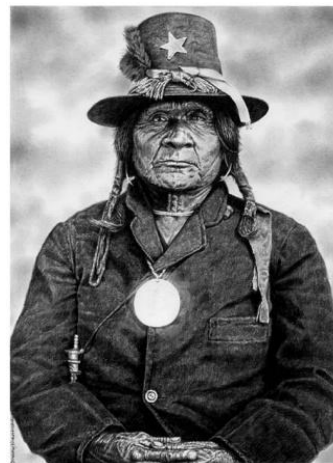
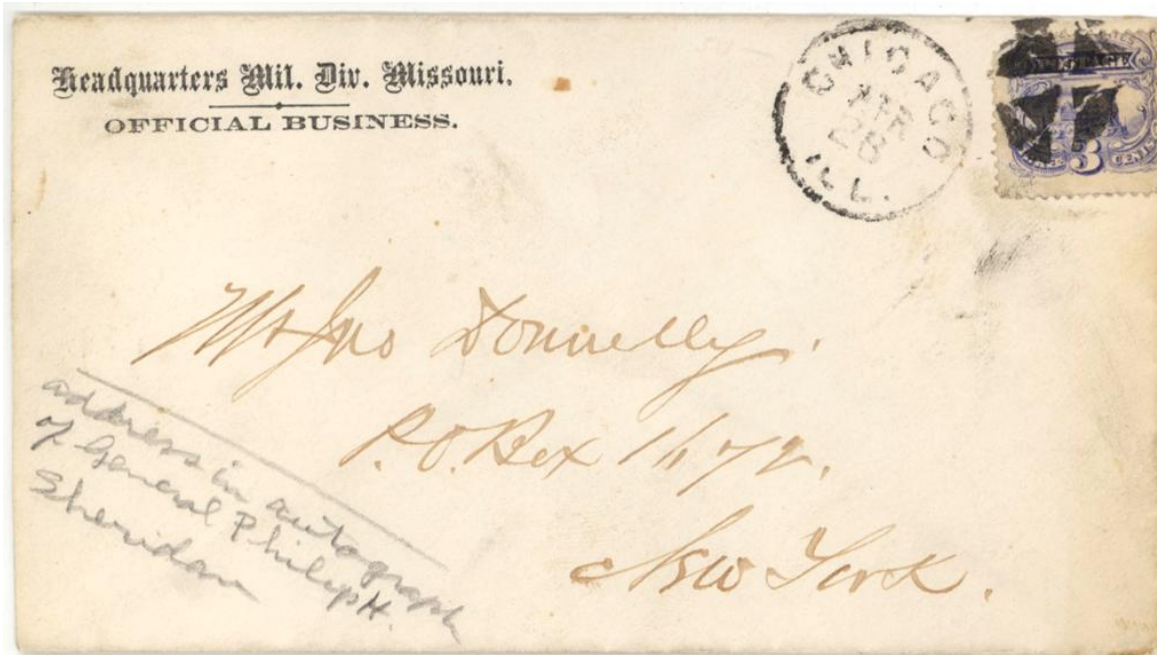


# 1869 3¢ PICTORIAL

## PEOPLE AND EVENTS

### INDIAN WARS



AN ADDRESS IN AUTOGRAPH OF **GEN. PHIL SHERIDAN**, WHO HAD JUST SUCCEEDED SHERMAN AS COMMANDER OF THE MILITARY DISTRICT OF THE MISSOURI. IN 1869 NEGOTIATIONS, SILVERKNIFE (TOSAWI) SAID TO HIM: "ME, TOSAWI; ME GOOD INJUN," TO WHICH SHERIDAN ALLEGEDLY REPLIED, "THE ONLY GOOD INDIANS I EVER SAW WERE DEAD." SHERIDAN LATER DENIED SAYING IT, BUT DID NOT DENY SAYING IN 1874, OF HUNTERS POACHING ON INDIAN LANDS, "LET THEM KILL, SKIN AND SELL UNTIL THE BUFFALO IS EXTERMINATED."

TRANSCONTINENTAL RAILROAD:  
UPRR

**Union Pacific Rail Road Co.**  
*40 miles out on the Road*  
Omaha, Neb., June 9 - 1869 -  
Dear James  
We reached  
here today at 3 P.M. -  
all is well -  
Yours Truly  
R. K. Haldane

Union Pacific Rail Road Co.  
OMAHA, - - - NEBRASKA.

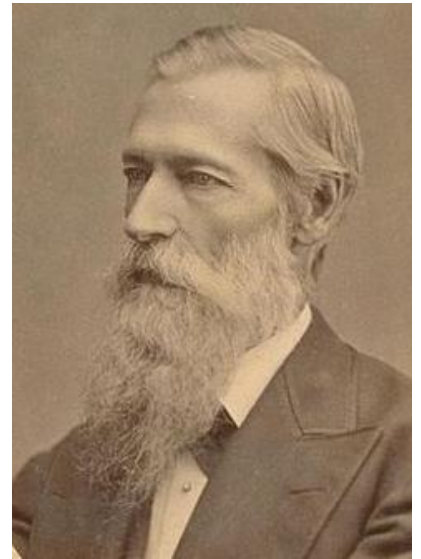
TO OGDEN, UTAH  
JUN 9 1869

5 CENTS

Mr James W. Haldane,  
88 Washington St.,  
New York City  
N.Y.

O[MAHA] TO C[HEYENNE] U[NION] PACIFIC R.R. JUN 9, 1869  
"40 MILES OUT ON THE ROAD " [FROM OMAHA] "JUNE 9, 1869. DEAR JAMES: WE REACHED HERE  
TODAY AT 3:PM - ALL IS WELL-- YOURS TRULY, R.K. HALDANE." UPRR OMAHA TO OGDEN, UTAH,  
TOWLE 932-D-2.

