

THE WESTERN MAILS



PANAMA  
1876  
TRANSIT

ECUADOR, SOUTH AMERICA. A very rare usage of the stamps of Great Britain and the 1 peso stamp of the second issue of Ecuador. Carried by British postal service, via PANAMA and LONDON, to PALERMO, ITALY, where it arrived "MAR 5 76" as per receiving postmark. The folded letter originated as per British postmark at "GUAYAQUIL JAN 6 1876", on reverse of cover. The BRITISH stamps are canceled with the "C41" obliterator of that office. The British charge in stamps was 1 shilling and 7½ pence. It was almost two months in transite.

1-4  
15

No. 201186

THE ROYAL PHILATELIC SOCIETY  
LONDON



41 Devonshire Place  
London W1G 6JY

Meeting of 10 DEC 2008

In the OPINION of The EXPERT COMMITTEE the item described as

Ecuador - used with 12a, Z1, Z3  
Great Britain: 1872 S.G. No. Z21, Z28

1p Carmine - used on lettersheet from  
Guayaquil & Palermo - with Great Britain  
5p Rose-red - Plate 5, 1p Rose-red - Plate 180,  
6p Grey - Plate 14 and 1s Green - Plate 12  
- Great Britain stamps all obliterated  
"CHI" - is genuine.

*[Signature]*  
Chairman

Submitted by Richard Trajola

**Leo J. Harris**  
Four Cardinal Lane  
St. Paul, Minnesota 55127  
Telephone & FAX (651) 483-4692  
EMAIL: Pogopen@usfamily.net

January 27, 2009

Floyd,

I have translated the enclosed letter.

It is a request from the San Augustin postmaster, Manuel Fernández-Bendicho, dated December 21, 1784, that his superiors in Havana, Cuba, reimburse him for certain purchases made on two different dates to establish the new post office:

On July 11, 1784, he purchased from a local resident Thomas Tonne for 70 silver reales a ream of white paper, was seals, pens, and pigments to make ink; and

On September 19, 1784, he purchased from the same Thomas Tonne for 56 silver reales a set of weights (to use in a scale) and a postmark device (cello).

By implication, the postmark device referred to is the "FLORIDA" mark, used to postmark the letter. I suppose one might question whether the technology existed in San Augustin in 1784, to fabricate that postmark, but the presumption is that this is the case.

I think that the above summary will serve your purposes better than a word for word translation.

Please advise if you have any questions.

A handwritten signature in blue ink, appearing to be 'Leo J. Harris', written over a large, light blue oval scribble.

D. Manuel Fernandez Rendicho Com. de Escribta de Flor  
idonea a la Com. de Flor. de la Florida que se administran de un  
esta sea la Florida.

Certifico, y juro por Dios N.º Sr. J.º y esta  
santa Cruz, que los gastos ordinarios de este Oficio  
han ascendido en los seis ultimos meses de este año  
de 1786 a ciento veinte y seis \$ de plata en la forma que  
comprende las partidas siguientes: 1786  
De 1.º de Agosto

En 11 del mes de Agosto pagué al Sr. Don  
Juan Cortes a la plaza importe de una libras  
de papel blanco, de una libras de papel  
para tinta, como compraron en recibos N.º 1.º y 2.º

En 12 de idem se me pagó cincuenta y seis  
\$ de plata a la plaza por importe un peso común  
y un censo por una libra de tinta como justifica  
en recibos N.º 3.º y 4.º 1786  
De 1.º de Agosto

Cuyo total importe de ciento veinte y seis \$ de plata me  
voy en data en la cuenta de este año como pertenecer a la  
Vela Florida treinta y uno de Agosto de mil setecientos y  
cuatro.

Son 126 \$ de plata

Manuel Fernandez  
Rendicho

*[Signature]*

Registered VAT No.  
393 7236 25

INVOICE

EX  
25720

RPSL LTD.

THE EXPERT COMMITTEE FOR THE  
ROYAL PHILATELIC SOCIETY LONDON

RICHARD FRAJOLA  
P. O. BOX 2679  
RANCHOS DE TAOS  
NM 87557 USA

41 DEVONSHIRE PLACE  
LONDON W1G 6JY  
Telephone: (020) 7935 7332  
Fax: (020) 7487 5122

Inv. date | 15th JAN 09  
Tax point |

TO EXPERTISATION FEES	GROSS FEE	DISCOUNT	NETT
CERTIFICATE No. 201186			50 00

*PAID  
many thanks*

PROMPT PAYMENT of this Account,  
without further reminders, will be  
appreciated.

PLEASE MAKE CHEQUES PAYABLE  
TO RPSL LTD.  
AND RETURN THIS INVOICE OR  
QUOTE THE INVOICE NUMBER

ADD POST & HANDLING	10 90
ADD VAT RATE %	60 90
AMOUNT DUE £	60 90

REGISTERED IN ENGLAND NUMBER 1084658. REGISTERED OFFICE 41 DEVONSHIRE PLACE LONDON W1G 6JY

cc 152  
**£ 62.42**

THIS EQUAL TO  
\*93.-

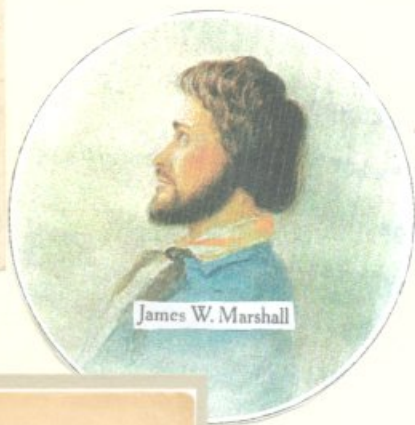
WHICH I PAID  
8 193<sup>00</sup>

*Pa. 21/1/09  
#11683*

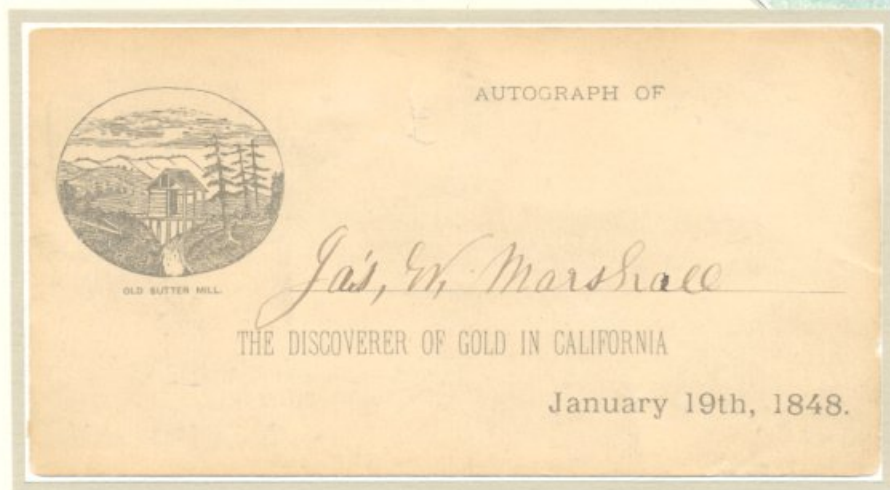
THE WESTERN MAILS



Hand drawn map of the Gold District by a forty-niner A.T. Mitchel.



