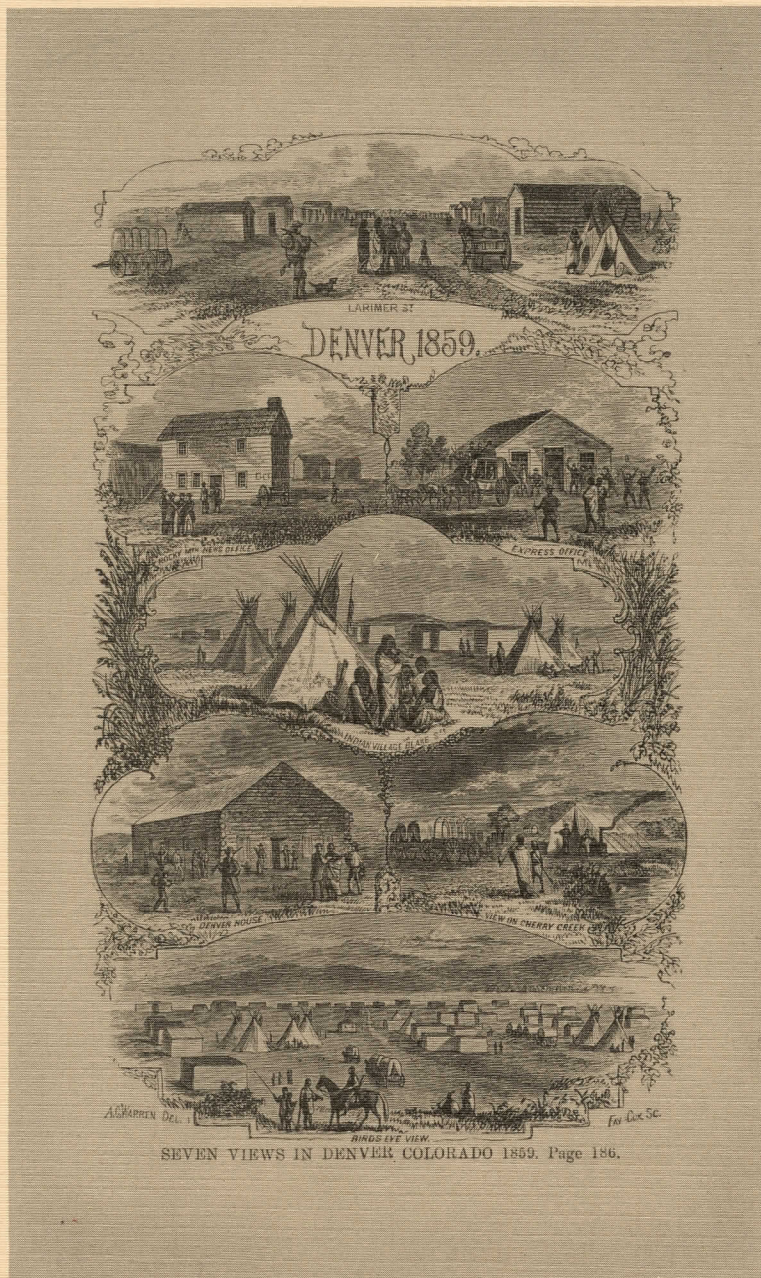


THE HELIOGRAPH



The Postal History Foundation

SUMMER 1994 ISSUE VOLUME 8, NO. 3

THE HELIOGRAPH

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Summer 1994

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Some Unusual and Interesting Postal History During WWII

By Robert B. Bechtel

From the lowliest private to the highest bureaucrat, World War II provides some interesting and unusual postal history, most of it with attempts to direct letters from the ordinary flow of the mail. Figure 1 shows a penalty envelope from the Office For Emergency Management to the Deputy Administrator in charge of rationing. Even though it is a penalty envelope, it is franked with a meter that is departmental permit No. 17. Why was such a meter necessary? It was used like a cancel and added no value to postage above that of the penalty envelope itself.

Stapled to the envelope is a yellow slip of paper with the word SPECIAL in caps. Whatever SPECIAL may have meant it is now lost. Was this a version of special delivery? The letter was redirected twice, once to room 58 (it was first addressed to room 50) and then to Pat French in room 18D. Whoever Pat French was, we will never know, but, presumably it was someone who would handle the matter at hand eventually.

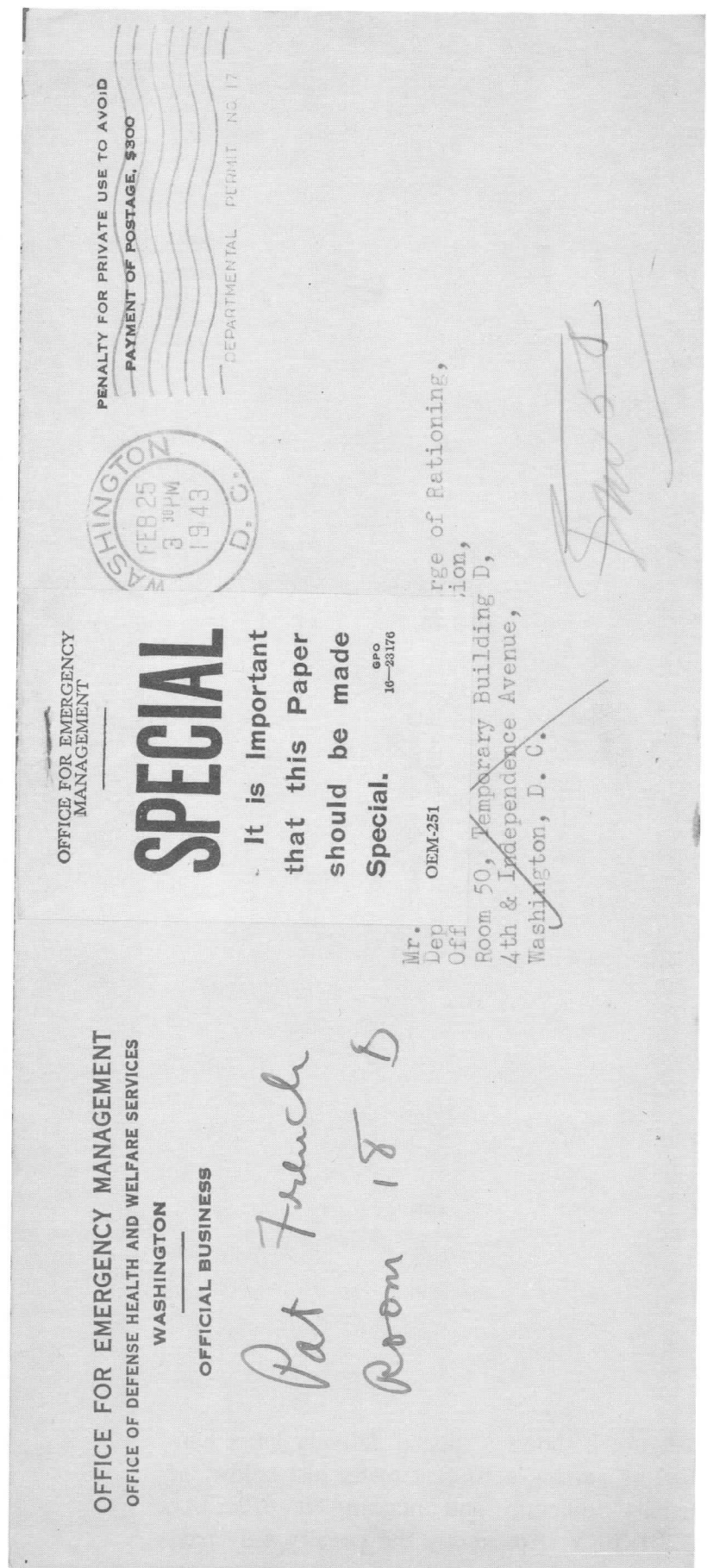


Figure 1

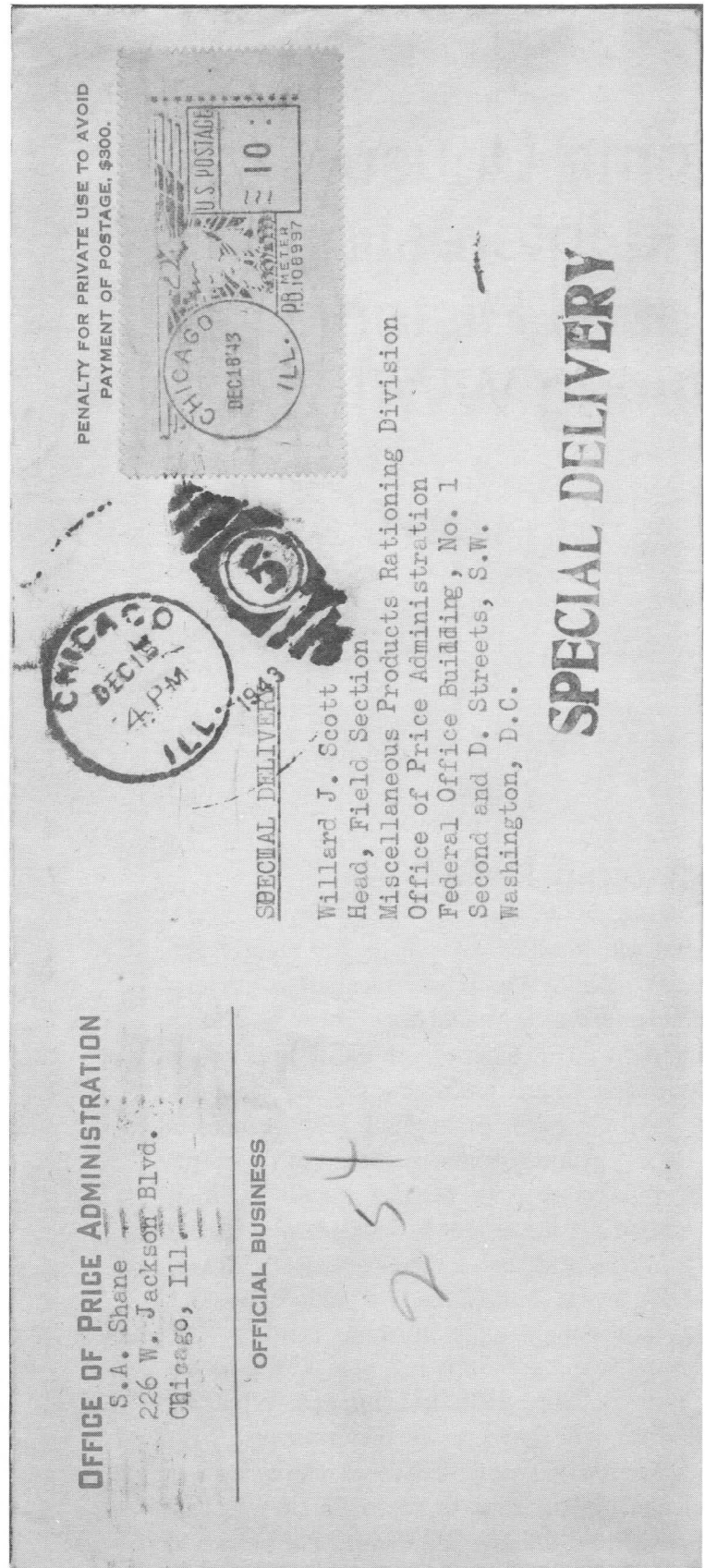


Figure 2 shows a special delivery letter handled by pasting a 10 cent meter just below the penalty indicium and marking it SPECIAL DELIVERY. Apparently the penalty only pays the regular postage and the meter covers the special delivery rate.

Figure 2

But Figure 3 shows a later extravaganza with red borders and a red-outlined ESSENTIAL MILITARY MAIL and this treats the penalty as providing no postage in itself, pasting the air mail stamp directly over it. This is a War Department envelope from the days before this department's name was defanged to become the Department of Defense.

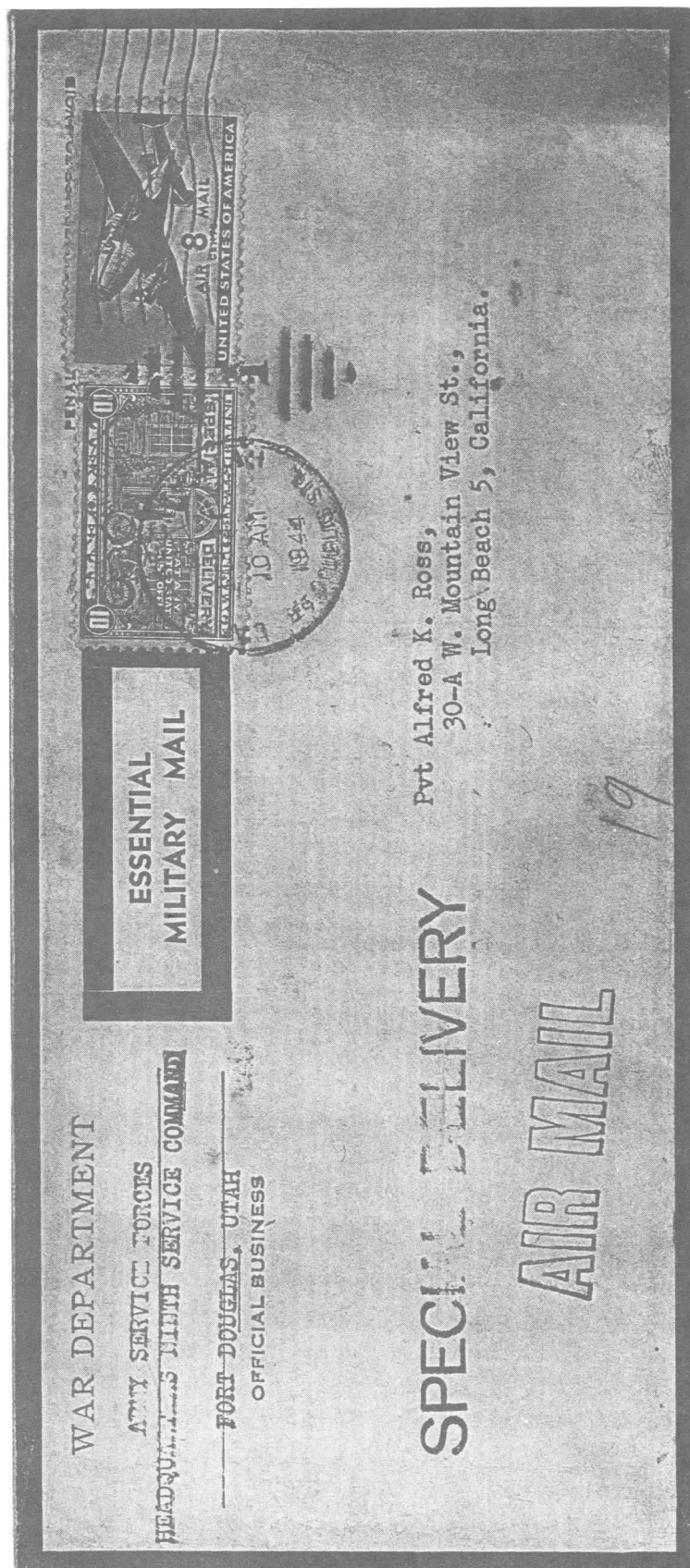


Figure 3

Note, however, the inconsistency of use with Figure 4, a US Public Health Service letter with no additional stamps for the registry. Apparently the penalty indicium is paying the full cost. Note also the title of the OPA branch. Does anyone remember shoes being rationed?

