

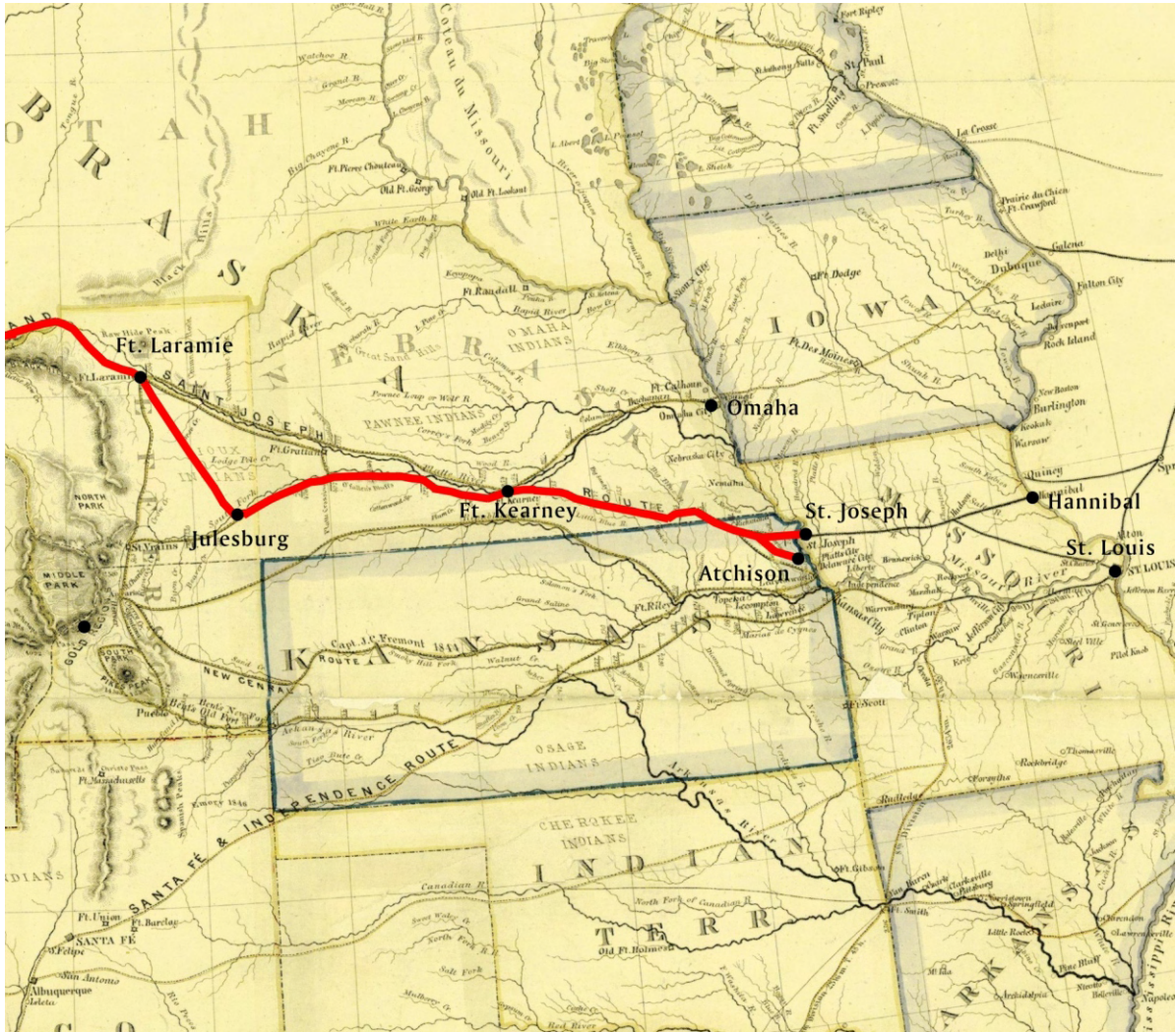
The Pony Express

A Postal History



Richard C. Frajola
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The Pony Express, A Postal History

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The Philatelic Foundation

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Front Cover: Cropped image of "The Pony Express Rider" by Maynard Dixon. Used with permission of Wells Fargo Bank, N.A.

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Preface

Much has been written about the Pony Express. Hundreds of books are available, ranging from fictionalized accounts to more historically accurate studies. This book documents the Pony Express through its postal history. What distinguishes this approach is the use of actual postal artifacts and other primary source materials that are rarely incorporated into the more traditional historical approaches.

These envelopes, known as "covers," that were carried by the Pony Express add a significant new dimension to the historical record. The markings that appear on the covers often include dated hand stamps and rate information that, when properly interpreted, provide important information.

By incorporating the data derived from a study of the covers, the over-all picture of the Pony Express is made clearer. As an example, covers that were carried by the Pony Express often bear date stamps that reflect the date the covers left San Francisco and arrived at St. Joseph. This information has allowed a listing of pony express trips, by date, to be compiled for the first time.

In addition, the study of the various phases and rate periods of the Pony Express has yielded significant postal history discoveries. The lag time between rate change announcements and the implementation of the rates is examined here. For the first time accurately delineated rate periods, reflective of the actual implementation dates, are defined.

This book provides a fresh look at the complex and evolving relationships between the operators, owners and managers of the Pony Express. In particular, the authors delineate the transition which occurred when the Post Office Department, in a contract for the overland mail, required the operation of the Pony Express. Wells Fargo also played an important and visible role in the management. To clarify this role, the authors have drawn extensively from period notices and advertisements to supplement the excellent research of students such as Raymond and Mary Settle, LeRoy Hafen, and Turrentine Jackson.

Other frequently repeated errors in the historical record are here corrected. Contrary to virtually every published account of the Pony Express, there was at least one instance of the Pony Express mail being intercepted by Indians. There are two covers that bear witness to this episode.

While the postal history of the Pony Express has been the subject of many articles in the philatelic literature, only one full-length book has been published. M. C. Nathan and W.S. Boggs authored *The Pony Express* which was published in 1962. That book includes information regarding the printing and production of the Pony Express adhesive stamps which is not included in this book. Also included in the Nathan book, but not in the present book, is a discussion of the later Virginia City Pony Express, a Wells Fargo enterprise that operated between California and Nevada Territory from 1862 to 1865. To be precise, the present book deals only with the postal history of the transcontinental Pony Express.

The Nathan book has admirably served as an introduction and a template for collectors and students for over forty years. However, with the recent dispersal of several major Pony Express holdings, a new generation of collectors has demanded a critical review and re-examination of the subject of the

transcontinental Pony Express, based on the much broader range of postal artifacts now available for study.

The Nathan book recorded 158 Pony Express covers. This book records and illustrates 251 covers. These added covers show patterns of usage much more clearly than the more limited population available to Nathan for study.

In addition to the new information found in the listings of actual Pony Express trips and in the cover census, this book shows patterns of usage of the various postal markings utilized by the Pony Express. This information is useful in the dating of covers and in uncovering faked or forged covers. A study of the stamps and printed franks used by the Pony Express led to the discovery of a previously unrecognized frank.

Finally, this book attempts to integrate the story of the Overland Telegraph with the story of the Pony Express. The completion of the Overland Telegraph in October 1861 ended the contractual obligation to operate the Pony Express. However, prior to this, telegraphic dispatches were employed in conjunction with Pony Express service for the transmittal of the most urgent news and information. As an adjunct to its regular letter service, the Pony Express carried loose telegraph slips between telegraph stations at a reduced rate. This book examines the relationship between the two very different institutions.

The authors would like to thank the following individuals or firms who have assisted with this book. Many have supplied illustrations of covers in their possession. Special thanks are due to Michael Perlman for reviewing newspapers on microfilm and extracting trip information and to Dr. Robert J. Chandler, Senior Research Historian, Wells Fargo Bank, for his insights and editorial assistance. If any names are omitted, please accept our apology for the omission. Any errors or omissions are the responsibility of the authors alone.

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Chapter One

Introduction



The transcontinental Pony Express is one of the most famous institutions in the history of the American West. It first captured the popular imagination while it operated between April 3, 1860 and October 26, 1861, and has continued to do so ever since. From a postal history perspective, the Pony Express was an unusual combination of a private mail system and a government-subsidized mail system that is unique in American history.

The idea for a transcontinental Pony Express began in 1859 when the vision, and self interest, of William Russell converged in a scheme to transport mail rapidly between California and Missouri using relays of horse mounted riders. The clear intent of Russell was to demonstrate that mail could be carried with regularity on the Central Route. This route was from Missouri, across the Great Plains, over the Rocky Mountains, via Salt Lake City to San Francisco.

William Russell persuaded his two partners, Alexander Majors and William Waddell, to institute a ten-day Pony Express private mail service between St. Joseph, Missouri and Sacramento, California in an attempt to induce the Post Office to grant them a lucrative contract for a daily stagecoach mail service along the Central Route.

As a demonstration of the viability of carrying mail on the Central Route the Pony Express was a huge success. However, as a business venture, it was a miserable failure, with Russell and his partners incurring large losses.

The Postal History of the Pony Express

Postal history is a discipline that records and interprets past mail systems and services through the study of the postal fees and rates charges, the routes over which mail was carried, the markings that were employed, and the types of services performed in the transmission of mail. A full interpretation also requires a review of the management that controlled those systems. This postal history will examine all of the above factors as they pertain to the transcontinental Pony Express.

To put the postal history of the Pony Express in perspective, it is first necessary to examine the mail systems that were in place between 1849 and 1859. The government relied principally on steamers, operating via the Isthmus of Panama, to carry letter mail between the West and the East during this period. In 1860, Congress began active consideration of a more frequent overland mail to link the country by means of a mail route entirely within United States territory. These considerations provided the impetus that led to the creation of the Pony Express. A survey of the status of the overland mail service before the Pony Express, as well as a review of the companies that were to control the Pony Express, are presented in Chapter Two.

The rates charged by the Pony Express for its service were altered four times over the year and a half that it was in operation. These rate changes are significant from a postal history perspective and each different

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rate structure is treated as a separate chapter in this book. Although the Pony Express has typically been viewed as a single enterprise, it was actually operated under distinctly different management schemes. The management, control and operation of the Pony Express falls naturally into three phases which overlapped and encompassed the different rate periods. Although the operation and control of the Pony Express is discussed in each relevant rate period chapter, a brief overview of these operational phases is helpful in putting the rate periods into context.

The Operational Phases and Rate Periods of the Pony Express

During the first operational phase, commencing with the inaugural trips on April 3, 1860, the Pony Express was a completely private enterprise operated by Russell and his partners as part of the Central Overland California & Pikes Peak Express Company. This Company successfully outfitted and operated its Pony Express mail system over the Central Route until April 1, 1861.

The end of the first operational phase occurred in April 1861 after the Post Office had contracted with the Overland Mail Company, rather than the Central Overland & Pikes Peak Express Company, to operate a daily overland mail along the Central Route between St. Joseph, Missouri and Placerville, California. The negotiations preceding the letting of this contract included provisions for the Central Overland Mail Company's continued involvement as a subcontractor in the handling of mails on the route.

This led to the second, or interim, operational phase which lasted until a postal contract for an overland mail took effect on July 1, 1861. During this phase, the Pony Express was jointly managed and operated as a private venture by the Central Overland California & Pikes Peak Express Company and the Overland Mail Company. Also during this phase, Wells, Fargo & Company was appointed as agent, and began issuing special Pony Express adhesive stamps and franked envelopes.

The third operational phase began on July 1, 1861 when the Pony Express became a partially subsidized government mandated postal service. The postal contract included a clause that stipulated that the Overland Mail Company:

be required also during the continuance of their Contract, or until the completion of the Overland Telegraph, to run a Pony Express Semi-weekly at a Schedule of times of ten days eight months of the year and twelve days four months of the year, and to convey for the Government free of charge five pounds of Mail Matter; with liberty of charging the public for transportation of letters by said Express not exceeding One dollar per half ounce.

This situation is certainly unique in the history of the postal service in the United States. A premium service was required of the contractor and they were allowed to collect an additional fee for the service. As an adjunct to the mandated Pony Express service, Wells Fargo instituted a privately operated express service between San Francisco and Placerville to connect with the Pony Express. Two days after the October 24, 1861 completion of the overland telegraph, the Pony Express service was terminated.

The Pony Express had four rate periods as shown in the table opposite. Because the rate changes in the first three periods were announced from the Pony Express home office in Missouri, there was typically a lag in the time required for the rate change information to reach California. As a result, the rate periods for eastbound Pony Express mail sent from California began later than they did for westbound Pony Express mail from Missouri. The table also shows how the four rate periods integrate into their respective operational phases.

Summary of the Transcontinental Pony Express Operational Phases and Rate Periods		
Phase	Operation	Rate Periods
I.	Operated by the Central Overland California & Pikes Peak Express Company under private control	<p>Rate Period 1. \$5 per half ounce Eastbound - April 3 through August 14, 1860 Westbound - April 3 through July 30, 1860</p> <p>Rate Period 2. \$2.50 per quarter ounce Eastbound - in effect August 15, 1860 through April 14, 1861 Westbound – in effect July 31, 1860 through March 31, 1861</p>
II.	Interim Phase: a joint private operation of the Overland Mail Company and the Central Overland California & Pikes Peak Express Company with Wells Fargo acting as agent	<p>Rate Period 3. \$2 per half ounce Eastbound - in effect April 15 through June 30, 1861 Westbound – in effect April 1 through June 30, 1861</p>
III.	A government mandated postal service operated in conjunction with Wells Fargo private service between San Francisco and Placerville	<p>Rate Period 4. \$1 per half ounce* Eastbound – in effect July 1 through October 26, 1861 Westbound – in effect July 1 through October 31, 1861 <i>* not including Wells Fargo fee for service between San Francisco and Placerville.</i></p>

In addition to chapters on the individual rate periods, this book presents an in-depth analysis of the known Pony Express covers. This analysis places the postal markings into context, and identifies the important transition points when the Pony Express markings changed. The data provided by the census of known covers shows patterns of usage that, when correlated with the rate and handling changes confirms the validity of conclusions reached in the individual rate period chapters.

The analysis of the markings that appear on the known covers, taken in conjunction with the newspaper notices of Pony Express arrivals and departures, yields significant data. This provides the opportunity to present for the first time an accurate listing of the individual Pony Express trips in each direction as shown in Appendix A. The dates shown on the covers correlate well with the scheduled trips.

The Pony Express is possibly the most representative icon of the West in the popular imagination. The postal artifacts that survive from this brief enterprise will undoubtedly continue to hold the fascination of postal historians for years to come. It is hoped that this book will contribute to a better understanding and appreciation of these reminders of a glorious experiment in mail transportation.



Chapter Two

The Overland Mails



On December 17, 1859, the Postmaster General ordered that the transcontinental mails were to be carried by overland mail coach, rather than by steamship via Panama as had been the case for ten years.¹ Soon thereafter, on June 16, 1860, Congress voted to support the construction of the overland telegraph.² These two events represented the culmination of years of Congressional debate on how to best communicate with the West. The first precipitated the creation of the Pony Express while the second would ultimately cause its demise.

As documented in a previously unpublished March 22, 1860 route summary prepared by the Post Office Department³ (Appendix C), there were two primary overland routes (one of which was a composite of two routes) which connected Missouri and the West. Excerpts from the document are below:

Route: 12.578

St. Louis, Missouri, and Memphis, Tennessee converging at Fort Smith, Arkansas, - To San Francisco twice a week: let to John Butterfield and Company from September 16th 1858 at \$600,000 per annum. The service to be performed in four horse coaches or spring wagons.

Route: 8.911

St. Joseph, Mo. to Salt Lake City, Utah, advertised under Act of 29 May 1856 and let under date of 16 October 1856 to Hiram Kimball at \$23,000 per annum: service to be monthly trips, in covered wagons. On his [Kimball's] failure, it was accepted in October 1857 by S.B. Mills at \$32,000 per annum.

Re-let, from May 1858, to J.M. Hockaday at \$190,000 per annum for weekly service, in covered carriages or wagons.

April 14, 1859. Contractor ordered to reduce to 2 trips per month at \$65,000 decrease in annual pay.

Route: 12.801

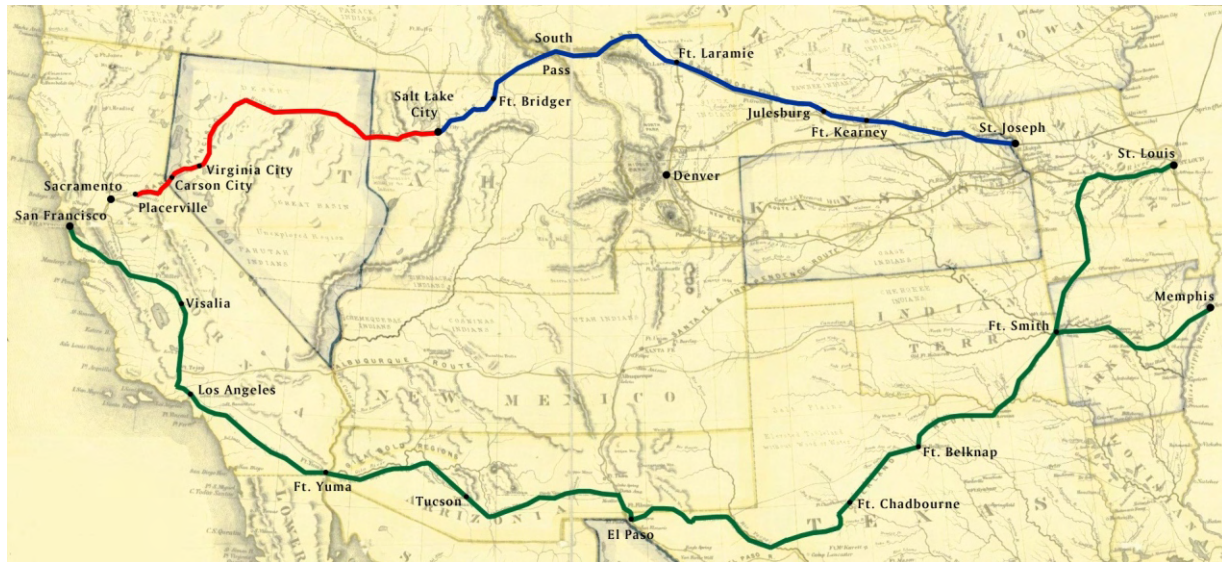
Salt Lake City, Utah to Placerville, Cal^a accepted by George Chorpenning – semi-monthly service from 1st July 1858 – at \$65,000 per annum.

Ordered on 19 June 1858 to be improved to weekly trips at \$65,000 per annum additional – making entire pay \$130,000 per annum – service to be in 4 horse covered wagons or carriages.

1859 May 7. Reduce to semi-monthly trips at \$50,000 decrease in the annual pay from July 1st 1859.

THE OVERLAND MAILS

Route 12.578 (Southern Route), the most important route, was let to the Overland Mail Company, which had been formed in October 1857 by John Butterfield to fulfill the overland mail contract. This contract had been authorized by Congress on March 3, 1857, and operations had commenced on September 15, 1858.⁴ The Overland Mail Company provided a reliable service, but much controversy surrounded this route. Because of North-South sectional differences, the route had been lengthened during the pro-South Buchanan administration so as to pass through largely southern and pro-slavery areas. This route has been variously referred to as the “Oxbow Route,” the “Butterfield Route,” or the “Southern Route,” and ran well south from Arkansas through Texas and Arizona to southern California. It will be termed the “Southern Route” here to better differentiate it from the “Central Route.”



Map showing the Southern Route (in green) and the combined Central Route (Eastern Division in blue and Western Division in red)

The more direct Central Route was a composite of routes 8.911 (Eastern Division) and 12.801 (Western Division), which connected at Salt Lake City. This route had the added attraction of servicing the growing population in Utah Territory. Its main disadvantage was that during winter months heavy snows sometimes closed the route. Consequently, the service on the Central Route had been inconsistent, and the Post Office had little confidence in it. Accordingly, the Post Office reduced both the frequency of the service and the levels of compensation for these routes in 1859 as shown in the March 22, 1860 Post Office route summary.

John Butterfield and the Overland Mail Company

Government mail subsidies were viewed as attractive business opportunities. If a contractor could cover his start-up and operating costs from the annual subsidy, large profits could be earned by carrying related business, such as passengers, express packages, or gold dust, over the same line. The \$600,000 compensation for the overland mail on the Southern Route was considered so attractive that the major participants in several leading express companies in the United States, including Wells Fargo, combined resources to create the Overland Mail Company under the leadership of John Butterfield.⁵

Under John Butterfield's management, the execution of the mail contract was exemplary but the Company's financial performance was not. He was forced to turn to Wells Fargo for more funding in 1859. Wells Fargo put in the new capital but required a change in management by replacing Butterfield with William Dinsmore in March 1860. Contemporary accounts noted that Wells Fargo had taken over the Overland Mail Company at this time.⁶

Russell, Majors & Waddell

William Russell, one of the creators of the transcontinental Pony Express, was also interested in government mail subsidies, and already had considerable experience in obtaining and managing military freighting subsidies. His firm, the partnership of Russell, Majors & Waddell, had been formed in January 1855 to pursue government contracts and subsidies for the freighting of supplies from Leavenworth, Kansas Territory to western military outposts ranging from New Mexico to Oregon.⁷ The way that the partners defined their very different roles in the partnership illustrates clearly what kind of business it was. William Russell frequently worked out of New York and Washington, D.C., securing the financial and political contacts necessary to further the business. Alexander Majors spent much of his time on the trail, managing the logistics of the freighting business. In the Leavenworth office, William Waddell looked after the finances of the partnership.

Relying on political patronage, their goal was to obtain lucrative freighting contracts, with annual subsidies, from the government. With Majors running their operations efficiently enough to cover their fixed costs out of the annual subsidy, everything else that they carried was at immense profit margins. The three key business factors were political support for the contractual subsidies, efficient trail operations, and financing to cover the up-front costs of outfitting. After borrowing the money necessary to get started, often using the future payments from the government subsidy as collateral for the loans, the profits from only a few trips could be used to retire the debt. After that, the cash flow to each partner would be quite attractive.

Russell, Majors & Waddell proved to be spectacularly successful at this type of business. In the 1857 to 1859 period, they obtained the largest exclusive contract ever let by the U.S. Government for freighting.⁸ However, after the 1857 freighting season had ended, the War Department asked them to supply the military expedition led by Colonel Albert Sidney Johnston to subdue the Mormons. They accordingly made the incremental investment in wagons and animals and accompanied Johnston on his trek toward Salt Lake City. The Mormons harassed the train all the way, and much of Russell, Majors & Waddell's stock and equipment was captured or destroyed in October 1857.⁹ At the conclusion of the Mormon War, Russell, Majors & Waddell were forced to dispose of the remainder of their investment at cents on the dollar, and the total losses to the partnership were large. Claims for restitution of nearly \$500,000 were made to the Government,¹⁰ but were never paid. Consequently, the losses from the Mormon War left Russell, Majors & Waddell in a highly leveraged and precarious state. Unable to retire the debt from their operating cash flow, they were constantly forced to find additional funding to keep current on the outstanding indebtedness. Essentially, without a new source of guaranteed cash flow, they were insolvent.

The Leavenworth & Pikes Peak Express Company

Independently of Russell, Majors, and Waddell, William Russell opened a new separate venture in partnership with John Jones. Operating in Kansas Territory between Leavenworth City and Denver City, it provided express and mail service to the booming Colorado gold regions. Begun in April 1859, their company operated as the Leavenworth & Pikes Peak Express Company and the line was lavishly outfitted. As was typical of the times, the start-up costs were borrowed in 90-day notes. At the outset, neither Alexander Majors nor William Waddell saw the business merit in the endeavor, and declined to participate.¹¹

Also in April 1859, the Leavenworth & Pikes Peak Express purchased the semi-monthly mail contract for service on the Eastern Division of the Central Route from J.M. Hockaday.¹² This contract had an annual subsidy of \$125,000.

The Central Overland California & Pikes Peak Express Company

By October 1859, the Leavenworth & Pikes Peak Express Company was unable to pay down its start-up notes, and it was absorbed by Russell, Majors & Waddell.¹³ On February 13, 1860, Kansas Territory granted a corporate charter to the Central Overland California & Pikes Peak Express Company, a joint stock company largely controlled by Russell, Majors & Waddell.¹⁴ The new company assumed the business operations of the defunct Leavenworth & Pikes Peak Express Company, including the stage lines serving Denver. Three of the directors of the new concern were William Russell, Alexander Majors, and William Waddell.

On May 11, 1860, the Post Office Department transferred the mail contract between Placerville and Salt Lake City, the Western Division of the Central Route, to the Central Overland California & Pikes Peak Express Company, alleging that the prior contractor, George Chorpenning, had not fulfilled his contract.¹⁵ This was a semi-monthly contract with an annual \$80,000 subsidy.

With the addition of the Western Division of the Central Route, the Central Overland California & Pikes Peak Express Company now had a twice monthly transcontinental mail contract over the entire Central Route, but at an altogether inadequate annual \$205,000 subsidy. In contrast, the overland mail contract on the Southern Route enjoyed an annual \$600,000 subsidy for a twice weekly service. The task was clear. After proving the efficacy of the Central Route, and lining up the political support necessary to transfer a daily mail contract to the Central Route, the Central Overland California & Pikes Peak Express could benefit from a much higher mail subsidy. The cash flow from an efficient implementation of that route could relieve the financial pressures on Russell, Majors & Waddell. This was a business that they understood; the only obstacle was the political one of moving the overland mail to the Central Route.

Russell began making the necessary political connections to induce the change in the overland contract late in 1859. Alexander Majors described the creation of the Pony Express in the context of the effort to gain the overland mail subsidy in his memoirs:¹⁶

During the winter of 1859, Mr. W. H. Russell, of our firm, while in Washington, D. C., met and became acquainted with Senator Gwin of California. The Senator was very anxious to establish a line of communication between California and the States east of the Rocky Mountains, which would be more direct

than that known as the Butterfield route, running at that time from San Francisco via Los Angeles, Cal.; thence across the Colorado River and up the valley of the Gila; thence via El Paso and through Texas, crossing the Arkansas River at Fort Gibson, and thence to St. Louis, Mo.

This route, the Senator claimed, was entirely too long; that the requirements of California demanded a more direct route, which would make quicker passage than could be made on such a circuitous route as the Butterfield line. Knowing that Russell, Majors & Waddell were running a daily stage between the Missouri River and Salt Lake City, and that they were also heavily engaged in the transportation of Government stores on the same line, he asked Mr. Russell if his company could not be induced to start a pony express, to run over its stage line to Salt Lake City, and from thence to Sacramento; his object being to test the practicability of crossing the Sierra Nevadas, as well as the Rocky Mountains, with a daily line of communication.

After various consultations between these gentlemen, from time to time, the Senator urging the great necessity of such an experiment, Mr. Russell consented to take hold of the enterprise, provided he could get his partners, Mr. Waddell and myself, to join him.

With this understanding, he left Washington and came west to Fort Leavenworth, Kan., to consult us. After he explained the object of the enterprise, and we had well considered it, we both decided that it could not be made to pay expenses. This decision threw quite a damper upon the ardor of Mr. Russell, and he strenuously insisted we should stand by him, as he had committed himself to Senator Gwin before leaving Washington, assuring him he could get his partners to join him, and that he might rely on the project being carried through, and saying it would be very humiliating to his pride to return to Washington and be compelled to say the scheme had fallen through from lack of his partners' confidence.



Senator William Gwin free frank on Pony Express cover to San Francisco (census #W27)

He urged us to reconsider, stating the importance attached to such an undertaking, and relating the facts Senator Gwin had laid before him, which were that all his attempts to get a direct thoroughfare opened between the State of California and the Eastern States had proved abortive, for the reason that when the question of establishing a permanent central route came up, his colleagues, or fellow senators, raised the question of the impassability of the mountains on such a route during the winter months; that the members from the Northern States were opposed to giving the whole prestige of such a thoroughfare to the extreme southern route; that this being the case, it had actually become a necessity to demonstrate, if it were possible to do so, that a central or middle route could be made practicable during the winter as well as summer

THE OVERLAND MAILS

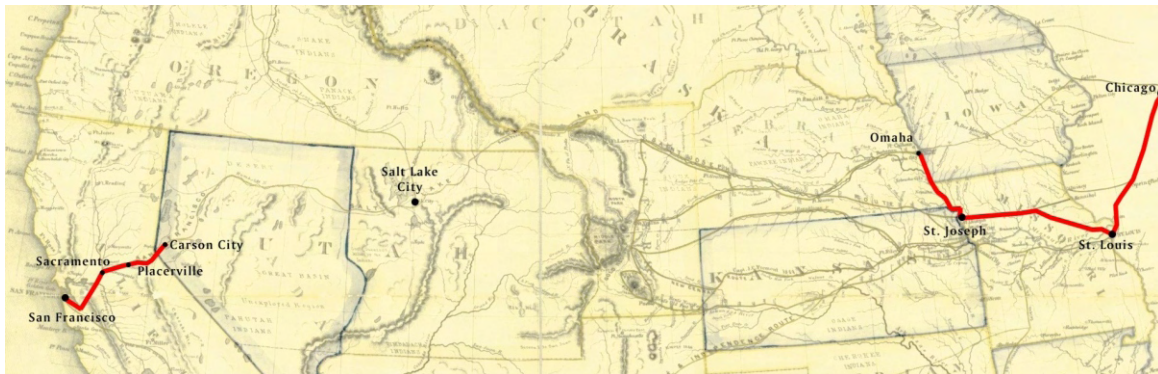
months. That as soon as we demonstrated the feasibility of such a scheme he (Senator Gwin) would use all his influence with Congress to get a subsidy to help pay the expenses of such a line on the thirty-ninth to forty-first parallel of latitude, which would be central between the extreme north and south; that he could not ask for the subsidy at the start with any hope of success, as the public mind had already accepted the idea that such a route open at all seasons of the year was an impossibility; that as soon as we proved to the contrary, he would come to our aid with a subsidy.

After listening to all Mr. Russell had to say upon the subject, we concluded to sustain him in the undertaking, and immediately went to work to organize what has since been known as "The Pony Express."

In this manner, the Central Overland California & Pikes Peak Express gambled their resources on the Pony Express, a widely publicized enterprise, in order to obtain the overland mail contract in 1860. With Congressional deliberations on the Overland Mail Bill scheduled for March-June 1860, there was not much time to demonstrate the feasibility of the Central Route. Accordingly, on January 27, 1860, William Russell wired from Washington, D.C. to his son John in Leavenworth the following telegram: "Have determined to establish a Pony Express to Sacramento, California, commencing 3rd of April. Time ten days."¹⁷

After an astonishingly short startup period of two months, the Pony Express began operations on April 3, 1860. Whether it would accomplish its purpose during the first session of the 36th Congress was to be determined within three months.

The Overland Telegraph



Map of telegraph lines existing in 1860

Meanwhile, the overland telegraph was starting to take shape. When the Pony Express commenced operations in April 1860, there was already existing telegraphic service between San Francisco and Carson City. The service between San Francisco and Placerville was operated by the Alta California Telegraph Company while the service between Placerville and Carson City was operated by the Placerville and Humboldt Telegraph Company. In 1860 these companies merged into the California State Telegraph Company.¹⁸

In Missouri, Charles M. Stebbins had been granted the privilege of constructing the telegraph system. His lines connected most of the major Missouri cities with the East. In 1860, Edward Creighton constructed the Missouri and Western line connecting St. Louis and Omaha, Nebraska Territory for Stebbins.

Construction of new telegraph lines in the West proceeded slowly until June 16, 1860 when Congress passed the Pacific Telegraph Act. The Bill called for a government subsidy of \$40,000 per year, over ten years, for the building and operation of a telegraph line across the center of the continent.

Chapter Two Endnotes

- 1) *Report of the Postmaster General, December 1, 1860*. Wierenga reprint, page 434.
- 2) Corbett, Christopher. *Orphans Preferred, The Twisted Truth and Lasting Legend of the Pony Express*. New York, New York: Broadway Books, 2003, page 120.
- 3) Original document in the possession of Floyd Risvold, and reproduced here with his kind permission.
- 4) Hafen, LeRoy R. *The Overland Mail 1849-1869: Promoter of Settlements, Precursor of Railroad*. Cleveland, Ohio: Arthur H. Clark Company, 1926, pages 87 and 94.
- 5) Settle, Raymond W. and Mary L. *The Story of the Pony Express*. London, England: W. Foulsham & Company, 1955, page 18.
- 6) Jackson, W. Turrentine. "Wells Fargo's Pony Expresses." *Journal of the West* XI (July 1972), pages 414-415. On page 415, an excerpt from the May 2, 1860 Sacramento *Daily Union* is reproduced which describes the change in control at the Overland Mail Company.
- 7) Settle, Raymond W. and Mary L. *War Drums and Wagon Wheels: The Story of Russell, Majors, and Waddell*. Lincoln: University of Nebraska Press, 1966, page 42.
- 8) *Ibid*, page 49.
- 9) *Ibid*, pages 67-75.
- 10) *Ibid*, pages 121-122.
- 11) Root, George A. and Russell K. Hickman. "Pike's Peak Express Companies Part One The Solomon and Republican Route." *Kansas Historical Quarterly* Vol. XIII No. 3 (August 1944), page 166.
- 12) Root, George A. and Russell K. Hickman. "Pike's Peak Express Companies Part III The Platte Route." *Kansas Historical Quarterly* Vol. XIII No. 8 (November 1945), page 486.
- 13) Settle, *War Drums and Wagon Wheels: The Story of Russell, Majors, and Waddell*, page 101.
- 14) *Ibid*, page 102.
- 15) Hafen, LeRoy R., *The Overland Mail*, pages 156-157. Footnote 329 on page 157 details the Postmaster General's action.
- 16) Majors, Alexander. *Seventy Years on the Frontier: Alexander Majors' Memoirs of a Lifetime on the Border*. 1893. Reprint. Columbus, Ohio: Long's College Book Company, 1950, pages 182-184.
- 17) Hafen, LeRoy R. *The Overland Mail*. On page 169, Hafen quotes a dispatch from the February 15, 1860 *Rocky Mountain News*.
- 18) Western Union Telegraph Company archives, an organizational chart from 1910 marked *Chart F, California State Tel. Co.* that shows the companies that combined to form Western Union. A copy of this document is in the possession of Richard Frajola.

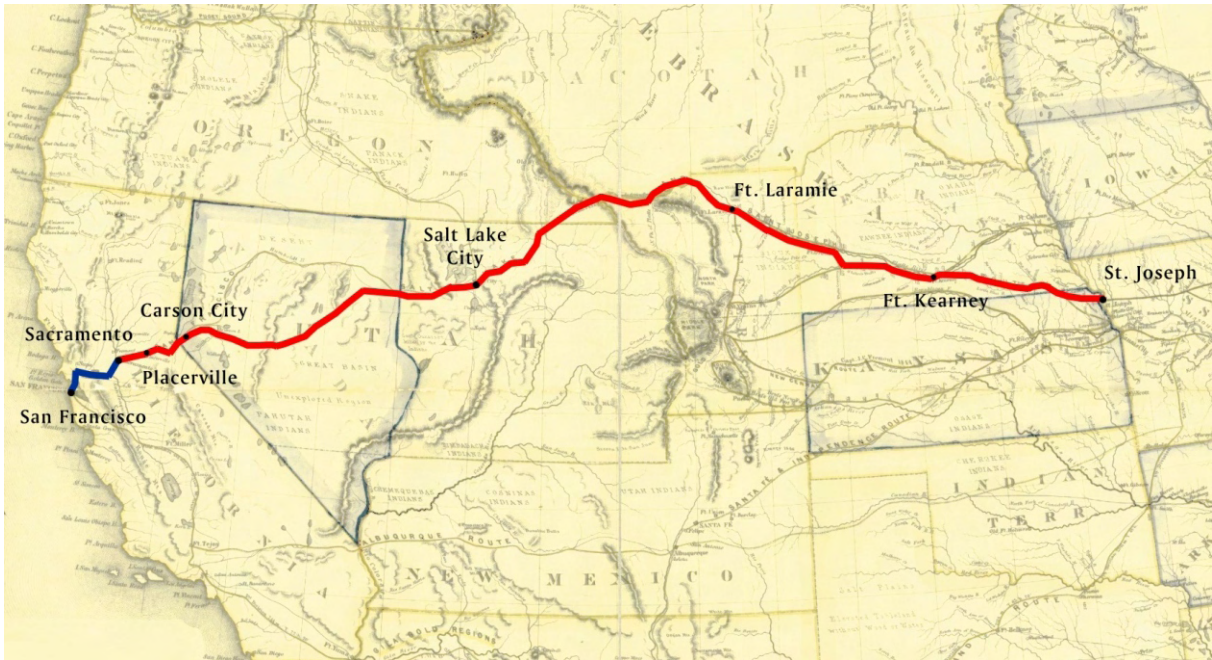


Chapter Three

The First Rate Period

Eastbound: April 3 to August 14, 1860

Westbound: April 3 to July 30, 1860



Map of the Pony Express route in April 1860

The inaugural period of the Pony Express began on April 3, 1860 with simultaneous departures from both termini of the route. Saint Joseph, Missouri was the eastern terminus and San Francisco, California is considered to have been the western terminus even though the carriage on horseback began at Sacramento, California. The period ended when a new rate structure was implemented. The replacement rates were announced in St. Joseph on July 31, 1860 but could not be advertised until August 15, 1860 at San Francisco because of the slow communications.

When inaugurated, the Pony Express was entirely under the operation and control of the Central Overland California & Pikes Peak Express Company operating as a private enterprise. It was not regulated under the terms of any existing postal contract. For the pony service, the company used the name Central Overland Pony Express Company in their advertisements interchangeably with Central Overland California & Pikes Peak Express Company.

Congressional Deliberations

When the Pony Express started, William Russell believed that he could secure the lucrative mail contract for an overland stagecoach mail between California and the East. In May 1860, the Senate considered an Overland Mail Bill for service between St. Joseph and California. The proposed service was to be three times a week at a suggested subsidy of \$600,000 for the first year.¹ This debate culminated in a Post Route Bill with a provision for a daily mail on the Central Route, which was passed by the Senate late in the Congressional session. Consideration of the Bill in the House of Representatives began on June 25, 1860, the last day that Congress was in session. With so little time available, the Bill did not pass, and no provision for the California mails was passed in the first session of the 36th Congress.²

A July 10 cabinet meeting concluded with an agreement to postpone any decision on the California mails. President James Buchanan was authorized in such a circumstance to make a contract directly in the interest of “public necessity” and Senator Gwin again suggested subsidizing an overland mail on the Central Route. After consulting with the Postmaster General, the President opted instead to grant a temporary ocean mail contract to Cornelius Vanderbilt.³

Postmaster General Joseph Holt expressed his hostility to the Central Route, and to Russell’s lobbying in his December 1860 Postmaster General Report as follows:⁴

It thus appears that the revenue accruing from the service between St. Joseph and Placerville, via Salt Lake City, amounted to but \$5,284.14: yet upon this route – adding thereto the short distance between St. Louis and St. Joseph and San Francisco to Placerville – a bill now pending before Congress proposes the establishment of a daily service, under the delusive expectation of carrying through this vast desert, and over mountains for several months of the year covered with snow, and impassable, the mails, weighing tons, which are now safely, rapidly, and regularly transported by other routes that are open and unobstructed throughout the year. The enterprise in its practical operation would, no doubt, result in a complete failure, owing to the character of the road, the rigors of the winter, and the bulk and weight of the mails. It could not be maintained at a less cost than \$600,000 per annum, and while disastrous to the last degree to the postal interests, this lavish outlay would prove beneficial only to the contractors. If their importunities and the importunities of their friends cannot be withstood by the government, it would be far better that they and their descendants, for an indefinite period, should be pensioned from the treasury, than that this unparalleled waste of the public money should be allowed.

