



WELLS FARGO & Co EXPRESS, COLOMO, handstamped under the pair of 3 cent 1851 issue, which were probably applied at COLOMO or at San Francisco, where they were handstamped by Wells Fargo and then placed in the mails. On arrival in NEW YORK they were post-marked and forwarded to North, Island, Mass. No year date. Pictured below is Sutter's mill on the left end of the Island in the South Fork of the American River.





SUTTER CREEK CAL 1852

At end of letter the writer says that he encloses 6 gold dollars. They were the smallest gold dollars ever minted by the U.S. measuring 1/2 inch in diameter and weighed 0.50 oz X 6 = 3 oz. It was sent collect 5¢ per oz X 4 = 20¢. The 1 of the wide 1 0 was crossed out and the 2 was inserted.

SUTTER CREEK CAL Post Office was established Jan. 21, 1852 in Calaveras Co. and then to **AMADOR CO.** when created in 1854. The following is from the letter to his wife Janet under date of "Amador California July 19th 1852". He is in a partnership and the superintendent is absent in Sacramento City to buy a team & wagon, while those remaining are cutting down trees for timber and making preparations to start working the quartz mine. It is hard labor and he is lonsome for home, but he has too much labor and money in it to quite and there is little chance that he can sell his share in the mine. At the end of the long letter he says "I enclose six remaining gold dollars making twenty in all" signed H. [Horace] Barlow.

H. Barlow



This is a very fine example of the 1 dollar gold coin of 1852. It is similar to those mentioned in the letter.



THE WESTERN MAILS

THE BATTLE OF SEATTLE
WASHINGTON TERRITORY 1856

Port Madison March 29th 1856

Mr. H. F. Bryant

Dear Sir:

Yours of 26th of Jan. has been duly received. I have been somewhat tardy in answering on account of these exciting times of war. Govn. Stevens Isaac Ingalls has returned safe, though there is no prospect of an early peace. It seems you heard of the death of Lieutenant Slaughter (W.A.) which occurred at Brannan's place - there was two others killed and two mortally wounded. On the 26th of Jan the Indians attacked Seattle with the supposse number of 700 they fired all day on the town from the edge of the woods - the sloop of war (USS Decatur) fired bombs all day until 11 o'clock at night when the Indians retired - the Indians killed two whites the little Holgate boy and Bob Wilson - the boy was standing in the fort door - the other was in the act of going to Simon's house - the Indians shot well - it is not know(n) how many Indians were killed as the whites fired from behind the stumps &c - in town neither party advance or retired. Hewitt's (Captain Christopher) Co had disband 3 days before the attack therefore there was no commander of the land forces - ever one fought or fired in the woods on his own hook - the Indians had complete possession of the whole country with the exception of Seattle, the stock and all which they have driven off and killed - more than half in this county they have burned all the buildings on the Duwanish rivers excepting Stewards house & Tim Groves, and perhaps Elz Maples - all the stock that has been saved the Indians has brought in town at various times since the attack - there has been another company organized for six months under Cpt Lander (Judge Edward M., chief justice) though they have not been in the field as yet though there has been a number of rearguard soldiers arrived who has taken the field - they are posted on white & Green river(s) building forts - they have had some engagements with the enemy of the particulars I have not heard - only the soldiers routed the Indians in every case - they are going to build a fort at Dutch Henry's & Mox La Push - all the folks in Seattle in the county what is left - only some are at this mill & Port Gambic - Stewarts has all left for California - Curkland Moses Kirkland & family - Cox - Dr Grove (Dr. S.L. Grove) and a number of single men - 6 weeks ago Joe & Steve Foster - Bob Gardner - Lewey Merritt - Jeff Hunt left for Oregon. Fee & Jim Sewart is at work here - they talk of going to California on this vessel (Madonna) now here - Cpt Boyd said he has written you and directed to Volcano (California) - I told him where you was - I think he wishes to enter your claim as you and he was talking of - times will be good here during this war for young men without families. Tim Grove is here - I think we will have a large number of the Seattle inhabitants if the Indians is not soon settled - they all talk of coming over here to Port Madison as there is nothing doing at Seattle but soldierizing and that will not pay for a man of a family. Joe Foster cleared about \$500 packing before he left. I think he will not be back until the close of the war on this side of the mountains. I think he is packing at the Dalles Oregon. Gen Wool (John B.) has been here and has gone to Calif. for more troops as he has saw they are needed on this side of the Cascades mountains. Governor Stevens has given Pat Canana a commission to take his tribe in the field - he has brought 4 heads - 2 from Snouaimie Falls - Mike Simmons & L.M. Collins from White river where he engaged Lsh (Chief Leschi) - Mike Simmons & L.M. Collins is past aides - dutch dave interpreter - I think as Gen Wool has made his appearance the war will be conducted right, although they blow him so much in Oregon. He will teach them the rudiments of war - Col Casey has command of the rearguard forces on this side of mountains. The S(t)eamer Massachusetts is now lying at Seattle and there is two or three more expected on the sound (Puget) soon. We are assuming quite a war like attitude. I think we shall soon be able to take charge

THE WESTERN MAILS

of the country an maintain our position - the Indians has their way quite long enough and rather too long as there has been considerable number of good inhab- itance driven out the Territory from pure necessity who will not be apt to return. We consider ourselves still safe as there is no more likelyhood of an attack than when you left - Also we are in a better mode of defence. Let me know how you ar e doing in the mines - I am well acquainted about Auburn - I have been there for 2 months - I worked on Grisly Bar on the Northfork 4 miles from the town - it is a very pleasant part of the country - how are they doing in the quartz business about Grass Valley & Nevada City - we will be obliged to get our living from Oregon & California as I think there will not much farming done in this country this year as there is not as much as seed left and there is no move made to build up the houses - potatoes are worth \$1 1/2 per bu and very scarce at that - the tame Indians has consumed the greater part of those saved - there was a large amount destroyed by the hostile Indians - I would be pleased to have you write often and give me the news. I will promise to keep you you posted on the same item as far as possible - let me know how the gold buisness prospers as I am quite a hand at that branch - Henry Fee says he will will be at Sacramento City in the course of a month - he wishes you to write him and direct to Sacramento City - let him know were you are and what your doing - if he can get anything to do he will come and see you - he can give you all the news and he is a first rate man to work and a pleasant companion. Write soon

Yours &

Wm. Heebner



THE BATTLE OF SEATTLE WASHINGTON TERRITORY 1856

Historical letter describing the battle with the Indians for the village of Seattle, written by Wm. Heebner from Port Madison March 29, 1856 and postmarked in manuscript "Seattle, W.T. April 1 (1856)".

The western "Horse" tribes of Indians waged a bloody war against the whites which began with the battle of Seattle Jan. 26, 1856. The battle lasted all day and into the night. If it had not been for the assistance of the sloop of war Decatur, lying in the sound, Seattle might have been wiped off the map. This is one of the few instances in which the navy has been of assistance to the army in the Indian wars.

Pt Madison March 24th 1836

Mr. H. Bryant

Dear Sir

Yours of 26th of Jan has

been duly received. I have been somewhat tardy in answering on account of these exciting times of war. Gen. Sherman has returned safe though there is no prospect of an early peace. it seems you heard of the death of Lieutenant Clayton, which occurred at Brumand place there was two others killed and two mortally wounded, on the 26th of Jan the Indians attacked Seattle with the suppose number of 700. they besieged the city Lake the day previous to the attack. they fired all day on the town from the edge of the woods. the gales of war fire being all day until 11 o'clock at night when the Indians retired. the Indians killed two white the little Holgate boy and Bob Wilson the boy was standing in the port door the other was in the act of going Simon's house the Indians shot well, it is not known how many Indians were killed as the whites fired from behind the stumps &c in town neither party advanced or retired. Hewitt Co had disbanded 3 days before the attack therefore there was no command of the land forces ever on fought or fired in the woods on his own hook the Indians had complete possession of the whole country

THE WESTERN MAILS

ISAAC I. STEVENS, GOV. OF WASHINGTON TERRITORY WRITES TO JEFFERSON DAVIS, SECRETARY OF WAR, requesting a steam vessel for the military defence and mail communication of the territory.

"Executive Office/Olympia, Wash. Terr. Feb 10, 1854/
Hon Jefferson Davis/Secretary of War - Sir: I have written to the Postmaster General by the same mail which carries this, urging the importance to this territory of a direct mail communication with San Francisco and also soliciting the establishment of a semi weekly mail communication by steam vessels between Olympia, at the head of Budd's Inlet, the seat of Government of this territory, and Whatcom on Bellingham Bay, touching at the various settlements on Puget Sound & Admiralty Inlet. In connection with this last route I beg to call your attention to the bearing which such a service would have upon the defences of the Territory, as well as upon business relations. The only mail route now existing upon these waters is between this place and the town of Seattle, a distance of fifty five (55) miles, which is carried on in canoes. Beyond that, the more distant points depend entirely upon accidental opportunities, for the character of the navigation does not admit of either a speedy or safe transportation during the inclement season by such means.

The population of the Territory will not, at present, support a steamer without the assistance derived from a contract considerably above that usually granted to mail carriers; but sound policy appears to dictate that every inducement be offered to the settlement of this country, and every advantage to the development of its resources. In regards to its means of defence, you are aware that the Indian Tribes inhabiting the shores and Islands of the Sound are numerous; nearly equalling, in fact, those of all the rest of the Territory, and that they are far from being reduced to subjection. But one military post [Fort Steilacoom] is established here, that at Steilacoom consisting of two companies; and this is expected to move as occasion may require, to repress hostilities or punish aggression, at the most remote points. It was only a short time since that a detachment was required to be sent against the Lummi tribe on Bellingham Bay, almost the extreme northern frontier, and I have but now been compelled to ask another against the Clallam on the Straits of Fuca to seize some Indians accused of the murder of three white men. For this service it will be necessary for the officer in command either to charter a sailing vessel, which can only be done at a considerable expence, or to employ the usual means of travelling, canoes, at a great loss of time and convenience, and at a season of the year when it is frequently unsafe to cross the mid parts of the Sound & Straits, while if a steamer could be supported here by incidental aid, until increasing commerce and population enable her to maintain herself, movements of this kind could be made with rapidity and effect which would lessen the necessity of a further military force.

Further than this, as this Territory is the extreme North Western frontier of the United States adjacent to the British and in the immediate neighborhood of the Russian Colonies, exposed by its position to the invasion of all the great maritime powers in time of war, and, as the sound offers to their fleets a secure asylum should it be one seized upon, it is an object of the highest national importance to create such a population as would secure its defence, and the facilities of travel & of mail service are among the cheapest and most efficient means to this end. With these considerations, I most earnestly request that the influence of your department may be added to that of the Post Master General in procuring from Congress an appropriation for a mail service within the limits of Admiralty Inlet & the Sound, sufficient for the purpose. The sum of two thousand dollars (\$2000) per month is asked for, & this I believe, would not be required more than two years at farthest.

ISAAC I. STEVENS Gov. Wash-Terr."

Note on reverse by T.S. Jessup. Q.M. General, that it would be of service to the military, but too expensive to maintain a suitable foundry & work shop for such a vessel. The Secretary of War agrees that a steam transport would be useful to the military "but not in a degree which would warrant its maintenance by the Dept. of War - signed: Jeffn Davis".

THE WESTERN MAILS

Executive Office

Olympia, Wash. Terr. Feb. 10, 1854

Hon. Jefferson Davis

Secretary of War

Sir,

I have written to the Postmaster General by the same mail which carries this, urging the importance to this territory of a direct mail communication with San Francisco and also soliciting the establishment of a semi weekly mail communication by Steam vessels between Olympia, at the head of Budd's Inlet, the seat of Government of this territory, and Whatcom on Bellingham Bay, touching at the various settlements on Puget Sound & Admiralty Inlet.

In connection with this last route, I beg to call your attention to the bearing which such a service would have upon the defenses of the Territory, as well as upon its business relations. The only regular mail route

In 1853 Stevens led the exploration and survey expedition for a northern railroad route from St. Paul to Puget Sound. At the same time he was under appointment as Governor of Washington Territory. On completion of the survey he rode horseback to the little frontier town that was Olympia, W.T. - a few cabins and many tents including stores and a restaurant where he went in and ordered something to eat. On seeing that the town was in a festive celebration he inquired as to what it was all about and was told that they were expecting the governor of the territory! Jefferson Davis not only turned down Steven's request for a steamboat but also opposed a northern railroad! Stevens had arrived in Olympia Nov. 25, 1853 and the letter was written 17 days before the first territorial legislature convened on February 27, 1854. Isaac Stevens had a notable career as an army officer in the Mexican War, the U.S. Coast Survey and the Civil War. He was killed at the battle of Chantilly on September 1, 1862.

The population of the Territory will now, as

parts of the Sound & Straits; while if a steamer could be supported here by incidental aid, until increasing commerce and population enabled her to maintain herself, movements of this kind could be made with a rapidity and effect which would lessen the necessity of a further military force.

Further than this, as this Territory is the extreme North Western frontier of the United States adjacent to the British and in the immediate neighborhood of the Russian Colonies, exposed by its position to the invasion of all the great maritime powers in time of war, and, as the Sound offers to their fleets a secure asylum should it be one seized upon, it is an object of the highest national importance to create such a population as would secure its defence, and the facilities of travel & of mail service are among the cheapest and most efficient means to this end.

With these considerations, I most earnestly request that the influence of your department may be added to that of the Post Master General in procuring from Congress an appropriation for a mail service within the limits of Admiralty Inlet & the Sound sufficient for the purpose. The sum of two thousand dollars (\$2000) per month is asked for & this, I believe, would not be required more than two years at farthest.

