

THE CRITTENDEN CORRESPONDENCE



Public Auction • October 23, 1981

RICHARD C. FRAJOLA, INC.

THE CRITTENDEN CORRESPONDENCE

**PUBLIC AUCTION
FRIDAY OCTOBER 23, 1981
11:00 A.M.**

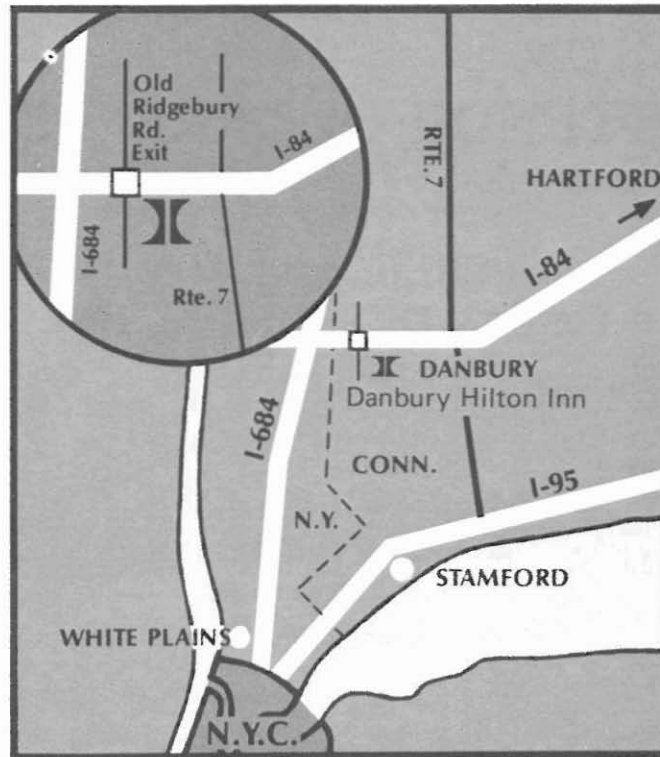
SALE TO BE HELD AT THE
DANBURY HILTON INN
18 Old Ridgebury Road
Danbury, CT.

EXHIBITION OF LOTS
October 23 9:00 A.M. - 11:00 A.M. at Danbury Hilton
Additional Viewing By Appointment Only

CATALOGUED AND SOLD BY
RICHARD C. FRAJOLA, INC.
Moody Lane
Danbury, CT. 06810
Telephone (203) 792-5374

Mr. Lawrence Bustillo, Auctioneer

The Danbury Hilton Inn and Conference Center



Located at Old Ridgebury Road exit off I-84. Only 60 minutes from New York City and Hartford, 45 minutes from Stamford. Just minutes from Danbury Airport and Fairgrounds. Limosine service is available from New York airports.

Auction Agent Service

If the services of an auction agent are desired we would like to recommend

Mr. Michael Purser
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LOT	BID	LOT	BID	LOT	BID	LOT	BID	LOT	BID
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PRIVATE TREATY REGISTER

In addition to our U.S. Postal History auction, we maintain a stock of pre-1900 U.S. covers and folded letters. After learning of your specific areas of interest we will forward xeroxs of available items for your preliminary consideration. In the event that we cannot be of assistance immediately, we will check stock monthly, and will communicate with you as items become available.

If we can be of assistance directly, please fill out the form below.

Date _____

Area(s) of special interest in pre-1900 U.S. postal history and any special requirements as to condition or price range.

Name _____ Telephone _____
(please print or type)

Address _____
 (Street) _____ (Apt.) _____

 (City) (State) (Zip)

Signed _____

Philatelic reference _____

CONDITIONS OF SALE

1. Lots are sold to the highest bidder at a slight advance over the second high bid. All bids will be held confidential. "Buy" bids cannot be accepted. In case of tie, the first bid received prevails.
2. All bids are per lots as numbered in the catalogue unless otherwise announced by the auctioneer at the time of sale.
3. Any lot, the description of which is incorrect, is returnable, but only within five days of receipt. All disputed lots must be returned intact as received and lots containing five or more items are not returnable at any time. No lots may be returned by purchasers who have had the opportunity to examine them prior to the sale. We do not regard covers as defective that have slightly torn or partially missing backflap. This factor is not justification for return of a lot or lots.
4. Successful bidders, unless they are known to us or supply acceptable references in time to be properly checked are expected to make payment in full before the lots are delivered. The fact that an item is placed on extension (submitted to an expertising committee for certification) does not relieve the successful bidder from this condition of sale.
5. If the purchase price has not been paid within the time limit, nor lots taken up within seven days from date of sale they must be resold and any loss arising from such sale will be charged to the defaulter. Any account more than thirty days in arrears is subject to a late payment charge of 1½% per month so long as the account remains in arrears. If the auctioneer, in his discretion, should institute any legal action to secure payment of a delinquent account, the defaulting purchaser shall pay all legal expense incurred by the auctioneer and such charges will be added to the amount owed.
6. All lots are sold as genuine but should any lot be proved otherwise by written opinion of any competent, responsible authority acceptable to us, immediate refund of the full purchase price will be made, provided that such claim is made in writing within 14 days from date of sale. If claim is not made within this period, no lots are returnable for any reason at any time. So long as we are notified within the 14 day period that an opinion is being sought the matter will remain open until such opinion is rendered. We will not be responsible for any charges incurred by the buyer for expertization fees and costs unless the opinion states the item is not genuine, in which case we will pay actual costs up to a maximum of \$50.00. In the event an item is proved "not as described" it is returnable for full refund, and the buyer will be paid interest (at the prevailing Treasury Bill Rate) for the time his funds have been on deposit with us during the extension period.
7. The right is reserved to group two or more lots, also withdraw any lot or lots from the sale, or to act on behalf of the seller.
8. Until paid for in full all lots remain the property of Richard C. Frajola, Inc. on behalf of the seller.
9. A premium equal to 10% of the successful bid price will be added thereto and is payable by the buyer as part of the total purchase price. The mode of shipment shall be at our option. All forwarding charges will be added to the purchase price.
10. Upon written application lots may be sent for examination prior to the auction, condition upon being mailed back by registered mail, adequately insured, within 24 hours of receipt. The applicant is completely responsible for all lots sent for examination, and for the insurance of same against mishap, from the time of receipt until they are actually received back, and is to pay all expenses of postage and insurance. No lots can be sent for inspection within ten days of the date of sale. Photocopies of lots are available at 25¢ per copy, maximum 10 copies, and stamped self addressed return envelope required.
11. Agents are responsible for all purchases made in behalf of their clients unless other arrangements are made prior to the sale.
12. Telephone bids are entered when received but must be followed up by written confirmation of the bidder.
13. Unless otherwise noted Catalog numbers refer to current Scott U.S. Specialized Catalog, and other references work as indicated.
14. The placing of a bid shall constitute acceptance of the foregoing conditions of sale.

Richard C. Frajola, Inc.

KEY TO CATALOG

This is an auction of postal history; all lots are covers, entires, or folded letters as noted unless otherwise stated.

Abbreviations

ad	advertising	ms	manuscript
bkst	backstamp	W.F.&Co.	Wells Fargo & Co.
cc	corner card	pmk	postmark
cds	circular date stamp	P.F.	Philatelic Foundation
hs	handstamp	se	straight edge

Condition

Condition grades mentioned in the description refer to overall appearance of the item. On covers bearing adhesives, expect normal average centering or margins for the particular issue, only when adhesive condition is above the normal will it be specifically described. File folds on folded letters that do not detract from appearance are not mentioned, nor are missing back flaps on covers if no postal markings are affected.

extremely fine—the best possible condition

very fine—pleasing appearance with all markings well struck

fine—average appearance for period, markings readable

about fine—somewhat below average, markings partially readable

Estimates

Following each lot is an estimate of what, in the auctioneers opinion, the lot should realize. This is provided as a guide to bidders. Lots may actually realize more or less than our estimates, which are under no circumstances to be considered reserves but merely a guide to bidding.

Telephone Bids

Late bids may be placed by phone, on the day of the sale, by calling direct at (203) 792-6257, or by calling the Danbury Hilton Inn at (203) 794-0600.

INTRODUCTION

The Crittenden Correspondence offered in this sale is intact as received. Named for the head of the family, Alexander Parker Crittenden, the letters and envelopes include those sent from several family members over the period from 1830 to 1870. Biographical sketches of these fascinating family members appear on following pages.

This correspondence is important both philatelically and historically. It is by far the largest number of Virginia City Pony Express covers ever to appear on the market. Their importance is enhanced by the fact that they all have original letters which frequently discuss mail transportation. Throughout the correspondence well written letters document the early days in California and Nevada Territory from the viewpoint of Confederate sympathizers.

