

Günter Wehner, Kolomanstraße 32, D-7070 Schwäbisch Gmünd, 10.3.1979

Dear Sir:-

On behalf of the German Research Society (Deutsche Forschungsgemeinschaft), I have now nearly completed a work which took almost ten year's time, on the world-wide development of the postal system - from its earliest beginnings until the present time.

During these present months, I have been working on the pictures with close cooperation with the publisher. It would certainly be of great value for my work, above all for the pictorial part, if you would inform me on the most prominent objects about the history of the Post that exist in the Pony-Express-Museum. I am thinking of a list which should indicate whether negatives are already available of some pieces and what my expenditure would be for new photographs or for prints, as the case may be. I would then certainly be glad to discuss with you any themes of mutual interest which may arise.

Of course I would refer to the source of the picture in my work at the appropriate place, and I would also have a copy of the completed work sent to your library after publication.

Above all I am looking forward to your reply to this letter and remain,

Yours faithfully,

Günter Wehner

Pony Express Stables Museum
914 Penn Street
St. Joseph (Missouri) 64503
USA

*Reply sent
last of info etc*

MIT LUFTPOST
PAR AVION

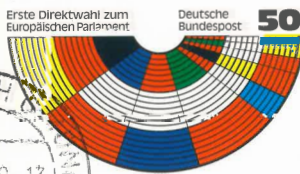
Günter Wehner
Kolomanstraße 32
D-7070 Schwäbisch Gmünd

DEUTSCHE BUNDESPOST

60



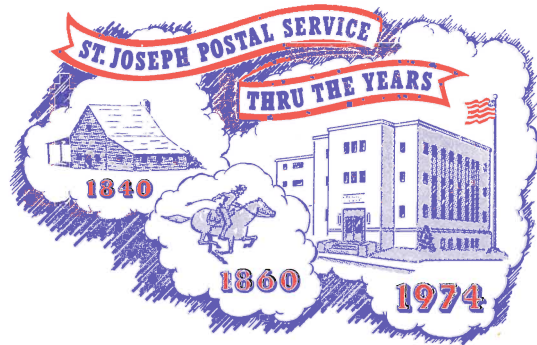
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*Save the stamps for
June*

Pony Express Stables Museum
914 Penn Street
St. Joseph (Missouri) 64503
USA



11-21-74

UNITED STATES POSTAL SERVICE
ST. JOSEPH, MISSOURI

The American postal history is, in a large part, the history of the United States itself. From its inception under the Continental Congress in 1775, the Post Office Department symbolized American mobility, drive and resourcefulness. This is, indeed, true of the Post Office of St. Joseph.

The first Post Office was established as Blacksnake Hills on June 10, 1840, at a location where the Blacksnake Creek flowed into the Missouri River. Mr. Julius C. Robidoux was appointed as the first Postmaster of this Fourth Class Office on June 10, 1840. Julius was a son of the founder of St. Joseph, Joseph Robidoux.

On November 20, 1843, Blacksnake Hills was changed to St. Joseph, Missouri. Mr. Frederick W. Smith was then Postmaster, having been appointed on August 7, 1841.

During the Civil War, a notable event took place at the Post Office which was then located on the east side of Second Street, just north of Francis Street.

Tension at that time was running quite high, as loyal Union men would march through the streets and, at times, meeting up with Confederate sympathizers. Fist fights were common, and an attempt was made by the City Council to quell disturbances by forbidding the flying of any flags.

Mr. John L. Bittinger, who had been appointed Postmaster by President Lincoln, raised the flag over the Post Office. The town's southern elements were aroused over this action and on a warm morning in June 1861, a mob collected in the Market Square.

Colonel Jeff M. Thompson ran to the rear of the Post Office building, got to the roof and tore down the flag and ripped it to pieces.

THE PONY EXPRESS

The Pony Express, 1860-1861, originated from St. Joseph and was a horse relay mail carrying system that operated day and night in all kinds of weather, over 2,000 miles of wilderness between Missouri and California. The coming of cross-country telegraph eliminated the Pony Express after 18 months of service.

It is interesting to note that postage at that time was \$5. a half ounce.

