and forwarded collect by the Overland Stage. The normal route was via Panama and New Orleans to New York, but at the time New Orleans was in the control of the Confederate States. They arrived in New York on Oct. 26, 1861 after a travel time of 23 days from San Francisco.

L
I
M
A



Q
U
A
Y
A
Q
U
I
L



9-17-61

THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL

The cover shown above originated at SHERMAN, TEXAS on Friday Nov. 30, 1858. The distance to Georgia was under 3000 miles which accounts for the rate of 3 cents. SHERMAN was a meal & time-table station.

Cover below originated at SAN FRANCISCO on July 10, 1860.



The Minnesota Territory



SHAKOPEE TO CALIFORNIA VIA THE BUTTERFIELD OVERLAND MAIL.

Cover is dated April 5, 1859 with the manuscript directive: **Overland route via S. Louis & El Paso.** The distance was 2,651 miles making it the longest stagecoach line in history. It began operation on September 15, 1858 and was discontinued about March 6, 1861 with the outbreak of the Civil War. The first westbound stage made the trip in just one hour under 24 days.

THE WESTERN MAILS



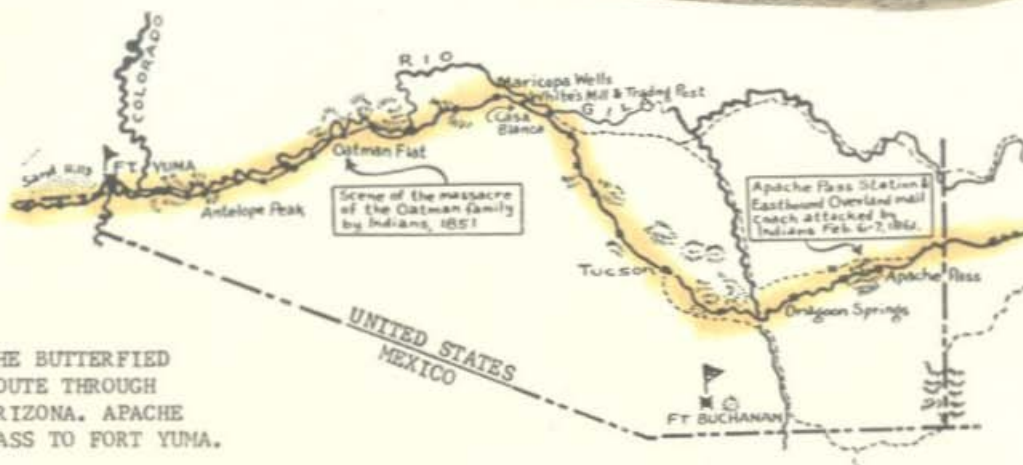
BUTTERFIELD OVERLAND MAIL

FORT BUCHANAN, NEW MEXICO TERRITORY This fort was located near the Sonoita River about 40 miles S. S. West of Tucson in what was then the Territory of New Mexico and before the establishment of the Arizona Territory in 1863. A detachment of the U. S. First Dragoons under Col. J. V. F. Blake arrived at the site on Nov. 17, 1856 and began the construction of the fort, calling it Camp Moore, which was changed to Fort Buchanan on May 29, 1857. It was a crude establishment but played an important roll in the Indian wars with the Apaches and other tribes. The fort was burned on July 21, 1861 to keep it from falling into the hands of the Confederates during the Civil War and never rebuilt. The POST OFFICE was established on June 5, 1857 and discontinued Oct. 21, 1863. The cover shown *above* originated in Mexico at Alamos where it was franked paid and sent on to California via Fort Buchanan. There is a red numeral 3 on reverse of cover but no year date in the postmark - only "Feb, 28". Cover *below* originated at the fort on Sept. 2, 1860 and was forwarded from Fort Davis, Texas to Eagle Pass on Sept. 9th. Both covers were carried by the Butterfield Stage.