So we have three different uses of departmental mail. One with the penalty envelope paying part of the postage, one paying none of the postage and one paying all of the postage for special uses.

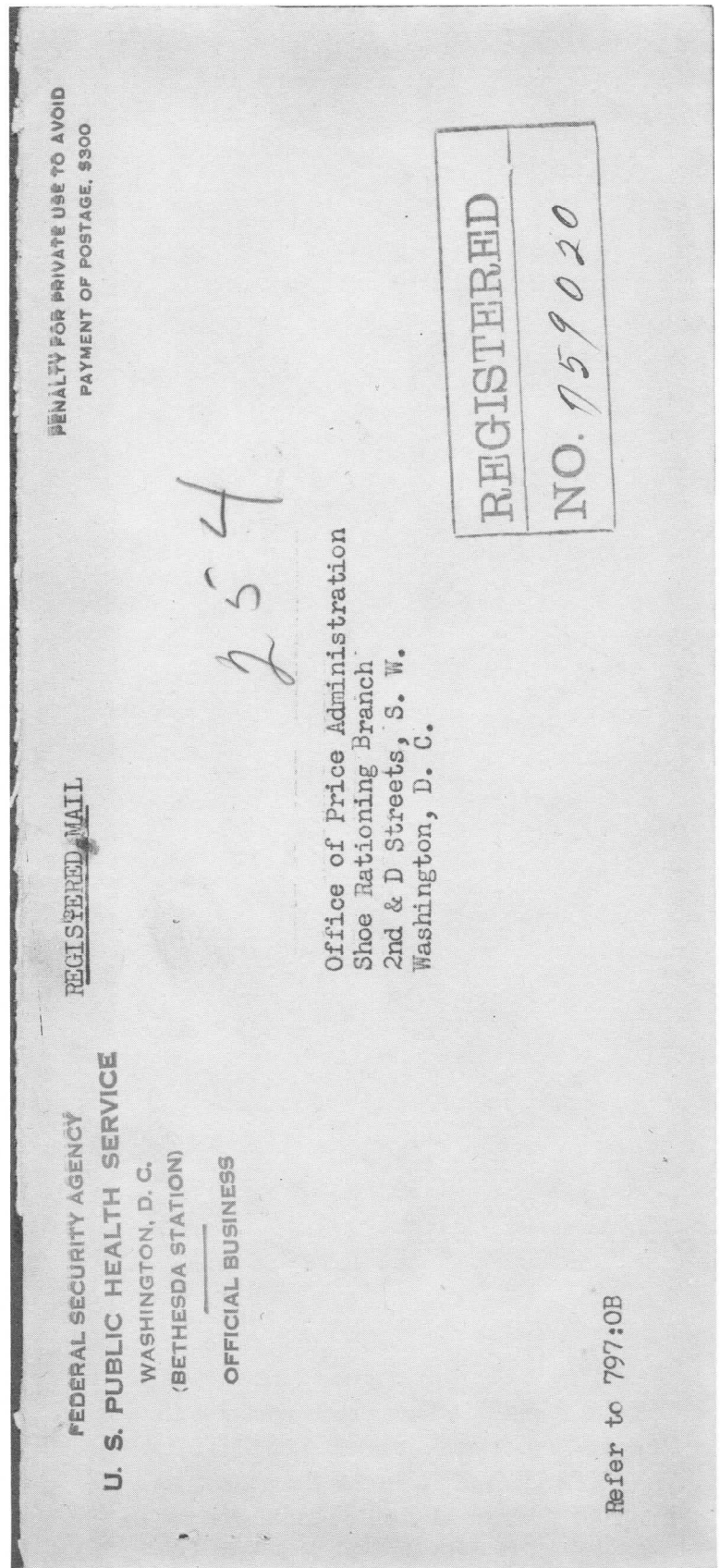


Figure 4

Consistent with the latter use is Figure 5, a Fifth Army News official mail with an APO 464 and that is certified to be urgent official mail of the Wart Department. This is certainly one of the most colorful official mail envelopes to come out of the war, and the Major gets his personal signature as part of the cachet.

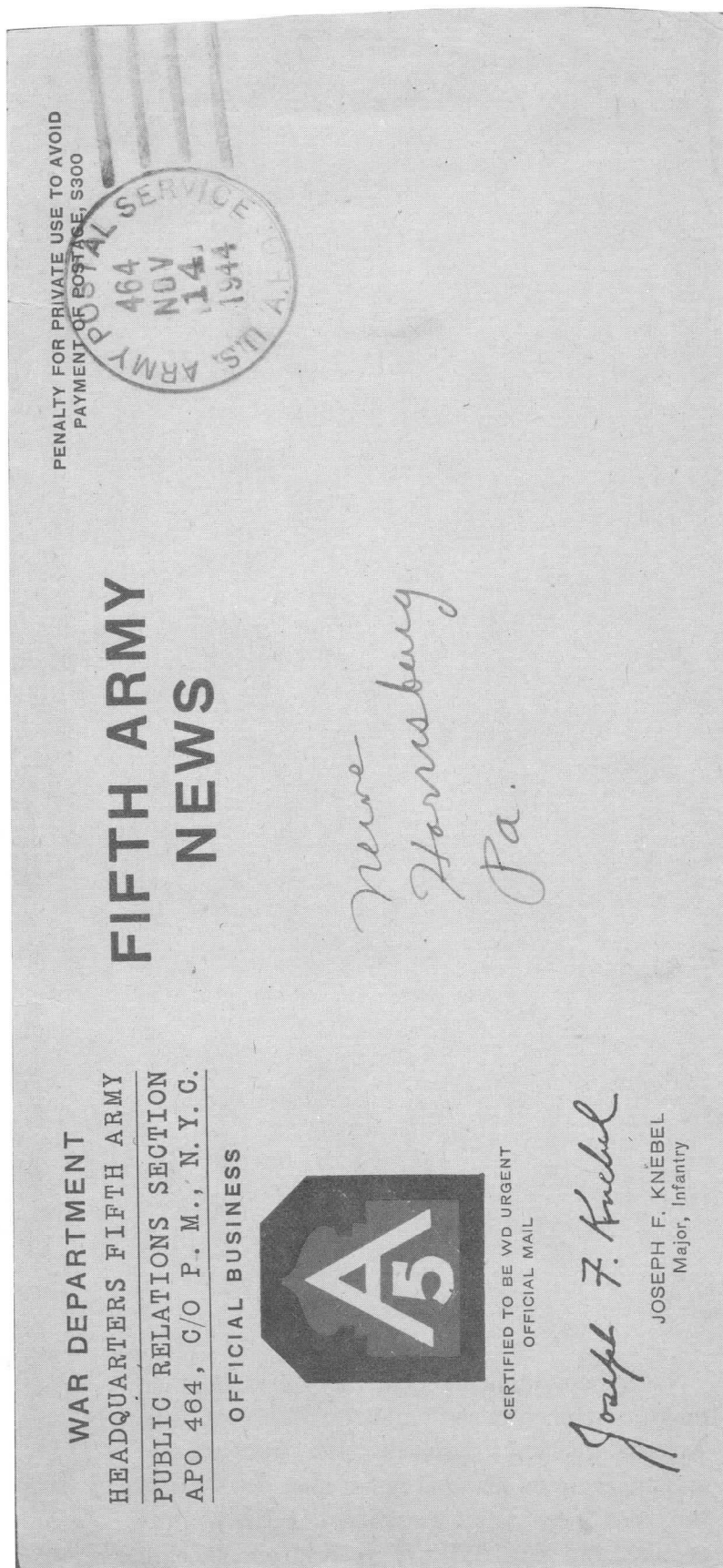
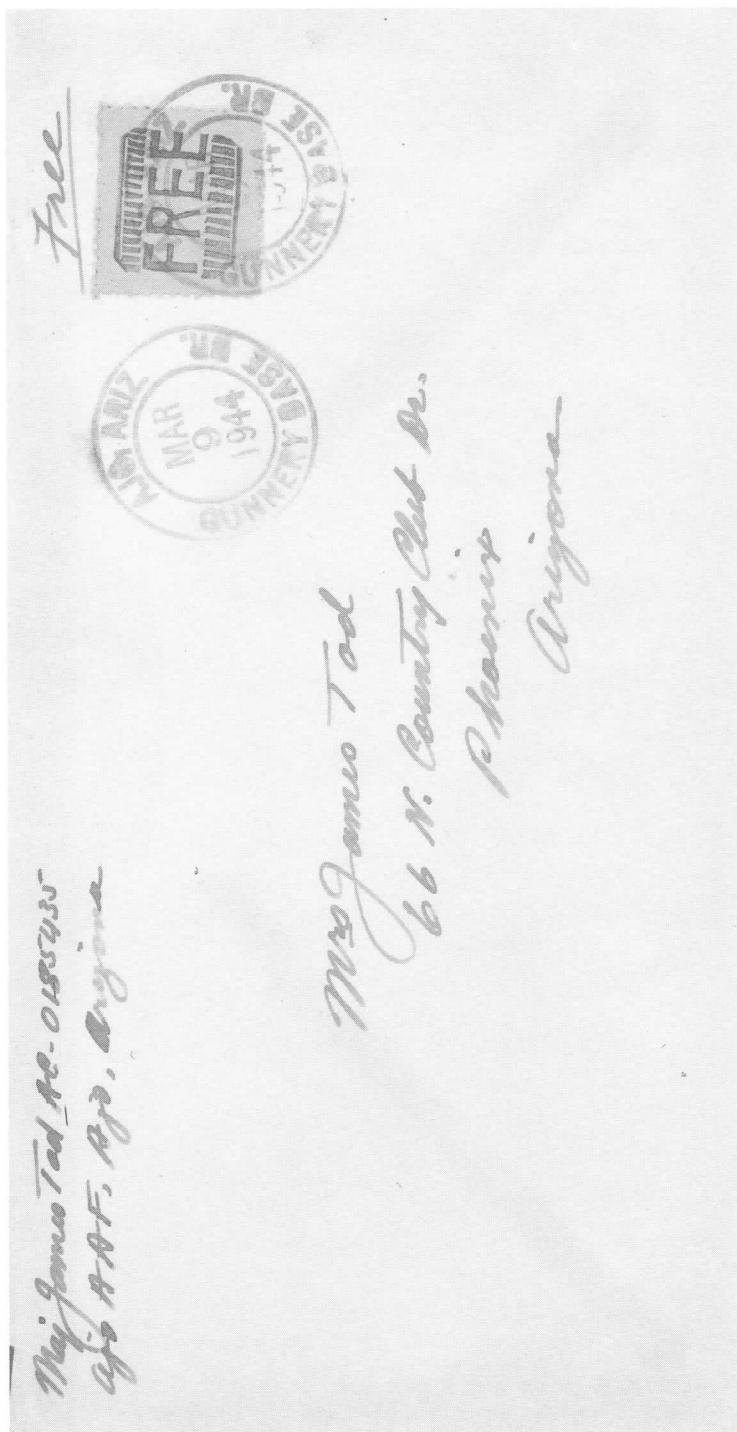


Figure 5



Not to be outdone by these fancy uses, another major, stationed at the Guntery Base near Ajo, Arizona, decided to print his own "free" stamps and use them on his mail rather than just writing the word "free" as most soldiers did. His work is pictured in Figure 6. However, just to make sure there is no problem with the post office, he also wrote "free" in the upper right hand corner, covering all his bets.

Figure 6

Thus we find a flexible and apparently confused use of the mails during the war, of which these are only just a few samples.

One more example will illustrate an attempt at humor in the mails. Figure 7 shows the phrase "The Brown Boomer" over the indicium. Buffs of the war will remember that Joe Louis was the Brown Bomber. Who and what is the Brown Boomer? And why was it placed over the penalty rather than in the return address? Was this a dig at the government, or some private personal joke known only to sender and recipient? Perhaps our readers will have knowledge to contribute to these dilemmas.