The Pony Express Rates

When service commenced, the rate for a letter carried by the Pony Express between San Francisco and St. Joseph was \$5 per half ounce or less. Initially a short distance rate between San Francisco and Salt Lake City, Utah Territory was advertised at \$3 per half ounce or less,⁵ but no examples are known. This rate was soon withdrawn according to an advertisement dated April 16, 1860 which listed the \$5 per half ounce rate for any distance. The same advertisement also mentioned that no letters would be sent free over the route. In spite of this, westbound free mail from California Senator Milton Latham is found after May 1860, and mail on company business went free.

Pony Express advertisements of this period also mention that letters had to be enclosed in stamped envelopes. The use of stamped envelopes for mail carried privately was required under 1852 Post Office regulations which stipulated that:⁶

letters inclosed in such envelopes with postage stamps thereon of a value equal to the postage which would be chargeable upon such letters and envelopes if the same were conveyed in the mails of the United States, may be sent, conveyed, and delivered otherwise than by post or mail.

During the first period, the government postal rates for a single letter to half an ounce were 3 cents if sent fewer than 3,000 miles, and 10 cents over 3,000 miles.

The Pony Express Telegraphic Service

The initial advertisements in the San Francisco newspapers announced that telegraphic dispatches could be received at Carson City until 6:00 P.M. every Wednesday.⁷ At Carson City such messages could be transcribed in time to connect with the Pony Express that had left San Francisco twenty six hours earlier.

Regarding telegraph service, an April 16, 1860 advertisement in the *San Francisco Evening Telegram* mentioned:

The Pony Express charges on each Telegraphic Dispatch (of any number of words) to be transmitted by Telegraph from St. Joseph will be Two Dollars and Forty-five cents. The tariff due the Telegraph Companies on either end will of course be added.

This special reduced Pony Express rate applied to loose telegraph message slips that were carried eastward between telegraph stations without enclosing envelopes.

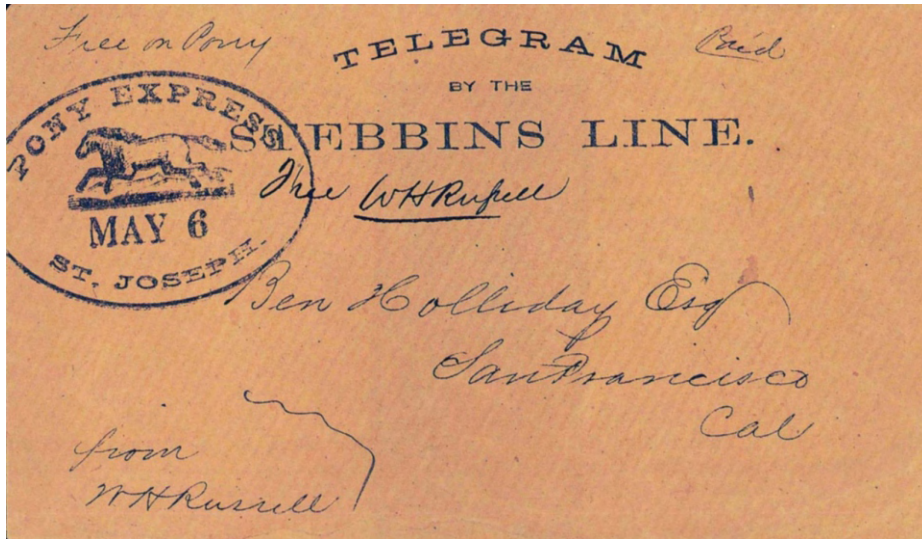
During the first period, eastbound telegraphic dispatches received at Carson City were handled in two different ways. If the messages were to be transmitted onward from St. Joseph by telegraph, they were transcribed at Carson City and sent by Pony Express as loose slips and re-keyed at St. Joseph for transmission to their destinations. Such telegraph dispatches were subject to the lower \$2.45 Pony Express charge plus telegraphic charges. However, if the message received by telegraph at Carson City was to be transmitted by mail from St. Joseph, the message was transcribed at Carson City and enclosed in an envelope and was subject to the \$5.00 Pony Express charge.⁸ When such envelopes were received at St. Joseph, they were handled as regular letter mail.

The San Francisco advertisements also state that the scheduled time from San Francisco to New York City for telegraphic dispatches was eight days, while for letters it was twelve days.

An April 7, 1860 advertisement in the *St. Joseph Weekly West* stated that a telegraphic dispatch from any point in the East to San Francisco would be charged \$6.90 for a 10-word message, plus 20 cents for each additional word (the *New York Tribune* quoted the extra word charge at 30 cents). This represents a \$5 charge for Pony Express service as a letter, plus \$1.90 in total telegraph charges.

THE FIRST RATE PERIOD

Charles M. Stebbins, superintendent of telegraph lines for the Missouri and Western, stated that a special reduced rate tariff for a telegram from St. Louis to any point in California, including express and all other charges, would be \$5.30 for the first ten words, and 10 cents for each additional word.⁹ Telegraphic dispatches that originated east of St. Louis were subject to additional charges for transmission to St. Louis. Five dollars of the charge represents the fee for Pony Express service as a letter. Stebbins promised a full refund of charges if messages failed to go through ahead of any other route.



Telegram cover with telegram charges “Paid” and carried “Free on Pony”
(census #W2)

Telegraphic dispatches enjoyed a four day advantage over letter mail carried by Pony Express and newspaper notices frequently mentioned the large number of dispatches carried, yet few examples are known. This can be attributed to the fact that such artifacts have not been properly identified. Envelopes would normally bear identification only of the delivering telegraph company. Without the enclosed message, there is no way to identify them as having been carried on the Pony Express.

The First Eastbound Trip

The first eastbound Pony Express trip left San Francisco at 4 P.M. on Tuesday April 3, 1860. Letters were placed on board the steamer *New World* and carried to Sacramento. From there to St. Joseph the mail was carried by a relay of pony riders. The express is reported to have arrived at Placerville, California at 6:40 P.M. on April 4; at Carson City, Utah Territory (later Nevada) at 8:30 P.M. on the same day; at Salt Lake City at 11:45 P.M. on April 7; and at St. Joseph on April 13. Total elapsed time was ten days.¹⁰

The Alta California reported that the first eastbound mail was composed of fifty-six letters from San Francisco, thirteen letters from Sacramento, one letter from Placerville and some fifteen pieces that were either telegraphic dispatches or newspapers.¹¹ Two reported covers (census #E1 and #E2) are known.



First day Pony Express service from San Francisco on April 3, 1860
(census #E1)

The Eastbound Trips from April 3 through August 14, 1860

When the Pony Express commenced operations, mails from San Francisco were collected at the Central Overland Pony Express Office located at the Alta Telegraph Office at the corner of Merchant and Montgomery Streets where William Finney served as the express agent. The Sacramento Pony Express office also served as a collection point. In addition, mails for the Pony Express were collected at stations along the route.



A typical first period eastbound usage from San Francisco on May 18, 1860
(census #E7)

Such mail, collected at points between San Francisco and St. Joseph, is termed “way” mail. Way mail was accounted for, and carried, separately from the other mails. Each letter was entered onto a way bill which was updated as additional letters were collected. Nick Wilson, a rider for the Pony Express, described the leather saddle attachments which held the way letters as follows:¹²

THE FIRST RATE PERIOD

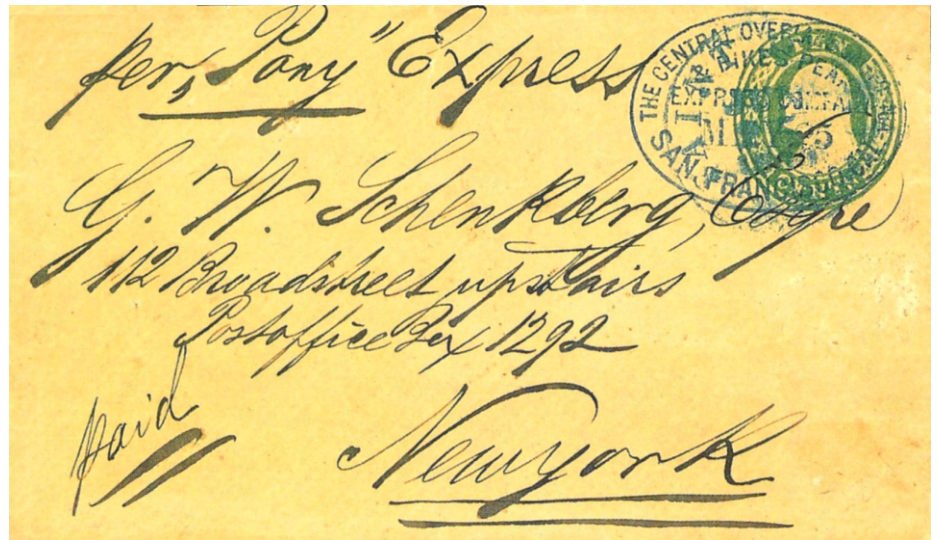
Two large pieces of leather about sixteen inches were laced together with a strong leather string thrown over the saddle. Fastened to these were four pockets, two in front and two hind; these hung on each side of the saddle. The two hind ones were the largest. The one in front on the left side was called the "way pocket". When the express arrived at the home station, the keeper would unlock the "way pocket", and if there were any letters for the boys between the home stations, the rider would distribute them as he went along. There was also a card in the way pocket that the station keeper would take out and write on it the time the express arrived and left his station.

At St. Joseph, the pony mail was turned into the St. Joseph post office for transmission onward by the government postal service. At this time, St. Joseph was the terminus for the Hannibal and St. Joseph Railroad, from whence there was rapid mail connection to St. Louis and the East. The typical transit time for government mails between St. Joseph and New York City was four days. The first trip cover shown on the previous page was endorsed as having been received at New York four days after arriving in St. Joseph.

The Pony Express was originally scheduled to leave San Francisco weekly at 4 P.M. on Tuesdays. This was changed to a Friday departure day commencing on April 13. This weekly Friday departure schedule was observed through the end of May 1860.

Disruptions in Service

In late May and early June 1860, the Pony Express service was disrupted by Paiute Indian depredations in what is now Nevada. The pony mail that left San Francisco on May 25 was held at Carson City, as the Indian troubles were centered just to the east of that city. The mail scheduled to depart on June 2 was canceled, and the mail that left June 9 was stopped at Carson City. A large military escort finally arrived and accompanied the combined pony mails from Carson City as far as Salt Lake City. This combined mail, carrying mail with San Francisco dates between May 25 and June 9, finally arrived in St. Joseph on June 25.¹³ No additional pony mail left San Francisco in June 1860.



**Delayed by Indian Wars departed San Francisco May 25, 1860
arrived St. Joseph on June 25, 1860 (census #E8)**

Even in the face of the delays caused by Indian troubles, William Russell announced in the *Sacramento Union* on June 25, 1860, that the pony service would be increased. This was undoubtedly done to influence the ongoing Congressional debates over the overland mail contract in favor of the Central Route. Trips

from San Francisco were to be started on a twice weekly schedule leaving Wednesdays and Saturdays. This schedule was adhered to between July 7 and August 15.

A notice in the July 4, 1860 *Sacramento Union* announced that Pony service was to be resumed on July 7, 1860:

Notice!

The Pony Express will resume its regular trips, leaving Sacramento every Wednesday and Saturday nights after arrival of the San Francisco boat. The next express will leave Sacramento on Saturday night, July 7th. Office at the Alta Telegraph Office, Second Street.

Letters will be received until nine o'clock each night of the departure of the Express. Telegraphic dispatches for the East will be received up to six o'clock the day following. Rates for letters of half ounce or under, \$5.00. Telegraphic dispatches, \$2.45, with telegraph charges added. No Free Letters will be sent.

*W. W. Finney, General Agent
Jon W. Coleman, Agent, Sacramento*

In addition, the point of departure for the pony was changed at the same time. Commencing with the pony trip leaving San Francisco on Saturday July 7, the pony riders started from Folsom, California rather than Sacramento. The mails were now carried from Sacramento on the cars of the Sacramento Valley Railroad for the twenty two mile trip to Folsom.¹⁴ From there the mail was handled by pony express riders eastward to St. Joseph. This system continued in operation until July 1, 1861, when the pony departure point was moved further east to Placerville, California.

The Stolen Mail of July 21, 1860

At least a portion of the Pony Express mail that left San Francisco on July 21, 1860 was stolen by Indians. Two covers (census #E10 and #E11) arrived in the East almost two years later. One, shown at right, bears a manuscript notation that reads “recovered from a mail stolen by the Indians in 1860” and has a New York arrival back stamp of May 3, 1862.



Mail stolen by Indians departed San Francisco on July 21, 1860 delivered New York City in May 1862 (census #E10)

THE FIRST RATE PERIOD

The second cover bears a Pony Express endorsement of July 22, 1860 and was probably picked up at a station along the route. It bears a similar “Recovered from a mail stolen in 1860” notation and is docketed by the addressee in New Jersey as having been received on May 1, 1862. This cover is faded and worn, and shows the effects of exposure.

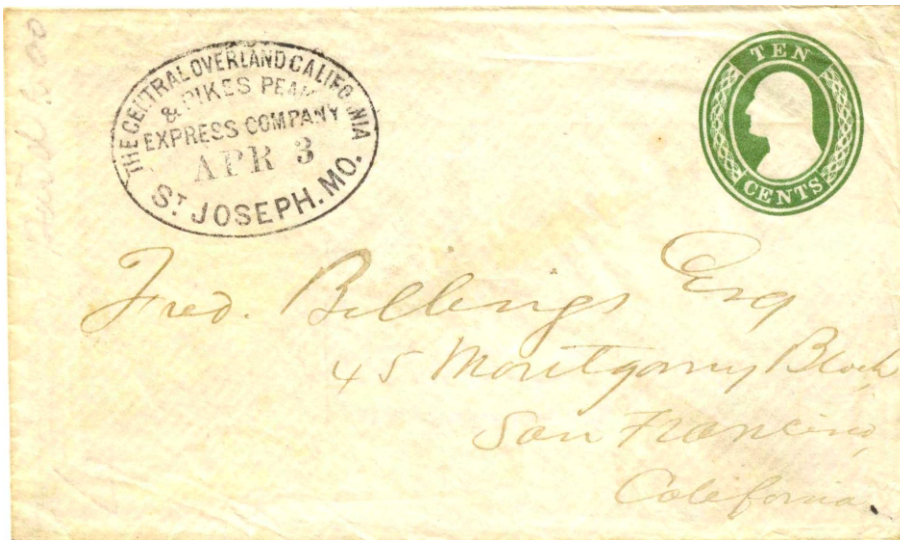
Frank Root and William Connelley describe a fateful encounter between a pony rider and Indians.¹⁵

At times there would be a lively chase by Indians, but only once has there been mention made that he was overtaken. On this occasion the rider was scalped, but the pony escaped with the letter pouch, which was subsequently recovered out on the plains and the letters promptly forwarded to their destination.

These two covers are quite likely postal artifacts of this incident. For the duration of the period, the Pony Express mails were successfully transmitted without delays.

During the first rate period, a total of twenty one eastbound trips were made from San Francisco (see Appendix A). Not counting the trips delayed by Indian troubles, the average transit time between San Francisco and St. Joseph was just under thirteen days and the average number of letters carried per trip was seventy six.¹⁶

The First Westbound Trip



**First day Pony Express service from St. Joseph on April 3, 1860
(census #W1)**

The first westbound trip left St. Joseph at 6:30 P.M. on Tuesday, April 3, 1860. After a short ride across the Missouri River on the ferry boat *Denver*, the rider began his journey to the next relay station. Letters were then carried by a relay of pony riders to Sacramento. The express is reported to have arrived at Salt Lake City on April 9 at 6:30 P.M.; at Carson City on April 12 at 3:30 P.M.; at Placerville on April 13 at 1:55 P.M. and at Sacramento at 5:25 P.M. on April 13. At Sacramento,

the pony mail was placed onboard the steamer *Antelope* for San Francisco where it arrived at 12:38 A.M. on April 14. Total elapsed time was ten and one half days.¹⁷

A San Francisco *Bulletin* story of April 16, 1860 mentions that twenty five letters were delivered in San Francisco. A single cover, shown above, survives from this first trip.

The Westbound Trips from April 3 through July 30, 1860

When the Pony Express commenced operations, mails to be sent west by pony were collected at the various company offices in the East. The only Pony Express offices that are recorded were those in St. Joseph (Patee House, Hall & Hinckley, Agents), in New York City (8 Nassau Street, JB Simpson, Agent), in Washington, D.C. (481 Tenth Street), in Chicago (H.J. Spaulding, Agent), and in St. Louis (132 N. Second Street, Samuel & Allen, Agents).¹⁸



A typical westbound usage sent via St. Joseph on June 10, 1860 the earliest reported usage of the "Paid" marking (census #W8)

For the initial trips, Central Overland Pony Express couriers took the letters collected in New York City and Washington, D.C. and delivered them to the Express office in St. Joseph directly. Mail from the other eastern offices was probably transmitted through the United States postal system as packets, under covering envelope, addressed to the Express agent at St. Joseph. For subsequent trips, the use of packets transmitted by government mail service from all offices seems to have been routinely employed.

There were a total of twenty one westbound trips made in this period (see Appendix A). Not counting three trips delayed by Indian troubles (WT-8 to WT-10), the average transit time between St. Joseph and San Francisco was eleven days and the average number of letters carried per trip was thirteen.

The Pony Express Markings in the First Period

The inauguration of the Pony Express was accompanied by the introduction of special postal markings by the Central Overland California & Pike Peak Express. In San Francisco a large oval device (SF-RP) was introduced with "Pony Express San Francisco" surrounding an illustration of a pony at full gallop and a space below for changeable date slugs. It was introduced on April 3, 1860 and is reported only in black during the first period.

SF-RP (San Francisco – Running Pony)



THE FIRST RATE PERIOD

At St. Joseph an oval hand stamp (SJ-COCPP) reading “The Central Overland California & Pikes Peak Express Company. St. Joseph, Mo.” was used that included changeable date slugs. It was introduced on April 3, 1860 and was applied in black both as an origin marking on westbound mail, and as an arrival marking on eastbound mail. It is also found used as a date stamp on mail received from, or to be sent on, the Company's Colorado stage route between September 17, 1860 and March 1861.



SJ-COCPP (Saint Joseph – Central Overland California & Pikes Peak Express Company)

The San Francisco office used a marking (SF-COCPP) similar to the St. Joseph oval but with “San Francisco. Cal” rather than “St. Joseph. Mo.” at the foot. This marking was briefly used as a date stamp on outbound mail replacing the running pony style marking. It is first reported used on May 18, 1860 and is known only in blue in the first period.



SF-COCPP (San Francisco – Central Overland California & Pikes Peak Express Company)

Another marking introduced by the Pony Express in this period was the red oval marking shown below. It was used by the New York City office to indicate that Pony Express fees had been paid.



(NY)-CPE ([New York] - California Pony Express)

The St. Joseph office also introduced its version of the running pony hand stamp on April 30, 1860 and it was used both as an arrival date stamp and as an origin date stamp. It is known in black in this period.



SJ-RP (Saint Joseph - Running Pony)

The St. Joseph Post Office Markings

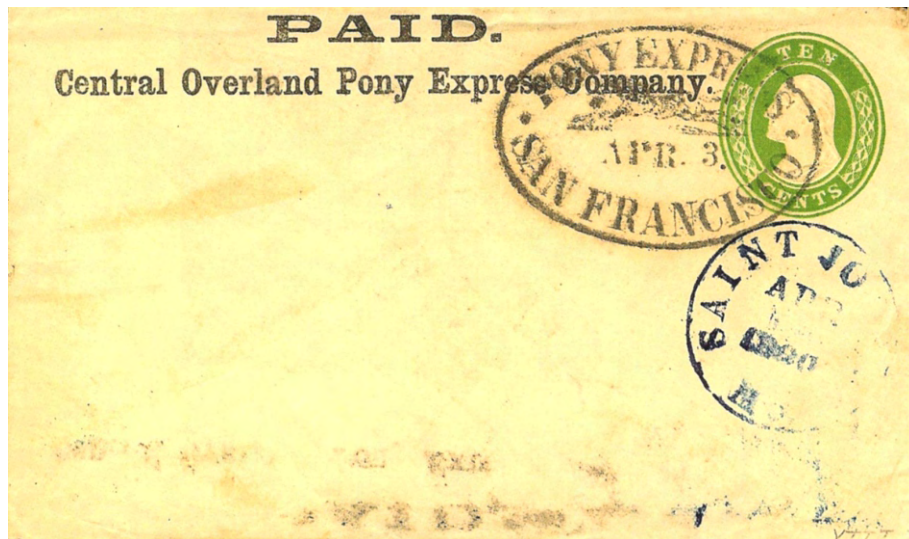
Throughout the first period of the Pony Express the eastbound mail was deposited at the St. Joseph post office and was struck with a single circle date stamp.

SJ1 (Saint Joseph Single Circle) date stamp with changeable date slugs for month and day as well as 1860 year date. This is the only postmark used by St. Joseph office during the first period. It is reported in blue through July 1860 and in black thereafter.



The Frankings

A printed envelope was introduced by the Pony Express at San Francisco at the commencement of operations. The frank has “Paid Central Overland Pony Express Company” imprinted on a 10 cents green Nesbitt entire. The use of this frank during the first period is reported only in the single example shown below. It is more frequently seen used during the subsequent period.



Paid COPEC frank on 10c Nesbitt entire, address on pasteback first day Pony Express from San Francisco on April 3, 1860 (census #E2)

The Covers

The census of known covers used during the first period appears in Appendix B and is discussed in Chapter Seven. In summary, there are a total of twenty first period covers known. Of these, twelve are eastbound and eight are westbound.

Chapter Three Endnotes

- 1) Hafen, LeRoy R. *The Overland Mail 1849-1869: Promoter of Settlements, Precursor of Railroad*. Cleveland, Ohio: Arthur H. Clark Company, 1926, page 203.
- 2) Hafen, LeRoy R., *The Overland Mail*, pages 200-201.
- 3) Hafen, LeRoy R., *The Overland Mail*, pages 205-206.
- 4) *Report of the Postmaster General, December 1, 1860*. Wierenga reprint, page 436.
- 5) Hafen, LeRoy R. *The Overland Mail*, page 170, Hafen quotes an advertisement from the March 17, 1860 *San Francisco Bulletin*.
- 6) *Postal Laws and Regulations of the United States of America, 1852*, Wierenga reprint, additional Post Office Regulations issued September 20, 1852, page 15, included in supplemental pages in back of book.
- 7) *Western Express*, April 1960. On page 5, the editors cite an advertisement in the March 19, 1860 San Francisco *Daily Times*.
- 8) *Ibid.* On pages 6-7, the editors quote an advertisement in the April 16, 1860 San Francisco *Evening Telegram*.
- 9) Root, George A. and Russell K. Hickman. "Pike's Peak Express Companies Part IV – The Platte Route – Concluded. The Pony Express and Pacific Telegraph." *Kansas Historical Quarterly* Vol. XIV No. 1 (February 1946), page 45.
- 10) *Western Express*, April 1960, pages 8-9.
- 11) *Ibid.* On page 10, the editors cite an article in the August 4, 1860 San Francisco *Alta California*.
- 12) Corbett, Christopher. *Orphans Preferred. The Twisted Truth and Lasting Legend of the Pony Express*, New York, New York: Broadway Books, 2003, page 87.
- 13) *Daily Alta California*, June 30, 1860. Report from a St. Louis correspondent provides details which, taken in conjunction with physical evidence that a cover arrived on June 25, leads to this re-construction of events.
- 14) *Western Express*, July 1960, page 3.
- 15) Root, Frank A. and Connelly, William E. *The Overland Stage to California: Personal Reminiscences and Authentic History of the Great Overland Stage Line and Pony Express*. Topeka: Frank A. Root and William E. Connelly, 1901, page 123.
- 16) All "per trip" information is derived from the tables appearing on pages 92 and 100. The per trip averages of mail carried do not include way mail.
- 17) Hafen, LeRoy R., *The Overland Mail*. On pages 174-175, Hafen quotes a letter from Sacramento in the April 16, 1860 San Francisco *Bulletin*. The letter-writer had access to the first trip way bill.
- 18) New York *Herald*, March 20, 1860, notice of Pony Express agents placed by William Russell.



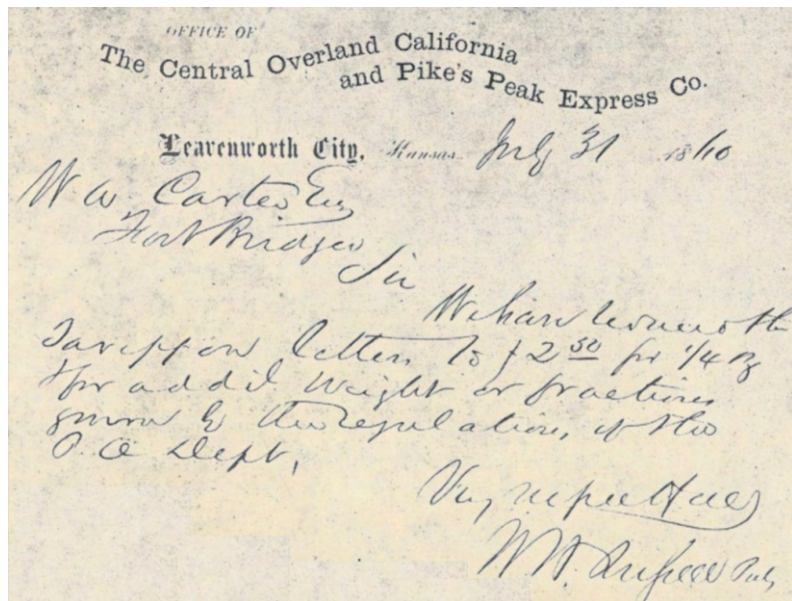
Chapter Four

The Second Rate Period

Eastbound: August 15, 1860 to April 14, 1861
Westbound: July 31, 1860 to March 31, 1861



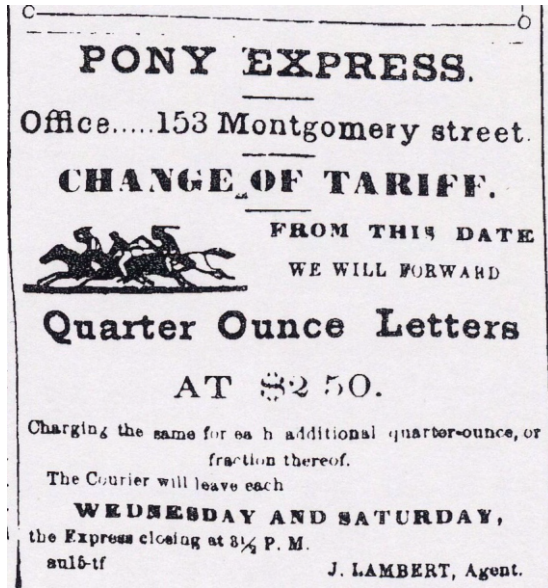
The second rate period of the Pony Express began in St. Joseph on July 31, 1860 when William Russell sent notice to his agents of a new reduced rate of \$2.50 for a quarter ounce letter. Pony Express rates were now to be calculated in quarter ounce increments rather than half ounce increments; the \$5 cost for a one half ounce letter was continued. News of the rate reduction did not appear in San Francisco newspapers until August 15. The period ended when a reduced rate of \$2 per half ounce was introduced.



William Russell letter of July 31, 1860 reducing Pony Express tariff

The July 31, 1860 notice to Pony Express agent William Carter at Fort Bridger is illustrated above.¹ It states “We have lowered the tariff on letters to \$2.50 per ¼ oz & per additional weight or fractions governed by regulations of the P.O. Dept.” and is signed by William Russell as President of the Central Overland California & Pikes Peak Express Company. The date that the reduced rate was implemented varied due to the lag time between the date it was dispatched from St. Joseph and the date it was received in San Francisco. The notice was probably sent on the Pony Express that departed St. Joseph on August 1, 1860 and arrived at San Francisco on August 12. For eastbound mails departing from San Francisco, the period begins on August 15, 1860 when the new quarter ounce rate was announced in the *Daily Alta California*.

The schedule of Wednesday and Saturday Pony Express departures from San Francisco continued in effect during the entire period. The winter months resulted in longer trip times and some scheduled trips



Change of tariff notice that appeared in the San Francisco *Daily Alta California*. The advertisement is dated August 15 (1860).

were delayed. A letter from a St. Louis correspondent reproduced in the December 8, 1860 *Daily Alta California* reported:

The Schedule of the Pony Express ... We are informed by telegraph from Washington that owing to the approach of the stormy season in the mountains, a new schedule for the Pony Express has been arranged, lengthening the time from St. Joseph to San Francisco to fifteen days, and from Fort Kearney, the outer telegraphic station on this side, to the first station on the other, to eleven days.

The observed average transit times on eastbound trips increased from thirteen days to twenty three days between the end of November and the end of January as shown in the trip table (Appendix A). However, from records and newspaper notices, the service was mostly regular and expeditious.

The value of a rapid mail and telegraph news service by Pony Express was made abundantly clear as war neared. During the second period, Abraham Lincoln was elected President, South Carolina seceded, Jefferson Davis was elected, and hostilities commenced. The Pony Express received well-earned favorable publicity for their efforts in securing timely news reports for those living in the West.

The Financial Difficulties of Russell, Majors & Waddell

The failure to win a lucrative overland mail contract in July 1860 precipitated a spiral of diminishing credit and cash for Russell, Majors & Waddell, the controlling shareholders of the Central Overland California & Pikes Peak Express Company. The crucial time had passed and the weight of their indebtedness was becoming unbearable. To underscore this, at a July 1860 board meeting, the Central Overland California & Pikes Peak Express Company declared that it would be unable to continue the Pony Express beyond 1860 without additional mail subsidies.²

Meanwhile, Russell approached the War Department for relief. Secretary of War John Floyd signed acceptances to Russell, Majors & Waddell which indicated that payments against freighting contracts were due from the U.S. Treasury both currently and in the near future. These were necessary because, in the

absence of a Congressional appropriation, the Treasury Department was not making payments against the freighting contracts.³ Russell therefore took these acceptances to New York bankers to obtain funds against them. Presumably, these loans and associated acceptances would be retired as government payments were made. Mounting losses, however, soon meant that even these loans could not be repaid. In desperation, Russell turned to his contacts in the Government and was introduced to Godard Bailey, a relative of Floyd's working in the Bureau of Indian Affairs. In July 1860, Bailey removed some of the bonds being held in trust for the Indian Reservations and gave them to Russell.⁴ These bonds were then used by Russell as collateral to support additional loans, and temporary financing was thus obtained from the bankers.

In September 1860, Russell returned to Bailey, explaining that financial ruin was imminent for Russell, Majors & Waddell, and political embarrassment was consequently inevitable for Floyd because more loans based on acceptances were coming due. Accordingly, Bailey gave additional bonds to Russell, and a near-term cash crisis was again averted.⁵ In this second transaction, Russell traded Floyd's acceptances for bonds, and Bailey presumably destroyed those acceptances to protect the Secretary of War. On December 25, 1860, the story broke about the abstracted bonds, and Russell, Bailey and Floyd were all indicted. Russell was never prosecuted, Bailey disappeared and Floyd fled south to the Confederacy, and the matter was never pursued.⁶

Alexander Majors filed for personal bankruptcy and the dissolution of Russell, Majors & Waddell was now inevitable.⁷ In January 1861, the company was dissolved in favor of creditors, citing debts of \$1.8 million.⁸ Ben Holladay, as the major creditor, took control of the Central Overland California & Pikes Peak Express which remained operational as a separate entity.⁹

The March 1861 Contract for an Overland Mail

After a month of Congressional debate, a new Post Office Appropriations Bill became law on March 2, 1861.¹⁰ The Bill reflected the results of a private negotiation between the Central Overland California & Pikes Peak Express Company and the Overland Mail Company, the current holder of the overland mail contract on the Southern Route.

Upon the execution of the Post Office contract, mail service on the Southern route was to be discontinued and the Overland Mail Company was to commence a letter mail six times a week on the Central Route on or before July 1, 1861.

This new contract was accepted by William Dinsmore on March 12, 1861¹¹ (Appendix C). In



A typical eastbound usage from San Francisco on October 31, 1860 (census #E34)

THE SECOND RATE PERIOD

addition to a daily (except Sunday) stagecoach mail, this contract required the operation of a semi-weekly Pony Express until the completion of the overland telegraph.

On March 16, the Overland Mail Company signed a secondary contract authorizing the Central Overland California & Pikes Peak Express Company to operate the Salt Lake City to Missouri segment of the daily overland mail service and dividing up the responsibility for the Pony Express service.¹² (Appendix C).

This contract prescribed the demise of the Central Overland California & Pikes Peak Express Company as the overall manager of the Pony Express. The implementation of the contract as it pertains to the Pony Express will be discussed further in the following chapters.

Nonetheless, for the duration of the second rate period, the Pony Express remained entirely under the operation and control of the Central Overland California & Pikes Peak Express. It continued to operate as a private enterprise without the benefit of any postal contracts.

The Pony Express Rates

The Pony Express rate for a letter carried between San Francisco and St. Joseph was \$2.50 per quarter ounce or less. The \$2.50 rate or "1/4" (ounce) weight was often written in pencil, or less frequently ink, on covers carried. Unfortunately, many covers have had these notations erased.

The government postal prepayments seen on westbound Pony Express covers during the second period reflect the different methods used in transmitting the covers to Saint Joseph. The postal rates in effect were.¹³

For a single letter, weighing one half ounce or under, to United States offices:
For any distance not over 3,000 miles 3 cents
For any distance over 3,000 miles 10 cents

Prepayment was required. For letters carried privately outside of the mails, the rates were the same, but government postal stationery was to be used that bore an amount of postage equivalent to the amount if carried the entire distance by government mails. The distance between New York and California was well over 3,000 miles and the 10 cents postal rate was required. The mileage between St. Joseph and San Francisco, calculated by route used, was just less than 2,000 miles and letters were subject to the 3 cents postal rate. The rate between New York City and Saint Joseph was also 3 cents.

Therefore, a letter sent under separate cover in the government mails from the Central Overland California & Pikes Peak Express office in New York City to Saint Joseph could be prepaid in bulk with the proper postage calculated at 3 cents per half ounce. At St. Joseph the packet of letters would be delivered from the post office to the Pony Express agent. When the individual letters from the packet were placed into the Pony Express mails at Saint Joseph, they were subject only to the 3 cents postage for the distance between Saint Joseph and California. The cover opposite shows a typical example illustrating the correct usage of a 3 cents entire during this period.

However, if a letter was carried privately all the way between New York City and California, it was subject to the 10 cents rate. So, if a letter was carried directly by the Central Overland California & Pikes Peak Express agent from New York to Saint Joseph to be placed in the Pony mail it would be subject to the 10 cents rate.



Sent under cover from New York City to St. Joseph correctly prepaid 3c rate onward (census #W21)

Prior to the February 1861 Act which changed the postal rates, usage of 10 cents postal entires reflects private carriage between East and West Coasts while usage of 3 cents entires reflects private carriage only between California and St. Joseph.

The Postal Act of February 27, 1861 closed the loophole of the 3 cents rate between Missouri and California by changing how the 10 cents rate was applied. This Act stated that: “The rate of letter postage between any State or Territory east of the Rocky Mountains and any State or Territory on the Pacific coast shall be ten cents per half ounce.”¹⁴ Although the distance between St. Joseph and Placerville was less than 3,000 miles, this Act made the Rocky Mountains, rather than distance, the dividing line and effectively raised the rate between the Pony termini from 3 cents to 10 cents.

The Eastbound Trips from August 15, 1860 through April 14, 1861

Pony Express operations continued much as they had during the previous period with the mails from San Francisco being collected at the Pony Express office located at the Alta Telegraph Office at the corner of Merchant and Montgomery Streets. Additional way mails could be collected at Pony Express offices in Sacramento and at stations along the route.

Pony Express mails were taken from San Francisco by steamer to Sacramento and by rail to Folsom. From Folsom, they were carried by Pony Express riders to St. Joseph.

THE SECOND RATE PERIOD

At St. Joseph, the pony mail was turned into the St. Joseph post office for transmission onward by the government postal service. At this time, it was a three to four day trip by rail between New York City and Saint Joseph.



To Abraham Lincoln by Pony Express from San Francisco on August 18, 1860 (census #E13)

The cover shown above, addressed to Abraham Lincoln, was sent from San Francisco on the second Pony Express trip to leave after the rate reduction was published. The cover bears the Saint Joseph running pony back stamp in carmine applied on August 30, 1860.

Trips from San Francisco were scheduled twice weekly, departing on Wednesdays and Saturdays. Although the departure schedule was adhered to, after December 5, 1860 the trip lengths were adversely affected by winter weather causing longer than planned transit times.¹⁵

During the second period a total of seventy eastbound trips were made (see Appendix A) from San Francisco and the average number of letters carried per trip was ninety eight.

The Westbound Trips from July 31, 1860 through March 31, 1861

During the second rate period, Pony Express mails from the eastern offices of the Central Overland California & Pikes Peak Express Company continued to be sent under cover in the United States mails, or carried outside the mails by Express agents, to the St. Joseph Pony Express office. At St. Joseph the Pony Express mails were made up and sent by Pony Express riders to Folsom, California and from there by rail and steamer to San Francisco.

Four covers destined for places not on the Pony route during this period show that the post office at either Sacramento or San Francisco was used for further mail transmission as required. Other than these covers, the westbound mails never entered the government postal service, except under cover when carried to St. Joseph, and bear no post office markings.

