

THE WESTERN MAILS

KANSAS CITY STOCKTON ROUTE This route was authorized by an act of Congress on March 3, 1855, but it was not until May of 1857 that a contract was entered into with Jacob Hall. It called for a monthly mail from Kansas City, Missouri, via Albuquerque, New Mexico to Stockton, California. The service was to be performed by a six-mule wagon and sixty days were allowed for the through trip at \$79,999 per year.

The first westbound mail left Kansas City on October 1, 1858 and the eastbound left Stockton on November 1, 1858. The accompanying map shows the route from Stockton to Santa Fe and thence up the Santa Fe Trail to Fort Mann from where it continued on to Kansas City.

The route was discontinued on July 1, 1859 after being in operation only nine months. According to the Postmaster General's report for 1859, only TWO LETTERS were carried the entire route from Stockton to Kansas City. Most of the mail carried over this route was between Santa Fe and Kansas City.

The cover shown below originated at DUTCH FLAT, CALIFORNIA a small gold town north northeast of Stockton. It is the only recorded cover carried over this route.



THE WESTERN MAILS

27 A.
Table Rock N.T.,
Feb 15



NEBRASKA TERRITORY

TABLE ROCK, N.T. Post Office was established about 1856 or 1857, in Pawnee, County, with John Fleming as postmaster. The illustrated all-over map cover bears a unique use of a manuscript postmark. SEE ABOVE. The cover is addressed to C.H.Gere, who was probably a relative of Horatio N. Gere, the second postmaster of Table Rock. Since it is prepaid with a 3c stamp of the 1851 issue, the year date would be about 1859/60, before Gere became postmaster. The stamp covers the imprint of a Land Agency at Brownville, N.T. The directive to left of stamp reads "Care of Uncle Sam". Because most of the towns on the map are platted, the postmaster probably wanted to give Table Rock a boost and platted it for all to see.

THE WESTERN MAILS

Forwarded from U.S. Consulate
Victoria, V.I.
By "Ohio Jonathan"
March 25-1864.



JAPAN-U.S. VIA CANADA, SAN FRANCISCO
AND THE CENTRAL OVERLAND STAGE

This cover originated at the Japanese port of KANAGAWA on Oct. 3, 1863, if the notation on cover is correct. It was routed via the ship SOMASS to Vancouver Island and then forwarded by the U.S. Consulate on March 25, 1864. Why it took over five months to reach Vancouver remains to be explained. On arrival, in San Francisco, the post office rated it as a ship letter and stamped it "DUE 4" (2¢ ship and 2¢ local fees). On delivery to Macondary and Company their address was crossed out, a 3¢ postage stamp was added and it was placed back in the post office. Here it was postmarked "MAR 31 1864" and the DUE 4 was obliterated with the cog cancel. Note indicates that it was "Rec Apl 1864".

THE WESTERN MAILS



Overland California Stage Coach.

MEMORANDA OF THE MAIL ROUTES TO CALIFORNIA

The following extracts are taken from a memoranda of the Postmaster General of the United States listing the overland mail routes by number and detail to date of March 22d, 1860.

- Route: 12578 Butterfield Overland Mail. The route was 2,795 miles long, making it the longest continuous stagecoach line in history.
 - Route: 8911 St. Joseph, Mo. to Salt Lake City Utah.
 - Route: 10615 Neosho, Mo. to Albuquerque, New Mexico.
 - Route: 8076 San Antonio, Texas to San Diego, California. Also known as the Jack Ass Mail.
 - Route: 12801 Salt Lake City, Utah to Placerville, California. Also known as the Chorpensing route.
 - Route: 15050 Independence, Mo. to Stockton, California. Also known as the Kansas City/Stockton route.
- Also listed are the Panama and Tehuantepec ocean routes.

The memoranda goes into detail on the routes and the number of letters and mail bags carried, as well as the types of conveyances - mule wagons - 4 horse coaches - covered carriages - horse-back ect. Also listed is the contract dates, including the expiration or cancellation dates, as well as the dollar amounts of the contracts.

The shortest lived route was the Neosho/Albuquerque which lasted about 6 months - Oct. 1858 to May 11, 1859. Next was the Independence/Stockton which lasted from Oct. 1858 to August 1859. Only one letter has survived from this route (see Kansas City/Stockton route in this exhibit). None are known to exist from the Neosho/Albuquerque route. The San Antonio/San Diego lasted 4 years with reductions and alterations (see Jack Ass Mail in this exhibit).

This exhibit contains examples of all the above overland routes except for the Neosho/Albuquerque route, as well as examples of the two ocean routes.

THE WESTERN MAILS

MEMORANDA OF THE MAIL ROUTES TO CALIFORNIA

Post Office Department.
Contract Office
March 22^d. 1868.

Sir:

The over land mails supposed to be referred to by your letter of this date, were let and have been contracted as follows:

Route 12578.

St. Louis, Missouri, and Memphis, Tennessee, converging, at Fort Smith, Arkansas, - to San Francisco twice a week: let to John Butterfield and Company from September 16th 1858 at \$600,000 per annum.

The service to be performed in four horse coaches or spring wagons.

Route 8911.

St Joseph, Mo^o to Salt Lake City, Utah, advertised under act of 29 May 1856 and let under date of 16 October 1856 to Airam Kimball at \$23,000 per annum: service, to be monthly trips, in covered wagons.