Very Respectfully, Sir, Your most obedt
Isaac J. Stevens
Gov Wash - D.C.

THE WESTERN MAILS



G. H. WINES & CO EXPRESS turned this cover over to RHODES & WHITNEY at WEAVERVILLE, who then turned it over to the PACIFIC EXPRESS at SHASTA, as per their handstamps, for delivery at San Francisco. The printed frank of the Eagle & Shield is one of the most spectacular of all printed western franks.



THOMPSON & Co's EXPRESS operated between Healdsburg and Petaluma, where they connected with Wells Fargo & Company, as per the printed frank. It is believed that J. A. "Snow-Shoe" Thompson, who operated the Thompson Carson Valley Express, between Placerville and Carson Valley, Nevada, also owned Thompson & Co's. Express. They both connected with Wells Fargo. SEE Snow-Shoe Thompson and his exploits in carrying the mails across the snow covered Sierras in this collection. The cover above originated at Healdsburg and was carried to Petaluma, where it was turned over to Wells Fargo, for delivery at San Francisco.

THE WESTERN MAILS

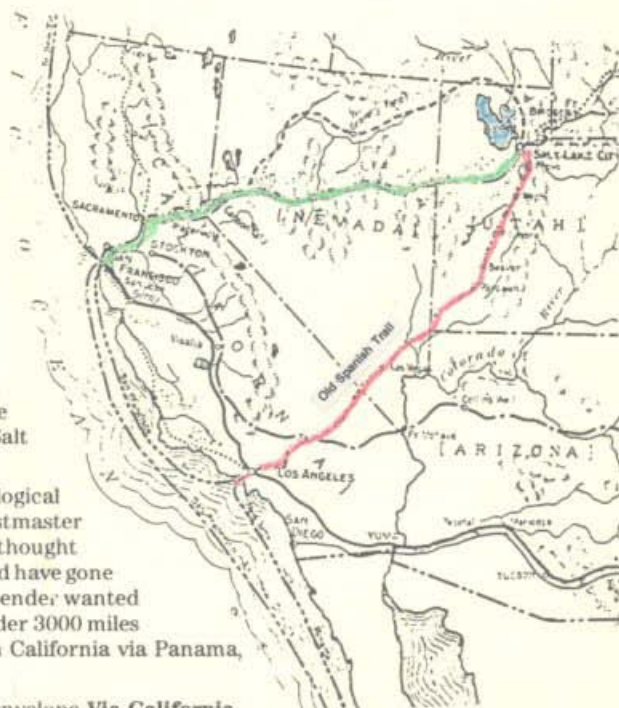
CHORPENNING ROUTE "VIA CALIFORNIA"

SALT LAKE CITY In 1851 Absalom Woodward and George Chorpenning contracted with the Post Office Department to carry the mails from Salt Lake City to San Francisco via the emigrant route through Nevada (then Utah Territory) and over the Sierra Nevada Mountains. This was for the period 1851/58. Because of the deep snows in the high Sierras it became too difficult and dangerous to continue this route during the winter months. Therefore the route during the winter was changed to the Old Spanish Trail going southwest to Los Angeles and the port of San Pedro.

The cover shown was probably carried over the Old Spanish Trail in January of 1854, 1855 or 1856. The 3 cent Nesbitt envelope was not issued until July 1, 1853, thus the year date would have to be after 1853. The mails left the Salt Lake City post office on or about the first of each month.

There is no record of a 9 cent rate "Via California." One logical speculation can be based on the fact that the Mormon postmaster at Salt Lake City was in a position to charge whatever he thought appropriate. Thus he may have reasoned that the letter could have gone overland to the east coast for only 3 cents. Therefore if the sender wanted it to go "Via California," he should pay the inland rate for under 3000 miles to California, plus the 6 cent rate for over 3000 miles from California via Panama, making a total rate of 9 cents.

Note manuscript directive in lower left corner of the envelope **Via California.**



Via California



THE WESTERN MAILS

"VIA CALIFORNIA"

SALT LAKE CITY, U.T. Cover shown was carried over the Chorpennig route between 1854-1856. Because of deep snow in the Sierra Nevadas the Post Office Department gave permission to use the Old Spanish Trail via Los Angeles and the port of San Pedro to San Francisco during the winter months. It was not until the late fall of 1858 that Chorpennig contracted with Snowshoe Thompson to carry the mail over the snow covered high Sierras. Previous to this, Thompson had been carrying the mail for the Carson Valley post office and the surrounding area, but not for the Salt Lake mail. SEE CAMP FLOYD COVER IN THIS EXHIBIT FOR MORE ON THOMPSON.



The cover on the opposite page with the 9c rate is similar to the cover on this page. If the deduction for the 9c rate is correct, then the cover on this page would be a double rate of 9c X 2 for a total of 18c. From the position of the 12c stamp it appears to have been added at the post office. SEE OPPOSITE PAGE FOR THE EXPLANATION OF THE 9c RATE. L.P. Waldo, to whom the cover is addressed, was a clerk in the Commissioner of Pension's office and is listed in the U.S. Official Register for 1855, but not in the 1857 register. Thus the date of this cover would be about 1854-56. This just about rules out the possibility of Snowshoe Thompson packing the cover over the snow covered mountains on skis. SEE CAMP FLOYD COVER CARRIED BY THOMPSON.

Collector sees rare envelopes on TV news; find includes Snowshoe Thompson cover

One of the near mythical figures in the folklore of the American west is the legendary Snowshoe Thompson, a strapping Norwegian who in the 1850s and 1860s carried

Editor's Choice

By Michael Laurence

mails across the Sierra Nevadas on cross-country skis.

Figure 1 shows a woodcut, from an early illustrated magazine, supposedly representing Thompson at work.

Acting briefly as an official government carrier and more enduringly as a private expressman, Snowshoe Thompson carried mails in the Sierras for at least two decades. Subsequently he attempted, without success, to get Congress to pay him for these services.

Other carriers also packed mails across the Sierras on skis, and the dates of specific crossings are uncertain. Thus it has not been possible to point to a particular cover and say, without fear of contradiction, "this envelope was carried by Snowshoe Thompson."

A recent find of covers changes this. Figure 2 shows a 10¢ government envelope, postmarked Carson Valley, U.T. (Utah Territory — subsequently Nevada) and dated APR 26 (1858).

The envelope is addressed to Pardon Brown of Middletown, R.I., and bears an ornamented oval handstamped marking of "Thompson's Carson Valley Express."

This heretofore unrecorded express marking was apparently used by Snowshoe Thompson in one of his early forays as a mail-carrying expressman.

The discovery cover in Figure 2 is the only cover known to bear this marking and (to my knowledge) the only cover that can definitely be attributed to Thompson.

The cover was just one part of a find of 100 or so envelopes made earlier this year. Rich in historical content and bearing a wide variety of early west-

ern territorial markings, the Pardon Brown covers were found in Chicago in February.

They subsequently made their way into the hands of N. Leonard Persson, a long-time postal history collector (and *Linn's* reader) with a keen eye for the unusual.

One of Persson's specialties is western territorial covers, and this find certainly enhanced his collection.

The discovery of the Brown correspondence is in some ways as interesting as the tale of Thompson himself. It proves there are major finds still to be made today, and it shows that you can discover rare philatelic items in the most unlikely places — on television, for instance.

Persson told the story in a slide presentation before a rapt audience at a recent meeting of the Collectors Club of Chicago. What follows is taken from his script:

"It was a balmy Feb. 28, a Monday, when I arrived home.

"My wife met me at the door saying: 'Hurry and come in, there's a guy on TV who found some covers.'

"The evening Channel 7 Eyewitness News program still had 20 minutes to go when the late announcer Fayhey Flinn said: 'Coming up soon, a south side Chicago man finds a trunk full of old letters.'

"The TV story was presented by reporter Frank Mathie. A young man, Dallas Carr, had been cleaning out an old house about to be razed, and had found that proverbial trunk full of letters.

"Sensing there could be material both of interest and value, Carr contacted Chicago's ABC affiliate, Channel 7. Frank Mathie got the call, smelled a story, and went out

to the site, at 56th and South Marshfield where the old house had stood."

Figure 3 shows a still photo from this portion of the newscast, taken from a videotape recording.

"On the TV newscast, Frank and Dallas began looking through the correspondence.

"Frank pulled out an envelope, examined it, and commented: 'I wonder who is writing Mrs. Pardon Brown from Fort Riley, Kansas Territory?'

"At that moment," Persson continued, "when a 10¢ green stamp, tied by a San Francisco postmark, came on camera, I knew that this was a correspondence that would fall dead center in my area of postal history collecting."

Persson called the TV station, talked with the reporter, got Dallas Carr's phone number, met with Carr and finally bought the covers.

He says he paid Carr a fair, even generous price. "I bought the material as a collector," he told us, "not as a dealer. It was



Figure 3. A Chicago TV news reporter interviews the discoverer of the covers, on the site where they were found.

a substantial transaction."

Once the sale had been consummated, Channel 7 came back with a follow-up report, including an interview with Len Persson, "rare letter collector." Figure 4 shows a frame from a videotape of that interview.

The letters in the find tell the tale of a group of pioneer brothers — the sons of Pardon Brown — who moved west from Rhode Island in the

1850s.

The correspondence tells of cattle drives, stampedes, Indian raids, household pets, birth, death and all manner of frontier activities. The brothers got peripherally involved in the



Figure 4. Chicago collector N. Leonard Persson, who purchased the find.

Mormon Wars, and some of their on-the-scene observations about Mormon involvement with Indians might well have historical significance.

When threatened by federal troops in 1857, Brigham Young sent messengers out to the Mormon faithful to get them to return to Salt Lake City.

Joshua and Peleg, two sons of Pardon Brown, were passing through Mormon territory at that time, and were able to purchase desirable Mormon land claims further west, in the Washoe and Truckee valleys near the California-Nevada border — 1,000 acres for \$250.

Peleg Brown thus became one of the earliest white settlers in the area east of Lake Tahoe, and is mentioned as such in H. H. Bancroft's monumental history of the west.

It is Peleg's correspondence with his parents back in Rhode

Island, as he settled into this beautiful mountainous area, that produced the Snowshoe Thompson cover.

In a letter written Dec. 17 and mailed Christmas Eve 1857, from Carson Valley, Peleg Brown tells of winter moving in. He has had to come down from Washoe Valley to Truckee Valley.

HATS OF EVERY DESCRIPTION.
C. H. HOYT & CO., 131 and 132
Commercial Street, San Francisco.

ROSEMARY AND CASTOR OIL
prepared by LITTLE & CO., No. 131 Mont-
gomery Street, is the best preparation in use, for
restoring and beautifying the hair.

**WHITE TEETH AND A SWEET
BREATH** are easily obtained, by using
the Florethane Tooth Wash, prepared by
LITTLE & CO., Apothecaries,
131 Montgomery Street.

**BAY WATER, IN QUART BOT-
TLES,** for only 75 Cents, is sold by LIT-
TLE & CO., Apothecaries, No. 131 Mont-
gomery Street, and warranted to be the best article in the
market.

LITTLE'S DEVINE'S PITCH
LARDENINGS are a safe remedy for Coughs,
Colds and all Bronchial Affections.
Observe that LITTLE & CO.'S signature
is attached to each box.

**VERY SUPERIOR FIRST
CLASS MILDERY WINES,** in 2 cases, just ar-
rived, per "Arctico," from London. Also "Duo-
ble" & "Triple" and "Superior" East India
and other varieties of former importations.
For sale by
HAYDEN & CO.,
101 Sacramento St.

SPECIAL NOTICE - FOR SALE -
Three one and one-half story brick houses, on the Levee,
at Sacramento, between K and L Streets.
These buildings will be sold cheap for cash. They are
in the best location for persons wishing to
commence business with the spring trade. The
season Railroad is contemplated to run in front
of the premises.

Also, to be in San Francisco, two fine Lots at
the junction of Market and California streets.
The second story on the corner of Sacramento
and Montgomery streets. Between fine brick stores
(iron fronts) on the corner of Mission and Second
streets - will be finished in sixty days. One
warehouse on the corner of Market and Fremont
streets, in front of Oriental Hotel. Several offices
in Masonic Hall, Armory Hall and Express
Buildings, on Montgomery Street. Six fine rooms
for a small family on the second floor, on Mont-
gomery Street, between Gatter and Market.
Apply to
S. BRANNAN,
at San Francisco.

JOHN F. PECKS, NEWS AGENT
and Periodical Depot, of American and Foreign
Newspapers, Magazines, Reviews, etc., cheap
Publications, stationery, Lithographs, Steamers
Papers, Stamps, etc.
Northwest corner Sansome and Washington
streets, San Francisco.

Continued from 1st page.

The preliminaries of the fight being adjusted,
one of the spectators, seizing a shovel, cried out
for them to "bury up the shooting," as he was
ready to proceed with the work of digging their
graves. This humorous rally having raised a
laugh, defeated the further progress of the affair.
MR. THOMPSON THE MOUNTAIN EXPRESS MAN,
has again arrived at Sacramento City, and has
arrived to us in the subjoined sketch of himself,
wearing the celebrated Carleton snow shoes,
seven feet long, by which alone he was enabled
during the late severe winter to accomplish his
perilous journey over the Sierra Nevada, and de-
liver to our readers in Carson Valley the San
Francisco News-Letter. He says the snow-drifts
were all feet deep—but that our friends were all
well in the valley.