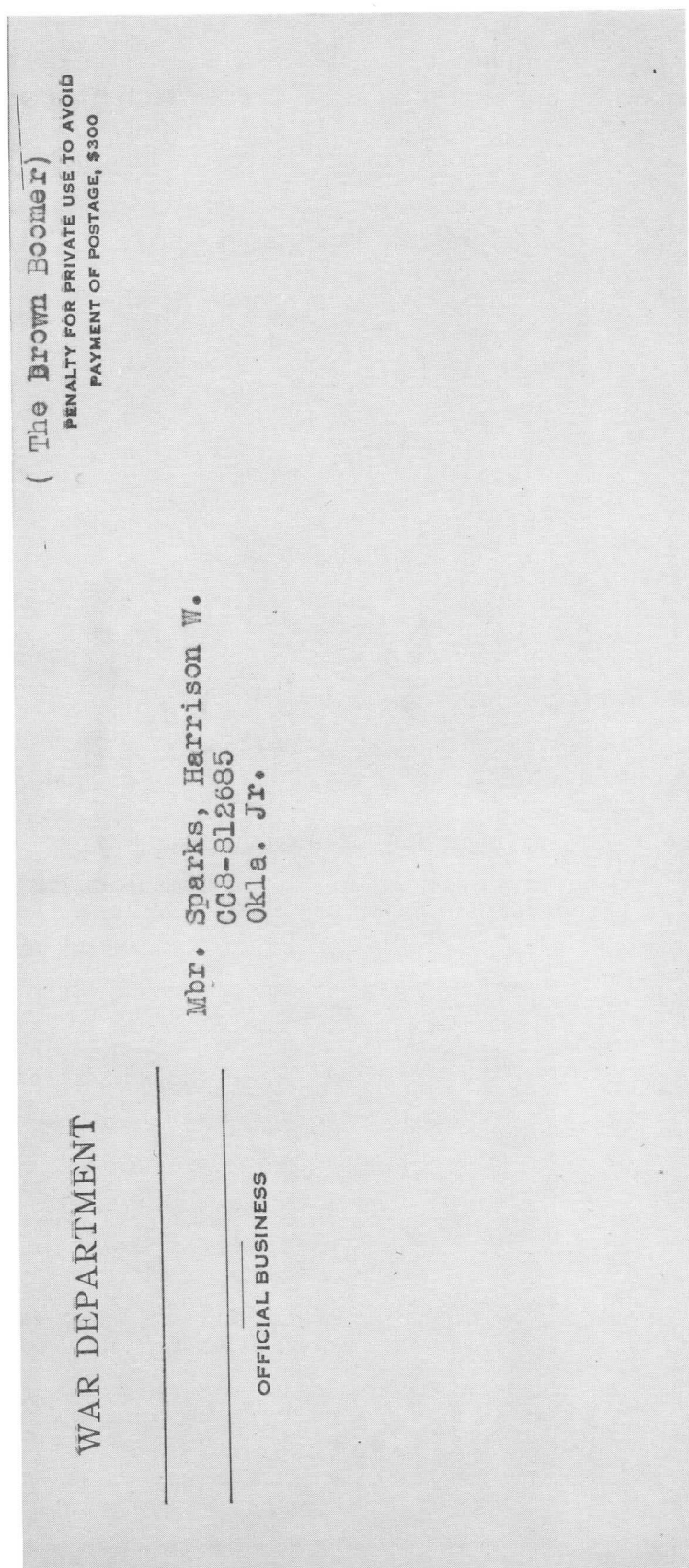
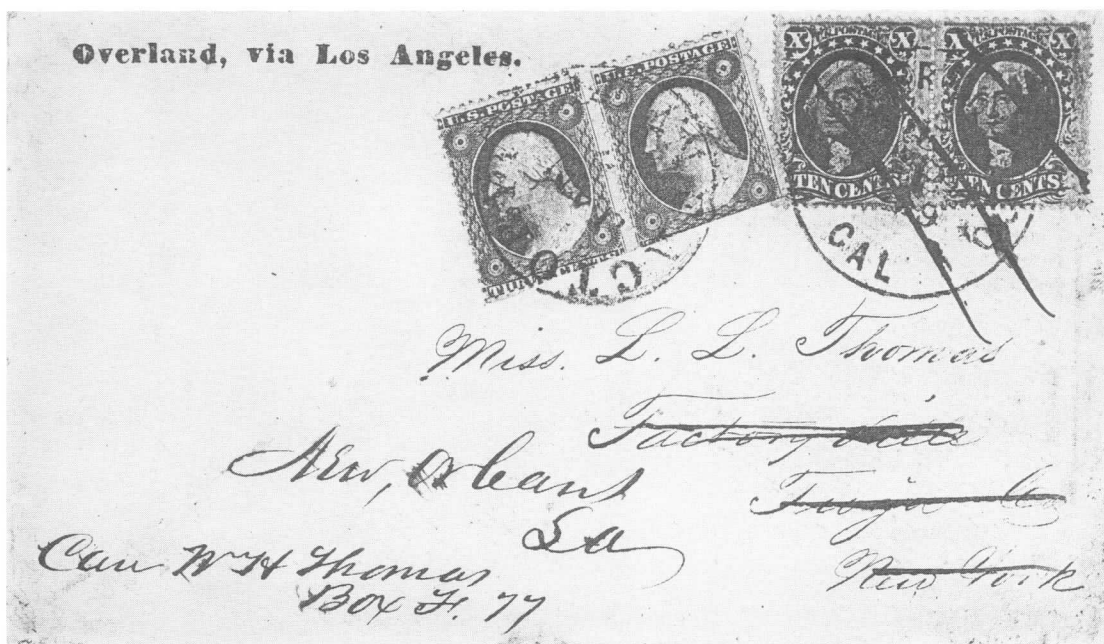


Figure 7

FORWARDED - DOUBLE RATE

DECEMBER, 1859



SAN FRANCISCO
 FORWARDED USPO JANUARY 7, 1860

FACTORYVILLE, NEW YORK
 NEW ORLEANS, LOUISIANA

"OVERLAND VIA LOS ANGELES"

JANUARY, 1862



WELLS, FARGO & CO., SAN FRANCISCO
 BOYD'S CITY EXPRESS, NEW YORK (M/S "REC FEB 4TH/62")
 FORWARDED USPO FEBRUARY 6

CENTRAL OVERLAND ROUTE
 ADDRESSEE NOT THERE
 WESTFIELD, MASSACHUSETTS

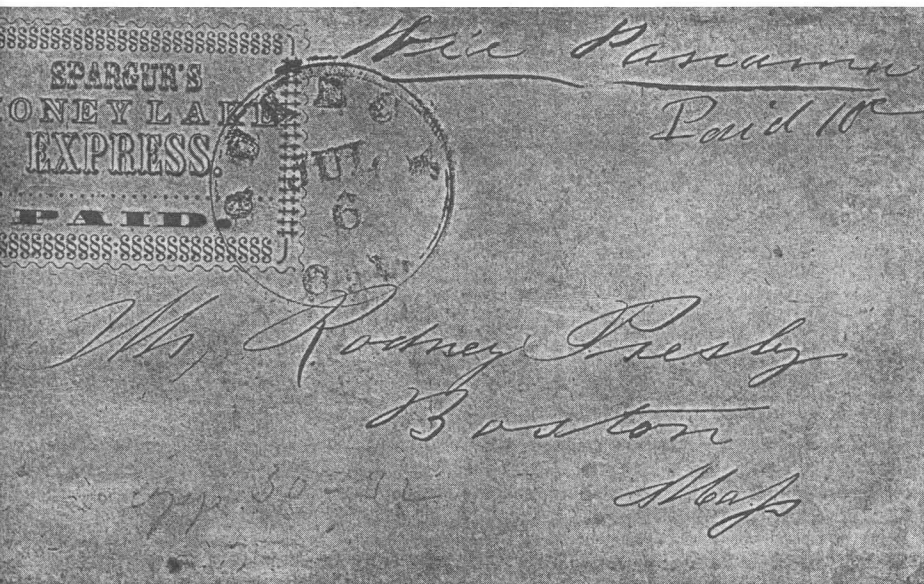
THIS DELIVERY WAS ENTIRELY OUTSIDE THE MAIL UNTIL THE LETTER WAS PLACED IN THE NEW YORK PO FOR FORWARDING.

FARLEY'S EXPRESS

JANUARY 18, 1858

SPARGUR'S HONEY LAKE EXPRESS

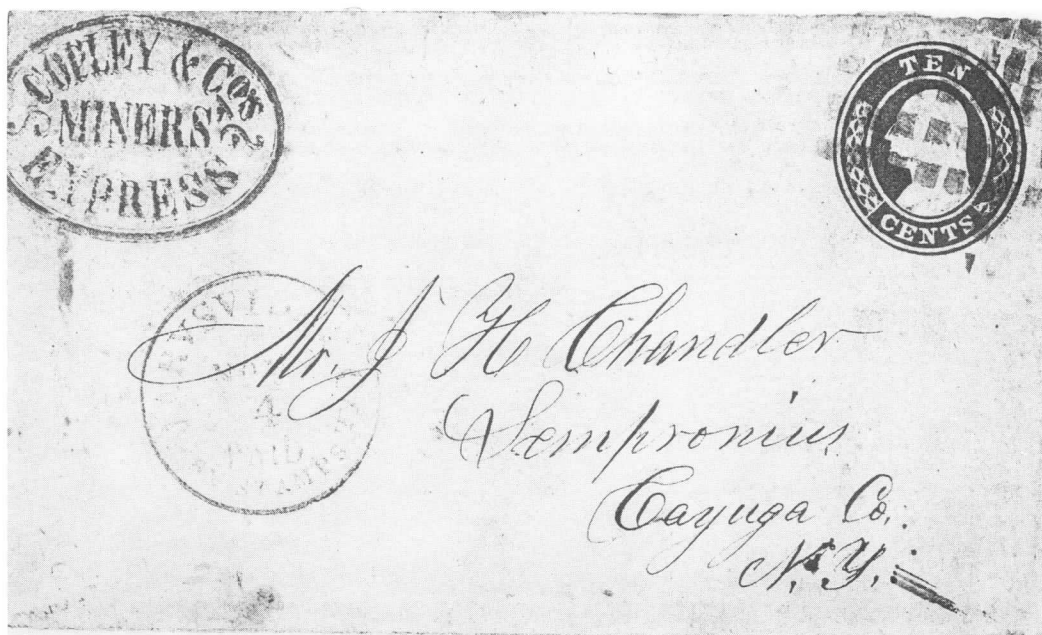
JULY 6, CIRCA 1862



SPARGUR'S HONEY LAKE EXPRESS - USPO QUINCY, CALIFORNIA - "VIA PANAMA" - BOSTON

SPARGUR'S HONEY LAKE EXPRESS OPERATED IN THE HIGH MOUNTAINS FROM 1860 - 1864.

COPLEY & COS. MINERS' EXPRESS



COPLEY & COS. MINER'S EXPRESS - USPO MARYSVILLE, CALIFORNIA - SEMPRONIUS, NEW YORK

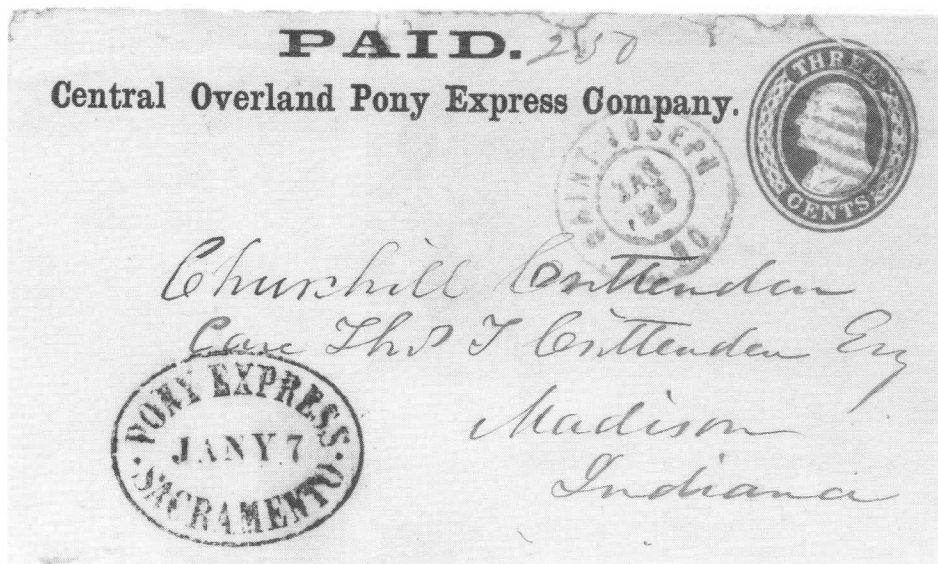
THIS COMPANY OPERATED 1855 - 1856 AROUND THE GIBSONVILLE RIDGE AND FEATHER RIVER MINING CAMPS.

TRANSCONTINENTAL PONY EXPRESS

AN INTEGRAL REQUIREMENT OF THE AMERICAN TRANSCONTINENTAL EXPANSION WAS FASTER DELIVERY OF MAIL. THE PURPOSE WAS TO REDUCE THE TRAVEL TIME FROM 20+ DAYS TO 10 OR LESS. A PRIVATELY FUNDED "PONY EXPRESS" SYSTEM WAS CONCEIVED AND OPERATED BY THE CENTRAL OVERLAND & PIKES PEAK EXPRESS CO.; THEY LASTED FROM APRIL, 1860 THROUGH MARCH, 1861 UNTIL RUINED BY OVERWHELMING COSTS.

ALTHOUGH THE U.S GOVERNMENT TOOK NO PART IN THE DELIVERY, EXPRESS COMPANY MAIL WAS REQUIRED TO HAVE PROPER POSTAGE. THE INITIAL PONY RATE WAS \$5.00 PER 1/2 OZ.

THE CENTRAL OVERLAND CALIFORNIA & PIKES PEAK EXPRESS CO.



PONY EXPRESS, SACRAMENTO JANUARY 7, 1861 - ST. JOSEPH, MISSOURI JANUARY 28, 1861
U.S. MAIL, ST. JOSEPH, MISSOURI MADISON, INDIANA

THIS COVER WAS RATED \$2.50 FOR 1/4 OZ. (SEE RATE CHANGE NEXT PAGE).
THE POSTAGE WAS 3 CENTS BECAUSE INDIANA WAS LESS THAN 3000 MILES.

THIS DELIVERY TOOK THREE WEEKS DUE TO SNOWSTORMS. IT IS ONE OF THREE RECORDED
PRINTED PONY FRANKS AND THE ONLY ONE WITH A PONY EXPRESS HAND STAMP CANCELLATION.

THE MAIN ROUTE OF THE PONY EXPRESS IS PRESENTED BELOW.



OFFICE OF
The Central Overland California
and Pike's Peak Express Co.

Leavenworth City, Kansas, July 31 1860

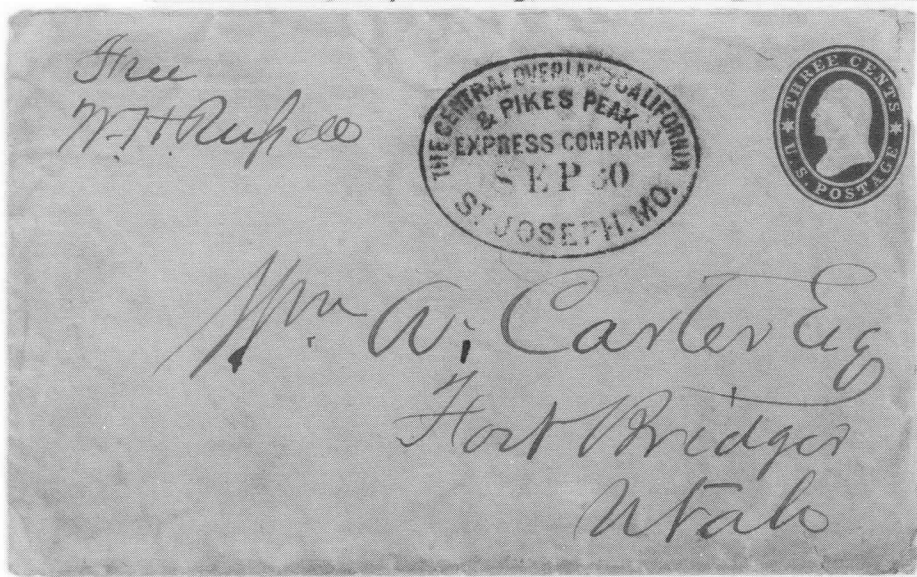
W. A. Carter Esq
Fort Bridger

We have learned the
Tariff on letters is \$2.50 per 1/4 oz
for add'l weight or fractions
given by the regulations of the
O. & N. E. Co.