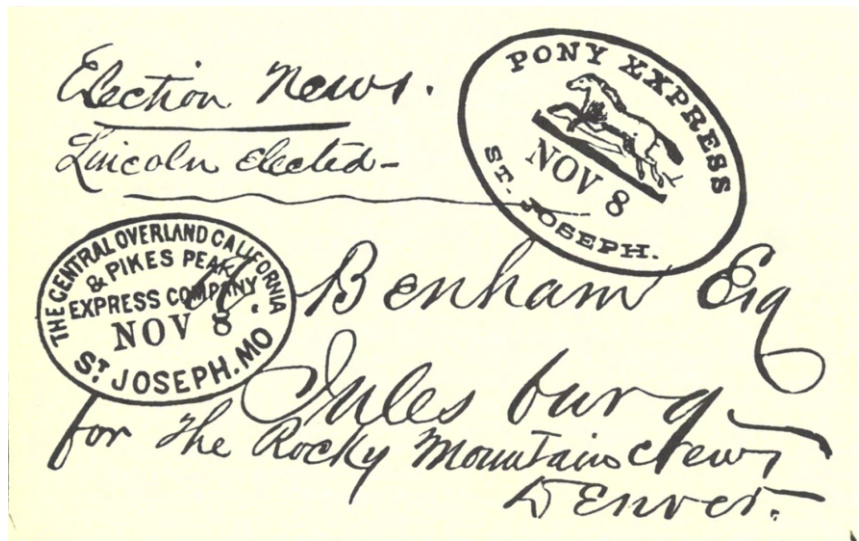
The cover shown at top right was carried on the fifth westbound trip of the second period. It bears a manuscript notation indicating prepayment of the \$5 rate for a letter between one quarter and one half ounce, and has the St. Joseph running pony date stamp struck in carmine on the front. Only two covers (census #W9 and #W12) are reported with the carmine running pony marking on the front.



Earliest usage of carmine pony handstamp westbound through St. Joseph on August 12, 1860 (census #W9)

The cover at bottom right illustrates exceptionally well the importance of the Pony Express to those living in the West. It is addressed to the Julesburg, Colorado agent of the *Rocky Mountain News* and is endorsed “Election News- Lincoln Elected” by sender.

By November 7, 1860 Lincoln’s election was a certainty. The Pony Express that left Saint Joseph on November 8 carried the full written account of the election. It was probably taken by Pony Express rider to Julesburg and turned over there to coaches of the Central Overland California & Pikes Peak Express for carriage to Denver. The election results were published in Denver by the *Rocky Mountain News* as an extra on November 12.



News of Lincoln’s Election by Pony Express from St. Joseph on November 8, 1860 (census #W22)

During the second period a total of seventy one westbound trips were made from St. Joseph (Appendix A) and the average number of letters carried per trip was fifty six.

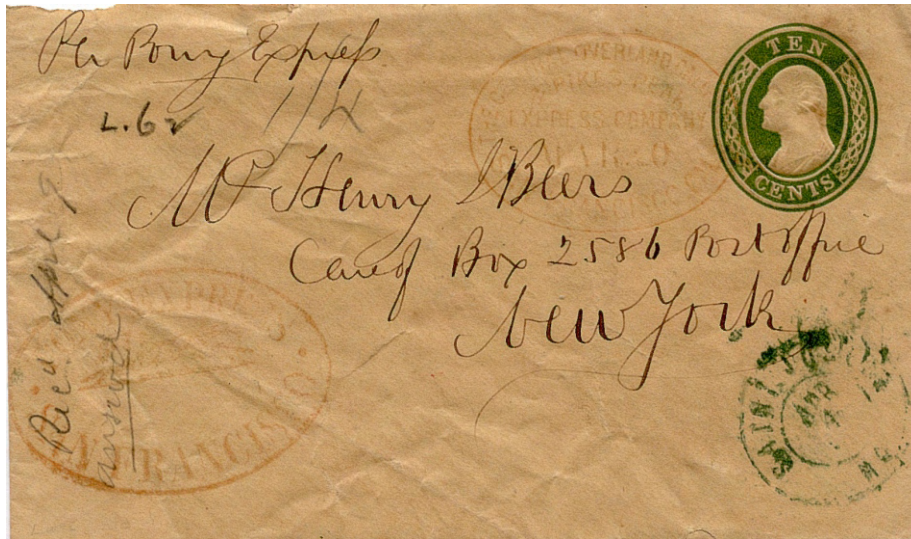
The Pony Express Markings in the Second Period

The blue San Francisco large oval device with running pony (SF-RP) continued to be used on eastbound mail through March 6, 1861. The marking then appears, without date slugs, in red between March 20 and April 13, 1861.



Blue undated SF-COCP frank and December 5 SF-RP date stamps on cover to New York (census #E45)

The oval marking (SF-COCP) that was introduced during the first period appears in the second period primarily as an undated marking used in conjunction with dated running pony hand stamp between



Dateless San Francisco running pony frank on March 20, 1861 cover from San Francisco (census #E61)

October 24, 1860 and March 6, 1861. From March 20, 1861 until the end of the period the marking appears in red with date, used in conjunction with undated running pony marking in red.

It is believed that the undated markings of the SF-RP style, as shown opposite, as well as the dateless SF-COCPP style were applied when the Pony Express fee was paid, and then stamped again with dated handstamp when the Pony Express mail was being made up for dispatch. The usage of undated hand stamp to indicate prepayment is supported by evidence that the Central Overland California & Pikes Peak Express used this practice in their Colorado operations and sold undated “franks” at way stations.

The Sacramento office of the Pony Express was supplied with a special date stamp (SAC-PE) during the second period that remained in use until the end of Pony Express operations. Earliest reported usage is January 7, 1861 in black (census #E52), otherwise, it is known only in blue.

SAC-PE (Sacramento – Pony Express)



During the second rate period, the St. Joseph running pony handstamp (SJ-RP) appears as an origin marking on westbound Pony Express mail, and as an arrival marking on eastbound mail. Beginning with the second period, the marking appears briefly struck in carmine (reported between August 12, 1860 and September 13, 1860) rather than black. The use of this marking on eastbound mail was discontinued after September 6. The latest reported example of the carmine running pony on eastbound mail is shown below. On westbound mail, black ink was again used starting September 23 and continuing until October 4, 1860.



Way cover from Ft. Bridger with September 6 (1860) carmine pony back stamp (census #E17)

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October 17, 1860 cover from San Francisco with SJ-COCPP transit (census #E26)

The St. Joseph oval (SJ-COCPP) was used on westbound mail between October 11 and November 11, 1860. It was used on eastbound mail between September 13 and December 11, 1860. An example is shown above.

A new marking (SJ-COCPP/PE) was introduced in the second period for use at St. Joseph. This marking appears to be a composite of the SJ-COCPP with a new oval surround with "Pony Express" text, but is actually entirely new. It is known in green during the second period as a transit back stamp on eastbound mail from December 19, 1860 to January 20, 1861 when Pony Express transit markings were discontinued on eastbound mail. It is reported on westbound mail from December 20, 1860 until October 31, 1861.



SJ-COCPP/PE (St. Joseph - Central Overland California & Pikes Peak Express Company / Pony Express)



Westbound cover with green SJ-COCPP/PE date stamp transit (census #W33)

In New York City, the dateless marking previously introduced, (NY)-CPE, continued to be used into November of 1860 when it was replaced with the marking below. This NY-CPE marking, with date, was

NY-CPE (New York - California Pony Express)



Westbound cover with NY-CPE December 1 origin date stamp (census #W25)

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used in New York City office for westbound mail. Earliest reported usage is December 1, 1860 and it is known struck in blue green during the second period.

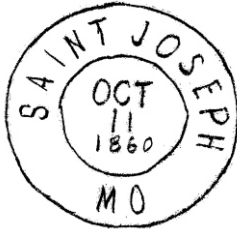
The St. Joseph Post Office Markings

The black single circle Saint Joseph postal marking, with year date and “Saint” spelled out, was replaced by the double circle markings during the second period. This information is often important in the accurate dating of Pony Express covers.



SJ1 (Saint Joseph Single Circle) date stamp with changeable date slugs for month and day as well as 1860 year date. It is reported in black until September 27, 1860.

The double circle Saint Joseph postal marking with year date replaced the single circle date stamp in October, 1860.

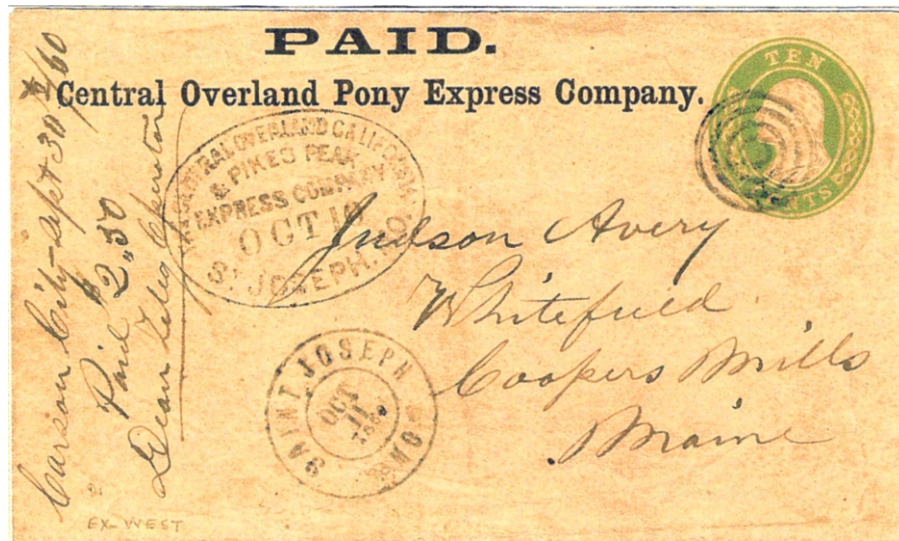


SJ2 (Saint Joseph Double Circle) date stamp with changeable date slugs for month and day as well as 1860 year date. It is reported with 1860 year date from October 11, 1860 until October 31, 1860 and without year date from November 2, 1860 until March 26, 1861. It was struck in black, blue and then green.

The Frankings

The special franked envelope introduced by Central Overland Pony Express at San Francisco in the first period was also used in the second period. Interestingly, six of the seven reported examples in the second period are way usages. The example shown opposite is endorsed “Carson City, September 30, 1860, Paid \$2.50, Dean Teleg(raph) Operator” in the same handwriting as the address.

This is an example of one of the means of handling telegraphic dispatches discussed in Chapter Three. Here, a telegraphic dispatch was received at Carson City that was to be sent onward from St. Joseph by mail rather than transmitted onward by telegraph. The Central Overland California & Pikes Peak Express agent at Carson City, R.V. Dean, used a COPEC franked envelope as the covering envelope for the transcribed telegraphic message. It was subject to normal Pony Express rate and was endorsed “Paid \$2.50” by the agent.



Paid COPEC frank on 10c Nesbitt entire
by telegraph to Carson City and then by Pony Express (census #E23)

The other examples of this franked entire used during the second period after the rate reduction may represent usages by the Central Overland California & Pikes Peak Express agents sending telegraph forms, or usages for sending Company related mail.

The Covers

A census of second period covers appears in Appendix B. In summary, there are eighty two second period covers known, fifty four eastbound and twenty eight westbound.

Chapter Four Endnotes

- 1) Original document in the possession of George Kramer.
- 2) Berthold, Victor M. "William H. Russell, Originator and Developer of the Pony Express." *The Collectors' Club Philatelist* Vol. VII No. 2 (April 1929), page 72.
- 3) Ibid, page 70.
- 4) Settle Raymond W. and Mary L. *War Drums and Wagon Wheels: The Story of Russell, Majors, and Waddell*. Lincoln: University of Nebraska Press, 1966, pages 132-134.
- 5) Ibid, pages 137-138.
- 6) Ibid, pages 150-152.
- 7) Ibid, pages 139-140.
- 8) Jackson, W. Turrentine. "A New Look at Wells Fargo, Stagecoaches and the Pony Express." *California Historical Society Quarterly* (December 1966), page 304. The amount of indebtedness is cited in Berthold, Victor M. "William H. Russell, Originator and Developer of the Pony Express," page 73.
- 9) Settle, *War Drums and Wagon Wheels: The Story of Russell, Majors, and Waddell*, page 160.
- 10) Hafen, LeRoy R. *The Overland Mail 1849-1869: Promoter of Settlements, Precursor of Railroad*. Cleveland, Ohio: Arthur H. Clark Company, 1926, page 211.
- 11) Ibid, page 214.
- 12) *Western Express*, January 1961, pages 6-10.
- 13) *List of Post Offices and Postal Laws and Regulations of the United States of America, 1857*, Wierenga reprint, page 31 in Postal Laws section.
- 14) *United States Domestic Postage Rates, 1789-1956*, Post Office Department, Washington, D.C., page 57.
- 15) (Nathan, et. al.) *Western Express*, October 1960, page 3.



Chapter Five

The Third Rate Period

Eastbound: April 15 to June 30, 1861

Westbound: April 1 to June 30, 1861



The third rate period of the Pony Express was an interim period between the \$2.50 second rate period, and the July 1, 1861 initiation of the Post Office mandated \$1 rate period. During the third period, a reduced Pony Express rate of \$2 for a one half ounce letter was implemented. Also during this period, Wells Fargo first appeared as agent for the Pony Express and issued the first Pony Express adhesive stamps and franked envelopes to facilitate prepayment.

Pursuant to contracts executed in March 1861, the Overland Mail Company assumed the overall control of the Pony Express on April 1, 1861, with the Central Overland California & Pikes Peak Express, acting as a sub-contractor, handling the Pony Express operations. The Post Office agreement granting the mail contract to the Overland Mail Company, and a secondary contract setting out the financial arrangements between the Overland Mail Company and the Central Overland California & Pikes Peak Express Company are shown in Appendix C.

It also appears likely that in late March a three-way contract was executed between the Overland Mail Company, the Central Overland California & Pikes Peak Express Company, and Wells, Fargo & Company with an effective date of April 1. This contract, which has not survived, apparently established new agents (Wells Fargo and related firms) for the Pony Express in the third period, while the Central Overland California & Pikes Peak Express maintained operational control.¹

The division of labor between the parties was as follows. Wells Fargo, utilizing their own express network and related express companies in the East, assumed the responsibility for collecting and delivering the mail to and from the route termini while the Central Overland California & Pikes Peak Express operated the express between the termini. The Overland Mail Company, fully occupied with re-establishing the overland stagecoach mail route, ceded overall financial oversight to Wells Fargo during this interim period. As a part of this agreement, the Central Overland California & Pikes Peak Express transferred its California offices to Wells Fargo on April 15, 1861.

A letter, dated Washington (D.C.), April 20, 1861, that was published in the San Francisco *Daily Evening Bulletin* of May 11, 1861 mentions:

The Butterfield Overland Mail Company, in connection with the Pike's Peak Overland Mail and Express Company, are pushing forward their arrangements for a daily service to commence not later than the 1st of July next. With the approval of the Postoffice Department, the new company (to whose hands the entire Pony Express business was transferred on the 1st of the present month) are getting up pre-paid Pony Express envelopes, - that is to say, envelopes having the U.S. postage stamp on them, and in addition, a Pony Express stamp.

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This letter confirms an effective starting date of April 1, 1861 for the Overland Mail Company's oversight of the Pony Express and is the earliest mention found regarding the issuance of Pony Express stamps or franks.

The new rates and replacement agents were initiated on April 1 in Missouri. The news was transmitted from Missouri by telegraph to the East and the first advertisements appeared there starting April 2. However, the fastest communication from Missouri to California was the ten day trip by Pony Express. The news of the change was most likely carried on the pony which left St. Joseph on March 31, 1861 and the first advertisement of the new rates, and of the appointment of Wells Fargo as agents, appeared on April 15 in San Francisco. Therefore, the third period commenced on April 1 in the East, but did not become effective in the West until April 15.

The following advertisement from the *Daily Alta California* is dated April 16 (1861):

Pony Express Notice.

REDUCED  RATES.

**The Rates for Letters
PER PONY EXPRESS
UNTIL FIRST JULY NEXT,
WILL BE |**

For Half Ounce, and under.....\$3 00
**For each additional Half Ounce or
fraction thereof..... 2 00**

Letters must be enclosed in Ten Cent Government Envelopes, and Pony Postage prepaid.
The Express will be dispatched from our office on
WEDNESDAY & SATURDAY
OF EACH WEEK.

**WELLS, FARGO & CO.,
AGENTS.**

ap16-2p7

It should be noted that this advertisement, as well as one published in Sacramento, were signed by Wells Fargo as agents. In addition to these, the same newspapers carried change of agency notices which were signed by the Central Overland California & Pikes Peak Express agents in the respective cities. In San Francisco, the following advertisement appeared in the April 15 *Daily Alta California*:

Pony Express Notice

Orders having been received from W.H. Russell, President Pony Express Company, I hereby transfer the office and everything appertaining thereto to Messrs. Wells, Fargo & Co. All letters to be forwarded by Pony Express must be delivered at their office, corner California and Montgomery Streets.

J.W. Brown, Agent Pony Express

The following notice appeared in the Sacramento *Daily Union*, commencing April 17, 1861:

PONY EXPRESS NOTICE.

ORDERS HAVING BEEN RECEIVED from W. H. BUSSELL, President Pony Express Company, I hereby transfer the office and everything appertaining thereto to Messrs. WELLS, FARGO & CO. All letters to be forwarded by Pony Express must be delivered at their office, on Second street, between J and K, Sacramento.

J. W. COLEMAN, Agent Pony Express Co.

PONY EXPRESS NOTICE

REDUCED  RATES!!

THE RATES FOR LETTERS,
Per Pony Express,
UNTIL FIRST JULY NEXT,
—WILL BE—

For Half Ounce and under.....	\$2
For each additional Half Ounce or fraction thereof..	\$2

Letters must be enclosed in Ten Cent Government Envelopes, and Pony Postage prepaid.
The Express will be dispatched from our office
Wednesday and Saturday Nights,
OF EACH WEEK,
On the arrival of the Boat from San Francisco.

ap17-1m WELLS, FARGO & CO., Agents.

These change of agency notices and advertisements confirm Wells Fargo’s official role as agents for the Central Overland California & Pikes Peak Express.

The Post Office Contract Mandating Pony Express Service

The governing contract between the Post Office Department and the Overland Mail Company was signed on March 12, 1861. This contract called for a daily stagecoach mail service on the Central Route by the Overland Mail Company to commence on or before July 1, 1861. The mail service was to operate between St. Joseph, Missouri (or Atchison, Kansas) and Placerville, California. Stagecoach mail service was to include three times a week service to Denver and Salt Lake City.

Further, this contract required the Overland Mail Company, during the duration of the contract or until completion of the Overland Telegraph, to run a semi-weekly Pony Express service in addition to the regular stagecoach mail. The Overland Mail Company was at “liberty of charging the public for transportation of letters by said express not exceeding One dollar per half ounce.”

This contract made the Pony Express a required service by the contractor from July 1, 1861. At that time, it became an integral part of the government postal service until the completion of the overland telegraph.

The Overland Mail Company Sub-Contracts

With a Post Office contract in hand, William Dinsmore of the Overland Mail Company signed a contract between the Central Overland California & Pikes Peak Express and the Overland Mail Company on March 16, 1861. This contract formalized what was probably a verbal agreement reached between the parties, with California Senator Milton Latham acting as moderator, before the letting of the March 12, 1861 Post Office contract to the Overland Mail Company. In it, the Overland Mail Company agreed to sub-contract with the Central Overland California & Pikes Peak Express to handle the stagecoach mail

THE THIRD RATE PERIOD

services between the Eastern terminus and Salt Lake City as well as the passenger and express business over the same area.

The fourth provision of the contract established that all receipts from the Pony Express service were to be divided equally, and that each party was responsible for expenses on their own division; that is, the Central Overland California & Pikes Peak Express between St. Joseph and Salt Lake City and the Overland Mail Company between Salt Lake City and Placerville.

Because the Central Overland California & Pikes Peak Express was obliged to provide regular mail service to Denver as well as Salt Lake City, Russell headed to Colorado at the end of March to find an alternate route that would connect St. Joseph and Salt Lake City directly through Denver. Such a route would replace the branch line service between Denver and Julesburg and would have cut approximately 200 miles off the existing Central Route. Russell was not able to implement a new route, via Denver and over Berthoud Pass, in time to meet the July 1, 1861 deadline and gave up his plans for a more direct route.²

The Management of the Pony Express

The Pony Express had fulfilled its function by demonstrating the feasibility of the Central Route, but was still losing money. Since the mail contract had been let, neither the Overland Mail Company nor the Central Overland California & Pikes Peak Express had any incentive to continue this money-losing operation, except that the Post Office Department had required that the Pony Express be continued. It certainly appears that the Overland Mail Company (and the Central Overland California & Pikes Peak Express) resisted this clause, but compromised on running it until the overland telegraph was completed. Since the Overland Mail Company must have had little interest in running a Pony Express, it also appears that the provision for sharing the Pony Express revenues and expenses was a concession to the Central Overland California & Pikes Peak Express to mitigate their ongoing losses.

Since it was not practical to stop running the express, only to restart it on July 1, it had to continue operations. The Overland Mail Company had no experience or capability in running the ponies on the Central Route and was pre-occupied with moving equipment to the overland mail route. The Central Overland California & Pikes Peak Express could not afford to absorb more losses, but was the only entity in a position to operate the express. However, the mail subsidies were not going to start until July 1, so they had to somehow minimize their losses.

Fortunately, Wells Fargo, with their extensive express system in the West and their affiliated express relationships in the East, was in a good position to increase the volume of mail traveling by Pony Express. Increased volume of mail, even at a lower rates, could stem the losses. So, Wells Fargo, the Overland Mail Company and the Central Overland California & Pikes Peak Express apparently signed an agreement giving agency rights to Wells Fargo in the third period. Wells Fargo responded by reducing the tariff, and deploying its extensive mail collection and distribution capabilities. Wells Fargo collected the Pony Express fees, and arranged to get the mail to and from the pony termini. What is not known, because the contract has not been located, is whether their involvement made it into a paying proposition, or what part of the revenue was retained by Wells Fargo. Nonetheless, there is no doubt that the Central Overland California & Pikes Peak Express operated the Pony Express from end-to-end during the third period.

From April through June 1861, the published notices in California characterize the Wells Fargo role as agent for the Central Overland California & Pikes Peak Express. However, in the following period, starting in July 1, 1861, the notices are signed by Wells Fargo as agents for the Overland Mail Company. From these notices, it appears that the Overland Mail Company was principally concerned during this interim period with the transfer of their mail handling facilities from the Southern Route to the Central Route and was content to let the Central Overland California & Pikes Peak Express continue to run the Pony Express. Still, with Wells Fargo established as agents for the Pony, the Overland Mail Company was in a better position to monitor the over-all financial results.

The Control of the Pony Express

As described in Chapter Four, Ben Holladay assumed effective control of the Central Overland California & Pikes Peak Express after the collapse of Russell, Majors & Waddell in January 1861. After the negotiation of the March 16, 1861 contract between Central Overland California & Pikes Peak Express and Overland Mail Company by Russell, Holladay took complete control by removing Russell and installing his cousin, Bela Hughes, as President on April 26, 1861.³

The Overland Mail Company shared several directors and stockholders with Wells Fargo. In addition, Wells Fargo was the largest creditor to the Overland Mail Company and replaced John Butterfield with William Dinsmore in 1860.⁴ Despite these interconnections, the Overland Mail Company and Wells, Fargo & Company were separate entities. Wells Fargo seems to have viewed their mail carrying activities outside of California and Nevada as subsidiary to their primary express and banking functions. They were pleased to have their close ally, the Overland Mail Company, operate as the primary transcontinental mail carrier.

Implementing the Change of Service

In the East, new agents replaced existing Central Overland California & Pikes Peak Express agents for the receipt and processing of Pony Express mail. An advertisement dated April 2, 1861 in a Chicago newspaper, shown at right, announced the new reduced rate (although the listing for multiple rates is not accurately stated). The United States Express Company was listed as agent for the receipt of Pony Express letters in Chicago, having replaced the Central Overland California & Pikes Peak Express agents, Samuel & Allen. Advertisements in St. Louis papers from May 1, 1861 listed the American Express Company as recipient for Pony Express letters.⁵ In several eastern cities, including New York, Boston and Philadelphia, Wells Fargo served as agent.⁶ All of the companies which have been identified as agents for the Pony Express in the East after April 1, 1861 had strong ties with Wells Fargo.

PONY EXPRESS!
Ten Days
TO SAN FRANCISCO.

LETTERS will be received at the office of the
United States Express Company,
CORNER OF CLARK AND LAKE STREETS,
 (190 Lake and 20 Clark streets,)

Which will be forwarded to connect with the Pony
 Express, leaving St. Joseph, Missouri, every
WEDNESDAY AND SATURDAY, AT 11 P. M.

TELEGRAMS

Sent to Fort Kearney on the mornings of Monday and
 Friday, will connect with the Pony, leaving St. Joseph
 Wednesdays and Saturdays.

EXPRESS CHARGES:
 Letters weighing $\frac{1}{2}$ oz. or under 1.....\$2.00
 Letters weighing over 1 oz..... 4.00
 The half ounce letters will be reduced to one dollar
 after July 1st.

☞ In all cases to be enclosed in Government
 stamped envelopes, and all Express charges prepaid.
 ap2'61-ty **H. D. COLVIN, Agent.**

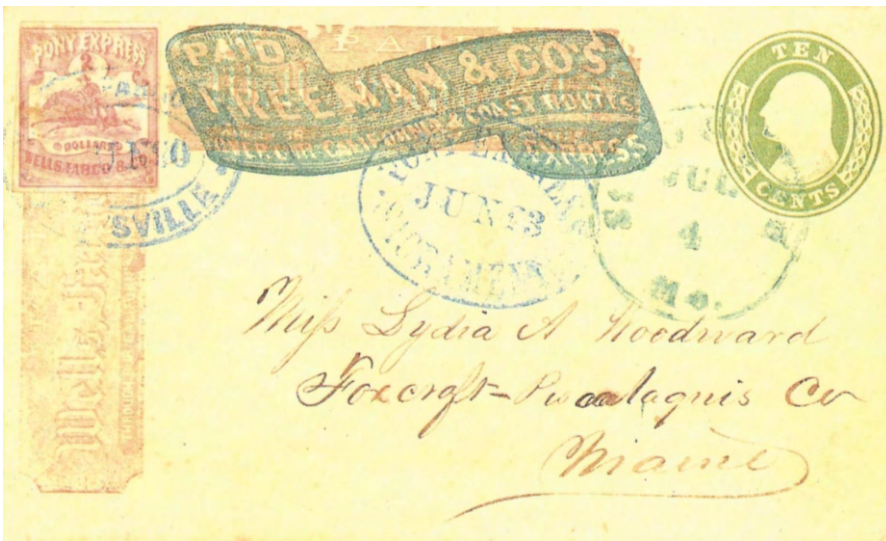
The Pony Express Rates

During the third period, the Pony Express rate for a letter carried between San Francisco and St. Joseph was \$2 per one half ounce or less. Additional rates were in proportion. These reduced rates were introduced on April 1, 1861 in the East and on April 15, 1861 in California because of the lag in communications. The Pony Express service during the second period continued to operate on a twice weekly schedule.

The Eastbound Trips from April 15 through June 30, 1861

Pony operations changed somewhat during this period. After April 15, Pony Express mails were collected in San Francisco and Sacramento at the Wells Fargo offices. Throughout California, other Wells Fargo offices also became the collection points for mail to be carried by the Pony Express.

Except for San Francisco and Sacramento, Wells Fargo agents at offices in California used their regular Company markings on Pony Express mail during this period. In the third period, such markings are reported from Marysville, Placerville, Nevada (City) and Carson City.



Usage from Marysville Wells Fargo office to the Pony Express at Sacramento (census #E104)

Some of the covers sent during this period bear a blue oval "Paid" handstamp of Wells Fargo in addition to an adhesive Pony Express stamp. Generally these "Paid" markings were used by Wells Fargo to indicate payment of normal company route charges in lieu of a printed frank, or for excess charges paid.

The Pony Express mails continued to be carried from San Francisco by steamer to Sacramento and from there to Folsom on the railway. At Folsom, carriage by pony riders commenced. At St. Joseph, the pony mail was still turned into the St. Joseph post office for transmission onward by the government postal service.

Trips from San Francisco were on a twice weekly schedule, departing on Wednesdays and Saturdays. This schedule remained in effect throughout the period.

During the third period there were a total of twenty two eastbound trips made from San Francisco. (see Appendix A) and the average number of letters carried per trip was 201.



April 17, 1861 cover carried on first eastbound trip from Wells Fargo office in San Francisco (census #E67)

The Westbound Trips from April 1 through June 30, 1861

During this period, the collection points for westbound Pony Express mails were changed. As noted previously, new Wells Fargo affiliated agents took over in many cities. Mails to go on the Pony Express were either delivered directly to the St. Joseph agent, or sent through the United States postal system as packets, under covering envelope, addressed to the St. Joseph postmaster for delivery to the Express Agent at St. Joseph.

The scheduled deadline for receiving Pony Express mail at St. Joseph was 11:00 P.M. every Wednesday and Saturday.⁷ The Pony Express markings applied were consistently dated on Thursdays and Sundays.

During the third period there were twenty six westbound trips that left from St. Joseph and the average number of letters carried per trip was eighty seven (Appendix A).

The Pony Express Markings in the Third Period

At the end of the second period the San Francisco large oval running pony device (SF-RP) was being struck, without a date, in red. One cover (census #E67, shown above) from the first trip in the third period bears the SF-RP struck in red with an April 17 date. Two other covers (census #E68 and #E69) from the same trip, as well as all subsequent covers from San Francisco in the third period, bear the SF-RP marking struck in blue with a date. It is the only marking that appears on covers originating in San Francisco from April 17, 1861 until the end of the Pony Express.

The Sacramento office of the Pony Express continued to use the marking (SAC-PE) that had been introduced during the second period. It was used only on eastbound mail.

THE THIRD RATE PERIOD



May 26 Sacramento office SAC-PE origin date stamp in blue on 1861 cover (census #E85)

At St. Joseph, the oval in circle marking (SJ-COCP/PE) introduced in the second period continued in use. In the third period, it was applied only to westbound mails. The markings were dated the day after the 11:00 P.M. deadline. In this period it is known in green until April 14, 1861 and from then on in black.



April 18 St. Joseph Pony transit SJ-COCP/PE date stamp in black on 1861 cover (census #W40)

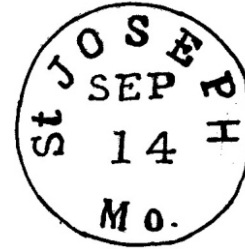
The NY-CPE California Pony Express date stamp that was introduced in the second period continued to be used in the third period. It is known only in blue during the third period.

The St. Joseph Post Office Marking

Throughout the third period of the Pony Express the eastbound mail was deposited at the post office and was struck with a single circle date stamp (SJ3).

The single circle “Saint Joseph” postal marking, with “Saint” abbreviated to “St.”, replaced the double circle postmark (SJ2). The earliest reported usage is April 17, 1861. During the third period, it appears struck only in green.

SJ3 (St. Joseph Single Circle) date stamp with changeable date slugs for month and day.



The Frankings

In their capacity as financial agents for the Pony Express, Wells Fargo introduced both adhesive postage stamps and a Pony Express franked government entire. Both the adhesive stamps and the franked envelopes bear the Wells Fargo name. The introduction of adhesive stamps undoubtedly made accounting easier and served as advertising.

Both \$2 red and \$4 green adhesive stamps were introduced for use in the California offices of Wells Fargo. These were printed by Britton & Company in San Francisco and were intended to be used to prepay the half ounce and one ounce Pony Express rates respectively.⁸ A summary of the census information for these stamps used on cover appears on page 73.



Pony Express adhesive stamps issued in April 1861

THE THIRD RATE PERIOD

The earliest reported usage of any of the Pony Express adhesives is a \$2 red used from Placerville on April 28, 1861 (census #E70). The stamp is tied by a regular Wells Fargo express date stamp. No covers are known from the April 20 or April 24 trips, so it is possible that earlier usages from San Francisco exist.



April 28, 1861 usage of \$2 red Pony Express adhesive stamp, the earliest reported usage (census #E70)

The \$4 green adhesive would only have been needed for letters over half an ounce in weight. A single example is known used on cover (census #E105). It is a triple rate usage prepaid with singles of the \$2 red and \$4 green.



June 26, 1861 usage of \$4 green and \$2 red Pony Express adhesive stamps, the only reported example of \$4 green on cover (census #E105)

In addition to the adhesive stamps issued in California, a new \$2 franked envelope was introduced in the East. The envelope bears a frank imprinted on the then-current 10 cents Nesbitt entire. This Type 1 frank has not previously been properly identified in the philatelic literature. Although numerous unused examples exist, presumed to be remainders, only two used examples have been reported. Both were used in the third period from New York City indicating prepayment of the \$2 per half ounce rate. The design, with a comma after the word “Placerville,” differs from the \$1 Type 2 frank introduced in the fourth period. Further, the Type 1 frank does not have the partially pre-printed address “Agent of Pony Express” found on the Type 2 franks.



May 7, 1861 usage of Type 1 printed frank, the earlier of two reported examples (census #W41)

An article in the San Francisco *Daily Alta California* of May 8, 1861 shows that the franks were already being used:

WELLS, FARGO & Co.'s PONY EXPRESS ENVELOPES – The new style of Pony Express Envelopes with Wells, Fargo & Co.'s express mark upon the margin, bears a very elegant and tasteful design – a combination of red letters reading each way: “W. F. & Co., 1/2 ounce, paid from St. Joseph to Placerville, per Pony Express.” Wells, Fargo & Co. have charge of the Pony Express henceforth until the first of July, when it becomes a portion of the great Daily Overland Mail arrangement, of which they are the managers on this side.

The arrival of one of the franked envelopes in California by May 8, 1861, presumably on inbound Pony Express mail, would indicate that the franks were available in the East no later than the middle of April.

The Covers

The census of known covers used during the third period appears in Appendix B. In summary, there are a total of fifty third period covers known. Of these, forty two are eastbound and eight are westbound.

Chapter Five Endnotes

- 1) The authors have inferred the existence of this contract from the published notices and advertisements of the period, in which the respective parties describe their roles.
- 2) Settle Raymond W. and Mary L. *War Drums and Wagon Wheels: The Story of Russell, Majors, and Waddell*. Lincoln: University of Nebraska Press, 1966, page 165.
- 3) Ibid, page 165.
- 4) Jackson, W. Turrentine. "Well Fargo's Pony Expresses." *Journal of the West* XI (July 1972), page 414.
- 5) Copy of an original advertisement from un-designated St. Louis newspaper dated May 1, 1861 in the possession of Richard Frajola.
- 6) Jackson, W. Turrentine. "Well Fargo's Pony Expresses." *Journal of the West* XI (July 1972), page 418.
- 7) Advertisement dated April 2, 1861 from non-designated Chicago newspaper illustrated on page 43 as well as an advertisement in *Sacramento Daily Bee* illustrated on page 52..
- 8) Nathan, M. C. and Boggs, W. S. *The Pony Express: Collectors Club Handbook No. 15*. New York: Collectors Club, Inc., 1962. This book includes extensive information on the production and identification of the Pony Express stamps.



Chapter Six

The Fourth Rate Period

Westbound: July 1 to October 31, 1861
Eastbound: July 1 to October 26, 1861



The fourth and final period of the Pony Express commenced with the July 1, 1861 effective date of the Overland Mail Company contract with the Post Office. Until the completion of the overland telegraph, this contract required bi-weekly Pony Express service between St. Joseph and Placerville at a rate not to exceed \$1 per one half ounce. The period officially ended two days after the completion of the telegraph line when Wells Fargo announced the termination of the service on October 26.¹ Residual westbound “pony” mail continued to be sent out until October 31, 1861.

As the change had been planned for several months, announcements of the new service appeared almost simultaneously in New York City and San Francisco.

The advertisement at right, from the June 26, 1861 San Francisco *Evening Bulletin*, includes some very interesting information. The top segment of the advertisement states that the Pony Express is “The Overland Mail Company’s Pony Express” and is signed by William Buckley, Superintendent, Overland Mail Company. It further states that: “Messrs. Wells Fargo & Co. have been appointed agents and letters will be received and delivered at their offices.” This advertisement delineates the relationship between the two companies as one of Wells Fargo acting as agent for the Overland Mail Company.

The lower segment of the advertisement includes:

“Connecting with the Overland Mail Company’s Pony Express at Placerville. Letters must be enclosed in our twenty cent government franked envelopes and charges from Placerville prepaid at the rate of one dollar for each half ounce, or any fraction thereof. All letters not enclosed as above will be charged at the rate of 25 cents each.”

Pony Express Notice,
..... FOR THE.....
Service Commencing July 1, 1861.
PLACERVILLE TO ST. JOSEPH.

THE OVERLAND MAIL COMPANY'S
“PONY EXPRESS” will be dispatched regularly FROM
THE OFFICE OF THEIR AGENCY, AT PLACERVILLE.

On the Arrival of the
EXPRESS LEAVING SAN FRANCISCO
Wednesday and Saturday
OF EACH WEEK.

ALL LETTERS must be enclosed in ten cent government
Stamped Envelopes and prepaid, at the rate of one dollar for each
half-ounce or any fraction thereof.

MESSERS. WELLS, FARGO & CO. HAVE
BEEN APPOINTED AGENTS, and letters will be received
and delivered at their office.

WILLIAM BUCKLEY,
Superintendent O. M. Co.
J278-U

Pony Express Notice,
..... FOR THE.....
Service Commencing July 1, 1861.
MESSERS. WELLS, FARGO & CO.
WILL RUN A
Pony Express
.... BETWEEN....
SAN FRANCISCO AND PLACERVILLE,
Regularly on
Wednesday and Saturday,
OF EACH WEEK.

Leaving their office at 8:45 P. M., on the 10th day, and
Connecting with the Overland Mail Company's
Pony Express at Placerville.

LETTERS MUST BE ENCLOSED IN OUR TWENTY
CENT GOVERNMENT FRANKED ENVELOPES and
Charges FROM PLACERVILLE PREPAID AT THE RATE
OF ONE DOLLAR FOR EACH HALF OUNCE, OR ANY
FRACTION THEREOF.

All letters not enclosed as above will be charged at the
rate of 25 cents each.

J278-11 **WELLS, FARGO & CO.**

THE FOURTH RATE PERIOD

In the prior three periods, the Pony Express rate included service between San Francisco and Placerville. In this period, it became an additional service by Wells Fargo and was subject to an additional charge of 10 cents, if prepaid by a Wells Fargo franked entire (10 cents for the government entire plus the 10 cents Wells Fargo fee), or 25 cents if not in a Wells Fargo franked entire.

This extra charge did not escape the notice of San Francisco residents. A complaint was printed in the July 5, 1861 *Sacramento Daily Bee*:

A Dollar and a Quarter. Mr. E. Harte [a government employee and Assistant Assayer at the U.S. Branch mint] of San Francisco, complains through the press that the Pony Express people charge a dollar and a quarter per letter while they advertise to carry for a dollar and ten cents - that is, the envelopes must have a government ten cent stamp, in addition to the dollar for the pony. This additional charge is brought about he says, by charging for a Wells Fargo & Co.'s stamp (frank), which the law does not require.

The editor of the paper went on to explain and describe the additional service being provided by Wells Fargo and concluded: "It is their regular charge for like services, and if any one don't want to employ them, the post office is open." As no examples have been found that show carriage to Placerville by the government mails, the extra charge was obviously tolerated.

The advertisement at right was published on July 1, 1861 in New York City. It announces that letters will be received on Tuesdays and Saturdays to connect with the Pony Express leaving St. Joseph four days later.

PONY EXPRESS!

CHANGE OF TIME!  REDUCED RATES!