James W. Marshall



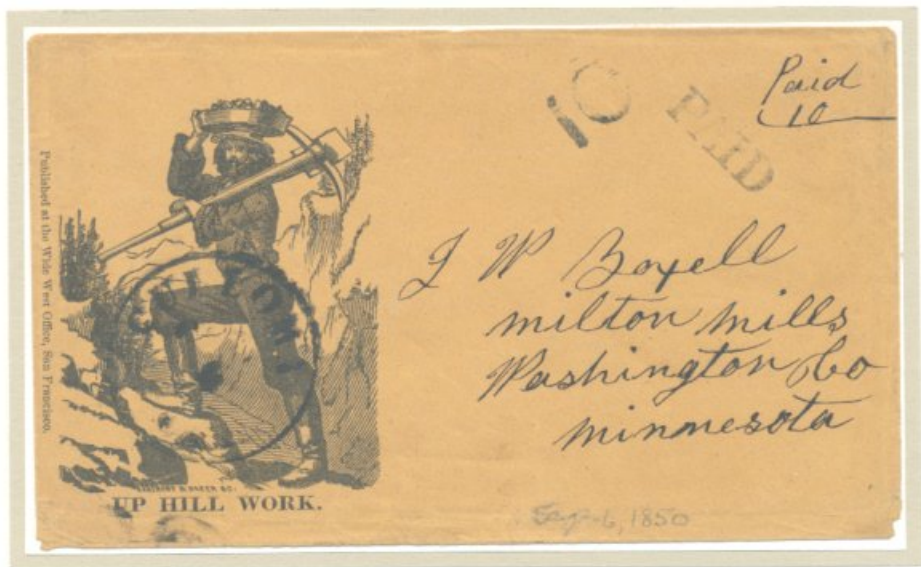
**James W. Marshall** Original autograph of the discoverer of gold in California in 1848. A shocking irony of the fate that the man who made the discovery that brought untold wealth to thousands and statehood to California was reduced to peddling his autograph on the streets of San Francisco. Marshall died at Coloma on August 10, 1885.

GOLD FEVER 1849



**CULLOMA CAL, ELDORADO CO.** Post office was established November 8, 1849, about three years before the county was established and about twenty one months after gold was discovered on January 24, 1848. On January 13, 1851 the spelling of the name was changed to **COLOMA** as it is today.

Both covers are from a member of the Boxell family who joined in the gold rush to California in 1849. From notes on back of each cover, the above one was used Dec. 7, 1852 and the one below in 1850.



# CROSSING THE PLAINS.

Views Drawn from Nature, in 1853, by George H. Baker.



EMIGRANT TRAIN PASSING WIND RIVER MOUNTAINS.



SIoux INDIANS.



INDIANS CHASING BUFFALOES, SCOTT'S BLUFFS.



CALIFORNIA INDIANS.



COURT HOUSE ROCK.



FIRST NIGHT ON THE PLAINS.



MOUTH OF ASH HOLLOW.



CHIMNEY ROCK.



DEVIL'S GATE.



LARAMIE PEAK.



SCENE ON THE DESERT.



CASTLE ROCK.



DRIVING STOCK ACROSS THE PLAINS.



Placerville, Cal. Nov. 25. 1849-50

Dear Brother

I embrace this opportunity of writing to you to let you know that I am in the land of gold and yet alive and in good spirits. Its warm and pleasant here this fall we havent had any rain of any consequence yet. Although we are expecting the rainy season to set in every week. And when it does commence there be no stop to it. Billy I havent much to say at present. I saw two men hang the third of this month they were both hung at the same time and both for killing an man one by the of James. Logan the other by name of Shipsey of James. Logan the other by name of Shipsey. My health is good at present and I hope that this may find you all enjoying the same. Times are dull here at present I havent had a letter from you for two months I received a pp paper the past mail I believe that it would good for you not to pay the postage in advance. I havent home for some time but far. I thought they could here from you first as well. But I shall send you to pass this mail rite open and let you know what is going on and if there has been any

THE WESTERN MAILS



MINERS COVERS used from COLUMBIA and WEAVERVILLE paying the six cent overland rate in cash and in stamps No year dates but in the 1850 period.



Georgetown California May <sup>the</sup> 19. 1851

fall or early in the winter I should be pleased  
to hear from you as soon as this comes to hand  
it has been so long since I have received a letter  
from Tennessee I am very anxious to hear from  
you all give my best respects to all inquiring  
friends & ~~and~~ relations Direct your Letter  
Sacramento city no more at present remains  
yours respectfully

J. B. Crow

Mr. Austin L. Greene  
Kingslon Tennessee



40

**CALIFORNIA GOLD** Cover postmarked at SACRAMENTO Cal. 26 MAY (1851) and rated 40 cents via PANAMA. L.B. Crow writes from Georgetown: "This thing they call Gold diggin is a very disagreeable kind of work. A man has to work in mud and water most of the time." He and his partner have made \$300 in three weeks. "Sunday is the main day to play cards & drink liquor. If a man commits murder or is caught stealing horses they will raise a mob and just take him right out to a lim and swing him right up with out Judg or Jury... There has been a grate distruction with fire a few days ago at San Francisco (May 4th)." He concludes with: "I SEND YOU FIVE SMALL S(P)ECIMENS OF GOLD DEUST IN A SMALL BIT OF PAPER." This is an ORIGINAL FIND made by Sandy Arnold, several years ago, with the ORIGINAL GOLD NUGGETS of the CALIFORNIA GOLD RUSH of 1849.

I send you five  
small specimens  
of gold deust in  
a small bit of paper





[Published at the WIDE WEST OFFICE, 184 Clay Street, San Francisco.]

ANTHONY & BAKER SC.

HOW THE CALIFORNIA MINES ARE WORKED.

Respected Friends American Plat Jan 5<sup>th</sup> 1855  
 Mrs J Mrs McCulloch, your kind letter of the 15<sup>th</sup> Nov<sup>r</sup>  
 has just come all a happy  
 of good health, with it, what  
 Rain, and now has held of me  
 now it has come, 10 days ago, for  
 answered, and or else seeing  
 every inquiry, but Mrs McCulloch has set the old pattern back as you tell in your



MINING SCENE.

Paid 6/4  
 Jonathan McCulloch Esqr  
 Milan  
 Erie Co  
 Spanish Flat  
 Cal Jan 13  
 Ohio

## THE WESTERN MAILS



### **GOLD RUSH EXPRESS VIA NICARAGUA**

**G.H. WINES & CO'S EXPRESS** This express operated in California and Oregon during the Gold Rush — 1855-1857. They also ran their service between the Atlantic and Pacific via Nicaragua. Wines actually held a monopoly, handling all the letters and packages, in Nicaragua with agents in the more important towns. In 1856 J.A. Ruggles, one of their agents, was appointed Postmaster General of Nicaragua. This was during the time that William Walker of Tennessee, with 58 men, had seized control of Nicaragua by overthrowing the government and making himself president. The cover on this page could have originated in California, but more probably in Nicaragua where the sender put on the 3 cent stamp. Wines applied the Nicaraguan postmark, as well as their frank, "*Wines & Co's Express*" and then forwarded the cover by an American steamship via New Orleans. At New Orleans it was rated steamship contract mail at 10 cents. Credit was given for the 3 cent stamp and then sent on to New York "*Due 7*".