TRANSCONTINENTAL RAILROAD:  
CPRR

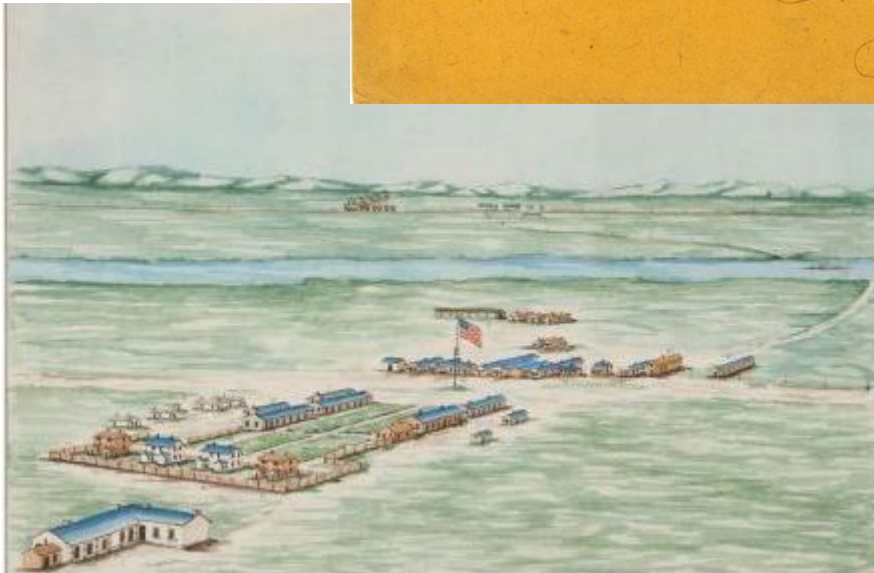
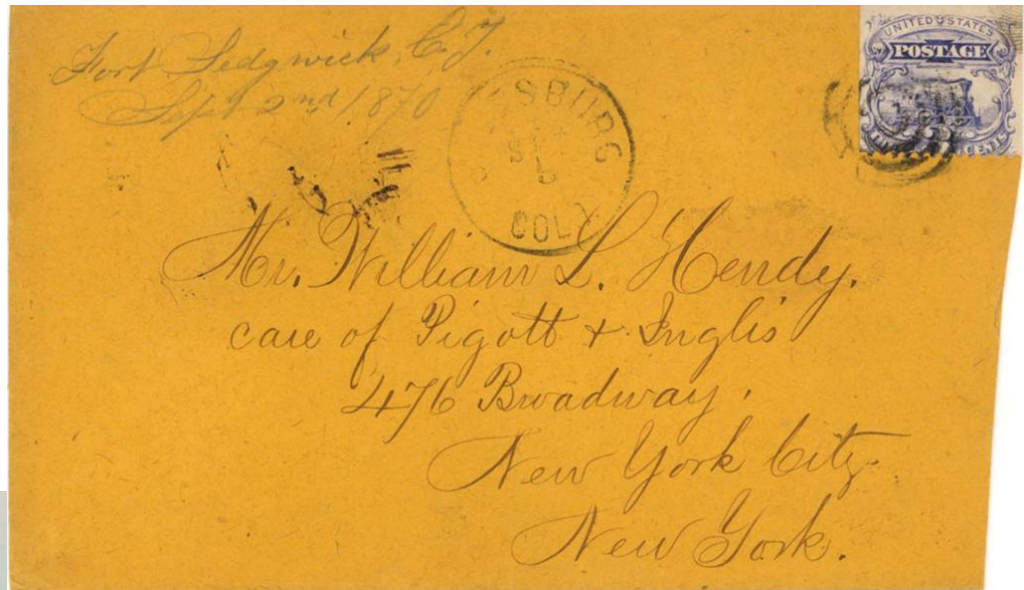


MARK HOPKINS WAS TREASURER OF THE CENTRAL PACIFIC RR, THE CALIFORNIA HALF OF THE TRANSCONTINENTAL RAILWAY. "SACRAMENTO" WAS A SUFFICIENT ADDRESS.



HAMILTON, NEV. WELLS, FARGO OFFICE (60 MILES SOUTH OF ELKO), OCT. 19, 1869, REACHING THE CPRR ON OCT. 20 (TOWLE 976-B-1.) THE 3¢ WAS ADDED IN NEW LONDON CT FOR REPOSTING ON THE 28<sup>TH</sup> TO LEONARDSVILLE, NY.

TRANSCONTINENTAL RAILROAD:  
"DANCES WITH WOLVES"



FORT SEDGWICK, COLORADO TERRITORY / NYC, SEP. 2, 1870, ENTERING THE MAILES AT JULESBURG SEP. 5.

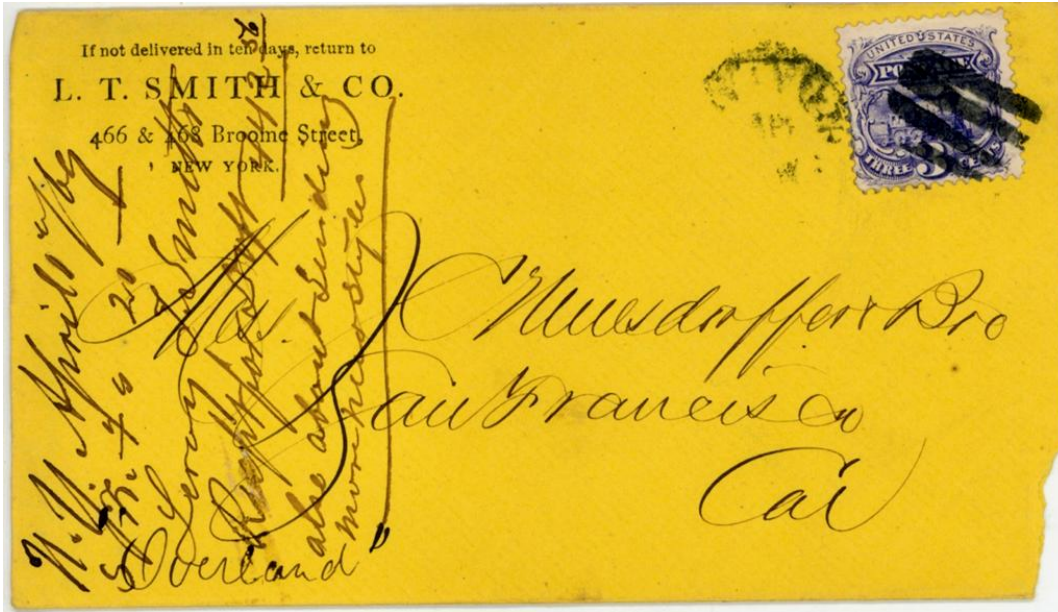
**FORT SEDGWICK** WAS AN ARMY POST FROM 1864 TO MAY 1871 AND JOHN DUNBAR'S DESTINATION IN *DANCES WITH WOLVES*. DUNBAR FINDS IT ABANDONED AND IN DISREPAIR, REBUILDS IT, THEN LEAVES TO SPEND TIME WITH THE SIOUX. WHEN HE RETURNS HE FINDS THE FORT RE-OCCUPIED BY TROOPS. THE MOVIE HAS A HOLLYWOOD ENDING BUT THE BATTLE OF LITTLE BIGHORN LOOMED.