Very respectfully

Reduced 24 24 36 36 36

W. H. Russell Esq



FREE FRANK
RATE CHANGE

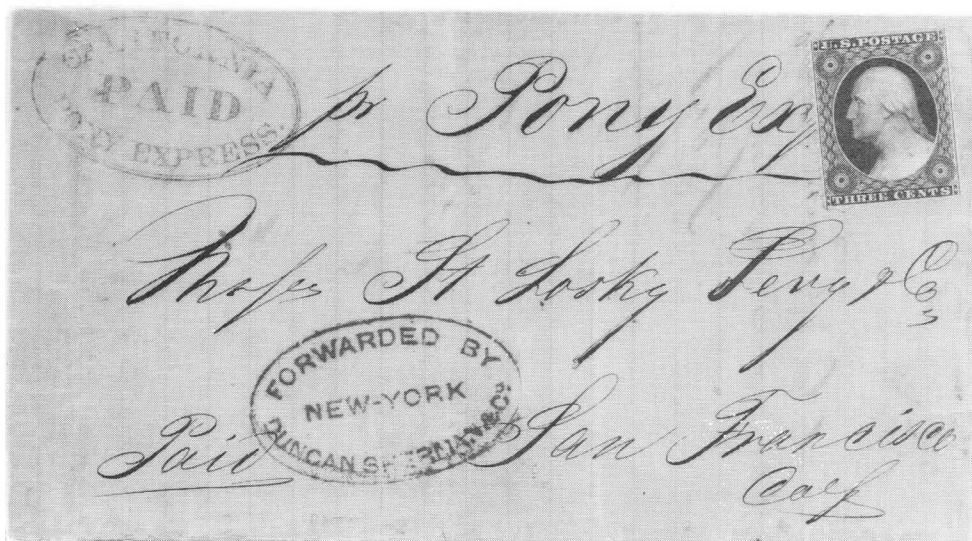
PONY EXPRESS, LEAVENWORTH CITY, KANSAS - SEPTEMBER 30, 1860
FORT BRIDGER, UTAH TERRITORY (M/S "OCTOBER 6, 1860" ON BACK)

ALTHOUGH THE ENCLOSURE WAS DATED JULY 31, THIS FREE FRANKED COVER WAS NOT SENT UNTIL SEPTEMBER 30, 1860.

SIGNED BY WILLIAM H. RUSSELL, PRESIDENT, IT NOTIFIED THEIR AGENT OF A RATE CHANGE TO \$2.50 PER 1/4 OUNCE

"THE CUBA PONY"

SEPTEMBER 5, 1860



HAVANA, CUBA SEPTEMBER 5 - PRIVATELY CARRIED - NEW YORK
 DUNCAN SHERMAN & Co., FORWARDERS NEW YORK - CENTRAL OVERLAND PONY EXPRESS COMPANY
 (RED CALIFORNIA PONY EXPRESS HANDSTAMP APPLIED) - BY TRAIN - ST. JOSEPH, MISSOURI
 (3 CENT STAMP APPLIED) - PONY EXPRESS - SAN FRANCISCO

THIS IS THE ONLY "PONY" COVER KNOWN TO HAVE ORIGINATED OUTSIDE THE UNITED STATES.
 IT IS AN INVOICE FOR 137,550 CIGARS.

ALTHOUGH THE U.S. RATE OVER 3000 MILES WAS 10 CENTS, IT IS INTERESTING TO NOTE THAT THIS ONE HAS 3 CENTS;
 IT WAS DONE FOR A BRIEF PERIOD OF TIME BY SOME MESSENGERS APPARENTLY TO POCKET THE DIFFERENCE,
 7 CENTS, BY NOT OFFICIALLY PLACING THE COVER INTO THE "SYSTEM" UNTIL IT WAS UNDER 3000 MILES.

OCTOBER, 1860



NEW YORK (RED CALIFORNIA PONY EXPRESS HANDSTAMP APPLIED) - BY TRAIN
 ST. JOSEPH MISSOURI (BLACK "RUNNING PONY" HANDSTAMP APPLIED)
 PONY EXPRESS - SAN FRANCISCO

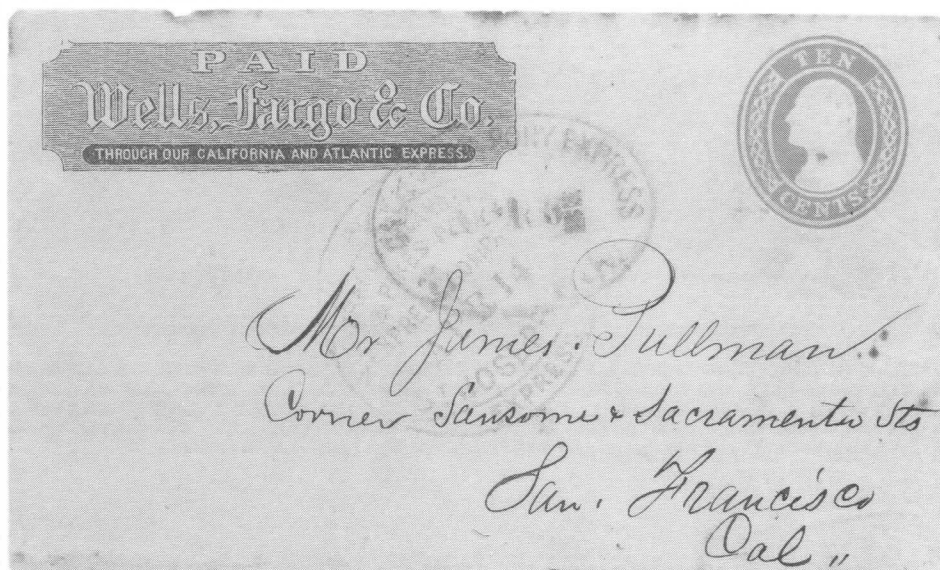
THE OVAL BLACK WESTWARD RUNNING PONY HANDSTAMP WAS EXCLUSIVELY APPLIED AT ST. JOSEPH, MISSOURI.

IN MARCH, 1861, CONGRESS PASSED A LAW TRANSFERRING THE OVERLAND MAIL CONTRACT FROM THE SOUTHERN (BUTTERFIELD) ROUTE TO THE CENTRAL ROUTE EFFECTIVE JULY 1, 1861. THE CONTRACT WAS AWARDED TO THE OVERLAND MAIL COMPANY WITH THE PROVISION THAT THEY OPERATE A SEMI WEEKLY PONY EXPRESS OVER THE ROUTE UNTIL THE COMPLETION OF THE TRANSCONTINENTAL TELEGRAPH.

BECAUSE OF OVERWHELMING COSTS AS WELL AS DIMINISHED USAGE DUE TO THE EVER PROGRESSING TRANSCONTINENTAL TELEGRAPH, THE CENTRAL OVERLAND CALIFORNIA & PIKES PEAK EXPRESS COMPANY HAD STEADILY BEEN RELINQUISHING CONTROL OF THE PONY TO THE OVERLAND MAIL CO. WHICH WAS LARGELY FINANCED BY AND VERY MUCH UNDER THE DOMINATION OF WELLS, FARGO & CO. AROUND APRIL 1, WELLS, FARGO ASSUMED CONTROL AND ESTABLISHED AN INTERIM RATE OF \$2.00 PER HALF OUNCE.

WELLS, FARGO & CO. - EARLIEST RECORDED WESTBOUND PONY TRIP

APRIL 6, 1861



NEW YORK (BLUE "CALIFORNIA PONY EXPRESS" HANDSTAMP) - BY TRAIN
LV ST. JOSEPH, MISSOURI APRIL 14 (GREEN HANDSTAMP) - PONY EXPRESS - SAN FRANCISCO

IT IS PROBABLE THAT WELLS, FARGO HAD ASSUMED CONTROL BY THE WEDNESDAY, APRIL 2, DEPARTURE; UNFORTUNATELY NO SURVIVING COVERS ARE REPORTED.

CHARACTERISTICS OF WELLS, FARGO PONY COVERS - DEPARTURE DATES

| WESTBOUND: | | EASTBOUND: | |
|-------------|---------------------|-----------------------------------|---------------------------------|
| 1ST PERIOD: | APRIL 6 - 30 | NO AFFIXED PONY EXPRESS STAMP | APRIL 17 - 30 |
| 2ND PERIOD: | MAY 1 - JUNE 30 | NO AFFIXED PONY EXPRESS STAMP | MAY 1 - JUNE 30 |
| 3RD PERIOD: | JULY 1 - OCTOBER 26 | \$1 GARTER STAMPS AUGUST 24 - END | JULY 1 - OCTOBER 23 |
| | | | NO AFFIXED PONY EXPRESS STAMP |
| | | | \$2.00 RED, \$4.00 GREEN STAMPS |
| | | | \$1.00 RED, \$2.00 GREEN STAMPS |

FIRST PERIOD EASTBOUND

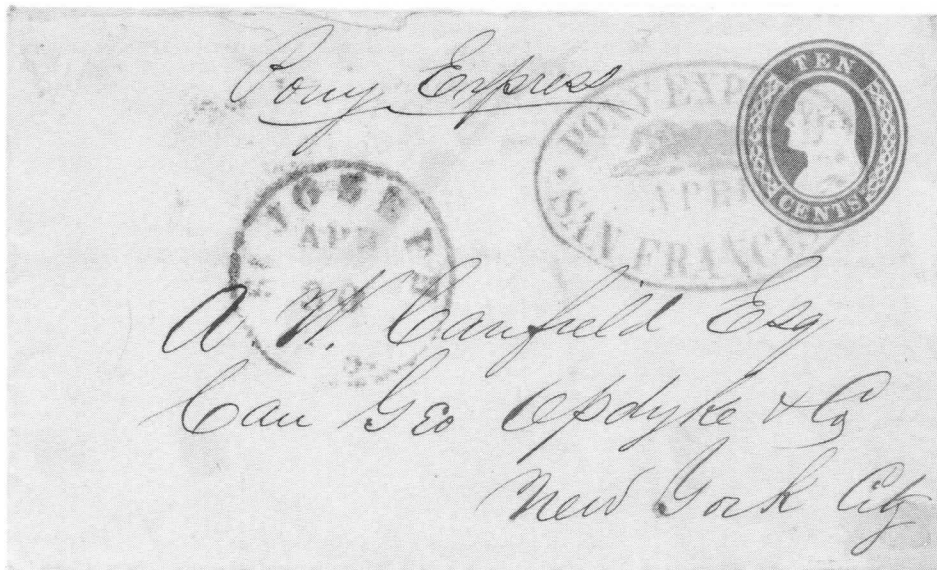
THE SAN FRANCISCO DAILY HERALD AND RECORD OF TUESDAY, APRIL 16, REPORTED:

"WELLS, FARGO & CO. HAVE RECEIVED A TRANSFER OF THE PONY EXPRESS AND EVERYTHING REFERRING THERETO FROM W. H. RUSSELL . . . THE PONY WILL LEAVE THE OFFICE OF WELLS, FARGO & CO. ON WEDNESDAY AND SATURDAY OF EACH WEEK."

THEREFORE, THE FIRST EASTBOUND DEPARTURE WAS WEDNESDAY, APRIL 17. THE ONLY TWO REPORTED SURVIVING COVERS OF THE FIRST PERIOD EASTBOUND ARE OF APRIL 17.

THE WELLS FARGO RED RUNNING PONY

APRIL 17, 1861

SAN FRANCISCO APRIL 17, 1861
USPO

PONY EXPRESS

ST. JOSEPH, MISSOURI
NEW YORK

WHY A RED STRIKE WHEN ALL OTHER WELLS, FARGO PONY STRIKES ARE BLUE?

WHILE THERE IS NO CONCLUSIVE EVIDENCE, A REASONABLE SCENARIO IS THAT J. W. BROWN, THE SAN FRANCISCO CENTRAL CALIFORNIA OVERLAND & PIKES PEAK EXPRESS CO. AGENT, TURNED OVER THE PONY MAIL WHICH HAD ACCUMULATED AFTER THEIR RUN OF SATURDAY, THE 13TH, TO WELLS, FARGO AFTER THE CLOSE OF BUSINESS ON THE 14TH OR 15TH. THE WELLS, FARGO AGENT ON DUTY USED ONE OF THE GIVEN PONY STRIKERS ON A RED INK PAD. HE WAS STOPPED AFTER HITTING AT LEAST THIS COVER AND INSTRUCTED TO USE A BLUE PAD THEREAFTER.

APRIL 17, 1861

SAN FRANCISCO APRIL 17, 1861
USPO

PONY EXPRESS

ST. JOSEPH, MISSOURI
ELYRIA, OHIO

San Francisco, Calif.
April 17, 1861

Friend Ely,

Last December I wrote you of my pressing need of remuneration for certain very unpleasant labor and time expended for you, and indirectly of actual cash paid. I sent with the letter my bill, amount in blank, receipted, leaving it for your sense of justice, to fill, with such sum, as under the circumstances would be right.

Almost four months have I waited, and you seem to have forgotten me. Please remember that for your sake, I more than doubled my expenses, when you commenced boarding at Dr. Adams'. I negotiated a loan for you with Mr. Dana, for which I received nothing, that lost me one of my best customers, in consequence of the trouble he had with the cattle afterwards; and for which, he blames me to this day, that my urging was the only reason he let me have the money.

The \$100 you left with me was expended in moving the stock, journeys, and doctoring the sick cow, taking persons to see them hoping to sell, and at last I paid \$15 to Capt. Richardson of my own money for the keeping of the two you left with him. Osburne has dunned me repeatedly for the payment of his bill. \$50.00.