**THOMPSON'S CARSON VALLEY EXPRESS.**

Established by John A. "Snowshoe" Thompson in 1857/58, operating between Genoa, Nev. & Placerville, Cal. Cover shown is one of only two known and the only one on a Wells Fargo franked envelope. The other recorded example is in black and dated in 1858. Both covers are used about the same time. The clipping illustrating Thompson is from the folded S. F. News Letter bearing the 1¢ 1851 stamp. He also carried the overland mails for chorpennin during the winter months to 1861. Snowshoe died May 15, 1876.



—Thursday, June 11, 1857 Sacramento Union

**THOMPSON'S CARSON VALLEY EXPRESS**—The undersigned will hereafter run a weekly Express between MOKELUMNE HILL and GENOA, CARSON VALLEY, via The Big Tree Road. Those wishing to send Letters or Packages, by forwarding them through the mail or Wells, Fargo & Co.'s Express, and directed to my care, will be strictly attended to.  
J. A. THOMPSON.

j11-1m

Mr. THOMPSON THE MOUNTAIN EXPRESSMAN, has again arrived at Sacramento City, and has forwarded to us the subjoined sketch of himself, wearing the celebrated Norwegian 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 deliver to our readers in Carson Valley the San Francisco News-Letter. He says the snow-drifts were 50 feet deep—but that our friends were all well in the valley.

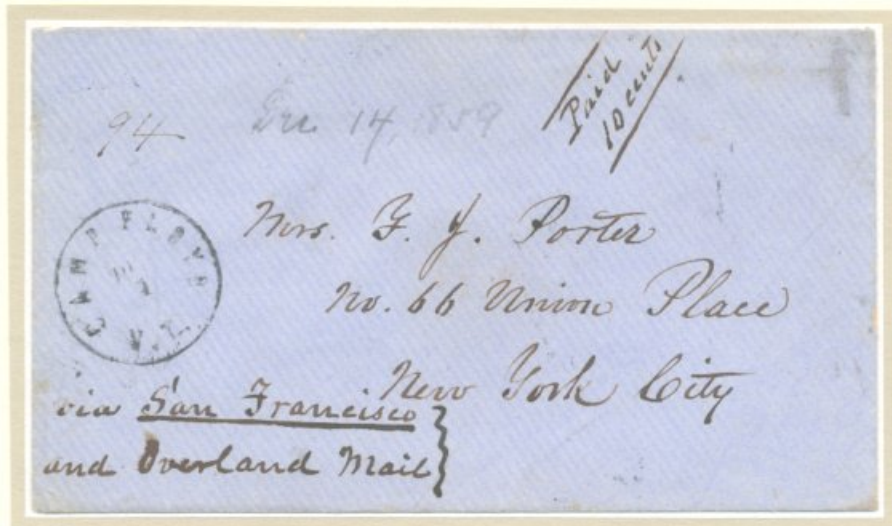
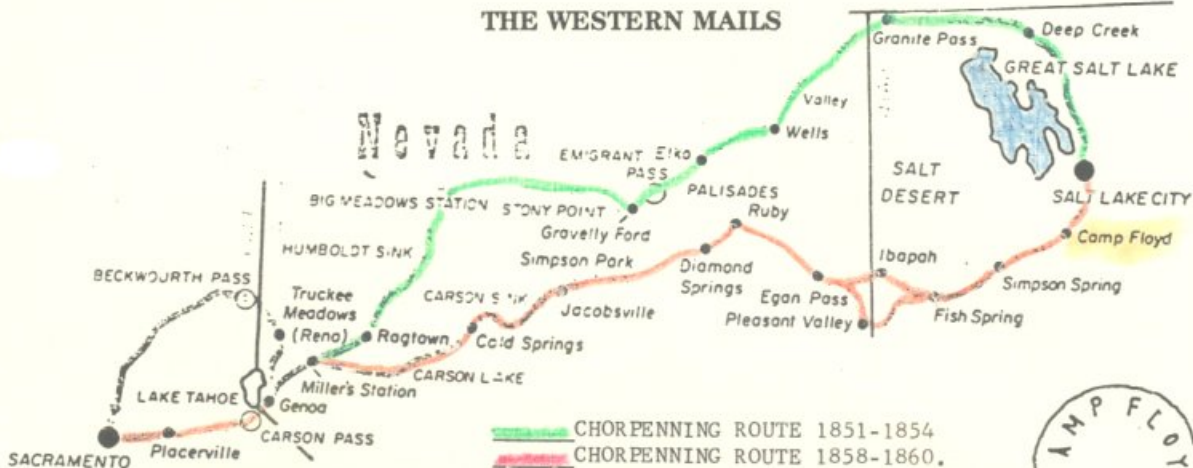


Mr. Thompson, the Carson Valley Expressman, left Placerville on Wednesday, February 18th, on his return trip. The Placerville American says he was accompanied by an assistant, whom he found it necessary to employ to relieve him of a part of his load, which the requirements of the people on the other side of the mountain had increased to the weight of eighty pounds. The only way in which the people of 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 sometimes carried upon his broad shoulders over the entire route a load weighing fifty pounds. Seven pounds weight being San Francisco News Letters. He has heretofore performed the journey alone, except when his protection and guidance have been sought by 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 SAN FRANCISCO NEWS LETTER.**

# THE WESTERN MAILS



CAMP FLOYD, UTAH  
TERRITORY VIA  
CHORPENNING ROUTE  
& THE BUTTERFIELD  
OVERLAND MAIL.

CARRIED BY  
"SNOWSHOE"  
THOMPSON OVER  
THE SIERRA  
NEVADAS.

George Chorpenning held the mail contract between Salt Lake and Sacramento from 1851 to May 1860. Late in 1858 he contracted with John A. "Snowshoe" Thompson to carry the mails over the Sierra Nevadas during the winter months. Previous to this the mails, during the winter, were taken south, over the Old Spanish Trail to San Pedro or San Diego and thence by steamship to San Francisco. Thompson had started to carry the mails over the snowbound passes on skis in January of 1856. In 1858 Thompson and Judge John S. Childs organized the THOMPSON CARSON VALLEY EXPRESS to run between Genoa, U.T. (now Nevada) and Placerville, California. They used sleighs in the winter or skis if the snow was too deep in the mountains. On Dec. 18, 1858 the Sacramento UNION reported that Chorpenning had negotiated a contract with Snowshoe Thompson to carry the winter mails over the Sierras for \$2000 per annum. Also in a claim against the United States Chorpenning had stated that "...The famous Snowshoe Thompson was one of the men who aided in getting these mails across the Sierra Nevadas during the winter of 1858 and 1859."

The cover shown above originated at Camp Floyd, U.T. Dec. 14, 1859 and was routed west-bound, as per the manuscript directive "Via San Francisco/and Overland Mail." In view of the evidence presented above there can be no doubt that this cover was carried over the Sierras by Snowshoe Thompson for Chorpenning. On arrival in San Francisco it was routed eastbound on the Butterfield Overland Stage line.

The writer of the letter, Fitz John Porter, was a major and adjutant general to Albert S. Johnston commanding the Army of Utah which was stationed at Camp Floyd during the "Mormon War".