THE WATERCOLOR BY ANTON SCHONBORN "*FORT SEDGWICK, C.T.*" WAS PAINTED ON OCT. 18, 1870, ONLY WEEKS AFTER THIS LETTER WAS MAILED. AT ITS MAXIMUM, FORT SEDGWICK HELD 600 TROOPS, PRIMARILY 7TH IOWA CAVALRY, TO PROTECT RAILROAD WORKERS (NOTE THE UPRR LINE IN THE DETAIL BELOW.) WATERCOLOR REPRODUCED BY COURTESY OF FT. SEDGWICK HISTORICAL SOCIETY.



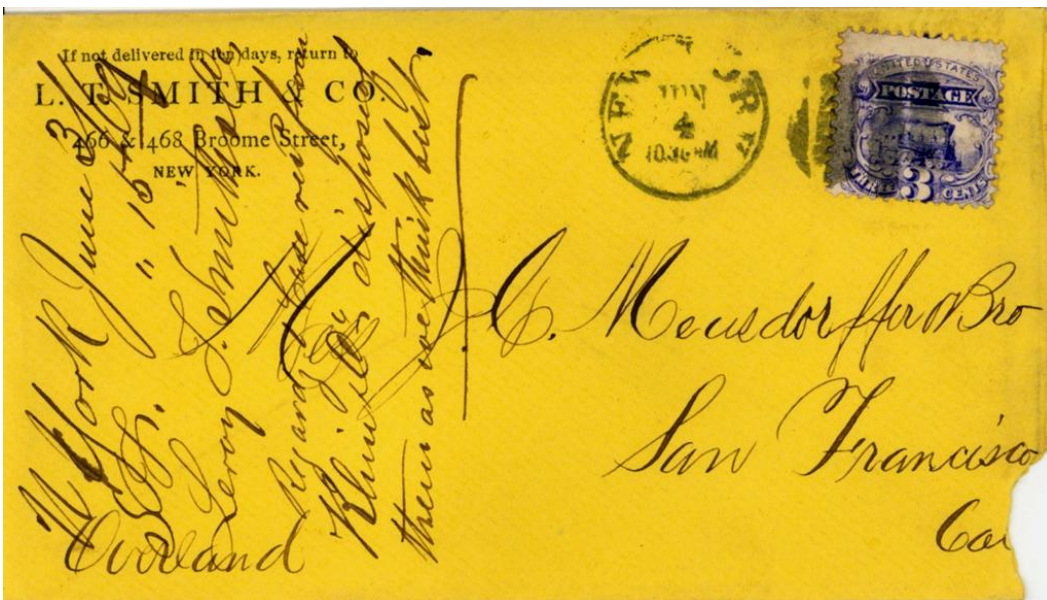
TRANSCONTINENTAL RAILROAD:  
THE EFFECT OF COMPLETION

THIS LETTER WAS MAILED FROM NEW YORK TO SAN FRANCISCO ON APRIL 2, 1869, FIVE DAYS AFTER THE 3¢'S FIRST DAY OF ISSUE AND FIVE WEEKS BEFORE COMPLETION OF THE TRANSCONTINENTAL RAILROAD. IT WENT BY TRAIN TO APPROXIMATELY ECHO, IN THE UTAH TERRITORY, FOR TRANSFER TO THE WELLS FARGO "OVERLAND" STAGE LINE WHICH CARRIED IT THROUGH THE HUMBOLDT VALLEY TO ELKO, NEVADA FOR TRANSFER TO THE CPRR. DOCKETING SHOWS THE LETTER'S ARRIVAL IN SAN FRANCISCO ON APRIL 20, 1869, 18 DAYS AFTER MAILING:



PRE-COMPLETION: NYC - SF, 18 DAYS TRAVEL TIME.

THE LETTER BELOW, FROM THE SAME NEW YORK FIRM TO THE SAME SAN FRANCISCO FIRM, WAS MAILED ON JUNE 4, 1869, THREE WEEKS AFTER THE CPRR AND UPRR MET AT PROMONTORY, UTAH ON MAY 10. DOCKETING SHOWS ITS RECEIPT ON JUNE 10, JUST 7 DAYS AFTER MAILING:



POST-COMPLETION: NYC-SF, 7 DAYS TRAVEL TIME.

SECRETARY OF STATE



**HAMILTON FISH**, GOVERNOR AND SENATOR FROM NEW YORK BEFORE HIS 1869 APPOINTMENT BY GRANT AS SECRETARY OF STATE. THE PHOTO IS BY MATTHEW BRADY; THE CARICATURE FROM AN 1872 *VANITY FAIR*. THE WRAPPER BELOW WAS DELIVERED OUT OF THE MAILED TO H. BECKER & CO., COMMERCIAL AGENTS, ON AUG. 19, 1869. BECKER APPLIED LOCAL POSTAGE—MEANING THE PACKET WEIGHED NO MORE THAN ½ OZ --AND MAILED IT THAT DAY; DOCKETING SHOWS RECEIPT ON AUG. 23.