Mr. Thompson, the Carson Valley Expressman,
left Sacramento on Wednesday, February 18th, on
his return trip. The Placerville American says
he was accompanied by an assistant, whom he
found it necessary to employ to relieve him of a
part of his load, which the requirements of the
people on the other side of the mountains had in-
creased to the weight of eighty pounds. The only
way in which the people at Carson Valley can
procure in the winter season, the San Francisco
News-Letter, or the California Advertiser, and
such other articles as they may happen to need,
is through the agency of Mr. Thompson. Not an
individual has visited the Valley over any other
route, during the present winter. Mr. Thompson,
however, has made regular trips, and has some-
times carried upon his broad shoulders over the
entire route a load weighing fifty pounds. Seven
pounds weight being one *Francisco Aero* *copy*.
He has heretofore performed the journey alone,
except when his protection and guidance
have been sought for persons desirous of crossing
the mountains, but in order to keep pace with the
increasing wants of the people of the Valley he
has found it necessary to employ an assistant—

the *Evening Bulletin*, with a heavy wand, was
wielded on immediately after the decision, by
sixty of our influential citizens who each con-
tributed \$1 for the payment of the fine. Mr. C.
however, declined to receive this gratifying tes-
timonial of their sympathy, but generously pre-
sented the \$60 to be equally divided between the
Catholic and Protestant Orphan Asylums of our
city.—Mr. McAlpin, State Engineer of New
York, will arrive in California by the next mail
steamer. His only object is to locate the
Water Canal for the Fresno
which will cost upwards of
and completed over one year
the most productive enter-
prise in our State; papers
filled out of common oil, and
deleterious drugs for compa-
rison between the oil and
mineral kerosene and other
kinds, wanting to our fit
where they include. It was
at home whose character, I
above suggestion, than for an
account. We know of a re-
the Mission, who flies or wa-
to locate at that old estate
Father's, Montgomery Street
A great meeting of
at the Union
between General Faneur
and Taylor, head of the
and the Bay—had Mr.
up again, having proceeded
Sacramento in the steam. The
and left on Saturday last. To
which succeeded the recovery
said to be in China, at Santa
on the Pacific and in Philadel-
phonians of this city, among
who has been on his track
moved flight, has indication
but been out of this city since,
during the Vigilance era
since 1851. His residence is said
in the city, whose friendship for
was on Monday the 21st, and
bright skin and good health
season having exhausted all
overflowed the banks of our in-
Mines have had failure for it
the only season of the year
about San Francisco appears
the city. On a sunny day a
more than twenty one for the
State would be searched in vain
where all the scenes are grati-
a company. Besides the mount-
dressed in their gray attire, an
browsing here and there, one
attract the eye and occupy the
Mission buildings, erected long
the soldiers of the Cross, and
trouble served as a shelter again
class—the antiquated church, a
cross, old bells, and old statues,
came to worship long before
tion was born—the old adobe bu-
next the past with the present, a
the time when the Spanish
among the mighty—the beautiful
where fragrant breath prevails
and the real American cottage
strawberry and combing in
Mission, on a far less yesterday,
sign tempered the breeze, one of
We had something to add about
pondant of the *Advertiser* and
to *Journal* and *Guide* to
Francisco and the Pacific coast
other things most delightful in
time, the chart hath beckoned
away." except, therefore, our
six miles!

MONEY MAIL

Our money market has under-
gone variation since last mail. Some
been loaned for a year at 10 and
the majority of investments have
fallen at 11, 12 1/2, 13, 14, 15, 16, 17, 18, 19,
rates have been slightly improved,
their being taken in payment of
will be needed for the purchase
even to take loans.
State 7 1/2 cent Bonds
City San Francisco 6 1/2 cent. Bond
San Francisco Co. Scrip, dated Jan
1875 10 1/2
Dated previous to 18th April, 1875
noted and interested.
New London City Accounts, dated
since the 1st July, 1866.
Old London Accounts, dated previous
to the 1st July, 1865.
War Bonds of the
Ocean Navigation Co
Delayed City Scrip, according to the
contract.
The large sale by Wheeler at
Stocks, on the 26th ult, gives us the
prices: shares of Cal. Steam 3 1/2
Stocks—21 shares sold at 20; 3 shares
of 40—200 @ 20. American
Shares at 21 cents; 40 Clay at 18
Pacific West 1/2 etc. State 10
City 10, 9 1/2 ct, 10 cents; 20 San
Gas 41.

Wells, Fargo & Co. seem to be a
startling estimate. Three fellows at
my's stage, leaving San Francisco, in-
sulted, and demanded the driver to be
in express boxes. With the aid of the
engineer, the driver put the boxes of
the printer. The box of W. F. & Co.
used, and \$25.00 in that was lost.
About \$500 in small packages of coal
together with all the drivers and
found in the box. The robbers were
through the mud by the means of a
having large nails in the soles of his
three hundred yards from the spot
boxes were found. The dirt was
three inches in the ground. From it
was traced to a cabin, where they
eating their breakfast. Here they were
One of the robbers, a boy about seven
old, confessed the whole affair. They
voyaged to the Mokelumne Hill Jail, N. Y.
Co.'s box contained between \$100 and \$400.
The Pacific Express Co. a between \$400 and
\$500. But two hours had elapsed from the time



FAMOUS CARRIERS OF THE MAILS
NO. 3 OF A SERIES OF HISTORICAL COVERS



"Snowshoe" Thompson
For a score of years, John A. Thompson blazes the mail over
the mountain route between Placerville, California and
Carson City, Nevada. Performing feats of super-human
strength in blizzard, cold and snowdrifts, he traversed 91
miles each way, carrying 100 pounds of mail.

Mr. C. M. Prusatis, Pur. Act.
Industrial Filter & Pump Mfg. Co.
5900 Ogden Ave.
Chicago 50, Ill.

THE SAN FRANCISCO NEWS LETTER BUSINESS PAGE.

NORTHERN ASSURANCE COMPANY. Fire and Life Assurance at home and abroad. Incorporated in 1834—increased to A-1 of a 4th class. Capital £1,500,000 sterling. Head Office—London, 1, Moorgate street; Aberdeen, 2, King street; Edinburgh, 9, St. Andrew street; Glasgow, 13, St. Vincent Place. Fire Department—Insurances are granted against fire, at the current rates of premium. Life Department—All the advantages of a mutual association are united with the security of a proprietary company. The articulation Branch is conducted by the proprietors of the company for a charge of ten per cent. on the premiums, without any other deduction whatever. In this way the assured enjoy the profit without the liability of the mutual system.

Residences and Yachts insured to read in any measure than thirty-three without an amount of any form in the insured gold digging, or other accepted. No charge is made in places within the above limits. Annual premium for a single life:

Age	Premium		With Profits
	Without Profits	With Profits	
18	5 50	2 20	
19	5 50	2 79	
20	5 63	2 81	
21	5 67	2 88	
22	5 74	2 93	
23	5 76	2 96	
24	5 81	3 01	
25	5 85	3 10	
26	5 91	3 16	
27	5 96	3 23	
28	5 91	3 29	
29	5 98	3 35	
30	5 13	3 41	
31	5 18	3 41	
32	5 23	3 53	
33	5 30	3 59	
34	5 37	3 67	
35	5 44	3 75	
36	5 51	3 82	
37	5 59	3 91	
38	5 67	4 00	
39	5 70	4 10	

SMITH

Corner of California and I

UNITY FIRE INSURANCE ASSOCIATION. of Los Angeles Agency, March Capital, £2,000,000 sterling, and Stone Buildings and most favorable terms. In four new stone, this Association closes, insuring £2,361,767 signed are authorized to act without delay.
DICKSON, DeW

PHENIX FIRE INSURANCE COMPANY. N. Y. Office Capital, \$500,000 which is available Insurance agent stores, merchandise. The underlings here, and has been the following gentlemen: Messrs. D. L. Wainwright, H. E. L. H.

FIRE AND MARINE INSURANCE COMPANY. Agents.—The Agency for the LIFE INSURANCE COMPANY and Fire and Marine—CANTILE Insurance Company and Fire. J. P. HAVI
147

MONARCH INSURANCE COMPANY. of New York—The Agency, 13 and Surplus Fund \$150,000, (held by most houses). Dire Sir John Maygrove K. Hooper, Deputy New York.—John George Curtis. Policies issued at this Agency. Brick and stone in part, household property generally, ins 147

CONTINENTAL INSURANCE COMPANY. of New York—Dir. C. ADOLF STEINER, is authorized this Company. A returned to the Ins

WELLS, FARGO & CO. BANK. 118, Montgomery street, San Francisco. Bills of Exchange for sale on: Adrian, Mich. Fremont, Ill. Alton, Ill. Fremont, O. Peru, Ill. Anderson, Ind. Galena, Ill. Peru, Ind. Ann Arbor, Michigan, N. Y. Ft. Lauderdale, Fla. Astoria, N. Y. Green Castle, Ind. Ft. Pierce, Fla. Bat Creek, Mich. Ind. Hamilton, O. Portville, Pa. Beirut, Wis. Indianapolis, Ind. Providence, R. I. Birmingham, N. J. Jackson, Mich. Quincy, Ill. Bloomington, Ill. Kansas City, Mo. Racine, Wis. Boston, Mass. Kenosha, Wis. Reading, Pa. Buffalo, N. Y. Keaton, O. Richmond, Va. Rochester, N. Y.

The Orizaba will sail March 5th. **NICARAGUA CO'S STEAMSHIP Line.** via San Juan del Sur. Touching at Manzanillo. The new and favorite Steamship ORIZABA, G. W. Klehner, Commander, will leave Washington street wharf, with independent mail, passengers and freight, on Friday, March 5th, at 12 o'clock, M., precisely, connecting with the Steamship Tennessee, for New York. Passengers by the Sierra Nevada will be taken to Panama without delay should the ship be taken to Panama be found obstructed on the ship's arrival at San Juan del Sur. Arrangements have been made on the Atlantic side with the Steamship Tennessee for the opposite

PACIFIC MUSEUM, CORNER OF CALY AND KEARNEY STREETS. Interesting and instructive amusement for Families! This Museum having been erected, erected, improved and enlarged, and numerous additions having been made, the proprietor is now prepared to exhibit to the public the greatest and most complete collection of Living Wild Animals ever seen on this coast! containing many objects of rare interest in every class. Here may be seen SAMSON, the largest Grizzly Bear ever captured alive, weighing 1,500 lbs. BEN FRANKLIN, an enormous Grizzly, whose attachment to his keeper has twice saved his life. VICTORIA, or the Russian Brown Bear. The Black Bears. Two Twin White Bears. The Red Bear of three Black Cubs, and two Cinnamon. A collection of Beavers, which, in variety, has been rarely, if ever, seen in any country. Many of these bears are and are made to perform numerous feats at the will of their keepers. A collection of other wild animals, among them a Lion and Tiger. A beautiful Deer, Antelope, two Ant-Eaters, a Prairie Wolf, Foxes, Mousamount, three varieties of Eagle, a Sea Leopard, in a cage, intended to exhibit him in his native element. Also the Mammoth Egg, so much wonder at the State Fair, 1860 lbs. A large collection of Birds and many other curiosities of nature, among which is the fine colonial BIRD, formerly owned by

that the U10 has been removed and replaced and is genuinely used.



For The Expert Committee Chairman

submitted by Al Zimmerman.

NO COVER BEING GIVEN UNTIL THIS DAY 1/19. UNIQUE CARRIED OVER THE SIERRA NEVADA RANGE.



SAN FRANCISCO IN NOVEMBER, 1848

Bands in attendance every evening and evening, Sundays excepted during the day time; 50 cents.

FAST VESSEL FOR THE EAST.—THE ANTIPOPE. The fast steamer ANTIPOPE, J. R. Corwin, Captain, will be dispatched on or before the 10th of her cargo being already shipped. Passengers are requested to apply to the Captain for tickets and stowage, as within a very short time will be open to the public. For particulars apply to J. R. CORWIN, AGENT, JOHN DEWAR, Notary Public, East and Commercial streets. Tickets will be immediately laid on CALUSA.

REAL ESTATE. General Mercantile Auctioneers, 100, 101 and 102 West, Express Buildings. Regular Estate.—Wednesday. Regular Auction, Thursday. Notary Public.