SNOWSHOE EXPRESS

CAMP FLOYD, U.T. To PANAMA "Via California"

This cover is addressed to a surgeon onboard the U. S. S. DECATUR at Panama, New Grenada. It was originally posted with only a three cent 1857 issue stamp and postmarked with the manuscript Camp Floyd, Utah Territory postmark on February 7 (1859). It also bears a manuscript "Paid 20", which is the rate from California to Panama. For some unexplainable reason IT WAS HELD UNTIL APRIL 18, 1859, when it was canceled with the newly introduced rimless postmark of Camp Floyd and then released. The manuscript postmark and the "Paid 20" are both in the same hand and the ink matches. The route marking looks like it was written in by the postmaster.

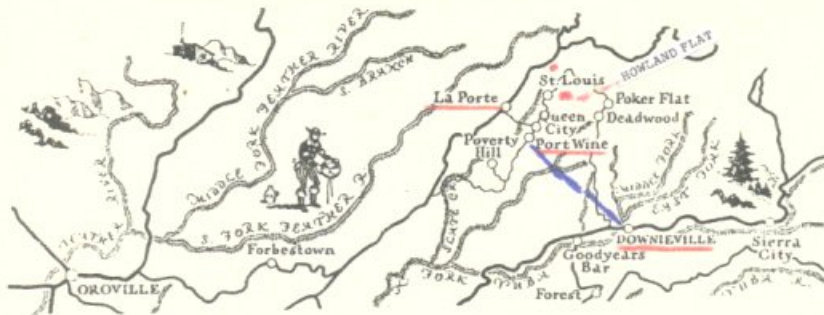


**CAMP FLOYD, U.T. to Panama** carried by Snowshoe Thompson on the overland route between Genoa, N.T. and Placerville, California **CHORPENING** held the overland mail contract in 1858/1859 and in 1859/1860 and it would be unlikely that he would not continue with Thompson in view of the weather as reported by Effie Mona Mack in her HISTORY OF NEVADA - "that the weather of 1859/1860 ... was one of the most severe thus far experienced by the settlers... most of the passes were closed with deep snow drifts until late in the spring". SEE Porter cover Camp Floyd Dec. 14th, 1859 "Via San Francisco and Overland Mail" in this collection.

**LEVI COOPER LANE** 1828/1902, joined the Navy in Dec. 1855. He was onboard the **U. S. S. DECATUR** when the Decatur and the U. S. S. Coast Survey ship **ACTIVE** helped repulse the Indians in the battle of Seattle on Jan. 26, 1856. SEE hebner's letter in this collection. At the time of this cover the Decatur was off the coast of Central America and it became the temporary refuge of members of the filibustering expedition of Wm Walker who sought to control Nicaragua which ended his life before a Honduran firing squad. On the return of the Decatur to San Francisco in the fall of 1859 Lane resigned his commission for a notable medical career.



# THE WESTERN MAILS



SIERRA COUNTY, CALIFORNIA

## ZACK'S EXPRESS

Granville Zackhrian operated a one man express between Downieville and La Port, via the Gibsonville Ridge in 1865/1866. There were no roads between these two points. From Downieville to Port Wine, the route was via Marysville southwest and then northeast to La Port and the Gibsonville mines. SEE MAP. Zack took a direct route northerly over the ridges, canyons and rivers stemming from the high Sierra mountains. **On snowshoes in the winter** and horseback at other times. Thus he avoided a long circuitous route.



cover above is one of three recorded examples. All are addressed to Kleckner Bro., Port Wine and are fronts only.

COVER below is newly discovered, although this frank was known to exist. Both FRANKS are printed. SEE opposite page for a group of express covers to Kleckner at Port Wine. All are fronts only. SEE other page for more on ZACK.



THE SNOW SHOE EXPRESSES  
OF THE HIGH SIERRAS



*Mrs. H. A. Stinson,  
Camptonville  
Yuba Co.  
Cal.*

Downieville Mountain Messenger  
1865-1867

**New Advertisement.**

**Snow-Shoe Express.**

MR. COOK, THE EXPRESSMAN, WILL LEAVE Downieville on Tuesdays and Fridays and La Porte on Wednesdays and Saturdays, of each week, carrying all Letters and Packages entrusted to his care. The Post Office at either place, will receive his letters and packages, which should be directed "In Care of Cook's Snow-Shoe Express." All letters for the Mountain Messenger, containing advertisements or correspondence, should be in the La Porte Post Office on Tuesday evening, to be in time for insertion the same week.

**COOK'S EXPRESS** is a recently discovered cover bearing a printed frank of an unlisted express, exactly identical to the printed frank of ZACK'S EXPRESS, both operating out of Downieville. Granville Zachariah began his express about January 1st 1865. Newspaper reports as illustrated here, from the Downieville Mountain messenger, indicate that Geo. E. Cook had taken over the "snow shoe express line" between Downieville & La Porte as of Dec. 15, 1866. The Meadow Lake Sun, of June 15, 1866, reports that Tibbitts and Zachariah were running a Saddle and Pack Train into Meadow Lake. The Nevada Daily Gazette on

Nov. 20, 1865 reported that Tibbitts had employed a man to carry the winter express on Norwegian snow shoes, which were superior to those used in Canada. The man was Granville Zachariah. Both expresses were short lived to about 1870. Both most likely had their covers printed in the work shop of the Mountain Messenger and both worked with the post-masters at the ends of the Downieville/La Porte route.

Mr. Cook, of Eureka, who has taken charge of the snow-shoe express line between Downieville and La Porte, is a gentleman on whom the public can rely in any matter of business entrusted to his care. This line is a great public convenience, and our citizens should all contribute their mite to sustain it.



*Drawn by W. H. Hackett*

*For Leonard & Strong. Lith by Britton & Fay S. Francisco*

**ST LOUIS, SEARS DIGGINGS, SIERRA CO. CAL.**  
*Pub. by Evert, Snell & Co. St. Louis, Cal.*



**EVERT SNELL & Co. EXPRESS FEATHER RIVER.**

Letter carried by express to Marysville, California where it was placed in the mails Feb. 25, 1853. Note large building in center to right in the above illustration — "Everets Snell & Co, Express/Gold dust bought".

THE WESTERN MAILS



**TRACY & CO. OREGON EXPRESS.** The cover shown **above** was carried outside the mails by Tracy from Walla Walla to Salem, Oregon via Portland. Cover **below** bears the overprint of SHEPHERD'S EXPRESS on a franked envelope of TRACY & CO. In July of 1863 J.M. Shepherd ran an ad in the DAILY OREGONIAN, "Shepherd's Express. To Auburn, John Day and Boise Mines. Leaves Walla Walla every monday and returns . . . connecting with Wells, Fargo & Co's Express at Walla Walla . . ." Although Shepherd was an agent for both Tracy and Wells Fargo, it is not clear as to his ownership of Shepherd's Express or why he would overprint the Tracy frank. The cover entered the U.S. Mails at Portland Sept. 6, 1863.