THE WESTERN MAILS

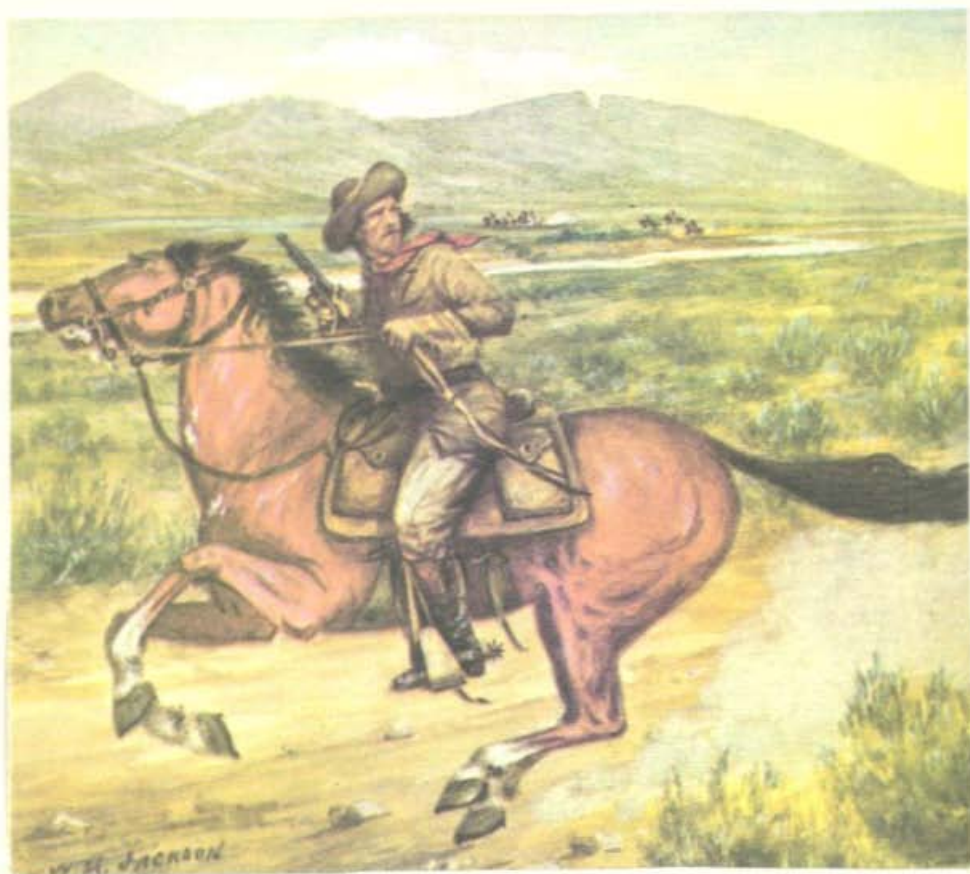
COAST LINE
STAGE COMPANY.
FLINT, BIXBY & CO.
PROPRIETORS,
WILLIAM BUCKLEY, Supt.
J. KNOWLTON, Jr.,
G. L. ASHBY,
No. 3 New Montgomery St. San Francisco.



COAST LINE STAGE COMPANY

This California stage and express was owned and operated by Flint, Bixby & Company from January 1, 1868 to about 1880. They ran stages, carrying the U.S. mails and Wells, Fargo express from San Francisco to Los Angeles and San Diego including Monterey, San Luis Obispo and Santa Barbara. Cover shown above was used from San Buenaventura, California to Providence, Pennsylvania and then forwarded to Meshoppen. No year date.

THE WESTERN MAILS



MORMONS - PLURAL MARRIAGE - SLAVERY

A great letter written by John G. Hoagland, probably a Scandinavian convert, who had come overland a year or two before this letter. The following extracts are taken under date of " Salt Lake City Utah Territory/March 11 1860":

....Uncle Sams army is with us yet located about 45 miles South of this City at Camp Floyd - a useless expenditure to the govt I think - there never was any use of their coming here in the first place & had this people have seen fitt to do so could have cut them all off with five times their number in Echo Canyon & you would agree with me could you but see as I did how this people was fixd there - the only benefit that I can see that it has been to any one has been to line the pockets of a few contractors in the way of freighting supplies from the states & c - there is one firm that has made a fortune at their freighting - they have been as high as 28cts pr Cwt & never less than 20cts, but it is let this season to another firm at 18cts - the price is the same wether delivered here or left at forts Bridger, Laramie, or Kearney - I mean that portion of it that is designd for those places - but the army are all to leave here in the spring, but about 500 men. We have had a cold hard winter but not very deep snow in the valley - some six weeks of it there was not a day but the thermometer was 12 to 15 degrees below zero some portion of the day - Unless my prospects look much better I shall not winter here more than another winter - the customs & manners of the people are so different to what I have been accustomed and it is not to be wondered at when one takes into acct. the kinds of people of which society is found here - there is over 100,000 persons thrown together from all nations almost upon the face of the globe - I dont believe there is another man liveing that could keep this people together & harmonize all the different elements of the different nations so well as **Brigham Young** - you will hardly hear of an instance of one going contrary to his council & all go to him for counsel & their affairs - there is no appeal from the decision of him & his councillors of which he has two viz Heber C. Kimball & Daniel Wells, & **plurality...exists almost to a man hardly one of them but has 2 wives & many of them from 4 to 6 & 8 but none can have more than one without the consent of Brigham & from his decision there is no appeal in matters of matrimony or divorce** - in the latter case if a man & woman cannot agree to live together all they have to do is go [to] him & state their griveances & if he thinks them of sufficient import he at once dissolves the marriage covenant between them when each one goes their own way & if at a future time they should find other partners go to him & he is just as ready to unite them again & so on to the end of the chapter & all this without fee or reward - very magnanimous!I dont know but little of what is going on in the political world outside of these Mountain bound vallies but I am with you heart & hand in extending the blessings of freedom to all but I am afraid that many of our friends at the North & East are to zealous - perhaps you will say that can not be but I have my reasons & I think they are good ones for we must grant to each state her own rights & privileges (I am a state rights man) & one of her own rights is to make her own laws So far as they do not interfere with the constitution of the U.S. so that when ever a strong move is made by Northern men against Slavery it wakes up the ire of the hot headed Southerners & they in their State Legislatures pass laws that is still more stringent upon the Slave & binds the chains of Slavery so much the tighter - am I not right - would it not be well as the constitution of the U.S. by its silence upon the subject virtually permits Slavery to exist - to let it alone where it [is] but admit no new Slave States - in my humble opinion it would with many a thinking man - at the South Slavery is becoming unpopular & compared with our free white labor unprofitable - **This letter comes to you by a pony express mail that leaves here every friday [March 16, 1860 the day the envelope was postmarked] & goes through to St. Joseph in 6 days it is carried on pack animals & carries letters only - it is a recent thing & I hope it will be continued although U.S. [Uncle Sam] dont seem to be very favorably disposed towards a mail this way...John G. Hoagland"**

NOTE. The first Eastbound trip of the Pony Express left Salt Lake City on April 7th and was 6 days in reaching St. Joseph on the Missouri - April 13, 1860 Apparently, Hoagland decided against the PONY, when he was told the rate was \$5.00 p. ½ oz.

