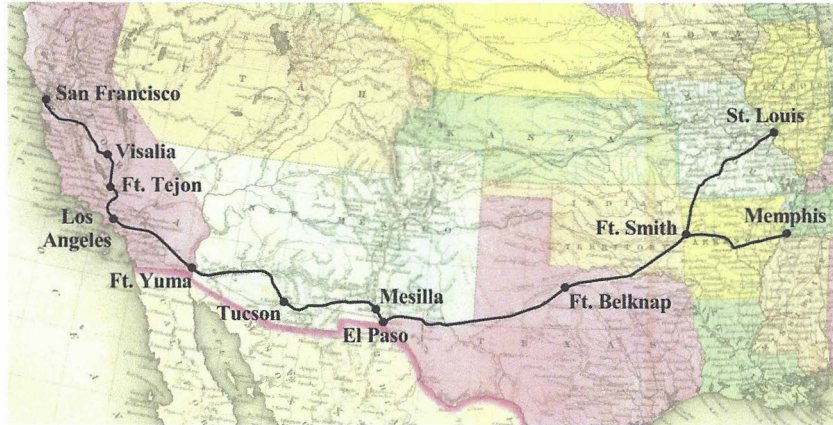


Mails of the United States

"Via Los Angeles" Directives for Mail to be sent on Southern Route



Covers intended to be carried on the Southern Overland mail route were to bear an endorsement or designation to indicate the sender's preference for the route. On mail originating in California these typically included words such as "Via Los Angeles" or similar. Stagecoach illustrated envelopes were produced with route directives which served the same function. A special "Overland" handstamp was also used by some postmasters and is primarily found on mail received in transit.



Overland, San Francisco, Via Los Angeles and St. Louis to New York

four-horse stagecoach illustrated directive, pennants for St. Louis and New York, printer imprint of "Boyd"

June 1859 use from San Francisco to New York, prepaid 10¢ with 3¢ and 1¢ adhesives

Mails of the United States

"Via Los Angeles" Directives for Mail to be sent on Southern Route



Per Overland Mail Stage, via Los Angeles, four-horse stagecoach illustrated directive

George B. Hitchcock, Stationer, Sansome St., San Francisco imprint

October 1860 use from San Francisco soldier at Fort Craig, New Mexico Territory, prepaid with 3¢ adhesive forwarded to Stone Wall Mill, Virginia Fort Craig postmark and manuscript 3¢ due



Per Overland Mail Stage, via Los Angeles, four-horse stagecoach illustrated directive

J.E. Damon, Bookseller and Stationer, 102 Com'al St. imprint

April 1860 use from San Francisco to South Dennis, Mass., prepaid with 10¢ adhesive

Mails of the United States

Overland Mail Via Los Angeles Directives for Butterfield Route



OVERLAND MAIL, VIA LOS ANGELES directive on cover with framed train illustration

4 June 1860 San Francisco use to Bremen, Germany, prepaid 30¢ rate

the only reported example of this design used from California and a rare use of any design to Europe