It has been necessary, due to production technicalities, to offer the Pony Express covers out of strict chronological order. As the dates are clearly stated in each description the proper reconstruction should present no problem.

I would like to thank Mr. Robert Anderson for the transcription of many letters. Special thanks are due to Mr. Thomas J. Alexander who synthesized much of the information and wrote an article on the correspondence which appeared in *The Chronicle* August, 1981. The biographical sketches and several of the introductory sections are from his article and the permission of the U.S. Philatelic Classics Society, Inc. in their reprinting is gratefully acknowledged.

Richard C. Frajola



Figure 1. Portraits (left to right) of Laura Crittenden and her husband, Ramon B. Sanchez, Annie (Nannie) Crittenden, and Alexander Parker Crittenden.

THE PROTAGONISTS

The entire accumulation is a single family's correspondence. It is called the Crittenden Correspondence for Alexander Parker Crittenden, the head of the family. Before describing individual items, it is necessary to identify certain members of the first two generations of this remarkable family, since theirs is the correspondence in the Frajola holding.

ALEXANDER PARKER CRITTENDEN

Addressed as "Parker" in much of this correspondence, Crittenden was a nephew of Senator John J. Crittenden of Kentucky. He was born on January 14, 1816 in that state and was an early argonaut to California. He became a prominent lawyer in San Francisco, taking part in local politics, serving as a member of the state legislature. He was the San Francisco recruiting agent for William Walker, the filibusterer who invaded Nicaragua in the 1850's, and who was later captured and shot in an attempt to invade Honduras. Several of Parker's family were members of these military expeditions. He was a Southern sympathizer, and at the outbreak of the Civil War helped finance Albert Sidney Johnston's flight from California to the Confederacy. Throughout the war he apparently raised funds for the South.

Parker had sent his two oldest sons (Churchill and James) to school in Indiana. After South Carolina seceded, emotion ran high at their school and the boys proposed joining the Union Army to put down the "rebellion." In a letter to Churchill on July 23, 1861, Parker expressed his outrage:

In your letter to me you speak of a desire to volunteer if force should be resorted to against the people of the South and ask my consent to your doing so . . . I am utterly amazed at the ideas both James and yourself have expressed on this subject. I regret from the bottom of my heart the grievous error I have committed in exposing you to such influences as it seems have surrounded you and have had such fatal effect . . .

You wish to enlist in the cause of the North against your own people! Well—In the ranks of those whom you call traitors and whom you would meet in the field as enemies you will encounter your own father and at least one of your brothers, for thank God I have yet one son who will stand by his father's side.

Come here at once. Get out of that pestilential atmosphere in which you have been living and once more reunite yourself with your family . . .

Come home my son, at once.

The sons made a sharp reversal of opinion and Parker decided that he didn't want them to join the Confederate Army after all. He shipped them off to Europe to continue their educations there. Both jumped ship at Havana, ran the blockade into the South, and joined the Confederate Army.

When California passed an act prohibiting anyone from practicing law who had not taken an oath of allegiance to the U.S., Parker moved to Virginia City, Nevada Territory, which had no such requirement. His wife remained in San Francisco, and their correspondence accounts for the bulk of the Virginia City ponies contained in the lot.

On November 6, 1870, Parker went to the docks at San Francisco with another son to meet his wife and a daughter, who were returning from a visit to the East. He was shot and killed on the ferry boat by the "celebrated and notorious" Laura Fair, who was later tried and acquitted.

CLARA CHURCHILL JONES CRITTENDEN

The wife of Alexander Parker Crittenden. She was born on May 31, 1820, and died on December 29, 1881. She is the recipient of many of the letters in the correspondence.

ANNIE CHURCHILL CRITTENDEN

Daughter of Parker and Clara, born on January 19, 1843, and died October 27, 1916. She married Sidney M. VanWyck and was the recipient of some of these letters.

CHURCHILL CRITTENDEN

Eldest son of A.P. and Clara Crittenden, born May 17, 1840, died October 4, 1864. Bound for Europe at his parents' insistence, he jumped ship in Havana and sailed for Matamoros, Mexico. From there he crossed into Texas and made his way to Richmond, where he joined the Confederate Army as a member of the Cavalry. In October, 1864, he penetrated Union lines to forage for provisions. He was captured by a Union force commanded by a Col. Powell, tried and shot as a spy. Later Col. Powell, because of this and other similar barbaric acts, was cashiered from the Union Army.

JAMES LOVE CRITTENDEN

Second son of A.P. and Clara Crittenden, born December 15, 1841, died January 4, 1915. Jumped ship with his brother Churchill and ran the blockade directly to Louisiana, where he joined the Confederate Army, rising to the rank of Captain.

HOWARD CRITTENDEN

Son of Parker and Clara, born November 17, 1844, died October 23, 1871. Seventeen years old at the beginning of the war, Howard was a mill superintendent at Aurora, California until 1864. His letters to his mother are believed to be the source of the 18 Virginia City ponies previously sold from this correspondence. In 1864 he took a ship around the Horn for Europe to pursue his education. His letters home from England, France and Saxony constitute the transatlantic covers in the accumulation.

LAURA CRITTENDEN

Daughter of Parker and Clara, born March 22, 1839, died October 14, 1919. Married Ramon Bernardo Sanchez on December 6, 1859. Laura received some of these letters. A Virginia City pony was addressed to Sanchez.

ALEXANDER JONES

Clara Crittenden's brother. A physician, Jones had graduated from the Jefferson Medical College in Philadelphia. He was a member of the Walker Expedition in Nicaragua, where he was wounded. He joined the Confederate Army and was the writer of many of the letters back to California.

WILLIAM MARLBOROUGH JONES

Brother of Clara Crittenden, born January 28, 1832. Served in Walker's Expedition to Nicaragua and in the Confederate Army. Was present at the siege and fall of Vicksburg. Both he and his brother Alex were disowned by their father, Rev. Alexander Jones, Jr., of Rhode Island, because of their allegiance to the Confederacy. Referred to as "Billie Jones" in the correspondence.