**SHEPHERD'S EXPRESS**  
**AUBURN, JOHN DAY'S AND**  
**BOISE MINES.**  
**PAID.**



## THE WESTERN MAILS



### BRITISH COLUMBIA GOLD RUSH

In 1858 gold was discovered on the Fraser River in British Columbia. When the news hit the streets of San Francisco it started another Gold Rush similar to that of 1849 in California and Australia in 1850. The richest strike was made at Williams Creek in the Cariboo district

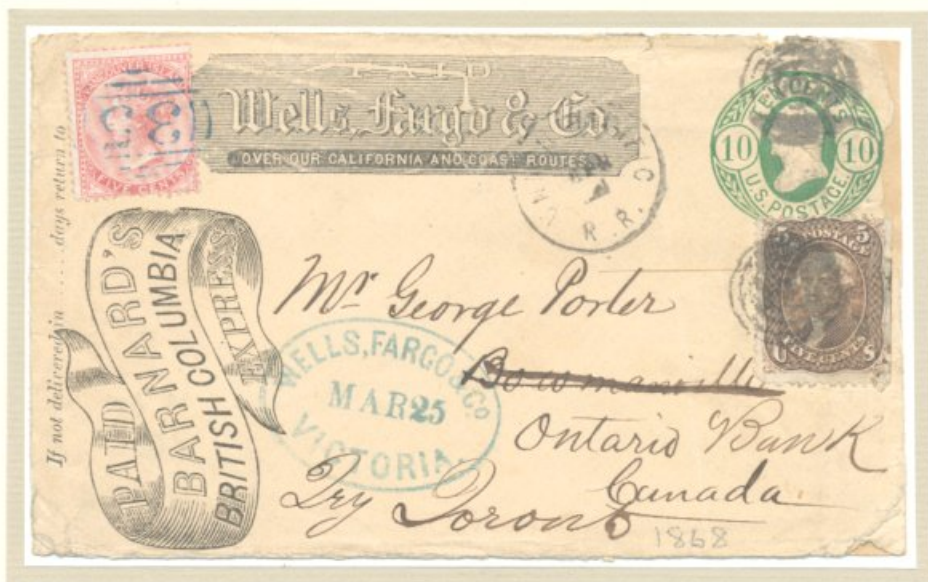
**The cover shown above** was carried from Williams Creek to Yale, B.C. by Barnards Cariboo Express, where it was turned over to Dietz & Nelsons Exp. The U.S. stamps were added by the Victoria P.O. or the Express Co., as both carried U.S. stamps in stock. The Victoria P.O. forwarded the cover by steamer to San Francisco as per postmark Feb. 19, 1864. Thence by the Overland Stage Line and railroad to the east and its destination in Stamford, Canada. This cover was prepaid through as indicated by the express label, the Victoria handstamp PAID and the U.S. rate of 15¢ to Canada in stamps.

# THE WESTERN MAILS



## AN EXTRAORDINARY COMBINATION COVER!

This unique cover bears the postage stamps and the printed express franks of the United States and Canada, plus the postmark of the UNION PACIFIC R.R.! Wells Fargo received it from Barnards, at Vicyoria, British Columbia, on March 25, 1868 and carried it via steamship to San Francisco. Thence by their agent, via the Central Pacific R.R., which was building eastward, and the overland stage-coach to where the Union Pacific was pushing its way west from Laramie, Wyoming in the spring of 1868. On arrival at Bowmanville, Canada on April 25, 1868 the cover was backstamped and forwarded to Toronto.



COVER originated with Barnard's Express; the Sc. Y. I. Perf 14 cancelled numeral "35" at Victoria P.O. Date stamped Mar. 25 by Wells Fargo & Co at Victoria when letter was turned over to them.

U.S. stamps cancelled rings and "Union Pacific R.R." as part of journey to Canada was by mail train.



One year before first through transcontinental train to San Francisco.

**A. Lincoln -  
HIS LIFE  
AND TIMES**

**Slavery &  
Civil War**

Slavery and States Rights were the principle causes of America's Civil War. This document is an inventory of the estate of Dreadzil Pace, September 29, 1777. It lists the chattels, cattle and slaves together. Also shown is the corner card of J.W. Boazman, a dealer in slaves at New Orleans, and the illustrated corner card of Will I. Boyd, Jr. a dealer in slaves at Nashville, Tenn. Jun 25, 1858.

Memorandum of a proper Inventory  
of Dreadzil Pace Estate Late of this Province  
Luccas. Taken this 29<sup>th</sup> day of Sept. 1777  
By Thom<sup>s</sup>. Chadwick Clerk to R. Probates

Bed & Bedding Valued by the Appraisers	600 00
Printer & some other Household furniture	300 50
one outd Saddle at 15/-	00 15 00
Some Old Articles 2/-	00 2 00
30 Head of Horned Cattle at 2 <sup>6</sup> / <sub>12</sub> p <sup>r</sup> . head	104 0 0
12 Head of Horse Hine at 6 <sup>2</sup> / <sub>12</sub> p <sup>r</sup> . Head	72 0 0
Propr a Negro Wench & her Two Children	220 0 0
Oldest Daughter Jemmy & youngest	397 2 00
Named Betty at	

A Just Return by us Appraisers Sworn of the above  
Estate to the best of our Knowledge

Revolutionary In  
of slaves, etc  
very rare.

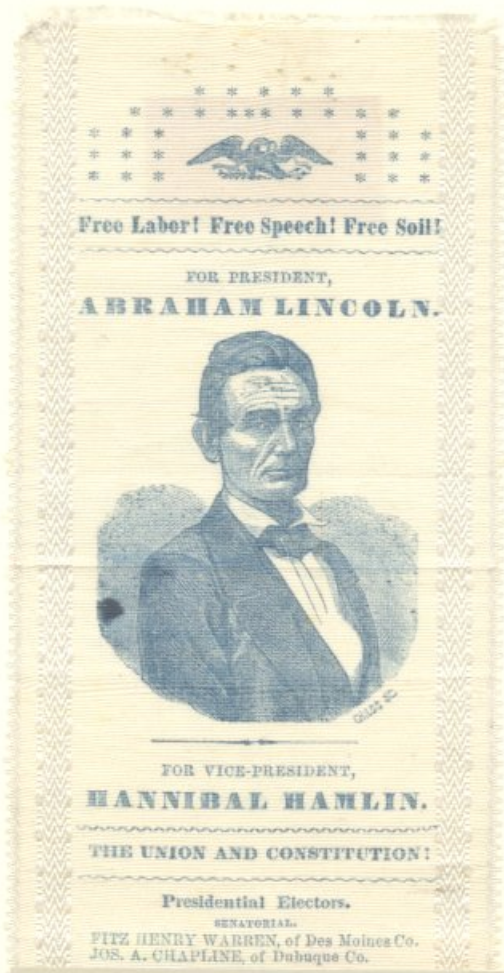


Mr. Andrew Black.



Mobile Ala.

David Hays, Esq.  
Athens, Tenn.



*A. Lincoln*  
 HIS LIFE AND TIMES

CAMPAIGN COVERS

1860

OVERLAND MAIL

Unusual use of ten copies of the one cent stamp of the 1857 issue, paying the overland rate to California, on a Lincoln campaign cover. The cover was postmarked at SOUTH FRAMINGHAM MASS JUL 19 without the year date. The 1857 stamps were demonetized on June 1, 1861 to prevent their use by southern postmasters at the outbreak of the Civil War. Thus the year date of this cover would be 1860.





*A. Lincoln*  
HIS LIFE AND TIMES

PATRIOTIC COVERS

1861-1865

*Elmer*

*Ephraim*

*Ellsworth*



Col. Ellsworth was a close personal friend of Lincoln and was the first officer to be killed in the Civil War. He organized a regiment of Fire Zouaves from the New York City Fire Department. Federal troops entered Alexandria, Virginia and the Confederates evacuated on the morning of May 24, 1861. Col. Ellsworth with a squad of his Zouaves went to the Marshall House to take down the only Confederate flag flying over the city. Having secured the flag, he was proceeding down the stairs when James Jackson, the proprietor, shot him with a double barrel shot gun, killing him instantly. Corporal Francis Brownell shot and bayoneted Jackson to death.