10 Days to San Francisco!

LETTERS

WILL BE RECEIVED AT THE
OFFICE, 84 BROADWAY,
NEW YORK,
Up to 4 P. M. every TUESDAY,
AND
Up to 2½ P. M. every SATURDAY,
Which will be forwarded to connect with the PONY EXPRESS leaving
ST. JOSEPH, Missouri,
Every WEDNESDAY and SATURDAY at 11 P. M.

TELEGRAMS

Sent to Fort Kearney on the mornings of MONDAY and FRIDAY, will connect with PONY leaving St. Joseph, WEDNESDAYS and SATURDAYS.

EXPRESS CHARGES.

LETTERS weighing half ounce or under.....\$1 00
For every additional half ounce or fraction of an ounce 1 00
In all cases to be enclosed in 10 cent Government Stamped Envelopes,
And all Express CHARGES Pre-paid.
PONY EXPRESS ENVELOPES For Sale at our Office.
WELLS, FARGO & CO., Ag'ts.
New York, July 1, 1861.

JOSEPH J. ZAND, STATIONER AND PRINTER, 61 FULTON STREET, NEW YORK

Changes in the Pony Route

Beginning with the fourth period, the western terminus of the Pony Express was moved eastward from Folsom to Placerville as specified in the postal contract. Westbound mails received at Placerville were conveyed via the Wells Fargo system to final destination. Eastbound mails were carried to Placerville by Wells Fargo. This additional service was advertised as a "Pony Express" service but utilized steamboats, rail lines, and stage coaches to transmit the mail between San Francisco and Placerville.

The Pony Express Rates

During the fourth period, the Pony Express rate for a letter carried between Placerville and St. Joseph was \$1 per half ounce or less. Additional rates were in proportion. The postal contract specified that the Pony

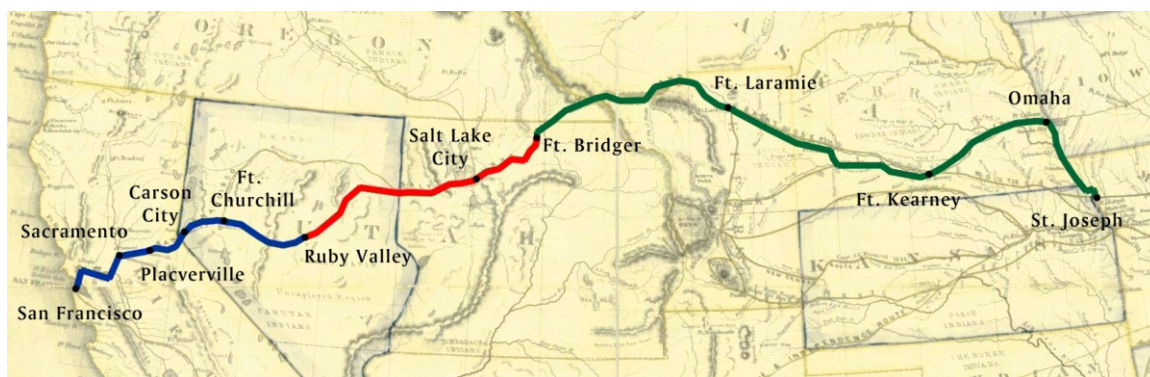
Express service also had to: “convey for the Government free of charge five pounds of mail matter.” An example of such free mail is shown below.



Senator Milton Latham free frank with blue Wells Fargo “FREE”
(census #W62)

This cover shows free Pony Express service as well as free Wells Fargo service between Placerville and San Francisco, as indicated by the Wells Fargo "FREE" handstamp.

The Overland Telegraph



Telegraph line route with major stations

Early in July 1861 the Overland Telegraph began planting telegraph poles simultaneously eastward from Salt Lake City and westward from Omaha, Nebraska. Later in the month an additional westward line was commenced from Salt Lake City that was to connect with an eastward line from Nevada. Rapid progress was being made in Nevada, and by the beginning of August the outer western telegraph station was located 125 miles east of Carson City.²

THE FOURTH RATE PERIOD

By September 9 the outermost telegraph station on the eastern end had been constructed at Cottonwood Springs, Nebraska, 96 miles west of Fort Kearney. The final link in the eastern section was made on October 18, 1861 at Fort Bridger, Utah. The next day Brigham Young sent a message to Jephtha H. Wade in Rochester, New York, congratulating him on the completion of the Pacific Telegraph to Salt Lake City.³

By September 27, 1861 the outermost telegraph station on the western end had been constructed at Ruby Valley, where it was to join the line being built westward from Salt Lake City. The final link was established there on October 24 when the first official telegraphic message from the Pacific to the Atlantic was sent by Chief Justice Field of California to President Lincoln.⁴

The Eastbound Trips from July 1 through October 23, 1861

Pony operations changed significantly during this period. Pony Express mails were collected in San Francisco and Sacramento at the Wells Fargo offices and transmitted to Placerville by a special service for an additional charge of 10 cents. Additional mails were collected at other Wells Fargo offices and transmitted by them to the nearest Pony Express station.



July 3, 1861 cover from San Francisco carried on first eastbound trip of fourth period (census #E109)

A cover carried on the first trip of the fourth period is shown at left. It bears the new \$1 red adhesive stamp introduced for the lower Pony Express rate and also shows the use of the required Wells Fargo franked government entire. As there had been several months to prepare for the new lower rates, it is not surprising that the new \$1 adhesive stamp was available on the first day of service.

During the summer of 1861, Wells Fargo began the temporary use of overprinted franks. Many of the Freeman & Company franked entires that remained from their purchase of Freeman & Company in 1860 were overprinted with the red Wells Fargo frank. A typical example showing the use of one of these overprinted franks is shown opposite.

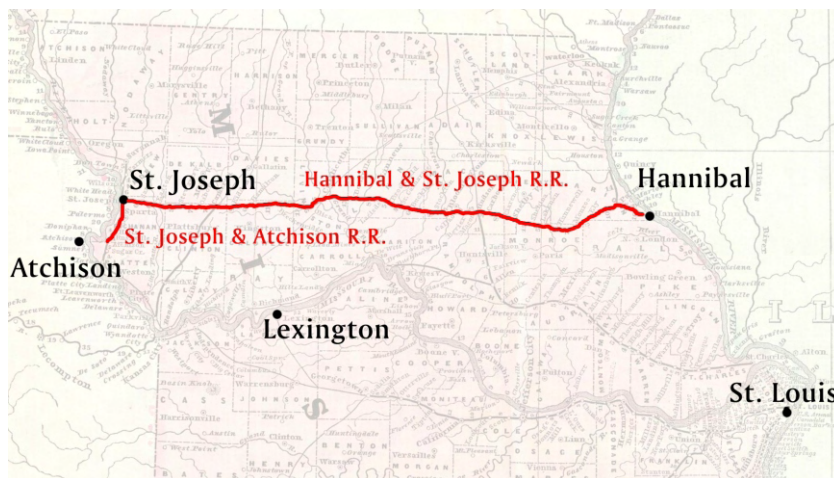
This cover is typical of most of the eastbound covers found in the fourth period prior to the September 11, 1861 trip. All of these covers entered the mails at St. Joseph. Those sent from San Francisco or Sacramento show evidence of prepayment of the additional Wells Fargo charge. Most were prepaid using franked entires, some bear hand stamped “Paid” markings, and a few have additional Wells Fargo date stamps with the payment implied.



July 18, 1861 cover from Sacramento using overprinted frank (census #E116)

Commencing with the trip leaving San Francisco on September 11, 1861 (ET-134), the eastern terminus for the pony riders was changed from St. Joseph to Atchison, Kansas. This trip arrived in Atchison on September 23, 1861. The St. Joseph & Atchison Railway had been completed between St. Joseph and “East Atchison” (on the east side of the Missouri River, alternately referred to as Winthrop) in June, but the bridge across the Missouri River had only recently been completed.

In September 1861, successful Confederate incursions into central Missouri caused much concern in Washington and probably precipitated this terminus change, affecting both the Pony Express service and the daily overland mails. Federal soldiers had been assigned to guard the Hannibal & St. Joseph Railroad since June but, just forty miles south of railway line, the city of Lexington, Missouri, located on the Missouri River, was captured by Confederate forces on September 20, 1861.⁵



Map showing rail road routes serving St. Joseph and their proximity to Lexington

THE FOURTH RATE PERIOD

Regarding this change of service, Frank Root, former assistant postmaster at Atchison, Kansas mentions:⁶

'In September following, a change was ordered. Atchison, on account of its favorable location – being fourteen miles farther west than St. Joseph or any other point on the Missouri River reached by rail – was, by order from the post-office department, made the starting-point for the overland mail. Being the distributing office for the great Western mails, the sacks for Denver, Salt Lake City, Carson, Virginia City, Sacramento and San Francisco were made up at St. Joseph, tagged, and put upon the cars for Winthrop, where they were taken out, loaded upon an omnibus, transferred across the Missouri to Atchison, thence taken to the post-office, and there loaded onto stages with the Atchison mail bound for the Pacific coast and intermediate points.



September 11, 1861 from San Francisco, the first trip that entered the mails at Atchison, Kansas (census #E157)

On eastbound Pony Express mails, this change of terminus resulted in letters being delivered into the Atchison post office rather than the St. Joseph office until the end of the period. An example from the first trip that entered at Atchison is shown at left.

There is a single reported cover, shown below left, that was carried on the last scheduled Pony Express trip which left San Francisco on Wednesday, October 23, 1861 and arrived in Atchison on November 7. In addition to being the latest reported eastbound usage, it is a double rate showing usage of the \$2 green adhesive.



October 23, 1861 cover, last eastbound trip, double rate prepaid with \$2 green, additional U.S. postage paid with 10c 1861 issue (census #E180)

Between July 1, 1861 and October 23, 1861 there were thirty three eastbound trips made from San Francisco (see Appendix A) and the average number of letters carried per trip was 305.

The Westbound Trips from July 1 to October 31, 1861

During the third period, collection points for westbound Pony Express mails had been established at many Wells Fargo offices, or allied express company offices, in the East. The previous system of sending the mail under cover to the St. Joseph post office was continued in July and the first part of August 1861. These packets of letters addressed to the St. Joseph post office for delivery to the Pony Express agent, were opened and some of the letters (census #W46, #W49) were postmarked at St. Joseph. The packets were opened so that a record could be kept by the postmaster of the number of letters delivered to the Pony Express agent.

This was in accordance with the June 1861 issue of *United States Mail And Post Office Assistant*, which included instructions for postmasters wishing to forward mail by Pony Express:

But the postmasters at Placerville and St. Joseph will deliver to the agent of the contractors at those points a way-bill showing the contents of each pouch sent by pony express mail from their offices; blanks for which will be furnished by the contractors, to be filled up by the postmasters, and to serve the contractors as checks on its contents.

By the middle of August, a new mail handling procedure was adopted. Pony Express franked envelopes, pre-addressed to the Pony Express Agent in St. Joseph, began to be sold at the Express offices used to collect the mail. These franked envelopes were deposited directly into the United States postal system and transmitted individually to the Pony Express agent in St. Joseph. Starting in late September, mails received by the Pony Express agent at St. Joseph were bagged there and forwarded by train to Atchison for onward transmittal by pony.

An example of the new August 1861 mail handling procedure is illustrated at right.

This franked envelope, which is the earliest reported usage of any 10 cents 1861 issue postal entire, had been acquired by the sender for \$1.10 at the Wells Fargo office in New York City (\$1 Pony Express charge plus 10 cents for the government entire). It was placed in the regular mails in New York on August 14, 1861. Upon receipt by the postmaster in St. Joseph, it was recorded and delivered to the Pony Express agent. It was date stamped by the agent with an August 18 date.



**August 14, 1861 cover from New York City by mail to St. Joseph
August 18, 1861 by Pony Express to Placerville and thence
by Wells Fargo to San Francisco (census #W50)**

THE FOURTH RATE PERIOD

After carriage by pony express to Placerville, letters were given to Wells Fargo for delivery in San Francisco where a further 15 cents fee for the additional express service was collected. This fee was 10 cents if prepaid on eastbound mail.

The handling of mail addressed to destinations other than San Francisco during this period is not clear from the available postal evidence. A Post Office notice indicated that letters re-mailed at Placerville would be subject to an additional postal charge.⁷ Although none are reported, covers might exist addressed to places not served by Wells Fargo that show entry into the government mail stream at Placerville. However, as the Wells Fargo service area included virtually all of the populated areas in the West, such letters probably do not exist. A cover is known addressed to Sacramento which would have been delivered from the Wells Fargo office at Sacramento (census #W61). The only reported cover that entered the government mails for forwarding is shown below.



September 5, 1861 Caseyville, Kentucky to Staples Ranch and forwarded (census #W58)

This franked cover was mailed at Caseyville, Kentucky and sent to the Pony Express agent in St. Joseph for transmission to Staples Ranch, California. The franked envelope had most likely been purchased at a Wells Fargo office in Louisville. When it arrived at Placerville on the pony, it was turned over to Wells Fargo for onward delivery by their mail system. Wells Fargo mis-directed the cover to Cacheville, California where the manuscript “Missent to

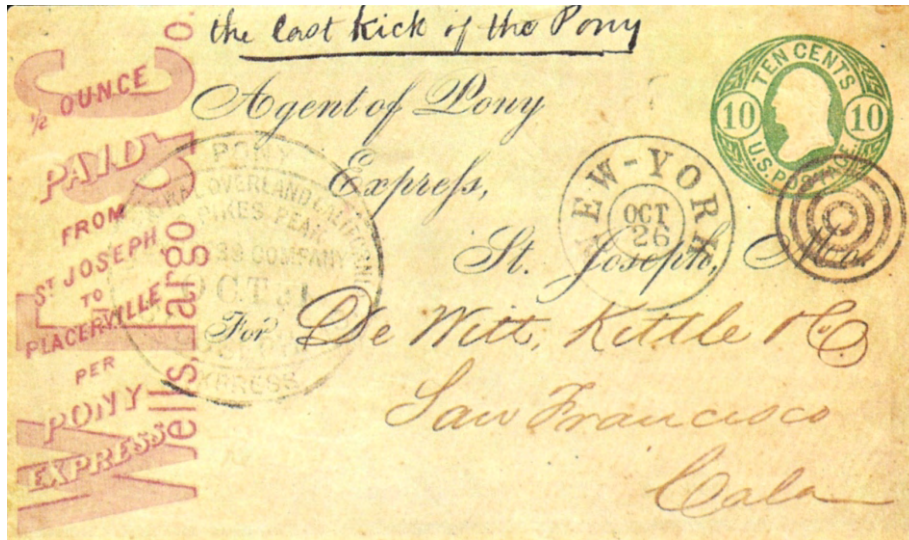
Cacheville” notation was applied and it received the Wells Fargo express office handstamp. It was then taken by Wells Fargo to Staples Ranch but not called for. It was then placed in the U.S. mails by Wells Fargo, postmarked, and forwarded to the addressee with “ford 3” forwarding due notation. The location of the addressee was not designated but was probably nearby.

The Last Pony Express Mails

On October 26, 1861, Wells Fargo announced that the Pony Express service was terminated (see page 64). The last westbound trip made by the Pony Express before the termination announcement was date stamped by the Central Overland California & Pikes Peak Express on October 24.

By the time that the news of the termination was disseminated in the East, there was some mail already in transit. As mail took three days to get from the east coast to St. Joseph, it is not surprising that mail to be sent by Pony Express was still being forwarded to St. Joseph after the overland telegraph line had been completed.

There are four known covers (census #W68-W71) that arrived in St. Joseph after the October 26 announcement. These mails in transit were processed and bagged on October 27 and October 31 in St. Joseph by the Express agent as pony mail. However, when the bags arrived at Atchison they were apparently put on the daily overland mail stagecoaches.



October 31, 1861 St. Joseph Pony Express transit on “Last Kick of the Pony” cover that originated in New York City (census #W70)

The San Francisco newspapers recount these two late “Pony Express” arrivals. The *San Francisco Bulletin* of November 18, 1861 announced the arrival of “The Last Pony Express” carrying 78 letters. The *Alta California* of November 21 mentioned the arrival on the previous night of a Pony Express mail with 53 letters. The cover shown above is the latest reported cover.

This is from the mail bagged for October 31 trip, and which arrived with the “Pony Express mail” on November 20, 1861 as mentioned in the *Alta California* article. This twenty one day transit time is more in keeping with the twenty day allotted schedule time for the daily stagecoach mails than it is for the Pony Express mails with ten day schedule times. After leaving St. Joseph, it was handled in a separate mail bag and included with the daily overland mail until it reached Placerville. Once it reached Placerville it was turned over to Wells Fargo for express carriage to San Francisco. Similarly, the covers dated for the October 27 scheduled trip (census #W68 and #W69) arrived in San Francisco on November 18, after a twenty two day trip.

Between July 1, 1861 and October 31, 1861 there were thirty five westbound trips from St. Joseph or Atchison, including the two trips that were likely carried by stage. An average of 141 letters were carried per trip.

The Pony Express Markings in the Fourth Period

In addition to the normal Pony Express markings of this period, there are examples of Wells Fargo oval hand stamps being used as origin markings on eastbound Pony Express mail. During the fourth period, examples are reported from Folsom, Placerville, Marysville, and Mount Ophir, California as well as

THE FOURTH RATE PERIOD

Virginia City, Nevada Territory. A single example, shown below, originated at Tracy's Express Office in Portland, Oregon. Tracy's Express acted as Wells Fargo agent in Portland and this cover shows that they had Pony Express adhesives available.



September 28, 1861 Portland Oregon Tracy's Express office
to Andrew Johnson (census #E174)

The fourth period saw the continuation of markings that had been used previously. In San Francisco, the large oval running pony device (SF-RP) was struck in blue, with a date, throughout the period on eastbound mail. The Sacramento office of the Pony Express continued to use the marking (SAC-PE) that had been introduced during the second period. It was used only on eastbound mail.



From Wells Fargo office at Folsom with July 4 SAC-PE transit
(census #E110)

At St. Joseph, the oval in circle marking (SJ-COCPP/PE) introduced in the second period continued in use. In the fourth period, it was applied only to westbound mails. The markings were dated the day after the 11:00 P.M. deadline for Pony Express mails.

In New York, the (NY-CPE) marking was used until August 10, 1861. Most of the westbound covers after August 14, 1861 show government postmarks of origin. An example used from New York is shown at right.

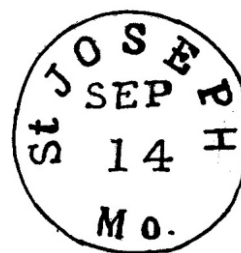


Type 2 Wells Fargo franked envelope used from New York on October 5, 1861 (census #W61)

The St. Joseph and Atchison Post Office Markings

During the fourth period the eastbound mail was deposited at the St. Joseph post office until September 17, 1861 and was struck there with a single circle stamp (SJ3).

SJ3 (St. Joseph Single Circle) date stamp with changeable date slugs for month and day. It is reported in green during the fourth period.



Commencing on September 23, 1861 eastbound Pony Express mails were deposited in the Atchison post office. The postmark used was the standard double circle date stamp (AT1).

AT1 (Atchison double circle) date stamp with changeable date slugs. It is known only in black from September 23, 1861 until end of period.



THE FOURTH RATE PERIOD

The Frankings

The fourth period saw the introduction of new adhesive postage stamps and a new Pony Express franked government entire.

Section 9 of the March 1861 Post Office contract (Appendix C) with Overland Mail Company required, regarding letters to be sent by Pony Express, that:

such other letters as shall bear, in addition to the prepaid United States postage, the proper authorized mark of the contractors, showing the prepayment of such sum ...

Although the type of “authorized mark of the contractors” was not specifically stipulated, adhesive stamps and franked envelopes qualified.

The \$1 red, \$2 green and \$4 black adhesive stamps were distributed to Wells Fargo offices for use on eastbound mail. These were printed by Britton & Company in San Francisco and were used to prepay the half ounce, one ounce and two ounce Pony Express rates, respectively.⁸



Pony Express adhesive stamps issued in July 1861 for use in California

All three of these stamps were probably available for use on the first eastbound trip of the fourth period as the rate reduction had been anticipated.



\$4 Pony Express adhesive stamp on overweight cover
(census #E140)

Only two examples of the \$4 black used on cover are reported. Both of these originated in Honolulu, Hawaii and were handled identically on the same Pony Express trip. They were sent from the U.S. Consulate in Honolulu to McRuer & Merrill, forwarding agents in San Francisco. The agents then turned the covers over to Wells Fargo and prepaid the Pony Express fees with \$4 black

adhesives and the additional express fees for service to Placerville as indicated by the Wells Fargo date stamp. There was no United States postage required as it was addressed to the Fifth Auditor of the Treasury. Technically, there were no Pony Express fees due since the postal contract specified that five pounds of government mail was entitled to go free on the pony. It is probable that the forwarder was not aware of the provision. The Pony Express carrying both covers arrived at St. Joseph, Missouri on August 22, 1861 where they entered the regular United States mail.

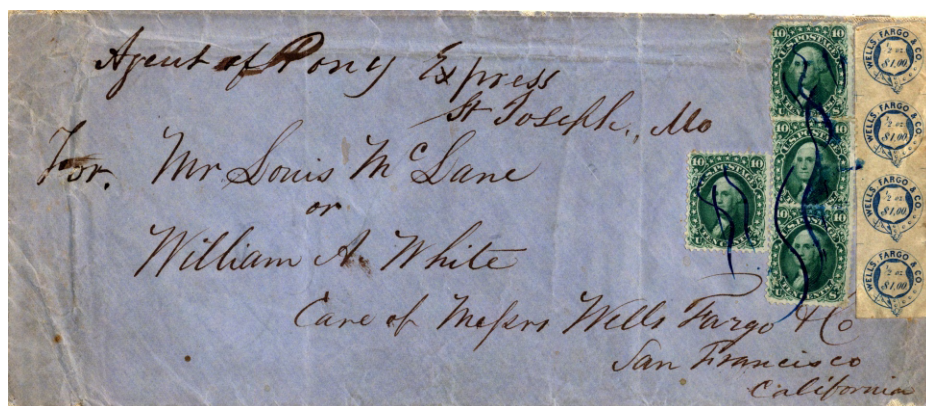
In addition to the adhesive stamps issued in California, a new \$1 franked envelope was introduced in the East along with a \$1 adhesive stamp to be used primarily for multiple rates on westbound mail. The Pony Express frank, with preprinted "Agent of Pony Express, St. Joseph, Mo." directive, was imprinted on the new U.S. 10 cents entires which were released in August. The preprinted address reflected the new handling method.

The blue \$1 adhesive stamps, printed by George Nesbitt & Company, are commonly called "garter" stamps. It is not known when they were issued but the cover above right is the earliest reported usage.

The cover at lower right is a quadruple rate usage used on October 11, 1861 from Boston. The four copies of the 10 cents 1861 issue paid the government postal charges and the strip of four \$1 "garter" stamps paid the Pony Express charges.



August 24, 1861 usage of Type 2 frank, \$1 blue "garter" stamp, double rate prepaid, postage paid with additional 10c 1859 issue (census #W52)



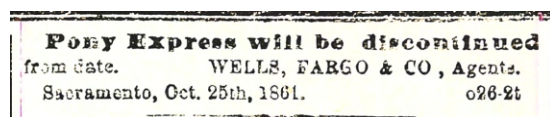
Strip of four of the "garter" stamp on overweight cover to San Francisco an October 11, 1861 usage from Boston (census #W64)

The Covers

The census of known covers used during the fourth period appears in Appendix B. In summary, there are a total of ninety nine fourth period covers known. Of these, seventy two are eastbound and twenty seven are westbound.

Chapter Six Endnotes

- 1) Loeb, Julius. "The Pony Express." *The American Philatelist* Vol. 44 No. 2 (November 1930). On page 116, Loeb cites a notice published in the October 26, 1861 Sacramento Union.



**Pony Express notice of discontinuance
that appeared in October 26, 1861
Sacramento *Union***

- 2) Root, George A. and Russell K. Hickman. "Pike's Peak Express Companies Part IV – The Platte Route – Concluded. The Pony Express and Pacific Telegraph." *Kansas Historical Quarterly* Vol. XIV No. 1 (February 1946), page 67.
- 3) Ibid, page 54.
- 4) Ibid, page 54.
- 5) Long, E.B. *The Civil War Day by Day*. New York: Da Capo Press, 1971, page 120.
- 6) Root, Frank A. and Connelly, William E. *The Overland Stage to California: Personal Reminiscences and Authentic History of the Great Overland Stage Line and Pony Express*. Topeka: Frank A. Root and William E. Connelly, 1901, page 44.
- 7) *Western Express*, July 1961, page 6.
- 8) Nathan, M. C. and Boggs, W. S. *The Pony Express: Collectors Club Handbook No. 15*. New York: Club, Inc., 1962. This book includes extensive information on the production and identification of the Pony Express stamps.



Chapter Seven Census Analysis



This study of the transcontinental Pony Express relies principally on contemporary accounts, newspaper advertisements, and Company records. Unfortunately, such sources are often incomplete or contradictory. To supplement and corroborate that information, a detailed census of known letters, or covers, carried by the Pony Express has been compiled from over sixty years of public auction listings, philatelic literature, and examination of significant collections of Pony Express material (see Appendix B). This census, in addition to illustrating all of the known covers, includes detailed information on the markings, frankings and destinations. In total, there are 180 eastbound and 71 westbound dateable covers in the census. In addition, there is one un-dateable eastbound cover.

In addition to providing corroborating and supplementary trip data, the census information gives insight to the usage patterns for the markings and frankings on Pony Express mail.

The San Francisco, California Pony Express Markings

The dated San Francisco Pony Express markings were invariably applied on the date of the Express departure from the San Francisco terminus, so they only appear on eastbound mail. Two types of markings were used, and are illustrated below.

SF-RP (San Francisco – Running Pony) is an oval handstamp with changeable date slugs. One variety is without date, and color varieties are black, blue or red.



SF-COCPP (San Francisco – Central Overland California & Pikes Peak Express Company) is an oval handstamp with changeable date slugs. One variety is without date, and colors are blue or red.



CENSUS ANALYSIS

The summary of the census data for dated San Francisco markings in chronological order of usage is shown in the table below.

Dated San Francisco Pony Express Marking	Number in Census	Dates of Usage
black SF-RP	3	April 3-20, 1860
blue SF-COCPP	7	May 18-August 4, 1860
blue SF-RP	11	August 18-October 27, 1860
blue SF-COCPP	3	October 27-31, 1860
blue SF-RP	23	November 3, 1860-March 6, 1861
red SF-COCPP	4	March 20-April 13, 1861
red SF-RP	1	April 17, 1861
blue SF-RP	85	April 17-October 23, 1861




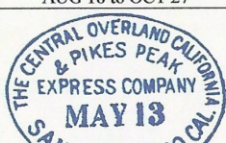

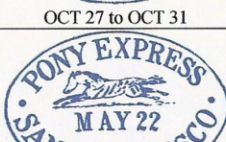
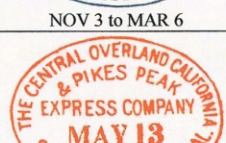



The blue San Francisco Running Pony (SF-RP) was used in three different time spans as shown in the San Francisco Timeline opposite. With 119 examples in the census, it is the most common of all Pony Express markings. The dated blue SF-COCPP date stamp was used in two different time spans, and appears a total of ten times in the census. The rarest San Francisco items in the census are the red and black SF-RP markings, and the red SF-COCPP marking.

Undated San Francisco markings were all used in conjunction with other dated San Francisco markings, and their summary census data is shown below. The undated blue SF-COCPP markings were used with a dated blue SF-RP marking, and the four undated red SF-RP markings were used alongside a dated red SF-COCPP marking.

Undated San Francisco Pony Express Marking	Number in Census	Dates of Usage
blue SF-COCPP	14	October 24, 1860 -March 6, 1861
red SF-RP	4	March 20 - April 13, 1861

In addition, on October 27, 1860, San Francisco applied both dated SF-COCPP and dated SF-RP markings on two covers (census #E32 and #E33). In total, only twenty covers bear conjunctive usages of two different San Francisco Pony Express markings.

San Francisco Timeline of Pony Express Markings

Datestamps	Months	Periods	Undated Markings
 APR 3 to APR 20	APR 3, 1860	First Period APR 3 to AUG 14	
 MAY 18 to AUG 4	MAY 1860 JUN 1860 JUL 1860		
 AUG 18 to OCT 27	AUG 1860 SEP 1860		Second Period AUG 15 to APR 14
 OCT 27 to OCT 31	OCT 1860		 OCT 24 to MAR 6
 NOV 3 to MAR 6	NOV 1860 DEC 1860 JAN 1861 FEB 1861		
 MAR 20 to APR 13	MAR 1861		 MAR 20 to APR 13
 APR 17	APR 1861 MAY 1861 JUN 1861	Third Period APR 15 to JUN 30	
 APR 17 to OCT 23	JUL 1861 AUG 1861 SEP 1861 OCT 1861	Fourth Period JUL 1 to OCT 26	

The Sacramento, California Pony Express Marking

Pony Express markings applied at Sacramento also reflect the date of the Express departure from Sacramento. Only one Sacramento Pony Express marking was used, as shown below.



SAC-PE (Sacramento – Pony Express) is an oval handstamp with changeable date slugs. This handstamp is known in blue, except for the January 7, 1861 earliest known usage (census #E52), which is in black.

The census includes twenty examples of the SAC-PE marking, all used on eastbound mail. This marking came into usage nine months later than the San Francisco markings, on January 7, 1861, but remained in continuous usage until the end of the Pony Express in October 1861. It appears only on mail which originated in Sacramento, or as a transit marking on mails originating at Wells, Fargo & Co. offices in California, other than San Francisco.

Mail originating in Sacramento before January 1861 was treated as way mail and received no Pony Express hand stamp before reaching St. Joseph. The only known pre-January 1861 Sacramento usage (census #E19) shows a September 13, 1860 Wells, Fargo & Co. Sacramento back stamp, but no western terminus Pony Express markings.

The St. Joseph, Missouri Pony Express Markings

St. Joseph served as the eastern terminus of the Pony Express, and employed three different Pony Express markings, all of which appear on both eastbound and westbound mail. The three types of markings used are illustrated below.



SJ-COCP (Saint Joseph – Central Overland California & Pikes Peak Express Company) is an oval handstamp with changeable date slugs. This handstamp is known only in black.

SJ-RP (Saint Joseph – Running Pony) is an oval handstamp with changeable date slugs. Color varieties are black or carmine.



SJ-COCPP/PE (Saint Joseph – Central Overland California & Pikes Peak Express Company with Pony Express) is an oval in circle hand stamp with changeable date slugs. Color varieties are green or black.




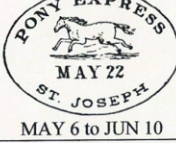

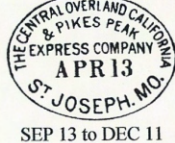
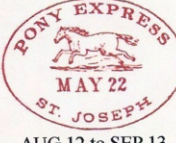
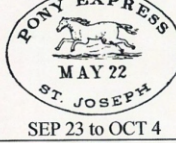
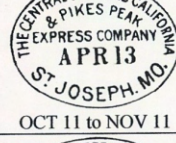
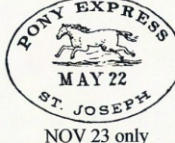
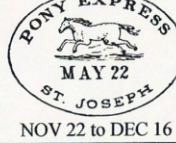





The summary of the census data for these markings is shown in the table below.

St. Joseph Express Marking	Eastbound		Westbound		Total in Census
	Number in Census	Dates of Usage	Number in Census	Dates of Usage	
black SJ-COCPP	2	April 13, 1860	1	April 3, 1860	3
black SJ-RP	5	April 30 to July 26, 1860	7	May 6 to June 10, 1860	12
carmine SJ-RP	6	August 16 to Sept. 6, 1860	4	August 12 to Sept. 13, 1860	10
black SJ-RP	0	n/a	4	Sept. 23 to October 4, 1860	4
black SJ-COCPP	25	Sept. 13 to Dec. 11, 1860	9	October 11 to Nov. 11, 1860*	34
black SJ-RP	1	November 23, 1860	6	Nov. 22 to Dec. 16, 1860	7
green SJ-COCPP/PE	7	Dec 19, 1860 to Jan. 20, 1861	9	Dec. 20, 1860 to April 14, 1861	16
black SJ-COCPP/PE	0	n/a	27	April 18 to Oct. 31, 1861	27

*Late westbound examples (census #W55, #W66 and #W67) of the SJ-COCPP marking are known on September 5, 1861 and October 24, 1861, both with an SJ-COCPP/PE marking of the same date.

St. Joseph Timeline of Pony Express Markings

Eastbound Markings	Months	Periods	Westbound Markings
 APR 13 only	APR 3, 1860	First Period APR 3 to JUL 30	 APR 3 only
 APR 30 to JUL 26	MAY 1860 JUN 1860		 MAY 6 to JUN 10 service disruptions
 AUG 16 to SEP 6	JUL 1860		
 SEP 13 to DEC 11	AUG 1860	Second Period JUL 31 to MAR 31	 AUG 12 to SEP 13
	SEP 1860		 SEP 23 to OCT 4
	OCT 1860		 OCT 11 to NOV 11
 NOV 23 only	NOV 1860		 NOV 22 to DEC 16
 DEC 19 to JAN 20	DEC 1860 JAN 1861		 DEC 20 to APR 14
Pony Express markings were no longer applied at St. Joseph to eastbound mails from JAN 27	FEB 1861		
	MAR 1861	Third Period APR 1 to JUN 30	
	APR 1861		
	MAY 1861	Fourth Period JUL 1 to OCT 31	
	JUN 1861		
	JUL 1861		 APR 18 to OCT 31
	AUG 1861		
SEP 1861			
OCT 1861			

The St. Joseph Timeline opposite shows that the black SJ-COCPP marking was used in two different periods of time, for a total of thirty seven items in the census. The black SJ- RP date stamp was used in three different time periods, and appears a total of twenty three times in the census. The rarest St. Joseph date stamps in the census are the carmine SJ-RP markings, with only ten examples recorded.

The St. Joseph Pony Express agent stopped postmarking the eastbound mails at the end of January 1861, but continued to apply the green or black SJ-COCPP/PE marking on westbound mails until the end of the Pony Express period.

The New York City Pony Express Markings

Two types of Pony Express markings were used by the agent in New York City, as illustrated below. These markings appear only on westbound mail originating in New York.

(NY)-CPE ([New York] – California Pony Express) is an oval handstamp without date. This handstamp is known only in red.



NY-CPE (New York – California Pony Express) is an oval handstamp with changeable date slugs. Color varieties are blue-green or blue.



The summary of the census data for these markings is shown in the table below.

New York Pony Express Marking	Number in Census	Dates of Usage
undated red (NY)-CPE	12	early June - early November 1860
dated NY-CPE	12	December 1, 1860-August 10, 1861

The dated NY-CPE marking appears in blue-green from December 1860 until April 1861. After April 1861, the color of this marking was changed slightly to blue. The latest known use of the marking was on August 10, 1861 (census #W49). After that date, mail originating in New York was posted at the New York Post Office for the trip to St. Joseph, and shows typical New York postmarks of that period.

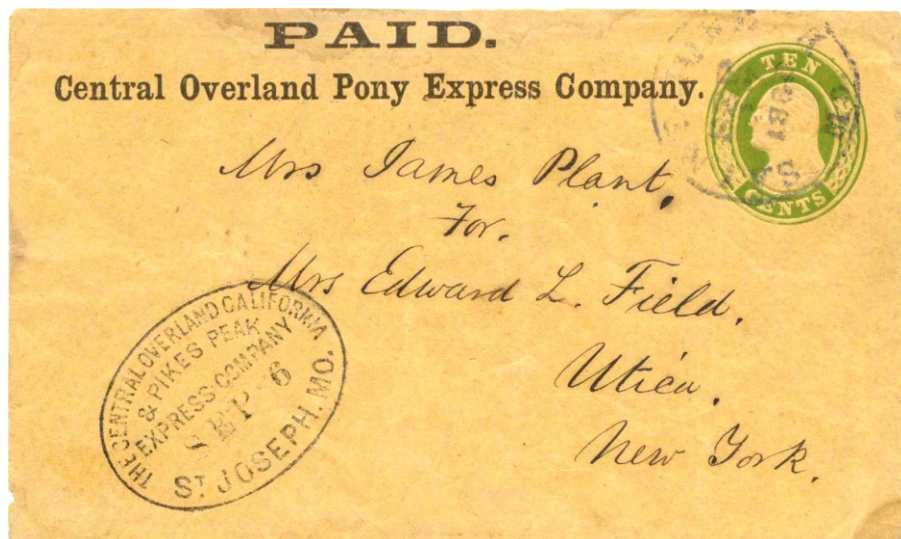
The Pony Express Frankings

Most, if not all, Pony Express letters were marked with some explicit indication of the express fee paid, either in the form of manuscript markings, franked envelopes, Pony Express markings, or Pony Express stamps. During the first rate period, the custom was to mark the amount of the express fee in pencil on the front of the envelope. When the \$2.50 rate and quarter ounce weight progression were introduced in July-August 1860, letters were either marked in pencil with the express fee paid, or with a “1/4” or “1/2” indicating the weight in ounces. This practice continued until April 1, 1861, when the Central Overland California & Pikes Peak Express Company was replaced as administrator of the Pony Express.

Unfortunately, of the sixty six eastbound covers in the census from the first and second periods, only twenty nine still show some indication of the express fee paid. This is most likely due to the erasure or fading of many of these manuscript express fee markings. Another possibility is that the San Francisco Pony Express markings also served as an indication of express fees paid. In any event, a meaningful census of those frankings cannot be compiled.

Alternatively, of the thirty seven westbound covers in the census from the first and second periods, twenty nine still carry manuscript markings showing the amount of the express fee paid. Too many markings are missing to construct a useful census, but this is a significantly higher proportion of surviving markings than in the eastbound census.

The eastbound census also includes eight items sent in “Central Overland Pony Express Company” franked envelopes produced by Central Overland California & Pikes Peak Express Company to facilitate the prepayment of express fees. An example of this franked envelope is shown below.



COPEC frank used for way letter through St. Joseph on September 26, 1860
(census #E20)

The earliest known use of this frank is April 3, 1860 (census #E2), and the latest known use is January 7, 1861 (census #E52). While this period conforms to the period of management of the Pony Express by the Central Overland California & Pikes Peak Express Company, there are no surviving records of a subsidiary formed under the Central Overland Pony Express Company name.

Commencing in April 1861, when Wells, Fargo & Co. took over as agents for the Pony Express, express fees were paid in advance by special stamps or franked envelopes produced by Wells Fargo. In the third rate period from April 1861 to June 30, 1861, these stamps and envelopes reflected the \$2 per half ounce express fee. In the fourth period, from July 1, 1861 until the end of the Pony Express, they reflected the lowered \$1 per half ounce express fee.

The various Pony Express stamps produced by Wells Fargo for prepayment of express fees on eastbound mail are shown below.