THE WESTERN MAILS

Salt Lake City Utah Territory
March 11 1860

J. B. Howard Esq
Hendrysbrough Ohio

My Dear friend

Your three welcome letter of the 14th of Jan^y was rec^d last evening I have read I rec^d it with pride I the greatest of pleasure I am sure that I in your letter shall not forget a portion that you that she the please again, through a train ride in the baggage most of the time she was the only



Central Route
1860

Interesting letter and cover postmarked "SALT LAKE CITY, U.T. MAR. 16, 1860". It tells about Camp Floyd and the U.S. Army Expedition to Utah — "a useless expenditure", also comments on Brigham Young, polygamy and the Mormons.

The letter ends with the following: "This letter comes to you by a pony express mail that leaves here every Friday and goes through to St. Joseph in 6 days — it is carried on pack animals and carries letters only — it is a recent thing and I hope it will be continued although U.S. [Uncle Sam] dont seem to be very favorably disposed toward a mail this way." End quote.

This letter was posted about two weeks before the Pony Express began operating.

to you by express although I do not know as you have an express



BIRD'S-EYE VIEW OF THE CITY OF ST. JOSEPH, MO.
(Engraved according to Act of Congress, in the year 1873, by Baker & Sons, in the office of the Librarian of Congress, at Washington, D. C.)

St. Joseph, Mo., July 15th 1876.

Dear Maj

Have been delayed in my
trip longer than I had expected
to. Herewith find the \$20. Money
Orders. I start for the Mountains
tomorrow morning. It is too late
to get a draft and the P.O. is closed
so I will risk sending this in
the old fashioned way.

Truly Yours
J. P. Barr

THE WESTERN MAILS



The Pony Express gives a note of duty across building the western telegraph. Cover of letter.
by George H. Chittenden.



PLACERVILLE & ST. JOSEPH
OVERLAND TELEGRAPH CO.

This pioneer telegraph company was established by Frederick A. Bee in 1858. It was the first telegraph line to be strung eastward from California to Nevada and in June of 1861 it was incorporated with other interests as the Pacific Telegraph, operating as the Overland Telegraph Company. Building crews, working from both ends, completed the line on October 24th, thus bringing to an end the need for the Pony Express, which made it's last run in November of 1861. It was the Telegraph, the Pony and the transcontinental railroad that tied the nation together, after a great Civil War almost tore it apart! The cover is addressed to A. W. Bee, brother of Frederick Bee. Postmarked at PLACERVILLE CAL JUN 30 (1862).



Fig. 3

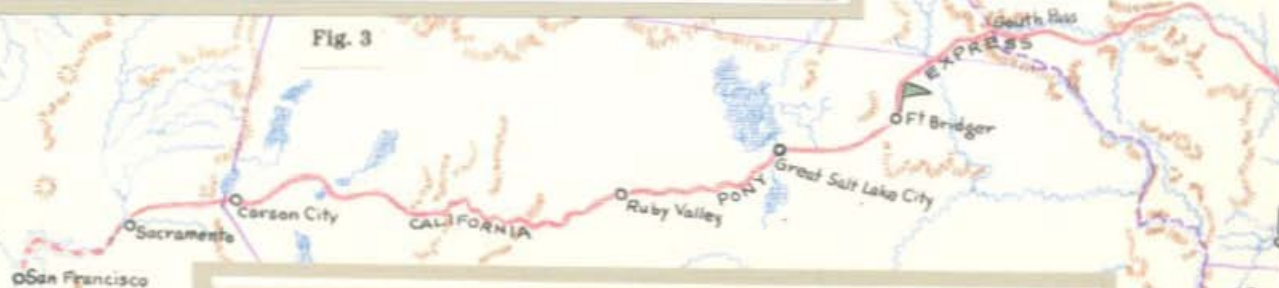


Fig. 2 Eastbound cover from San Francisco carried over the entire route during the third period when the rate was one dollar. The eastern terminal was changed from St. Joseph to Atchison, Kansas in September of 1861 which accounts for the postmark.



Fig. 1 Westbound cover carried to Camp Floyd near Salt Lake City, Utah Territory during the first period when the rate was five dollars.

Fig. 3 The cover shown on opposite page bears the earliest recorded printed FRANK of the Pony Express. It contained a telegraph message which had been wired from San Francisco to Carson City, U.T. The telegraph operator at Carson forwarded it on the PONY Sept. 30, 1860, and it was received by the C.O.C.&P.P. Express at St. Joseph where it was placed in the U.S. mails on Oct. 11th. The Paid \$2.50 is the telegraph charge by Dean, the telegraph operator. Printed envelopes of this type were for the use of the company and were not sold to the general public. The 10 cents paid the postage to destination from St. Joseph.

Transcontinental Pony Express

Organized by Russell, Majors and Waddell as an accessory service of the CENTRAL OVERLAND CALIFORNIA & PIKES PEAK EXPRESS CO., to meet the demand for a rapid overland mail service, and to help promote a government mail contract. On April 3, 1860, with half a continent for a race course, the most famous letter express in history began its continuous relay of the mails from St. Joseph, Missouri to San Francisco. This continued until the completion of the telegraph line in the fall of 1861, the last trip being made in November of that year.

Until April of 1861 the rate was \$5.00 per half ounce. From April to July \$2.00 per half ounce, and from July on it was \$1.00 per half ounce. In July of 1861 Wells Fargo & Co. took over operation of the western division, and issued stamps such as the one on the cover shown Fig. 2 Financially the Pony Express was a failure because the company was never able to get a government mail contract.