DE THE S. F. GAS CO. Notice is hereby given that the 4th day of March next, the rate of gas will be reduced to Ten Dollars per 1,000 feet per night, 5 per cent. to consumers of from 10 to 25 ft per night, 4 per cent. to consumers of from 25 to 50 feet per night, 3 per cent. to consumers of from 50 to 100 feet per night, 2 per cent. to consumers of from 100 to 1,000 feet, 1 per cent. to consumers of from 1,000 feet to 2,000 feet, being 88 per cent. to consumers of from 2,000 feet to 5,000 feet, 86 per cent. to consumers of from 5,000 feet to 10,000 feet, 84 per cent. to consumers of from 10,000 feet to 20,000 feet, 82 per cent. to consumers of from 20,000 feet to 50,000 feet, 80 per cent. to consumers of from 50,000 feet to 100,000 feet, 78 per cent. to consumers of from 100,000 feet to 200,000 feet, 76 per cent. to consumers of from 200,000 feet to 500,000 feet, 74 per cent. to consumers of from 500,000 feet to 1,000,000 feet, 72 per cent. to consumers of from 1,000,000 feet to 2,000,000 feet, 70 per cent. to consumers of from 2,000,000 feet to 5,000,000 feet, 68 per cent. to consumers of from 5,000,000 feet to 10,000,000 feet, 66 per cent. to consumers of from 10,000,000 feet to 20,000,000 feet, 64 per cent. to consumers of from 20,000,000 feet to 50,000,000 feet, 62 per cent. to consumers of from 50,000,000 feet to 100,000,000 feet, 60 per cent. to consumers of from 100,000,000 feet to 200,000,000 feet, 58 per cent. to consumers of from 200,000,000 feet to 500,000,000 feet, 56 per cent. to consumers of from 500,000,000 feet to 1,000,000,000 feet, 54 per cent. to consumers of from 1,000,000,000 feet to 2,000,000,000 feet, 52 per cent. to consumers of from 2,000,000,000 feet to 5,000,000,000 feet, 50 per cent. to consumers of from 5,000,000,000 feet to 10,000,000,000 feet, 48 per cent. to consumers of from 10,000,000,000 feet to 20,000,000,000 feet, 46 per cent. to consumers of from 20,000,000,000 feet to 50,000,000,000 feet, 44 per cent. to consumers of from 50,000,000,000 feet to 100,000,000,000 feet, 42 per cent. to consumers of from 100,000,000,000 feet to 200,000,000,000 feet, 40 per cent. to consumers of from 200,000,000,000 feet to 500,000,000,000 feet, 38 per cent. to consumers of from 500,000,000,000 feet to 1,000,000,000,000 feet, 36 per cent. to consumers of from 1,000,000,000,000 feet to 2,000,000,000,000 feet, 34 per cent. to consumers of from 2,000,000,000,000 feet to 5,000,000,000,000 feet, 32 per cent. to consumers of from 5,000,000,000,000 feet to 10,000,000,000,000 feet, 30 per cent. to consumers of from 10,000,000,000,000 feet to 20,000,000,000,000 feet, 28 per cent. to consumers of from 20,000,000,000,000 feet to 50,000,000,000,000 feet, 26 per cent. to consumers of from 50,000,000,000,000 feet to 100,000,000,000,000 feet, 24 per cent. to consumers of from 100,000,000,000,000 feet to 200,000,000,000,000 feet, 22 per cent. to consumers of from 200,000,000,000,000 feet to 500,000,000,000,000 feet, 20 per cent. to consumers of from 500,000,000,000,000 feet to 1,000,000,000,000,000 feet, 18 per cent. to consumers of from 1,000,000,000,000,000 feet to 2,000,000,000,000,000 feet, 16 per cent. to consumers of from 2,000,000,000,000,000 feet to 5,000,000,000,000,000 feet, 14 per cent. to consumers of from 5,000,000,000,000,000 feet to 10,000,000,000,000,000 feet, 12 per cent. to consumers of from 10,000,000,000,000,000 feet to 20,000,000,000,000,000 feet, 10 per cent. to consumers of from 20,000,000,000,000,000 feet to 50,000,000,000,000,000 feet, 8 per cent. to consumers of from 50,000,000,000,000,000 feet to 100,000,000,000,000,000 feet, 6 per cent. to consumers of from 100,000,000,000,000,000 feet to 200,000,000,000,000,000 feet, 4 per cent. to consumers of from 200,000,000,000,000,000 feet to 500,000,000,000,000,000 feet, 2 per cent. to consumers of from 500,000,000,000,000,000 feet to 1,000,000,000,000,000,000 feet, 0 per cent. to consumers of from 1,000,000,000,000,000,000 feet to 2,000,000,000,000,000,000 feet, and so on.

AS, COSTA RICA. Commandante, 20, Contingee.

INUS' AS. 20, Contingee.

NOT HAVING facilities for the storage of a superior article of stock, for the dispatch of phone works, Sansum street.

GENERAL strike from Liv- she is ready to all on the under- bill of Lading. Contingee.

IG & CO.

Later from Carson Valley—Snow rapidly Melting—All Quiet in the Valley—The Carson Valley Memorial, etc.

PLACERVILLE, Jan. 29.

Yarnold, the Carson Valley Expressman, arrived this afternoon, having left Genoa on Monday last, January 25. On account of the wet weather his trip has been longer than he usually makes.

Yarnold says that on the summit of the Sierras the snow is now about five feet deep, but rapidly melting, and that the road will be open this season much earlier than usual.

There is no further news from Salt Lake.

Everything is quiet in the Valley, the Indians peaceable, and Col. Rodgers' army of occupancy is defunct.

The miners had commenced working in Gold Cañon, and were in good spirits. Stock of every kind look finely.

Mr. Crandall has twenty head of horses in the Valley, which will be used on this route in the Spring.

The people of the Valley are anxious that the petition of their Commissioners may be favorably received by the California Legislature.

The recent snow storm in the mountains was heavier on this side than the other, which seems to be somewhat singular. Yarnold was accompanied by Thompson, the former Expressman for the Big Tree route. They both used Norwegian skates in crossing the mountains.

Thompson leaves for the Valley as soon as the Atlantic mail arrives.

Sacramento Union, January 30, 1858

BY THE ALTA LINE.

**Later from Carson Valley—Further from
Salt Lake.**

PLACERVILLE, May 10.

Thompson, the expressman, has arrived from Carson Valley with further news from Walker's river diggings. Thompson left Walker's river on Friday, May 7th, at noon; arrived in Genoa yesterday, May 9th, at ten A. M.; left Genoa at four P. M., and arrived here this evening at seven P. M. He reports the diggings, so far as prospected, to pay from two to three cents to the pan, the average depth being from three to

six feet to the bed rock, with plenty of water. The miners who went there are making preparation by getting out lumber for sluices and other necessary purposes. The farmers who went from Carson Valley in hopes to find a fortune in a few days, feel disappointed, and some are returning.

Thompson has conversed with one Edwards, who resided in Salt Lake City all winter, and who states that John Chapman, the only survivor of the party of five who were massacred by the Mormons on their way to the States, is now on his way here from Genoa, in company with the party mentioned in yesterday's report.

Sacramento Union, May 11, 1858

"Snow-Shoe" Thompson

For twenty years—from 1856 to 1876—John A. Thompson, popularly known as "Snow-Shoe" Thompson, braved the winter storms of the High Sierra to deliver the United States mail to early pioneers, in the days before railways. "Penetrating the mountains to isolated camps, rescuing the lost, and giving succor to those in need along the way," he was truly a "pioneer hero of the Sierra." On one occasion he rescued from certain death James Sisson, who had lain for twelve days in a deserted cabin in Lake Valley. When found, both Sisson's feet were frozen and he had been four days without fire, his only food being a little flour. Thompson traveled all night through deep snow in order to bring aid from Genoa, Nevada. When the rescue was at last accomplished, it was found necessary to amputate Sisson's feet, and Thompson went all the way to Sacramento and back in order to obtain the anesthetic for the operation.

"Snow-Shoe" Thompson was a "man of splendid physique. . . . Within his breast lived and burned the spirit of the old Vikings. It was this inherited spirit of his daring ancestors that impelled him to embark on difficult and dangerous enterprises." Yet he was never reckless, and it was his knowledge of the mountains and all their ways, as well as his poise and his marvelous strength, that enabled him successfully to defy the wild storms of the Sierra winters.

Early in January 1856, while still on his ranch at Putah Creek, Thompson read in the papers of the difficulties experienced in getting the mails across the summit of the Sierra Nevada in winter. He made himself a pair of "snow skates," or skis, such as he had used in Norway when a boy, and began the arduous and heroic work which he carried on for twenty years. His first trip was made in January 1856, from Placerville, California, to Carson Valley, Nevada, a distance of ninety miles over the old Emigrant Road on which Placerville was the principal town. Not only was Thompson "the father of all the race of snowshoers in the Sierra Nevada" but he was also the forerunner of the stage-

coach and the locomotive across the High Sierra. No matter how wild the mountain storms, he never failed to come through, usually on time.

During the entire period of twenty years Thompson lived in Diamond Valley on a ranch located at the head of Carson Valley, just across the line in California. This was near Woodford's, and Thompson was taken from that point to the deep snow line by sleigh or saddle horse. He had two general routes. One went from Woodford's to Placerville, following approximately the course of the present state highway along the West Carson River to a point near the mouth of Horse Thief Canyon, four and one-half miles from Woodford's. There, he bore directly west in the direction of Thompson Peak. The other route was from Woodford's to Murphy's Camp, by way of Indian Valley and sometimes by way of the Border Ruffian Pass and Blue Lakes. On a few occasions he took the trail through Ebbett's Pass, stopping at Silver Mountain. These three routes to Murphy's converged in Hermit Valley.

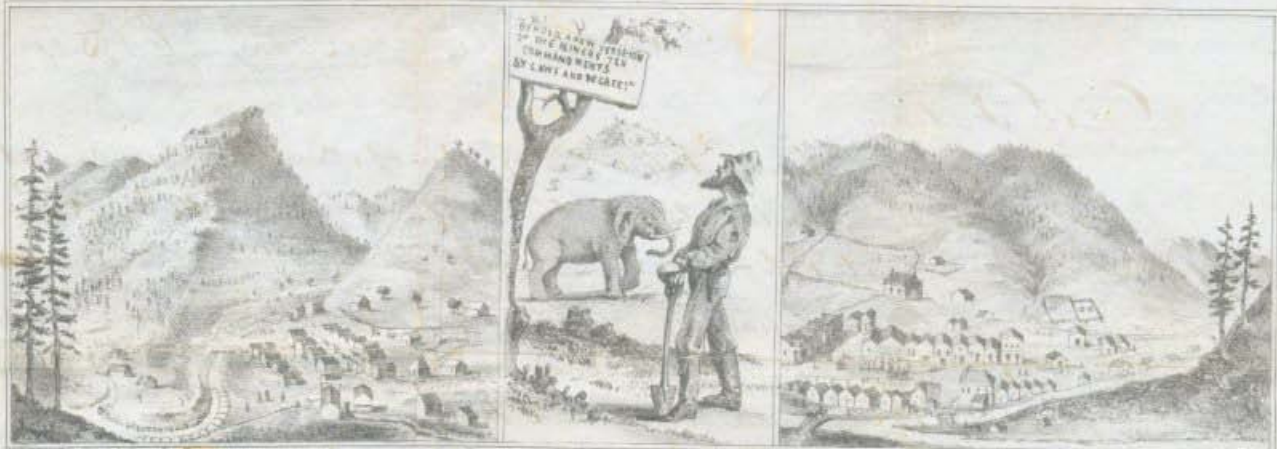
"Snow-Shoe" Thompson died at his ranch on May 15, 1876, and lies buried at Genoa, Nevada. A pair of skis are carved on his marble tombstone.



1907 Thompson Grave, Genoa, Nevada, with
1876 pair of skis on tombstone.



John A. "Snowshoe" Thompson
1833 - 1876



GOOD YEARS BAR

Paint by J.W. Langston & Co. Downieville, Sierra Nevada

DOWNIEVILLE

Painted by W. B. M.

Miners' Ten Commandments.

A NEW PERSER-ION, INCLUDING A PREAMBLE, BY-LAWS AND DECREE, BY CADEX OION.

PREAMBLE.

A way "doves east" there dwell a min,
E've over in the State of Maine,
Who had enough of tall pine trees
Himself cut wife to wail maintain.
But years rolled by, and children came
Around the little fire side,
And claimed a right to eat and drink,
Nor could such wants will be denied.
The pine trees grew, and children too—
Though in their manner far apart;
The trees grew stipe, the children thick,
And thus from Maine were banished to part.
"Old Zenas" to his wife did say—
"I'll move you all to Nidalgan,
And California, I'll seek,
And dig until a richer man."

And thus "Uncle Zenas" soliloquised—"I received in peace and prosperity away down in the State of Maine, and ended tew ceows, ten oxen and three shozs—besides dear Polly, and Ike, and Jake, and Tabitha, and Sarah Ann Eliza Jane, together with the darlin babe that was named Rachel, because she lifted up her voice and wept ten I kissed her and departed for California! Y-as, 'tis even I, 'Old Zenas' that's now in California, and haint struck a single pocket nor crevice yetho I've travelled 'n 'n' most as fur as 'tis tew hum. And here the roadarks! Wonder which of these onlikely roads nears of tew Hangtown? How! I'm blazed of here aint just the sackumstance I'm looking for by goll! A guide board, sartin as preachin! No tain, neither—coz the fingers aintpin us, and it reads—

"Behold, a new version of the Miners' Ten Commandments, By-Laws and Decree."

Which reads as follows:

BY-LAWS.

One stabs then may'n own, and there drive your stake,
And coasts and crevins 'ill you make or you break;
Always find the best-rod, keep at work and pump
—
Do anything rather than be running about.
If the gold isn't there, keep cool and don't swear;
Nor either get tight, and say you don't care;
Nor practice the art of "cut-out" your claim—
For by each a practice you'll get a hard name.
Climb out, very cool, with pick, pan and shovel,
And don't seek the cabin and pore over a novel—
But make a new claim, and pick in again,
And never have doubts of striking a vein.
Should you strike a rich pocket, a crevice or lead,
Don't drink up a barrel on the fortunate lead;
But pocket your dirt and go whizzing away,
Content to enjoy it at some future day.

Should you see your luck in daming the rivers,
And work in water, getting cold, rough and shivers,
Let "old rye" see, and with wisdom of thou art,
Sell out of you, and bless him who bought.
Wend your way dry diggings, purchase stakes
—
And a claim, if rich—judge of those you buy
from—
Here eight or "Coolies"—some the cooly at
—
Thus showing people you are not quite a duncie.
By "John" "Pat" make two dollars per day,
On the far reach, you see, that will pay;
Whereas, "John" "Pat" make a sturdy man,
You work twice for labor and hardly make
one.