OVERLAND MAIL STAGE, VIA LOS ANGELES four-horse stagecoach illustrated directive

used from San Francisco, CA to Francestown, NH

Mails of the United States

"Via Los Angeles" Directives for Mail to be sent on Southern Route



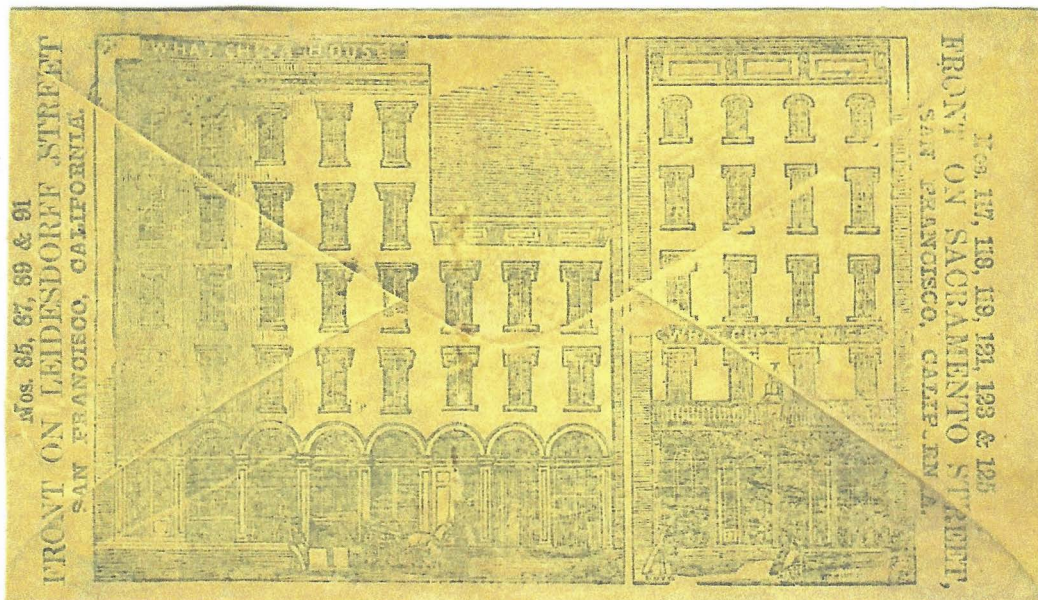
**Per Overland Mail Stage, Via Los Angeles, In Hope of the (train) illustrated propaganda and directive
March 1860 use from Benicia to Massachusetts, prepaid with 10¢ adhesive
"Published by Hutchings & Rosenfield" imprint**

Mails of the United States

"Via Los Angeles" Directives for Mail to be sent on Southern Route



Per Overland Mail Stage, Via Los Angeles, In Hope of the (train) printed rebus directive
September 1859 use from San Francisco to Massachusetts, prepaid with 10¢ adhesive
reverse images of "What Cheer House" showing facades on Sacramento Street and Leidersdorff Streets
a unique combination of combination of advertising, propaganda and a directive on a single cover



Mails of the United States

"Via Los Angeles" Directives for Mail to be sent on Southern Route



Overland Mail, Via Los Angeles, train illustrated directive
August 1859 use from San Francisco to Ohio, prepaid with 10¢ adhesive



Overland Via Los Angeles, From E.S. Howell, San Francisco, blue text imprint of a stationer
May 1860 use from San Francisco to Rhode Island, prepaid with 10¢ adhesive

Mails of the United States

"Via Los Angeles" Directives for Mail to be sent on Southern Route



Overland Mail, via Los Angeles, blue typeset, press-printed directive on double weight cover
December 1859 use from San Francisco to Factoryville, NY, prepaid with pair 10¢ adhesives
forwarded 30 days later from Factoryville to New Orleans, LA with pair 3¢ adhesives



Overland Via Los Angeles, red oval handstamped directive on cover
December 1859 use from Camptonville, CA to Maine, prepaid with 10¢ adhesive

Mails of the United States

"Via Los Angeles" Directives for Mail to be sent on Southern Route



Overland Mail Via Los Angeles, three line printed directive, an early use of printed directive
June 1859 use from San Francisco to Massachusetts, prepaid with 10¢ Nesbitt entire



Overland Mail, Via: " Los Angeles" two line printed directive on cover to Connecticut
November 1859 use from San Francisco, prepaid 10¢ with 1857 issue adhesives

Mails of the United States

"OVERLAND" Post Office Applied Directives

OVERLAND

San Francisco type 1.

OVERLAND

San Francisco type 2.

The San Francisco post office introduced a special straight-line "OVERLAND" auxiliary handstamp in 1859. Markings applied prior to January 23, 1861 can be interpreted as meaning: "This letter was received too late to catch the mail steamer departure from San Francisco and is being sent by the Butterfield overland mail instead."

Two types are known as shown above. Type 1 with dropped "R" is known used from October 4, 1859 until May 1860 and type 2, with "LAND" dropped is known used from September 6 to October 26, 1860.