LINCOLN'S presidency began and ended in war and assassination.



A. Lincoln  
HIS LIFE AND TIMES

16<sup>th</sup> - 1861

My dear General -

Have struck a lead  
Am doing a good deal for the  
Corp - Shall be back in  
here with other  
Have packed



H. G. Kettner  
General  
Genl

Keep things going  
until I return  
your friend  
Ellsworth



Letter by Ellsworth to one of his officers just eight days before he was shot down. The grey piece is probably from the Confederate Flag that Ellsworth cut down. Dated at Washington, May 16, 1861. He orders the men to pack knapsacks and drill - "Double the Guard ... Keep things going until I return." The cover shown does not belong with the letter. It is postmarked CHICAGO ILLS Sep 13.

A. Lincoln

HIS LIFE

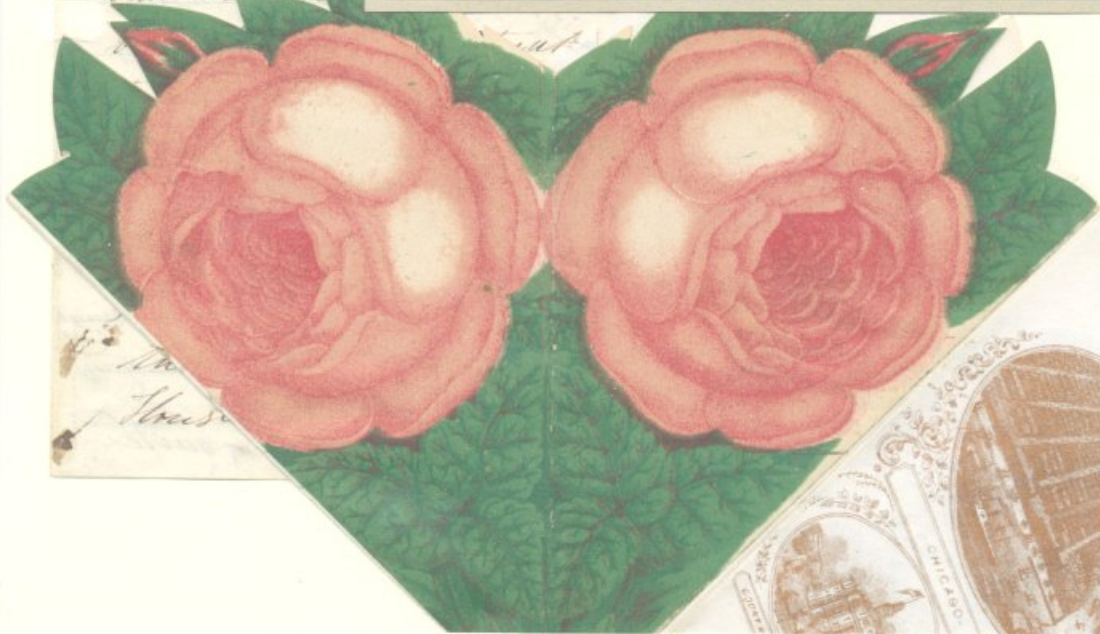
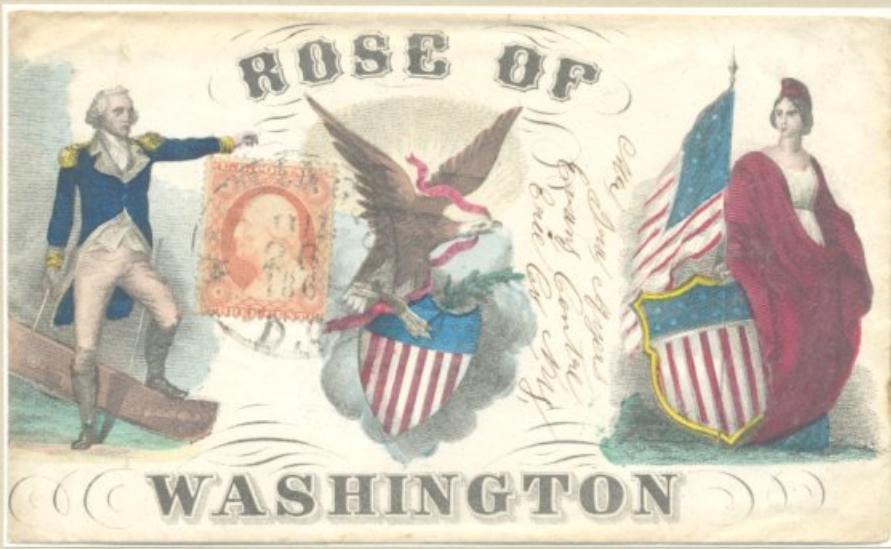
AND TIMES

For Washington  
July 24th '61

Dear Ager  
Dear I have taken



The war at  
yet been in  
hold a prim  
main part  
Washington  
City and the  
distance betw  
The road thro  
and the G



ROSE OF WASHINGTON Handpainted Magnus cover postmarked at "Washington, D.C. July 26, 1861" with letter describing the first battle of Bull Run. Also enclosed with the letter was the "Rose" foldout.

A. Lincoln -  
HIS LIFE AND TIMES

LINCOLN'S GENERALS

1860 - 1865



**LINCOLN & McCLELLAN**, Chas. Magnus patriotic, postmarked WASHINGTON, D.C. JAN 29 1862, tying a three cent stamp of the 1861 issue. Lincoln appointed George B. McClellan to command of all the Armies of the United States on Nov. 1, 1861. On Nov. 7, 1862 he was ordered to turn the Army over to Ambrose E. Burnside and return home to await orders which never came. In 1864 he ran for president on the democratic platform, "peace at any price" and was defeated by Lincoln.

*A. Lincoln*  
HIS LIFE AND TIMES  
CAMPAIGN COVERS

1860



FLOYD'S PENNY POST

Railsplitter campaign cover carried to the post office by  
Floyd's Penny Post, as indicated by the local adhesive  
stamp, where it was postmarked "CHICAGO/ILLS/Jul 16"(1860)  
and forwarded to Lowell, Massachusetts.