If in the above I speak plainly, it is because I feel hurt, that you seem to ignore a service, undertaken unwillingly, and yet performed in good faith. If you cannot at once send me all you purpose doing, send what you can, by *Pony Express* immediately, I need it, and tell me what amount, and when you will forward the balance.

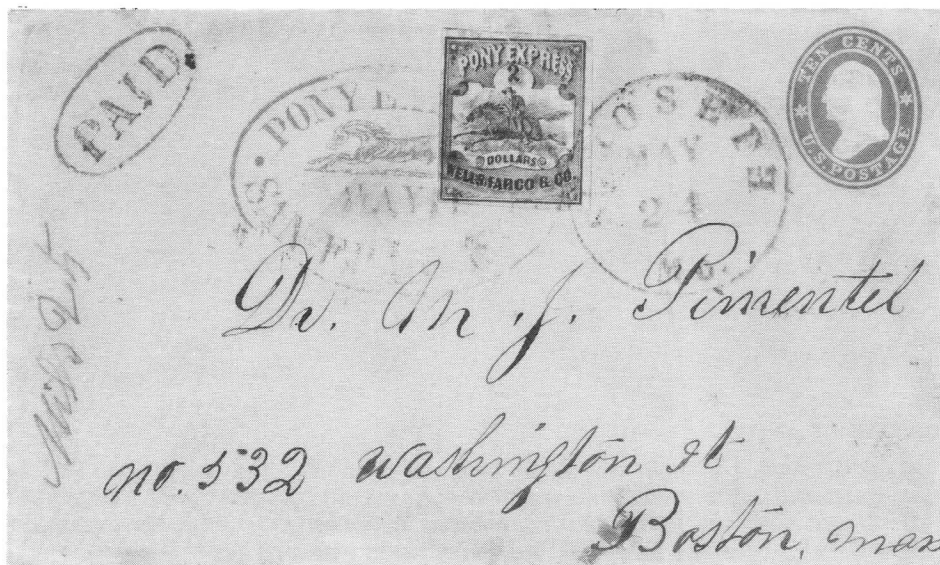
None of the premiums are paid and I doubt if they ever will be. I have exhausted every means to get something from the State Society, and at last have abandoned all hope.

I send this by *Pony*, because I cannot wait any longer.

Very truly yours,
Henry Leffinwell
No. 6 Montgomery Block

(*Pony* covers are seldom found with letters enclosed.)

WELLS, FARGO PONY EXPRESS - SECOND PERIOD EASTBOUND



SAN FRANCISCO MAY 11, 1861 - PONY EXPRESS - USPO ST. JOSEPH, MISSOURI MAY 24 - BOSTON

THE SECOND WELLS, FARGO & CO. PERIOD OF OPERATION WAS FROM MAY 1 - JUNE 30, 1861. RATE: \$2.00 PER 1/2 OUNCE.

\$2 RED AND \$4 GREEN STAMPS WERE PREPARED; THESE STAMPS WERE USED FROM WEST TO EAST ONLY.

THE FAMILIAR WELLS, FARGO & CO. "PAID" OVAL HANDSTAMP IS FIRST RECORDED ON THIS PONY COVER.

WAY COVER - CARSON CITY



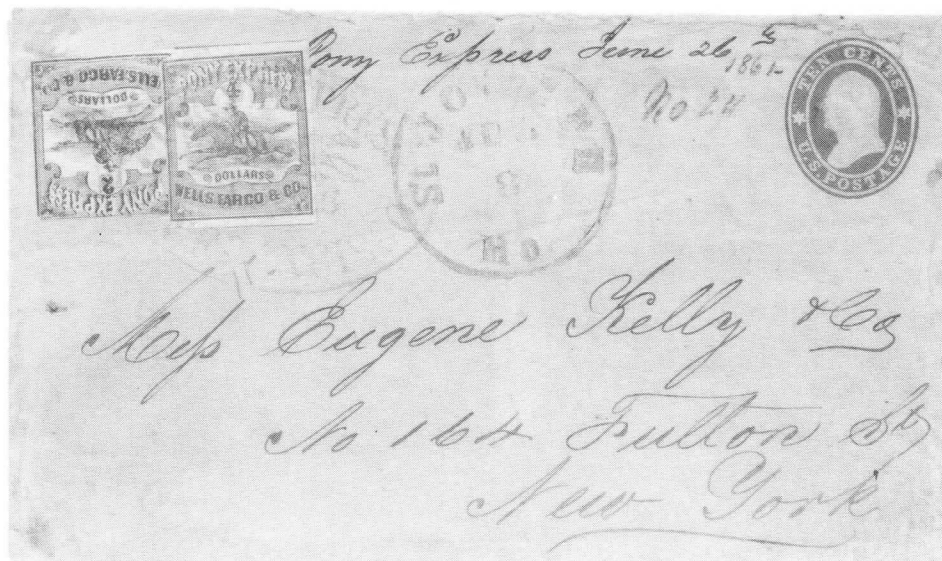
CARSON CITY, NEVADA TERRITORY - PONY EXPRESS - USPO ST. JOSEPH, MISSOURI - NEW YORK

THE SPECIAL PONY EXPRESS SADDLE, A "MOCHILLA", HAD FOUR POUCHES; ON EASTBOUND TRIPS, NORMALLY THREE WERE LOCKED AFTER HAVING LEFT SACRAMENTO AND THE OTHER OPEN FOR MAIL TAKEN ALONG THE "WAY".

JOHN M. FREEMAN SOLD HIS EXPRESS BUSINESS TO WELLS, FARGO & CO. IN 1859; THEY OVERPRINTED THE REMAINING STOCK OF UNUSED FREEMAN & CO'S EXPRESS COVERS WITH THEIR OWN FRANK.

TRIPLE RATE
TWO AND FOUR DOLLAR "PONY" STAMPS

JUNE 26, 1861



SAN FRANCISCO JUNE 26
USPO

PONY EXPRESS

ST. JOSEPH, MISSOURI JULY 8
NEW YORK

THIS IS THE ONLY COMBINATION MULTIPLE RATE COVER OF THE SECOND WELLS, FARGO & CO. PERIOD.
(THE FIRST "PONY" STAMP PERIOD - MAY 1 - JUNE 30, 1861)

THER ARE NO OTHER COVERS KNOWN BEARING A FOUR DOLLAR GREEN "PONY" STAMP.

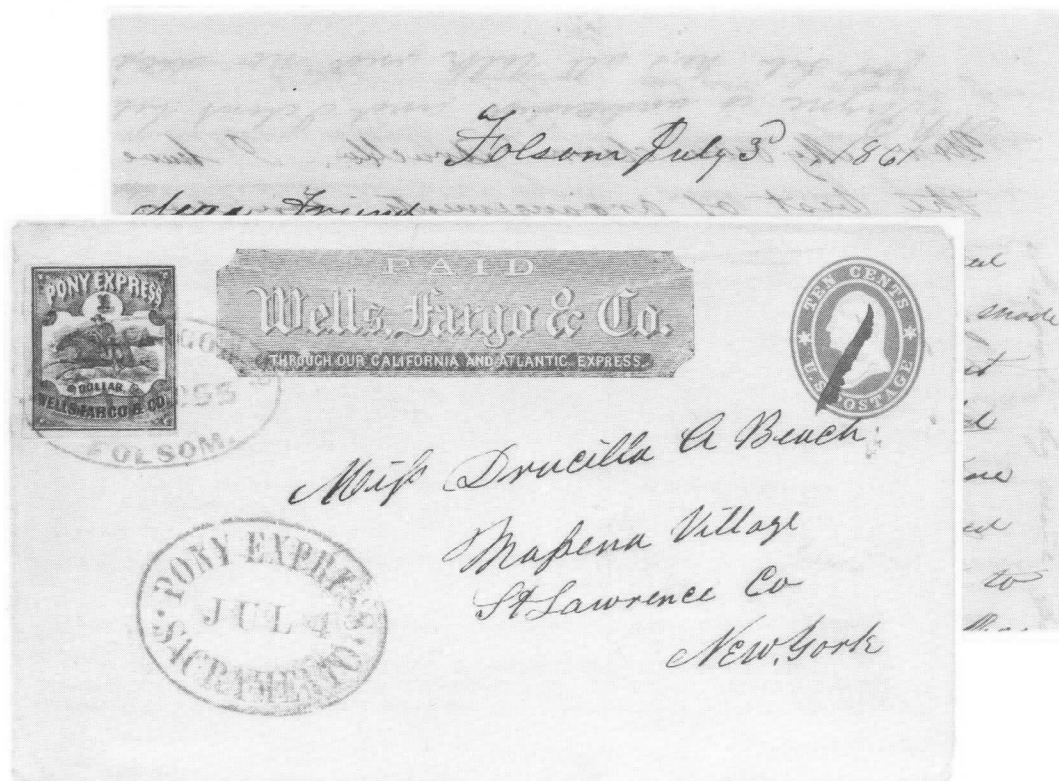
NOTICE APPEARED IN SEVERAL CALIFORNIA NEWSPAPERS APRIL 15 - 30, 1861:
"LETTERS MUST BE ENCLOSED IN TEN CENT GOVERNMENT ENVELOPES AND PONY POSTAGE PREPAID".
THIS COVER MEETS THE QUALIFICATION EXACTLY; THEREFORE, NO EXTRA U.S. STAMPS WERE AFFIXED.

WELLS, FARGO PONY EXPRESS - THIRD PERIOD EASTBOUND

ON JULY 1, 1861, THE GOVERNMENT SUBSIDIZED THE PONY EXPRESS WITH THE STIPULATION THAT THE RATE BE REDUCED TO \$1.00 PER HALF OUNCE.

WELLS, FARGO & CO. ISSUED THREE NEW STAMPS; \$1 RED, \$2 GREEN AND \$4 BLACK.
THERE ARE NO FOUR BLACK STAMPS KNOWN ON COVER.

"THE PONY THAT WENT BOTH WAYS"



FOLSOM JULY 3 - PONY EXPRESS - SACRAMENTO JULY 4 - PONY EXPRESS
FOLSOM - ST. JOSEPH, MISSOURI - USPO - MAPENA VILLAGE, NEW YORK

THIS IS ONE OF TWO RECORDED TO HAVE BEEN CARRIED ON THE FIRST RUN AFTER THE RATE CHANGE.
IT IS ALSO THE ONLY RECORDED PONY COVER DEPARTING FROM FOLSOM.

THE DATELINE OF THE ENCLOSED LETTER, JULY 3, SHOWS THAT IT WAS CARRIED WEST BEFORE IT WAS CARRIED EAST.

THE WRITER STATED: "AM SORRY I HAVE NO MORE TIME TODAY BUT THE PONY STARTS ON HIS JOURNEY OVERLAND TO THE EASTERN STATES AT 4 O'CLOCK TIS NOW TWO . . . WE HAVE A CELEBRATION AND EVERYBODY IS BUSY TODAY."

THE PONY THAT WENT BOTH WAYS*

by George Kramer

Folsom, California to Sacramento, California, back through
Folsom to St. Joseph, Missouri. U.S. Mail St. Joseph, Mis-
souri to Mapena Village, St. Lawrence County, New York.)

Reprinted with permission



As of July 1, 1861 the price of a Pony Express letter was reduced from \$2 to \$1 per half ounce. San Francisco newspaper advertisements read:

"For the Service Commencing July 1, 1861, Messrs. Wells, Fargo & Co. will run a Pony Express between San Francisco and Placerville, regularly on Wednesday and Saturday of each week, leaving their office at 3:45 P.M. on these days, and connecting with the Overland Mail Company's Pony Express at Placerville."

A Wells, Fargo & Co. agent would carry the letters by commercial steamer from San Francisco to Sacramento; thence, a 75 minute trip on the Sacramento Valley Railroad¹ to Folsom and transfer to the nearby

¹Sacramento Union August 12, 1861

Sacramento Valley Railroad schedule as of April 15, 1861

Leave Sacramento (to Folsom) 6:30 A.M.-2:15 P.M.-5:00 P.M.

Leave Folsom (to Sacramento) 6:30 A.M.-12:00 P.M.-5:15 P.M.

Wells, Fargo & Co. stables for the run to Placerville.

This cover is one of two recorded to have made the first trip under the new \$1 rate (the other having left on July 3, 1861 from San Francisco). It is also the only recorded pony cover to have originated in Folsom, California.

Although the two letters enclosed in the envelope are dated July 1 and July 3 at Folsom, the Sacramento pony express strike is that of July 4. Folsom, however, is located approximately 20 miles east of Sacramento. It is illogical therefore, that expensive pony express mail would be carried west and thus delayed by at least one day before going to its eastern destination.

What did happen is fairly certain. Charles Shirland identified the time of his letter as 2:00 P.M. (Wednesday) July 3rd. The Folsom Wells Fargo office cancelled the Pony stamp and handed the letter to the express messenger on the Sacramento Valley Railroad train leaving at 5:15 P.M. for Sacramento.

THE PONY (Continued)

At Sacramento, Shirland's letter mixed with those that came up from San Francisco on the steamer and those which arrived from off route places such as Marysville and Nevada City. Early on the morning of Thursday, July 4, 1861, a Wells Fargo employee at Sacramento cancelled the Pony mail and divided it into three of the four pockets of the *Mochilla*.² The *mochilla* went aboard the 6:30 A.M. train for Folsom, and arrived there at 7:45. Although Shirland's letter was back where he wrote it eighteen hours before, this time a Pony Express rider would carry it eastward!

No surviving Wells, Fargo & Co. records indicate any reason for this backwards procedure. To save time at the transfer points, it may have been more expedient for this letter to have been already placed in one of the three locked cantinas at Sacramento. This would also allow for maximum space in the one unlocked pouch for additional mail to be taken along the "way".

This writer would submit, however, that had the letter been presented to the Folsom Wells Fargo & Co. office after the 5:15 P.M. train left for Sacramento, then it would have been placed in the "open" mochila pocket and carried east as a "way" letter without a "pony" strike rather than being taken back to Sacramento and forced to wait there for the next delivery departure on July 7th.

Writing on a faint-lined, hard-finished, light weight tissue paper (about the weight of letter press copy paper), Shirland told a love story repeated many times over. Men came to California to make their fortune and either return home, or occasionally to bring their wives and sweethearts West. Charlie Shirland did not make his fortune in the mines, but found wealth in mercantile pursuits. He needed a wife by his side.