Pony Express stamps produced by Wells Fargo in 1861

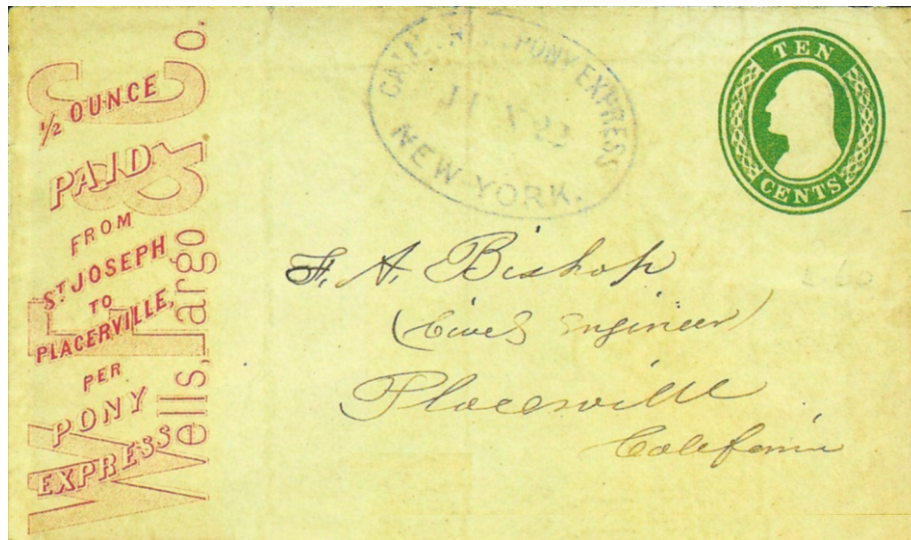
The summary of the census data for these stamps used on cover is shown in the table below.

	Total Number	Number used from San Francisco	Dates of usage
Third Period: \$2 per half ounce			
\$2 red WF stamp	37	28	April 28 to June 29, 1861*
\$4 green WF stamp	1	1	June 26, 1861
Fourth Period: \$1 per half ounce			
\$1 red WF stamp	67	50	July 3 to October 20, 1861
\$2 green WF stamp	2	2	August 3 to October 23, 1861
\$4 black WF stamp	2	2	August 10, 1861
*A \$2 red WF stamp was used to overpay the \$1 rate on August 21, 1861 (census #E144), well after the end of the \$2 per half ounce rate period.			

CENSUS ANALYSIS

Over forty percent of the total census consists of covers bearing the half ounce rate \$2 red or \$1 red stamps, so they are the most available of all Pony Express covers. Stamps for weight progressions above one half ounce were also produced, but rank among the rarest Pony Express items.

For westbound mail beginning in April 1861, Wells Fargo produced a non-denominated franked envelope which also included 10 cents U.S. postage. This Type 1 franked envelope, illustrated below, was used to prepay the \$2 Express fee for a brief two-month period.



Type 1 Wells Fargo franked envelope used from New York on June 22, 1861 (census #W43)

The Type 1 franked envelope is distinguished from the later Type 2 Wells Fargo franked envelope, shown below, by a comma after the word “Placerville,” and by the absence of the “Agent of Pony Express, St



August 26, 1861 postal origin postmark of Philadelphia on Type 2 frank (census #W53)

Joseph, Mo.” printed address. The Type 2 franked envelope was only used during the \$1 per half ounce rate period which began on July 1, 1861. It was introduced in August 1861 principally to reflect the more detailed routing instructions to the agent at St. Joseph.

The \$1 per half ounce “garter” stamp was also introduced in August for westbound mail. It was principally used to pay incremental express fees for letters weighing over one half ounce. An example of a used \$1 “garter” stamp is shown below. The imprint below the stamp identifies G.F. Nesbitt & Co. of New York City as the printer.



Wells Fargo \$1 “garter” stamp showing Nesbitt imprint

The summary of the census data for these postally-used westbound Wells Fargo franked envelopes and “garter” stamps on cover is shown in the table below.

	Total Number	Used from New York City	Dates of usage
Third Period: \$2 per half ounce			
Type 1 franked envelope	2	2	May 7 to June 22, 1861
Fourth Period: \$1 per half ounce			
Type 2 franked envelope	19	13	August 14 to October 26, 1861
WF \$1 "garter" stamp	4	2	August 24 to October 19, 1861

The Type 2 franked envelopes are also known used from Philadelphia (census #W53), Cambridge, Massachusetts (census #W54), Boston (census #W63 and #W68), Caseyville, Kentucky (census #W58), and St. Louis, Missouri (census #W60). Of the four known “garter” covers, three are used on Type 2 franked envelopes, and the fourth (census #W64) is a strip of four used from Boston.

Pony Express Mail Addressed to Foreign Countries

Only 6 of the 251 letters in the census are addressed to foreign destinations, and their rarity is matched by their visual appeal. A single cover is known addressed to each of England, France, Germany, Prince Edward Island, Scotland, and Switzerland.

CENSUS ANALYSIS

The earliest usage (shown below) was sent from San Francisco to Glasgow, Scotland on November 7, 1860. It passed through St. Joseph on November 19. The 10 cents U.S. franking on the colored stagecoach envelope paid the letter only to New York.

It was dispatched onward from New York as an unpaid letter on November 24. One shilling postage due was collected from the addressee.



The next usage, in chronological order, was addressed to Liverpool, England. This letter, illustrated below, was entrusted to the Pony Express agent in San Francisco on April 13, 1861, where it was marked with the very rare red SF-COCP and red SF-RP markings.

November 7, 1860 San Francisco to Glasgow, Scotland via St Joseph and New York (census #E38)

This cover is one of only six in the entire eastbound census that was sent

without any U.S. postage prepaid. It passed through St. Joseph on April 26, and was postmarked in New York on April 30, reflecting the departure of the Cunard steamship *Niagara* from Boston on the following day. The New York postmark shows a five cents debit to England, the only U.S. inland postage collected on this letter. One shilling was collected from the addressee in Liverpool on May 13.



April 13, 1861 San Francisco to Liverpool, England via St Joseph and New York (census #E64)

The next example in the census is a striking cover addressed to Prince Edward Island, as illustrated below. It is properly franked with 15 cents in U.S. postage for the rate to British North America from distances over 3,000 miles. It also shows use of the Wells Fargo \$2 red stamp to pay the Pony Express fee.



May 29, 1861 San Francisco to Prince Edward Island via St Joseph
(census #E87)

The next foreign destination is France, as shown below. This 3 cents Wells Fargo franked entire was transmitted by Pony Express from San Francisco on July 27, 1861. This was during the fourth Pony Express rate period, so it was prepaid with a Wells Fargo \$1 red stamp for the express fee.

It passed through St Joseph on August 8, but was not postmarked in the East until the August 14 departure of the Cunard steamship *Africa* from New York. Treated as an unpaid letter, it shows a 3 cents debit to



July 27, 1861 San Francisco to Metz, France via New York
(census #E126)

CENSUS ANALYSIS

France for U.S. inland postage (per the prevailing postal treaty) and was rated for eight decimes postage due upon its August 27 arrival in France.

The fifth cover to a foreign destination was addressed to Ticino, Switzerland, and is shown below. It left San Francisco on September 7, 1861, and is franked thirty six cents in U.S. postage plus \$1 for Pony Express fees with a Wells Fargo \$1 red stamp.

The thirty six cents franking represented a one cent overpayment of the Prussian Closed Mail rate to Switzerland. It passed through New York on September 25, and was rated as fully paid to destination via Aachen, Prussia.

The sixth and final cover to a foreign destination is a spectacular patriotic cover to Elmshoren (Holstein) near Hamburg, Germany.

The \$1 red Pony Express stamp paid the Pony Express fee, and the 1860 issue thirty cents stamp (the only example known on Pony Express mail) paid the Prussian Closed Mail rate to the German border. Postage due of 4 skilling. It is illustrated below.

The blue oval “Paid” marking indicated that the 10 cents Wells Fargo charge for transporting the letter from San Francisco to the Pony Express terminus at Placerville was paid in cash. The letter passed through the eastern Pony Express terminus at Atchison, Kansas on September 27, and left New York on the October 5 sailing of the Hamburg-American steamer *Saxonia*.



September 7, 1861 San Francisco to Switzerland via New York
(census #E155)



September 14, 1861 San Francisco to Germany via Atchison and New York
(census #E160)

Pony Express Mail Originating in Foreign Countries

Mail from foreign countries can be difficult to identify. The only way for a foreign correspondent to use the Pony Express service was to send a letter under cover to a forwarder in the United States.

There are two eastbound usages that can be identified as originating abroad. These are the covers from Hawaii which are discussed in Chapter Six (pages 62-63). The forwarding back stamps as well as the manuscript notations confirm their origin at the Consulate office in Hawaii. The San Francisco forwarders, McRuer & Merrill, took both letters to the agent of the Pony Express and paid the necessary express fees.



September 5, 1860 Havana, Cuba to San Francisco via New York
(census #W13)

Only three of the seventy one known westbound covers can be identified as having originated outside of the United States. The earliest is a letter datelined from Havana, Cuba on September 5, 1860, illustrated above, that was directed under cover to New York forwarder Duncan, Sherman & Company.

The forwarder took the letter to the New York agent for the Pony Express, who acknowledged payment of the Pony Express fee with his “California Pony Express Paid” hand stamp, and sent it under cover in the U.S. mails to the Pony Express agent at St Joseph. Three cents postage was added in New York, per the postal regulations regarding express mails, for the distance from St Joseph to San Francisco. Since the letter was never directly handled by the U.S. mails, the stamp remained uncanceled.

CENSUS ANALYSIS

The next example originated in London, England on July 3, 1861, and is illustrated below.

This letter was sent under cover to an unidentified forwarder in New York. It was then taken to the New York Pony Express agent, who marked it with a July 20 NY-CPE marking, and forwarded it under cover to the postmaster at St. Joseph for transmittal to the Pony Express agent in that city. The postmaster opened the package, and postmarked the letter's 1857 Issue 10 cents stamp on July 28. After it was turned over to the Pony Express agent, he also date stamped it on July 28. It was finally docketed as received in San Francisco on August 8.



July 3, 1861 London, England to San Francisco via New York
(census #W46)

The third, and final, example originated in St. Leonards, England on July 26, 1861.

This letter, from the same correspondence as the previous cover, was also sent under cover to a forwarder in New York, and transmitted there to the agent of the Pony Express. It was marked with an August 10 "New York California Pony Express" marking, and sent under cover to the postmaster at St. Joseph. At St. Joseph, the 10 cents franking was postmarked on August 16 (the postmark shows an inverted "6" error), and departed on the August 18 Pony Express trip out of St. Joseph.



July 26, 1861 St. Leonards, England to San Francisco via New York
(census #W49)

The U.S. Postal Frankings on Eastbound Pony Express Mail

The prevailing U.S. postal rates during most of the Pony Express period were 3 cents per half ounce for up to 3,000 miles, and 10 cents per half ounce for distances over 3,000 miles. In addition, private express mail was to be enclosed in government stamped envelopes with the same postage paid as if the U.S. Post Office had performed the service.

Eastbound mail was carried privately by Pony Express to St. Joseph, Missouri or Atchison, Kansas before entering the U. S. postal system for transmittal to its final destination. Accordingly, the U.S. provided actual mail service for less than 3,000 miles from the Missouri River to the East. However, because of the postal regulations regarding private mails, 10 cents rather than 3 cents postage was required on Pony Express letters since the total transcontinental distance was over 3,000 miles.

One hundred sixty eight covers in the eastbound census show 10 cents or equivalent frankings. Three are to foreign destinations as described above. Five others are multiple-weight 10 cents letters, and three were overpaid with 12 cents stamps, possibly due to a temporary shortage of 10 cents stamps at the San Francisco Pony Express office in November 1860.

Additionally, the eastbound census records thirteen non-ten cents equivalent franked letters. These consist of six letters franked with 3 cents, five letters sent free, and two letters sent unpaid to England and France (described above).

Only thirty five letters in the eastbound census show the U.S. postage paid partially or fully by U.S. adhesive postage stamps, which explains why these are sought after by collectors. The great majority of the eastbound census consists of 10 cents stamped postal entires.

The U.S. Postal Frankings on Westbound Pony Express Mail

Since the westbound mail was handled differently, it was franked differently. Pony Express mail from the East was either sent under cover to St. Joseph in the U.S. mails, with postage paid on the covering envelope, or by private courier to St. Joseph.

If sent under cover in the U.S. mails, then the U.S. postage was paid from the East to St. Joseph, and the private express leg was only from St. Joseph to the West. Since that distance was less than 3,000 miles, the required U.S. postage on the Pony Express letter was only 3 cents per half ounce.

If taken by private courier to St. Joseph for delivery to the Pony Express agent there, then the required U.S. postage was 10 cents, since the total distance covered by private express was greater than 3,000 miles.

Accordingly, from the April 1860 start of the Pony Express until August 1860, letters from the East were generally franked 10 cents in U.S. postage because private couriers were taking the mail to St. Joseph. Exceptions to this were Congressional free franks, Company free mail, and one letter to Utah (census #W6).

Starting September 1860, westbound Pony Express letters were consistently franked 3 cents (except for Congressional and the Central Overland California & Pikes Peak Express Company free franks) until January 1861, reflecting the use of the U.S. postal system to carry the packages of Pony Express mail to St. Joseph. From January 1861 until the end of the Pony Express in October 1861, frankings returned to the 10 cents transcontinental rate, with few exceptions.

The Postal Act of February 27, 1861 changed the application of the 10 cents rate. Prior to this Act, the rate for a single letter, sent over 3,000 miles, was 10 cents. The new Act made the rate between points east of the Rocky Mountains and the Pacific Coast states 10 cents per half ounce, and effectively raised the rate between the Pony termini from 3 cents to 10 cents.

Beginning in August 1861, westbound Pony Express letters were individually mailed at Eastern U.S. Post Offices for carriage to St. Joseph, where they were delivered to the Pony Express agent. All letters in the census after July 1861 show 10 cents U.S. postage or a Congressional free frank.

Of the seventy one letters in the westbound census, only eleven show the U.S. postage paid partially or fully by U.S. adhesive postage stamps. Two of these eleven (census #W13 and #W36) were sent during the first two periods.

The U.S. Postal Markings on Pony Express Mail

As discussed above, eastbound letters were carried by express to either St. Joseph or Atchison, and carried by the U.S. postal service from there to their ultimate destinations. Accordingly, virtually all eastbound Pony Express letters entered the U.S. postal system after the trip on the pony. The three exceptions are the two stolen pony letters (census #E10 and #E11), and a Central Overland California & Pikes Peak Express Company business letter (census #E3) carried privately to its destination.

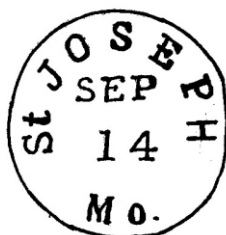
Illustrated below, not to scale, are the different U.S. postmarks used on Pony Express mail at St. Joseph, Missouri and Atchison, Kansas.



SJ1



SJ2



SJ3



AT1

The summary of the census data for U.S. postmarks on eastbound mail in chronological order of usage is shown in the table below.

United States Postal Markings	Number in Census	Dates of Usage
Blue SJ1 with 1860 year date	8	April 13-July 27, 1860
Black SJ1 with 1860 year date	9	August 17-September 27, 1860
Black SJ2 with 1860 year date until Oct 23	16	October 11-November 16, 1860
Blue SJ2 without year date	4	November 20-December 4, 1860
Black SJ2 without year date	7	December 12-21, 1860
Green SJ2 without year date	13	January 7-April 4, 1861
Green SJ3	46	April 17-July 11, 1861
Black SJ3	15	July 18-August 8, 1861
Green SJ3	5	August 12-22, 1861*
Black SJ3	12	September 2-17, 1861
Black AT1	25	September 23-November 7, 1861
*12 letters during this period show only cancels or New York postmarks.		

The chronological progression of the St. Joseph postmarks, without regard to color, is as follows: The single-ring “Saint Joseph” postmark (SJ1) was used from April to September 1860. In October 1860, the double-ring “Saint Joseph” postmark (SJ2) came into use, and was employed until April 1861. In April 1861, the single-ring “St Joseph” postmark (SJ3) was introduced, and remained in use until the September 23, 1861 change of the eastern Pony Express terminus from St. Joseph to Atchison. The double-ring “Atchison Kan” postmark (AT1) was then used until the end of the Pony Express.

Virtually all westbound Pony Express mail during the first two periods (April 1860 to mid-April 1861) did not enter the U.S. postal system uncovered, and consequently the covers show no U.S. postal markings. There were only four exceptions to this: two letters addressed to Los Angeles and Vallejo, California (census #W20 and #W30) which were processed through the Sacramento post office for delivery to their final destinations; and two letters to Washington State and Oregon (census #W26 and #W34) which were processed through the San Francisco post office after being carried west by pony.

During the third period, only a May 7 westbound letter from New York (census #W41), bears an indistinct May 1861 St Joseph postmark (SJ3). This indicates that Wells Fargo sent packages of Pony Express letters under cover in the U.S. mails to the postmaster at St. Joseph. At St. Joseph, the package was opened and the U.S. franking on the Pony Express letters was cancelled, before delivery to the Pony Express agent.

In July and August 1861, this handling through the St. Joseph postmaster continued, as shown by July 20 and August 10, 1861 letters from New York (census #W46 and #W49), which have St. Joseph transit

markings. However, since three of the five letters in the census from this brief July 1-August 10, 1861 period show no St. Joseph markings, it appears that the postmaster only intermittently canceled the transit mail.

Starting August 14, 1861, the Type 2 franked envelopes came in to use, and precipitated a change in handling through the U.S. Post Office until the end of the Pony Express. From this point on, westbound letters were enclosed in a Type 2 envelope which was addressed to "Agent of Pony Express, St. Joseph, Mo." These letters were placed in the U.S. mails at the city of origin, and show departure postmarks from those cities.

The Number of Letters Carried by the Pony Express

Julius Loeb, in his article "The Pony Express," published in the November 1930 issue of the *American Philatelist*, tabulated the total numbers of Pony Express letters originating from or addressed to San Francisco and Sacramento. Loeb apparently had access to records from the California Pony Express offices, and his numbers are shown in the tables in Appendix A on pages 92 and 100. Way mail, however, is not included in his numbers. Since about twelve percent of the census consists of way letters, Loeb's totals can be increased by that amount to yield overall estimates of 26,500 eastbound and 13,000 westbound letters carried, for a total of 39,500. These totals appear to be consistent with the available evidence.

The census lists a total of 180 eastbound covers and 71 westbound covers. The observed survival rate, if Loeb's numbers are accurate, is 0.68% for eastbound and 0.55% for westbound. The slightly lower survival rate for westbound covers could well be explained by the San Francisco earthquake of 1906.

This actual survival rate is consistent with the expected survival rate, and supports both Loeb's numbers as well as the comprehensiveness of the census used in this book.

Appendix A

Table of Eastbound Pony Express Trips

The Eastbound trip table that follows includes all trips for which there is documentary evidence as well as scheduled trips that are presumed to have been performed. Each trip is numbered with an "ET" (Eastbound Trip) prefix. The cover census numbers refer to known covers actually carried on the specific trip. For example, covers #E1 and #E2, as shown in census, were carried on trip #ET-1. Where covers are recorded, arrival dates reflect dates as they appear on the covers. Dates from newspaper reports may be at variance from actual arrival date by a day.

The table is color coded as follows:

	Eastbound Trip Numbers
First Rate Period	ET-1 to ET-21
Second Rate Period	ET-22 to ET-91
Third Rate Period	ET-92 to ET-113
Fourth Rate Period	ET-114 to ET-146

Below is an example of a way bill that accompanied the Pony Express mail that departed San Francisco on July 10, 1861 and arrived at St. Joseph on July 21, 1861. This trip, ET-116, was the third trip of the fourth period.

PONY EXPRESS, " STATEMENT No. 3

Received at Saint Joseph, Missouri, July 21st 1861 7.30 A.M.

BILL DATE.	NO.	FROM.	TOTAL NO. FREE.	DESCRIPTION.	OUR CHARGES.	PAID.	DUE ST. JOSEPH.
July 1861	10 3	San Francisco	273 5	Letters	291 00	291 00	✓
		Sacramento	91 4	Do	95 00	95 00	✓
11 5		Placerville	8 2	Do	6 00	6 00	✓
11		Yuba City	14	Do	14 00	14 00	✓
10		St. Croix	4	Do	4 00	4 00	✓
		Salt Lake City	5 5	Do			
					410 00	410 00	

Trip #ET-116 way bill for Pony Express mails received at St. Joseph on July 21, 1861
395 letters are listed including 16 sent free

APPENDIX A - EASTBOUND PONY EXPRESS TRIPS

Eastbound Pony Express Trips						
Trip #	Date left San Francisco	Day	Date arrived St. Joseph	Transit days	Cover census #	Notes
ET-1	April 3, 1860	Tuesday	April 13, 1860	10	E1-2	first trip
ET-2	April 10, 1860	Tuesday	April 20, 1860	10		
ET-3	April 13, 1860	Friday	April 26, 1860	13		
ET-4	April 20, 1860	Friday	April 30, 1860	10	E3-4	
ET-5	April 27, 1860	Friday	May 6, 1860	9		
ET-6	May 4, 1860	Friday	May 17, 1860	13		
ET-7	May 11, 1860	Friday	May 25, 1860	14		
ET-8	May 18, 1860	Friday	June 1, 1860	14	E5-7	
ET-9	May 25, 1860	Friday	June 25, 1860	31	E8	mail delayed Indian troubles
ET-10	June 9, 1860	Saturday	June 25, 1860	16		military escorted mails
ET-11	July 7, 1860	Saturday	July 20, 1860	13		service resumed
ET-12	July 11, 1860	Wednesday	July 26, 1860	15	E9	
ET-13	July 14, 1860	Saturday	July 27, 1860	13		
ET-14	July 18, 1860	Wednesday	July 30, 1860	12		
ET-15	July 21, 1860	Saturday	(May 1862)		E10-11	stolen mail
ET-16	July 25, 1860	Wednesday	August 7, 1860	13		
ET-17	July 28, 1860	Saturday	August 9, 1860	12		
ET-18	August 1, 1860	Wednesday	August 12, 1860	11		
ET-19	August 4, 1860	Saturday	August 16, 1860	12	E12	
ET-20	August 8, 1860	Wednesday	August 21, 1860	13		
ET-21	August 11, 1860	Saturday	August 22, 1860	11		
ET-22	August 15, 1860	Wednesday	August 28, 1860	13		2nd period first trip
ET-23	August 18, 1860	Saturday	August 30, 1860	12	E13-14	
ET-24	August 22, 1860	Wednesday	September 2, 1860	11	E15	
ET-25	August 25, 1860	Saturday	September 6, 1860	12	E16-17	
ET-26	August 29, 1860	Wednesday	September 12, 1860	14		

APPENDIX A - EASTBOUND PONY EXPRESS TRIPS

Eastbound Pony Express Trips						
Trip #	Date left San Francisco	Day	Date arrived St. Joseph	Transit days	Cover census #	Notes
ET-27	September 1, 1860	Saturday	September 13, 1860	12	E18	
ET-28	September 5, 1860	Wednesday				
ET-29	September 8, 1860	Saturday	September 19, 1860	11		
ET-30	September 12, 1860	Wednesday	September 23, 1860	11	E19	
ET-31	September 15, 1860	Saturday	September 26, 1860	11	E20	
ET-32	September 19, 1860	Wednesday	September 30, 1860	11		
ET-33	September 22, 1860	Saturday	October 2, 1860	10		
ET-34	September 26, 1860	Wednesday	October 7, 1861	11		
ET-35	September 29, 1860	Saturday	October 10, 1860	11	E21-23	
ET-36	October 3, 1860	Wednesday	October 14, 1860	11		
ET-37	October 6, 1860	Saturday	October 18, 1860	12	E24	
ET-38	October 10, 1860	Wednesday	October 22, 1860	12		
ET-39	October 13, 1860	Saturday	October 25, 1860	12	E25	
ET-40	October 17, 1860	Wednesday	October 29, 1860	12	E26	
ET-41	October 20, 1860	Saturday	November 1, 1860	12	E27-28	
ET-42	October 24, 1860	Wednesday	November 5, 1860	12	E29-31	
ET-43	October 27, 1860	Saturday	November 8, 1860	12	E32-33	
ET-44	October 31, 1860	Wednesday	November 12, 1860	12	E34	
ET-45	November 3, 1860	Saturday	November 15, 1860	12	E35-36	
ET-46	November 7, 1860	Wednesday	November 19, 1860	12	E37-38	
ET-47	November 10, 1860	Saturday	November 23, 1860	13	E39	
ET-48	November 14, 1860	Wednesday				
ET-49	November 17, 1860	Saturday	November 30, 1860	13		
ET-50	November 21, 1860	Wednesday	December 3, 1860	12	E40	
ET-51	November 24, 1860	Saturday	December 7, 1860	13		
ET-52	November 28, 1860	Wednesday	December 11, 1860	13	E41-44	
ET-53	December 1, 1860	Saturday				may not have gone
ET-54	December 5, 1860	Wednesday	December 19, 1860	14	E45-47	

APPENDIX A - EASTBOUND PONY EXPRESS TRIPS

Eastbound Pony Express Trips						
Trip #	Date left San Francisco	Day	Date arrived St. Joseph	Transit days	Cover census #	Notes
ET-55	December 8, 1860	Saturday	December 23, 1860	15		delayed by snow
ET-56	December 12, 1860	Wednesday	December 26, 1860	14		
ET-57	December 15, 1860	Saturday				
ET-58	December 19, 1860	Wednesday				
ET-59	December 22, 1860	Saturday	January 6, 1861	15	E48	
ET-60	December 26, 1860	Wednesday	January 10, 1861	15	E49-50	
ET-61	December 29, 1860	Saturday				
ET-62	January 2, 1861	Wednesday	January 20, 1861	18	E51	
ET-63	January 5, 1861	Saturday	January 27, 1861	22	E52	SJ2 JAN 28
ET-64	January 9, 1861	Wednesday				
ET-65	January 12, 1861	Saturday	February 1, 1861	20	E53	SJ2 FEB 2
ET-66	January 16, 1861	Wednesday	February 3, 1861	18		
ET-67	January 19, 1861	Saturday	February 6, 1861	18		
ET-68	January 23, 1861	Wednesday	February 10, 1861	18	E54	SJ2 FEB 11
ET-69	January 26, 1861	Saturday	February 14, 1861	19	E55	SJ2 FEB 15
ET-70	January 30, 1861	Wednesday				
ET-71	February 2, 1861	Saturday	February 21, 1861	19	E56	SJ2 FEB 22
ET-72	February 6, 1861	Wednesday	February 22, 1861	16		
ET-73	February 9, 1861	Saturday	February 23, 1861	14		
ET-74	February 13, 1861	Wednesday	February 28, 1861	15	E57	
ET-75	February 16, 1861	Saturday				
ET-76	February 20, 1861	Wednesday				
ET-77	February 23, 1861	Saturday	March 12, 1861	17		
ET-78	February 27, 1861	Wednesday	March 14, 1861	16		
ET-79	March 2, 1861	Saturday	March 17, 1861	15	E58-59	SJ2 MAR 18
ET-80	March 6, 1861	Wednesday	March 20, 1861	14	E60	
ET-81	March 9, 1861	Saturday	March 23, 1861	14		
ET-82	March 13, 1861	Wednesday	March 27, 1861	14		

APPENDIX A - EASTBOUND PONY EXPRESS TRIPS

Eastbound Pony Express Trips						
Trip #	Date left San Francisco	Day	Date arrived St. Joseph	Transit days	Cover census #	Notes
ET-83	March 16, 1861	Saturday	March 30, 1861	14		
ET-84	March 20, 1861	Wednesday	April 3, 1861	14	E61	SJ2 APR 4
ET-85	March 23, 1861	Saturday				
ET-86	March 27, 1861	Wednesday	April 9, 1861	13		
ET-87	March 30, 1861	Saturday	April 13, 1861	14		
ET-88	April 3, 1861	Wednesday	April 16, 1861	13	E62	SJ3 APR 17
ET-89	April 6, 1861	Saturday	April 19, 1861	13		
ET-90	April 10, 1861	Wednesday				
ET-91	April 13, 1861	Saturday	April 25, 1861	12	E63-66	SJ3 APR 26
ET-92	April 17, 1861	Wednesday	April 30, 1861	13	E67-69	3rd period first trip
ET-93	April 20, 1861	Saturday				
ET-94	April 24, 1861	Wednesday	May 6, 1861	12		
ET-95	April 27, 1861	Saturday	May 10, 1861	13	E70	
ET-96	May 1, 1861	Wednesday	May 14, 1861	13	E71-72	
ET-97	May 4, 1861	Saturday	May 16, 1861	12	E73	
ET-98	May 8, 1861	Wednesday				
ET-99	May 11, 1861	Saturday	May 23, 1861	12	E74-78	SJ3 MAY 24
ET-100	May 15, 1861	Wednesday				
ET-101	May 18, 1861	Saturday				
ET-102	May 22, 1861	Wednesday	June 3, 1861	12	E79-82	
ET-103	May 25, 1861	Saturday	June 6, 1861	12	E83-86	
ET-104	May 29, 1861	Wednesday	June 9, 1861	11	E87	SJ3 JUN 10
ET-105	June 1, 1861	Saturday	June 13, 1861	12	E88-90	
ET-106	June 5, 1861	Wednesday	June 17, 1861	12	E91-93	
ET-107	June 8, 1861	Saturday	June 20, 1861	12	E94	
ET-108	June 12, 1861	Wednesday	June 24, 1861	12	E95	
ET-109	June 15, 1861	Saturday	June 27, 1861	12	E96-98	
ET-110	June 19, 1861	Wednesday	July 2, 1861	13	E99-100	

APPENDIX A - EASTBOUND PONY EXPRESS TRIPS

Eastbound Pony Express Trips						
Trip #	Date left San Francisco	Day	Date arrived St. Joseph	Transit days	Cover census #	Notes
ET-111	June 22, 1861	Saturday	July 4, 1861	12	E101-104	
ET-112	June 26, 1861	Wednesday	July 8, 1861	12	E105-106	
ET-113	June 29, 1861	Saturday	July 11, 1861	12	E107-108	
ET-114	July 3, 1861	Wednesday			E109-110	4th period first trip
ET-115	July 6, 1861	Saturday	July 18, 1861	12	E111	
ET-116	July 10, 1861	Wednesday	July 23, 1861	13		395 letters
ET-117	July 13, 1861	Saturday	July 25, 1861	12	E112-113	
ET-118	July 17, 1861	Wednesday	July 29, 1861	12	E114-117	
ET-119	July 20, 1861	Saturday	August 1, 1861	12	E118-122	
ET-120	July 24, 1861	Wednesday	August 5, 1861	12	E123-124	
ET-121	July 27, 1861	Saturday	August 8, 1861	12	E125-127	
ET-122	July 31, 1861	Wednesday	August 12, 1861	12	E128-130	
ET-123	August 3, 1861	Saturday			E131-133	
ET-124	August 7, 1861	Wednesday	August 19, 1861	12	E134-137	
ET-125	August 10, 1861	Saturday	August 22, 1861	12	E138-141	
ET-126	August 14, 1861	Wednesday				
ET-127	August 17, 1861	Saturday			E142	
ET-128	August 21, 1861	Wednesday	September 2, 1861	12	E143-145	
ET-129	August 24, 1861	Saturday	September 5, 1861	12	E146	
ET-130	August 28, 1861	Wednesday				
ET-131	August 31, 1861	Saturday	September 14, 1861	14	E147-153	
ET-132	September 4, 1861	Wednesday	September 17, 1861	13	E154	
ET-133	September 7, 1861	Saturday			E155	

APPENDIX A - EASTBOUND PONY EXPRESS TRIPS

Trip #	Date left San Francisco	Day	Date arrived at Atchison	Transit days	Cover census #	Notes
ET-134	September 11, 1861	Wednesday	September 23, 1861	12	E156-159	
ET-135	September 14, 1861	Saturday	September 27, 1861	13	E160-161	
ET-136	September 18, 1861	Wednesday	September 30, 1861	12	E162	
ET-137	September 21, 1861	Saturday	October 5, 1861	14	E163-165	
ET-138	September 25, 1861	Wednesday	October 9, 1861	14	E166	
ET-139	September 28, 1861	Saturday	October 12, 1861	14	E167	
ET-140	October 2, 1861	Wednesday	October 16, 1861	14	E168-170	
ET-141	October 5, 1861	Saturday	October 19, 1861	14	E171-175	
ET-142	October 9 1861	Wednesday				
ET-143	October 12, 1861	Saturday	October 25, 1861	13	E176-177	
ET-144	October 16, 1861	Wednesday	October 30, 1861	14	E178	
ET-145	October 19, 1861	Saturday	November 4, 1861	16	E179	
ET-146	October 23, 1861	Wednesday	November 7, 1861	15	E180	last trip

Summary of Eastbound Letters Carried By Period

Date Span	Trip Listings	Number of Trips	Letters from San Francisco	Letters from Sacramento	Total Letters	Average Letters per trip
April 1860	ET-1 to ET-5	5	228	108	336	67
May - June 1860	ET-6 to ET-9	4	440	124	564	141
June - July 1860	ET-10 to ET-17	8	338	83	421	53
August 1-15, 1860	ET-18 to ET-21	4	217	63	280	70
(First Period)		21	1,223	378	1,601	76
August 16-31, 1860	ET-22 to ET-26	5	218	64	282	56
September 1860	ET-27 to ET-35	9	797	178	975	108
October - December 1860	ET-36 to ET-61	26	2,499	626	3,125	120
January - March 1861	ET-62 to ET-87	26	1,730	350	2,080	80
(Second Period)		66	5,244	1,218	6,462	98
April - June 1861 (Third Period)	ET-88 to ET-113	26	3,999	1,237	5,236	201
July - October 1861 (Fourth Period)	ET-114 to ET-146	33	7,990	2,067	10,057	305
All Periods		146	18,456	4,900	23,356	160

Notes:

Numbers include only letters from San Francisco and Sacramento; other way mail is not included. Division of August 1860 number of letters between first and second period is estimated. Trips ET-88 to ET-91 which are actually second period trips are included in the third period as there is insufficient date to segregate out the period between April 1 and April 15, 1861.

Sources:

- 1) Nathan & Boggs, The Pony Express. New York: Collectors Club, 1962. Pages 21, 32, 38 and 46.
- 2) Loeb, "The Pony Express". The American Philatelist Vol. 44 No. 2 (November 1930). Page 118.

Table of Westbound Pony Express Trips

The Westbound trip table that follows includes all trips for which there is documentary evidence as well as scheduled trips that are presumed to have been performed. Each trip is numbered with an "WT" (Westbound Trip) prefix. The cover census numbers refer to known covers actually carried on the specific trip. For example, cover #W1, as shown in census, was carried on trip #WT-1. Where covers are recorded, arrival dates reflect dates as they appear on the covers. Dates only from newspaper reports may be at variance from actual arrival date by a day or two. In the third and fourth period reports list news received at telegraph stations and dates are based on assumed transit times from telegraph station to San Francisco.

The table is color coded as follows:

	Westbound Trip Numbers
First Rate Period	WT-1 to WT-21
Second Rate Period	WT-22 to WT-92
Third Rate Period	WT-93 to WT-118
Fourth Rate Period	WT-119 to WT-151

Below is an example of a way bill that accompanied the Pony Express mail that departed St. Joseph on July 4, 1861. The bill, endorsed #119, shows that eighty three letters were carried. This trip corresponds with trip #WT-119 in the trip listing.