14 October 1859 Don Pedros Bar, California to Massachusetts, prepaid 10¢ with adhesives
San Francisco "OVERLAND" handstamp, type 1, applied in transit
the earliest reported example of a post office applied directive

Mails of the United States

"OVERLAND" Post Office Applied Directives



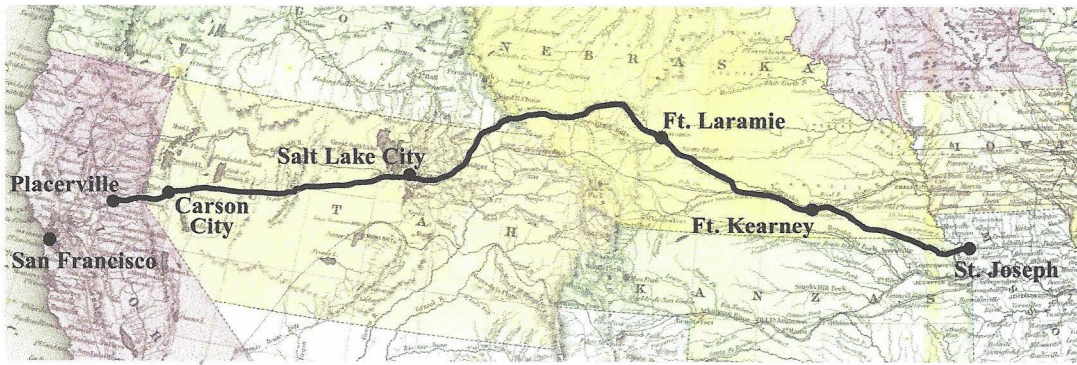
September 1860 San Francisco to Locarno, Switzerland, prepaid 35¢ with adhesives
San Francisco "OVERLAND" handstamp, type 1, applied in transit, carried by Prussian Closed Mail



September 1860 San Francisco to Boston, prepaid 10¢ rate with pair 5¢ type II adhesives
San Francisco "OVERLAND" handstamp, type 2, applied in transit

Mails of the United States

"Via Placerville" Directives for Mail to be sent on Central Route



Map showing the Central Overland Route between Placerville, California, via Carson City, Nevada and Salt Lake City, to St. Joseph, Missouri.



Overland, Via Placerville & Salt Lake, six-horse stagecoach illustrated directive "Published by Randal & Co., Marysville" imprint, variant design with different font December 1860 use from Carson City, Utah Territory to Maine, before creation of Nevada Territory prepaid 10¢ in cash, two reported stage-coach illustrated covers from Nevada

Mails of the United States

Via Placerville" Directives for Mail to be sent on Central Route

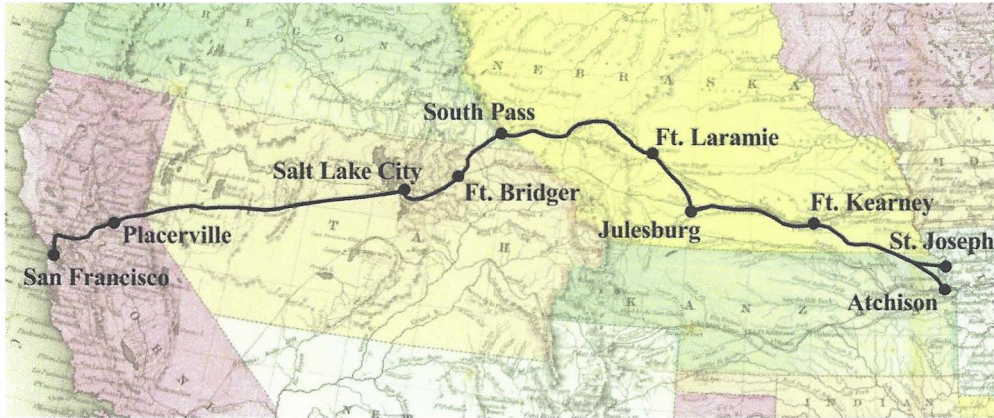


Per Overland Mail, Via Placerville & Salt Lake Hurrah! But we must have the (train)
rebus with train and mountain illustration, "Published by Hutchings & Rosenfield, San Francisco" imprint
October 1859 use from San Francisco to Virginia, prepaid with 10¢ adhesive