The Pony Express captured the essence of much of our whole national pioneer history. Since the dawn of history, mail carriers have had great popular appeal. The ancient Greek historian, Herodotus, produced the unofficial motto of our modern mail service when he wrote about another rapid horse relay postal system which operated hundreds of years before Christ's birth, in ancient Persia. These familiar words are: "Neither snow, nor rain, nor heat, nor gloom of night, stays these couriers from the swift completion of their appointed rounds."

About 7:00 in the evening on April 3, 1860, as a cannon boomed, one of the most colorful chapters in American history began. The Pony Express "cavalries" contained 49 letters, 5 telegrams, and some special edition newspapers written or printed on tissue paper and wrapped in oilskin.

In October 1861, when the telegraph had spanned the Nation, the Pony Express was disbanded.

THE FIRST U.S. POST OFFICE CAR

In 1862, the "Hannibal Road" had the unique distinction of inaugurating the first U. S. Railway Post Office. William A. Davis, Assistant to the Postmaster at St. Joseph, conceived the idea that if the mail could be assorted on the train it could be transferred to the Pony Express immediately upon arrival and thus permit an earlier start on the long overland race against time en route to Placerville in California. He was authorized to try out his plan. Two mail cars were built in the Hannibal & St. Joseph shops at Hannibal, Missouri; the assorting of mail in transit on this line between West Quincy and St. Joseph began on July 28, 1862, with Fred Harvey who later headed the great system of Railway Restaurants as one of the two mail clerks on the initial run. The new method immediately proved a great success; the Overland Coaches (which by then had succeeded the Pony Express) were able to start promptly... the great U.S. Distributing Railway Post Office Service had been born.

Present Postal Service in St. Joseph is conducted through:

Main Office located at 8th & Edmond Streets.

In 1939, the "old" building was demolished and the present building constructed and occupied in 1940. This building was remodeled and enlarged in 1966.

Presently, 38 motorized routes emanate from the office and serve the 64501 area.

Centralized distribution is performed from this facility for the three Carrier Stations, three Finance Stations, and one Contract Station.

The Administrative Office for Sectional Center 644 and 646, which is comprised of 132 Post Offices, is located in St. Joseph. The total area covered in 22 counties in Northwest Missouri is approximately 10,000 square miles, serving about 300,000 population. There are about 900 employees in the Administrative Sectional Center that conducts all postal business on an annual budget of \$13 million.

St. Joseph is a mail processing center for 72 Associate Offices in the 644 Sectional Center. All mail matter originating or destined to those offices is processed at St. Joseph.

Total revenue generated in Fiscal Year 1974 amounted to \$2 $\frac{1}{2}$ million.

Station A (Finance) 64503

Originally established (Classified) July 1, 1896. There is no record of original location when established other than the 1300 block So. 6th. Located in south end of Union Station from February 1, 1926, to March 31, 1959. Moved to temporary quarters at 1004 South 10th, April 1, 1959, because Union Passenger Station was to be torn down, due to decline in railroad passenger business. Moved to present location in new building, 10th & Monterey, February 28, 1962.

Station D 64504

Originally established (Classified) January 1, 1904. There is no record of original location when established. Located at Lake and Cherokee from August 16, 1912, to present date. Presently, 6 motorized routes and 2 rural routes emanate from this station.

Station E 64505

Originally established (Classified) May 12, 1911. Original location, 1910 St. Joseph Avenue. Moved to 1902 St. Joseph Avenue, May 13, 1921; moved to present location in new building, 2301 St. Joseph Avenue, January 29, 1965. Presently, 8 motorized routes and 2 rural routes emanate from this station.

Fairleigh Station (Finance) 64506

Originally established as contract station, known as Station "F", October 1, 1913, at 26th & Frederick Avenue. Two rural routes and two city foot routes emanated from this contract station. Established as a Classified Station, December 1, 1949, at the present location, 2514 Frederick Avenue.

Wyatt Park Station 64507

Originally established as a contract station, known as Station "C", at 26th & Lafayette, September 19, 1910. Established as a Classified Station and moved to new building at 2637 Lafayette Street, July 1, 1929. Moved to present location in new building, 2403 Olive Street, July 1, 1960. Presently, 9 motorized routes and 2 rural routes emanate from this station.

Stock Yards Station (Finance) 64504

Established January 1, 1972, in the Exchange Building. This station activated at the closing of South St. Joseph Post Office.

Inza Station (Contract) 64508

Present location, 6209 King Hill Avenue.