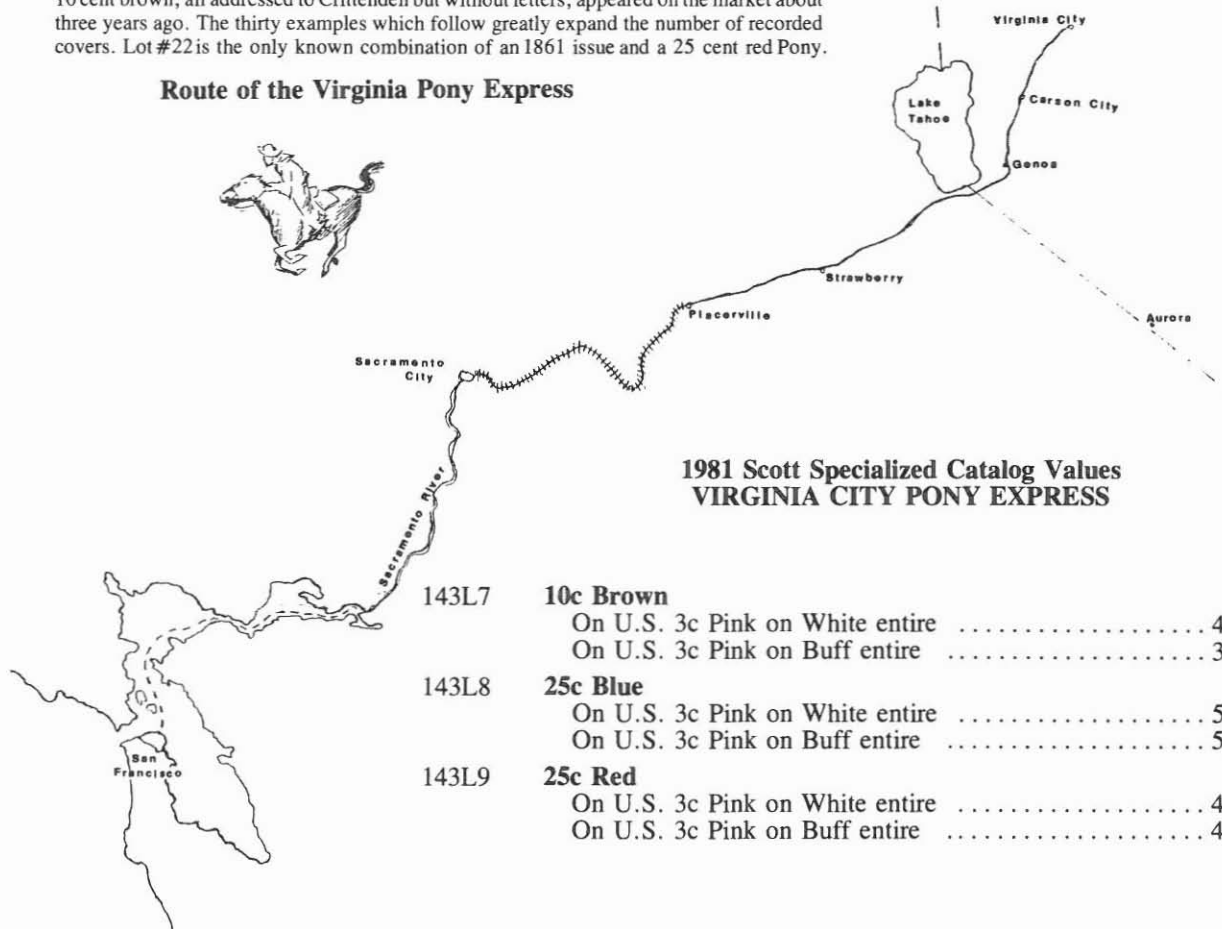
THE VIRGINIA CITY PONY EXPRESS

The Virginia City Pony Express was established by Wells, Fargo & Co. in August, 1862 to supplement their normal express business between Virginia City, Nevada Territory and San Francisco, California. While the normal express transit time between the two cities was 44 hours the Pony Express service was advertised as 24 hours. It was hoped by Wells, Fargo & Co. that the businessmen of the booming silver mining area would use the Pony Express to expedite their letters. Mail was carried by a pony rider from Virginia City to Placerville where it was put on a train to Sacramento. At Sacramento the mail was placed on a river boat for conveyance down the Sacramento River and across San Francisco Bay to San Francisco.

Letters to be sent by the Virginia City Pony Express had to be enclosed in a Wells, Fargo & Co. franked envelope. Letters carried outside the Government mails, such as these, were required to be enclosed in stamped envelopes. The fee for the Virginia City Pony Express was originally 10 cents per half ounce in addition to the cost of the franked envelope. Brown adhesive stamps were issued for this purpose and the earliest known usage of an adhesive is September 1, 1862 (lot#1.) In the Spring of 1863 the rates for the Pony Express service were increased to 25 cents and blue adhesives of that denomination were issued. In the Summer of 1864 the blue stamps were replaced by red stamps of the same denomination. The Virginia City Pony Express service ended on March 2, 1865. Lot #28 was mailed on that date and a letter of the next day laments the passing of the service. From this information it would appear that the cover listed by M.C. Nathan and W.S. Boggs in *The Pony Express* as being dated March 17, 1865 could not have been carried on that date. This latest possible usage is confirmed by W.T. Jackson in an article "Wells Fargo's Pony Expresses" which appeared in July, 1972 *Journal of the West*. Period newspaper notices confirm March 2, 1865 as the last day. In addition the service was cancelled from July 20, 1864 to December 29, 1864 which drastically shortens the possible period of usage and sheds doubt on two additional covers listed by Nathan.

The compilation of known Virginia City Pony Express covers by M.C. Nathan, as of March, 1962, lists eleven with the 10 cent brown, twelve with the 25 cent blue and only six with the 25 cent red including the covers mentioned above. Since that time a few additional examples have been noted. Eighteen examples of the 25 cent blue and one of the 10 cent brown, all addressed to Crittenden but without letters, appeared on the market about three years ago. The thirty examples which follow greatly expand the number of recorded covers. Lot #22 is the only known combination of an 1861 issue and a 25 cent red Pony.

Route of the Virginia Pony Express



1981 Scott Specialized Catalog Values VIRGINIA CITY PONY EXPRESS

143L7	10c Brown	
	On U.S. 3c Pink on White entire	4,500.00
	On U.S. 3c Pink on Buff entire	3,500.00
143L8	25c Blue	
	On U.S. 3c Pink on White entire	5,000.00
	On U.S. 3c Pink on Buff entire	5,500.00
143L9	25c Red	
	On U.S. 3c Pink on White entire	4,000.00
	On U.S. 3c Pink on Buff entire	4,000.00

PUBLIC AUCTION SALE

Friday, October, 23, 11:00 A.M. At The Danbury Hilton Inn

VIRGINIA CITY PONY EXPRESS COVERS

In *The Pony Express* by M.C. Nathan and W.S. Boggs, the authors listed 29 known Virginia City Pony Express covers (as of March 1, 1962). That listing contained 11 with the 10 cent brown stamp, 12 with the 25 cent blue, and 6 with the 25 cent red. The earliest listed was September 23, 1862, and the latest was March 17, 1865.

While a few others have been noted since that time, the Crittenden Correspondence greatly expands the number of recorded covers. At least 19 from this source have previously appeared on the market (one 10 cent and eighteen 25 cent blues). The Frajola holding contains 30 more, including a new earliest date of use—September 1, 1862. In addition, it contains the last possible date of use and proof that the cover reported by Nathan as being dated March 17, 1865, could not have been carried on the pony at that date, which was 15 days after the pony stopped running.



- 1 **10c Brown**, close to full margins except cut to frame line at foot, tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Express Genoa" pmk, 3c Pink tied by blue "W.F. & Co. Express Aurora" pmk, the Pony adhesive was added at Genoa as there was no supply at Aurora, tear through frank and 3c Pink from rough opening, the earliest known Virginia City Pony cover, original letter dated *Aurora Sept. 1, 1862*
Aurora is rather a rough, straggling place, filling some little ravines, very high up in the mountains, they say 8,000 feet above tide, which is 1,300 feet higher than Virginia [City]
P.S. I send you a couple of pony express stamps. If you put one on a letter it will arrive here a day sooner.
P.S. 2d. I find tonight that the supply of pony express stamps is out—Howard can get you some at Wells Fargo & Co's—they only cost 10cts. Put one on each express envelope in which you send me a letter—and tell Howard to take Dr. Bowie an express envelope with pony stamp on it.
P.F. Cert. Est. 3,000-4,000
- 2 **10c Brown** with large even margins tied to 3c Pink on White franked entire to San Francisco by blue "W.F. & Co. Express Genoa" pmk, 3c Pink tied by blue "W.F. & Co. Express Aurora" pmk, the pony adhesive was added at Genoa as there was no supply at Aurora, tear affecting frank and 3c Pink, original letter dated *Aurora Sept 26, 1862*,
P.F. Cert. Est. 3,000-4,000



- 3 **10c Brown**, top left corner copy with full margins other sides neatly tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Nov 21" pmk, deep fresh color, original letter dated *Virginia City Nov 21, 1862*, extremely fine, P.F. Cert. Est. 7,000-9,000



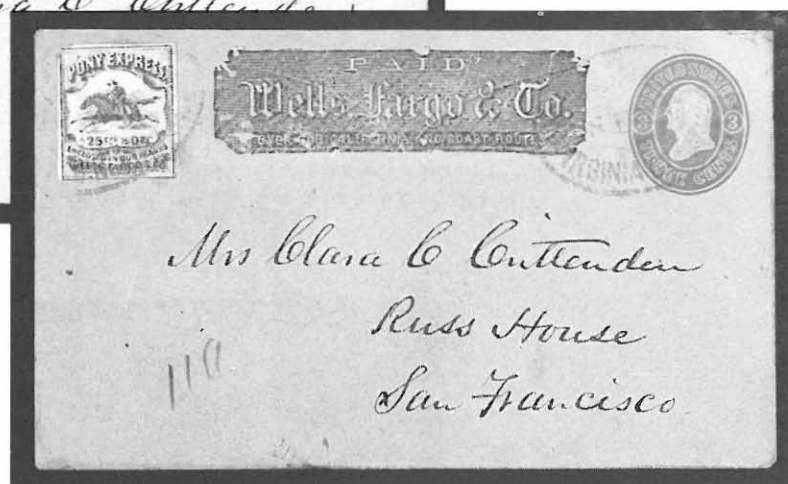
- 4 **25c Blue**, clear at left, large margins other three sides tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Strawberry" pmk, tiny tear in top margin, original letter dated *Strawberry April 2, 1863*
We did not start from Placerville till this morning. We are surrounded by snow, but shall only have to take sleighs for a few miles. We start at 4 tomorrow and shall be in Aurora Saturday.
P.F. Certificate Est. 3,000-4,000