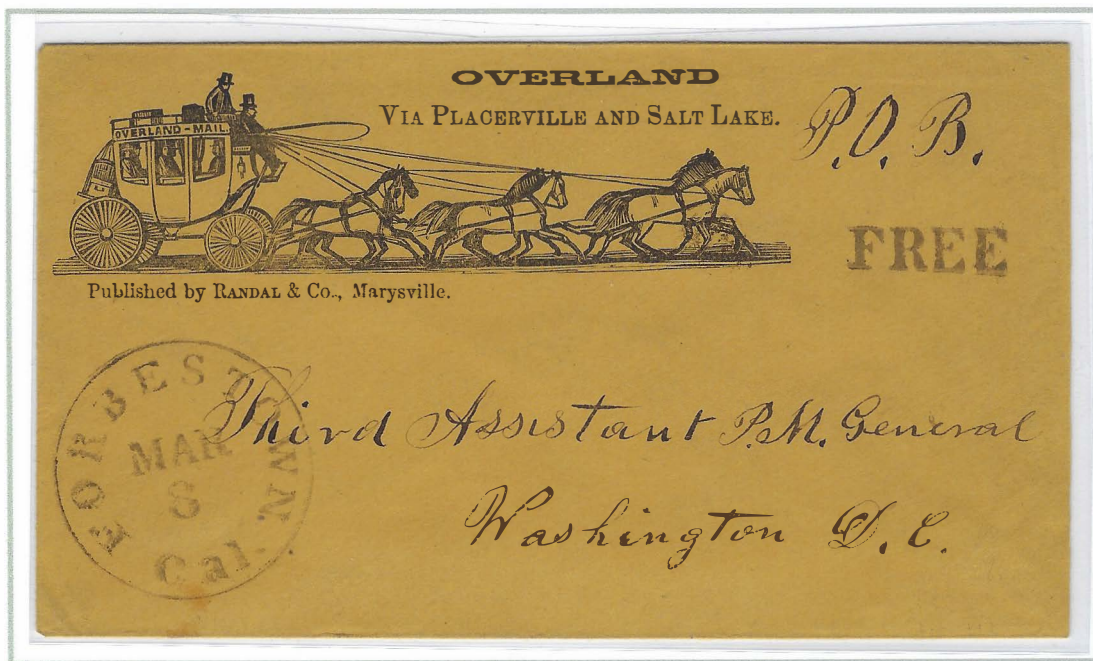
The last eastbound mail successfully carried on the southern route departed San Francisco on March 27 and arrived at St. Louis on May 1, 1861. From 1 July 1861 the first contract "Daily Mail" was sent by the Overland Mail Company (OMC) over the Central Overland route between California and Missouri.

Mails of the United States

"Via Placerville" Directives for Mail to be sent on Central Route



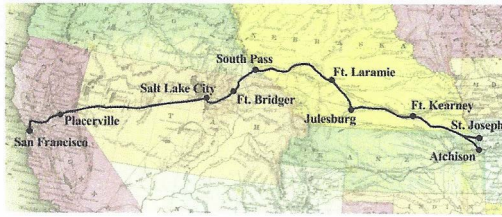
Covers intended to be carried on the Central Route which connected Placerville, California and Missouri were to bear an endorsement or designation to indicate the sender's preference for the route. Prior to the 1 July 1861 inauguration of a "Daily Mail" sent over the Central Overland route, the Pony Express had "proved" the viability of the route as an all-seasons route.



Overland, Via Placerville & Salt Lake, six-horse stagecoach illustrated directive
"Published by Randal & Co., Marysville" imprint
March 1860 use from Forbestown, California to Maine, Post Office Business Free

Mails of the United States

"Via Placerville" Directives for Mail to be sent on Central Route



Covers intended to be carried on the Central Route which connected Placerville, California and Missouri were to be bear an endorsement or designation to indicate the sender's preference for the route.