POSTMASTERS 1840 - 1974
ST. JOSEPH, MO.

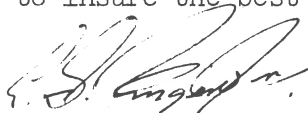
1. Julius C. Robidoux	June 10, 1840
2. Frederick W. Smith	August 7, 1841
3. Wm. B. Almond	November 4, 1844
4. Wm. Irwin	September 25, 1845
5. Joseph F. Wyatt	September 21, 1848
6. Jessee Holladay	September 17, 1849
7. Henry S. Creal	September 15, 1852
8. Chas. Dutzschky	April 11, 1853
9. Henry Slack	April 8, 1854
10. Wm. A. Davis	October 18, 1855
11. John L. Bittinger	April 1, 1861
12. Wm. Fowler	March 20, 1865
13. Jesse M. Graham	October 31, 1866
14. Geo. H. Hall	November 17, 1866
15. Joseph J. Wyatt	April 11, 1867
16. James Hunter	July 7, 1869
17. Phillip Arnhold	March 13, 1871
18. John Severance	February 26, 1875
19. Robert P. Richardson	May 25, 1876
20. James F. Beach	August 18, 1876
21. Francis M. Posegate	December 14, 1877
22. Frank M. Tracy	May 28, 1881
23. John C. Evans	November 2, 1885
24. Chas. F. Ernst	February 21, 1890
25. Frank M. Atkinson	September 1, 1892
26. Arthur W. Brewster	February 5, 1902
27. Lawrence O. Weakley	February 21, 1910
28. Frank Freytag	February 24, 1914
29. Elliott Marshall	March 13, 1923
30. Leo V. Anderson	March 29, 1932
31. Theo J. Quinn	April 30, 1936
32. Dave A. Hoverson	September 27, 1963
33. Sectional Center Manager/ Postmaster, L. G. Pinger, Jr.	April 7, 1973

Mr. Pinger, first Career employee to be appointed, began his postal career as a substitute clerk on October 29, 1951. He held many managerial positions up to the time of his appointment on April 7, 1973.

MOST IMPORTANT DATES IN POSTAL HISTORY

- 1639 . . . Fairbank's Tavern became repository for overseas mail.
- 1775 . . . Ben Franklin, First Postmaster General under Continental Congress.
- 1789 . . . Samuel Osgood, First Postmaster General under Constitution.
- 1847 . . . Postage Stamps
- 1858 . . . Street Letter Boxes
- 1860 . . . Pony Express
- 1863 . . . City Delivery
- 1863 . . . Domestic Mail Divided into Three Classes
- 1864 . . . Railway Mail Service
- 1879 . . . Domestic Mail Divided into Four Classes
- 1896 . . . Rural Delivery
- 1918 . . . Air Mail
- 1941 . . . Highway Postal Service
- 1963 . . . Zip Code Program
- 1965 . . . 552 Sectional Centers Activated
- 1971 . . . U. S. Postal Service Begins Operation; Postmaster General leaves Cabinet.
- 1971 . . . National Service Standards
- 1973 . . . National Service Standards Expanded

The Postal Team at St. Joseph, Missouri, Sectional Center Facility is dedicated to efficient, prudent cost/revenue management in order to insure the best of Postal Service for our customers.



L. G. Pinger, Jr.
SC Manager/Postmaster



PHILATELIST

Volume 46, No. 4

July, 1961

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UNITED STATES

Wells, Fargo & Co.'s Pony Express Stamps 1861-64

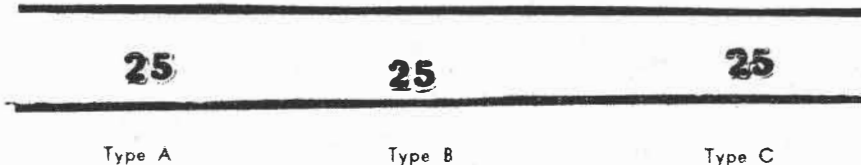
By WINTHROP S. BOGGS

(Continued from Vol. 40, No. 3, Page 145)

CHAPTER 3

The Twenty Types of the 25c

In addition to the twenty report types, each stamp on the sheet had the "25" separately entered. There were three types of "25" as illustrated herewith:



In describing the types, we also note the type of the numerals and the position on the sheet.