Trip #WT-119 way bill for Pony Express mails sent from St. Joseph on July 4, 1861
 83 letters are listed on this bill which is numbered "#119" at left

APPENDIX A - WESTBOUND PONY EXPRESS TRIPS

Westbound Pony Express Trips						
Trip #	Date left St. Joseph	Day	Date arrived San Francisco	Transit days	Cover census #	Notes
WT-1	April 3, 1860	Tuesday	April 13, 1860	10	W1	first trip
WT-2	April 10, 1860	Tuesday	April 20, 1860	10		
WT-3	April 15, 1860	Sunday	April 24, 1860	9		
WT-4	April 22, 1860	Sunday	May 2, 1860	10		
WT-5	April 29, 1860	Sunday	May 9, 1860	10		
WT-6	May 6, 1860	Sunday	May 15, 1860	9	W2	
WT-7	May 13, 1860	Sunday	May 22, 1860	9	W3	
WT-8	May 20, 1860	Sunday	June 25, 1860	36	W4	mail delayed Indian troubles
WT-9	May 27, 1860	Sunday	June 25, 1860	29	W5	mail delayed Indian troubles
WT-10	June 3, 1860	Sunday	June 25, 1860	22	W6-7	mail delayed Indian troubles
WT-11	June 10, 1860	Sunday	June 25, 1860	15	W8	
WT-12	June 17, 1860	Sunday	June 30, 1860	13		
WT-13	July 1, 1860	Sunday	July 14, 1860	13		service resumed
WT-14	July 5, 1860	Thursday				
WT-15	July 8, 1860	Sunday	July 19, 1860	11		
WT-16	July 12, 1860	Thursday	July 23, 1860	11		
WT-17	July 15, 1860	Sunday	July 26, 1860	11		
WT-18	July 19, 1860	Thursday	August 1, 1860	13		
WT-19	July 22, 1860	Sunday	August 3, 1860	12		
WT-20	July 26, 1860	Thursday	August 5, 1860	10		
WT-21	July 29, 1860	Sunday	August 10, 1860	12		
WT-22	August 1, 1860	Wednesday	August 12, 1860	11		extra trip
WT-23	August 2, 1860	Thursday	August 14, 1860	12		
WT-24	August 5, 1860	Sunday	August 22, 1860	17		
WT-25	August 9, 1860	Thursday				
WT-26	August 12, 1860	Sunday	August 24, 1860	12	W9	

APPENDIX A - WESTBOUND PONY EXPRESS TRIPS

Westbound Pony Express Trips						
Trip #	Date left St. Joseph	Day	Date arrived San Francisco	Transit days	Cover census #	Notes
WT-27	August 16, 1860	Thursday	August 28, 1860	12		
WT-28	August 19, 1860	Sunday	August 30, 1860	11		
WT-29	August 23, 1860	Thursday	September 3, 1860	11		
WT-30	August 26, 1860	Sunday	September 6, 1860	11		
WT-31	August 30, 1860	Thursday	September 10, 1860	11		
WT-32	September 2, 1860	Sunday	September 13, 1860	11		
WT-33	September 6, 1860	Thursday	September 18, 1860	12	W10-11	
WT-34	September 9, 1860	Sunday	September 20, 1860	11		
WT-35	September 13, 1860	Thursday	September 24, 1860	11	W12	
WT-36	September 16, 1860	Sunday	September 26, 1860	10	W13	
WT-37	September 20, 1860	Thursday	October 1, 1860	11		
WT-38	September 23, 1860	Sunday	October 3, 1860	10	W14	
WT-39	September 27, 1860	Thursday	October 7, 1860	10	W15	
WT-40	September 30, 1860	Sunday	October 10, 1860	10		
WT-41	October 4, 1860	Thursday	October 14, 1860	10	W16-17	
WT-42	October 7, 1860	Sunday	October 18, 1860	11		
WT-43	October 11, 1860	Thursday	October 21, 1860	10	W18	
WT-44	October 14, 1860	Sunday	October 25, 1860	11		
WT-45	October 18, 1860	Thursday	October 30, 1860	12	W19-20	
WT-46	October 21, 1860	Sunday	November 1, 1860	11		
WT-47	October 25, 1860	Thursday	November 5, 1860	11		
WT-48	October 28, 1860	Sunday	November 8, 1861	11		
WT-49	November 1, 1860	Thursday	November 12, 1861	11	W21	
WT-50	November 4, 1860	Sunday				
WT-51	November 8, 1860	Thursday	November 20, 1861	12	W22	
WT-52	November 11, 1860	Sunday	November 23, 1860	12	W23	
WT-53	November 15, 1860	Thursday	November 26, 1861	11		
WT-54	November 18, 1860	Sunday	December 2, 1860	14		

APPENDIX A - WESTBOUND PONY EXPRESS TRIPS

Westbound Pony Express Trips						
Trip #	Date left St. Joseph	Day	Date arrived San Francisco	Transit days	Cover census #	Notes
WT-55	November 22, 1860	Thursday	December 4, 1860	12	W24	
WT-56	November 25, 1860	Sunday	December 7, 1860	12		
WT-57	November 29, 1860	Thursday	December 11, 1860	12		
WT-58	December 2, 1860	Sunday	December 15, 1861	13		
WT-59	December 6, 1860	Thursday	December 20, 1860	14	W25-26	
WT-60	December 9, 1860	Sunday	December 23, 1860	14		
WT-61	December 13, 1860	Thursday	December 29, 1860	16	W27	
WT-62	December 16, 1860	Sunday	December 31, 1861	15	W28-29	
WT-63	December 20, 1860	Thursday	January 5, 1861	16	W30	
WT-64	December 23, 1860	Sunday	January 7, 1861	15		
WT-65	December 27, 1860	Thursday	January 12, 1861	16	W31	
WT-66	December 30, 1860	Sunday	January 15, 1861	16		
WT-67	January 3, 1861	Thursday	January 21, 1861	18		
WT-68	January 6, 1861	Sunday	January 24, 1861	18		
WT-69	January 10, 1861	Thursday	January 28, 1861	18		
WT-70	January 13, 1861	Sunday	February 1, 1861	19		
WT-71	January 17, 1861	Thursday				did not go
WT-72	January 20, 1861	Sunday			W32-33	
WT-73	January 24, 1861	Thursday	February 9, 1861	16		
WT-74	January 27, 1861	Sunday	February 11, 1861	15		
WT-75	January 31, 1861	Thursday				
WT-76	February 3, 1861	Sunday	February 16, 1861	13		
WT-77	February 7, 1861	Thursday	February 19, 1861	12		
WT-78	February 10, 1861	Sunday	February 22, 1861	12		
WT-79	February 14, 1861	Thursday	February 26, 1861	12		
WT-80	February 17, 1861	Sunday	March 3, 1861	14		
WT-81	February 21, 1861	Thursday	March 10, 1861	17		
WT-82	February 24, 1861	Sunday	March 11, 1861	15		

APPENDIX A - WESTBOUND PONY EXPRESS TRIPS

Westbound Pony Express Trips						
Trip #	Date left St. Joseph	Day	Date arrived San Francisco	Transit days	Cover census #	Notes
WT-83	February 28, 1861	Thursday	March 15, 1861	15		
WT-84	March 3, 1861	Sunday	March 18, 1861	15		
WT-85	March 7, 1861	Thursday	March 21, 1861	14		
WT-86	March 10, 1861	Sunday	March 23, 1861	13	W34	
WT-87	March 14, 1861	Thursday	March 28, 1861	14	W35	
WT-88	March 17, 1861	Sunday	March 30, 1861	13	W36	
WT-89	March 21, 1861	Thursday	April 5, 1861	15		
WT-90	March 24, 1861	Sunday	April 10, 1861	17	W37	
WT-91	March 28, 1861	Thursday	April 13, 1861	16		
WT-92	March 31, 1861	Sunday				
WT-93	April 4, 1861	Thursday	April 17, 1861	13		1st trip third period
WT-94	April 7, 1861	Sunday	April 19, 1861	12		
WT-95	April 11, 1861	Thursday	April 22, 1861	11		
WT-96	April 14, 1861	Sunday	April 25, 1861	11	W38	
WT-97	April 18, 1861	Thursday	April 29, 1861	11	W39-40	
WT-98	April 21, 1861	Sunday	May 3, 1861	12		
WT-99	April 25, 1861	Thursday	May 7, 1861	12		
WT-100	April 28, 1861	Sunday	May 9, 1861	11		
WT-101	May 2, 1861	Thursday	May 14, 1861	12		
WT-102	May 5, 1861	Sunday	May 17, 1861	12		
WT-103	May 9, 1861	Thursday	May 20, 1861	11		
WT-104	May 12, 1861	Sunday	May 23, 1861	11	W41	
WT-105	May 16, 1861	Thursday	May 27, 1861	11		
WT-106	May 19, 1861	Sunday	May 30, 1861	11	W42	
WT-107	May 23, 1861	Thursday	June 3, 1861	11		
WT-108	May 26, 1861	Sunday	June 6, 1861	11		
WT-109	May 30, 1861	Thursday	June 10, 1861	11		

APPENDIX A - WESTBOUND PONY EXPRESS TRIPS

Westbound Pony Express Trips						
Trip #	Date left St. Joseph	Day	Date arrived San Francisco	Transit days	Cover census #	Notes
WT-110	June 2, 1861	Sunday	June 13, 1861	11		
WT-111	June 6, 1861	Thursday	June 16, 1861	10		
WT-112	June 9, 1861	Sunday	June 19, 1861	10		
WT-113	June 13, 1861	Thursday	June 24, 1861	11		
WT-114	June 16, 1861	Sunday	June 26, 1861	10		arrived Placerville June 23
WT-115	June 20, 1861	Thursday	June 30, 1861	10		
WT-116	June 23, 1861	Sunday	July 5, 1861	12		
WT-117	June 27, 1861	Thursday	July 9, 1861	12	W43	
WT-118	June 30, 1861	Sunday	July 11, 1861	11	W44	
WT-119	July 4, 1861	Thursday	July 15, 1861	11		4th period first trip
WT-120	July 7, 1861	Sunday	July 17, 1861	10		
WT-121	July 11, 1861	Thursday	July 22, 1861	11		
WT-122	July 14, 1861	Sunday	July 25, 1861	11		
WT-123	July 18, 1861	Thursday	July 28, 1861	10		
WT-124	July 21, 1861	Sunday	August 1, 1861	11		
WT-125	July 25, 1861	Thursday	August 5, 1861	11		
WT-126	July 28, 1861	Sunday	August 8, 1861	11	W45-47	
WT-127	August 1, 1861	Thursday	August 12, 1861	11		
WT-128	August 4, 1861	Sunday	August 15, 1861	11		
WT-129	August 8, 1861	Thursday	August 19, 1861	11	W48	
WT-130	August 11, 1861	Sunday	August 22, 1861	11		
WT-131	August 15, 1861	Thursday	August 26, 1861	11		
WT-132	August 18, 1861	Sunday	August 31, 1861	13	W49-51	
WT-133	August 22, 1861	Thursday	September 3, 1861	12		
WT-134	August 25, 1861	Sunday	September 5, 1861	11		
WT-135	August 29, 1861	Thursday	September 10, 1861	12	W52	

APPENDIX A - WESTBOUND PONY EXPRESS TRIPS

Westbound Pony Express Trips						
Trip #	Date left St. Joseph	Day	Date arrived San Francisco	Transit days	Cover census #	Notes
WT-136	September 1, 1861	Sunday	September 13, 1861	12	W53	
WT-137	September 5, 1861	Thursday	September 17, 1861	12	W54-55	
WT-138	September 8, 1861	Sunday	September 20, 1861	12		
WT-139	September 12, 1861	Thursday	September 24, 1861	12	W56	
WT-140	September 15, 1861	Sunday	September 27, 1861	12	W57, WX1	
WT-141	September 19, 1861	Thursday	October 1, 1861	12	W58	St. Joseph Pony dated SEP 18
WT-142	September 22, 1861	Sunday	October 4, 1861	12		
WT-143	September 26, 1861	Thursday			W59	St. Joseph Pony dated SEP 25
WT-144	September 29, 1861	Sunday	October 12, 1861	13		
WT-145	October 3, 1861	Thursday	October 16, 1861	13	W60	
WT-146	October 6, 1861	Sunday	October 19, 1861	13		
WT-147	October 10, 1861	Thursday	October 22, 1861	12	W61	
WT-148	October 13, 1861	Sunday	October 25, 1861	12	W62-63	
WT-149	October 17, 1861	Thursday	October 29, 1861	12	W64-65	
WT-150	October 20, 1861	Sunday				
WT-151	October 24, 1861	Thursday			W66-67	last pony trip
WT-152	October 27, 1861	Sunday	November 18, 1861	22	W68-69	likely carried by stage
WT-153	October 31, 1861	Thursday	November 20, 1861	21	W70-71	likely carried by stage

Summary of Westbound Letters Carried By Period

Date Span	Trip Listings	Number of Trips	Letters to San Francisco	Letters to Sacramento	Total Letters	Average Letters per trip
April 1860	WT-1 to WT-5	5	43	19	62	12
May - June 1860	WT-6 to WT-11	6	81	35	116	19
June - July 1860	WT-12 to WT-21	10	62	27	89	9
(First Period)		21	186	81	267	13
August 1860	WT-22 to WT-31	10	127	20	147	15
September 1860	WT-32 to WT-40	9	218	43	261	29
October - December 1860	WT-41 to WT-66	26	1,092	179	1,271	49
January - March 1861	WT-67 to WT-92	25	1,897	358	2,255	90
(Second Period)		70	3,334	600	3,934	56
April - June 1861 (Third Period)	WT-93 to WT-118	26	1,943	316	2,259	87
July - October 1861 (Fourth Period)	WT-119 to WT-153	35	4,090	847	4,937	141
All Periods		152	9,553	1,844	11,397	75

Notes:

Numbers include only letters to San Francisco and Sacramento; other way mail is not included. Three trips (WT-10 to WT-12) which left in June are apportioned between May and July 1860. Trip WT-71 did not go and is not included in totals.

Sources:

- 1) Nathan & Boggs, *The Pony Express*. New York: Collectors Club, 1962. Pages 21, 32, 38 and 46.
- 2) Loeb, "The Pony Express". *The American Philatelist* Vol. 44 No. 2 (November 1930). Page 118.

Appendix B

Census of Eastbound Covers

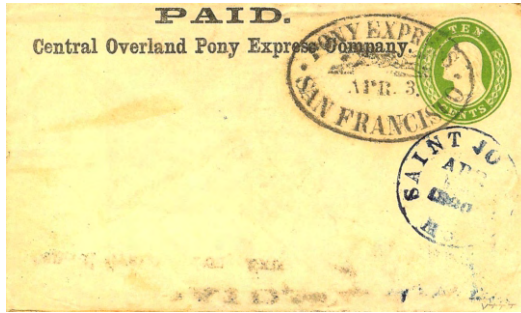
The census of eastbound covers describes and illustrates 180 dated covers as well as one undated cover that were carried by the Pony Express eastward.

The markings on the covers are listed in the table with abbreviations as used in the body of the book and an easy reference may be found in Chapter Seven (pages 65-71). The color of the markings is indicated by the color of the font used. The listings of Post Office frankings use Scott catalog numbers of the stamps and postal entires. Because of limited information in some cases, there may be a few errors in designating the proper Scott catalog number of an entire where paper color determines the correct catalog number.

The illustrations may not be representative of the actual condition of the item and pictures are intended to show identifying characteristics of the covers. Images have been gathered from auction catalogs, photographs from the authors' files, from the owners of the covers, and from the Philatelic Foundation records. Some images have been digitally manipulated for clarity. The authors believe that all listed covers are genuine. Some that are included may be cover fronts.

APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: April 3 to May 18, 1860 (First Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E1	APR 3 SF-RP	APR 13 SJ-COCP	APR 13 1860 SJI	none	#U18 10c Nesbitt	New York NY	Lows & Bros.	first trip recd Apr 17
E2	APR 3 SF-RP	APR 13 SJ-COCP	APR 13 1860 SJI	PAID COPEC	#U17 10c Nesbitt	Washington DC	Latham	first trip paste-up



E3	APR 20 SF-RP		none	ms Free Finney		Morrell's Crossing	Agent	
E4	way APR 20 trip	APR 30 SJ-RP	MAY 1 1860 SJI	none	#35 10c green	Grass Lake MI	Smith	

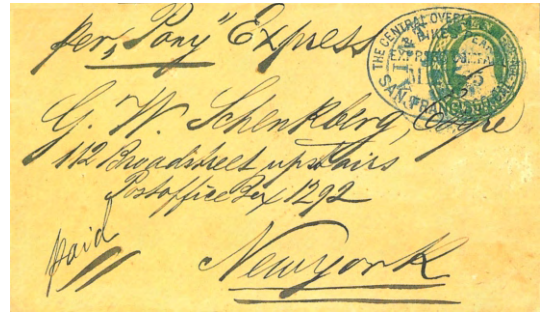


E5	MAY 18 SF-COCP	JUN 1 SJ-RP	JUN 2 1860 SJI	none	#U18 10c Nesbitt	Boston MA	Wood & Co	ms recd 6 June
E6	MAY 18 SF-COCP	JUN 1 SJ-RP	JUN 2 1860 SJI	none	#35 10c green	Princeton (?) NJ	address partially excised	



APPENDIX B - EASTBOUND COVER CENSUS

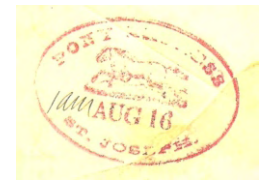
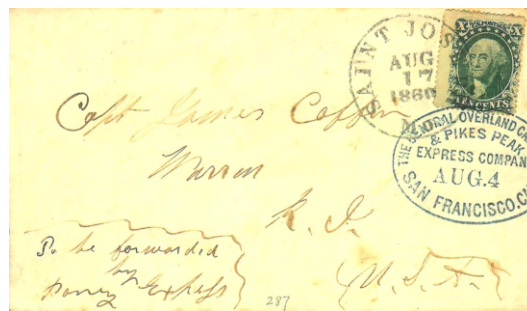
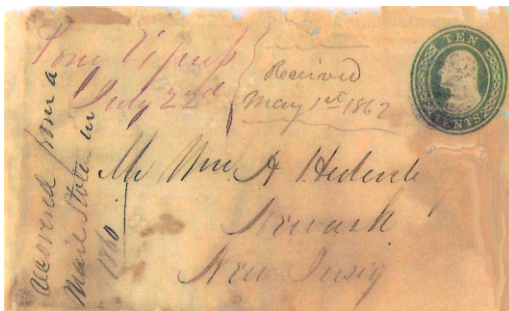
Eastbound Pony Covers: May 18 to August 4, 1860 (First Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E7	MAY 18 SF-COCP	JUN 1 SJ-RP	JUN 2 1860 SJ1	none	#35 10c green	Wilmington OH	Rombach	
E8	MAY 25 SF-COCP	none	JUN 25 1860 SJ1	none	#U16 10c Nesbitt	New York NY	Schenberg	delayed by Indian War



E9	JUL 11 SF-COCP	JUL 26 SJ-RP bkst	JUL 27 1860 SJ1	ms Paid \$10.00 double rate	#35 (2) 10c green	New York NY	Kelly	
E10	JUL 21 SF-COCP	none	recd MAY 3 1862 in ms	none	#35 10c green	New York NY	Probst	ms mail stolen in 1860



E11	way JUL 21 trip		recd MAY 1 1862 in ms	none	#U16 10c Nesbitt	Newark NJ	Hedenberg	ms mail stolen in 1860
E12	AUG 4 SF-COCP	AUG 16 SJ-RP bkst	AUG 17 1860 SJ1	none	#35 10c green	Warren RI	Coffin	



APPENDIX B - EASTBOUND COVER CENSUS

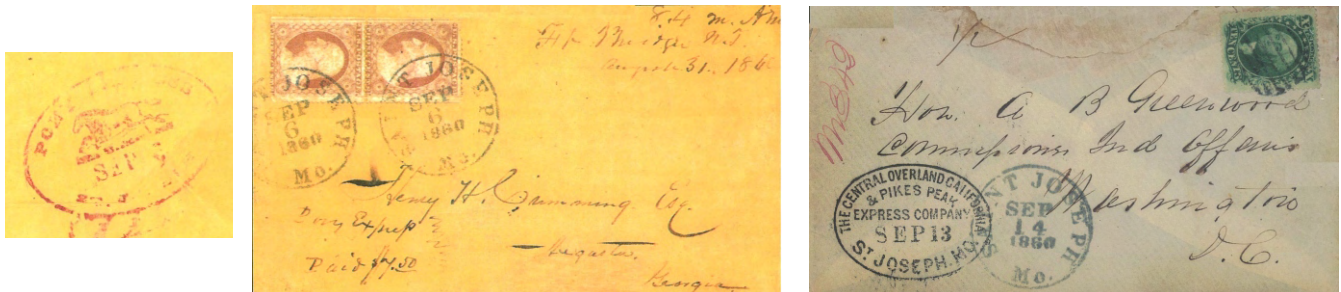
Eastbound Pony Covers: August 18 to September 1, 1860 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E13	AUG 18 SF-RP	AUG 30 SJ-RP bkst	AUG 31 1860 SJ1	none	#35 10c green	Springfield IL	Lincoln	
E14	AUG 19 ms Placerville	AUG 30 (?) SJ-RP bkst	AUG 31 1860 SJ1	ms Paid \$2.50	#U16 10c Nesbitt	Fredonia ?	Robbins	AUG 18 trip agent endorsed



E15	AUG 22 SF-RP	SEP 2 SJ-RP bkst	SEP 3 1860 SJ1	none	#35 10c green	Covington KY	Patton	
E16	AUG 25 SF-RP	SEP 6 SJ-RP bkst	SEP 6 1860 SJ1	ms 1/2	#35 10c green	Boston MA	Ross	

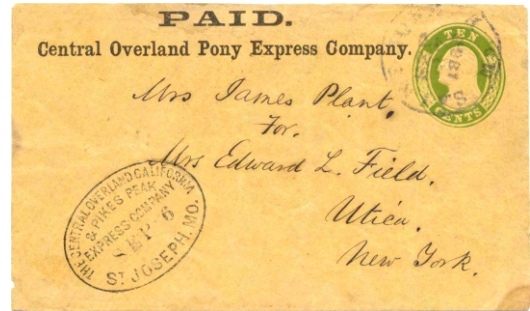


E17	AUG 31 ms Ft Bridger UT	SEP 6 SJ-RP bkst	SEP 6 1860 SJ1	Paid \$7.50 triple rate	#26 (2) 3c dull red	Augusta GA	Cumming	AUG 25 trip agent endorsed
E18	none	SEP 13 SJ-COCPP	SEP 14 1860 SJ1	ms 1/2	#35 10c green	Washington DC	Greenwood	SEP 1 trip SF origin



APPENDIX B - EASTBOUND COVER CENSUS

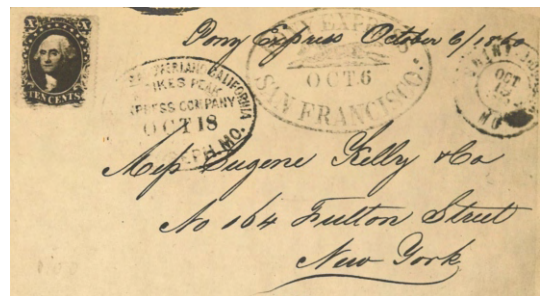
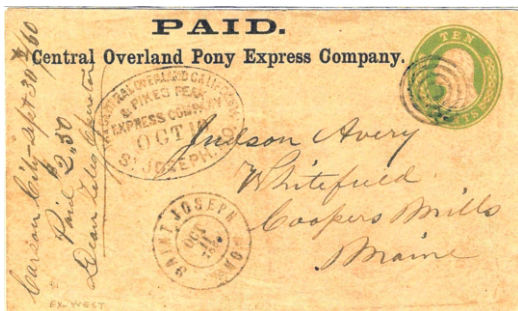
Eastbound Pony Covers: September 12 to October 6, 1860 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E19	way SEP 12 trip	SEP 23 SJ-COCP	SEP 23 1860 SJ1	ms \$2.50 Paid	stamp not original	Lyons IA (forwarded)	Foulke	SEP 13 WF SAC bkst
E20	way SEP 15 trip	SEP (2)6 SJ-COCP	SEP 27 1860 SJ1	Paid COPEC	#U18 10c Nesbitt	Utica NY	Field	



E21	SEP 29 SF-RP	OCT 10 SJ-COCP	OCT 11 1860 SJ2	ms 1/4	#U16 10c Nesbitt	New York NY	Beers	
E22	SEP 29 SF-RP	OCT 10 SJ-COCP	OCT 11 1860 SJ2	ms 1/4	#35 10c green	New York NY	Kelly	

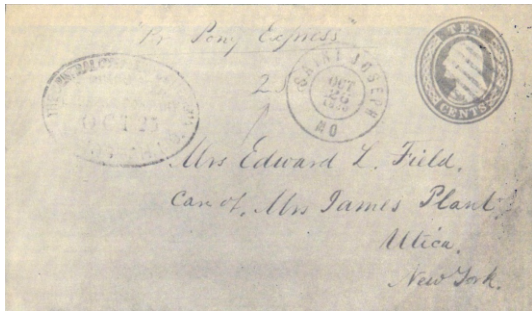


E23	Carson City SEP 30/60	OCT 10 SJ-COCP	OCT 11 1860 SJ2	Paid \$2.50 COPEC	#U18 10c Nesbitt	Coopers Mills ME	Avery	SEP 29 trip agent endorsed
E24	OCT 6 SF-RP	OCT 18 SJ-COCP	OCT 19 1860 SJ2	none	#35 10c green	New York NY	Kelly	stamp uncancelled



APPENDIX B - EASTBOUND COVER CENSUS

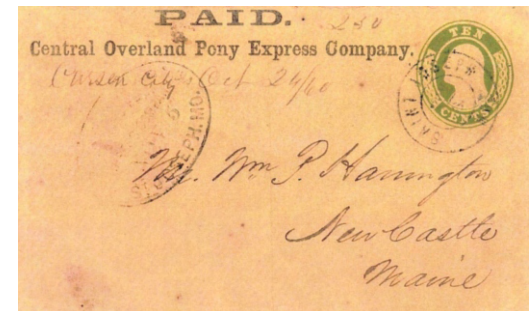
Eastbound Pony Covers: October 13 to October 24, 1860 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E25	way OCT 13 trip	OCT 25 SJ-COCP	OCT 26 1860 SJ2	ms 2.50	#U16 10c Nesbitt	Utica NY	Field	
E26	OCT 17 SF-RP	OCT 29 SJ-COCP	OCT 31 SJ2	ms 1/4	#U16 10c Nesbitt	New York NY	Price	



E27	OCT 20 SF-RP	NOV 1 SJ-COCP	NOV 2 SJ2	ms 1/2	#U16 10c Nesbitt	New York NY	Herrick	
E28	Virginia City OCT 21 ms	NOV 1 SJ-COCP	NOV 2 SJ2	ms 2.50 COPEC	#U10 3c Nesbitt	Lower Alton IL	Job	OCT 20 trip agent endorsed

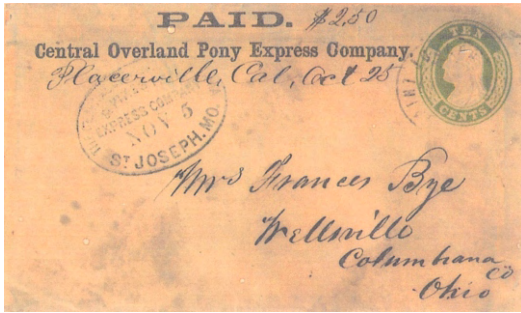


E29	OCT 24 SF-RP	NOV 5 SJ-COCP	NOV 8 SJ2	undated SF-COCP	#35 10c green	New York NY	Vallejo	
E30	Carson City OCT 24 ms	NOV 5 SJ-COCP	NOV 8 SJ2	ms \$2.50 COPEC	#U18 10c Nesbitt	New Castle ME	Harrington	OCT 24 trip agent endorsed



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: October 24 to November 3, 1860 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E31	Placerville OCT 25	NOV 5 SJ-COCP	NOV 8 SJ2	ms \$2.50 COPEC	#U18 10c Nesbitt	Wellsville OH	Bye	OCT 24 trip agent endorsed
E32	OCT 27 SF-COCP	NOV 8 SJ-COCP	NOV 10 SJ2	none	#U16 10c Nesbitt	New York NY	Wyman & Co	+ OCT 27 SF-RP



E33	OCT 27 SF-COCP	NOV 8 SJ-COCP	NOV 10 SJ2	none	#35 10c + #26 forwd	Washington DC (Nov 13)	Catesby Jones	+ OCT 27 SF-RP bkst
E34	OCT 31 SF-COCP	NOV 12 SJ-COCP	NOV 13 SJ2	ms 1/4	#U16 10c Nesbitt	New York NY	Beers	



E35	NOV 3 SF-RP	NOV 15 SJ-COCP	NOV 16 SJ2	Paid COPEC	#U18 10c Nesbitt	Bayou Sara LA	Lyons	
E36	NOV 3 SF-RP	NOV 15 SJ-COCP	NOV 16 SJ2	ms 1/4	#U16 10c Nesbitt	New York NY	Beers	

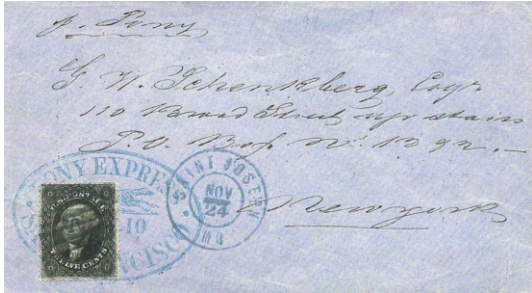


APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: November 7 to November 28, 1860 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E37	NOV 7 SF-RP	NOV 19 SJ-COCP	NOV 20 SJ2	none	#36b 12c black	New York NY	Wallerstein	
E38	NOV 7 SF-RP	NOV 19 SJ-COCP	NOV 20 SJ2	none	#35 10c green	Glasgow Scotland	Watson	stagecoach envelope



E39	NOV 10 SF-RP	NOV 23 bkst SJ-RP	NOV 24 SJ2	none	#36b 12c black	New York NY	Schenberg	
E40	NOV 21 SF-RP	DEC 3 SJ-COCP	DEC 4 SJ2	none	#36b 12c black	New York NY	Kelly	NOV 21 SF-RP bkst



E41	NOV 28 SF-RP	DEC 11 SJ-COCP	DEC 12 SJ2	undated SF-COCP	#U16 10c Nesbitt	Concord NC	White	
E42	NOV 28 SF-RP	DEC 11 SJ-COCP	DEC 12 SJ2	undated SF-COCP	#U16 10c Nesbitt	New York NY	Booth	

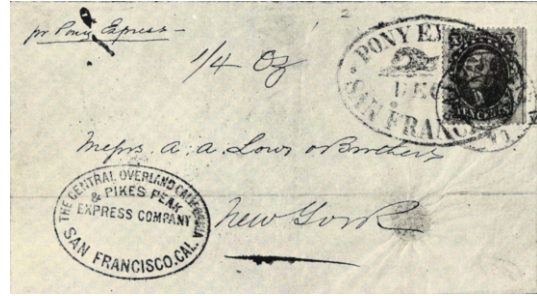


APPENDIX B - EASTBOUND COVER CENSUS

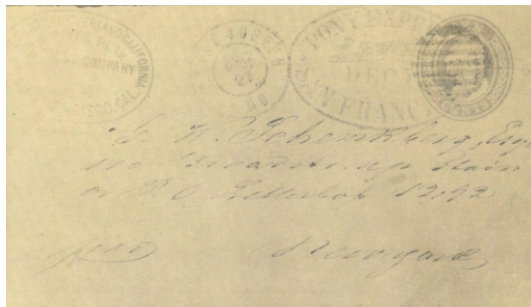
Eastbound Pony Covers: November 28 to December 22, 1860 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E43	NOV 28 SF-RP	DEC 11 SJ-COCP	DEC 12 SJ2	none	#35 10c green	New York NY	Wallerstein	
E44	NOV 28 SF-RP		DEC 12 SJ2	undated SF-COCP	#U16 10c Nesbitt	New York NY	Wyman & Co	Rec'd Dec 15



E45	DEC 5 SF-RP	(DEC 19 SJ-COCP/PE)	DEC 21 SJ2	ms 1/2 SF-COCP	#U16 10c Nesbitt	New York NY	Birdseye	presumed to have had a backstamp
E46	DEC 5 SF-RP	DEC 19 bkst SJ-COCP/PE	DEC 21 SJ2	ms 1/4 oz SF-COCP	#35 10c green	New York NY	Lows & Bros	



E47	DEC 5 SF-RP	DEC 19 bkst SJ-COCP/PE	DEC 21 SJ2	undated SF-COCP	#U16 10c Nesbitt	New York NY	Schenkberg	
E48	DEC 22 SF-RP	JAN 6 bkst SJ-COCP/PE	JAN 7 SJ2	ms 3/4	stamp missing	New York NY	Lawton	ms Recd Jan 10 1861



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: December 25, 1860 to January 23, 1861 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E49	DEC 26 SF-RP	JAN 10 bkst SJ-COCPP/PE	JAN 12 SJ2	none	#35 10c green	Madison IN	Crittenden	
E50	DEC 26 SF-RP	JAN 10 bkst SJ-COCPP/PE	JAN 12 SJ2	ms 1/4	#U16 10c Nesbitt	New York NY	Beers	Recd Jan 14



E51	JAN 2 SF-RP	JAN 20 bkst SJ-COCPP/PE	JAN 21 SJ2	ms 1/2 SF-COCPP	#U16 10c Nesbitt	North Berwick ME	Hobbs	
E52	JAN 7 SAC-PE		JAN 28 SJ2	ms 2.50 COPEC Paid	#U10 3c Nesbitt	Madison IN	Crittenden	

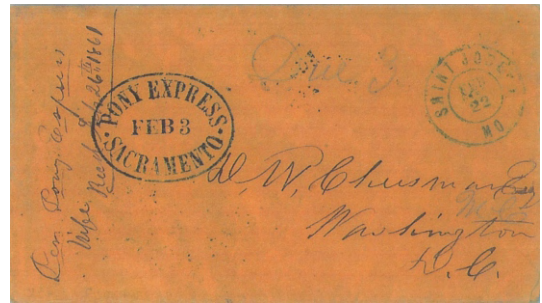


E53	JAN 12 SF-RP		FEB 2 SJ2	ms 1/4 SF-COCPP	#U16 10c Nesbitt	Brookline NH	Shattuck	
E54	JAN 23 SF-RP		FEB 11 SJ2	ms 1/4 SF-COCPP	#U16 10c Nesbitt	Madison IN	Crittenden	

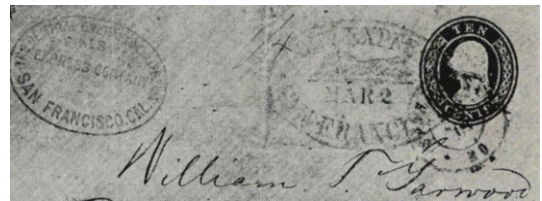


APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: January 26 to March 6, 1861 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E55	JAN 26 SF-RP		FEB 15 SJ2	undated SF-COCPP	#U16 10c Nesbitt	Sing Sing NY	Crittenden	
E56	FEB 3 SAC-PE		FEB 22 SJ2	none	ms Due 3	Washington DC	Cheesman	ms Recd Feb 26 1861



E57	FEB 14 SAC-PE		? SJ2	ms Pd \$2.50	#U16 10c Nesbitt	Rochester NY	Sage	
E58	MAR 2 SF-RP		MAR 18 SJ2	ms 1/4 SF-COCPP	#U16 10c Nesbitt	Canton MS	Garwood	

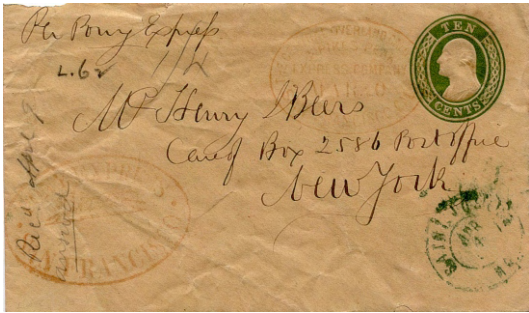


E59	MAR 2 SF-RP		none	undated SF-COCPP	#U16 10c Nesbitt	Washington DC	Cheesman	
E60	MAR 6 SF-RP		MAR 2(0) SJ2	undated SF-COCPP	#35 10c green	New York NY	Durand & Co.	



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: March 20 to April 13, 1861 (Second Period)								
#	Pony Origin	Eastern Pony	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E61	MAR 20 SF-COCP		APR 4 SJ2	ms 1/4 SF-RP	#U16 10c Nesbitt	New York NY	Beers	ms rec'd Apr 7
E62	APR 4 SAC-PE		APR 17 SJ3	none	#35 10c green	Wilmington OH	Rombach	



E63	APR 13 SF-COCP		APR 26 SJ3	undated SF-RP	#U18 10c Nesbitt	New London CT	Stark	WF frank
E64	APR 13 SF-COCP		APR 26 SJ3	undated SF-RP	unpaid 24c	Liverpool England (May 13)	Hubback	1/- due in England

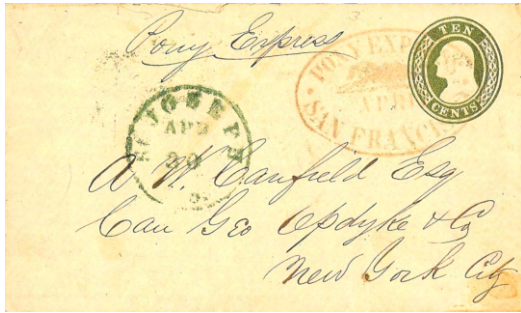


E65	APR 13 SF-COCP		APR 26 SJ3	undated SF-RP	#35 10c green	New York NY	Canfield	
E66	(Placerville) APR 13 trip		APR 26 SJ3	ms Paid \$2.50	#U33 10c star die	Tuscola IL	Smith	hand of Placerville agt



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: April 17 to May 2, 1861 (Third Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E67	APR 17 SF-RP		APR 30 SJ3	none	#U16 10c Nesbitt	New York NY	Canfield	
E68	APR 17 SF-RP		APR 30 SJ3	none	#U33 10c star die	Boston MA	Richardson	



E69	APR 17 SF-RP		APR 30 SJ3	none	#U16 10c Nesbitt	Elyria OH	Ely	
E70	way APR 27 trip	APR 28 WF Placerville	MAY 10 SJ3	\$2 red EKU	missing	Newburyport MA	Allen	half of paste-up



E71	MAY 1 SF-RP		MAY 14 SJ3	\$2 red	#U10 3c Nesbitt	Orange CH VA	Caruthers	WF black frank to CSA
E72	way MAY 1 trip	MAY 2 WF Placerville	MAY 14 SJ3	\$2 red	#U32 10c star die	Tuscola IL	Smith	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: May 4 to May 11, 1861 (Third Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E73	MAY 4 SF-RP		MAY 16 SJ3	\$2 red	#U15 10c Nesbitt	New York NY	Canfield	
E74	MAY 11 SF-RP		MAY 24 SJ3	\$2 red	#U33 10c star die	Boston MA	Pimentel	WF Paid



E75	MAY 11 SF-RP		MAY 24 SJ3	\$2 red	#U33 10c star die	Hillsboro OH	Perker	
E76	MAY 11 SF-RP		MAY 24 SJ3	\$2 red	#U33 10c star die	New York NY	Canfield	WF Paid



E77	way MAY 11		MAY 24 SJ3	ms Paid 2.00	#U10 3c Nesbitt	Richmond VA	Gov Letcher	to CSA
E78	MAY 11 trip	MAY 12 WF Sacramento	MAY 24 SJ3	\$2 red	#U16 10c Nesbitt	New York NY	Emanuel	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: May 22 to May 25, 1861 (Third Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E79	MAY 22 SF-RP		JUN 3 SJ3	\$2 red	#U33 10c star die	Alna ME	Nelson	WF Paid
E80	MAY 22 SF-RP		JUN 3 SJ3	\$2 red	#U33 10c star die	Boston MA	Laura A.B.	WF Paid



E81	MAY 22 SF-RP		JUN 3 SJ3	\$2 red	#U33 10c star die	Boston MA	Pimentel	WF Paid
E82	MAY 22 SF-RP		JUN 3 SJ3	\$2 red	#U33 10c star die	New York NY	Canfield	



E83	MAY 25 SF-RP		JUN 6 SJ3	\$2 red	#U33 10c star die	Baltimore MD	Whelan	
E84	MAY 25 SF-RP		JUN 6 SJ3	\$2 red	#U33 10c star die	St Louis MO	Allen	



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: May 25 to June 1, 1861 (Third Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E85	MAY 26 SAC-PE		JUN 6 SJ3	\$2 red	#U16 10c Nesbitt	Boston MA	Boston Belting	MAY 25 trip
E86	MAY 26 SAC-PE		JUN 6 SJ3	\$2 red	#U16 10c Nesbitt	New York NY	Chambers	ms Recd June 10



E87	MAY 29 SF-RP		JUN 10 SJ3	\$2 red	#30A 5c #35 10c	Charlottetown PEI	McFadyen	
E88	JUN 1 SF-RP		JUN 13 SJ3	\$2 red	#U32 10c star die	Dansville NY	Welch	WF Paid

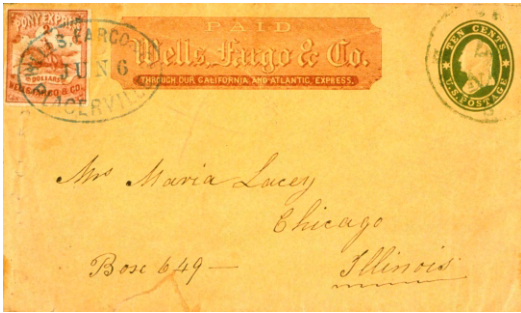


E89	JUN 1 SF-RP		JUN 13 SJ3	\$2 red	#U32 10c star die	New York NY	Canfield	patriotic
E90	JUN 1 SF-RP		JUN 13 SJ3	\$2 red	#U32 10c star die	Oswego NY	Turrill	WF Paid



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: June 5 to June 15, 1861 (Third Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E91	way JUN 5 trip	JUN 6 Placerville	JUN 17 SJ3	\$2 red	#U33 10c star die	Chicago IL	Lacey	WF frank
E92	JUN 5 SF-RP		JUN 17 SJ3	\$2 red	#U33 10c star die	Marlboro MA	Goodale	