The two letters that went east with this cover were both full of advice. Charlie provided practical arrangements: money and travelling chaperones to New York City. After all, the young woman probably had never travelled more than a few miles from home. Now she was going thousands of miles to a strange land. Like most travellers, she needed new money. While both California and New York were states in the Union, hard money California accepted only gold coin and not bank bills. Wells, Fargo & Co. assisted. On June 29, 1861, C.T.H. Palmer, the company's Folsom agent, sold Shirland two drafts, one for \$200 and the other for \$150, payable in New York.³ As Shirland noted, "They will be good at any of the Banks in your county."

(Courtesy Wells, Fargo & Co. Archives, San Francisco, California)

²Mail pouches were never in use on the Overland Pony Express. To avoid delay in changing mounts, a leather mochila with four hard leather cantinas or mail boxes fastened to the skirt was thrown over the saddle. . . . The cantinas were locked with small padlocks thus the rider could change the mochila from one saddle to the other and be away within the allotted two minutes. "It should be noted that the same mochila made the entire trip, being transferred from horse to horse and rider to rider. Three of the cantinas or mail pockets were locked all the way with through mail; the fourth contained way mail and the way-bill for time of arrival and leaving stations. All letters placed in the pockets were wrapped in oiled silk to protect them from moisture."

The Pony Express—Nathan & Boggs page 11

³ Wells, Fargo & Co. Folsom draft book

C.T.H. Palmer, Agent

#208,348 \$200 June 29, 1861

At sight,

#212,590 150 in favor of

\$350. Drucilla A. Beach

Payable in N.Y.

Purchaser

C.R. Shirland

Premium \$24.50

(Courtesy Wells, Fargo & Co. Archives, San Francisco, California)

(Continued)

CONTENTS OF THE LETTERS

Folsom, July 1, 1861

My Dear Cousin [Drucilla A. Beach]

If not cousin now I hope it soon will be as Cousin Charlie has informed me of an engagement existing between yourself and him. He also has told me of his intentions of sending for you to come to California, and at his request I take my pen to write you a few lines relative to your trip to California, as he thought the experience of my trip to California might be of some comfort to you. In the last letter he received from you, you requested [me] to tell you what you wanted to bring with you. I will write what I think is comfortable if I was to start on a trip to the East. I should prepare myself with a double gown (not a very warm one) for morning use and sea sickness. And two or three loose dresses of calico & muslin so as to have them cool and comfortable. And nice dresses there is but little use for on a steamer, if any. The salt water is very bad for them if it gets on them it is a shame to ruin them. If I were in your place I would wrap my nice dresses in oil silk so as to not have salt water reach them, also any nice article I wished to be careful of. I would pack one trunk with every thing you will have use for so you can have it in your stateroom and not be obliged to go to the baggage room only to see that they are all safe.

And now of a few words from myself to you. I would be very careful coming out with whom I made acquaintance as there is a great many traveling on the steamers back and forth that are not fit companions for a lady to associate with, both ladies and gentlemen if such can be called. If you was in charge of a gentleman there would be no need of this advice. Now relative to your coming here, do not feel as though you was coming entirely among strangers. You may not like California at first, but I am confident you will in a short time after being here, and get acquainted. I will try and to my part towards making you feel at home and make it pleasant for you. And I have every reason to know that cousin Charlie will do so. And I hope you will never resent the step you are about to take for your future life and happiness. With my best wishes for you and a pleasant passage to this country, I subscribe myself your friend and well wisher.

Mrs. E. D. Shirland.

* * * *

Folsom, July 3, 1861

My very dear Friend. [Drucilla A. Beach]

You will not be surprised to learn that after so long a time that I have made arrangements for you to come to California. I sent you by Frank Eastman Fifty dollars in care of Ed which I suppose you have received before this time. I also have sent you on the 1st July Three

Hundred and fifty more. I have made arrangements to have you come on the 1st of August with a Mrs. Allen of Worcester, Mass., her husband is here and they are going to board the students in the Folsom Institute next term. My plan is to have your Father and Mother come to Troy with you and then Cousin Harvey Shirland & wife will go to New York with you and Mrs. Allen and get your tickets and State room and stay on board with you until the boat sails. I am shure you will have a pleasant time at Cousins House. If your Parents can not go to Troy with you perhaps Ed and James would go with you. Your Father can get your Drafts cashed for you as they will be good at any of the Banks in your county but you must be shure and have gold as Bank bills are of no use or you would have to discount them. My Cousin Cornelia Shirland at my request has written you and I shall leave all to your own good judgement. I know that I have the fullest confidence in you, and my future aim and ambition shall be to make you happy. What more can I do? I believe we are well suited.

Now my own dear Drucilla. I have written and made the best of arrangements for you to come. I shall now expect you and [will] make such arrangements for your reception as will make you comfortable and contented. You will not be with strangers but my Cousins here will also use all their power to cheer and comfort. As for me you know what I have so often repeated.

I want to write to your Father but you can show him all my letters if you choose. I am sorry I have no more time to day but the Pony starts on his journey overland to the Eastern states at 4 o'clock. Tis now Two and I am in a flurry and have to quit writing every moment to wait on a customer. We hve a Celebration tomorrow and everybody is busy today. You will receive the money and letters by the 20th I think. Dont spare any expense to get ready to start and keep up a courageous heart. Sometimes I fear you will not come but I believe you will. I will write again next week by Pony. Write me as soon as you receive this and let me know if you will. Cousin Ed & Wife will go to San Francisco with me to meet you. I will be on hand before the boat gets to her dock. Time is almost up I must close. My business is good at present. Am doing very well. Give my compliments to all my friends who may enquire. I shall remain ever true.

Charlie Shirland

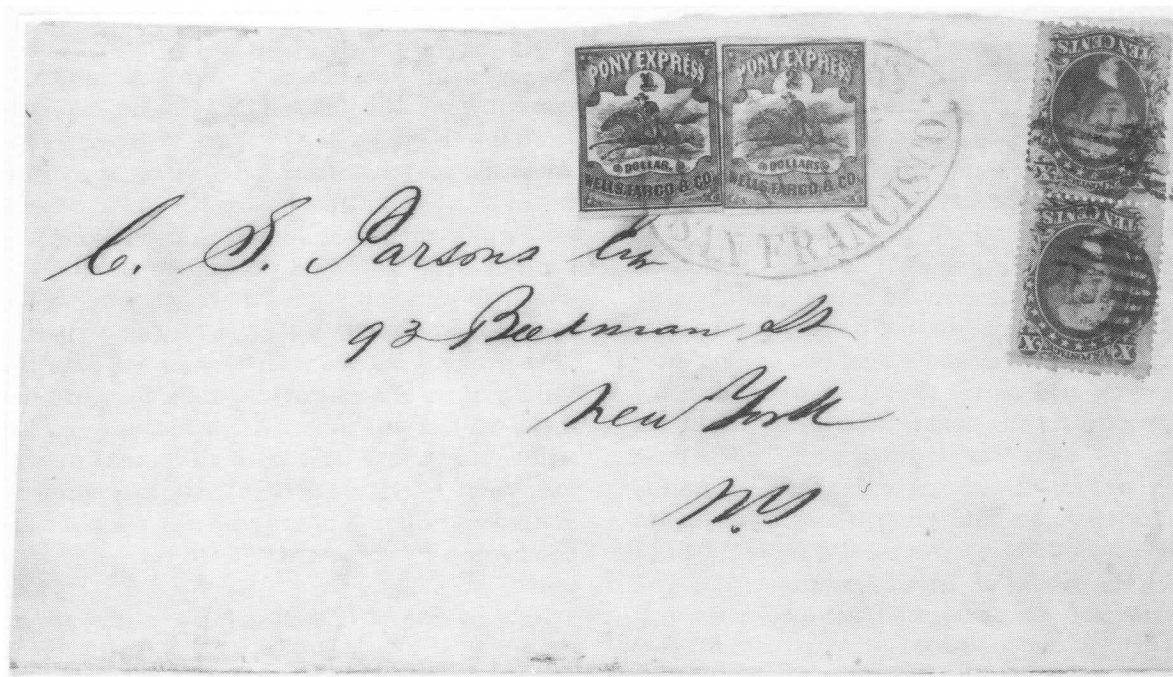
Spare no money to come as this is the best chance for company. Write immediately. Ever yours Charlie.

N.B. Payne is undecided and I dont believe he will send for Lib. He's all talk and no decision.

TRIPLE RATE

ONE AND TWO DOLLAR "PONY" STAMPS

AUGUST 3, 1861



SAN FRANCISCO AUGUST 3
USPO

PONY EXPRESS
BY TRAIN

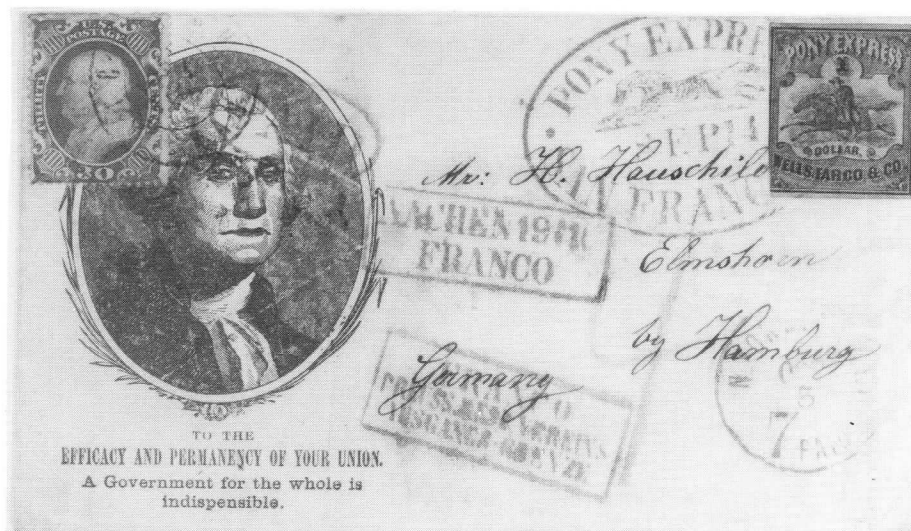
ST. JOSEPH, MISSOURI
NEW YORK

THIS IS THE ONLY COMBINATION MULTIPLE RATE COVER OF THE THIRD PERIOD.
(THE SECOND "PONY" STAMP PERIOD - JULY 1 - OCTOBER 24, 1861)

AT SOME POINT DURING THE SUMMER OF 1861, THE GOVERNMENT MUST HAVE ENFORCED THAT THERE BE A U.S. STAMP FOR EACH SINGLE RATE "PONY STAMP"; THUS, ONE TEN CENT STAMP IS PRESUMED MISSING.

TO SCHLESWIG - HOLSTEIN

SEPTEMBER 14, 1861



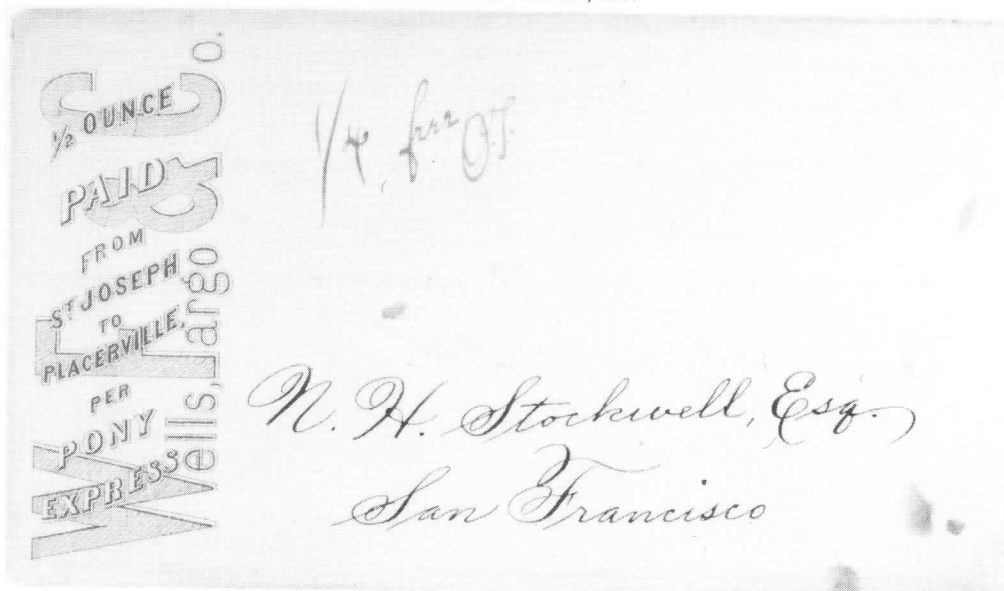
SAN FRANCISCO SEPTEMBER 14 - PONY EXPRESS - ATCHISON, KANSAS SEPTEMBER 27
 USPO - BY TRAIN TO NEW YORK - LV NEW YORK OCTOBER 5 PER HAPAG "SAXONIA"
 ARR SOUTHAMPTON, ENGLAND OCTOBER 17 - PRUSSIAN CLOSED MAIL - ARR AACHEN, PRUSSIA OCTOBER 19
 TRAIN TO HAMBURG OCTOBER 20 - TRAIN TO HOLSTEIN OCTOBER 22

ATCHISON, KANSAS WAS THE LAST EASTERN TERMINUS OF THE PONY EXPRESS.

POSTAL RATES: 30 CENTS PAID ALL TO THE OUTER PRUSSIAN BORDER (7 CENTS CREDIT TO PRUSSIA AND BELGIUM).
 4 SKILLING (RED CRAYON) POSTAGE DUE TO HOLSTEIN WHICH WAS OUTSIDE THE POSTAL UNION.

TO THE LAST WESTERN TERMINUS

CIRCA SEPTEMBER, 1861



ST. JOSEPH, MISSOURI - PONY EXPRESS - PLACERVILLE
 BY TRAIN - SACRAMENTO - BY BOAT - SAN FRANCISCO

WELLS FARGO & CO. USED THIS SPECIAL FRANK ON WESTBOUND PONY EXPRESS
 COVERS TO THE FINAL WESTERN TERMINUS, PLACERVILLE, CALIFORNIA.

THIS COVER WAS ADDRESSED TO THE SAN FRANCISCO AGENT; IT WEIGHED 1/4 OUNCE AND WAS SENT "FREE" WITHOUT GOVERNMENT POSTAGE.

Proton Mass. Oct. 11 1861
Mr Louis McLane or
William A. White

Sold by C. K. DARLING, Law Stationer,
15 Exchange Street, Boston.