THE WESTERN MAILS

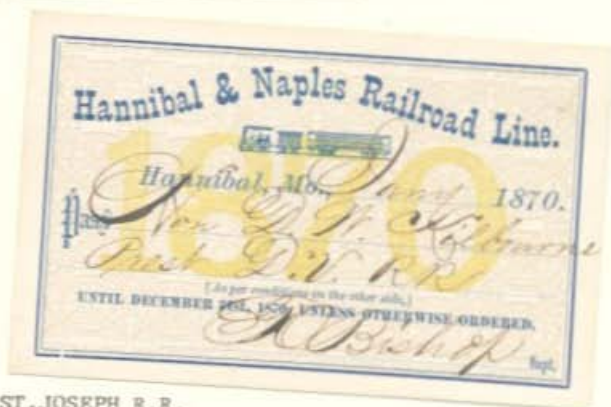
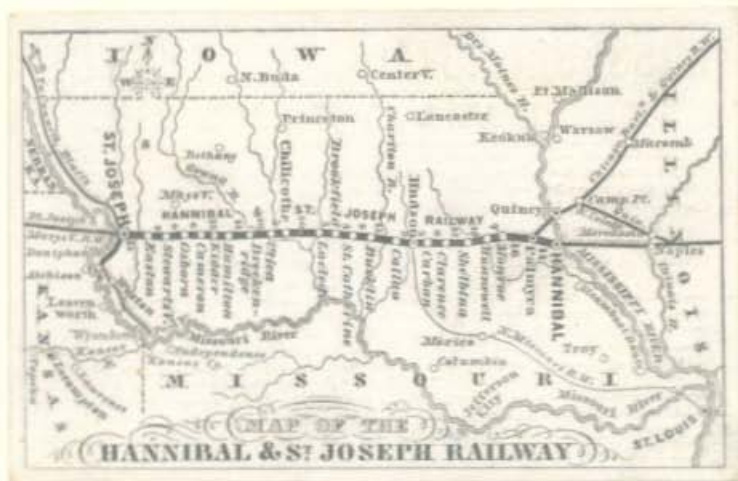


HANNIBAL & ST. JOSEPH R.R. THE RAILROAD OF THE PONY EXPRESS

The Hannibal & St. Joseph R.R. was completed, across the state of Missouri, from Hannibal to St. Joseph in February of 1859. The eastern mails that were made up for the first westbound run of the Pony Express were carried over this railroad on April 3, 1860. Because of a missed connection at Detroit the mail arrive late at St. Jo in spite of a record run by the Hannibal & St. Joseph R.R. It was 7 PM in the evening of April third before the Pony got going. The first mail arrived by Pony at Sacramento on the 14th and late that same evening it arrived at San Francisco via the steamboat ANTELOPE. The cover shown was carried over this railroad early in April of 1860 and at the time of the inaugural of the Pony Express.



THE WESTERN MAILS



HANNIBAL & ST. JOSEPH R.R.

Advertising card showing a map of the railroad and its connections with the ST. JOSEPH & COUNCIL BLUFFS R.R. to the northwest and the HANNIBAL & NAPLES R.R. to the east. Passes of the two connecting lines and the reverse of the card shown above and below.

MISSOURI LOYAL AND PEACEFUL. HANNIBAL & ST. JOSEPH R. R.

In good condition, and Trains are running daily, EAST AND WEST, for the transportation of Passengers and Freight, with care and dispatch.

ALL RAIL ROADS LOCATED EAST OF THE MISSISSIPPI RIVER.
Have direct connection with the H. & St. Jo. R. R., or its Line of Splendid Steam Packets.
The HANNIBAL & ST. JOSEPH R. ROAD LINE OF PACKETS on the Missouri River, run daily, south, to
LEAVENWORTH, PARKVILLE, QUINDARO, WYANDOTTE & KANSAS CITY;
AND TRI-WEEKLY, NORTH, TO

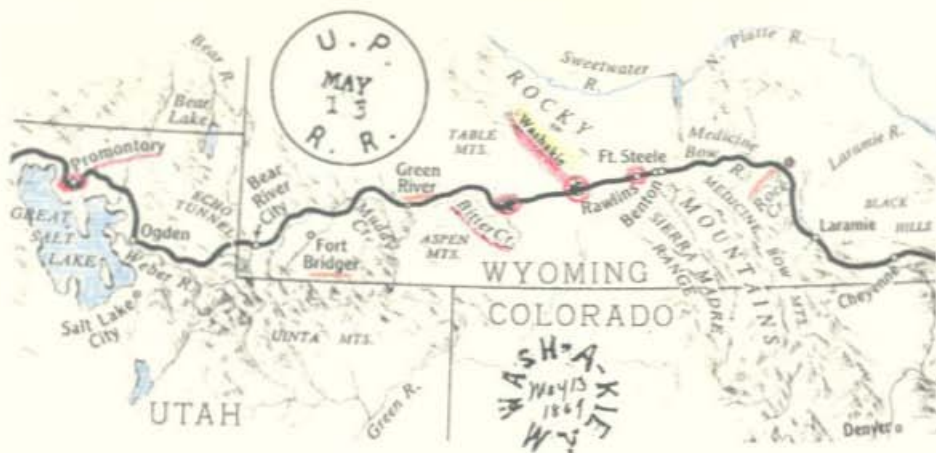
NEBRASKA CITY, PLATTSMOUTH, OMAHA, AND COUNCIL BLUFFS.
DAILY MAIL COACHES.

Run in connection with trains of this Road, to all important towns in Northern Missouri and Southern Iowa. Also, to LAWRENCE, LEICOMPTON, TOPKA, FORT HILLY, and FORT SCOTT, KANSAS.

OVERLAND PIKE'S PEAK & CALIFORNIA MAIL COACHES.
Leave St. Joseph, daily. Time to Denver City, 6 days; Salt Lake, 9 days; San Francisco, Cal., 18 days.
Rates of Freight always as low as by any other Line, while the patron saves largely in Insurance, Distance, Charges, and Time.

TICKETS for sale, and Freight Contracts made by all Connecting Roads, at important points; also, by
J. W. BURCH, Cincinnati, and J. H. HOWEN, St. Louis, Agents of the Line.
F. B. GROAT, Gen'l Ticket Ag't, } HANNIBAL, MO. J. Q. A. BEAN, Gen'l Traffic Ag't,
W. P. ROBINSON, Gen'l Freight Ag't, } BOSTON.

THE WESTERN MAILS



UNION PACIFIC RAILROAD 1869.

WASH-A-KIE WY May 13 1869 was an express and telegraph station on the UNION PACIFIC RAILROAD in Sweetwater County, Wyoming Territory. It was the first station east of Red Desert, midway between Rawlins and Bitter Creek. There was no post office at this station and therefore it is a railroad station postmark applied at the station. The U.P.R.R. MAY 13 and the "killer" cancellation were applied on the train. On May 10th, just three days before this cover was postmarked, the CENTRAL PACIFIC, building east and the UNION PACIFIC, building west, met at PROMONTORY, UTAH, completing the first railroad across North America.