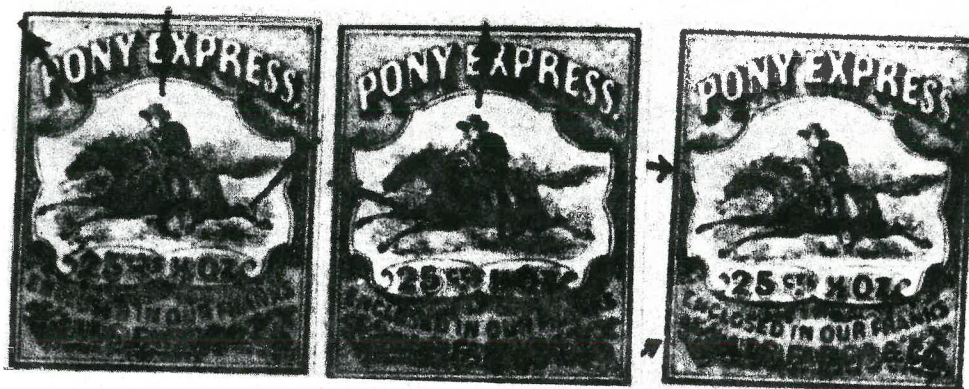


- Type 1. The inner frameline of the medallion is broken just above the end of the horse's tail. Numerals, Type A, sheet position 1; Type B, sheet position 5.
- Type 2. The inner frame of the medallion is broken as in Type 1, but slightly lower, and there is a dot on the top frame almost at the right corner. Numerals, Type C, sheet position 2; Type A, sheet position 6.
- Type 3. There are two dots on the top frame, one over the "O" of "Pony" and the other over the "EX" of "Express." Numerals, Type A, sheet position 3; Type C sheet position 7.

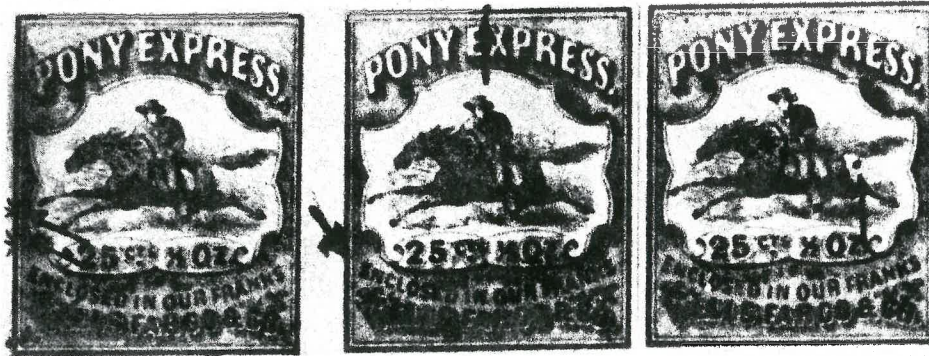
THE PONY EXPRESS STAMPS



- Type 4. Dot in background above "RE" of "Express." Dot at elbow of pony rider. Dot on top frame over "EX" of "Express." Numerals, Type B, sheet position 4; Type C, sheet position 8.
- Type 5. Two small dots on inside of right frame opposite upper and lower corners of the medallion. Numerals, Type B, sheet position 9; Type C, sheet position 13.
- Type 6. Dot on inside of upper right corner. Dot on top frame above "EX" of "Express." Dot on "P" of "Pony." Numerals, Type A, sheet position 10; Type C, sheet position 14.



- Type 7. Dot on outside of left frame almost at top. Dot on top frame above "EX" of "Express." Dot on outside of right frame opposite upper corner of medallion. Numerals, Type A, sheet position 11; Type B, sheet position 15.
- Type 8. There is a small dot in the left margin between Type 7 & 8 not quite halfway down from the top. Dot on top frame above "EX" of "Express." Numerals, Type B position 12; Type C, position 16.
- Type 9. Nick on the left frame opposite "W" of "Wells." Tiny flaw in background opposite horse's head. Numerals, Type A, position 17; Type B, position 21.