E93	JUN 5 SF-RP		JUN 17 (?) SJ3	\$2 red	#U33 10c star die	New York NY	Foley	
E94	JUN 8 SF-RP		JUN 20 SJ3	ms Free	Latham MC free frank	New York NY	Latham	



E95	JUN 12 SF-RP		JUN 24 SJ3	\$2 red	#U33 10c star die	New York NY	Canfield	patriotic
E96	JUN 15 SF-RP		JUN 27 SJ3	\$2 red	#U33 10c star die	Ramseys Station NJ	Hopper	



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: June 15 to June 22, 1861 (Third Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E97	way JUN 15 trip	JUN 16 WF Carson City	JUN 27 SJ3	\$2 red	#U18 10c Nesbitt	New York NY	Taylor	WF overprint Freeman frank
E98	Fort Bridger ms		JUN 27 SJ3	ms Paid 2.00	#U27 3c #35 10c	Washington DC	Tappan	agent endorsed



E99	JUN 19 SF-RP		none	\$2 red	#U33 10c star die	New York NY	Arthur	address re-constructed
E100	JUN 19 SF-RP		JUL 2 SJ3	\$2 red	#U33 10c star die	New York NY	Beers	

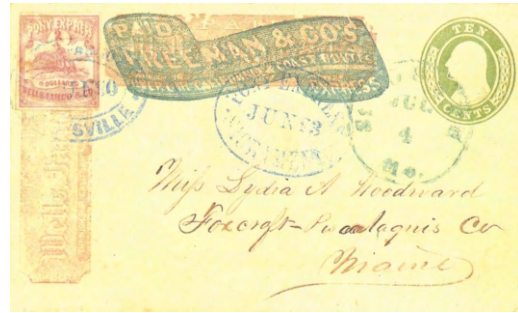


E101	JUN 22 SF-RP		JUL 4 SJ3	\$2 red	#U33 10c star die	Boston MA	Laura A.B.	WF Paid
E102	JUN 22 SF-RP		JUL 4 SJ3	\$2 red	#U33 10c star die	New York NY	Birdseye	



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: June 2 to June 29, 1861 (Third Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E103	JUN 22 SF-RP		JUL 4 SJ3	\$2 red	#U33 10c star die	New York NY	Canfield	
E104	JUN 23 SAC-PE	JUN 20 WF Marysville	JUL 4 SJ3	\$2 red	#U18 10c Nesbitt	Foxcroft ME	Woodward	WF overprint Freeman frank



E105	JUN 26 SF-RP		JUL 8 SJ3	\$2 red \$4 green	#U33 10c star die	New York NY	Kelly	triple rate
E106	JUN 27 SAC-PE	JUN 24 WF Nevada	JUL 8 SJ3	\$2 red	#U18 10c Nesbitt	New York NY	Birdseye	WF overprint Freeman frank



E107	JUN 29 SF-RP		JUL 11 SJ3	\$2 red	#U18 10c Nesbitt	Westfield MA	Wetherbee	WF overprint Freeman frank
E108	JUN 29 SF-RP		JUL 11 SJ3	\$2 red	#U33 10c star die	West Chester PA	Townsend	WF Paid



APPENDIX B - EASTBOUND COVER CENSUS

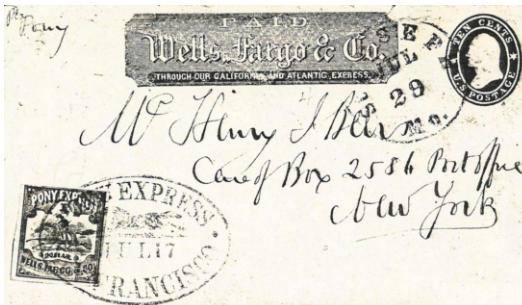
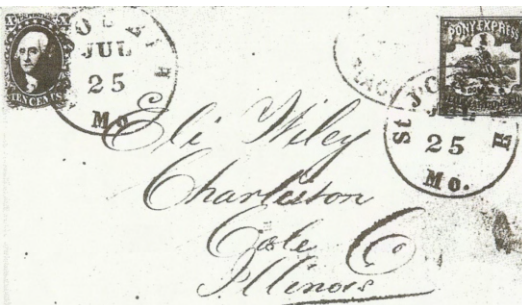
Eastbound Pony Covers: July 3 to July 17, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E109	JUL 3 SF-RP		none	\$1 red EKU	#U33 10c star die	New York NY	Canfield	WF frank
E110	JUL 4 SAC-PE	WF Express Folsom	none	\$1 red	#U33 10c star die	Massena Village NY	Beach	WF frank



E111	JUL 6 SF-RP		JUL 18 SJ3	\$1 red	#U18 10c Ford 3 ms	Westfield MA	Wetherbee	WF overprint Freeman frank
E112	JUL 13 SF-RP		JUL 25 SJ3	\$1 red	#U33 10c star die	New York NY	Schenkberg	WF frank

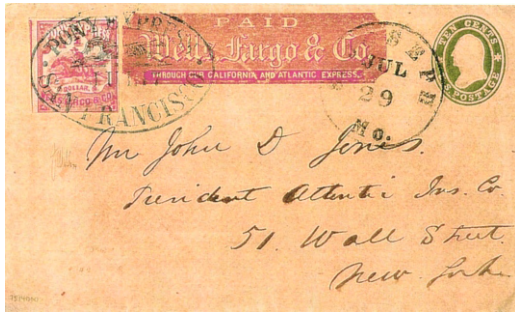


E113	way JUL 13 trip	JUL 14 WF Placerville	JUL 25 SJ3	\$1 red	#35 10c green	Charleston IL	Wiley	
E114	JUL 17 SF-RP		JUL 29 SJ3	\$1 red	#U33 10c star die	New York NY	Beers	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: July 17 to July 20, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E115	JUL 17 SF-RP		JUL 29 SJ3	\$1 red	#U33 10c star die	New York NY	Jones	WF frank
E116	JUL 18 SAC-PE	JUL 17 WF Marysville	JUL 29 SJ3	\$1 red	#U18 10c Nesbitt	Warren OH	Hapgood	WF overprint Freeman frank



E117	way JUL 17 trip	JUL ? WF Virginia City	JUL 29 SJ3	\$1 red	#U33 10c star die	Mukwonago WI	Armstrong	WF frank
E118	JUL 20 SF-RP		1 AUG SJ3	\$1 red	#U33 10c star die	New York NY	Beers	WF frank WF Paid

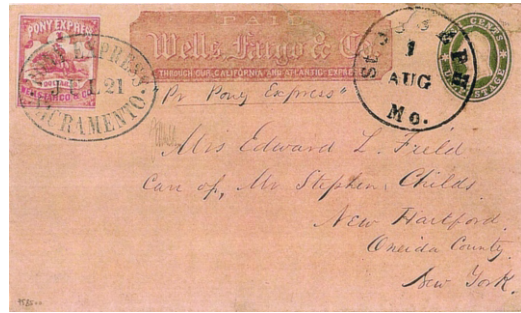


E119	JUL (2)0 SF-RP		1 AUG SJ3	\$1 red	#U33 10c star die	New York NY	Canfield	WF frank
E120	JUL (2)0 SF-RP		1 AUG SJ3	\$1 red	#U33 10c star die	New York NY	Hastings & Co	WF frank Recd Aug 5



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: July 20 to July 27, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E121	JUL (2)0 SF-RP		1 AUG SJ3	\$1 red	#U18 10c Nesbitt	New York NY	Merrill	WF overprint Freeman frank
E122	JUL 21 SAC-PE		1 AUG SJ3	\$1 red	#U33 10c star die	New Hartford NY	Field	WF frank JUL 20 trip



E123	JUL (2)4 ? SF-RP		5 AUG SJ3	\$1 red	#U33 10c star die	New York NY	Dietz	WF frank
E124	JUL (2)4 SF-RP		5 AUG SJ3	\$1 red	#U18 10c Nesbitt	New York NY	Merrill	WF overprint Freeman frank

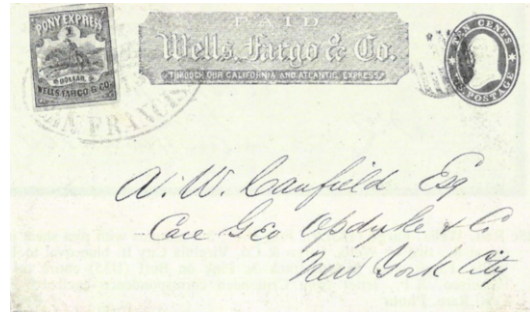


E125	JUL 27 SF-RP		AUG 12 1861 New York	\$1 red	#U33 10c star die	E. Standish ME	Chadbourne	WF frank
E126	JUL 27 SF-RP		AUG 14 New York	\$1 red	#U27 3c star die	Metz France	Toussaint	WF black frank



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: July 27 to August 3, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E127	JUL 28 SAC-PE	JUL 25 WF Nevada	AUG 8 SJ3	\$1 red	#U33 10c star die	Utica NY	Hunt	WF frank
E128	JUL 31 SF-RP		none	\$1 red	#U33 10c star die	New York NY	Canfield	WF frank



E129	way JUL 31 trip	WF Virginia City	AUG 12 SJ3	\$1 red	#U33 10c star die	Chicago IL AUG 14	Gowen	paste-up
E130	AUG 1 SAC-PE		AUG 15 New York	\$1 red	#U18 10c Nesbitt	Boston MA	Boston Belting	WF frank JUL 31 trip

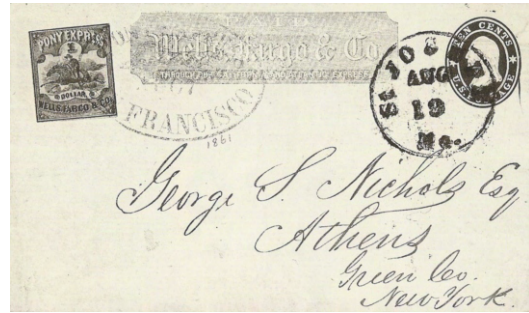


E131	AUG 3 SF-RP		none	\$1 red	#U33 10c star die	New York NY	Hastings & Co	WF frank ms recd Aug 19
E132	AUG 3 SF-RP		none	\$1 red \$2 green	#35 (2) 10c green	New York NY	Parsons	triple rate



APPENDIX B - EASTBOUND COVER CENSUS

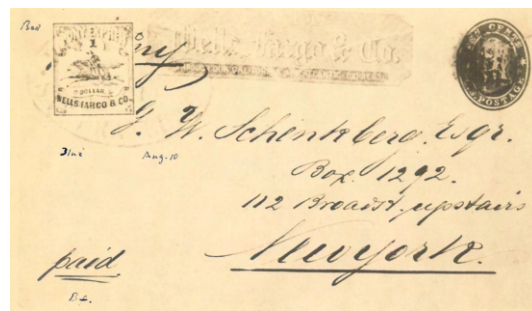
Eastbound Pony Covers: August 3 to August 10, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E133	AUG 3 SF-RP		AUG 18 New York	\$1 red	#U33 10c #26 forward	Westfield MA AUG 20	Wetherbee	WF frank
E134	AUG 7 SF-RP		AUG 19 SJ3	\$1 red	#U33 10c star die	Athens NY	Nichols	WF frank



E135	AUG 7 SF-RP		AUG 19 SJ3	\$1 red	#U33 10c star die	Cohoes NY	White	WF frank
E136	AUG 7 SF-RP		none	\$1 red	#U33 10c star die	New York NY	Dietz	WF frank



E137	AUG 7 SF-RP		none	\$1 red	#U33 10c star die	New York NY	Samson	Paid 50c WF frank
E138	AUG 10 SF-RP		none	\$1 red	#U33 10c star die	New York NY	Schenkberg	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

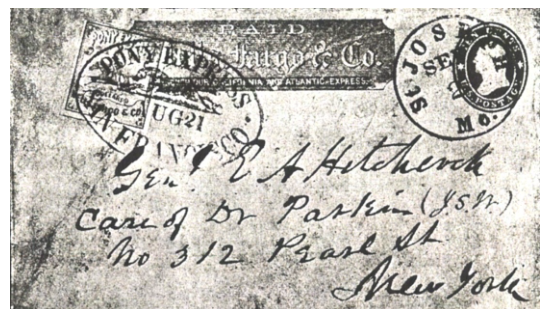
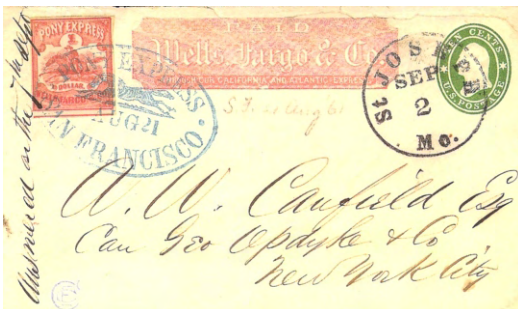
Eastbound Pony Covers: August 10 to August 21, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E139	AUG 10 SF-RP		none	\$1 red	#U33 10c star die	New York NY	Canfield	WF frank recd Aug 27
E140	AUG 10 SF-RP	AUG 10 WF San Francisco	AUG 22 SJ3	\$4 black	free mail	Washington DC	5th Auditor	forwarded from Hawaii



E141	AUG 10 SF-RP	AUG 10 WF San Francisco	AUG 22 SJ3	\$4 black	free mail	Washington DC	5th Auditor	forwarded from Hawaii
E142	AUG 17 SF-RP		none	\$1 red	#U33 10c star die	New York NY	Dietz	WF frank ms Sept 2nd



E143	AUG 21 SF-RP		SEP 2 SJ3	\$1 red	#U33 10c star die	New York NY	Canfield	WF frank
E144	AUG 21 SF-RP		SEP 2 SJ3	\$2 red	#U33 10c star die	New York NY	Hitchcock	WF frank late usage of \$2



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: August 21 to August 31, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E145	AUG 22 SAC-PE	AUG 21 WF Marysville	SEP 2 SJ3	\$1 red	#U33 10c star die	Greenville ME	Wiggins	WF frank AUG 21 trip
E146	AUG 24 SF-RP		SEP 5 SJ3	\$1 red	#U33 10c star die	New York NY	Middleton	WF frank



E147	AUG 31 SF-RP		SEP 14 SJ3	\$1 red	#U33 10c star die	Coxsackie NY	Reed	WF frank
E148	AUG 31 SF-RP		SEP 14 SJ3	\$1 red	#U33 10c star die	New York NY	Canfield	WF frank



E149	AUG 31 SF-RP		SEP 14 SJ3	\$1 red	#U33 10c star die	New York NY	Hastings & Co	WF frank recd Sept 18
E150	AUG 31 SF-RP		SEP 14 SJ3	\$1 red	#U16 10c Nesbitt	New York NY	Scovill Mfg.	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: August 31 to September 11, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E151	AUG 31 SF-RP		SEP 14 SJ3	\$1 red	#U33 10c star die	Washington DC	Smith	WF frank
E152	way AUG 31 trip	SEP 1 WF Carson City	SEP 14 SJ3	\$1 red	#U33 10c star die	Philadelphia PA	Gallaher	WF frank



E153	SEP 1 SAC-PE		SEP 14 SJ3	\$1 red	#U33 10c star die	New York NY	Dietz	WF frank AUG 31 trip
E154	SEP 4 SF-RP		SEP 17 SJ3	\$1 red	#U33 10c star die	New York NY	Hastings & Co	WF frank recd Sept 20/61



E155	SEP 7 (?) SF-RP		New York SEP 25 bkst	\$1 red	#U15, #35 (2) #26 (2)	Ticino Switzerlnd	Martino	WF frank
E156	SEP 11 SF-RP		SEP 23 AT1	\$1 red	#U33 10c star die	Baltimore MD	Whelan	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: September 11 to September 18, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E157	SEP 11 SF-RP		SEP 23 AT1	\$1 red	#U33 10c star die	New York NY	Canfield	WF frank
E158	SEP 11 SF-RP		SEP 23 AT1	\$1 red	#U33 10c star die	New York NY	Wallach	WF frank



E159	SEP 11 SF-RP		SEP 27 AT1	\$1 red	#U33 10c Forwd 3	Saratoga NY OCT 4	Wetherbee	WF frank
E160	SEP 14 SF-RP		SEP 27 AT1	\$1 red	#38 30c orange	Elmshorn Germany	Hauschild	WF Paid patriotic



E161	SEP 15 SAC-PE		SEP 27 AT1	\$1 red	#U33 10c star die	New York NY	Hastings & Co	WF frank ms recd 10/3/61
E162	SEP 18 SF-RP		SEP 30 AT1	\$1 red	#U33 10c star die	New York NY	Wetherbee	WF frank WF Paid



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: September 21 to October 2, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E163	SEP 21 SF-RP		OCT 5 AT1	replaced \$2 red not green	#U33 #35	New York NY	Linsley	WF frank double rate
E164	SEP 2 (1) SF-RP		OCT 5 AT1	\$1 red	#U33 10c star die	New York NY	Canfield	WF frank



E165	SEP 22 SAC-PE		OCT 5 AT1	\$1 red	#U33 10c star die	New York NY	Hyde	WF frank SEP 21 trip
E166	SEP (2)5 SF-RP		OCT 9 AT1	\$1 red	#U33 10c star die	Mattituck NY	Wines	WF frank

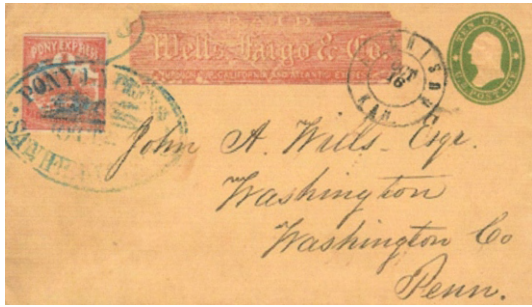


E167	SEP (2)8 SF-RP		OCT 12 AT1	\$1 red	#U33 10c star die	New York NY	Dietz	WF frank
E168	OCT 2 SF-RP		OCT 16 AT1	\$1 red	#U33 10c star die	Baltimore MD	Whelan	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

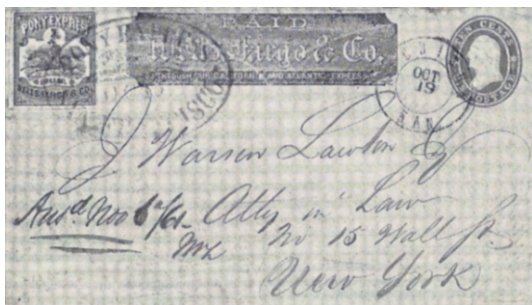
Eastbound Pony Covers: October 2 to October 5, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E169	OCT 2 SF-RP		OCT 16 AT1	\$1 red	#U33 10c star die	Washington PA	Wills	WF frank WF Paid
E170	OCT 2 SF-RP		OCT 16 AT1	\$1 red	#U33 10c star die	New York NY	Foley	WF frank



E171	OCT 5 SF-RP		OCT 19 AT1	\$1 red	#U16 10c Nesbitt	Charlestown MA	Cooper	WF frank WF Paid
E172	OCT 5 SF-RP		OCT 19 AT1	\$1 red	#U33 10c star die	New York NY	Canfield	WF frank

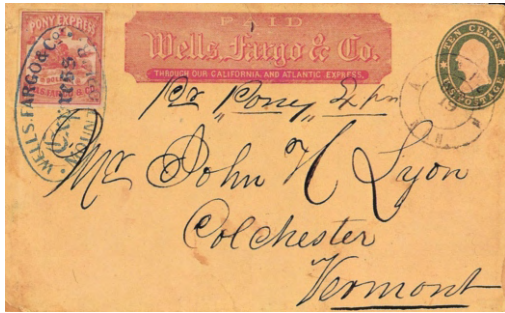


E173	OCT 5 SF-RP		OCT 19 AT1	\$1 red	#U33 10c star die	New York NY	Lawton	WF frank
E174	OCT 6 SAC-PE	SEP 28 Tracy's Express Portland	OCT 19 AT1	\$1 red	#U33 10c star die	Washington DC	A Johnson	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: October 5 to October 23, 1861 (Fourth Period)								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
E175	way OCT 5 trip	WF Express Mt Ophir	OCT 19 AT1	\$1 red	#U33 10c star die	Colchester VT	Lyon	OCT 5 trip WF frank
E176	OCT 12 SF-RP		OCT 25 AT1	\$1 red	#U40 10c pumpkin	Lyme CT	Griswold	WF frank WF Paid



E177	OCT 12 SF-RP		OCT 25 AT1	\$1 red	#U41 10c pumpkin	New York NY	Canfield	WF frank
E178	OCT 17 SAC-PE	OCT 14 WF Yreka	OCT 30 AT1	\$1 red	#U33 10c #68 10c	Buena Vista IL	Kalluch	WF frank double rate

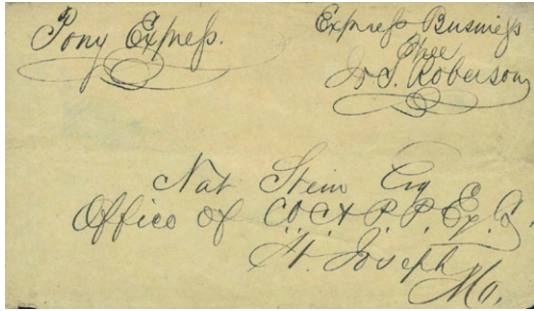


E179	OCT 20 SAC-PE		NOV 4 AT1	\$1 red	#U41 10c pumpkin	Boston MA	Tukey	WF frank OCT 19 trip
E180	OCT 23 SF-RP		NOV 7 AT1	\$2 green	#U41 10c #68 10c	Salem MA	Brookhouse	WF frank



APPENDIX B - EASTBOUND COVER CENSUS

Eastbound Pony Covers: Unknown Date								
#	Pony Origin	WF Marks	Eastern Postmark	Pony Franking	P.O. Frank	Destination	Addressee	Notes
EX1	?	none	none	Express Business Free		St Joseph MO	Nat Stein	ms "Jo S Roberson"



Census of Westbound Covers

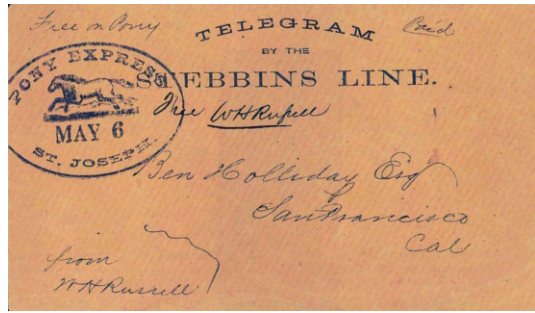
The census of westbound Pony Express covers describes and illustrates seventy one covers; not including one cover (WX-1) which has a Philatelic Foundation certificate declining an opinion as to authenticity. The authors believe this cover to be a genuine usage which has had tying cancel fraudulently added.

The markings on the covers are listed in the table with abbreviations as used in the body of the book and an easy reference may be found in Chapter Seven (pages 65-71). The color of the markings is indicated by the color of the font used. The listings of Post Office frankings use Scott catalog numbers of the stamps and postal entires. Because of limited information in some cases, there may be a few errors in designating the proper Scott catalog number of an entire where paper color determines the correct catalog number.

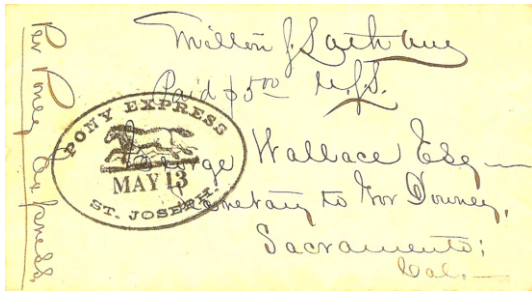
The illustrations may not be representative of the actual condition of the item and pictures are intended to show identifying characteristics of the covers. Images have been gathered from auction catalogs, photographs from the authors' files, from the owners of the covers, and from the Philatelic Foundation records. Some images have been digitally manipulated for clarity. The authors believe that all listed covers are genuine. Some that are included may be cover fronts.

APPENDIX B - WESTBOUND COVER CENSUS

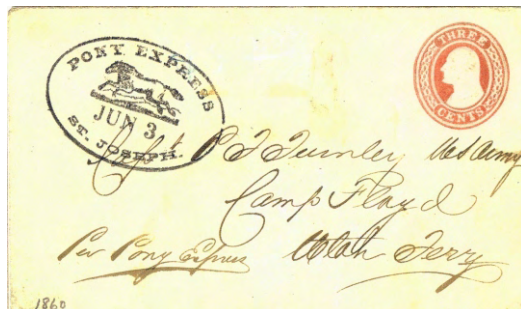
Westbound Pony Covers: April 3 to June 3, 1860 (First Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W1	none	APR 3 SJ-COCPP		ms paid 5.00	#U15 10c Nesbitt	San Francisco CA	Billings	first trip
W2	none	MAY 6 SJ-RP		Free WH Russell	none	San Francisco CA	Holliday	telegram cover



W3	none	MAY 13 SJ-RP		ms Paid \$5.00	Latham MC fank	Sacramento CA	Wallace	Wash DC 8 May 1860
W4	none	MAY 20 SJ-RP		none	#U16 10c Nesbitt	San Francisco CA	Nohler	

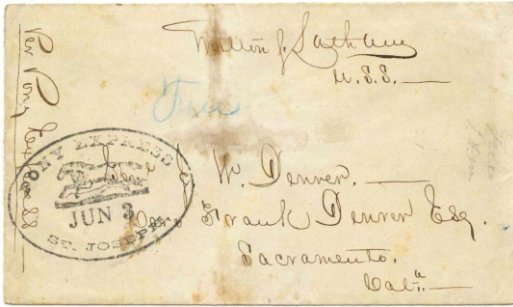


W5	none	MAY 27 SJ-RP		ms Free	Latham MC fank	Sacramento CA	Wallace	Wash DC 22 May 1860
W6	none	JUN 3 SJ-RP		ms \$5.00	#U9 3c Nesbitt	Camp Floyd UT	Quinly	

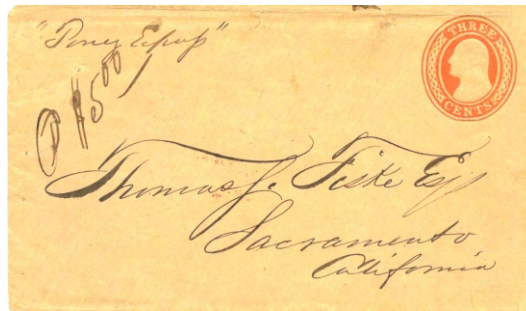


APPENDIX B - WESTBOUND COVER CENSUS

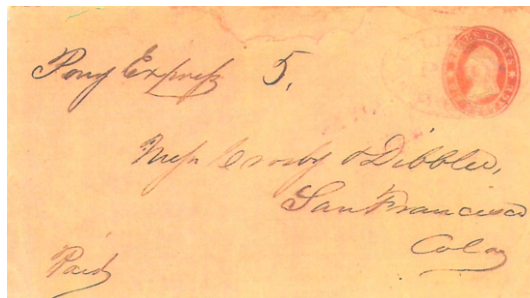
Westbound Pony Covers: June 3 to September 13, 1860 (First / Second Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W7	none	JUN 3 SJ-RP	ms free JAM	ms Free	Latham MC fank	Sacramento CA	Denver	
W8	(NY)- CPE	JUN 10 SJ-RP		ms 5.00	#U16 10c Nesbitt	San Francisco CA	Castle	



W9	(NY)- CPE	AUG 12 SJ-RP		ms Pd \$5 (double rate)	#U15 10c Nesbitt	San Francisco CA	Crosby Dibblee	earliest use of carmine pony
W10	none	SEP 6 SJ-RP (bkst)		ms Paid 5.00 (double rate)	#U10 3c Nesbitt	Sacramento CA	Fiske	

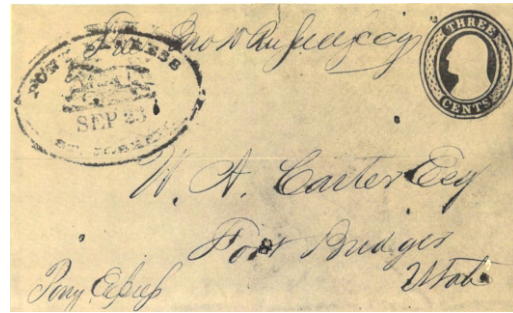


W11	(NY)- CPE	SEP 6 SJ-RP (bkst)		ms 5 (double rate)	#U27 3c star die	San Francisco CA	Crosby Dibblee	
W12	(NY)- CPE	SEP 13 SJ-RP		ms Pd 5.00 (double rate)	#U27 3c star die	Sacramento CA	Crosby Dibblee	



APPENDIX B - WESTBOUND COVER CENSUS

Westbound Pony Covers: September 16 to October 11, 1860 (Second Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W13	(NY)- CPE	none SEP 16 trip	Forwarded Duncan NY	none	#26 3c 1857	San Francisco CA	Lasky Levy	dated Havana Cuba, Sep. 5
W14	none	SEP 23 SJ-RP		ms Free Jno. Russell	#U10 3c Nesbitt	Fort Bridger UT	Carter	



W15	(NY)- CPE	SEP 27 SJ-RP		ms 5.00 (double rate)	#U27 3c star die	San Francisco CA	Crosby Dibblee	
W16	(NY)- CPE	OCT 4 SJ-RP		ms 2.50	#U27 3c star die	San Francisco CA	Crosby Dibblee	OCT over SEP in SJ-RP

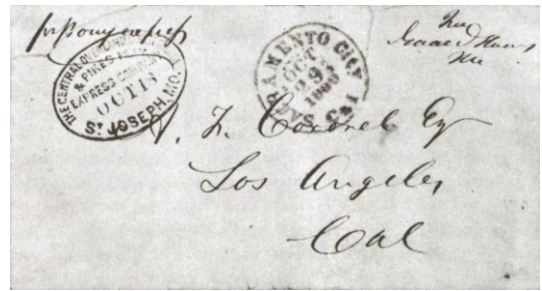


W17	(NY)- CPE	OCT 4 SJ-RP		none	#U27 3c star die	San Francisco CA	Gibb	OCT over SEP in SJ-RP
W18	(NY)- CPE	OCT 11 SJ-COCP		ms 5.00 (double rate)	#U27 3c star die	San Francisco CA	Crosby Dibblee	

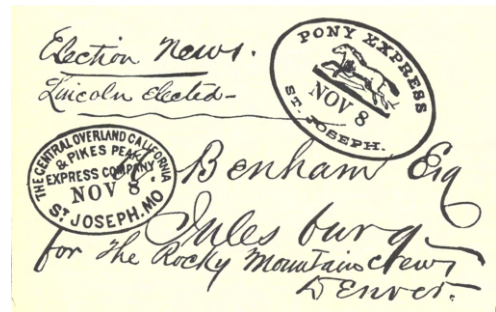


APPENDIX B - WESTBOUND COVER CENSUS

Westbound Pony Covers: October 18 to November 22, 1860 (Second Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W19	(NY)- CPE	OCT 18 SJ-COCPP		ms 5.00 (double rate)	#U27 3c star die	San Francisco CA	Crosby Dibblee	
W20	none	OCT 18 SJ-COCPP	OCT 29 Sacramento	none	Stevens MC frank	Los Angeles CA	Coronel	via Sacramento post office



W21	(NY)- CPE	NOV 1 SJ-COCPP		ms 2.50	#U27 3c star die	Sacramento CA	Hutchinson	
W22	NOV 8 SJ-RP	NOV 8 SJ-COCPP		none	none	Julesburg (Denver) CO	Benham	"Lincoln Elected"



W23	(NY)- CPE	NOV 11 SJ-COCPP		ms 2.50	#U27 3c star die	San Francisco CA	Crosby Dibblee	
W24	none	NOV 22 SJ-RP		Free WH Russell	none	South Pass (WY)	Bromley (agent)	ms "Pony"



APPENDIX B - WESTBOUND COVER CENSUS

Westbound Pony Covers: December 6 to December 20, 1860 (Second Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W25	DEC 1 NY-CPE	DEC 6 SJ-RP bkst		ms 2.50	#U27 3c star die	San Francisco CA	Crosby Dibblee	
W26	none	DEC 6 SJ-RP bkst	DEC 21 1860 SFC postmark	ms 5.00 Paid JTC	Stevens MC free frank	Olympia WA	Gosnell	via San Francisco post office



W27	none	DEC 13 SJ-RP		ms Paid JTC	Gwin MC free frank	San Francisco CA	Billings	
W28	DEC 11 NY-CPE	DEC 16 SJ-RP		ms 5.00 (double rate)	#U27 3c star die	San Francisco CA	Crosby Dibblee	



W29	DEC 11 NY-CPE	DEC 16 SJ-RP		none	#U27 3c star die	San Francisco CA	Gibb	
W30	DEC 15 NY-CPE	DEC 20 SJ-COCPP/PE	JAN 4 Sacramento	ms 2 1/2	#U27 3c star die	Vallejo CA	Frisbie	via Sacramento post office



APPENDIX B - WESTBOUND COVER CENSUS

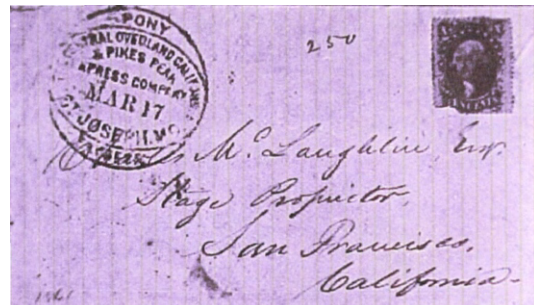
Westbound Pony Covers: December 27, 1860 to March 17, 1861 (Second Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W31	DEC 22 NY-CPE	DEC 27 SJ-COCPP/PE		none	#U27 3c star die	San Francisco CA	Crosby Dibblee	indicia replaced
W32	none	JAN 20 SJ-COCPP/PE		ms 2.50 ms Paid JTC	#U15 10c Nesbitt	San Francisco CA	Burton	



W33	none	JAN 20 SJ-COCPP/PE		ms 2.50	#U15 10c Nesbitt	San Francisco CA	Crosby Dibblee	
W34	none	MAR 10 SJ-COCPP/PE	MAR 25 SFC pmk	ms 2.50	#U33 10c star die	Portland OR	Ruckel	via San Francisco post office

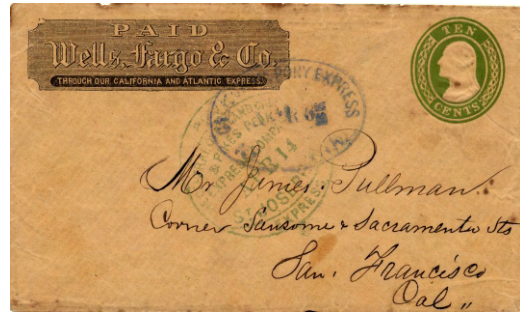
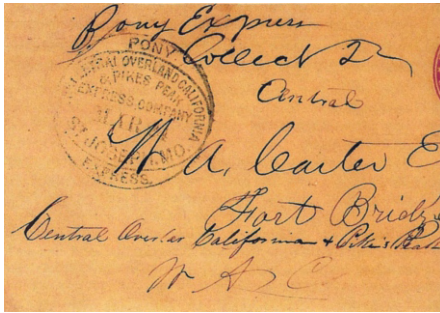


W35	none	MAR 14 SJ-COCPP/PE		none	#U15 10c Nesbitt	San Francisco CA	Flint Peabody	
W36	none	MAR 17 SJ-COCPP/PE		ms 2.50	#35 10c green	San Francisco CA	McLaughlin	stamp uncanceled

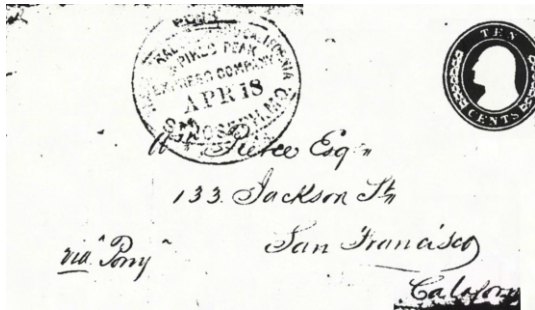


APPENDIX B - WESTBOUND COVER CENSUS

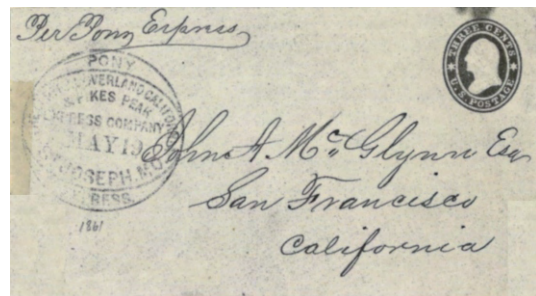
Westbound Pony Covers: March 24 to May 19, 1861 (Second / Third Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W37	none	MAR 24 SJ-COCPP/PE	ms Pony Express	collect 2.50	#U27 3c star die	Fort Bridger UT	Carter	image cropped (not cover)
W38	APR 6 NY-CPE	APR 14 SJ-COCPP/PE			#U16 10c Nesbitt	San Francisco CA	Pullman	black WF frank



W39	none	APR 18 SJ-COCPP/PE		none	#U16 10c Nesbitt	San Francisco CA	Pierce	
W40	none	APR 18 SJ-COCPP/PE		ms 2.00	#U27 3c star die	Central House CA	Cheesman	



W41	MAY 7 NY-CPE	MAY 12 SJ-COCPP/PE	MAY ? SJ3 pmk	Type 1 WF frank	#U15 10c Nesbitt	San Francisco CA	Burton	pencil MAY 12 correction
W42	none	MAY 19 SJ-COCPP/PE		none	#U27 3c star die	San Francisco CA	McGlynn	

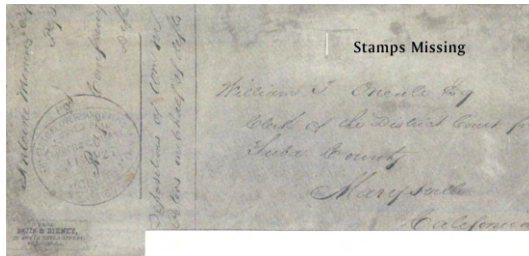


APPENDIX B - WESTBOUND COVER CENSUS

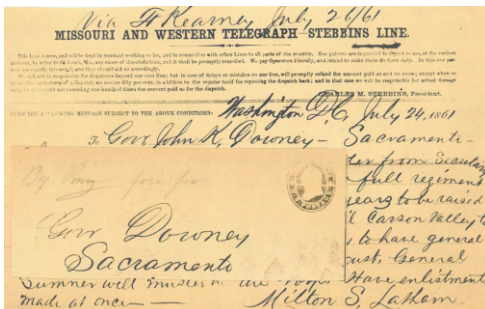
Westbound Pony Covers: June 27 to August 8, 1861 (Third / Fourth Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W43	JUN 22 NY-CPE	none JUN 27 trip		Type 1 WF frank	#U15 10c Nesbitt	Placerville CA	Bishop	
W44	JUN 25 NY-CPE	JUN 30 SJ-COCPP/PE		ms 4 (double rate)	#35 (2) 10c green	San Francisco CA	Turill	stamps uncanceled