[SPECIAL POWER OF ATTORNEY.]

"THE GARTER"

Agent of Pony Express
St Joseph, Mo
For Mr Louis McLane
or
William A. White
Care of Messrs Wells Fargo & Co
San Francisco
California



you to a

BOSTON OCTOBER 11, 1861
PONY EXPRESS

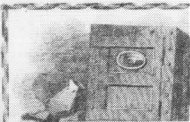
BY TRAIN

ATCHISON, KANSAS
SAN FRANCISCO


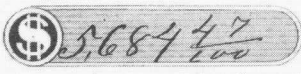
RATE: \$1.00 PER 1/2 OUNCE; THIS COVER WEIGHED ALMOST 2 OUNCES.
THE CONTENTS ARE AN URGENT "COLLECTION" REQUEST.

THE "GARTER" TYPE STAMP WAS PRINTED IN NEW YORK. IT WAS USED
FROM LATE AUGUST THRU OCTOBER, 1861 FOR WESTBOUND DELIVERIES.

ONLY A FEW COVERS ARE KNOWN BEARING THIS STAMP AND THIS IS THE ONLY RECORDED MULTIPLE STAMP COVER.



it remain
but fore
of sales
it may
consigned

copy


Boston *October 11th 1861*
On Demand after date for value received we
promise to pay to the order of Richards & Co
Fifty Six Hundred & Eighty four Dollars ⁴⁷/₁₀₀
Payable at with interest
J. B. Hamblin & Co
T. Green & Co. Stationers, Boston.

id remain
but fore
of sales
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Company
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y name
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live all
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TUESDAY, JULY 30th—1 P. M.
BY TELEGRAPH TO THE UNION.
ARRIVAL OF THE PONY EXPRESS.

[BY TELEGRAPH FROM ST. LOUIS TO FORT KEARNY,
 THENCE BY PONY EXPRESS TO MIDDLE GATE
 STATION, THENCE BY TELEGRAPH TO SACRA-
 MENTO.]

MIDDLE GATE STATION,
 75 miles east of Fort Churchill,
 July 30th.

The Pony, with dates from St. Louis to July 22d, arrived here at one o'clock this morning, ten hours behind time, bringing advices for the Union.

DATES TO JULY 22d.

The United States Grand Army moving on Manassas Junction—the Rebels Retreat from their advanced Positions—Attack on Batteries—Killed and Wounded—General Johnson forming a Junction with Beauregard—Six hundred of Wise's men Driven from Barboursville—California Treasure escorted from Aspinwall—Cotton Report—Colonel Sigel promoted to a Brigadier-General—A party surprised by Rebels near Fortress Monroe—New Tariff Bill—Two more Battles in Missouri—The Rebels defeated in both instances.

St. Louis, July 20th,
 via FORT KEARNY, July 22d.

On July 18th the grand army reached Bull's Run, three miles from Manassas Junction, where it met the first resistance of any importance. Prior to that only a few collisions occurred between the Federal scouts and skirmishers, and scattering bands of the enemy's cavalry. A few of the latter were captured. The obstruc-

PLACERVILLE & ST. JOSEPH OVERLAND TELEGRAPH COMPANY

JULY 30, 1861



NEWS OF BULL'S RUN; NOTE THE INTERWORKING
 OF THE TELEGRAPH AND THE PONY EXPRESS.

ON OCTOBER 24, 1861 THE TRANSCONTINENTAL TELEGRAPH WAS COMPLETED BY THIS COMPANY. THEN, THERE WAS NO LONGER A NEED FOR THE PONY EXPRESS TO CARRY NEWS AND IT CEASED OPERATION SHORTLY THEREAFTER.

NEW YORK, ALBANY & BUFFALO TELEGRAPH CO.

PRINCIPAL OFFICE, TELEGRAPH BUILDINGS, 145 BROADWAY, COR. LIBERTY ST., NEW YORK.

Auxiliary Offices—St. Nicholas Hotel, Hudson River Rail Road Depot, and Produce Exchange.

TERMS AND CONDITIONS ON WHICH MESSAGES ARE RECEIVED BY THIS COMPANY FOR TRANSMISSION.

The public are notified that, in order to guard against mistakes in the transmission of messages, every message of importance ought to be repeated by being sent back from the station at which it is to be received to the station from which it is originally sent. Half the usual price for transmission will be charged for repeating the message, and while this company will as heretofore use every precaution to ensure correctness, it will not be responsible for mistakes or delays in the transmission or delivery of repeated messages beyond an amount exceeding five hundred times the amount paid for sending the message, nor will it be responsible for mistakes or delays in the transmission of unimportant messages from whatever cause they may arise, nor for delays arising from interruptions in the workings of its telegraphs, nor for any mistake or omission of any other company over whose lines a message is to be sent to reach the place of destination. All messages will hereafter be received by this company for transmission subject to the above conditions.

JAMES D. REID, Sup't, Utica, N. Y.

THOMAS R. WALKER, President.

To *Mr. Mansfield*
Care Geo. O. Dyke By Tele'g' from *San Francisco* Dated *4*
Nov 5 1861. *2 a M.*

No. *19*

New York, Albany and Buffalo Telegraph Co.
 PRINCIPAL OFFICE,
 TELEGRAPH BUILDING, No. 145 BROADWAY,
 OPEN AT ALL HOURS.

AUXILIARY OFFICES.—St. Nicholas Hotel, Produce Exchange, and Hudson River R. R. Depots.

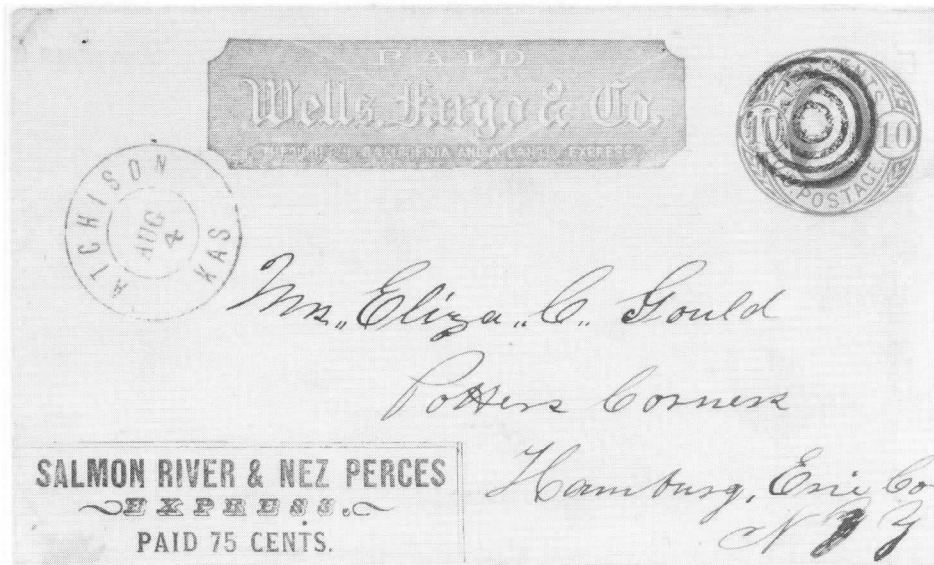
AN EARLY EXAMPLE OF THE COMPLETED
 TRANSCONTINENTAL TELEGRAPH.

Alto Canfield
Geo. O. Dyke Res
36 Barclay
Paid

SALMON RIVER & NEZ PERCES EXPRESS

WELLS, FARGO & CO.

JULY, 1861 OR 1862



SALMON RIVER & NEZ PERCES EXPRESS - WELLS, FARGO & CO., WALLA, WALLA, WASHINGTON TERRITORY
 CENTRAL OVERLAND ROUTE - USPO ATCHISON, KANSAS AUGUST 4 - HAMBURG, NEW YORK

DURING 1861 AND 1862 THIS COMPANY CARRIED FROM THE SALMON RIVER AND NEZ PERCES MINES IN IDAHO TO WALLA, WALLA, WASHINGTON TERRITORY WHERE IT CONNECTED WITH WELLS, FARGO & CO.

BETWEEN NOVEMBER 1862 AND MARCH 3, 1863



USPO BOSTON
 FORWARDED

WELLS, FARGO & CO., SAN FRANCISCO
 FLORENCE CITY, WASHINGTON TERRITORY

ALTHOUGH NO CITY OF ORIGIN IS GIVEN, THE "PAID" CANCELLATION WAS PECULIAR TO THE BOSTON PO.

FLORENCE CITY WAS LOCATED IN WASHINGTON TERRITORY UNTIL IDAHO TERRITORY WAS CREATED MARCH 3, 1863; WELLS, FARGO & CO. OPENED THEIR FLORENCE OFFICE IN NOVEMBER, 1862.

"WILL W.F. & CO. PLEASE FORWARD THIS WITH ATTY - OATH OF OFFICE TO THE JUDGE AT FLORENCE CITY W.T."

SECTION IV

U.S. 3 CENT RATE

1863 - 1869

ON JULY 1, 1863, THE U.S. DISTANCE DIFFERENTIAL WAS REMOVED AND THE UNIFORM RATE ANYWHERE IN THE COUNTRY BECAME THREE CENTS.

APRIL 26, 1864



GENTRYVILLE, MISSOURI APRIL 26
VIA PANAMA

SAN FRANCISCO

NEW YORK
NAPA CITY, CALIFORNIA

RATE: 3 CENTS; 7 CENTS OVERPAID.

INCREDIBLY, ALMOST ONE YEAR LATER SOME MAIL WAS STILL PAID AT THE OLD 10 CENT RATE.

D. C. PATTERSON & CO.'S BOISE & SALT LAKE EXPRESS

JUNE 25, 1864



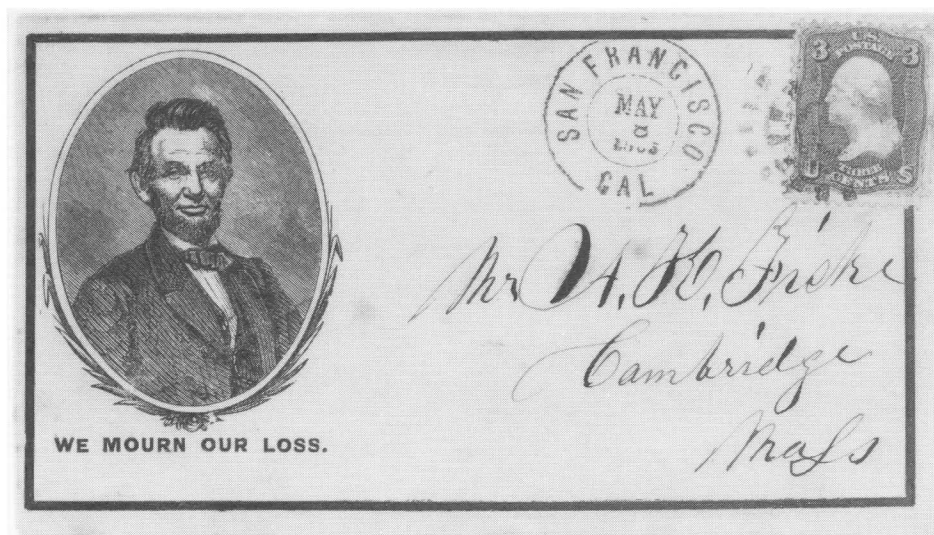
D. C. PATTERSON & CO.'S BOISE & SALT LAKE EXPRESS, BOISE, IDAHO TERRITORY, JUNE 25
USPO BRIGHTON CITY, UTAH TERRITORY, JULY 9

BRANCHPORT, NEW YORK

RATES: D.C. PATERSON 1 DOLLAR; USPO 3 CENTS.

D. C. PATTERSON & CO.'S BOISE & SALT LAKE EXPRESS EXISTED FROM JUNE 19, 1863 FOR SLIGHTLY MORE THAN ONE YEAR.

MAY 8, 1865



SAN FRANCISCO

CAMBRIDGE, MASSACHUSETTS

AS ABRAHAM LINCOLN DIED APRIL 15, 1865, THIS COVER MUST HAVE BEEN HASTILY PRODUCED ON THE WEST COAST.

TRANSCONTINENTAL PATRIOTIC "MOURNING" LETTERS

JUNE 24, 1865



WASHINGTON, D.C.

SAN FRANCISCO

RATE 3 CENTS: THE TRANSCONTINENTAL RATE DIFFERENTIAL WAS ABOLISHED JULY 1, 1863. THIS COVER WAS EITHER 7 CENTS OVERPAID OR A TRIPLE RATE COVER, 1 CENT OVERPAID.

OVERLAND MAIL CO.

CIRCA 1866



SALT LAKE CITY, UTAH

OVERLAND

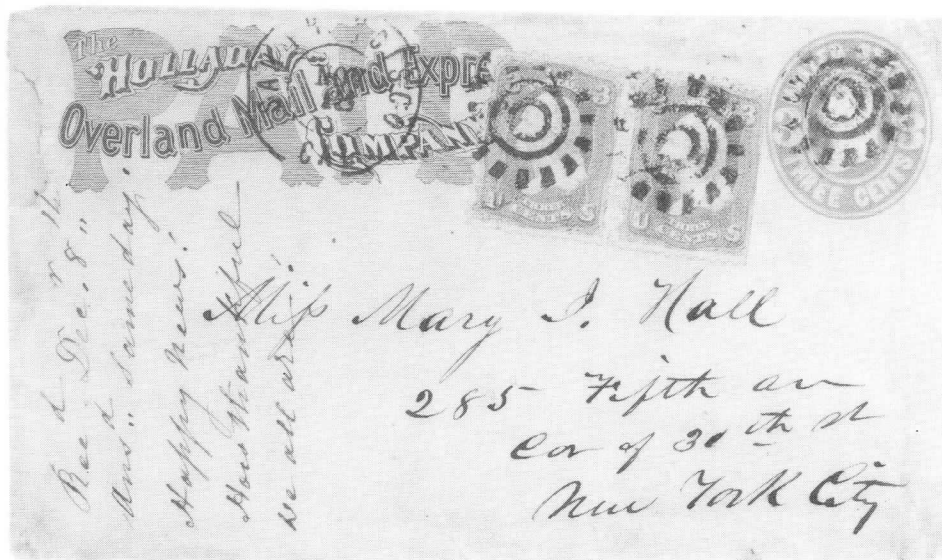
TIFFIN, OHIO

THIS COMPANY BEGAN OPERATIONS IN 1858 AND WAS KNOWN AS THE "SOUTHERN" OR "BUTTERFIELD" LINE; HOWEVER, THE ABOVE MARKING IS NOT RECORDED BEFORE 1865.