A. Lincoln--  
HIS LIFE AND TIMES  
CAMPAIGN COVERS

1860

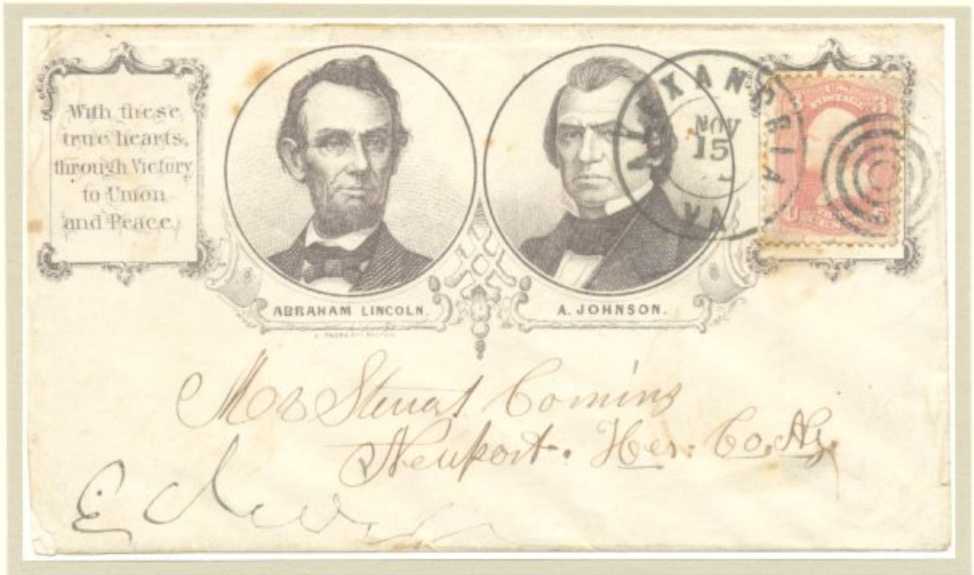


**HONEST ABE** campaign cover mailed from Frankfurt, Germany, as per red postmark "31 Dec 61," to Mainz, Germany by the U.S. Consul General. Note green handstamp of that office.

A. Lincoln  
HIS LIFE AND TIMES

CAMPAIGN COVERS

1864



A. Lincoln -  
HIS LIFE AND TIMES  
PATRIOTIC COVERS

1861-1865



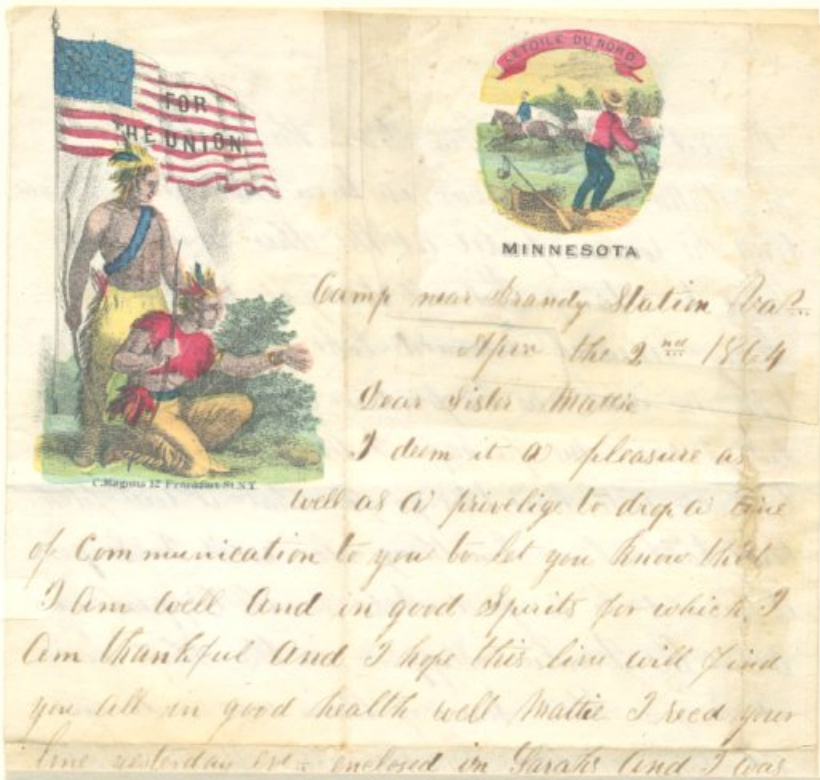
**CALIFORNIA MAGNUS.** Although the letter and cover above do not belong together, their use with or without is rare. The letter is dated at "Fort Corcoran Feb 26th /64" and reads in part "...we are stationed at fort corcoran affront [of] washington on arlington heights...we can see Washington and Georgetown besides all the forts and we can see the General Lees house - the fort stands on his plantation or what used to be his...Monroe Caple." Washington was surrounded by about sixty forts during the Civil War.



A. Lincoln -  
HIS LIFE AND TIMES

PATRIOTIC COVERS

1861-1865



**MINNESOTA MAGNUS** - cover and lettersheet not related. Soldier writes to his sister from "Camp near Brandy Station, Va. Apr. the 2nd 1862 ... I think the soldier will get a vote and if we live to see that day we will show the traitors where the circumference of the **Circle**\* lies. I do think that Old Abe will be the President and I find I am not the only one that thinks so. God grant that such be the case."

\***Circle** mentioned above was an organization known as **The Knights of the Golden Circle**, of which J. Wilkes Booth was a member.





*A. Lincoln -*  
**HIS LIFE AND TIMES**  
 THE WAR YEARS

**SECOND EDITION.**  
 Half-past Two.  
**BY TELEGRAPH.**  
**THE DEATH OF BOOTH.**  
**ADDITIONAL PARTICULARS.**  
**BOOTH'S BRAVADO.**  
**No Confession of his Crime.**  
 [Special Despatch to the Evening Post.]

Booth.

Sold by C. H. Anderson, Bookeller & Stationer, 433 7th St., near cor. F, Washington, D.C.

Hunt the villain down. Scatter this likeness in every section of the country; scan every face, particularly if it shuns you; observe closely the features which cannot change; make due allowance for the beard to grow, the mustache shaved off, and the hair cut. It may be by your means that a benignant Government shall mete out justice to one for whom there should be no mercy.

WASHINGTON  
 MAY 6 1865

Mr. Wm. H. Burwell  
 P.O. York St. Portland  
 Maine

Details of the chase of Dougherty, of Colorado information leading had got across both neck rivers, and was the small village of of the latter stream, as a barn, having been Herold were found proposed to surrender of fight, and was in mant when a sergoant Booth through the himself up to the lieutenant bravado, and the lieutenant. Fall-sill him. ber being shot, and n. His leg had been ling from his horse, who set it is under

**HUNT THE VILLAIN DOWN** J. Wilkes Booth shot Lincoln on the evening of April 14, 1865 in Ford's Theatre. In one of the greatest manhunts he was run down and shot to death on April 26th. Cover above, bearing his likeness, urges his capture and that "there should be no mercy (shown)." Postmarked at Washington, D.C. on May 6th - twenty two days after his capture.

"66"

UNITED STATES OF AMERICA.

DEPARTMENT



OF STATE,

To all to whom these presents shall come, Greeting:

I certify, That annexed is a true copy of an act of Congress entitled "An Act for the relief of Solomon Wadsworth," approved February 13, 1865; the original of which is on file in this Department.



Chief Magistrate of the United States

Mr. Eldad Stearns  
Hornby Park  
Stenson, Co  
N York

In testimony whereof, I, William H. Seward,

SECRETARY OF STATE of the UNITED STATES, have hereunto subscribed my name and caused the seal of the Department of State to be affixed.

DONE at the City of Washington, this thirteenth day of April, A. D. 1865, and of the Independence of the United States of America the eighty-ninth.