- 5 **25c Blue**, complete to large margins tied to 3c Pink on White franked entire to San Francisco by bluish "W.F. & Co. Express Aurora" pmk, similar strike to right, original letter dated *Aurora April 9 [1863]*
P.S. The stage has come in but has brought no letters. They say the stages did not connect at Genoa—Tomorrow we will have two Expresses—
 Very fine, P.F. Cert Est. 5,000-6,000



- 6 **25c Blue**, complete to mostly large margins tied to 3c Pink on Buff franked entire to San Francisco by bluish "W.F. & Co. Express Aurora" pmk, similar strike to right, original letter dated *Aurora April 14, 1863*, choice very fine, P.F. Certificate Est. 5,000-6,000



- 7 **25c Blue**, close margins three sides, cut in at foot, tied to 3c Pink on White franked entire to San Francisco by bluish "W.F. & Co Aurora" pmk, similar strike to right, original letter dated *Aurora April 7, 1863*, P.F. Cert. ... Est. 2,000-3,000
- 8 **25c Blue**, full right sheet margin copy with full margin at top, barely clear at left and foot, tied to 3c Pink on white franked entire to San Francisco by bluish "W.F. & Co. Express Aurora" pmk, similar strike to right, small tear through 3c pink, original letter dated *Aurora April 12, 1863*
I have just recd. your letter of the 7th. I don't know why it should have been so long on the road. Howard complains that your letters to him don't come by Pony and he sent you in his same pony stamps. He says don't put but one on a letter—that it will come just as fast with one as with two.
P.F. Certificate Est. 4,000-5,000
- 9 **25c Blue**, cut into frame line at foot and nick at corner tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Sep 23" pmk, similar strike to right, pencil "110" route number, original letter dated *Virginia Sept. 23, 1863*
She and Mr. Hunter left for San Francisco this morning in the stage and will arrive before—no—at the same time with this letter. The pony by which I will send this leaves at 3 o'clock P.M. and overtakes the stage that left about daylight.
P.F. Certificate Est. 2,000-3,000



- 10 **25c Blue**, cut into and horizontal crease, tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City, N.T. Sep 25" pmk, similar strike to right, pencil "110" route number crossed out and "64" above, original letter dated *Virginia Sept 25, 1863*

I have been up this morning on the hills to visit some of the mines and found it excessively hot and dusty. Until it rains this place will be almost intolerable.

As I wrote you yesterday I have made up my mind to settle here. I am satisfied that in one or two years I can make all the money we shall need and that afterwards we can live where we please.

P.F. Certificate Est. 2,000-3,000



- 11 **25c Blue**, complete to mostly large margins, scissors cut into design at right, tied to 3c Pink on White franked entire to Virginia, N.J. by blue "W.F. & Co. Sac. Messenger Feb 22" pmk, original letter dated *San Francisco Feb 22, 1864*

We had quite a pleasant trip over the mountains. Got to Placerville at 10¼ P.M. slept there till near 6 next morning and arrived at Sacramento in time for the steamer. I reached here Saturday night.

P.F. Certificate Est. 4,000-5,000

- 12 **25c Blue**, full margins except frame line touched at top left tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Sept 27" pmk, pencil "110" and ink "64" route numbers, original letter dated *Virginia City Sept 27 [1863]*

P.F. Certificate Est. 2,500-3,500



- 13 **25c Red**, full even margins, exceptionally deep rich shade, tied to 3c Pink on White franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Jul 1" pmk, pencil "37" and "65" route numbers, original letter dated Virginia July 1, 1864

So you came near having an adventure? What a pity you all missed it! If you had only been an hour or two later you would have been robbed and badly scared. Nannie would have taken it very quietly, Carrie would have been frightened and taken a big cry. Tommy would have looked on in amazement, and you would have got mad and called on Ned Eyre to shoot some of the rascals, wouldn't you? . . . Mr. Van Wyck and the Doctor were alarmed for the first story they heard was that the stage in which you were was robbed.

Very fine, P.F. Certificate Est. 4,500-5,500



- 14 **25c Red**, complete to full margins, brilliant deep shade, tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Jul 5" pmk, pencil "65" and ink "37" route numbers, original letter dated Virginia July 5, 1864, choice very fine, P.F. Certificate Est. 4,500-5,500



- 15 **25c Red**, full even margins, tied to 3c Pink on White franked entire to San Francisco by indistinct "W.F. & Co. Virginia City N.T." blue pmk, pencil "65" and "37" route numbers, original letter dated *Virginia* July 9, 1864 enclosing newspaper clipping about a "Secesh She-Devil" (Mrs. W.D. Fair) who was to murder the author six years later

He has had about 8000 ounces today from the Savage Co. and they want the bars at the Express Office before 9 O'Clock. It will hurry him, but it will pay.

Very fine, P.F. Certificate Est. 4,000-5,000



- 16 **25c Red**, full even margins, tied to 3c pink on white franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Jul 12" pmk, pencil "65" and "37" route numbers, original letter dated *Virginia* July 12, 1864

I was at his office yesterday and found him melting over some 9000 ounces brought in from the Savage. I think that Company is now giving him all their bullion.

Last night I spent a couple of hours in the Savage mine. It was good warm exercise.

Very fine, P.F. Certificate Est. 4,000-5,000



- 17 **25c Red**, cut to frame line at top, otherwise complete margins, tied to 3c pink on buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Jan 19" pmk, corner tear at top left, original letter dated Virginia Jany 19, 1865

I send you down today a package containing letters from Howard etc. As they will not go by pony you will not get them till Saturday night. I send them on the supposition that you do not start today or you would have telegraphed me.

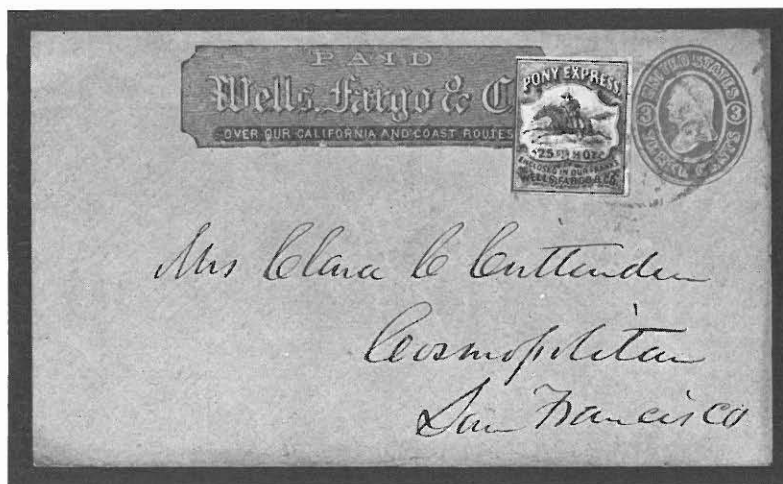
P.F. Certificate Est. 2,000-3,000



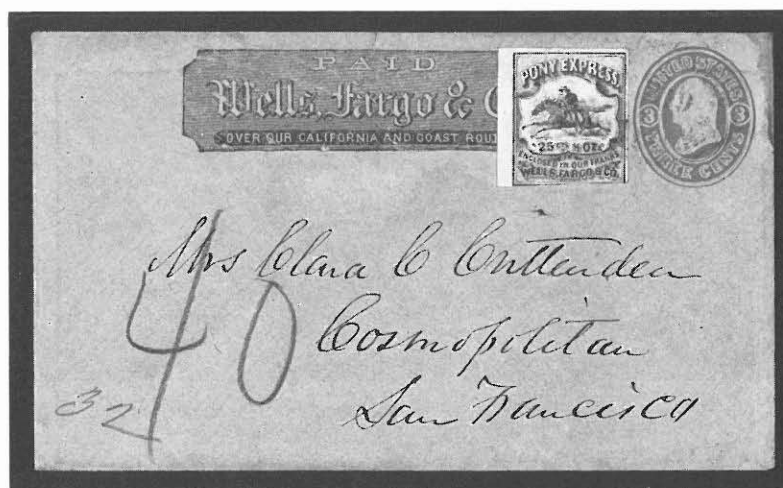
- 18 **25c Red**, side sheet margin example just cutting frame line at foot, tied to 3c pink on buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Jan 20" pmk, mk "32" route number, original letter dated Va Jany 20, 1865

I have only a moment before the pony starts.