THE WESTERN MAILS

WHITE'S MILL was a trading post and flour mill established by Ammi White, near the Pima Village and the Casa Blanca on the Gila river, in 1858. The Butterfield station was located at his store.



THE BUTTERFIELD
ROUTE THROUGH
ARIZONA. APACHE
PASS TO FORT YUMA.



Cover shown originated at "HORNELLVILLE, N.Y. MAY 26" about 1858-59. It is routed O.L.M. via St Louis (Over Land Mail) to Geo. W. Mc Donell at Fort Buchanan/Arizona/Mexico. At the time the fort was in New Mexico. Arizona Territory was not established until 1863. Mc Donell may have been the mail agent for the Butterfield route. The two three cent stamps indicate a double rate for under three thousand miles.

THE WESTERN MAILS



GOLD RUSH EXPRESS VIA BUTTERFIELD ROUTE.

The unusual cover shown *below* tells a very interesting story. It probably originated in one of the mining camps, of the Sierra Nevadas, in the vicinity of Strawberry Valley, California. Most likely it was delivered to the post office at Strawberry Valley by EVERTS, WILSON & CO'S EXPRESS.

Here the postmaster handstamped the cover with the red "STRAWBERRY VALLEY, CAL.," inserted the manuscript date "June 18" and then wrote in the directive "Overland Mail Via Los Angeles." It was used over the Butterfield route in 1859.

The cover shown *above* was carried over this route in 1860. Gold rush express covers carried over the Butterfield route are scarce as indicated by this exhibit.



THE WESTERN MAILS

WELLS, FARGO RIDES THE BUTTERFIELD OVERLAND MAIL
FEBRUARY 13, 1860

Wells, Fargo & Co.
EXPRESS & EXCHANGE
COMPANY

San Francisco Feb 13 1860

Dear Jack

I take advantage
of the few moments I have
before the departure of
the Overland Mail to write

Overland Mail

WELLS, FARGO & CO.
EXPRESS & EXCHANGE
COMPANY

San Francisco

218 Front St.
New York City

Ino Mc King Esq
218 Front St.
New York City

if it is accessible before
I send it on
I think you

THE WESTERN MAILS



BUTTERFIELD OVERLAND MAIL. The cover shown above was postmarked at Sacramento, California on March 24, 1860. This is propaganda cover for a transcontinental railroad. It was published by Hossack & Crawford in Sacramento. Cover below was postmarked on November 11, 1859 and bears the straight line "OVERLAND" marking of that office indicating the Butterfield route. Both covers bear the "SACRAMENTO CITY" postmark.