Overland, Via Placerville & Salt Lake, six-horse stagecoach illustrated directive by Randal, Marysville
December 1859 use from Oroville, California to Maine, prepaid with 10¢ adhesive



Overland, Via Placerville & Salt Lake, design as above but changed to via Los Angeles & St. Louis route
April 1860 use from Marysville, CA to New York, prepaid with 10¢ adhesive

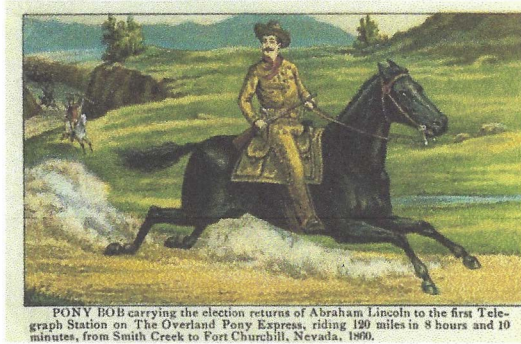
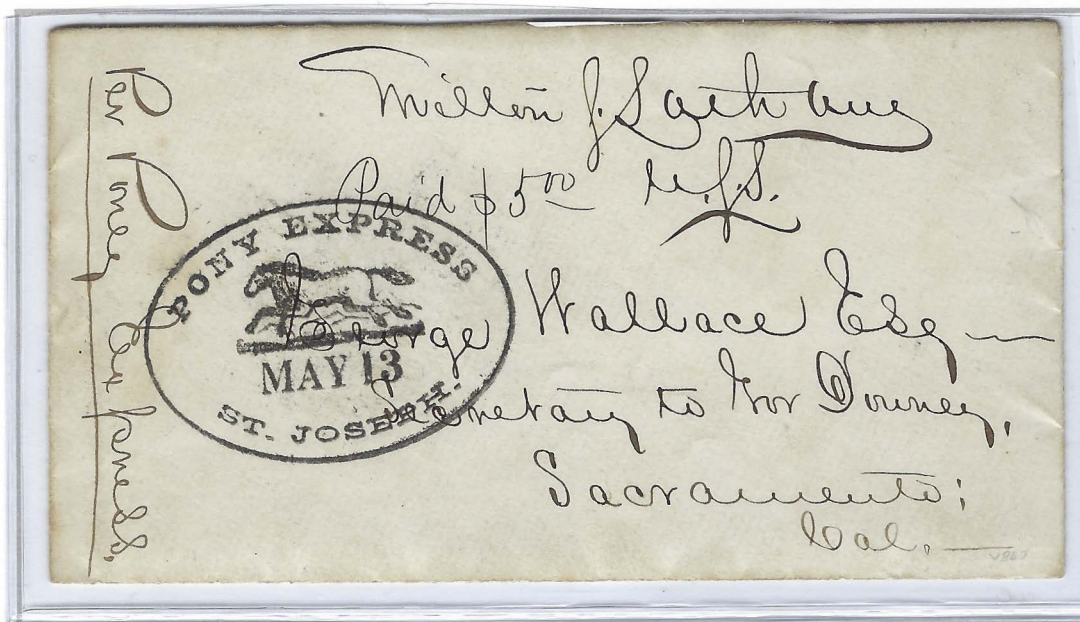


Image and text below from "Legends of America" website.

Bob Haslam is credited with having made the longest round trip ride of the Pony Express. He received the eastbound mail at Friday's Station (now in Nevada) during a time when the Paiute Indians were on the warpath. When he arrived at the Carson River, 60 miles away, he found that the settlers had seized all the horses at the station .. He went on to Buckland's Station 15 miles farther. Here, his relief rider ... refused to take the mail. ... Pony Bob was in the saddle again. and after 190 miles in the saddle, turned the pouches over to J. G. Kelley at Smith's Creek.