P.F. Certificate Est. 3,000-4,000



- 19 **25c Red**, very close but clear at left, full margins other three sides, tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Feb 17" pmk, original letter dated *Virginia Feb 17, 1865*
I have just recds. yours of Feby. 13, but have not time to say much in reply, having been all day in court and having only a few moments to write before the pony leaves. This letter is more like yourself. It is kind in tone, however unjust it may be . . . Your letter of the 13th is full of Mrs. Fair and nothing else. I beg you to dismiss that subject from your thoughts.
 Fine, P.F. Certificate Est. 3,000-4,000



- 20 **25c Red**, left sheet margin copy, cut into at foot, tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Feb 19" pmk, pencil "32" and "40" route numbers, original letter dated *Virginia Feb 19, 1865* in addition to further mention of Mrs. Fair scandal.
Mrs. Johnston (Genl. A.S. Johnston's wife) wrote me a not a day or two ago saying she would like to see. Having no time I could not get to her house till this morning, when I went there and found that she was very much discouraged and dispared to give up her lease and go back to San Francisco with the idea of earning a support there in some other way then taking boarders. She thinks southern people here are afraid to live at her house. I could not tell her the truth that they feared to do so only because her house is badly kept.
 P.F. Certificate Est. 2,000-3,000



- 21 **25c Red**, full even margins, tied to 3c pink on white franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Jul 13" pmk, pencil "65" and "37" route numbers, small ink stain at top, original letter dated Virginia July 13, 1864
- Mr. V.W. and the Doctor well. Mr. V.W. has more bullion from the Savage this morning—2000 ounces.*
- Fine, P.F. Certificate Est. 4,000-5,000



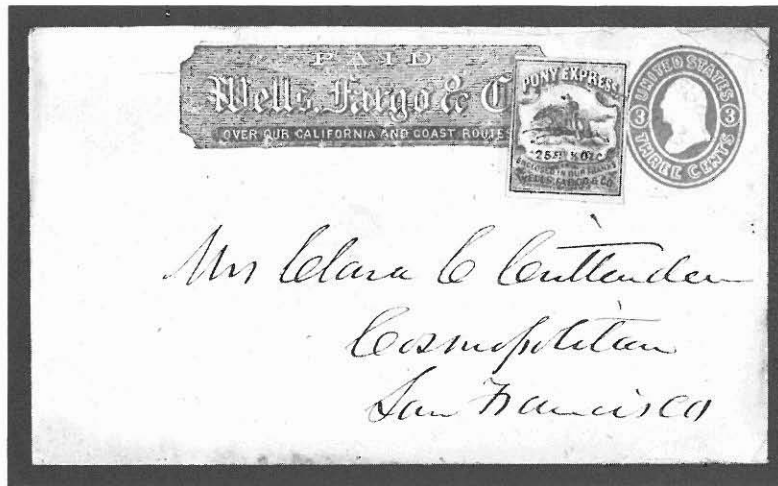
- 22 **25c Red**, full even margins, tied together with 3c Rose to 3c Pink on White franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Jul 14" pmk struck twice, pencil "37" and "65" route numbers, original letter dated Virginia July 14, 1864 and enclosed letter from son serving in C.S.A. army hence double weight, the only recorded example of 1861 issue used in combination with 25c red Pony
- I enclose you a couple of letters rec'd this morning—one from Churchill and one from Mrs. Bullock. The former you will no doubt be rejoiced to have as it shows you that on the 16th of June Churchill was well. I can't imagine how we are to write him . . . When you have read those letters burn them. They won't do to throw about . . . All well here, Mr. V.W. (son-in-law Vay Wyck) at work again this morning on 4000 ounces from Savage . . . Churchill's letter was postmarked "Cairo, Ill. June 23"*
- The enclosed letter from Churchill Crittenden, who was in the Confederate Army, is datelined Bolivar County, Miss. June 16, 1864. Taylor starts for the Miss. River to carry letters and by his hurry I am compelled to shorten my letter. I cannot tell you how to direct your reply. The best and surest and shortest way is via Baltimore. I saw your note to Aunt Mary Jolliffe dated Dec. 10, 1863 and this is the last I have heard from home by all routes.*
- Choice very fine, P.F. Certificate Est. 10,000-12,000



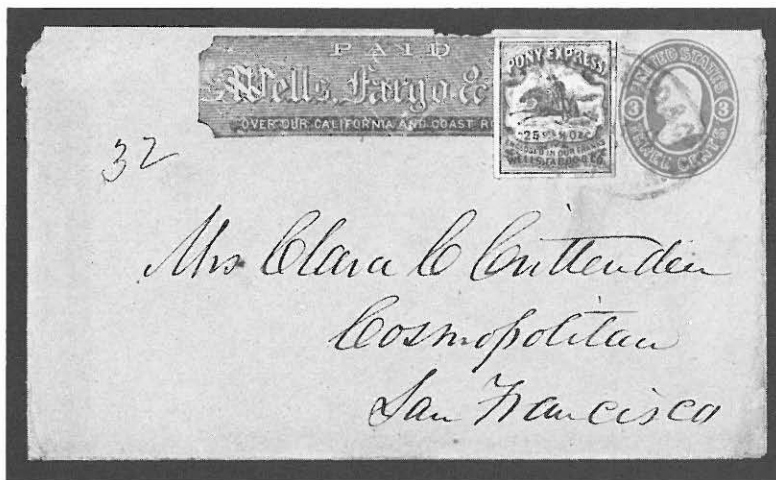
- 23 **25c Red**, complete to full margins, tied to 3c Pink on White franked entire, corner tear, to San Francisco by blue "W.F. & Co. Virginia City N.T. Jul 17" pmk, pencil "65" and "33" route numbers, original letter *Virginia July 17, 1864*, P.F. Certificate Est. 3,500-4,500



- 24 **25c Red**, full to large margins, boldly tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Jan 18" pmk, pencil "40" and ink "32" route numbers, original letter dated *Virginia Jan 18, 1865*
The Pioneer stages now arrive between 7 and 9 in the morning and will arrive earlier every day until another storm comes.
 Choice very fine, P.F. Certificate Est. 4,000-5,000



- 25 **25c Red**, complete to large margins, tied to 3c Pink on White franked entire, edge faults, to San Francisco, blue "W.F. & Co. Virginia City N.T. Feb 23" pmk, original letter dated *Virginia Feb 23* [1865], P.F. Certificate Est. 3,000-4,000



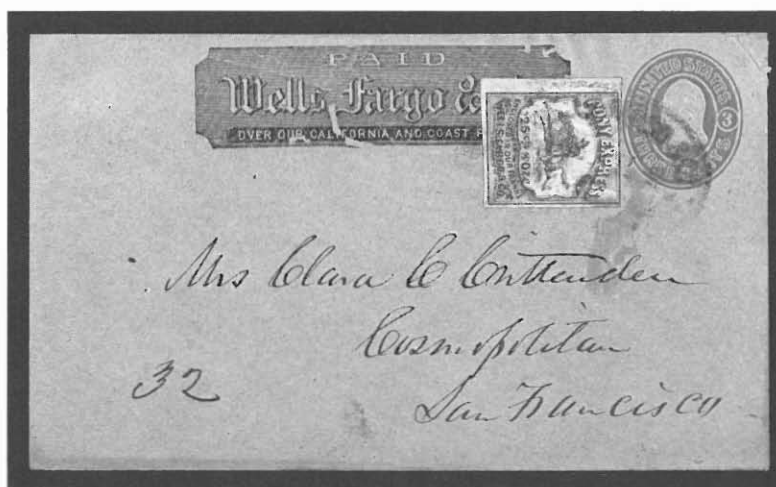
- 26 **25c Red**, full even margins, tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City Feb 26" pmk, ink "32" route number, opened irregularly at top, original letter dated *Virginia Feb 26, 1865*
It is Sunday and I have an hour for writing before the pony will leave . . . And I shall write to you by pony because the regular express is slow. The cost by pony is hardly so great as you suppose being for a single letter only 25 cts. more than by express . . . As it wants but a few moments of 1 O'Clock, at which hour the pony starts I must close this.
 P.F. Certificate Est. 3,000-4,000



- 27 **25c Red**, cut into frame line at left, complete margins other sides, tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City Feb 28" pmk, pencil "32" route number, edge discoloration and tear at top left, original letter dated *Va Feb 28, 1865*

The pony is about to start, and I can only send a line. I have just this minute finished a long speech to a jury and walked down to my office, tired to death, to send you a word, that you may know I am not dead and have not run off, nor been carried off by Mrs. F(air) or any other woman.