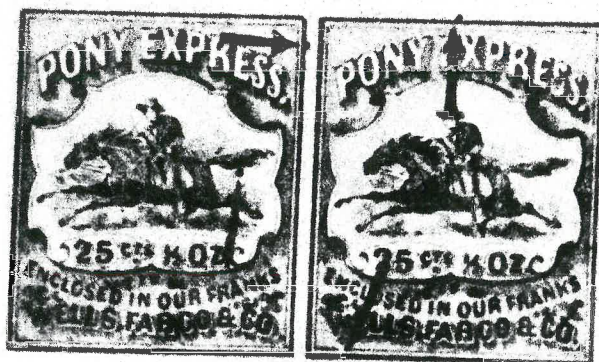
- Type 10. There is a faint nick in the left frame opposite the horse's hoof, and another one opposite the "25." There is also a faint dot just outside the left frame almost at the bottom. Numerals, Type C, position 18; Type A, position 22.
- Type 11. There is a sizeable dent on the outside of the left frame opposite the "25." There is also a dot above the top frame over "EX" of "Express." Numerals, Type A, positions 19 and 23.
- Type 12. Large dot just below the horse's tail. Numerals, Type B, position 20; Type A, position 24.



- Type 13. Dot on the bottom frame just below the "CO." Dot on top frame above "EX" of "Express." Numerals, Type C, sheet positions 25 and 29.
- Type 14. Bottom frameline has two breaks close together below "R" of "Fargo." Dot on top frame above "EX" of "Express." Numerals, Type C, sheet position 26; Type A, sheet position 30.
- Type 15. Small bulge on right frame near top. Tiny dot on inner frame almost at right corner. Dot on left inner frame near top corner. Dot above "EX" of "Express." Numerals, Type B, sheet position 27; Type C, sheet position 31.



- Type 16. Small break in left inner frame opposite "W" of "Wells." Dot above "EX" of "Express." Numerals, Type A, sheet position 28; Type C, sheet position 32.
- Type 17. A semicircular nick at the extreme left of the bottom frame. Numerals Type A, sheet position 33; Type B, sheet position 37.
- Type 18. Bulge on the right frame opposite the horse's rear hoof. Numerals, Type B, sheet position 34; Type A, sheet position 38.



- Type 19. Spot under horse's tail somewhat further to right than that on Type 12. Dot on right outer frame near top corner. Numerals, Type B, sheet positions 35 and 39.
- Type 20. Break in bottom frame below "W" of "Wells." Dot on top frame between "EX" of "Express." Numerals, Type C, sheet position 36; Type B, sheet position 40.

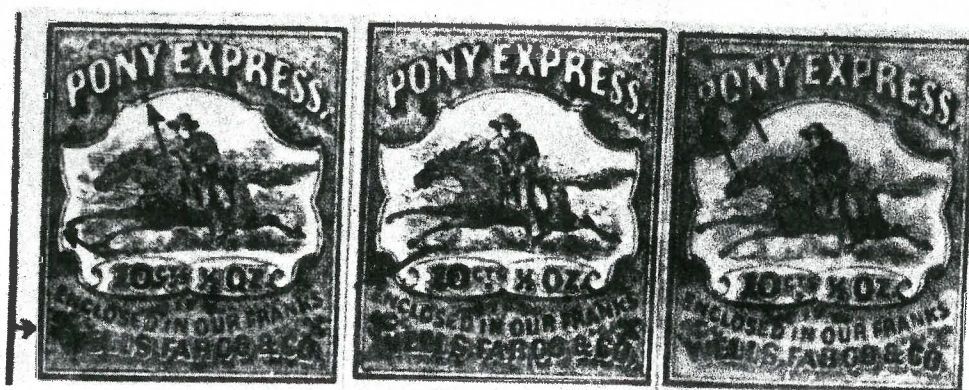
The Twenty Types of the 10c Brown, Stone "A"