WOMEN'S RIGHTS

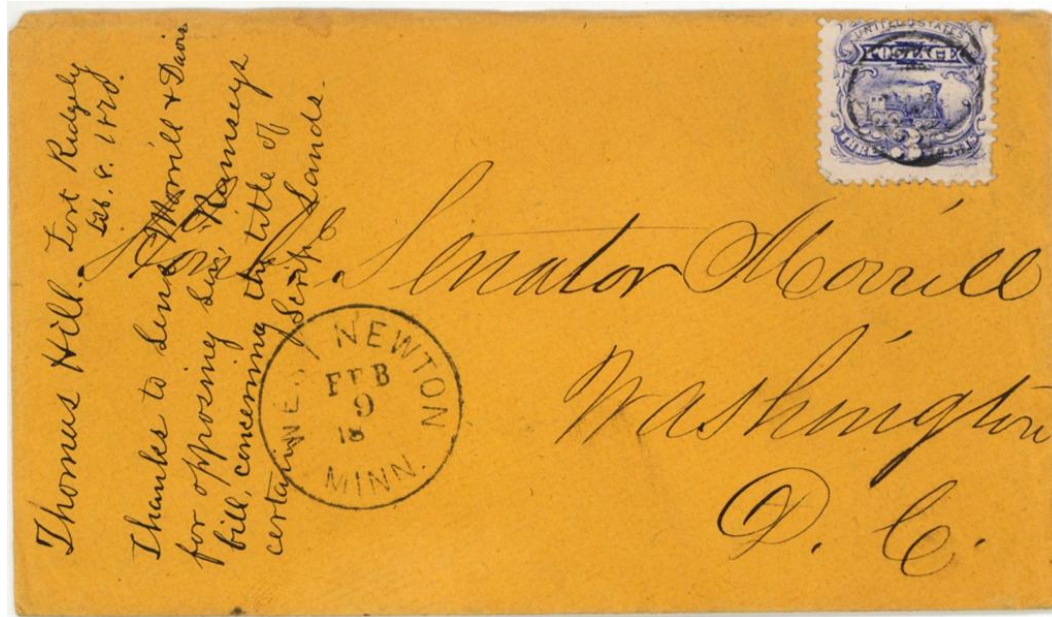


SUSAN B. ANTHONY AND ELIZABETH CADY STANTON BEGAN PUBLISHING "THE REVOLUTION" IN 1868 WITH FUNDING IN PART FROM GEORGE F. TRAIN, CO-CREATOR OF THE *CRÉDIT MOBILIER* WHICH BUILT-- AT GREAT PROFIT--THE EASTERN HALF OF THE TRANSCONTINENTAL RAILROAD. THE DOCKETINGS "*@ LOAN*", "*1869*," AND "*OF [A?]LTMAN*" ARE BY STANTON.



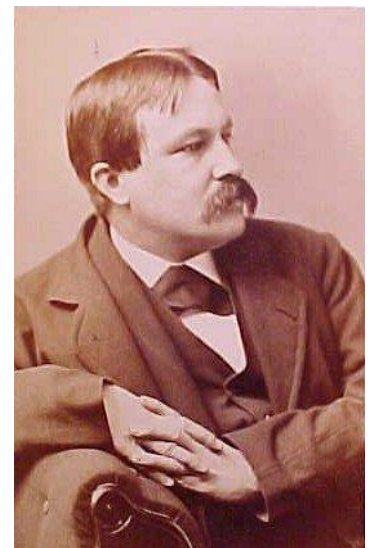
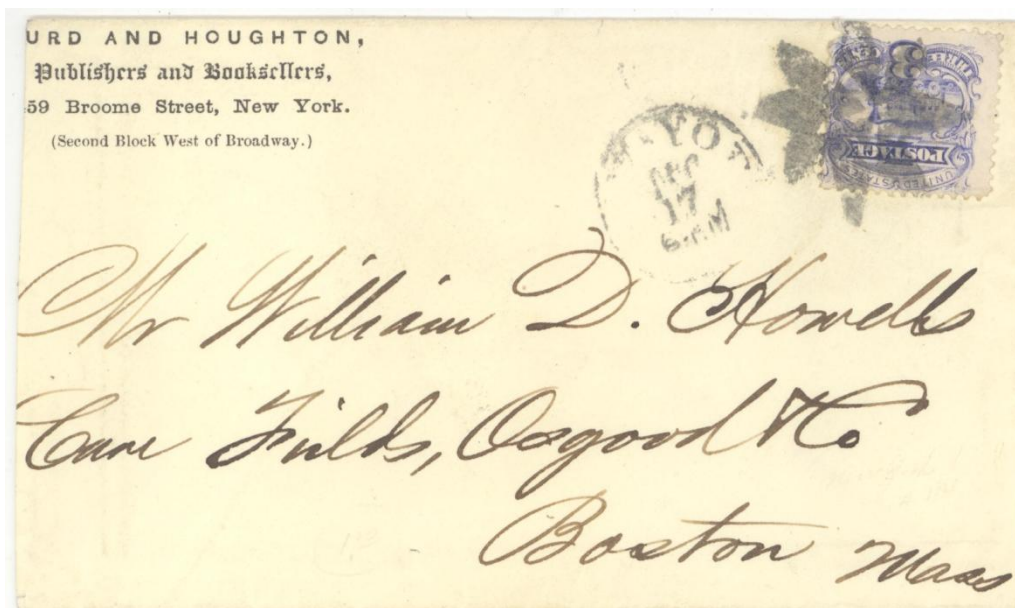
CLARA BARTON LEARNED OF THE INTERNATIONAL RED CROSS IN 1869 WHILE WORKING IN WASHINGTON, DC FOR THE BUREAU OF ARMY STATISTICS; SHE FOUNDED THE AMERICAN RED CROSS THREE YEARS LATER.