After a rest of nine hours, he retraced his route with the westbound mail. At Cold Springs he found that Indians had raided the place, killing the station keeper and driving off the horses. He rode his jaded animal across the 37 mile interval to Sand Springs, got a remount, and pressed on to the sink of the Carson River. Afterward, it was found that during the night he had ridden straight through a ring of Indians who were headed in the same direction in which he was going. Finally he reached Buckland's Station, without a mishap and within four hours of the schedule time. The 380-mile round trip was the longest on record for the Pony Express.

Carried on the Westbound Leg of "Pony Bob" Haslam's 380 Mile Ride

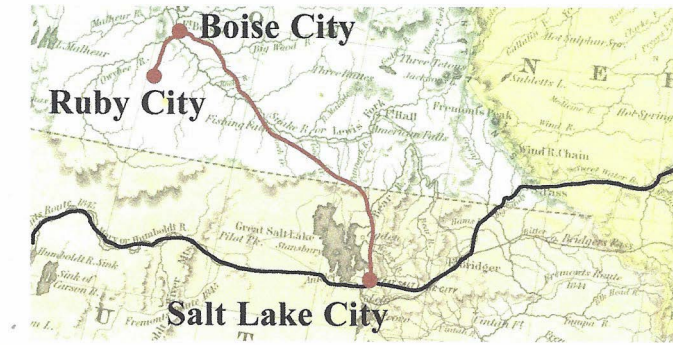


- 8 May 1860 Washington, D.C. letter and cover from Senator Milton Latham to Sacramento, California sent free under cover by US mails to St. Joseph having been prepaid \$5.00 for the Pony Express fee at origin
- 13 May 1860 St Joseph, Missouri pony express departure datestamp (westbound trip at 8:00 AM)
- 21 May 1860 arrived Sacramento at 11:30 AM with 10 letters for local delivery

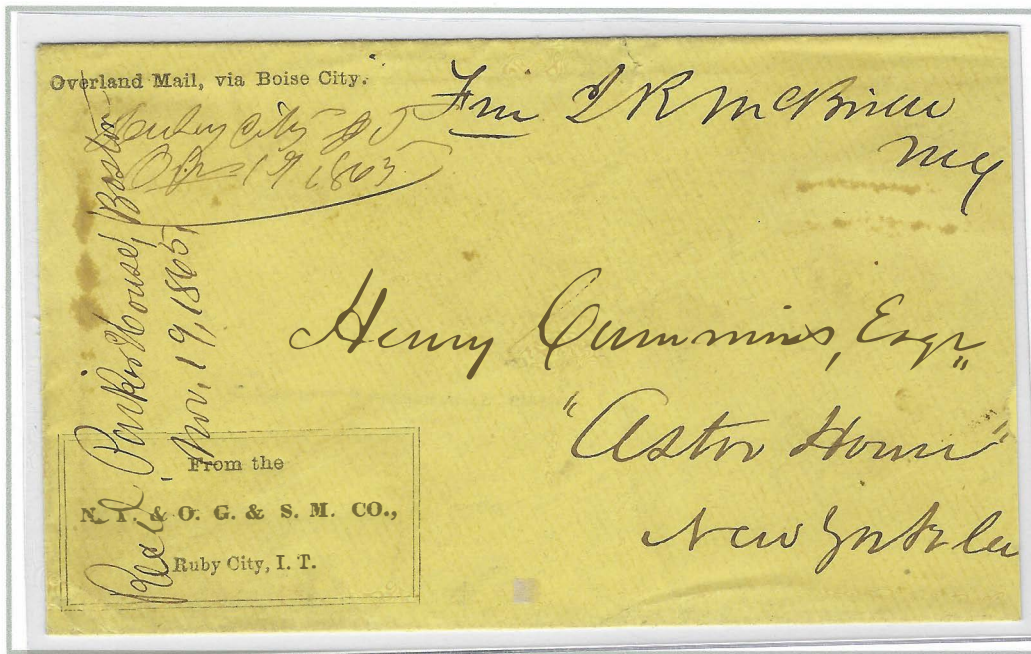
the only reported example

Mails of the United States

"Via Boise City" Directive for Mail to be sent on Central Route



Map showing route from Ruby City, via Boise City, to Salt Lake City. Holladay Overland Mail and Express Company held the mail contract for the portion of the route between Boise City and Salt Lake City where it connected with the daily overland mails.