MAY 10, 1869

PROMONTORY

An event that deeply affected the lives of all Americans and forever changed the American West.

Now, one hundred years later, two fascinating new books bring you in graphic words and fabulous pictures the epic story of the building of the two great railroads that joined East and West.

THE WESTERN MAILS

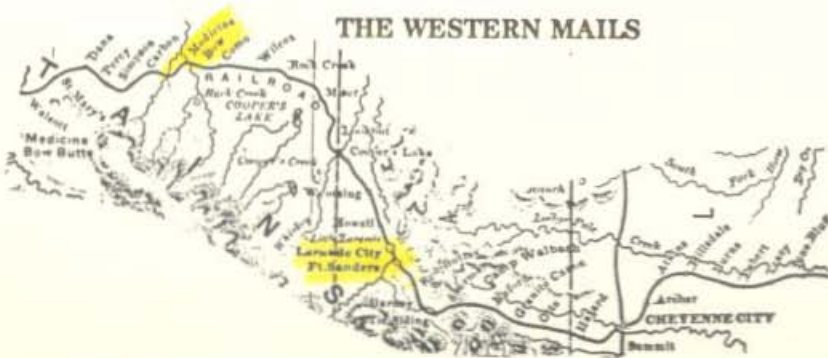


CENTRAL PACIFIC R.R. This was the western division of the transcontinental railroad from Ogden, Utah to San Francisco. Cover above bears the type II postmark dated "Nov 22" 1870.

CALIFORNIA PACIFIC R.R. CO. Illustrated all-over map cover shows the railroad routes of the C.P. and the **CENTRAL PACIFIC R.R.** Map is a "Lith by Ezra A. Cook & Co. Chicago". No year date. Indistinct postmark.



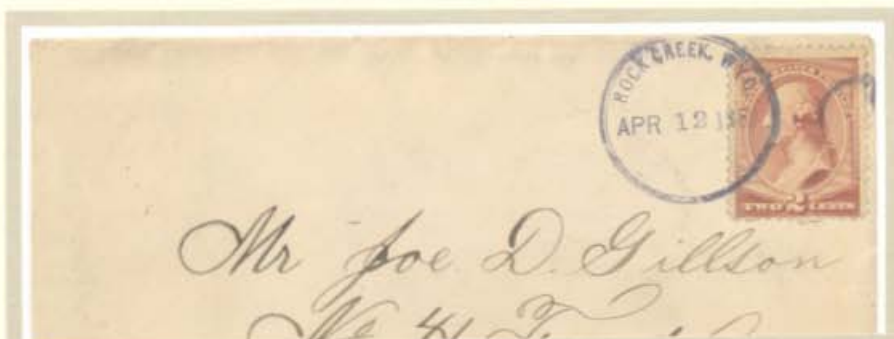
THE WESTERN MAILS



BUILDING THE FIRST TRANSCONTINENTAL RAILROAD

Letter written by a member of one of the survey parties laying out the route of the Union Pacific R.R. in the spring of 1868. Fort Sanders was then in the Dakota Territory - just four months before it became the Wyoming Territory on July 10, 1868. Bordeaux (Wilson?) writes to his mother: "This party will operate much farther west than the others if the rumors which we hear are correct; we will proceed to Green River about 250 or 300 miles west of this place & will work east until we meet the other parties. Col. Hudnutt's & Mr. Jon. O'Neill's parties left here this morning, the first for the North Platte & the second for Medicine Bow. Each were accompanied by two four mule teams for transporting the provisions, tents, etc., & a two mule team for conveying the instruments baggage &c; the engineers being compelled to use Shank's Mare. *Their escort being ready will start tomorrow & overtake them on the way. Our party will probably leave on Monday unless detained by the weather; and the present indications are not very favorable..... I have just finished my dinner which consisted of sowbelly (pork) or turkey, biscuits with butter, stewed tomatoes & apples, coffee without milk & apple pie washed down with a cup of water. This is considered very good living for this country - very substantial & flesh producing, no doubt, & we all relish it very much indeed - it will not do for us to anticipate the nature of the fare which we shall receive two months hence. We may however substitute, fresh meat, such as antelope, elk, buffalo &c for the bacon as game is said to be very plenty in the neighborhood of Green River. I have been obliged to invest \$12.50 for a revolver as the Company does not furnish them this season..... Bordeaux"