## THE LAND GRANT BILL



VERMONT SENATOR **JUSTIN S. MORRILL** CARRIED THE LINCOLN ADMINISTRATION'S LAND GRANT BILL, NOW KNOWN AS THE MORRILL ACT, WHICH CREATED "AGRICULTURAL AND MECHANICAL" COLLEGES IN EVERY STATE. THOUGH IT PASSED IN 1862, ONLY A FEW STATES TOOK ADVANTAGE OF IT BEFORE THE END OF THE CIVIL WAR. MORRILL'S DOCKETING ON THIS FEB. 9, 1870 LETTER FROM WEST NEWTON MINN. IS "THANKS TO SENS MORRILL AND DAVIS FOR OPPOSING SEN RAMSEY'S BILL, CONCERNING THE TITLE OF CERTAIN SCRIP LAND."

## AMERICAN ACADEMY OF ARTS AND LETTERS



IN 1869 **WILLIAM DEAN HOWELLS** WAS ASSISTANT EDITOR OF THE *ATLANTIC MONTHLY*; HE BECAME EDITOR IN 1871, AND LATER, FIRST PRESIDENT OF THE AMERICAN ACADEMY OF ARTS AND LETTERS.



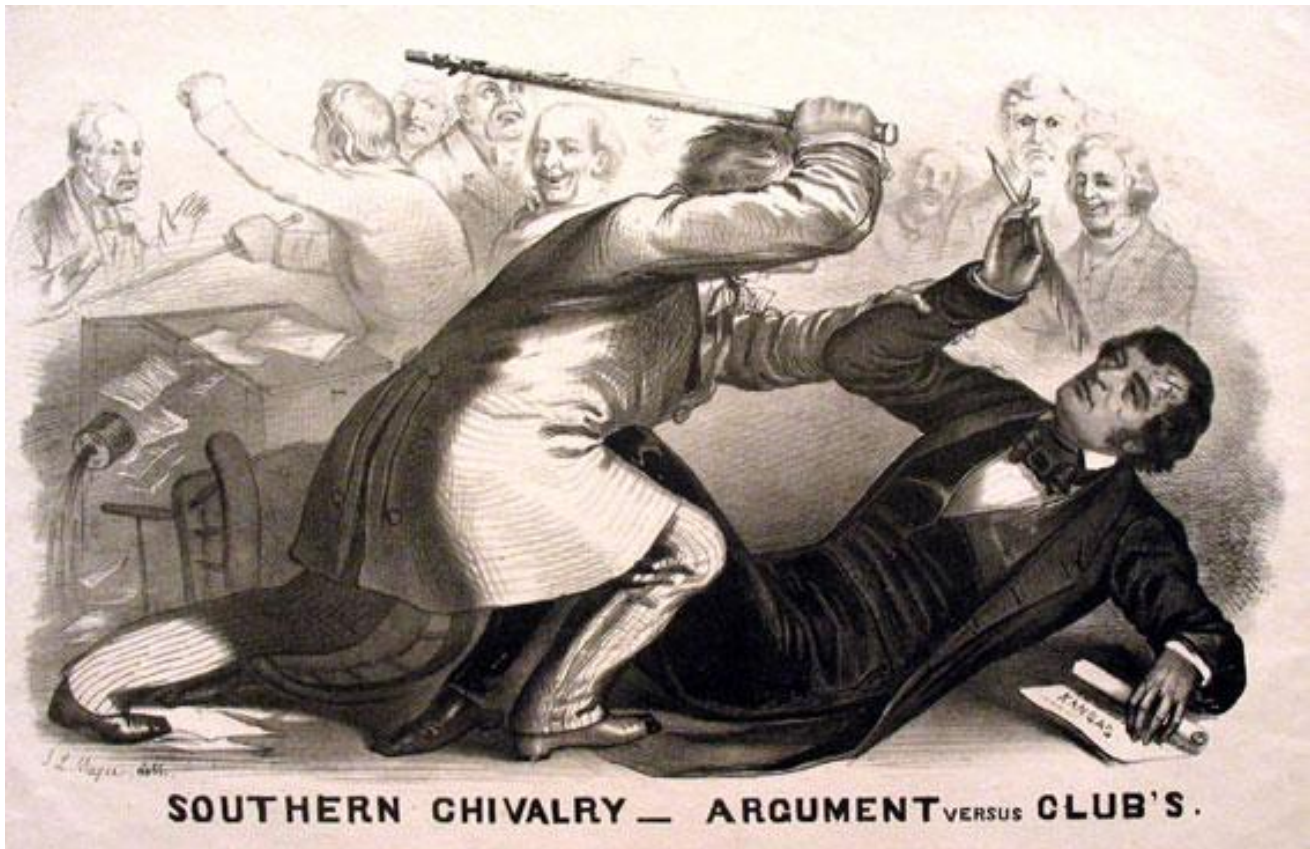
CIVIL WAR SURVIVORS



REVERSE: "E.P.G.'S ENGAGEMENT IS BROKEN."

BOSTON, JAN, 3, "C.J.HOLMES, ESQ., CARE HON. CHARLES SUMNER."

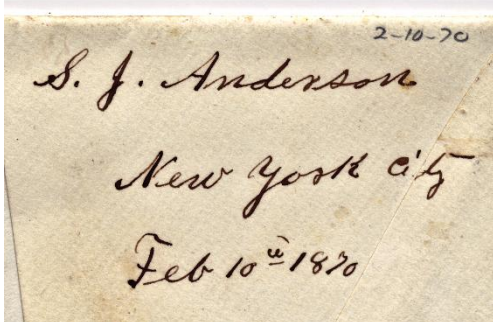
SEN. CHARLES SUMNER WAS A LEADER OF THE ANTI-SLAVERY FORCES. A VIOLENT ATTACK ON HIM ON THE SENATE FLOOR BY SOUTH CAROLINA REP. PRESTON BROOKS HELPED ESCALATE TENSIONS THAT LED TO WAR.