William H. Seward

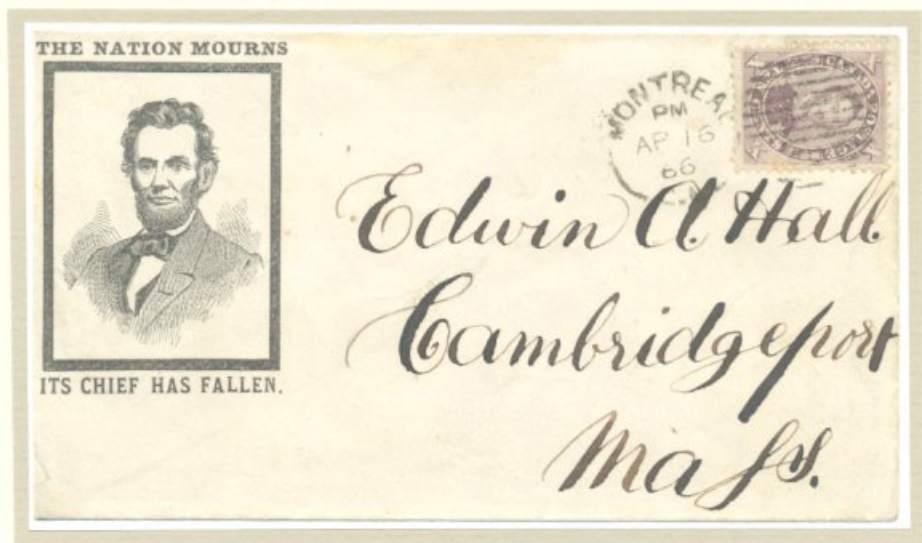


William H. Seward Magnus patriotic. Laid over a State Document, which Seward signed the day before Lincoln was assassinated!

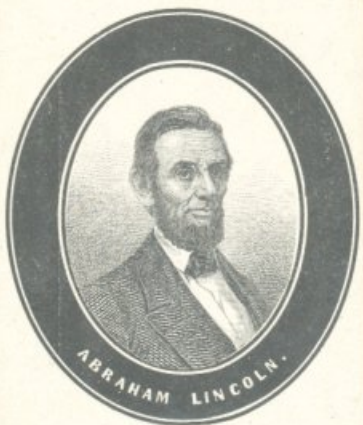
*A. Lincoln*  
HIS LIFE AND TIMES  
MOURNING COVERS



*A. Lincoln*



IN MEMORIAM



Born February 12<sup>th</sup> 1809  
Died April 15<sup>th</sup> 1865.

HUDSON RIVER RAILROAD.

**SPECIAL TIME TABLE**

For

**FUNERAL TRAIN**

Of our Late President,

**ABRAHAM LINCOLN,**

ON TUESDAY, APRIL 25<sup>th</sup>, 1865.

*A. Lincoln*

HIS LIFE AND TIMES

1865

When lilacs last in the dooryard bloomed, and  
the great star early drooped in the western  
sky in the night, I mourned, and yet shall  
mourn with ever returning spring.  
Walt Whitman

INSTRUCTIONS.

This train has the right of track over all other trains bound in either direction, and trains must reach Stations at which they are to meet, or let Special pass, at least ten minutes before Special is due.

A "Pilot Engine" will leave New York 10 minutes in advance of Special Train, running 10 minutes ahead of published time to East Albany. Pilot Engine has same rights as Special, and at Stations where trains meet or pass it, they must wait for Special.

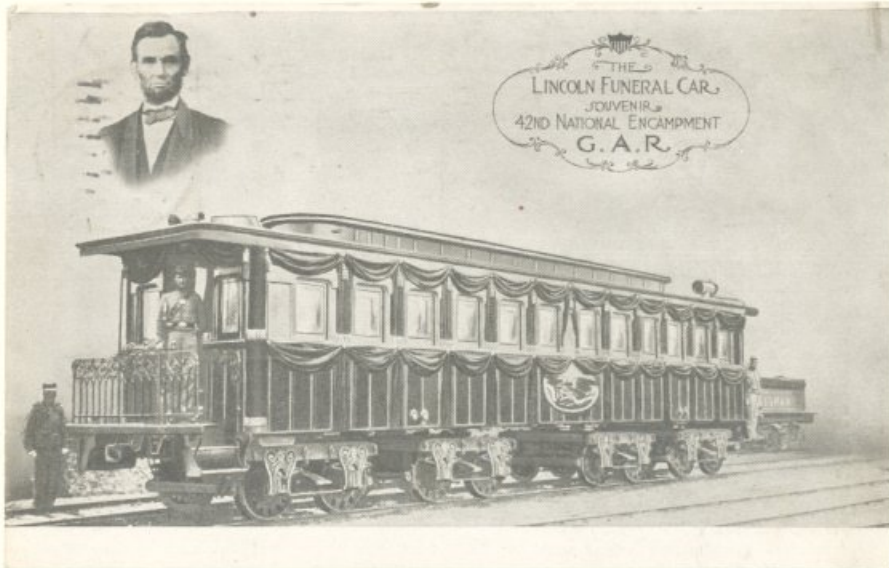
The train will run at a Slow rate of speed through all Towns and Villages.

Train No. 10 will, on this day, leave 30th Street at 4.15 P.M.

All Station Masters, Trackmen, Drawbridge Tenders, Switchmen and Flagmen, will be governed by the General Rules and Regulations of the Company.

**J. M. TOUCEY,**

Ass't Sup't.



**FUNERAL CAR OF ABRAHAM LINCOLN**

BUILT for the use of President Lincoln by the United States Government in the U. S. Military Car Shops at Alexandria, Virginia, in 1863-1864, it conveyed Mr. Lincoln's remains from Washington, D. C., to Springfield, Illinois, for burial in 1865. It was purchased from the government by the Union Pacific Railroad Company in 1865. In 1903, Franklin B. Snow purchased it from the Railroad. It was on exhibition in the Lincoln Museum at the World's Fair in 1904. Thomas Lowry bought it in 1905, bringing it to Minneapolis. This photograph was taken at the United States Military Car Shops on April 20, 1865, after it had been draped to receive the body of Mr. Lincoln. The military guards can be seen on duty.

**...Post Card...**

ON the 14th of April, 1865, (exactly four years after the surrender of Fort Sumter) when everything looked hopeful and the war was over, President Lincoln was shot and a day later passed away, and the nation was plunged into mourning. The car illustrated on this card had recently been built for the President and his Cabinet. It became his funeral car, and on April 21st, after most impressive obsequies, this car (bearing the President's remains,) with six other cars and the locomotive all heavily draped with black, slowly moved out of Washington amid a vast crowd of silent and sad spectators. History does not record a more touching spectacle than the passing of this funeral train through the most populous states of the Union. At every point along the route vast throngs stood with uncovered heads while the train passed by. In city and country buildings were draped in mourning and flags drooped at half mast. On May 3rd the train reached Springfield, Ill., and on the following day, as a chorus sang "Peace, Troubled Soul," the casket was closed forever. Myron H. Lamson, the father of the Lamson Brothers, an enlisted mechanic, served as assistant foreman during the construction of this car and the remodeling to receive the President's remains. The photograph has been in the family for 43 years and now that a united nation reveres the memory of Lincoln and everything connected with his life and death, we thought it appropriate that we should present this picture to the brave men to whom our nation is so greatly indebted.

THE LAMSON BROTHERS COMPANY  
August 31st, 1908. TOLEDO, OHIO.  
COPYRIGHTED, 1908.

*Sept. 7, 08.*

SEP 4 3:50 PM  
Field for P...



(FOR ADDRESS ONLY)

*A. E. Haynes,  
Minneapolis  
Minn.*

*763 River Road S. E.*

*All ok Emma here,*