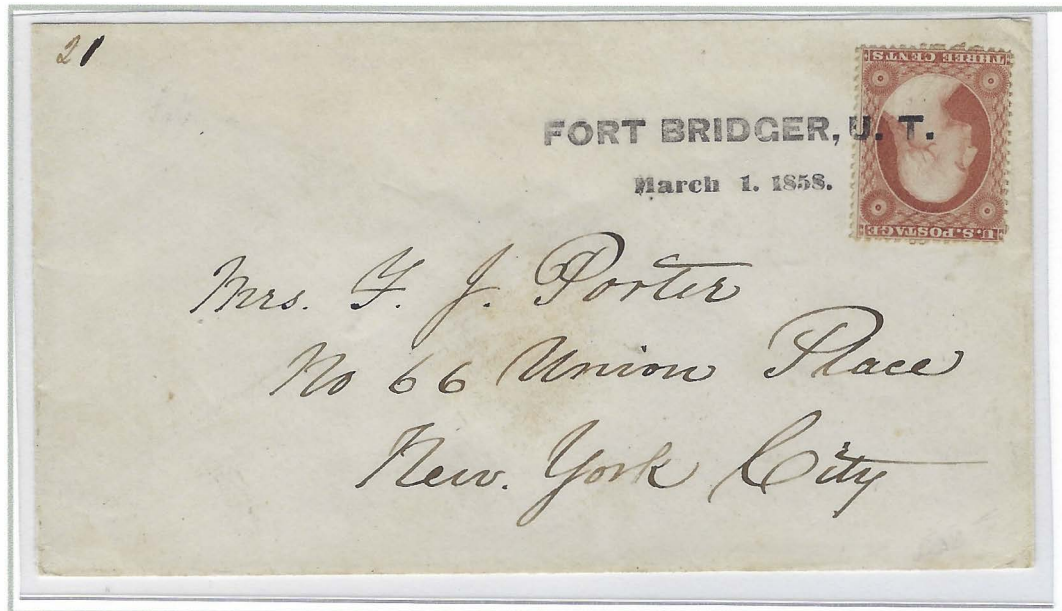


Overland Mail, Via Boise City, printed directive on cover to New York City boxed corner card with "From the New York & Owyhee Gold & Silver Mining Co." October 1865 Ruby City Idaho Territory to New York City, free frank of John B. McBride, M.C. carried in U.S. mails by Joseph Leach to Boise City, thence on the Central Overland route

John McBride served as a Member of Congress from Oregon at-large district from 1863 to 1865. In 1865 President Lincoln appointed him to serve as the chief justice of the Idaho Territory. McBride continued to practice law in Boise, Idaho, Salt Lake City, Utah and Spokane, Washington.

Mails of the United States

Wyoming as Utah Territory



1 March 1858 Fort Bridger, Utah Territory, from Genl. Fitz Porter to his wife in New York City prepaid with 3¢ adhesive, two known examples, this the only one with an adhesive

Fort Bridger was established by James Bridger, the well-known fur trader, explorer, army scout and emigrant guide, and his partner Louis Vasques in 1843. It is located on Blacks Fork of the Green River, at the present town of Fort Bridger, in southwestern Wyoming. Fort Bridger and Fort Laramie became the two most important trading posts on the overland trails to California and Oregon.

During the so-called Mormon War in 1857, the Mormons burned the original fort to keep it out of the hands of the federal troops. Shortly thereafter Col. A.S. Johnston seized the burned out fort and took possession in the name of the U.S. Government.

A Post Office was established at Fort Bridger on August 6, 1850, while in Nebraska Territory although this territory was not officially formed until 1854. The Post Office was discontinued June 9, 1857 but it was reopened on August 6, 1858 under Utah Territory administration.