CIVIL WAR SURVIVORS



ALEXANDER STEPHENS, EX-VICE PRESIDENT OF THE CONFEDERACY, WAS ELECTED SENATOR FROM GEORGIA IN 1866 BUT WAS NOT PERMITTED TO TAKE HIS SEAT. LATER ELECTED TO CONGRESS, THEN GOVERNOR OF GEORGIA; A TRUSTEE OF, AMONG OTHERS, MOORE'S BUSINESS COLLEGE. BELOW, THE DOCKETING ON THE REVERSE OF THIS LETTER FROM NEW YORK IS BY STEPHENS.



(ALMOST) PRESIDENT

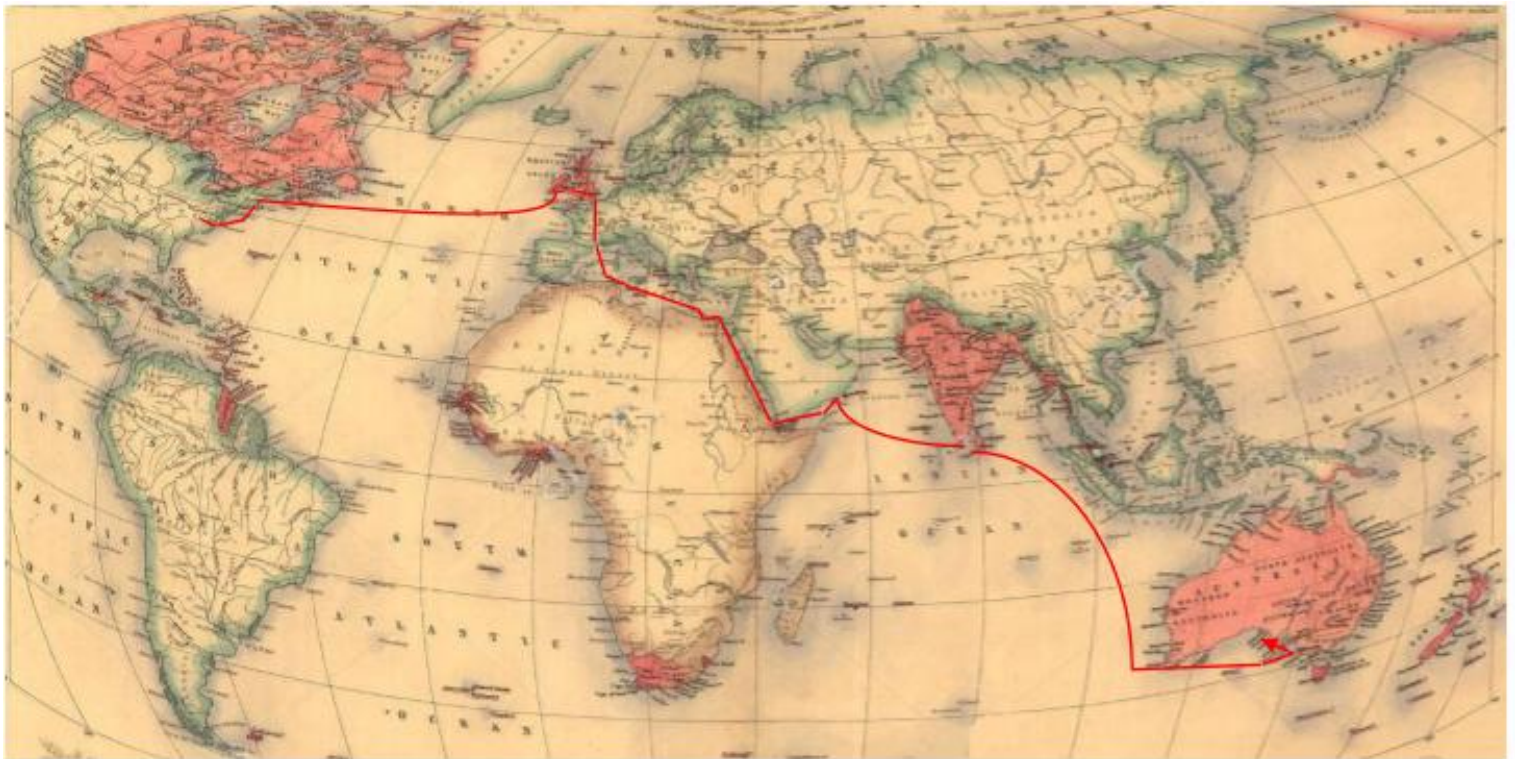


SAMUEL J. TILDEN IN 1869 WAS CHAIRMAN OF THE NEW YORK STATE DEMOCRATIC PARTY. HE WOULD BECOME GOVERNOR IN 1875 AND IN 1876, THE FIRST PERSON EVER TO WIN AN OUTRIGHT MAJORITY OF THE POPULAR VOTE AND NOT BECOME PRESIDENT. THE DEMOCRATS AGREED TO GIVE ALL DISPUTED ELECTORAL VOTES TO RUTHERFORD B. HAYES; IN RETURN, THE REPUBLICANS AGREED TO WITHDRAW FEDERAL TROOPS FROM THE SOUTH AND END ALL ATTEMPTS AT RECONSTRUCTION. HERE, TILDEN GIVES DETAILED INSTRUCTIONS ON HOW TO GET OUT THE VOTE AT DISTRICT LEVEL, AND ENCLOSES A TICKET TO THE DEMOCRATIC STATE CONVENTION TWO YEARS AWAY.

THE SUEZ CANAL OPENS NOV 17, 1869



BETHANY, W. VA / ADELAIDE, SA, \_1870 MOURNING COVER PAYING THE OLD 39¢ RATE VIA MARSEILLES (REDUCED TO 30¢ IN JANUARY 1868, THEN TO 24¢ A YEAR LATER), RED LONDON "PAID" RECEIVER FEB 26, 1870, ADELAIDE "MAY 70" RECEIVER, RED "20" CREDITS TO GREAT BRITAIN.