And lastly, thus reads the Decree:

FIRSTLY—It is decreed unto all the people California, that ye do observe all that is herein written, that ye avoid some thresholds and quicksands of this life, and especially during your sojourn California, where a lessor or a warning cannot be given too soon. Califor in one vast amphitheatre—containing an assemblage of human beings fr every land and every clime. All classes, all colors, and all conditions, arch ay before your gaze, and soon they are associated more or less with yell. And now, my Disciples, this is why I publish this Decree, and give yehis warning that ye may be prepared to meet the tempters.

SECONDLY—It is decreed, O ye Miners, the first publish unto you, the decree; as ye are the most numerous of any be tribes of California; And I pray you will hearken unto me with an ative ear, that ye may be profited thereby. Ye are indeed mighty, and wise men and the counsellors of ten have sought thy abode to teach ye yis and understanding.

THIRDLY—And thus it is decreed that thost not labor to thine discomfort and bodily pain. Thou shalt labor seemeth good Disciples, and shall not exceed ten hours each day. Thy shalt consist of that which is most wholesome and nourishing, and thy rail shall be of woollen and of firm texture, and each week shall thou cleanse apparel.

FOURTHLY—In default of the same, thy br miners shall take thee down even unto Feather River, and cleanse thee-pore, body and all together, until thou wilt lend thine own exertions to thyself.

FIFTHLY—If vermin infest thee or thy blankets, thou shalt be banished from the cabin, thee and thy raiment until thou shalt rid thyself of thine unwelcome visitors. And on the day—yes, the hour—in which it shall appear that thou art ridden of all plagues—then in solemn possession shalt thou be marched with thy brother miners back even to the cabin, and all feast sumptuously.

SIXTHLY—It is decreed that thou shalt not be made servants one to another, only as each serves the other in his turn. Neither shalt thou forsake thy brother miner while on the couch of sickness and pain, but shall carefully watch over him, and administer unto every necessary want, until he shall be able to arise again and proclaim himself well of his malady.

SEVENTHLY—It is also decreed, that thou, O Miner, who hath a family in a distant country, shalt, whenever in thy power, remit the avails of thy labor to keep them in food and raiment during thy sojourn here. Thou shalt not neglect thy wife and children—add— after strange women, who, with a syren's tongue and winning smiles, would lure thee to her shores of shame and degradation, and rob thee of thine honor, thy virtue and thy gold; and at last would despise and curse thee, and turn thee away empty handed. Beware, lest thou art overtaken in thy secret wanderings, and lose thy life, and thy friends mourn thy untimely fate.

EIGHTHLY—And it is also decreed, that thou, O young man, who hast left thy father's house to sojourn in the land of California—even in the mines thereof—thou too, I pray, take heed. Remember the counsel of thy mother and sisters, and forget not thy solemn pledges of affection. Nor shalt thou forget to pen an epistle each mail to thy kindred, that they may know how fares the wanderer, and when he is to return. Neither shalt thou forget that young and comely maiden who gave to you her warm and trusting affections, while you vowed to remain true, and never forget that starry night just on the eve of thy departure. Remember all these promises, that in thy after life thou mayst be blessed with future generations likened unto thee.

NINTHLY—It is decreed, that thou, O Bachelors, shalt be banished for a season, working out thy salvation here in the mountains, even among the eternal snows of the Sierra Nevada, and here remain until you come to the sage conclusion that there is a more congenial atmosphere by the side of the gentler sex. If such is the result of thy experience, thou mayst take up thy bed and walk, leaving thy tools for others of thy kind. Ever after thy works shall be judged, and when a certain period of time shall expire, and thou hast not employed the time profitably, and obeyed the Scriptures, wherein it reads—"Multiply and replenish the earth"—if you have failed in this, thou shalt again and forever serve among the snows of the Sierras. Therefore, ye bachelor miners, take warning.

TENTH AND LAST DECREE FOR THE PEOPLE—It is now lastly decreed, that thou, California, as all, male and female, who comes hither to better thy fortunes—thou art commanded to pay special attention to this Decree. There's a certain class—journeyed hither to repair thy ruined circumstances, to pay off old debts which have hung like a heavy weight over the horizon of thy future happiness. Thou hast come hither willing to brave the storms and tempests, both of nature's warring elements and also the "party feud" and "political" ones that often lend violent commotion to this golden land. Thus, O Politician, who in thy Atlantic home didst crave office, and thy ambitious desires were not gratified—thou who labored so energetically for the good of the people (and thyself, too)—thou who wert beaten by the political opponent, thou comest hither to retrieve thy fortunes, to build up thy high-minded hopes, to court Dame Fortune's smiles once more, and to raise up unto thyself a great name. But beware, thou lofty aspirant of fame; there are those here who art long before thee, who have their wits laid, and now have wealth on their side. Take heed, be wise; do, then, go to one Bryant, and there select a pick, pan and shovel, and squarr for a while in the mountains, for there thou wilt have an equal chance among thy fellow laborers. And thou, O Speculator, from Gotham, thinkst thou that in California, even in San Francisco, thou canst succeed, and have built up thy broken fortunes by thy schemes and thy small capital? Thou, too, beware, for in San Francisco there are speculators congregated from all countries, even of the shrewdest kind, and have studied and practiced all manner of devices. Take heed, therefore, and invest thy small capital in miners' supplies, and flee to the mountains, or to some inland village, and there be content with health, good water and fair profits.

And thou, pilgrims to the Korrick State, take heed, but pierce the Northern wilds and the mountain scenery; rush for pure air, health, wealth, and plenty of labor. Despair not in the hour of thy afflictions, but brave the storm manfully, and soon thou art safe. And thou, fair maidens, daughters of Eve, who hast braved the hardships and dangers of a voyage to our golden shores, and thou heroines and pioneer mothers, we greet thee—thrice welcome are ye all. Thon whom in memory were cherished—thou whom we so much wished for, who art so highly prized and cherished in every land—thou art indeed here— And thou, aged, though single maidens, thou art here too; now will thou remain in single blessedness long for thou wilt not meet with so many fair competitors to bear away the prize from you, but will soon be heard exclaiming, "Hurrah! Hurrah!"

And now, each and every one, take heed of this my decree; and all of ye, my Disciples, shall say at the last—We have followed thy precepts, and verily we have found our reward.

you commenced by a good deal - notwithstanding all this I think
there is money to be made ^{in making} particularly if you get on the right
spot to make it - I thought I would try it again and see if I could not
hit the right spot this time - whether I am on it now or not I can't
tell - but time will tell - you ask how much success
made - I think he may have got home with somewhere from
10 to 1400 Dollars - I think he may have cleared 1000 Dollars
in his California excursion - not over that I think
you must not allow these words to have come from me though
- I suppose he must have told a great yarn when got home
about his profits made in Cal - The Boys who came
out about the time I did are all well I believe
and I think doing well - I think there are none
but what are doing much better than I am -
I see in hopes though that it will be
my turn before long - Next time
you write I would like to hear how the suit
with old Nye is progressing - I would like to
see the old thief out here - dead broke - without
any dime in his pocket - and oblige to go into
an old wet lousy drift - and work like h - c
with a pick and shovel for his grub,
and with all the rest it would be one of the finest
places imaginable to take a little good satisfaction
out of the old pudden head - I think I have
written enough of this kind of nonsense - here is a gold half
Dollar for Joseph a gold quarter for little Harriet and
a gold Dollar for Mother - I rec'd a letter from Angelina
a short time ago in - love to all the Family - and the
Uncles - Aunts & in moons - remember me to David & others

From your Son
V. Biglow



J. B. Spencer

THE MOUNTAIN HERALD.

VOL. 1. Yreka, Siskiyou County, Cal., Saturday, Sept. 10th, 1853. NO. 14.

THE MOUNTAIN HERALD,
 IS PUBLISHED EVERY SATURDAY BY
THORNBURY & SLADE.
TERMS—Annually in advance.
 One Year..... \$10 00.
 Six Months..... 5 00.
ADVERTISEMENTS.
 For one square of ten lines, or less, \$4 00.
 For each subsequent insertion, 2 00.
 A liberal discount made to monthly and yearly advertisements.
JOB PRINTING
 Of every description, done to order, and on reasonable terms.

INDIAN DIFFICULTY BETWEEN HUMBOLDT BAY AND TAINITY.—To Mr. Charles Snow, who arrived from Humboldt Bay, on Saturday evening last, we are indebted for the following information:

On Wednesday, Aug. 24, Messrs. Johnson and Wilson, packers, were attacked by the Indians, at a camp on the Red Wood mountain, Trinity trail, some 20 miles from Humboldt Bay, which resulted in the death of Mr. Johnson. Mr. Wilson was severely wounded by arrow shots in the shoulder; but succeeded in reaching Angel's Ranch, 14 miles from Uniontown, for which place messengers were instantly dispatched.

On the arrival of the messengers in Uniontown, a company started for the scene of the melancholy affair, under the immediate command of Captains Smith, Dürker and Taggart.

On Friday afternoon, the company succeeded in surprising a number of Indians, only a few of whom escaped; and on Saturday, a squad of four or five whites attacked and killed a number, among whom was recognized one of the murderers of Johnson.

Mr. Johnson was a young man, well and favorably known, a native of Germany, to which country he intended returning shortly, for the purpose of visiting his parents and a home from which he had been absent seven years. He looked forward with much pleasure to the moment when he should bid adieu to the country of his adoption, for his native land; but his name now stands among the list of victims to the savage brutality of those merciless Indians. Mr. Wilson is, we are happy to learn, pronounced out of danger by the physicians, although from the nature of his wounds his recovery will be slow.

The Indians in that part of the country, particularly those inhabiting the vicinity of Red Wood creek, have displayed a deep and bitter hatred to the whites, which they have evinced by the murder of many packers and others who were travelling through that neighborhood. Until the present time, no steps have been taken to put a stop to their depredations. We have a sufficient guarantee in the well known characters of Captains Smith and Taggart and their men, that an effectual stop will be put to the depredations of these red villains.

Will our friend Capt. Taggart, or some

BALLOON ASCENSION AT OAKLAND.

DARING AND PROBABLE FATAL ASCENT OF A YOUNG MAN.—Yesterday was a delightful day, and hundreds of persons repaired to Oakland, on the opposite side of the Bay, attracted by the announcement of a grand balloon ascension, as well as by the desire to enjoy the country air. Three steamers plied between the city and that place, carrying over a full complement of passengers every trip. During the early part of the day, the visitors amused themselves in strolling through the pleasant groves of Oakland, whilst the process of inflating the balloon slowly progressed, under the management of Mr. Kelly, who was to have made the ascent. The balloon with the necessary apparatus was confined in a small yard on Third street, near Broadway, and was open to the inspection of all. It was a fine silk one of large dimensions, not less than forty feet in circumference. The process of inflation was very tedious and uninteresting, and the spectators, after waiting some hours, came to the conclusion that the ascension would be a failure. To relieve the monotony, small pioneer balloons were sent off at intervals, and a voluntary collection was taken up for the benefit of Mr. Kelly.

At half past three o'clock, the balloon was a little more than half filled with gas, and it was announced that Mr. Kelly was about to undertake the voyage. A dense crowd collected round the balloon, and the aerial voyager took his seat in the car, which was released from confinement, and away went the balloon, not into the upper air, but along the street in a westerly direction, hanging Mr. Kelly against the ground in anything but an agreeable manner, and knocking up quite a dust until it was captured—Mr. Kelly retaining his position in the car. A man of lighter weight than took his seat, and another attempt was made, but with no better success. In its progress along the ground, the balloon came in contact with the limbs of a tree, but escaped unharmed. In order to lessen the weight, as is presumed, the car was taken off the hoop, and a small board was placed across from one side of the hoop to the other, and tied fast. Upon this a man of still less weight took his seat, and was carried, a few feet from the ground, a distance of some fifteen or twenty yards. By this time, the excursion was looked upon as a good farce, and of course a total failure. Several persons, appreciating the fun, asked to be permitted to take a ride, supposing, as a matter of course, it would be only for a few yards. Among them was a youth of sixteen years of age, named Joseph Giles, known by the familiar appellation of "Ready." He had gone to Oakland to sell oranges—his avocation—and was in for all kinds of sport. Without reflection, he was told to jump in. Turning to his companion, he handed him his basket of oranges to him, and asking him to hold them

rapidly along in a south-easterly direction. With the exception of this information as to the use of the valve-rope, he was entirely ignorant of the manner of managing a balloon. Having ascended some thirty or forty feet, the balloon was carried along by a gentle breeze in a S. E. course across an arm of the Bay south of Oakland, and rising as it proceeded to a greater height, until it was concealed from view by some light clouds. It was then met by a counter current of air, and moved along, gradually ascending in a north-easterly direction, to appearances immediately over the crest of the mountains. In the course of half an hour it had attained a greater altitude, and still its course was onward and upward, until at a few minutes past 5 o'clock it was lost to view in the distance. It was about fifteen minutes before 4 o'clock, when the boy took his seat on the board.

Although the result of this extraordinary aerial voyage must remain in doubt for some time, scarcely a hope of the safety of the daring youth can be entertained. Had he known how to control the balloon, he would unquestionably have opened the safety valve, after proceeding a mile or two, and effected a descent. It is to be presumed he was either ignorant of the manner in which the valve is used, or that the rope, by which it is opened, had broken or become entangled. Be this as it may, his course was onward and upward to what would seem to be inevitable destruction. When last seen the balloon was at such a height as to preclude the hope that he could be alive. The danger of his falling off the board was of course imminent, and as he ascended into the higher regions, he must necessarily have become benumbed by cold, and may have fallen to the ground and been crushed to atoms. In the event of his escaping this death, however, another equally terrific awaited him—that produced by the rarefaction of the air. The youth has, we understand, a father and brother living in this city. We await with some anxiety the result of this most extraordinary affair.