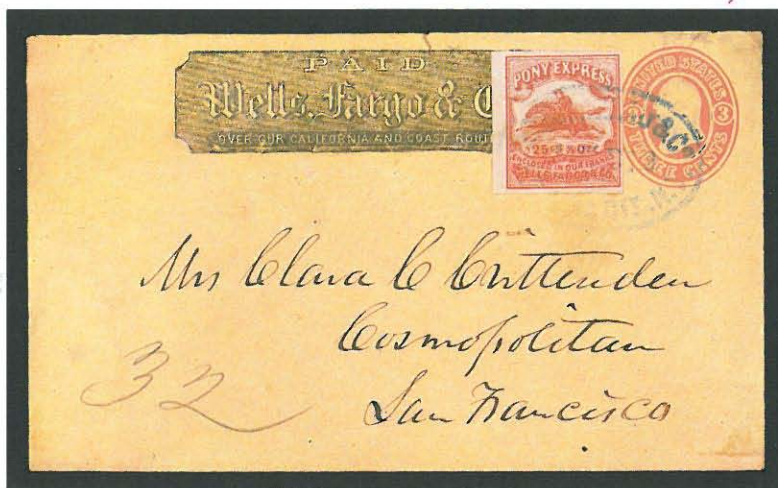
P.F. Certificate Est. 1,500-2,500



- 28 **25c Red**, left sheet margin example with complete to full margins other sides except just touched at top, tied to 3c Pink on Buff franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Mar. 2" pmk, pencil "32" route number, this is apparently the last day of use of the Virginia City Pony, original letter dated *Virginia March 2, 1865*

*Again I have just a moment to write before pony leaves and I write this at the express office.
Also included is a letter written the next day and original express entire.
The pony is stopped. So hereafter your letters will not reach you for 2 or 3 days after they are written.*

P.F. Certificate Est. 2,500-3,500



- 29 **25c Red**, left sheet margin example with full margins other sides, tied to 3c Pink on Buff franked entire, tiny tear at top, to San Francisco by blue "W.F. & Co. Virginia City Feb 12" pmk, pencil "32" route number, original letter dated *Virginia Feb 12, 1865*, very fine, P.F. Certificate Est. 4,000-5,000



- 30 **25c Red**, right sheet margin example with full margins other sides, tied to 3c Pink on White franked entire to San Francisco by blue "W.F. & Co. Virginia City N.T. Feb 22" pmk, ink "32" route number, original letter dated *Virginia Feb 22, 1865*
I still have not time to write to you at length as I hoped to do today-for they have changed the hour of starting the pony to 1 o'clock and it now wants but a few moments of that time.
 Very fine, P.F. Certificate Est. 4,000-5,000

TRIP TO CALIFORNIA & EARLY DAYS THERE

In early 1849, Crittenden set out for California with his brother-in-law, Alexander Jones, in a huge company of 200 or 300 men. They were in the van of the overland gold rush via the southern route. The route had not yet been fixed. The Crittenden party cut across southern Texas, dropped down into Mexico as far south as Chihuahua, veered northeast to Tucson, and then to San Diego.

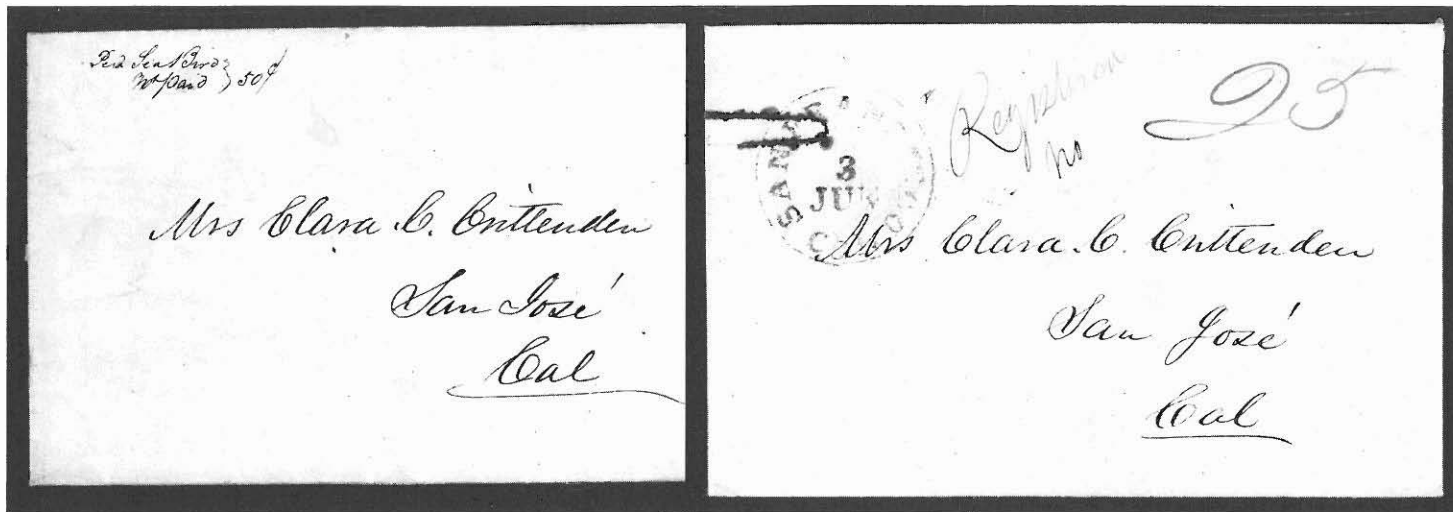
Throughout the trip Crittenden wrote letters to his wife in Brazoria, Texas. They present a fascinating record of the ways in which mail was sent back to the states. These included private carriage to the nearest U.S. settlement, use of the Mexican mails including the British Postal Agent at Vera Cruz, and carriage by non-contract ships from Mexican ports.



- 31 **San Felipe Tex Apr 12 1849** ms postmark and **Paid 5** on folded letter dated *Tuesday April 10* written as he was about to cross the Brazos
I am mounted on an excellent mustang pony which I shall probably ride all the way. I shall leave the waggon tomorrow and go on up the river to Washington thence to La Grange, where I shall overtake the crowd again.
 Very fine Est. 75-100
- 32 **Austin Texas April 25** triple circle cds and ms **5** on long folded letter written on the route to Austin and upon arrival
My own wish is to go with 100 or 200 men from Texas and to keep clear of the crowd. I hope it can be so managed. One thing is certain, unless I can go under circumstances which promise success, I will not go at all . . . Austin Sunday 22nd April - We encamped near town yesterday and in the afternoon I went into town. A very dusty, disagreeable town it is.
 Fine Est. 50-75
- 33 **San Antonio Txs May 19** brownish black cds and **V** handstamp on folded letter dated *Near Fredericksburg, May 2, 1849*, long descriptions of Mormantown, Fredericksburg, and the Indians
I took my seat on a barrel leisurely despatching my meal and amused myself observing the wild folks. The principal thing that struck me was that they were all very short, very fat and their faces very red with paint . . . They were decked off in every possible manner with beads, feathers, gold and silver ornaments etc. . . . As to distinguish between sex, when they were on their horses one could tell which was male or female from their equipment. They all ride alike. A side saddle would be an absurdity. But when they were on foot, it was impossible unless so much of the person was displayed as to remove all doubt. I think the women are a little uglier than the men.
 Fine Est. 75-100