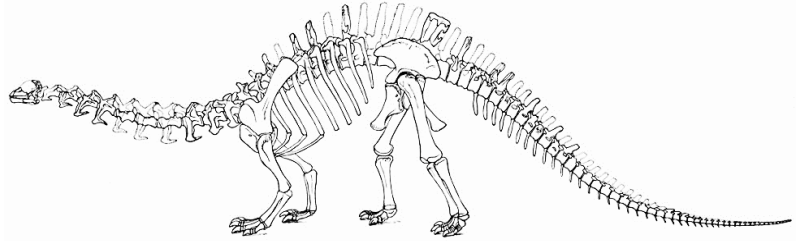


BETHANY, WVA-WASHINGTON DC-BOSTON-LIVERPOOL-LONDON-CALAIS-MARSEILLE-ALEXANDRIA-SUEZ-ADEN-GALLE-KING GEORGE'S SOUND-MELBOURNE-ADELAIDE. "MAP OF THE BRITISH EMPIRE," JOHN BARTHOLOMEW, JR.

## BONE WARS



OTHNIEL CHARLES MARSH, PREEMINENT 19TH CENTURY PALEONTOLOGIST, FAMOUS FOR HIS "BONE WARS" WITH EDWARD DRINKER COPE: THE RIVALS DISCOVERED OVER 120 NEW SPECIES OF DINOSAUR. THE DOCKETING AT LEFT IS IN HIS HANDWRITING. BELOW, MARSH'S "BRONTOSAURUS," ACTUALLY AN APATOSAURUS.



## JUL 1 – OCT 28 1870: THE 6¢ 'PHANTOM RATE'

THE US-FRANCE POSTAL TREATY EXPIRED 12/31/69; US-FRANCE MAIL TRAVELED THROUGH GB IN THE INTERIM BEFORE A NEW TREATY. THE RATE VIA GB WAS REDUCED TO 3 PENCE PER 10 GRAMS EFFECTIVE 7/1/70, PERMITTING A FULLY PAID RATE FROM THE US TO FRANCE VIA GB FOR 10¢, WHICH INCLUDED A 6¢ CREDIT FROM THE US TO GB. FOR REASONS UNKNOWN, THIS "PHANTOM" RATE WAS NOT OFFICIALLY ANNOUNCED UNTIL OCT. 28, 1870.

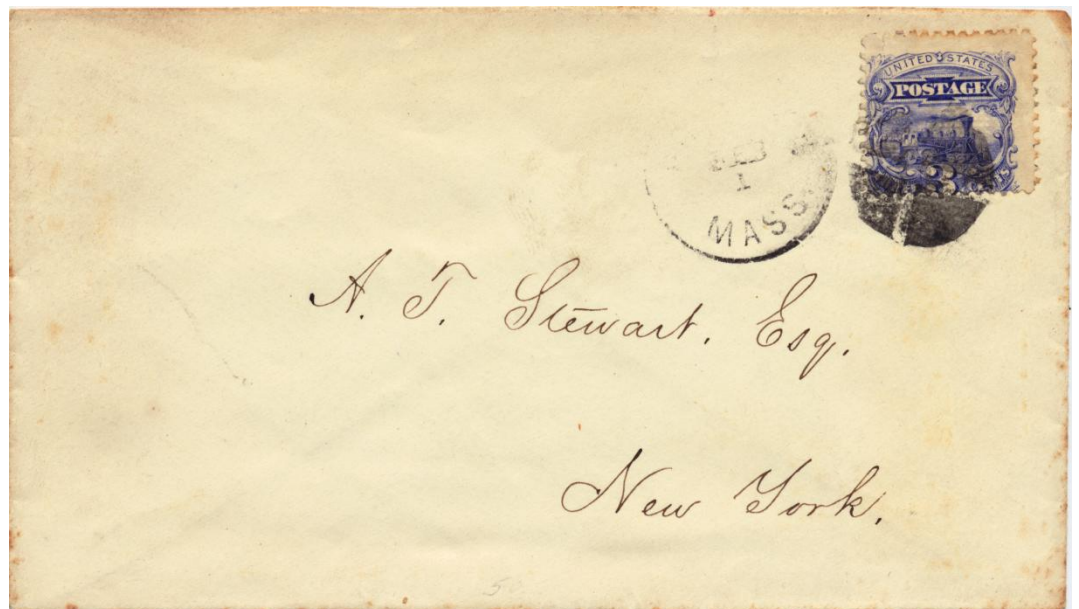


## THE MAN WHO STOPPED WILLIAM WALKER



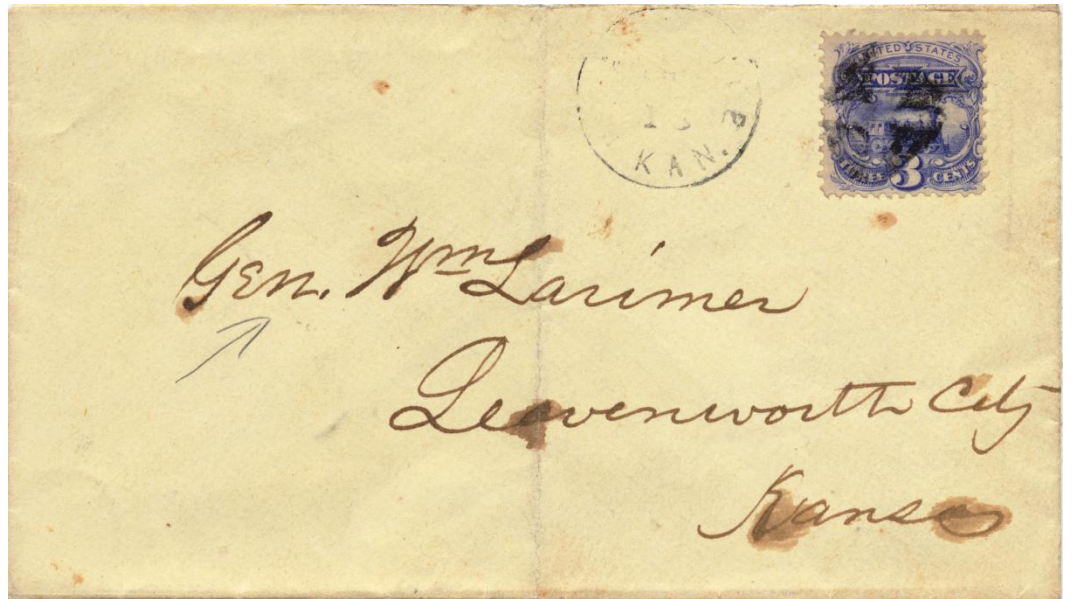
REAR ADMIRAL HIRAM PAULDING, COMMANDING THE HOME FLEET, FOILED WILLIAM WALKER'S 1845 ATTEMPT TO CONQUER CENTRAL AMERICA. PAULDING WAS FIRED AFTERWARD FOR "INTERFERING WITH NICARAGUA," BUT IN 1861 LINCOLN REAPPOINTED HIM TO BUILD A WARTIME FLEET. IN AUGUST, 1869, PAULDING HEADED THE NEW YORK NAVY YARD; THE DOCKETING, IN HIS HAND, IDENTIFIES THE SENDER AS "LT COMMDR SMITH W. NICHOLS AUG 31<sup>ST</sup> 1869." NICHOLS' SHIP WAS THE NEW *USS OMAHA*.