THE WESTERN MAILS



UNION PACIFIC RAILROAD

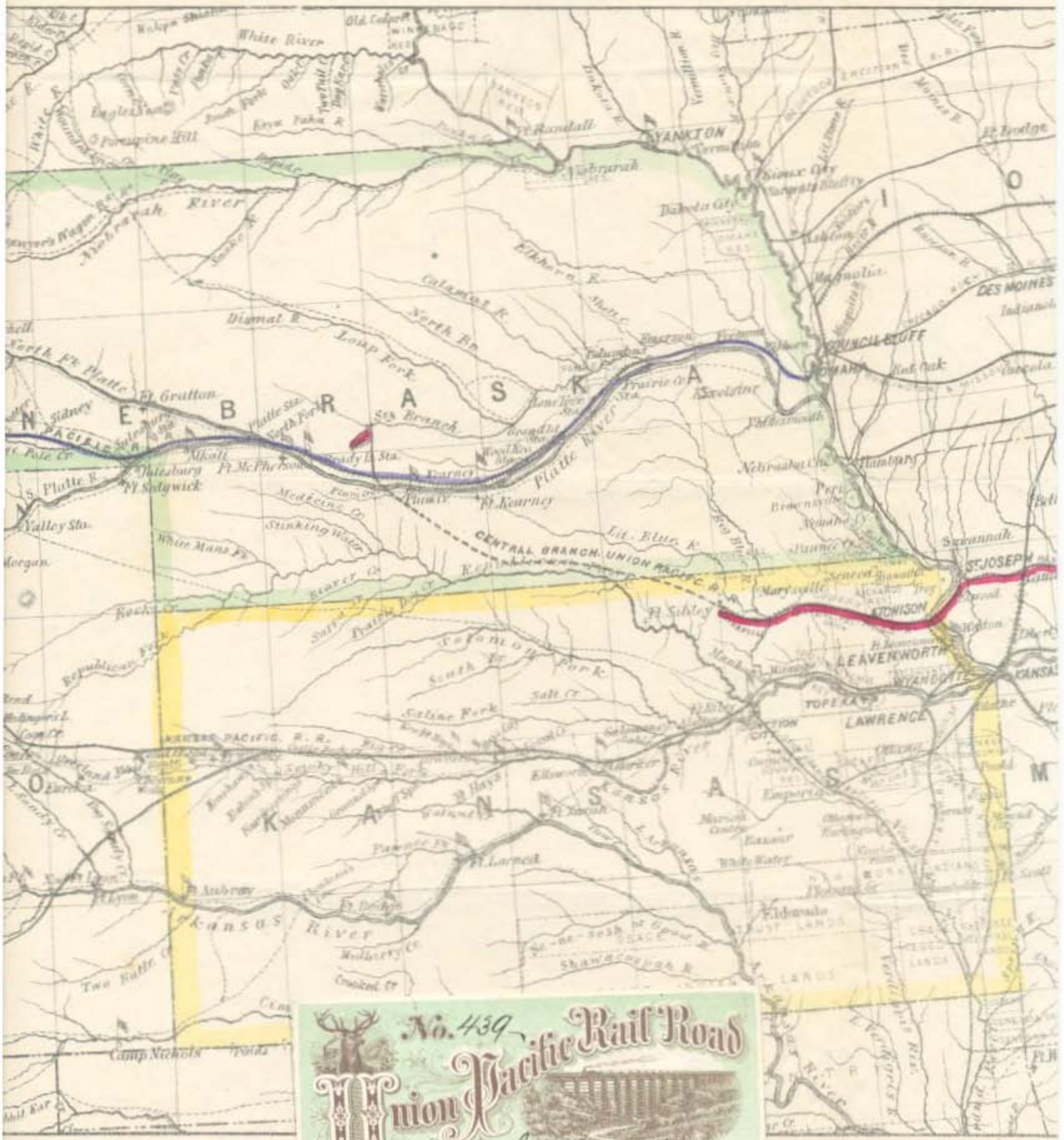
ROCK CREEK, WYOMING TERRITORY, was a station on the U.P. Railroad that became a Union Pacific town. Post Office was established Sept. 10, 1868 and discontinued March 17, 1869 while in Laramie county. After the establishment of Albany County the P.O. was reestablished on Sept. 13, 1876. Two fine examples of the postmaster's postmark - 1886/1887.

THE WESTERN MAILS



UNION PACIFIC RAILROAD

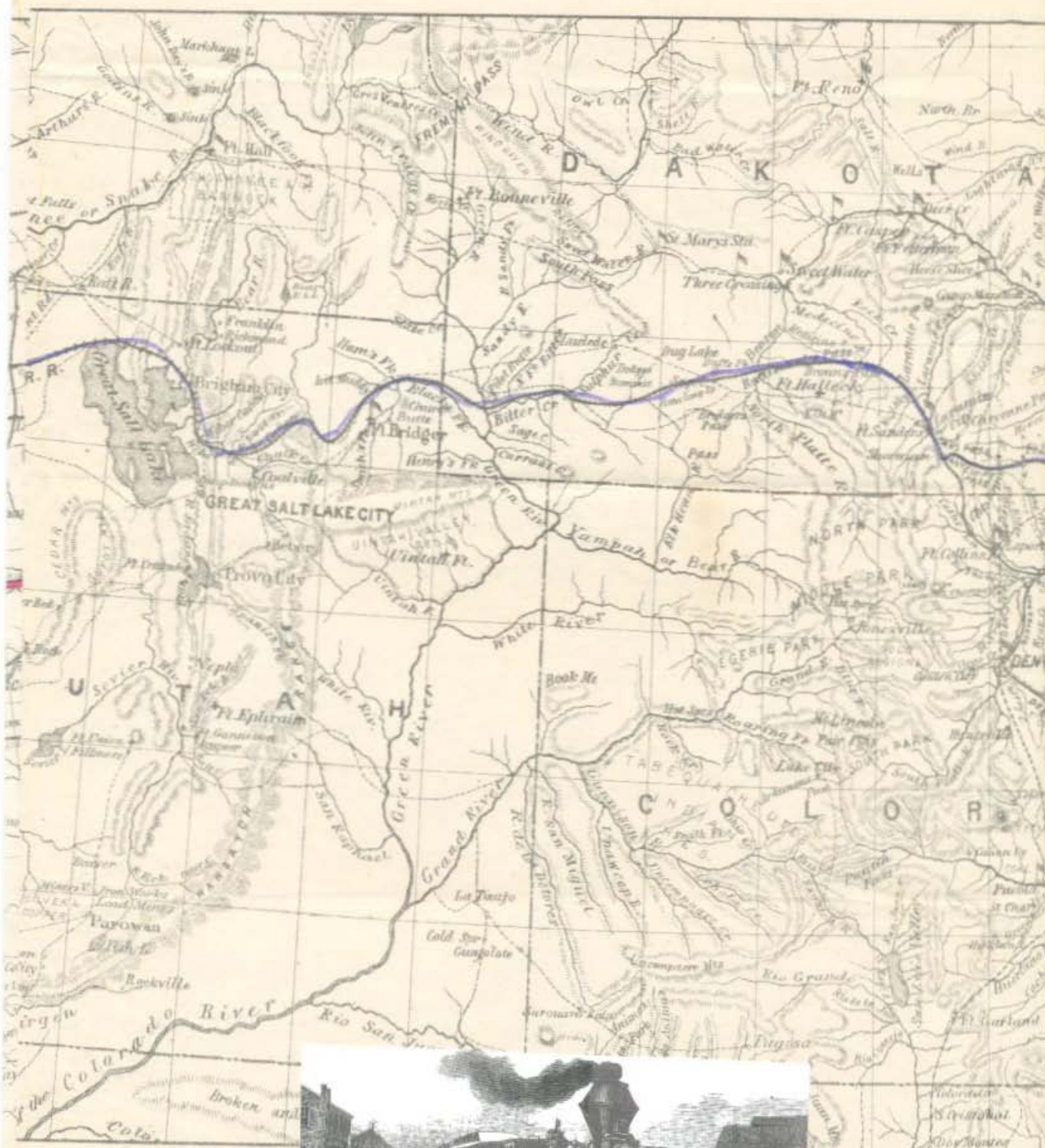
GREEN RIVER CITY, post office was established in Sweet-water County, at the crossing of the Green River, Aug. 26, 1868. The site was selected as a camp and shops for the U. P. Railroad. Out of it grew the town of Green River as it is today. Another UNION PACIFICK TOWN. The name had been changed to GREEN RIVER Nov. 27, 1887



No. 439

Union Pacific Rail Road

PASS from S. N. Kiltmaw
 to Des Moines Valley R.R.
 until December 31, 1869 unless otherwise ordered.