- 34 **Brownsville Tx** Jan 14 blue cds and 10 rate on folded letter dated *Presidio del Norte June 8, 1849* discusses progress and losses due to cholera, P.S. dated *Chihua, American Hotel Nov 16, 1849* added by Alex Jones shows vagaries of the mail
Finding this letter left here, through the forgetfulness of the bar keeper, and having a private opportunity of sending it to Matamoros to be mailed. I have taken the liberty to open it, to add a few lines.
 About fine Est. 50-75
- 35 **San Antonio Tx** Nov 26 watery blue cds and V rate on folded letter dated *Presidio del Norte June 9, 1849*
I wrote yesterday by Chihuahua and write again today by some other route—I don't know what. There is very little chance of any letter from here reaching you . . . We leave in a day or two either for El Paso or for Yanos, passing within 60 miles of Chihuahua—I think the former. The latter is perhaps the best route, but we are afraid of difficulty with the authorities.
 Fine Est. 75-100
- 36 **New Orleans** red cds and matching **Ship 12** on two folded letters, both with **Vera Cruz** backstamps; the first dated July 6, 1849 from Chihuahua, part of address leaf torn away not affecting text
There was no wagon road to El Paso—the company broke up, one-half going to El Paso with pack mules, the other coming in this direction in search of a road to Yanos, and thence to Cooke's route. Such a route was reported but it did not exist.
 The second dated *Tucson-Sonora Aug. 18, 1849*
The road is crowded with emigrants. Within 20 miles of us there are not less than 100 or 150 wagons. The road is a great highway thronged with men, women and children.
 Fine Est. 100-150
- 37 **Mobile Ala** Aug 21 red cds and matching **Ship 10** on folded letter dated *Chihuahua July 17, 1849*, **Vera Cruz** April 15 Mexican bkst and British Post Office **Vera Cruz Apr 16 1849** cds where it entered British mails and received clear crowned **Paid at Vera Cruz** and ms **1-shilling** for treaty rate by mail steamer, choice very fine Est. 500-600
- 38 **San Diego Cal** Nov 3, 49 manuscript postmark and 40 rate on folded letter dated Oct 3, 1849
I write from a ranch 30 miles East of Pueblo de los Angeles . . . I hear the letter may be sent on from here by San Diego in a day or two . . . We have traveled over 2,000 miles and have still 600 before us . . .
 A very early example of San Diego, edge worn, fine. Est. 400-500
- 39 **San Francisco Cal** Nov 15 cds and boxed 40 handstamp on long folded letter dated *Pueblo de los Angeles Oct 12, 1849* which recounts the journey from Chihuahua including the crossing of the Colorado
Gold is just as abundant as was reported. Money is plenty as dirt, everything promising. I tell you, old woman, I shall make a fortune here . . .
 Edge worn and stained Est. 40-50
- 40 **San Jose Cal** 27 April manuscript postmark and **Paid 40** on folded letter dated 1850 to Richmond, Va., already in the Cal. legislature
The legislature adjourned on the 22nd and I leave for San Francisco on the 27th having remained here a few days to arrange my business and write letters and send documents to my constituents whom I shall not meet for some months.
 File folds and somewhat discolored Est. 150-200

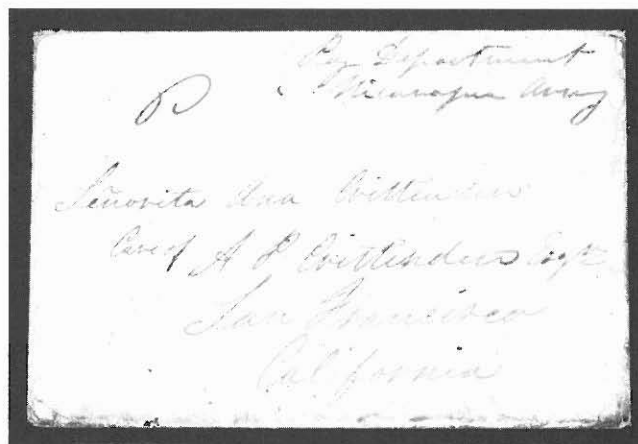




- 41 **Per Sea Bird Not Paid 50¢** manuscript endorsement on folded letter to San Jose dated *Los Angeles Oct 9, 1852*, the Sea Bird was a coastal trading vessel which apparently also operated as an unrecorded mail express
Write be return of the steamer—that is sit down and write at once.
 Also a second folded letter dated **Oct 21** per **Capt. Halleck**, master of the Sea Bird, and a folded letter of Oct 26 which verifies that letter went by Sea Bird, an interesting study in private mail carriage, very fine Est. 400-500
- 42 **San Francisco Cal 3 Jun** cds and manuscript **Registered 25** for 5x rate on cover to San Jose, original letter dated 1852
I will enclose in this as much gold as it can conveniently carry for want of banknotes—it is not easy to make remittances by letter.
 Some bleaching at top and stain at left, very early registered usage from California Est. 150-200
- 43 Balance of early California correspondence; Dec, 1849 to Sept, 1852, 48 folded letters 32 bearing postmarks including **Steam Ship** (2), **San Francisco 40** (6), **Sacramento** and **San Francisco**, letters give a graphic account of the period including several that discuss major fires in San Francisco and handling of mail, a sample excerpt follows
I sailed from San Pedro, the Port of Los Angeles, on the 26th Nov. on a schooner with 75 passengers. I can hardly give you any description of the region which would carry any idea of it. It is the wonder of the age, a perfect Babel. The Port [San Francisco] is crowded with shipping from every quarter of the world and people of all nations and tongues are streaming through the streets of the city in a tumultuous and never ceasing tide . . . There is hardly a shelter for the head so the inhabitants, though the hills around are whitened with tents. Goods of every kind are piled up in the streets, exposed to the weather, and wherever a shelter of five feet square can be found there is an establishment for selling something . . . One of the first things I did after landing was to go to a Post Office. I found at least 200 persons waiting for their letters. They . . . went upon the principle of first come first serve. There was no chance of getting to the window by waiting even all day . . . I gave it up in the deepest despair . . .
 A fine historical lot, some water damping Est. 1,000-1,500
- 44 Correspondence of 36 covers or entires, all with original letters, and 25 additional letters from San Francisco to Indiana or New York, most of the covers franked with 10¢ 1857's, #31(2), #32(16), #33(5), #34(1), and #35(13) and several forwarded with 3c stamps or due, a very comprehensive run of sailing dates for the period and a couple overland, several letters discuss steamers and daily life
(April 4th, 1858) The Opposition Line is discontinued. The Sierra Nevada advertised for tomorrow is withdrawn.
 Condition varies but generally fine with many interesting usages Est. 1,500-2,500
- 45 **J. Bamber & Co Contra Costa Express Paid** bold black postmark tying 3c Dull Red (#11) to cover to Alameda Co, original letter dated San Francisco Aug. 22, 1860, cover torn roughly in opening, very fine strike Est. 75-100

THE NICARAGUAN EXPEDITION

A. P. Crittenden was the attorney to, and a financial supporter of Col. William Walker, who with a filibustering force of 62 men, including Alexander Jones, sailed from San Francisco to Nicaragua in May, 1855 in an attempt to control that country. Originally supported by C. Vanderbilt and the Accessory Transit Company, Walker soon controlled the country and was elected President in June, 1856. When Walker switched allegiance to the Nicaragua Transit Company, Vanderbilt successfully conspired for his downfall. Walker surrendered to the U.S. Navy in May, 1857.



- 46 **Pay Department Nicaraguan Army** manuscript endorsement and matching **P** (aid?) on cover to Annie Crittenden at San Francisco, original letter from Alexander Jones dated *Pay Department, Grenada, October 27, 1856* while with Walker Expedition

I am going to San Juan del Sur in a few days to meet your father [A. P. Crittenden], whom I expect on the next Steamer. I have not been out of the City since my return, excepting twice. Once about 2 miles around the City when in command of the night police; and once 10 miles up the lake after 10 o'clock at night on a scout of my own getting up.

The only recorded cover from this campaign Est. 500-700

WELLS, FARGO EXPRESS COVERS

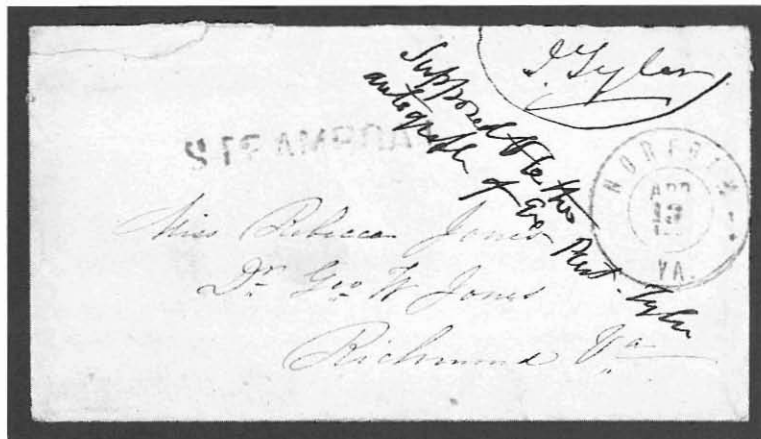
There are more than 350 Wells, Fargo & Co. printed envelopes and their enclosures. Most were written by Alexander Parker Crittenden from Virginia City, Aurora, Carson City, and San Francisco, and are dated from 1861 to 1867. Many of the letters touch on the overland mail, raising money for Confederate prisoners, smuggling mail to and from the Confederacy, building the telegraph to the Comstock Lode, and the Indian War of 1864 which for a time stopped all overland communications with the East.

- 47 **3c Ultramarine** (114, faulty) tied to 3c Pink on White franked entire to Richmond, "W.F. & Co. San Francisco" blue oval pmk and mostly readable. **Cent. Pacific R.R.** cds, arrival bkst. Est. 100-150
- 48 **Wells Fargo & Co.**, group of over 375 franked entires (U2/U60) nearly all with original letters, mostly 1861 issue but a few earlier and some 1864 issue, incl. five with additional 3c 1861's, used primarily from Virginia City N.T. but incl. San Francisco, Genoa, Aurora, Hamilton Nev, Carson City, etc, fascinating letters dealing with mining, politics, mail stages, telegraph, steamers, fires, etc, condition varies, generally fine Est. 1,000-1,500

CSA to USA LETTERS

Many of these letters refer to smuggling mail from relatives in the Confederate Army to the family back home. One example is included with the Virginia City Pony Express covers.