W45	JUL ? NY-CPE	JUL 27 SJ-COCPP/PE		ms \$10.00 (quad rate)	missing	Marysville CA	O'Neale	from Philadelphia
W46	JUL 20 NY-CPE	JUL 28 SJ-COCPP/PE	JUL 28 SJ3	ms 2.50	#35 10c green	San Francisco CA (recd Aug 8)	White & Wilson	London July 3



W47	none	none JUL 28 trip		By Pony free	#U27 3c star die	Sacramento CA	Downey	Wash DC JUL 24
W48	none	AUG 8 SJ-COCPP/PE		none	Latham MC free frank	San Francisco CA	Wallace	Wash DC JUL 31

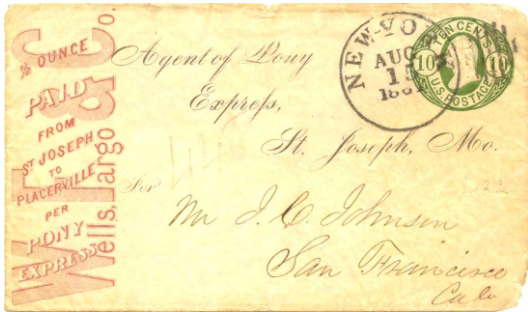


APPENDIX B - WESTBOUND COVER CENSUS

Westbound Pony Covers: August 18 to September 5, 1861 (Fourth Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W49	AUG 10 NY-CPE	AUG 18 SJ-COCPP/PE	AUG 1(6) SJ3	none	#30A (2) 5c brown	San Francisco CA	White & Wilson	England JUL 26
W50	none	AUG 18 SJ-COCPP/PE	AUG 14 New York	Type 2 WF frank	#U41 10c pumpkin	San Francisco CA	Casserly	



W51	none	none AUG 18 trip	AUG 15 New York	Type 2 WF frank	#U41 10c pumpkin	San Francisco CA	Johnson	
W52	none	AUG 29 SJ-COCPP/PE	AUG 24 New York	Ty 2 frank + garter	#U41 10c #35 10c	San Francisco CA	Forbes	double rate earliest "garter"



W53	none	none SEP 1 trip	AUG 26 Phila. PA	Type 2 WF frank	#U41 10c pumpkin	San Jose CA	Strickland	
W54	none	SEP 5 SJ-COCPP/PE	AUG 28 Cambridge MA	Type 2 WF frank	#U41 10c pumpkin	Sacramento CA	Chamberlain	



APPENDIX B - WESTBOUND COVER CENSUS

Westbound Pony Covers: September 5 to October 3, 1861 (Fourth Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W55	SEP 5 SJ-COCPP	SEP 5 SJ-COCPP/PE	American Express	ms Paid	#U34, #63, #65 (2)	San Francisco CA	Deane	St. Louis label
W56	none	SEP 12 SJ-COCPP/PE	SEP 4 New York	Type 2 WF frank	#U41 10c pumpkin	Virginia City NV	Van Bokkelen	



W57	none	SEP 15 SJ-COCPP/PE	SEP 7 New York	Type 2 WF frank	#U41 10c pumpkin	Salt Lake City UT	Tobin	
W58	none	SEP 18 SJ-COCPP/PE	SEP 5 Caseyville KY	Type 2 WF frank	#U41 10c pumpkin	Staples Ranch CA	Christian	WF Cacheville missent, pmk



W59	none	SEP 25 SJ-COCPP/PE	SEP 20 New York	Type 2 WF frank	#U41 10c pumpkin	San Francisco CA	Gilbert	
W60	none	OCT 3 SJ-COCPP/PE	OCT 1 St. Louis	Type 2 WF frank	#U41 10c pumpkin	?	none (pasteback)	half of paste-up

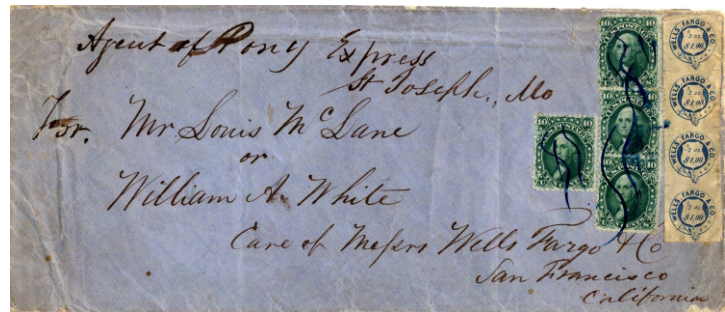
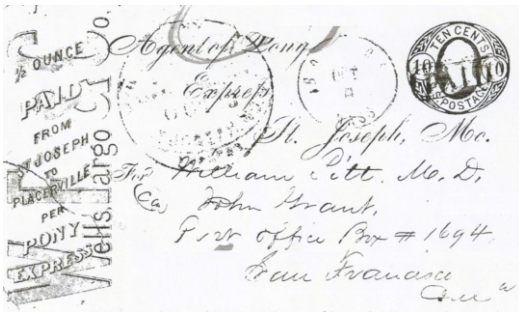


APPENDIX B - WESTBOUND COVER CENSUS

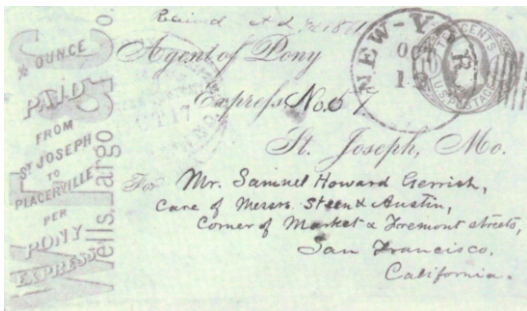
Westbound Pony Covers: October 10 to October 24, 1861 (Fourth Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W61	none	OCT 10 SJ-COCPP/PE	OCT 5 New York	Type 2 WF frank	#U41 10c pumpkin	Sacramento CA	Fiske	
W62	none	OCT 13 SJ-COCPP/PE		WF FREE	Latham MC free fark	San Francisco CA	Wallace	



W63	none	OCT 13 SJ-COCPP/PE	OCT 4 Boston	Type 2 WF frank	#U41 10c pumpkin	San Francisco CA	Pitt	
W64	none	none (OCT 17 trip)		garter stamp strip of 4	#68 10c green (4)	San Francisco CA	McLane	Boston, MA Oct 11, 1861



W65	none	OCT 17 SJ-COCPP/PE	OCT 12 New York	Type 2 WF frank	#U41 10c pumpkin	San Francisco CA	Gerrish	Rec'd Oct 29
W66	OCT 24 SJ-COCPP	OCT 24 SJ-COCPP/PE	OCT 19 New York	Ty 2 frank + garter	#U41 10c pumpkin	San Francisco CA	Crouse	double rate

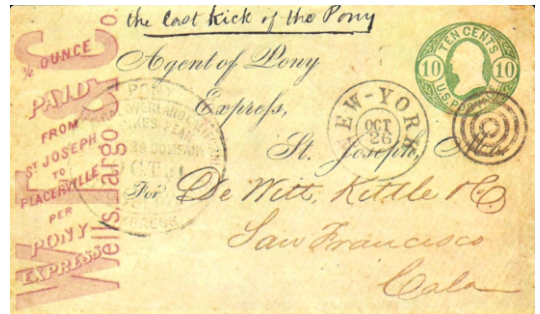
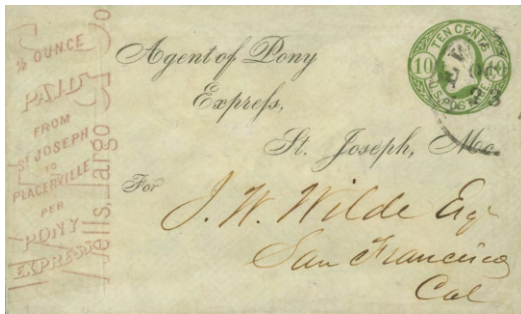


APPENDIX B - WESTBOUND COVER CENSUS

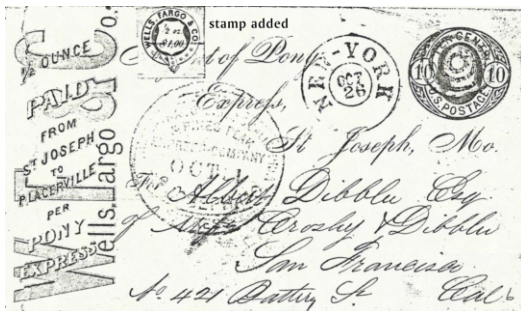
Westbound Pony Covers: October 24 to October 31, 1861 (Fourth Period)								
#	Pony Origin	St. Joe Pony	Other	Pony Franking	P.O. Frank	Destination	Addressee	Notes
W67	OCT 24 SJ-COCPP	OCT 24 SJ-COCPP/PE	OCT 19 New York	Type 2 WF frank	#U41 10c #68 10c	San Francisco CA	Diblee	double rate garter missing ?
W68	none	OCT 27 SJ-COCPP/PE	OCT 19 Boston	Ty 2 frank + garter	#U41 10c #68 10c	San Francisco CA	Prindle	double rate



W69	none	none	OCT 23 New York	Type 2 WF frank	#U41 10c pumpkin	San Francisco CA	Wilde	
W70	none	OCT 31 SJ-COCPP/PE	OCT 26 New York	Type 2 WF frank	#U41 10c pumpkin	San Francisco CA	De Witt Kettle	"Last Kick"



W71	none	OCT 31 SJ-COCPP/PE	OCT 26 New York	Type 2 WF frank	#U41 10c pumpkin	San Francisco CA	Diblee	garter added
WX1		SEP 15 SJ-COCPP/PE	none	garter (fake cancel)	#U41 10c pumpkin	San Francisco CA	Hoffman	PF cert decline opinion



Appendix C

March 22, 1860 Post Office Department Route Summary Document.

Post Office Department
Contract Office
March 22d 1860

Sir:

The over-land mail supposed to be referred to by your letter of this date, were let and have been curtailed as follows:

Route: 12.578

St. Louis, Missouri, and Memphis, Tennessee converging at Fort Smith, Arkansas, - To San Francisco twice a week: let to John Butterfield and Company from September 16th 1858 at \$600,000 per annum. The service to be performed in four horse coaches or spring wagons.

Route: 8.911

St. Joseph, Mo. to Salt Lake City, Utah, advertised under Act of 29 May 1856 and let under date of 16 October 1856 to Hiram Kimball at \$23,000 per annum: service to be monthly trips, in covered wagons. On his [Kimballs] failure, it was accepted in October 1857 by S.B. Mills at \$32,000 per annum. Re-let, from May 1858, to J.M. Hockaday at \$190,000 per annum for weekly service, in covered carriages or wagons. April 14, 1859. Contractor ordered to reduce to 2 trips per month at \$65,000 decrease in annual pay.

Route: 10.615

Neosho, Mo to Albuquerque New Mexico: accepted by T.F. Bowler from October 1858 at \$17,000 per annum – service, monthly trips in six mule spring coaches. 1859, 11th of May – Contractor, ordered to discontinue

Route: 8.076

San Antonio, Texas. to San Diego, Cal^a
Let – 1st July 1857: service, two trips per month on horseback – to James E. Burch at \$149,800 per annum. Transferred, January 1st 1858 to George H. Giddings at the same pay.
1858 – Octr. 27. Ordered to discontinue between El Paso and Fort Yuma at \$59,131 deduction from annual pay: also to improve residue of route to weekly trips – leaving entire pay to stand at \$196,448 per annum from the 1st of January 1859.
1859 April 14, Ordered to reduce to semi-monthly trips [by taking off 28 of the weekly trips per annum] at a deduction of \$76,448 per annum from June 7 1859.
1860 Febry 1st : - Ordered to discontinue service between San Diego and Fort Yuma from 1st of April 1860 at \$28,695 deduction from annual pay.
1860 March 12th – Ordered to discontinue service between Camanche Springs and El Paso, from 1st of May 1860 at a deduction of \$37,599 per annum.

This order left the route a semi-monthly one from Camanche Springs to San Antonio – The pay to stand at \$53,276 per annum from 1st May 1860.

APPENDIX C

[Memo – In this contract is “the express understanding that if any other route should be put under Contract that shall cover this in whole or in part, the Post Master General, reserves the [power to curtail or discontinue the service on this route at his discretion”]

Contract expires on the 30th of June 1861.

Route: 12.801

Salt Lake City, Utah to Placerville, Cal^a accepted by George Chorpenning – semi-monthly service from 1st July 1858 – at \$65,000 per annum.

Ordered on 19 June 1858 to be improved to weekly trips at \$65,000 per annum additional – making entire pay \$130,000 per annum – service to be in 4 horse covered wagons or carriages.

1859 May 7. Reduce to semi-monthly trips at \$50,000 decrease in the annual pay from July 1st 1859.

Route: 15.050

Independence Mo. to Stockton Cal^a - accepted, from October 1858, by Jacob Hall for monthly trips in mule wagons at \$79,999 –

Transferred, same date, to Barron, Porter & Crenshaw

1859 May 11 – ordered a discontinuance from August 1859

————— **Recapitulation** —————

Butterfield & Co – From Memphis, Ten. & St. Louis Mo, via Ft. Smith to San Francisco Cal – semi-weekly	\$600,000
J.M. Hockaday = From St. Joseph Mo to Salt lake – semi-monthly	\$120,000
J.F. Bowler From Neosho, Missouri to Albuquerque, New Mexico, monthly trips \$17,000 per annum. discontinued	
Geo. H Giddings – From San Antonio Texas to San Diego Cal ^a	
Reduced – San Antonio to Camanche Springs (originally 149,800, increased 196,000) now	\$53,276
Geo. Chorpenning – From Salt Lake City to Placerville Cal ^a	
semi-monthly, now	\$80,000
Barron, Porter and Crenshaw – From Independence Mo to Stockton Cal^a 79,999. discontinued	
Total paid per Annum	\$853,274

Memo

<u>Just one year ago:</u> for Panama Route with no limitation as to time of service	\$738,000
For Tehuantepec Route, no time specified	280,000
Butterfield Route – in 25 days	600,000
Salt Lake – in 38 days	320,000
San Antonio – in 60 days	196,000
Albuquerque – in 60 days	90,000
	\$2,224,000

newspaper notice glued on:



The last overland mail for St. Louis took away 10,197 letters. In February 63,030 were forwarded by this route from California and 38,674 received for San Francisco from St. Louis.

The last overland mail for St. Louis took away 10,197 letters. In February 63,030 were forwarded by this route from California and 38,674 received for San Francisco from St. Louis.

Memo

Steamers – 10 tons per mail Steamer
 275 Bags – 22,000 Letters or 20 Tons per month !!
 11,000 – Letters semi-weekly
 22,000 – Letters weekly
 44,000 – Letters each way monthly

one ton per diem to Pacific Coast

Authors' notes: This document is marked on reverse folio as “Memoranda of the mail Routes to California, P.M. Genl running routes, Panama Route etc., Tehuantepec etc.”

Please note that this report contains two mathematical errors. On route #8.911 the math, as written out, yields a \$125,000 per year while \$120,000 is shown in recapitulation table. Also, the recapitulation total, using the numbers present, yields \$853, 276 rather than \$853,274 as listed.

Post Office Order of March 12, 1861 to the Overland Mail Company

Post Office Department
Central Office
March 12th, 1861

The Postmaster General has this day signed an order of which the following is a copy viz:

Pursuant to an act of Congress approved 2d March 1861 and the acceptance of the terms thereof by the Overland Mail Company – Modify the present Contract with that Company for route No. 12578. Executed 16th Sept. 1857 to take effect 16th Sept. 1858, so as to discontinue service on the present route, and provide for the transportation of the entire letter Mail six times a week on the Central Route: Said letter mail to be carried through in twenty days time, eight months of the year, and in twenty three days in the remaining four months of the year from St. Joseph, Mo. (or Atchison, Kansas) to Placerville, Cal., and also for delivery of the entire mails three times a week, each way, to Denver City, and Great Salt Lake City: And in case these mails do not amount to Six hundred pounds per trip, then other mail matter to make up that weight per trip to be conveyed; but in any event the entire Denver City & Salt lake Mails and the entire letter mail for California to be conveyed – The Contractors also to be required to convey the residue of all mail matter in a period not exceeding thirty five days, with the privilege of sending the latter semi-monthly from New York to San Francisco in twenty five days by Sea, and the public documents in thirty five days.

And to be required also during the continuance of their Contract, or until the completion of The Overland telegraph, to run a Pony Express semi-weekly at a Schedule time of ten days eight months of the year and twelve days four months of the year, and to convey for the Government free of charge five pounds of Mail Matter; with liberty of charging the public for transportation of letters by said Express not exceeding One dollar per half ounce. The Compensation for the whole Service to be \$1,000,000 per Annum to take effect on or before 1 July 1861, and to expire 1 July 1864.

The Number of the route to be changed to 10.773 – and the Service to be recorded in the route register for Missouri.

Be pleased to State your acceptance of the terms of the foregoing, and report the date of your Commencement of Service on the Central Route.

Very Respectfully
Your obt Servt
Signed E..S. Childs
Acting Second Asst. PM General

(To) Messrs W. B. Dinsmore Pres. & E. S. Alvord Supdt
Overland Mail Company Present

Express Company Contract of March 16, 1861

Contract between E.S. Alvord, acting for the “**Western Stage Company**” of the first party – **The Central Overland California and Pikes Peak Express Company** by Wm. H. Russell President 2nd party and **The Overland Mail Company** by Wm. B. Dinsmore President 3rd party-

Said parties mutually agree as follows -

1st The first party agrees to draw off the Stages of said Western Stage Co. between Ft. Kearney & Denver City – so soon as the Contract made by the third party with the PM Genl. On 12th March 1861 for Service from St. Joseph or Atchison to Placerville, cal. takes effect – and to refrain from running any lines of stages between those points, or any where on the route West of Ft. Kearney, during the continuance of said contract, and also to continue his stages between Ft. Kearney and Omaha, connecting at Ft. Kearney with the Stages of the 2nd party, who is to perform the service under said Contract East of Salt Lake City –

Said 2nd & 3rd parties agree to pay to said 1st party for such discontinuance twenty Thousand Dollars per Annum during the continuance of the service under said Contract – of which 70 per ct. is to be paid by 2nd party and 30 per ct. by the 3rd party, to be paid out of the Mail pay under said Contract – quarterly as rec’d. from the P.O. Dept. And authority is hereby given by the 2nd party to the 3rd party to make such payment –

Provided 1st that in case an Established Opposition line of Stages being placed on the route between Omaha & Denver City such [payment shall cease, until the opposition is removed – & Provided also that in case the P.M. Gen’l. or Congress shall discontinue said Service, or make such Modification as substantially injure said Contract – then said 2nd or 3rd parties are to have the right to cease such payments –

Said 2nd party further agrees to furnish adequate facilities to Carry the Passengers brought to Fort Kearney by the 1st party – And they mutually agree to Exchange passengers & to agree upon a Tariff of prices – said 2nd party also agrees to receipt passengers from Denver or any other point West of Kearney to Omaha & points beyond.

In witness whereof the parties have hereunder set their hands this 16th day of March 1861 at New York In presence of Milton S. Latham

E.S. Alvord For Western Stage Co.
Wm. H. Russell Pres. The COC& PPE Co
W.B. Dinsmore Prest Overland Mail Co.

Joint Mail Carriage Contract of March 16, 1861

CONTRACT FOR JOINT CARRIAGE OF MAIL
BETWEEN
CENTRAL OVERLAND & PIKES PEAK EXPRESS
AND
OVERLAND MAIL COMPANY

This Memorandum on Contract - Witnesseth - That, Whereas the last session of 36th Congress a law was passed authorizing the Postmaster Gen'l. to make certain modification in the Contract for mail service on route 12,578 - among others changing their route to what is known as the Central or Salt Lake Route - to be accepted by the Contractors -

And whereas The Overland Mail Company now performing the service and the recognized Contractors on said Route have accepted said Modifications, and entered into a Contract with the Postmaster General for the performance of said service under Act of Congress - a copy of which Contract is hereto appended and made part of this agreement, And whereas it has been agreed that "The Central Overland California & Pikes Peak Company" shall perform a part of said service - Now these Presents Witness & duly Authorized by its Board of Directors, party of the first part, And the said Overland Mail Company Acting by Wm. B. Dinsmore its President, duly Authorized by its Board of Directors, party of the Second part, do mutually agree as follows.

1st Said first party agrees to perform the entire service between the Eastern terminus, and Salt Lake City, and to furnish facilities to accommodate the travel both "through" and "local" - The Second party to perform the balance of the service, and to afford like facilities, and to pay over to the first party quarterly as it shall be received from the Government & no sooner, Mail pay at the rate of Four Hundred & Seventy Thousand Dollars per annum, after deducting therefrom one half the amt. paid for Sea Service -

2nd The passenger business, and the Express business to be divided as follows - The through passenger business, and the Express business to be divided Equally - The local passenger & Express business of the first party to be divided Seventy per cent to the first party - and Thirty per cent to the Second party, And the local business of the Second party to be retained by them entire - Settlements are to be made quarterly and all accounts balanced - Business going only part way on both Divisions charged as local & price to be fixed by the parties -

3rd Each party is to pay all fines occasioned by failures on their respective Divisions - The Division of time to be as follows - On the 20 day schedule the first party has 12 days and 2nd party has 8 days. On the 23 day Schedule the first party has 14 days & the 2nd party 9 days - and a like ratio on the 35 day schedule -

4th The receipt from Pony Express to be divided Equally - Each party carrying the mail paying their own Expenses on their divisions -

5th A General Superintendent to be appointed by the Second party - and paid Equally by the two parties, Shall have general charge and Supervision of the Eastern line, so far as to see that the Service is properly performed, but is not to interfere with the management and detail of the first party's Division.

- 6th The Supt. or other authorized Agent of the Second party shall have the right to examine the Books of the first party in which are kept the accounts for this Division - And an Agent shall be kept at Ft. Kearney, paid Equally by the parties shall copy way bills & attend to the business of both parties.
- 7th The Second party reserves the right and privilege of making an Exclusive Contract for the Express business with Well Fargo & Co. for all business going from the East to any point West of Salt lake City, and for all business originating West of Salt Lake City going East - at a fair compensation. Said business shall be called through business and divided as such -
- 8th In case any change or modification by Congress or the P.M. Genl. of the said Contract so as to deprive the 2nd party of the mail pay then the 2nd party are not to be held liable or responsible for the first party -
- 9th Whenever either party reaches the Common Point of Salt Lake City - the other party shall proceed with the Mail at once without waiting for the Schedule time and it is understood that the whole trip is to be made as rapidly & promptly as possible.
- 10th It is further stipulated and agreed that in case the 1st party shall fail to perform their Contract, and a serious interruption should take place - and if it should become necessary for the 2nd party to assume the performance of the entire Service - then said Second party shall have the right to at once take possession of the entire Stock & Equipment at an appraised value Each party selecting an appraiser, and the two an umpire (whose decision shall be final) if necessary.
And it is further expressly stipulated that in case said 1st party shall fail as aforesaid and the second party be obliged to perform the service then said 1st party shall pay the sum of One hundred thousand Dollars - to the second party - which sum shall be liquidated damages - and paid without deduction or offset
In Witness whereof the Parties hereto have Subscribed their Names - this 16th day of March 1861 at the City of New York

Interlineations on 2nd & 4th pages

Made before signing

In presence of Milton S. Latham

Wm. H. Russell Prest The C.O.C. & P.P. Ex. Co.

W.B. Dinsmore Prest
Overland Mail Co.

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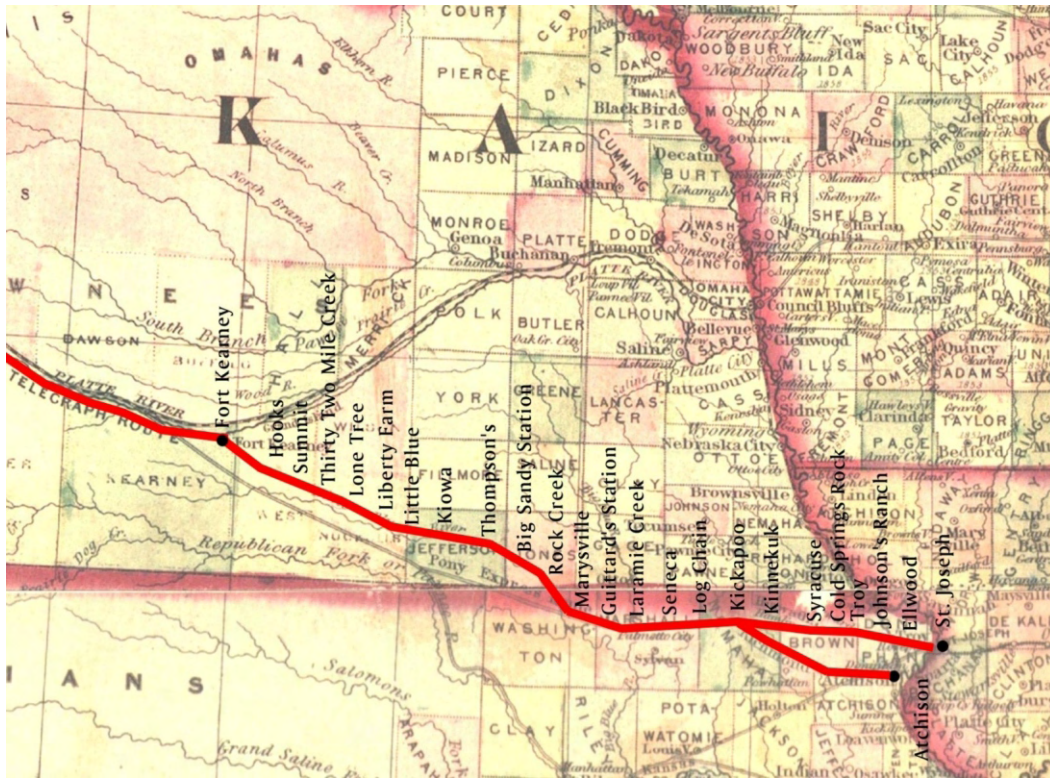
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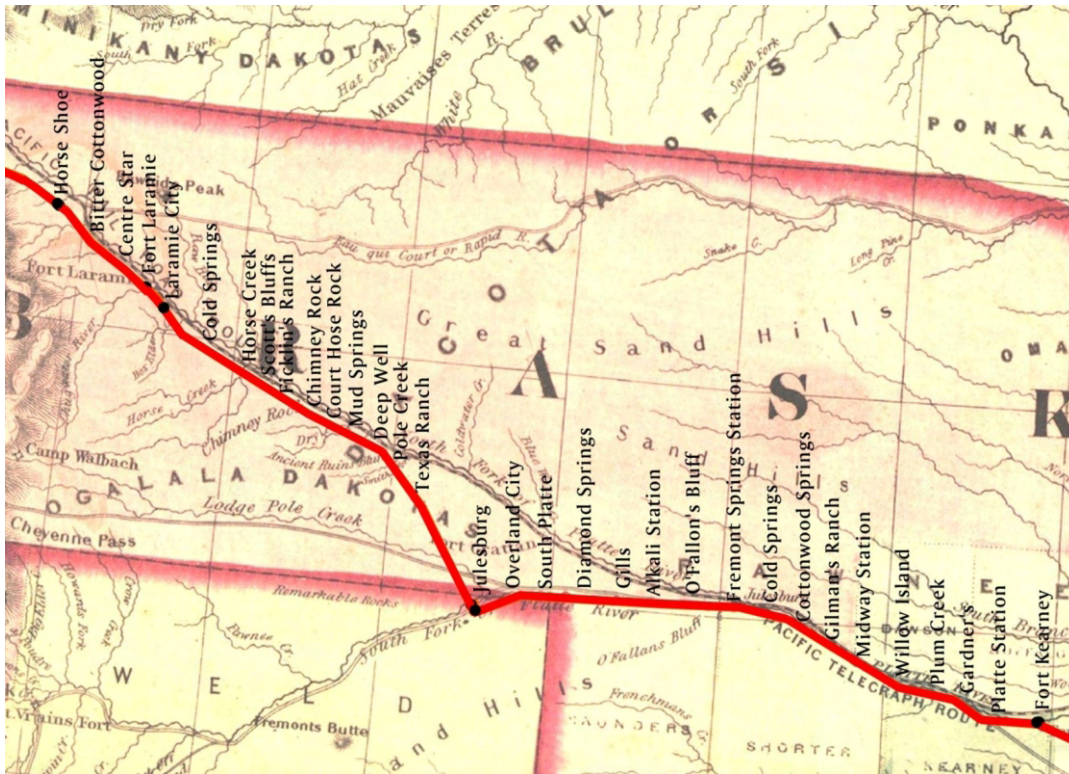
Division I - St. Joseph to Fort Kearney (340 miles)



Station	Miles to next station	Station	Miles to next station	Station	Miles to next station
St. Joseph	0	Seneca		Little Blue	13
Ellwood		Laramie Creek		Liberty Farm	15
Troy		Guittard's Station		Lone Tree	12
Cold Springs Rock		Marysville		Thirty Two Mile Creek	12
Syracuse		Rock Creek		Summit	13
Kinnekekuk		Big Sandy		Hooks	10
Kickapoo		Thompson's	14	Fort Kearney	10
Log Chain		Kiowa	12		

N.B. - The Pony Express route varied. Stations and mileage for Division I are only partially listed as overland mail stations in *The California Pictorial War Almanac for 1863* and may not be entirely accurate.

Division II - Fort Kearney to Horse Shoe (363 miles)



Station	Miles to next station	Station	Miles to next station	Station	Miles to next station
Fort Kearney	0	Alkali Station	7	Ficklin's Station	11
Platte Station	7	Gills	12	Scott's Bluff	12
Gardner's	14	Diamond Springs	11	Horse Creek	16
Plum Creek	15	South Platte	15	Cold Springs	11
Willow Island	15	Julesburg	5	Laramie City	14
Midway	14	Texas Ranch	5	Fort Laramie	9
Gilman's Ranch	15	Pole Creek	14	Centre Star	10
Cottonwood Springs	16	Deep Well	12	Bitter Cottonwood	12
Cold Springs	15	Mud Springs	13	Horse Shoe	15
Fremont Springs	14	Court House Rock	13		
O'Fallon's Bluff	7	Chimney Rock	14		

N.B. - The Pony Express route varied. Stations and mileages listed for Division II are those recorded as overland mail stations in *The California Pictorial War Almanac for 1863* and may not be entirely accurate.

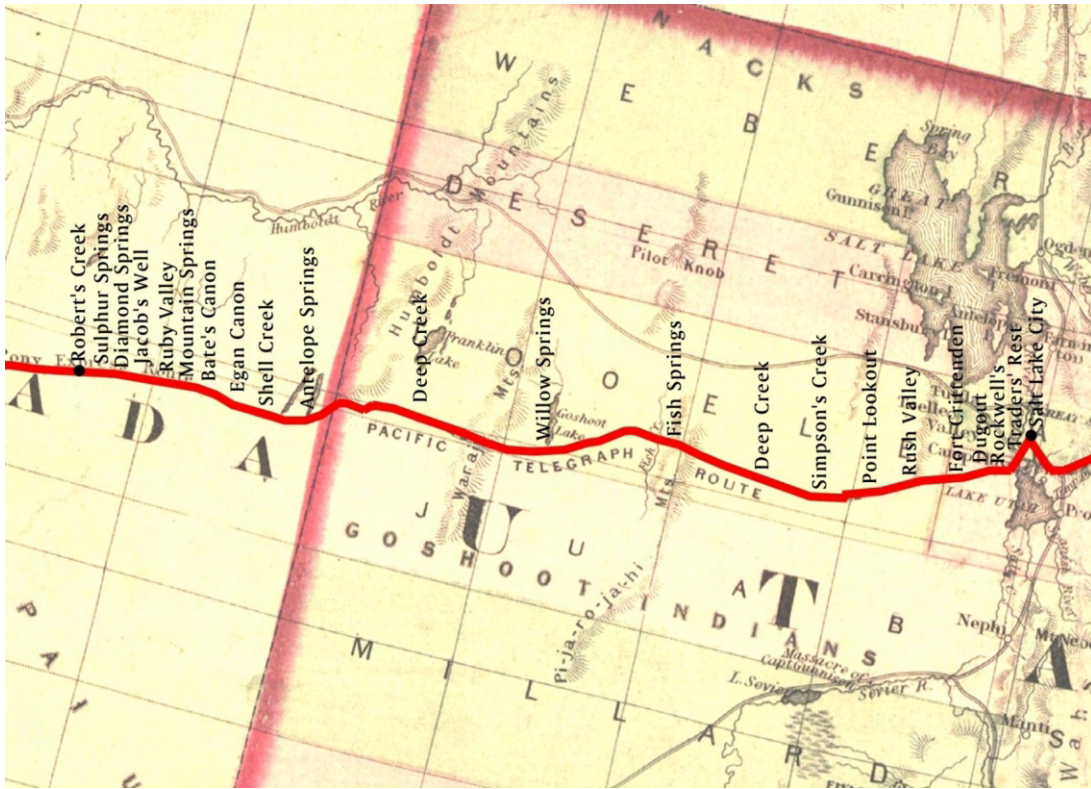
Division III - Horse Shoe to Salt Lake City (462 miles)



Station	Miles to next station	Station	Miles to next station	Station	Miles to next station
Horse Shoe	0	Split Rock	14	Church Buttes	10
Elk Horn	10	Three Crossings	10	Millersville	10
Laboute	15	Ice Springs	13	Fort Bridger	12
Clute's Ranch	11	Warren Springs	9	Muddy	12
La Puelle	9	Rocky Bridge	12	Quaking Asp Springs	10
Box Elder	9	Dry Sandy	10	Bear River	10
Deer Creek	10	Strawberry	2	Needle Rocks	10
Platte Station	14	Sweetwater	12	Head Echo Canon	10
Platte Bridge	14	Pacific Springs	12	Hanging Rock	10
Red Buttes	10	Little Sandy	15	Weber River	10
Willow Springs	15	Big Sandy	12	Dixie River	11
Horse Creek	14	Big Timbers	14	East Canon	10
Sweet Water Bridge	10	Green River	12	Mountain Dell	12
Plant's Station	14	Ham's Fork	20	Salt Lake City	3

N.B. - The Pony Express route varied. Stations and mileages listed for Division III are those recorded as overland mail stations in *The California Pictorial War Almanac for 1863* and may not be entirely accurate.

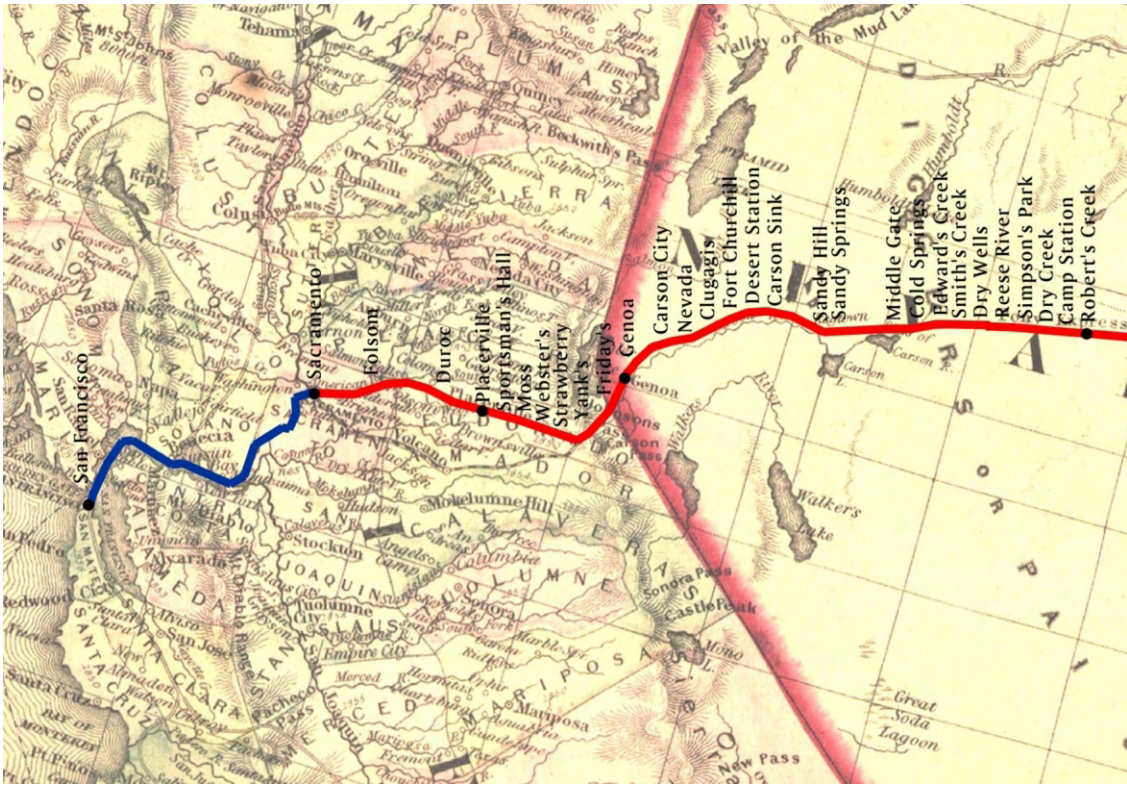
Division IV - Salt Lake City to Robert's Creek (304 miles)



Station	Miles to next station	Station	Miles to next station	Station	Miles to next station
Salt Lake City	0	Deep Creek	18	Mountain Springs	11
Trader's Rest	9	Fish Springs	11	Ruby Valley	9
Rockwell's	10	Willow Springs	21	Jacob's Well	12
Dugout	10	Deep Creek	26	Diamond Springs	12
Fort Crittenden	10	Antelope Springs	25	Sulphur Springs	12
Rush Valley	17	Shell Creek	24	Robert's Creek	13
Point Lookout	10	Egan Canon	15		
Simpson's Springs	14	Bate's Canon	15		

N.B. - The Pony Express route varied. Stations and mileages listed for Division IV are those recorded as overland mail stations in *The California Pictorial War Almanac for 1863* and may not be entirely accurate.

Division V - Robert's Creek to Sacramento (373 miles)



Station	Miles to next station	Station	Miles to next station	Station	Miles to next station
Robert's Creek	0	Sandy Hill	9	Yanks	11
Camp Station	13	Sandy Springs	24	Strawberry	11
Dry Creek	15	Carson Sink	9	Webster's	12
Simpson's Park	21	Desert Station	14	Moss	12
Reese River	15	Fort Churchill	15	Sportsman's Hall	11
Dry Wells	14	Clugagis	10	Placerville	12
Smith's Creek	14	Nevada	11	Duroc	14
Edward's Creek	8	Carson City	11	Folsom	14
Cold Springs	14	Genoa	13	Sacramento	22
Middle Gate	10	Friday's	14	(San Francisco)	140

N.B. - The Pony Express route varied. Stations and mileages listed for Division V are those recorded as overland mail stations in *The California Pictorial War Almanac for 1863* and may not be entirely accurate.