THE WESTERN MAILS



FORT SANDERS

This fort was located on the Union Pacific R.R. about 3 miles S.S.E. of Laramie City. It was established under the name of Fort John Buford on July 4, 1866 to protect the survey and building crews constructing the railroad. On September 5, 1866 the name was changed to Fort Sanders after Brig. Gen. Wm. P. Sanders who had been killed in action at Knoxville, Tenn. in 1863.

The post office was established November 12, 1866 while in the Dakota Territory and discontinued May 18, 1868. It was reestablished June 21, 1880, after Wyoming had become a territory July 29, 1868, and finally discontinued June 2, 1882. The P.O. was first established as Fort John Buford October 4, 1866 and then changed to Fort Sanders as above.



THE WESTERN MAILS

VIRGINIA CITY AND THE COMSTOCK LODGE

In May of 1850 some westbound Mormons discovered gold in a stream running out of a canyon of Sun Mountain in the Washoe range of what is now western Nevada. They only lingered long enough to pan some gold and name it Gold Canyon. Little did they realize that they were standing at the foot of the greatest natural treasure of silver and gold in North America - what was to become known to history as the Comstock Lode. Of the tens of thousands, who stopped by in the following ten years, only a few stayed to dig in the thick blue mud of Gold Canyon. By 1857 the Grosch brothers had solved the mystery of the "blue stuff", as the miners called it, but they died before they could reveal it. Their "claims" were taken over by the man for whom the lode was named - Henry T.P. Comstock. Before Comstock found out what the "blue stuff" was he sold his claims for a paltry sum of \$11,000.00. He had not known that the "blue stuff" not only contained gold but two thirds of it was almost pure silver. Some years later Comstock blew his brains out with a Colt revolver on the Boraman Trail in Montana. In the meantime, the "silver rush to the Washoe" (as the area was called), was on while America was on, by Judge David S. Terry a former judge of the California Supreme Court, for Nevada to secede from the Union. Nevada had been made a territory, being cut from the Utah and Arizona territories, March 2, 1861. Finally, on October 31, 1864, Nevada was proclaimed the thirty-sixth state. In 1860 the population was 6,857, but by 1863 it had tripled. It was still far short of the required 127,381 for only one representative in Congress; however, Civil War that propelled Nevada from a territory to statehood in four short years. VIRGINIA CITY, The post office was established on December 3, 1859 while in Carson county, Utah territory. On March 2, 1861 it was changed to Nevada Territory in Storey county. The Finney, who is better known to history as "Old Virginia". Thus the name which was changed by the miners to VIRGINIA CITY. Cover below was used on "NOV 4" 1860.



THE WESTERN MAILS

Virginia City Oct, 20th 1860

Dear Brother,

I write you again so soon on account of business in which you are interested. In the first place Palmer and Dana sold their interest in the Middle Lead unknown to me or any body else and the Ophir Company had everything their own way... the trial was set for next Tuesday and I could not help myself - I was obliged to sell for what I could get - So I sold today for ten dollars per foot." The Ophir Co. lost their suit claiming that the Middle Lead was part of the main silver ledge of the Ophir mine.



A.G. Armstrong writes home: "Palmer and Dana sold their interest in the Middle Lead (mine)...and the Ophir Company had everything their own way...the trial was set for next Tuesday and I could not help myself - I was obliged to sell for what I could get - So I sold today for ten dollars per foot." The Ophir Co. lost their suit claiming that the Middle Lead was part of the main silver ledge of the Ophir mine. Cover postmarked Oct. 21, 1860 with the type I postmark of Virginia City which comes in black and blue. See cover on other page.

THE WESTERN MAILS



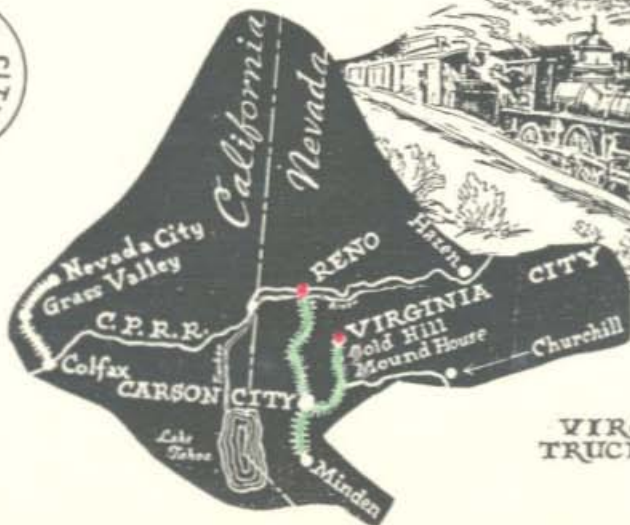
VIRGINIA &
TRUCKEE R.R.
The Silver
Short Line -
52 miles.
1869 - 1938



THE COMSTOCK LODGE

SILVER CITY, U.T. Oct. 8, [1860]. The Post Office was established in what was then Carson County, Utah Territory, on May 10, 1860. It was changed to Lyon County, Nevada Territory on March 2, 1861. Located on the Comstock Lode, between Carson City and Virginia City on the slopes of Mount Davidson (Sun Mountain). Cover rated "Paid 10 Ct" was conveyed by stagecoach to Carson City, where it connected with the Central Overland, east via Salt Lake City, or more-likely, via San Francisco and the Butterfield Overland via the southern route, which was carrying most of the mail at that time. The railroads had not been built or completed until 1869.

THE WESTERN MAILS



VIRGINIA & TRUCKEE R.R.



RENO & VIRGINIA CITY AGENT Cover shown above bears the route agent marking of the VIRGINIA & TRUCKEE RAILROAD. This was the fifty two mile railroad that hauled most of the ore and silver bullion from the fabulous Comstock Lode. It operated between Reno and Virginia City, in the 1870's and 1880's, connecting with the CENTRAL PACIFIC DIVISION of the transcontinental railroad. The line was discontinued to Virginia City in 1938. This cover was used in the 1870 period.