It is somewhat frustrating to deal with this group for two reasons. First, someone who was ignorant of their significance has separated many of the letters from their covers. The covers have apparently been sold separately, no doubt at a small fraction of their true value, since the covers alone show normal transmission from one northern town to another. Only the accompanying letters will verify that they in fact originated in the Confederate States and were smuggled into the north, where they entered the mail.



- 49 **Norfolk Va Apr 13 1861** Blue cds and matching **Steamboat** on cover to Richmond franked by **J. Tyler** as ex-President, original letter from Nannie Tyler dated at Sherwood Forest

What is going on new in Richmond? The Legislature has adjourned, and it is thought the Convention will soon; and what will Virginia do? I wonder! We are in a terrible fix I think.

Cover tear at top and ink note added at a later date

Est. 75-100

- 50 **William Jones**, group of four letters, Los Angeles June 21, 1861 describing his attempt to hook up with Gen. A.J. Johnston's party, important letter from *Mesillia, Ariz August 9, 1861* giving description of Texan troops driving Federal forces from Arizona

We arrived at this place a week ago today, and with some fear of being arrested by the U.S. authorities, camped about five miles off. Our fear of being arrested was caused by an Express which was sent off, we found out the day before we left Tuscon, saying who we were and where we were bound and advising our arrest. As there were seven or eight hundred of U.S. troops stationed at Fort Fillmore only a few miles from this place we should of course, have stood no chance, could they get at us. You can't imagine our relief when, the morning after we arrived a company of mounted rugged Texans came riding up to camp and informed us that Col. Baylor with a force of three hundred Texans had whipped the Federal forces eight hundred strong, taking the whole of them prisoners, Fort Fillmore, and thousands of dollars with of ammunition, arms, provisions, etc. . . .

Jackson, Miss. Nov. 14, 1862 letter mentioning mail service and battles of Shiloh and Vicksburg July 7, 1863 letter about the fall of Vicksburg

Est. 150-200



- 51 **Droege Oetting & Co. Matamoros** blue oval bkst. on cover to San Francisco in care of Col. Grayson, Mazatlan, Mexico, sent from *Corpus Christi, Texas* June 20, 1863 under cover to Matamoros, **Forwarded by Oetting & Co. Colima**, hs. where it entered Mexican mails and received hs "1" rate, ms "Forwarded by A.G. Grayson from Mazatlan" pencil note at top "Dear C-I got this from a man to whom it was given by Mich Gray who just arrived on ship 45 days -S.H." original letter from Alex Jones details mail difficulties and military duty, also an enclosure giving mailing instructions with address
It has been several months since I have heard from you. I fear Col. Langstrom's leaving Monterey for Europe is the cause of it, & that the same cause may prevent your receiving my letters. I shall send this under cover to Droege Oetting & Co. Matamoros, to be forwarded, & hope it will reach you. At present I think you had better get Col. Grayson at Mazatlan to forward your letters to me through Droege Oetting & Co. Matamoros.
 probably a unique usage, soiling Est. 3,000-4,000
- 52 **Churchill and James Crittenden**; five letters and two notes from the former and twelve from the later dated between June 30, 1861 and Jan 30, 1864; well written letters describing their running of blockade to help the C.S.A., several battles incl. Mechanicsville where James was wounded, mail handling, etc., also a few letters involving the attempt to reclaim Churchill's body, fascinating account of California Confederates
[April 13, 1862] On the 4th of April I parted with brother Churchill in Havana and set sail in the schooner Surprise. Capt. Wilson to run the blockade. On the 6th the Federal war steamer Chuyler of eight thirty two's boarded us while some thirty miles off Cuba.
[March 20, 1863] The Yankees hung out a number of white flags, but when our men (Duke's Regiment of Gen. Morgans command) came unsuspectingly to receive their surrender they fired upon them killing several and wounding a number. Our men being roused to madness went in pistol in hand and slew the Yankees without giving quarter. Some two hundred Yanks bit the dust and thus paid the penalty awarded to all treacherous foeman.
 some water damping Est. 400-500
- 53 **Alexander Jones**, group of five letters dated from Texas between June, 1861 and June, 1864, the letters deal in great detail with sending mail by various routes to get to California as well as army hospital at Fort Brown
I must write to you now . . . though I believe there is but a slight chance of the blockade of the Southern Ports by that old abolitionist fool and humbug (Lincoln). We have not had a paper mail from New Orleans for a month, as only letters for this part of the world are now brought by the tedious slow overland mail on horseback . . . If this ever reaches you, do write me at once in reply . . . Even if you have to send you letter to me through Mexico to Matamoros. In case you cannot send me a letter by a more secure rout, direct to the care of Henrique Schreck, or Don Henrique Serechi Merchante, Matamoros, Mexico . . .
 excellent documentation of mails through Mexico and by blockade runner Est. 75-100



- 54 **Baltimore Md Jun 10** blue cds tying 10c Green (#68) pair to cover to San Francisco, original letter from Churchill dated *Grenada, Miss April 21, 1864*
It is about three weeks since I wrote you word of how James and myself were and where we were. In my last I stated that I had obtained assistance through a Lady in Maryland. This same will be returned by my friend as soon as possible . . . I had but one regret in accepting this duty namely, it compells me to be absent from Gen. Lee's Army during the severest struggle that we will know during the war . . . I will give you all the news about the Army that it will be prudent to write. There never has been a time since this war commenced when—Gen., soldier and Government were so confident of a successful termination to the coming Campaign. With Genls. Lee and Joseph E. Johnston and President Davis at the head of affairs we need entertain no fears of a serious calamity.
 an unusual smuggled thru the lines usage, cover and stamp faults from rough opening Est. 300-400
- 55 **Howard Crittenden;** group of forty eight letters written between 1864 and 1866 while en route to and at college in Saxony, several mention meetings with Southern sympathizers in London and Paris
On board the English Steamers I lived miserably, on board of the Seine I formed the acquaintance of two Southern men—Col. C. Carroll Hicks of South Carolina—who had just been banished from the U.S. for the duration of the war under penalty of Death, if he ever returned to either of the Confederacies—he was the Captain of the Privateer "Retribution", but formerly commanded a Georgian Regiment—the other gentleman is Dr. Fall of Mississippi an old man who comes to Europe for his health
 as well as mail transportation, interesting group, some water damping Est. 75-100
- 56 Balance of correspondence; several hundred folded letters and a few covers from various family members, a few from the 1830's, several from Texas including an 1860 letter from Alex discussing the end of the Cortina wars
We have had pretty desperate times here, caused by the marauding desperado Cortina and his band of guerillas, but the regular troops and rangers, have driven him to the other side of the river, and this place is looking up again.
 several from California and Nevada Territory dealing with fires, mining, etc, and a few about the murder of Parker at the hands of an ex-lover who was later acquitted
Pa went over on the next boat and Mrs. Fair went over on the same boat, in disguise and without Pa's knowledge. Pa came off the boat and met us on the wharf and escorted Ma on board. Mrs. Fair watched where Pa sat down and waited until I went down to attend to the baggage, when she walked up to Pa and saying something drew a pistol and shot him in the right side, he sat still a minute as if stunned and then slid down upon the deck insensible.
 some water damping, a rich lot for the historian/student Est. 200-300



RICHARD C. FRAJOLA, INC.
Moody Lane
Danbury, CT. 06810
Telephone (203) 792-5374

THE CRITTENDEN CORRESPONDENCE

Public Auction • October 23, 1981

RICHARD C. FRAJOLA, INC.

Prices Realised exclusive of 10% buyer's premium

LOT#	PRICE	LOT#	PRICE
1	4250	25	2400
2	2800	26	2800
3	11500	27	1450
4	2600	28	5250
5	3000	29	4250
6	5000	30	4500
7	1700	31-39 (CB)	10500
8	4000	40	325
9	2300	41	1500
10	1800	42	250
11	2900	43	2400
12	2400	44	1600
13	6500	45	325
14	7250	46	1800
15	5000	47	135
16	4000	48	5500
17	3000	49	850
18	2800	50	700
19	2600	51	4000
20	2200	52	575
21	2900	53	400
22	13500	54	475
23	3250	55	550
24	6500	56	1600

SALE TOTAL \$157,885