A few moments after the balloon had parted company with the earth, and when at the distance of half a mile, one of young Gater's companions shouted to him to know if he "would not have an over-kill!" The crowd around enjoyed the joke heartily, little thinking that the brave boy would in less than half an hour be shivering with intense cold. We may remark that he was very lightly clad. As he ascended, and before the outlines of his figure were lost to view, in the distance, his back was turned to the crowd, and we did not observe him make any attempt to look back on the world he was leaving, we trust, but temporarily. His department was, however, entirely composed, although his seat was a most uncomfortable one.—Two or three ropes against which he lean-

countered the counter current of air, and made the curve which carried it to the north-east. After having struck the counter current, the distance was so great that the figure of the boy could no longer be distinguished. The boy and the balloon presented a single dark object to the view, and from this time until it entirely disappeared, the diminution in its size was very gradual. It was, however, throughout the whole time seen with the greatest distinctness. The atmosphere was universally pure, and after the balloon had floated past the low clouds behind which it was concealed within the first ten minutes, it was not again hid from view until it had passed beyond the range of unaided human vision. Even when it disappeared, it did not seem to have been concealed by the light fleecy clouds in the background, but gradually dwindled to a speck so small that it could no longer be discovered.

At first the spectators seemed to have been insensible of the danger attendant upon the voyage. They regarded it merely as a good joke, and a pretty spectacle—so beautiful did the balloon rise, and so gracefully did it float along high above the tops of the mountains. It was only when it became scarcely perceptible, rising higher and higher above successive belts of clouds, that they began to enquire into the circumstances of the ascent and the name of the daring boy, as well as to who might be to blame for permitting or countenancing the rash act. Much anxiety was entertained to know whether he had fallen from the board. A glass was obtained and it was ascertained that a heavy substance was still attached to the balloon. This must either have been the box or the board—scarcely the latter. Kelly started on horseback in the direction the balloon had taken, but there is no probability he could have kept it in sight, for when last seen it must have been beyond the mountain, and this was but a short time before sundown.

When the balloon first attained a position above the line of the mountain, it seemed to be about five times the height of the mountain—when last seen, about eight times. It then appeared to be at an angle of about eighteen degrees with the base line of the earth. The distance from the place of departure, and the height above the earth, must of course remain a subject of conjecture. The direction in which the balloon was going, when last seen, was that of Sacramento. The balloon was distinctly seen throughout its progress, by the citizens of San Francisco, and the additional distance added by the boy appears to have varied the appearance of the object but slightly.

Hon. George Adams Smith, District Judge of the ninth Judicial District, died yesterday, at Hamilton. Judge Smith was a young man of great promise, and rapidly rising in his profession. In his sudden de-

A beautiful scene. The water could be seen for 60 miles
 People all went into the yards to live
 They came right into the "harbour" with boats
 of food & signs of want out again



Printed & Engraved by D. B. VAN DUSEN

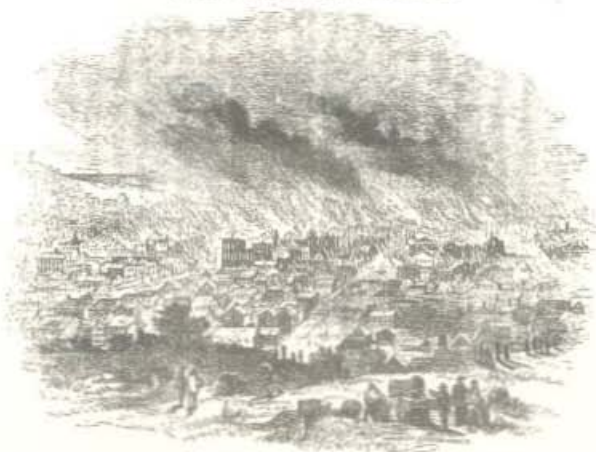
VIEW OF J STREET, SACRAMENTO, ON NEW-YEAR DAY, 1853.

Friday March 4th

Dear Father & Mother;

A pleasant P.M. to you. Are you enjoying a fine sunny
 Old such beautiful weather as we have here I never saw before! I never
 such very pleasantly & so clear. The weather now is like May in Ohio. I
 very well now, but not free from home-sickness. The fact is, I
 nothing's thing to tell you, I can think of nothing but not truly told you
 my journey. With regard to the settlement, soon as I had weather, I did not
 older at such an awful place as has been described, by no means. The soil
 to be described as the Panama, or Oregon form, which crops immensely well
 when you can little water of it. The way to avoid contracting it is to keep
 of the town, as much as possible, & take very little exercise. You must
 be sure to get under shelter on the dew falls. I never can describe
 the splendor, the magnificence of Astoria scenery. Vegetations are piled
 heaped up on the beautiful diversities, to get, I saw some material as
 that art can never compete with. The scenery on either bank of the
 is grand. Every more than the same. As a "Punch" to visit a lumber
 that had situated on a high & green Knoll, or hill, rather, surrounded
 with tropical trees, but the Palms, & Cocoa more especially. Cattle!
 have hundreds in Ohio than there green hills presented. Your eye

THE WESTERN MAILS



Fire of May 4th, 1851.



THE GREAT FIRE OF 1851

Wm. B. PETERS writes a long letter under date of "San Francisco Le 22 Mai/51", to his lady friend. A six page letter written 18 days after the fire that swept San Francisco May 4th 1851. The following is taken from the last two pages, the first four being in French. "Of course you know about the Fire that destroyed our beautiful city - I was coming from San Jose at the time & only got here the night afterwards, but then the smoke was enough to smother one a mile from the city, & the harbour was full of embers & half wrecks of the houses wharves, fire kept burning for a week. But the energy of the Franciscans is equal to the calamity & S. Fr. is rising Pheenix like from the ashes. Already more than $\frac{1}{2}$ the town is rebuilt tho not on the same costly plan, where there were good substantial brick houses now only little frame houses." He then goes on to ask "Has your brother William any notion of coming to California to see the Elephant". This last expression was popular with the gold rushers on thier arrival at the gold mines, which was a sight as rare as seeing an Elephant to them.

THE WESTERN MAILS



ZACK'S EXPRESS

Granville Zacharian operated an express between Downieville and La Porte, California, via the Gibsonville Ridge in 1865 and 1866, by snowshoes in winter and on horseback at other times.

There seems to be one printed frank and three handstamps known of this express, as illustrated. The 1857 date on the third handstamp is regarded as an error.



Snow-Shoe Express.

GRANVILLE ZACHARIAH,

Will commence running twice a week between Downieville and La Porte, and intermediate points, carrying

Letters, Papers, Langton's Expr's
AND THE

Mountain Messenger,

Leaving Downieville on Tuesdays and Saturdays, and La Porte on Sundays and Wednesdays.

It is to be hoped that citizens along the route will patronize this enterprise liberally, that it may become a permanent winter communication between the North and South Ends of the County, saving the long delays attendant upon letter communication via Marysville.



The above is from M. C. Nathan's book, FRANKS OF WESTERN EXPRESSES, Collectors Club of Chicago, 1973. All are from printer's proofs. Also submitted to Zack was the unused cover shown below, with the date of 1857. Apparently the middle design was selected, because there are three known used on cover. All four shown above are printed and not handstamped as claimed in the book. The rectangle shown above was just recently discovered and is now the only recorded example.



Rockwood, Pa.
Pot. Mine
California

8/24/99

I HAVE EXAMINED THE ABOVE FRONT ONLY. I BELIEVE IT TO BE A GENUINE USAGE OF ZACK'S EXPRESS PRINTED FRANK. ALTHOUGH I HAD QUESTIONED THE AUTHENTICITY OF THE 2 ZACK FRANKS I HAD SEEN IT THE PAST BECAUSE OF THE IMPRESSIONS, I AM NOW COMPLETELY CONVINCED THAT THEY ARE GENUINE.

RICHARD FRADETTE

Ex Clifford. (This cover comes down to me after inclusion within great collections formed by some of the proudest names within philately. I have nonetheless a curiosity concerning its origin.)



Everts, Wilson & Co's
EXPRESS.
PAID.



EVERTS,
& CO'S
EXPRESS
MAY 18 1861

Everts, Wilson & Co's
EXPRESS.
PAID.



Dear Sir
Port Wine

M. Beckner & Co
Port Wine
3c

0 days, to be returned to

PAID
PACIFIC UNION EXPRESS CO



PAID
WHEELER, RUTHERFORD & CO'S
EXPRESS

...days, to be returned to

PAID
FREEMAN & CO'S
EXPRESS
THE GREAT CALIFORNIA & COAST ROUTE



Thomas D...

PAID
Wheeler's Express

PAID.
PAULY & NOHRMAN'S
EXPRESS.

Robt D Rees
7/4



PAID
Holland, Morley & Co's Express



Prof Klean
Port Wine
and Oct 30

Messrs Beckner & Co
Oct Statement of
for the do
Port Wine
Sarra Co
Cal



Night comes, and round their cabin fire
 Assembled now are they,
 Awhile forgetful of their toils
 And labors of the day.
 One pours the water from his bucket—
 One cooks their frugal meal,
 And all, when claims and grub are good,
 Contentedly will feed.



While journeying on our favorite way,
 What thinks the miner's wife
 Of this, an early lesson in
 Our California life?
 Lost! lost, upon the mountain top—
 So thickly falls the snow,
 In vain he turns—the path is lost—
 He knows not where to go.
 His faithful dog still follows him—
 The miner has one friend.



Though cold he finds the morning air,
 And deep he finds the snow,
 He, delivering, takes his pick and spade,
 And off to work he goes.
 Contented he could be within
 His house—but here's the rub:
 The credit system has run out,
 And he must work for grub.



Who will attend him faithfully
 Unto his journey's end,
 And soon it comes, worn out, he falls
 Upon the snow drifts high.
 No friend to hear his mournful calls—
 No one to see him die,
 Except his dog, which constant still,
 Leaves not his master's side,
 But bones of both, in future, will
 Mark where the wanderers died.

WINTER IN THE MINES.



Five months the Miner's company wlab,
Has been for early rain,
It comes, and sets to their work



Now gathered round the bar-room stove,
They sit and chat, and joke,
And drown their troubles in a drink,



The mule is tired of his hard course,
O'er mountains and through snow,
And no persuasion, law or force
Can him induce to go.
The air is freezing—and the mule
Assumes most loving airs,
As though resolved no law or rule
Should dictate his affairs.


 Nevada City, Cal.
 Feb 10 1861
 Alexander Cameron
 Battenocle
 Washington County
 State of New York



U. S. WEST

Exploits of some of the more engaging of the road agents who justified the salary of James B. Hume, chief of Wells Fargo detectives, will be found elsewhere in this narrative.

By the early sixties Wells Fargo was once again making headlines by the handling of perishable foodstuffs, not oysters this time for the nabobs of upstate New York, but fresh butter from Vermont for the well-heeled populace of San Francisco and for the...

de. The there to Pacific 3 firkins ertising er even Valley date of ho like entiethe- er from Washoe. 1 when a fire- oss the

dy pre- lar was ie Hill, miner's ructure pattern ver by edific- façard gros- l- c- as- lated

nd on carved



RICHARD C. FRAJOLA, L.L.C.
P.O. Box 2679
Ranchos De Taos, NM 87557

telephone: (505) 751-7607
email: covers@rfrajola.com
web site: www.rfrajola.com

DATE..... 11/23/05

NAME..... FLOYD ASHOLD

..... 4801 WINTER TERRACE

..... EDINBURGH, MN

..... 55935

Phone.....

Richard Frajola
11/30/05

All shipments under \$300. value are sent privately insured. Any returns on such shipments may be made by regular first class mail without additional insurance.

TERMS.....

10 DAY RETURN

WELLS FARGO

EXPRESS ROUTES

TO THE MOTHER LODE



PAID

Wells Fargo & Co.
OVER OUR CALIFORNIA AND SIERRA ROUTES

HOCHSTADTER & MARCUSE,
IMPORTERS & DEALERS IN
CLOTHING, DRY GOODS, BOOTS & SHOES &c
cor. D & Second St.,
MARYSVILLE,
CAL.

UNITED STATES POST OFFICE
THREE CENTS

American Co
Morris Town
Sierra County
Cal

WINTER IN THE MINES.



For months the Miner's reigning wish,
 Has been for *early rest*;
 It comes! and *early* at their work
 We see them all again;
 Their days of idleness are *over*—
 For golden ore they toll—
 And every thought of their's is turned
 On turning *eye* to soil.



Now gathered round the bar-room stove,
 They sit and chat, and jolly,
 And drown their troubles in a drink,
 Or puff them off in smoke,
 The "back-keep" stands behind the bar,
 Attentive all the while,
 And never smiles so much as when
 His Patrons want a *mile*.



The mule is tired of it's course,
 O'er mountains and through snow,
 And no persuasion, law, or force,
 Can him induce to go,
 The w' is *loving*—and the mule
 Assumes most *loving* airs,
 As though resolved no law or rule
 Should dictate his affairs.



Night comes, and round their cabin fire
 Assembled now are they,
 Awhile forgetful of their toils
 And labors, of the day.
 One pours the water from his boots—
 One cooks their frugal meal,
 And all, when oblation and grub are good,
 Contentedly will feed.