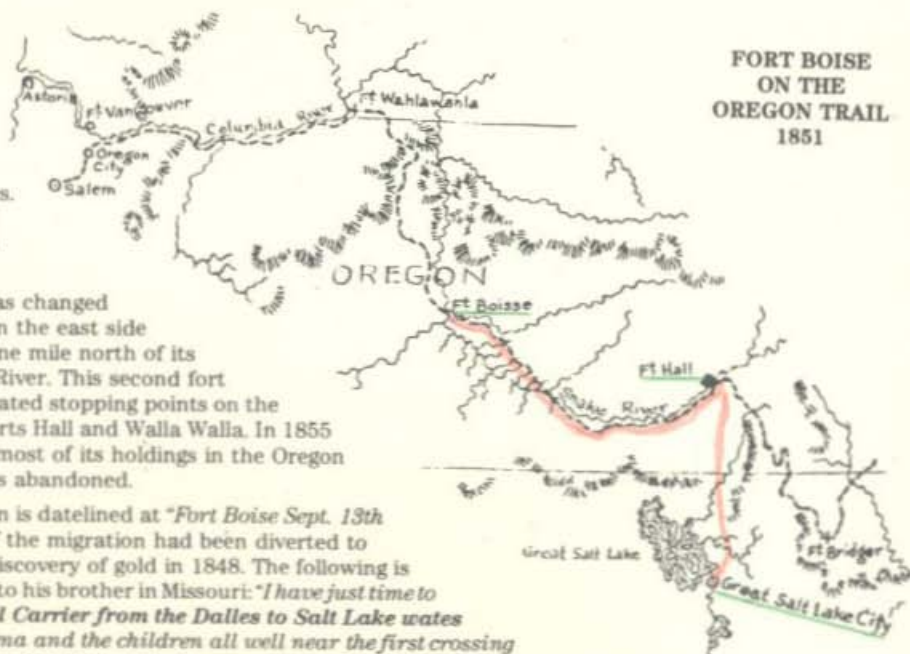
THE WESTERN MAILS

FORT BOISE ON THE OREGON TRAIL 1851

There were three Fort Boises. The first was a log trading post built for the Hudson's Bay Co. before 1836.

About 1838 the site was changed and a new fort was built on the east side of the Snake River about one mile north of its confluence with the Boise River. This second fort was one of the most celebrated stopping points on the Oregon Trail, along with Forts Hall and Walla Walla. In 1855 the Hudson's Bay Co. sold most of its holdings in the Oregon country and Fort Boise was abandoned.

The folded letter shown is datelined at "Fort Boise Sept. 13th 1851." By this time most of the migration had been diverted to California because of the discovery of gold in 1848. The following is from the letter by I.M. Ebey to his brother in Missouri: *"I have just time to drop you a line as the Mail Carrier from the Dalles to Salt Lake wates for me to do so. I met Rebena and the children all well near the first crossing of Snake river 180 miles west of Ft. Hall... The Company have enjoyed health in a remarkable degree and have little loss of stock... A good deal of difficulty has happened this year between here and Ft Hall with Indians. Many have been killed but all the misfortunes that have occurred either in life or property have resulted from want of caution. Companies that came from Ft Hall strong have had nothing happen to them. Our Company had a slight brush — Some shooting — No persons hurt... We are now through the bad Indians..."*



On May 22, 1851, a mail route contract was awarded to L.G. Torrence & J.L. Brown to carry the mails from the Dalles to Salt Lake City via Forts Boise & Hall. The mail was to leave Salt Lake City on August 1st to arrive at the Dalles on August 30th. The eastbound was to leave September 3 to arrive at Salt Lake City on September 30th. The cover shown was carried on this first run within the scheduled time to catch the eastbound mails as per the postmark "Salt Lake City, U.T. Oct 1."

The third Fort Boise was built by the U.S. Army in 1863 on the present site of the city of Boise, Idaho. There were no post offices at the three forts. The cover shown above was rated 5 cents collect at Salt Lake City for under 3000 miles.

THE WESTERN MAILS

*Ruby Valley
March 17-1863
Friend Wallace -
As expected by this time to
have been with you at Camp Douglas
has not been observed to that*



*Capt Geo Wallace
Apt Q. Master
Camp Douglas -
near Salt Lake City
Ut. 77.*

1863

The RUBY VALLEY post office was established on April 30, 1862, in what was the Utah Territory. On July 14, 1862 it became part of the Nevada Territory. It is possible that this, the type I postmark, once contained the designation of UTAH T. or U.T., which may have been cut out on the change of territory.

RUBY VALLEY,
OVERLAND MAIL STATION,
NEVADA TERRITORY.

The U.S. Army established a post on September 4, 1862 on the west side of Ruby Valley, known at first as Camp Ruby and later as Fort Ruby. The purpose of having a post at this place was to prevent the Shoshone Indians from attacking the emigrants, mail stations, and settlers. The soldiers from Fort Ruby policed the Overland Trail both ways - east to Deep Creek Station on the Nevada-Utah line, and west as far as Austin, Nevada.

The Post Office was probably located at the Overland Stage Station.

Letter and cover shown were carried by the Overland Stage from Ruby Valley, March 17, 1863 to Camp Douglas, Utah.