## AMERICA'S RICHEST MAN



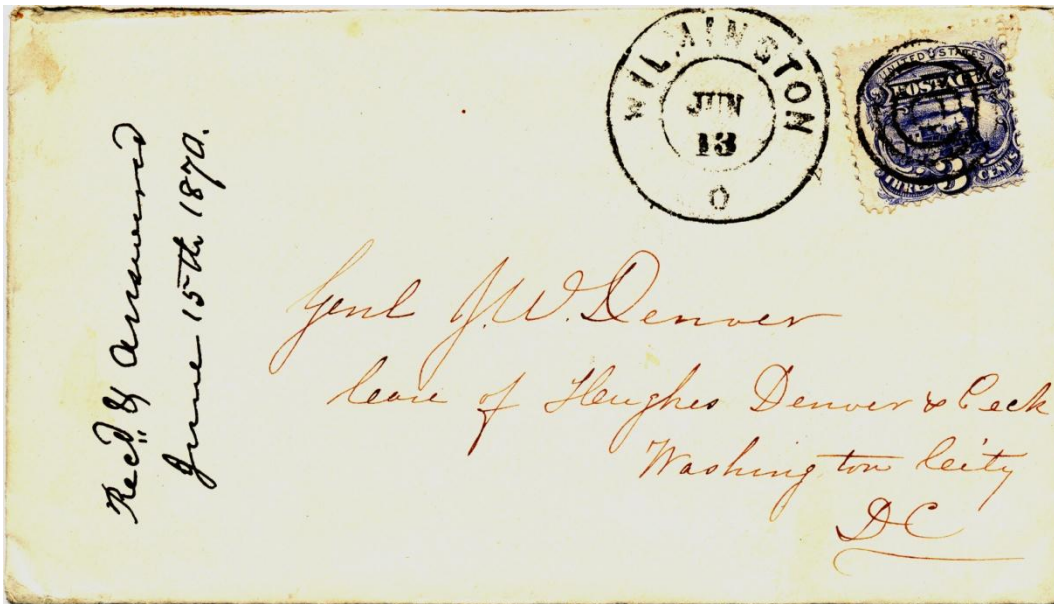
ALEXANDER TURNEY STEWART (1803 -1876) BY 1869 HAD AN ESTIMATED ANNUAL INCOME OF OVER \$2,000,000. HE HAD BUILT THE WORLD'S LARGEST RETAIL STORE IN 1848, AND IN 1862 BUILT AN EVEN BIGGER ONE WHICH OCCUPIED A FULL CITY BLOCK AND EMPLOYED 2,000 PEOPLE. HE OWNED RAILROADS, HOTELS AND RESORTS, AND WAS NOMINATED TO BE SECRETARY OF THE TREASURY, BUT NEVER CONFIRMED ( A STORY TOO LONG TO BE TOLD HERE.)

THE MAN WHO NAMED DENVER



WILLIAM LARIMER, JR. (1809 -1875), KANSAS STATE SENATOR AND FOUNDER OF DENVER IN 1858, WHEN THE LAND WAS PART OF THE KANSAS TERRITORY. HE CHOSE "DENVER CITY" TO HONOR THE GOVERNOR OF THE TERRITORY AT THE TIME, GENERAL JAMES DENVER.

THE MAN HIMSELF



JAMES W. DENVER, CALIFORNIA SENATOR, GOVERNOR OF THE TERRITORY OF KANSAS, WASHINGTON LAWYER: THIS LETTER POSTED JUNE 13, 1870 FROM WILMINGTON, O, IS DOCKETED IN DENVER'S HAND AS "REC'D & ANSWERED JUNE 15, 1870."

FRANCO-PRUSSIAN WAR DISRUPTS THE MAILS

NORTHAMPTON, MASS, AUG. 22, 1870 / CALCUTTA: NORTHAMPTON-NEW YORK-SAN FRANCISCO-YOKOHAMA-HONGKONG-CALCUTTA-UMBALLA-CALCUTTA-LAHORE-CALCUTTA, 13,000 MILES TO CALCUTTA, 19,000 MILES IN ALL, AVOIDING PASSAGE THROUGH FRANCE / SUEZ BECAUSE OF "THE TERRIBLE CONFLICT NOW RAGING BETWEEN FRANCE AND PRUSSIA," AS BENJAMIN LYMAN'S FATHER WRITES TO HIM (THE WAR STARTED ON JULY 19, 1870.) "SAN FRANCISCO PAID ALL SEP.1," CARRIED BY PMS "CHINA" AS FAR AS HONG KONG, THEN BY BRITISH STEAMER ARRIVING CALCUTTA NOV. 12, FOLLOWED BY THE BACKS-AND-FORTHS TO UMBALLA AND LAHORE, WITH 3 ANNAS DUE FOR SHORT PAY AND FORWARDING.