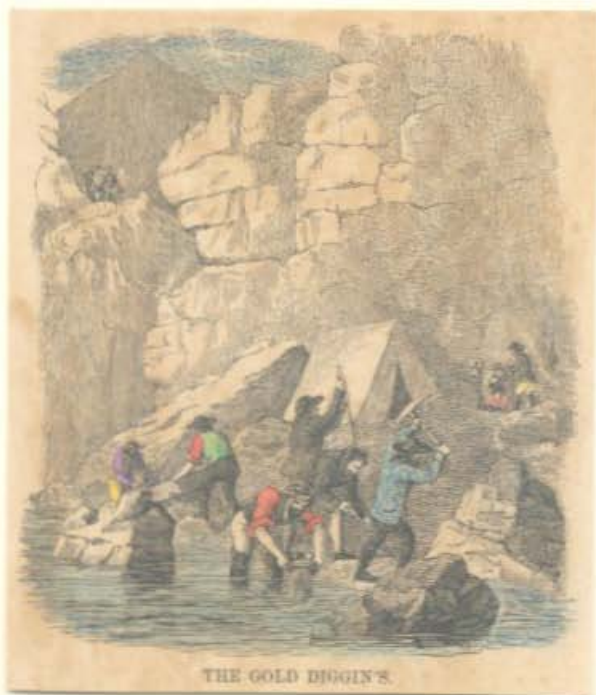
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 Leaves not his master's side,
 But bones of both, in future, will
 Mark where the wanderer died.

THE WESTERN MAILS



THE GOLD DIGGERS.



FORD & CO'S EXPRESS. This express operated in California in 1851 and 1852 between Sacramento and Greenwood in El Dorado County. The letter dated at San Francisco May 8, 1851 was picked up at the post office in Sacramento, post paid 12½, by FORDS EXPRESS and delivered to the Doctor as per note on reverse of cover "Rec'd Saturday June 28th 1851 at Hangtown". The manuscript 1.40 is the express charge.



PILOT CREEK CANAL, GEORGETOWN, EL DORADO COUNTY.

Sacramento
July 30th 1852

Mrs Mary Conrock
Orange St
Albany
N.Y.



40

To all Friends
Lane of the
thing I thought
any hand no
letters of
then several
a year
myself very
We had a large fire here two weeks ago
Which is old news to you I suppose

Fort Saramie June 18 1840

nity of Writing to you
Mountains

Dear Sister I take this opportunity
once more before crossing the Rocky
but I think I had better stop for I have made two mistakes
already but you must excuse this for I am in a hurry
we crossed the Saramie River at daylight this morning at
Day light in crossing our wagon upset and our provisions
got wet and we broke our wayon we shall have to stop
tomorrow to get repaired and dry our things our company went
ahead and left us here for the reason that there is no
grass here or within 15 or 20 miles of here my health has
been first rate and I think that there is no danger of
my going through if no serious accident befalls me
two or three I ascended the Chimney rock spoken of so
much in travels across the Rocky Mountains I have
seen Court house rock and Scotts Bluff that you
may see laid down on the map my light is going
out and I must close in haste my respects to all
Inquiring friends

From your Brother

John Cornock

Miss Mary Cornock
Orange St
Albany NY

12th May

MS. A. 9. 2. 10

Nevada Feb 4 1855

Dear Father and Mother

It is an opportunity presents itself
I shall write you a few lines as it has been some time
since I have either written or received a letter from home
I can only say for myself that I am well and hearty
and always in good spirits. I am now living at
Nevada. I left Santa Clara on the 1st of Decr last
with the expectation of finding times more favorable.
but my trip as yet has been attended with very
little success. miners are not doing but very little
at this time owing to the scarcity of water,
there has not sufficient rain fell as yet to make
water enough for mining purposes. I with some
others have staken or jumped a piece of ground
on Big Deer creek which was claimed by some
Dutchmen and contested their title yesterday
and we gained our rights and I shall go to
work on it as soon as we can fix our sluice boxes
the mines are being worked on a very different

Miner's Life — Nevada, California

17 Ornatly illustrated lettersheet, published and sold in the goldfields of Sacramento — depicting different scenes of the goldminer's lifestyle. Written from the goldmines near Nevada by a young mines/adventurer, writing home to his mother and father — letterheaded Nevada, Feb. 4, 1855, excerpt as follows:

'I am now living at Nevada, I left Santa Clara with the expectation of finding times more favorable. Miners are not doing but very little owing to the scarcity of water. I with some others have jumped a piece of ground on Big Deer creek, which was claimed by some Dutchmen and contested their title and we gained our rights. I shall go to work as soon as we can fix our sluice boxes. They are sinking shafts to the depth of 250 feet and carrying water over the tops of some of the highest mountains and tore away whole mountains that nothing else but the yellow ore could have done.

Today is Sunday, a great day in the mines, on one side you can hear the voice of the preacher — preaching to his congregation, on the other you hear music and Gamblers crying at the pitch of their voice. The citizens of California are going ahead with their railroads pretty lively. Write where all the girls are for they are rather a scarce article out here!

850.

Today is Sunday, a great day in the mines
hear you can stand on the sidewalk and
on one side of you you can hear the voice of the



MINER'S HOME.



MINER'S ROOM.



MINER'S DREAM.



MINER'S SLUMBERS.



FRIENDS IN COUNTRY.



FRIENDS IN CITY.



MINER COOKING.

THE HONEST MINER'S SONGS.
The One he Sung at Home. The One he Sang at Here.

Text—Home-Work.
Like Arden of the westmost Shire,
I'll leave this western Ghore;
I'm bound to California Mines,
To seek the golden hoards,
For who would work them sees all night
And dies on legs and arms,
Which one can pick up there at night
Enough to buy a farm?
Answer—Oh California! that's the land
for me,
I'm going to California the gold dust for to
see.

Then from the snowy mountain side
Comest down the golden sand,
And men seek a respect for and wife
Of all the shining land.
The rivers run of golden beds,
O'er rocks of golden ore,
The valleys are but deep, are said
To hold a pretty more.
Oh, California, do!

Oh take my wash-bowl in my hand,
And dither and my way,
To wash the gold from out the sand
In California.
And when I get my pocket full
In that bright land of gold,
I'll have a rich and happy time;
Live merry till I'm old.
Oh, California, do!

Text—Look Emily's Lament.
I'm sitting on a big square rock,
Where gold is said to grow;
I'm thinking of the merry folk,
That I left long ago;
My face is hard, so is my bed,
My coat is giving out,
I've worked well; I'm almost dead,
And soon I shall "pop" out.

I'm thinking of the better days,
Before I left my home;
Before my head with gold was crated,
And I began to roam,
Then, woe the days, no more are seen,
When all the girls loved me,
When I did dress in blue velvet,
They washed and cooked for me.

But awful things is able to tell,
I wash and I cook myself,
I never more shall eat a swell,
But here must dig for gold,
I no or shall be in clean white sheets,
But in my blankets roll;
And oh! the girls I thought so sweet,
They think me but a fool.



LETTERS FROM HOME.



WASHING DAY.



MINER'S CLAIM.



MINER'S CABIN.



SATURDAY NIGHT.



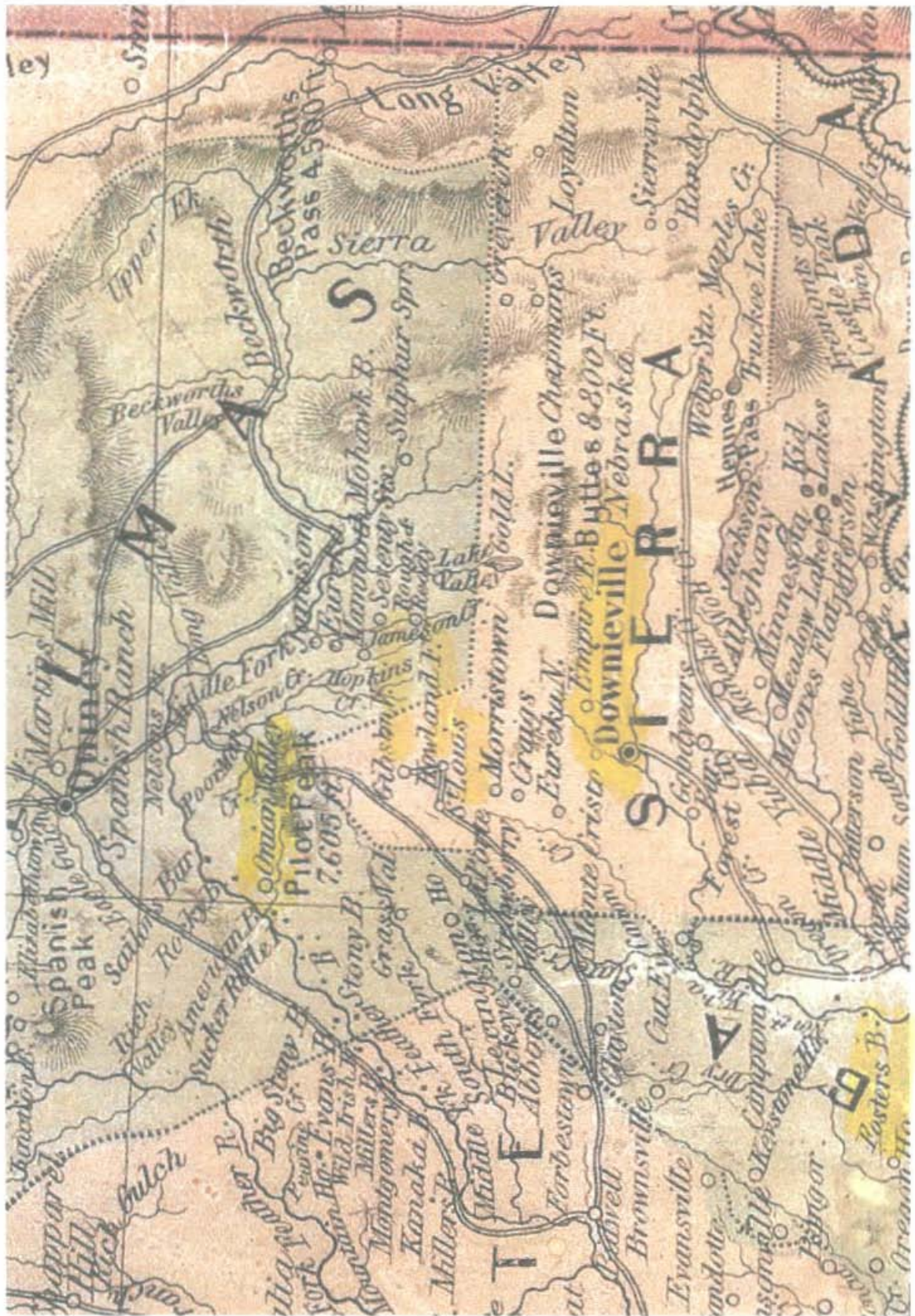
MINER'S EVENING.

A. Lincoln
HIS LIFE AND TIMES
PATRIOTIC COVERS

1861-1865







ley

Upper E.

Beckworths Pass 4,500 ft.

Sierra

S

Long Key

Loyalton

Sierraville

Randolph

Beckworths Valley

Marvins Mill

Spanish Ranch

Spanish Peak

Pilot Peak 7,605 ft.