THE WESTERN MAILS

*rehearse
now*

Route No. 10773 From St. Joseph To Placerville

I Hereby Certify, THAT the delay of the MAILS and failure to arrive in schedule time at

Placerville, Cal. Leaving Atchison on the

10th Aug. /64

was caused by

Indians killing families on Little Blue
Burning Stations and running off stock.
That the coach made every effort to get
through. Was attacked - two passengers
seriously wounded and Coach compelled
to return to Fort Kearney

That there was no want of stock, and that every effort was made to perform the trip in due time.

SIGNED,

*W. A. Gillespie, Agt.
O. T. Line.*

Mr. Gillespie of the Overland Stage and Express Company, has received the following dispatch dated yesterday:

Fort Kearney, Aug. 9.
The Indians killed two men and horses
about 44 hours ago. They burnt a
train at Plum creek this morning.

Mr. Geo. W. Howe has also shown us a dispatch just received from Fort Hiram, dated last Saturday, as follows:

Fort Laramie, August 6.
The Indians attacked a train seven miles
above here, killed seven men, mules and a
pony. Escort promised.

DAN. McCRACKEN.

From these dispatches it will be seen that the Indians, emboldened by success, are committing their outrages in the immediate neighborhood of the principal military posts on the route. Howe's train was attacked within seven miles of Fort Laramie, Plum creek, where the train was burnt yes-

terday, is but thirty-five miles above Fort Kearney. Hook's Station, where the men were killed, is but ten miles this side of Fort Kearney.

Gen. Curtis received the following telegrams yesterday:

JULIENBURG, Aug. 8th, 1864.

Major E. S. Curtis:
The Indians are infesting my line for five hundred miles; have just learned that a train was burnt at Plum creek this morning, between Cottonwood and Kearney. I must have at least 500 horses of abundance this line of communication; and if possible I want the 1st Nebraska veteran cavalry ordered in the field, now at home on furlough. Can I depend on horses? Reply immediately.

[Signed] R. B. MITCHELL,
Brigadier General.

OMAHA, August 9th, 1864.

Major Gen. Curtis:
Several trains have been attacked and destroyed in Platte valley, just beyond Fort Kearney, within the last forty-eight hours, and all the men along with them killed, and

the danger to our settlements is becoming imminent. Active measures will alone save the settlements on the Platte from complete abandonment.

We have not horses for the Nebraska lot. Will you authorize your Quartermaster there to purchase for the companies.

[Signed] A. SANDERS, Governor.

JULIENBURG, Aug. 8th, 1864.

Major Gen. Curtis:
Since my dispatch to Major E. S. Curtis this morning, there has been two additional attacks on this route, one at Dogwood, west of Kearney ten miles. One mounted company have gone in pursuit of the Indians from Plum creek, and the other dismounted. Half the troops in this district are on foot.

[Signed] R. B. MITCHELL,
Brigadier General.