THE WESTERN MAILS



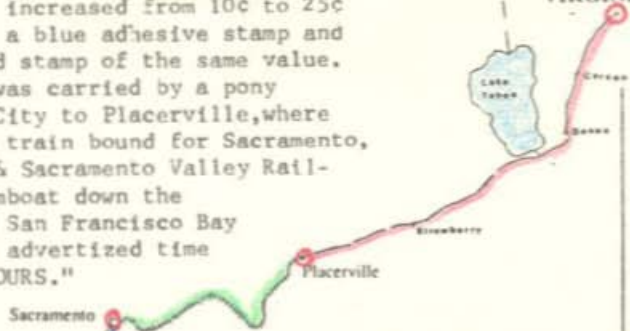
THE VIRGINIA CITY

PONY EXPRESS

By 1862 the Comstock Lode and Virginia City had become famous as a silver and gold capitol of the world. On August 11, 1862 Wells Fargo & company established a pony express to carry letters between Virginia City and San Francisco. Letters were required to be enclosed in franked government stamped envelopes, plus a 10¢ Pony Express adhesive stamp for each $\frac{1}{2}$ oz.

In 1863 the rate was increased from 10¢ to 25¢ with the issuance of a blue adhesive stamp and then in 1864 by a red stamp of the same value. This letter express was carried by a pony rider from Virginia City to Placerville, where it was put onboard a train bound for Sacramento, via the Placerville & Sacramento Valley Railroad. Thence by steamboat down the Sacramento River and San Francisco Bay to San Francisco. The advertised time was "THROUGH IN 24 HOURS."

VIRGINIA CITY



Notice.
WELLS, FARGO & CO.'S
PONY EXPRESS TO WASHOE.
Through in 24 Hours.

ON AND AFTER MONDAY, MAY 10, 1863, we will carry a LETTER EXPRESS to Washoe daily by Post. Leave San Francisco at 4 o'clock P. M. Arrive in Virginia City, next evening. Leave Virginia City at 8 o'clock P. M. Arrive in San Francisco next evening, by Sacramento Road. ALL LETTERS must be enclosed in our Franked Envelopes and Fee paid in addition, 75¢ Cent for each half ounce. *TAN* for sale at our Letter Department. WELLS, FARGO & CO. 400-11



Cover above was carried on Sept. 23, 1862 - 22 days after the earliest recorded cover. The cover below was carried May 10, 1863.



Capital Stock
\$280,000



1,400 Shares
\$200 Each.

FRESNO

MINING

COMPANY



Aurora, Mono Co. Cal.

Incorporated Jan. 22, 1860.

Emeralda Mining District.

This Certifies, That

is the owner of _____ Shares in the Capital Stock of the

FRESNO MINING COMPANY, being numbered from _____ to _____

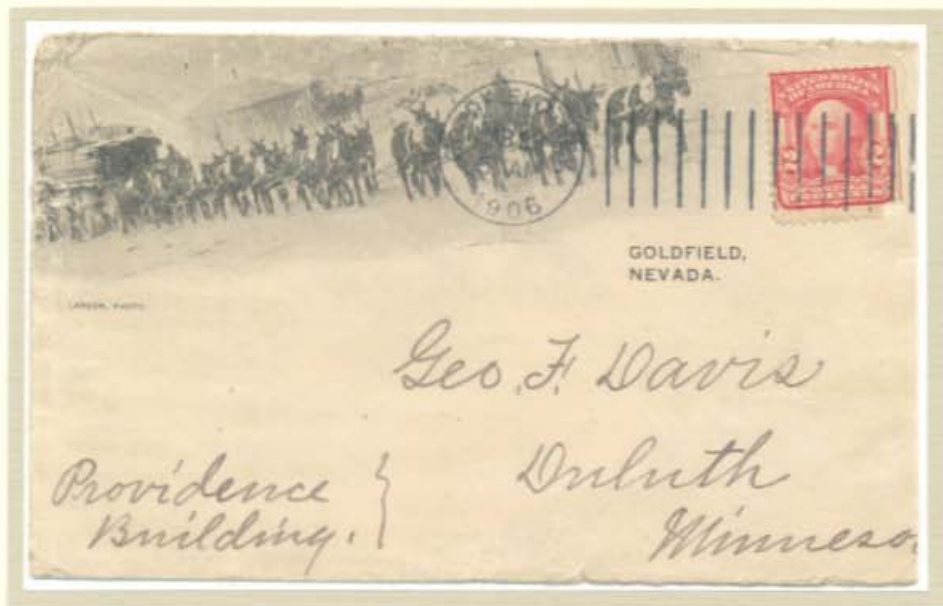
J. D. Biquette

B. M. Hawley

President.

Secretary.

THE WESTERN MAILS



GOLDFIELD, NEVADA. Post Office established in Esmeralda Co. Dec. 5, 1903. Gold was discovered in Dec. 1902. P.O. still operating to this day. Cover illustrates a 20 mule team hauling lumber to the mines. Post-marked **GOLDFIELD NEV. MAR 22 1906.**

DULUTH, MINN.
MAR 27 7 30 AM '06

NEVADA GOLD RUSH.



GOLD RUSH GHOST TOWN.

CANDELARIA, NEVADA. Post Office established Aug. 18, 1876, and discontinued Jan. 31, 1911. Esmeralda Co. Located on the Carson & Colorado R.R. In its heyday the mines produced \$50 million in bullion.



1
Dr. M. Willings discoveries of Gold and
Silver Mines in the new territory of Arizona

Locality. San Juan Mountains.

Ravine N^o 1 Aspen Grove, one mile long
Not much water - Prospects drift 4^{ft} per cubic foot -
Water 10 miles off depth 4 1/2 feet - Red rock not reached -
3 veins of Gold bearing Quartz
and Silver Ore -

Ravine N^o 2 Grizzly Bear - one mile
Water within 19 miles from Park, about same



Geo. M. Willings
No. 2 Poplar / 163
(Mr. Sissoner)

Thomas. S. Fernon Esq

Editor U. States. Rail Road and Mining Register
Philadelphia Penn -