Sierra Nevada National Monument

Downieville

Empire

Downieville

Sierra Nevada

Sierra Nevada

Sierra Nevada

Sierra Nevada

Sierra Nevada

Sierra Nevada

Sierra Nevada

Sierra Nevada

Spanish Peak

Pilot Peak

Sierra Nevada

Downieville

Empire

Downieville

Sierra Nevada

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Sierra Nevada

Sierra Nevada

Spanish Peak

Pilot Peak

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Downieville

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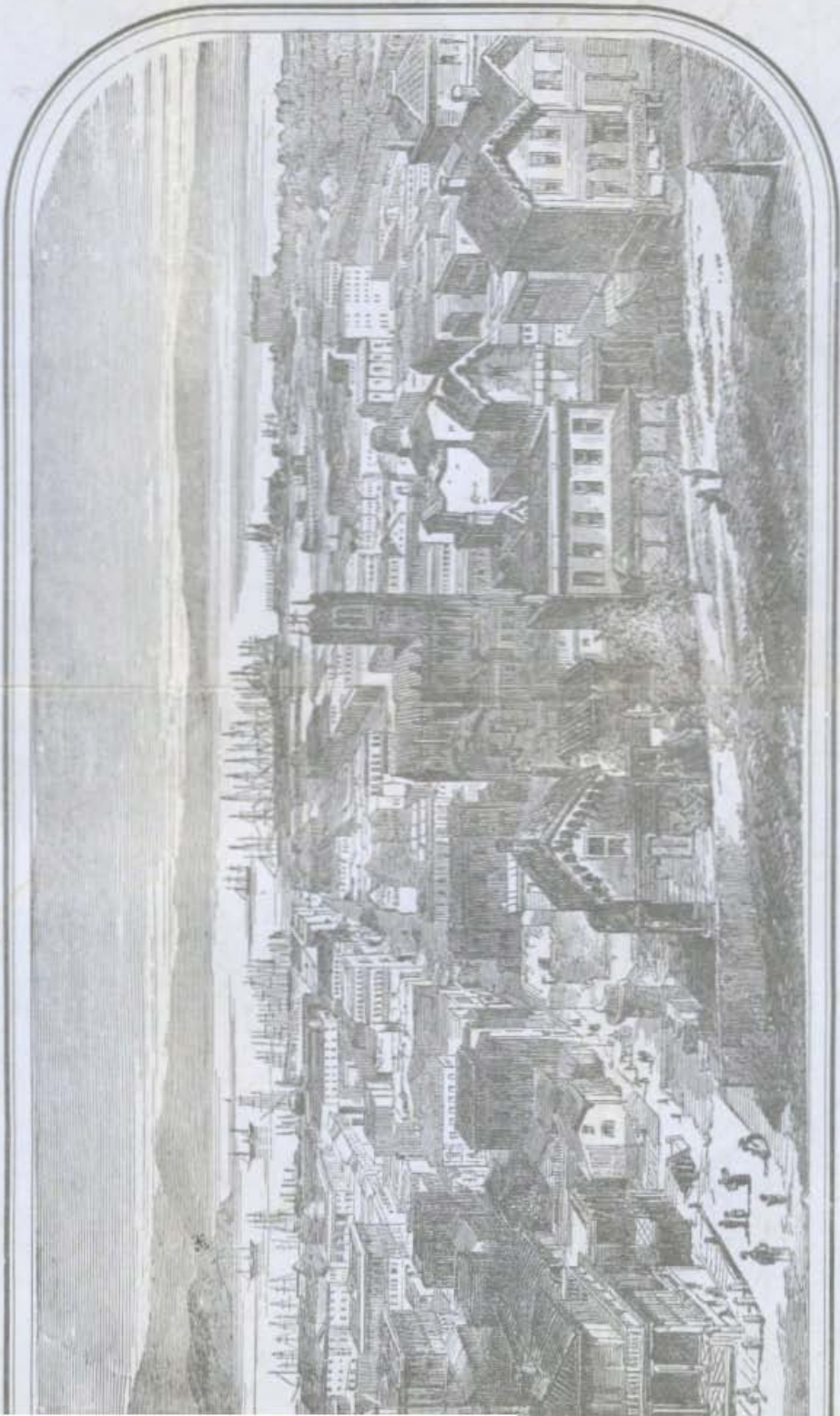


THE GOLD RUSH EXPRESSES

EVERTS, SNELL & CO. EXPRESS. This express was established in 1850, Frank Evert's name, as indicated by the cover shown above, which originated with ADAMS EXPRESS at COLUMBIA on Sept. 8, 1854. ADAMS carried it to MARYSVILLE and turned it over to EVERTS for delivery to Edward Wyman at the Junction of Nelson Creek and Feather River. In 1851 a man named Snell was taken in as a partner as indicated by the cover below. Various changes in partners followed until 1862 when Everts sold out to Holland, Morley & Co. (SEE cover of EVERTS, WILSON & CO. EXPRESS in this collection). The cover below originated, as per postmark, at Coldenham, N. Y. June 15, 1853. It was rated "Paid 6" to Marysville where it was forwarded by Everts & Snell to Mr. Stuart, as per manuscript directive "To be forwarded by Everts & Co. Express to Onion Valley"



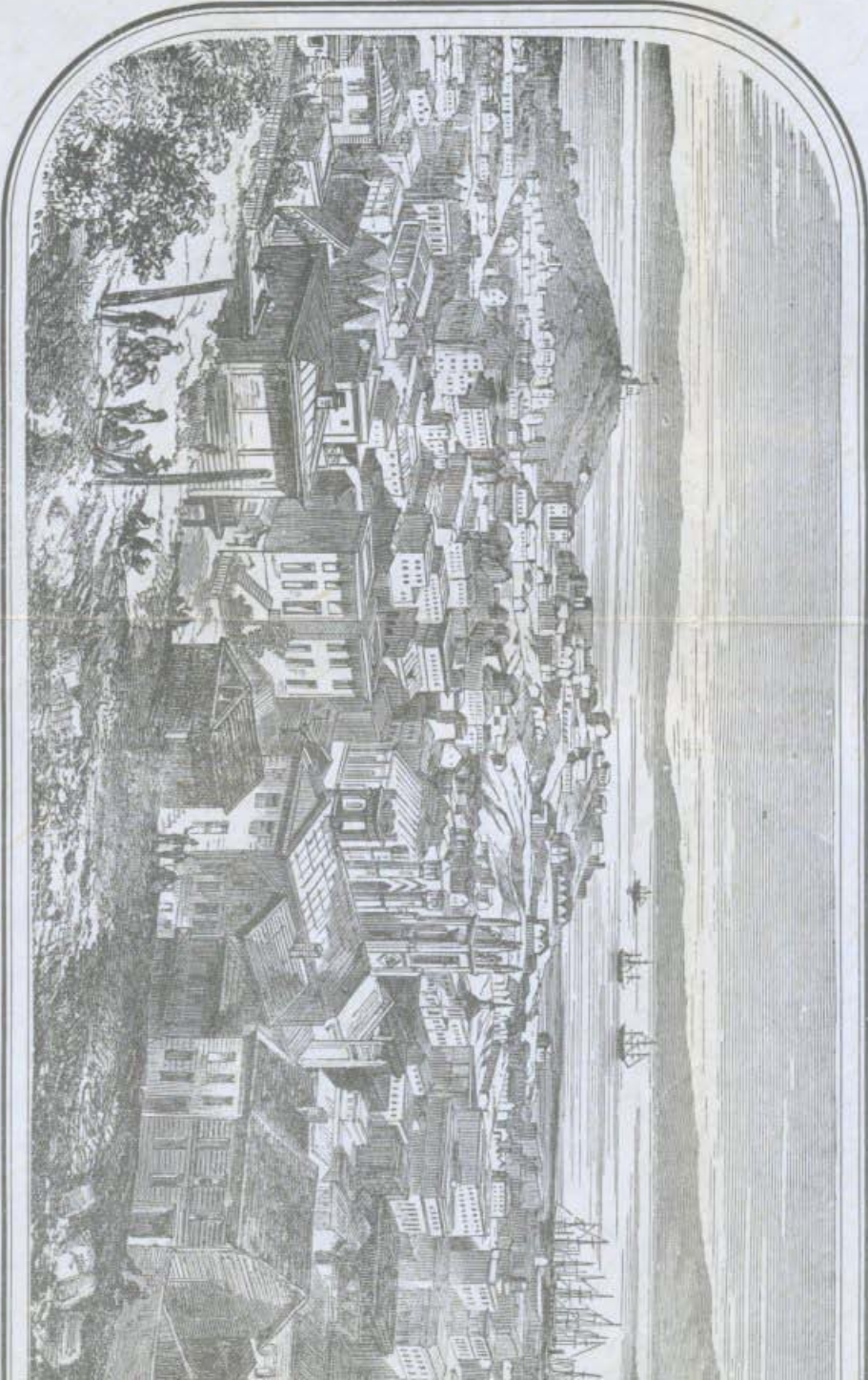
* Callard



PUBLISHED BY HENRY FAYET, 184 WASHINGTON STREET

SAN FRANCISCO IN 1860.

57



VIEW OF SA

THE WESTERN MAILS



FREEMAN & COs. EXPRESS. JOHN M. Freeman entered the express business in July 1850 when he bought a half interest in HAWLEY'S EXPRESS. In November of 1850 he bought out Hawley and in June 1851 he bought out Mumby & Co. He sold out to ADAMS & COMPANY on November 14, 1851. Then with the failure of Adams in 1855 he organized FREEMAN & COs. EXPRESS. Freeman operated world wide and extended his express to all the mining regions in California and the Fraser River gold rush in British Columbia. He sold out to WELLS, FARGO, his biggest competitor, in 1859. Cover above originated PANAMA on Sept. 14, 1856, via the steamship J. L. Stephens to San Francisco, where it arrived Sept. 29th. As the handstamp indicates, COVA & CO were Freemans agents at Panama.

Cover BELOW is a fine example of FREEMAN'S printed frank, type II, used to GRASS VALLEY, CALIFORNIA. No year dates.



THE WESTERN MAILS



NEW WESTMINSTER, BRITISH COLUMBIA. Cover shown was carried by ocean steamer to San Francisco and thence by the over-

land stage to the east and its destination where it was backstamped OTTAWA June 16, 1866. The canceller tying the 3 pence B.C. postage stamp was first used to frank letters carried by the express companies and after 1864 to cancel the stamps as shown on cover to the right. The cover is backstamped GENERAL POST OFFICE BRITISH COLUMBIA May 14, 1866. The U.S. stamp was probably put on by the NEW WESTMINSTER post office for pre-payment through the U.S. mails.

Cover below was carried by Wells, Fargo & Co. from Victoria, B.C., via San Francisco, to New York where it entered the U.S. mails on Feb. 19, 1870. W. F. & Co. would send a quantity of their franked covers to the Victoria P.O. to be stamped and cancelled with the local rate of 5¢ for which they were charged. They would then add the U.S. stamps, if for transmission to or via the United States, as needed. The rate of 24¢ to England from the U.S. was changed to 12¢ in January 1868 and then to 6¢ in January 1870. Apparently the sender had purchased several of these pre-stamped envelopes from Wells Fargo in 1869 because there are 2 more identical covers, except for the added 10¢ stamp, from the same correspondence. The sender could have added the 10¢ stamp because it was over ½ oz. not knowing that the rate had changed on January 1, 1870. The cover is back-stamped as illustrated below — Feb. 1, 1870.

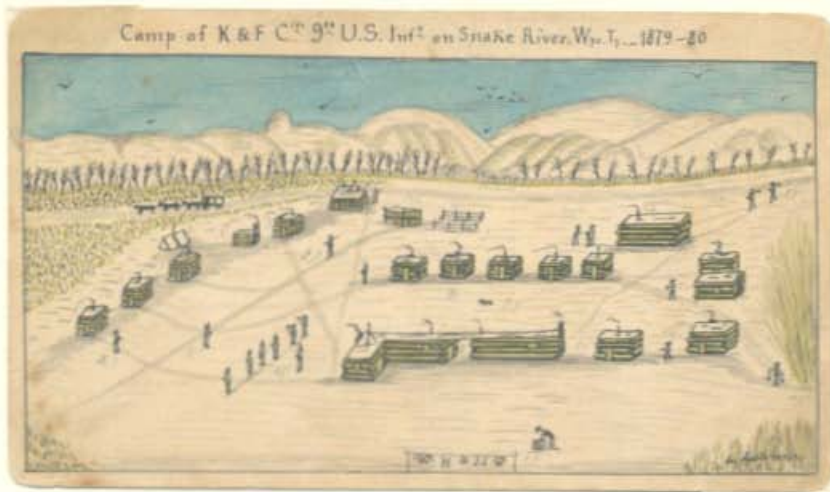


The sender could have added the 10¢ stamp because it was over ½ oz. not knowing that the rate had changed on January 1, 1870. The cover is back-stamped as illustrated below — Feb. 1, 1870.



In any event, the 10¢ stamp most certainly did originate on this cover and one can only speculate as to why it was added.

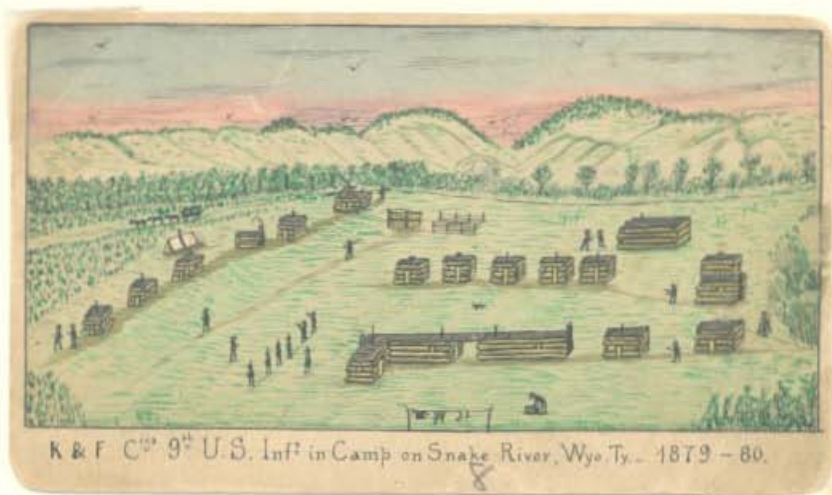
THE WESTERN MAILS



CAMP ON SNAKE RIVER, WYOMING TERRITORY

This post was established on November 7, 1879, when Companies F and K, 9th U.S. Infantry, marched from a camp near Rawlins, Wyoming, pursuant to Special Field Orders No. 14, Headquarters Ute Expedition, November 3, 1879. The troops were under the command of Captain Leonard Hay who selected the site on the Snake River about due west of Union Peak and the Wind River Mountains. It was abandoned on July 16, 1883. There was no post office at this post.

The hand painted U.S. postal cards bear a detailed description of the camp on the address side. The writer states: *"These pictures were painted with water color by a soldier of this command."* The views are signed by the artist in lower right hand corner. The Snake River runs between the line of trees in the background and the hills. One is a summer scene and the other winter.



K & F Co 9th U.S. Inf^y in Camp on Snake River, Wyo. T^y... 1879-80.

ARMY OF THE UNITED STATES.



To all whom it may concern:

Know Ye, That John Brandel, a Sergeant
of Captain Leonard Kay's Company No. 1 of the Ninth
Regiment of Infantry, who was enlisted the twelfth
day of May one thousand, eight hundred, and seventy
three to serve Five Years, is hereby discharged,
of the service of the United States



Serg. John Brandel - 9th U.S. Inf. 1878-79