TRIPLE RATE COVERS

THE HOLLADAY OVERLAND MAIL AND EXPRESS COMPANY

CIRCA 1865



SAN FRANCISCO

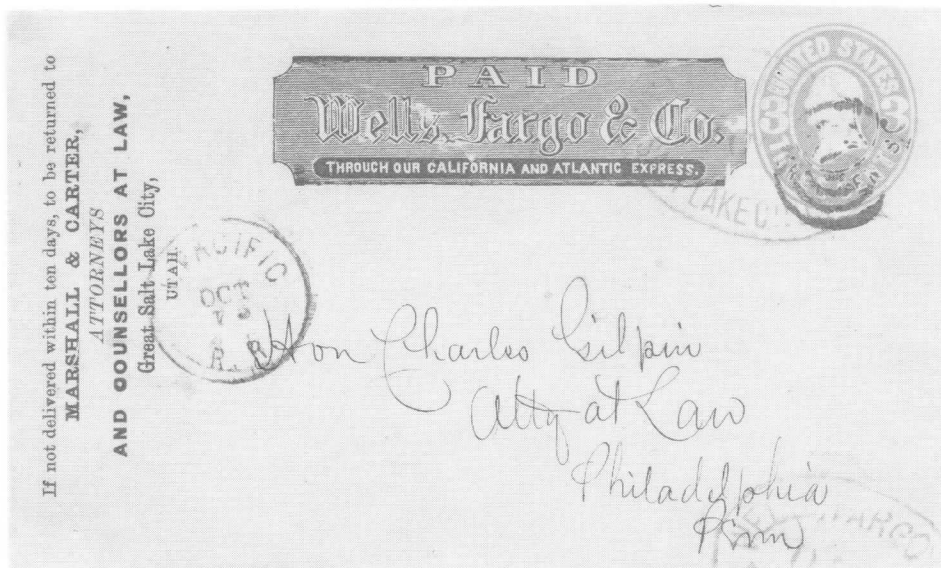
OVERLAND

NEW YORK

BEN HOLLADAY, "THE STAGECOACH KING", ABSORBED THE CENTRAL OVERLAND AND PIKES PEAK EXPRESS COMPANY AROUND 1862 AT WHICH TIME IT WAS CALLED THE "OVERLAND STAGE LINE". FROM 1864 - 1866 THE ABOVE NAME WAS USED.

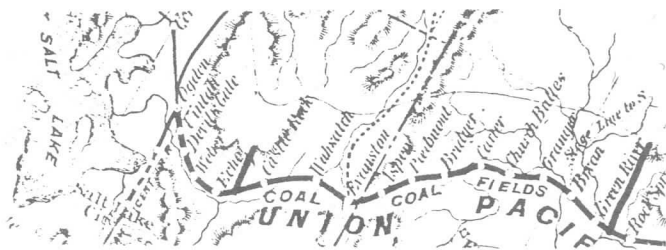
THE NEARLY COMPLETED UNION PACIFIC RAILROAD

OCTOBER 11, 1868

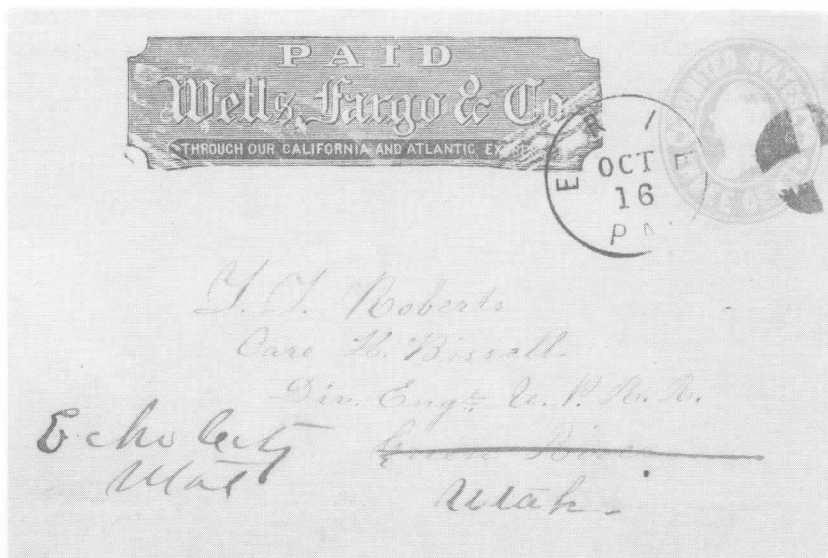
WELLS, FARGO & CO. SALT LAKE CITY, UTAH OCTOBER 11
UNION PACIFIC RAILROAD OCTOBER 13STAGECOACH TO RAILHEAD
PHILADELPHIA OCTOBER 19

THE STAGECOACH TRAVELLED EASTWARD TWO DAYS PERHAPS TO BYRAN, WYOMING TERRITORY (ABOUT 175 MILES)

| | <u>MILES FROM SALT LAKE CITY</u> | <u>DATE REACHED BY U.P.R.R.</u> |
|---|--------------------------------------|-------------------------------------|
| GREEN RIVER, WYOMING TERR. | 190± | OCT. 1 |
| GRANGER, WYOMING TERR. | 160± | OCT. 20 |
| ECHO SUMMIT, UTAH TERR. | 65± | DEC. 28 |
| COMPLETION OF TRANSCONTINENTAL RAILROAD | | MAY 10, 1869 |



OCTOBER 18, 1868



USPO ERIE, PENNSYLVANIA OCTOBER 18

UNION PACIFIC RAILROAD

GREEN RIVER, WYOMING TERRITORY

TRAIN TO ST. LOUIS

ECHO CITY, UTAH

THE ADDRESSEE WAS A U.P.R.R. DIVISION ENGINEER WHO HAD PROBABLY GIVEN HIS FAMILY A SUPPLY OF WELLS, FARGO ENVELOPES. EVIDENTLY, HE HAD BEEN SENT AHEAD TO ECHO CITY, UTAH.

PROMONTORY, UTAH TERRITORY

MARCH 21, 1869



1869. May 10th. 1869.

GREATEST EVENT
Rail Road from the Atlantic to the Pacific
GRAND OPENING
OF THE

Union Pacific
RAIL ROAD
PLATTE VALLEY ROUTE
PASSENGER TRAINS LEAVE
OMAHA
ON THE ARRIVAL OF TRAINS FROM THE EAST
THROUGH TO SAN FRANCISCO
In less than Four Days, avoiding the Dangers of the Sea!
Travelers for Pleasure, Health or Business
LUXURIOUS CARS & EATING HOUSES
ON THE UNION PACIFIC RAIL ROAD
PULLMAN'S PALACE SLEEPING CARS
GOLD, SILVER AND OTHER MINERS!
SHEYENNE for DENVER, CENTRAL CITY & SANTA FE
THROUGH TICKETS FOR SALE AT ALL PRINCIPAL RAILROAD OFFICES!
Be Sure they Road via Platte Valley or Omaha
Company - OFFICE 12 La Salle St. opposite (1) Hall and Court House Squares, Chicago.
THOMAS J. HIGGINS, Ticket Agent.
P. GILBERT, JOHN P. HART, J. HUBB, W. SYDNER.



PROMONTORY, UTAH TERRITORY
UNION PACIFIC RAILROAD MARCH 21

PER WELLS, FARGO & CO.
TORONTO, CANADA WEST

RATE: 3c U.S. + 10c TO CANADA

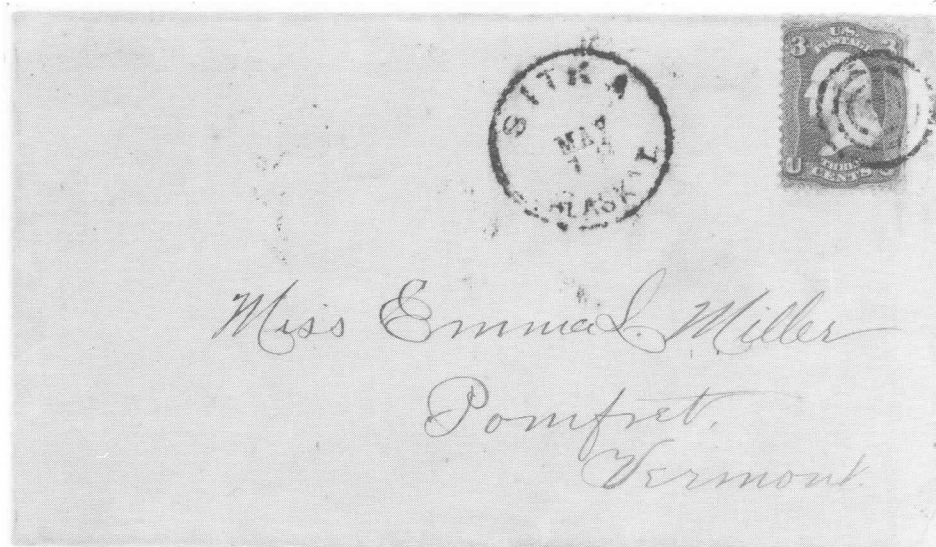
THE "GRAND CONSOLIDATION" BETWEEN THE CENTRAL PACIFIC AND UNION PACIFIC RAILROADS OCCURRED MAY 10, 1869. THE AGREED PLACE WAS PROMONTORY, UTAH TERRITORY. AT THIS TIME, WELLS, FARGO & CO. CARRIED THE MAILS BETWEEN THE EVER CLOSING RAILROADS. THE WRITER WAS PROBABLY A CANADIAN MEMBER OF THE ADVANCE PARTY OF ENGINEERS.

DIFFICULTY OF ACQUISITION: BECAUSE PROMONTORY WAS IN THE MIDDLE OF THE DESERT, THERE WAS NO POST OFFICE. THE ONLY POSSIBLE POSITIVE MARKING WOULD BE A DOCKETING AS SHOWN.

ALASKA

MAY 12, 1869

*Special Agent's Office
Sitka, Alaska.
May 5, 1869.*



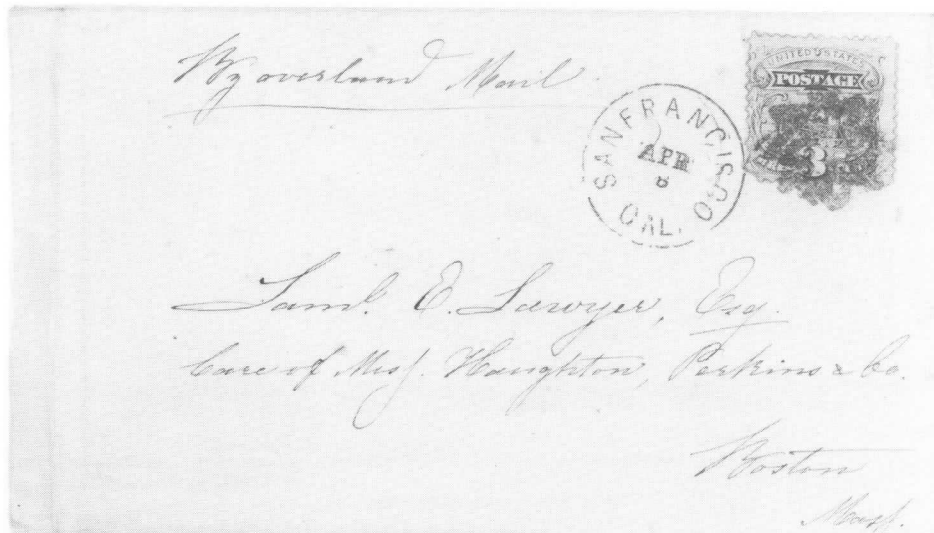
ENCLOSURE "SITKA, ALASKA (TERRITORY) MAY 5, 1869"
NEW YORK

SAN FRANCISCO
POMFRET, VERMONT

ALTHOUGH THE FIRST "POST OFFICE" OPENED IN SITKA IN LATE 1867,
THIS IS ONE OF THE EARLIEST TRANSCONTINENTAL COVERS KNOWN FROM ALASKA.

POSSIBLE VERY EARLY WEST COAST USE OF THE 3 CENT 1869 STAMP

APRIL 8, (1869)



SAN FRANCISCO

BOSTON

ALTHOUGH THERE IS NO YEAR DATE ON THIS COVER, IT DOES NOT SEEM REASONABLE TO ENDORSE "BY OVERLAND MAIL" IN 1870 WHEN ALL DOMESTIC TRANSCONTINENTAL MAIL WOULD HAVE GONE BY RAILROAD.

THE 3 CENT STAMP WAS PRODUCED MARCH 27, 1869; A SUPPLY COULD HAVE REACHED SAN FRANCISCO ON THE ALMOST COMPLETE RAILROAD BARELY IN TIME FOR THIS USAGE.

Editor's Message

It is my first responsibility in this issue of *The Heliograph* to apologize for how late this issue is. The summer and fall ended up being chaotic for me, whether or not one includes my move in mid-November to Kansas City, Missouri.

Response to our serialization of George Jay Kramer's exhibit has continued to be quite positive from philatelic scholars, authors and average collectors, while response to it from philatelic literature judges has been lukewarm at best. However, *The Heliograph* did win a Silver-Bronze medal at STaMpsHOW '94 in Pittsburgh, followed by a Silver medal at CHICAGOPEX later in the year.

There are two corrections to be made to the Spring 1994 issue of *The Heliograph*--help given George Kramer and me regarding his exhibit and its serialization. Paula E. Rabkin, Research Associate for Postal History at the United States Postal Service notes that on page 22 of the Spring issue, "the name of the person talking about coming home on the Freeman & Co. cover is Alonzo, not George. On page 24, the post office name on the cancellation of the March 16, 1859, cover is Omega (which was established on June 19, 1857, in Nevada County.)" Thanks Paula. At least two other readers wrote in about the Omega cover as well.

More information about the device known as the Heliograph continues to emerge. Joe Crosby of Oklahoma City sent us a copy of an article entitled, "Some Reflections on the Heliograph," by Rebecca Robbins, published in the August 1983 issue of *Periodical--The Journal of the Council of America's Military Past* (CAMP). Camp is chartered in Arizona as a non-profit educational corporation and also has a publication called, "Headquarters Heliogram."

Your comments, suggestions and questions are most welcome. Let me know what you think--Dane S. Claussen.