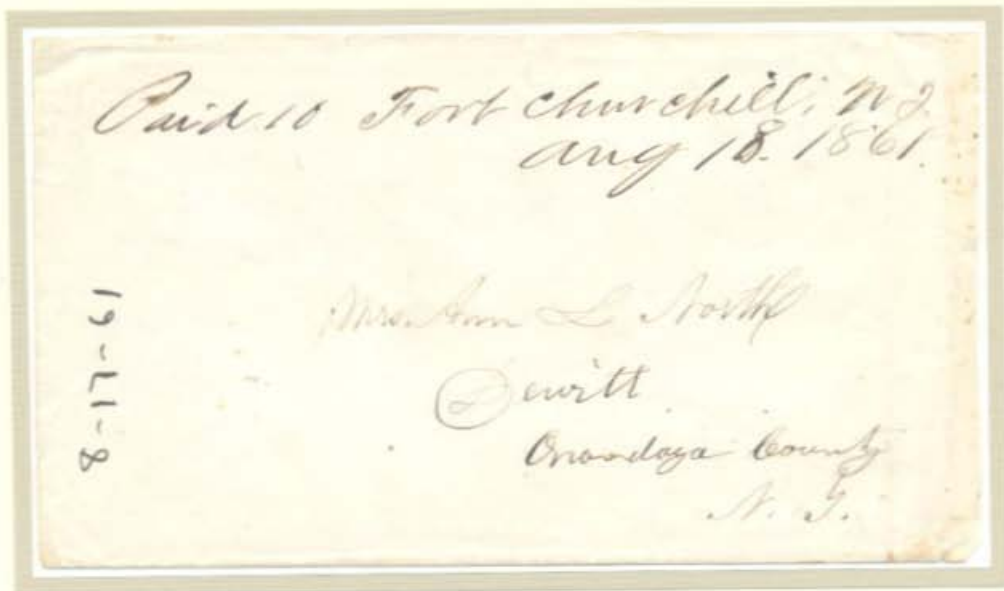
THE WESTERN MAILS



Indian War on the Overland

Letter on opposite page gives a vivid description of Indian depredations along the Overland in 1864. The letter is dated "5th September 64," and the envelope is postmarked "Colorado City, C.T. Sept. 5, 1864." The following quotes are from the letter: "Communication with the States was cut off by Indians and Guerillas the latter Part of July or the for part of august ... the Savages and Guerillas has mad Terrible work in the Valley of the Platt River. Report says that there is not hardly one man left alive between Denver and Fort Kerny excepting soldiers ... in some Places a Great amount of Stock has been driven off especially mules. I suppose that the Platt River valley is nearly or quite Cleaned out of stock and a Great many lives Taken. Our men in the mountains and in the valleys is Rallying and comming to the Rescue ... there Seams To be a thorough Combination of most of the Tribes to make war on the whites ... it was reportd last evening that the mail would be Taken to California and Remaild at San Francisco but this morning the Report is that the mail has Come through the Platt River Valley to Denver from Omaha..."

THE WESTERN MAILS



FORT CHURCHILL, NEVADA TERRITORY. Post Office was established at the fort on Oct. 9, 1860, while in Carson Co. Utah Terr. Changed to Lyon County, Nevada Terr. on Mar. 2, 1861. P.O. discontinued Feb. 14, 1882. It was a Stage and Pony Express Station on the Overland Mail Route. Cover postmarked "Paid 10 Fort Churchill, N.T. Aug. 18, 1861".



THE WESTERN MAILS



HONG KONG TO U.S. "Via San Francisco/Pacific Mail Steam Ship CHINA". It bears the only known example of this type of straight line **OVERLAND**, which was probably struck at San Francisco?

Folded letter below is datelined "Manila 21 March 1865". It was carried by ship to Hong Kong where it entered the mails and routed "Via Marseilles" and LONDON and thence by British packet to Boston where it arrived July 9th. Thence to NEW BEDFORD, MASS JUN 9. The letter is in relation to shipments of hemp, mentioning several clipper ships engaged in the trade - the "Malay - "California" - " the Young America will go to New York - the Wild Rover" etc. Postage to London 54 cents in Hong Kong stamps of which 24 cents was from London to Boston of which 5 cents was U.S.



THE WESTERN MAILS

ATTACHED TO DACOTAH



Detail from Mitchell's Map of Kansas, Nebraska and Colorado, 1861, showing the Deer Creek Trading House, in what is now Wyoming.

DEER CREEK, NEBRASKA TERRITORY.

The Post Office was established on September 19, 1859, in what is now the state of Wyoming. This was the DEER CREEK STATION on the Overland Mail route of the Pony Express and the stage lines. It consisted of a store, blacksmith shop and a Post Office with the fur trader, Joseph Bissonette, as postmaster and proprietor. The cover was forwarded DUE 3 along with another cover to Grasshopper Falls, Kansas. Thus the "due 6" in manuscript for both covers. The Post Office was discontinued on September 15, 1862.



Deer Creek during the 1860s. (Courtesy Denver Public Library, Western Collection.)