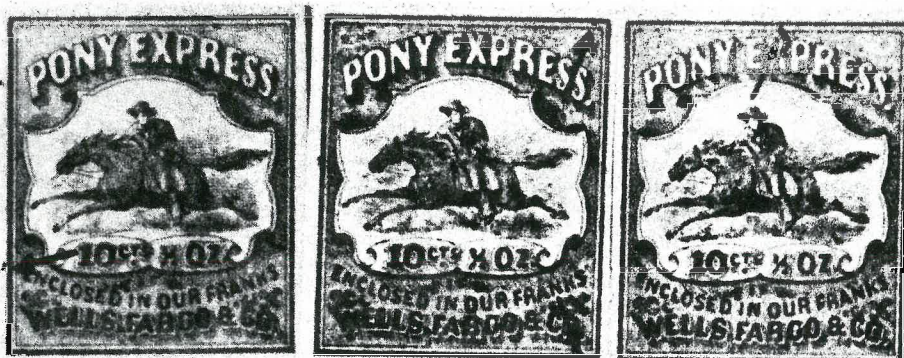
- Type 1. Spot between "Y" of "Pony" and "E" of "Express." Inner frameline of medallion broken just above forefoot of horse. Tiny spot in upper right corner of background.
- Type 2. Two tiny spots in head of "P." and another on the upper right of "O" of "Pony." Diagonal dash over second "E" of "Express."
- Type 3. Spot on white inner frame below "O" of "Co." Slight dent in outer frame opposite "E" of "Enclosed."



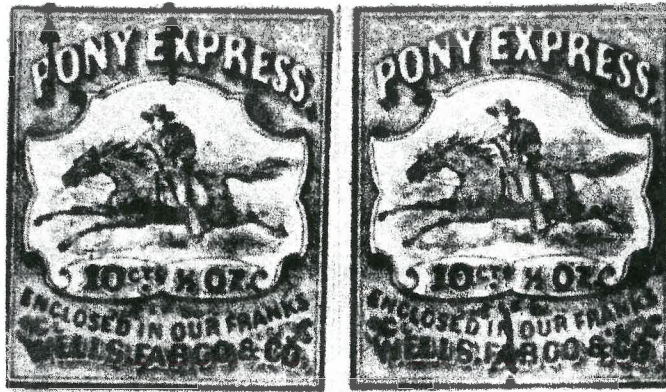
- Type 4. Faint dots between right forefoot of horse and inner frame of medallion. Dot in upper right corner of inner frame. Lower right corner rounded.
- Type 5. Left inner frame of medallion broken just below junction with top inner frame. Dot on outside of left frame near top. Upper right corner slightly rounded, and flecks of color outside of right frame near top.
- Type 6. Faint hairline between rear hoof of horse and inner frameline of medallion. Two tiny lines crossing the inner line of the medallion just above the horse's head. Two tiny spots just outside the left frameline opposite the "E" of "Enclosed." Tiny dot on outside of left frameline near top. Dot on "P" of "Pony."



- Type 7. Spot on medallion frame under "NY" of "Pony." Nick in left frameline opposite "W" of "Wells." Break in medallion frame in front of horse's hoof.
- Type 8. Blur of color on inner frame to left of "W" of "Wells." Dot on left frameline opposite "E" of "Enclosed."
- Type 9. Nick in frame at upper left. Faint slurs of color in "P" and "O" of "Pony."

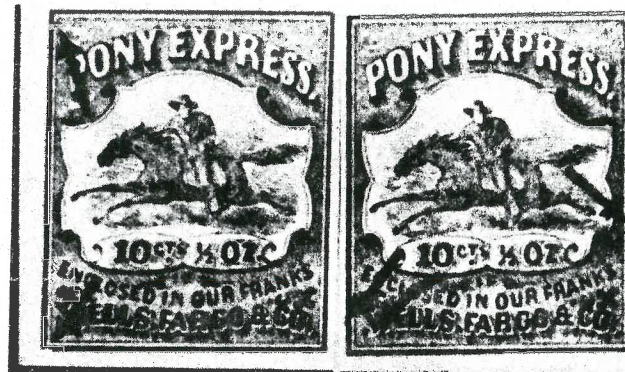


- Type 10. Faint spot outside left frame opposite "E" of "Enclosed."
- Type 11. Spot on top frame near right end, and a similar spot on the lower frame near right end.
- Type 12. Faint dash from top frame to "EX" of "Express."



Type 13. Faint dot on top outer frame over "P" of "Pony." Similar dot above "EX" of "Express."

Type 14. Bottom frameline thicker at either end than in the middle. Dot on inner frame below "A" of "Fargo."



Type 15. Curved nick in bottom frameline at left corner. Dash on left inner frame line almost at top.

Type 16. Spot in front of "W" of "Wells." Spot on outside of left frame opposite "W" of "Wells." Trace of diagonal line on right frame opposite rear hoof of horse.

THE PONY EXPRESS STAMPS



The last row of Stone A has not been fully identified. We have, however, found three of the four types that do come from the bottom row, and describe them herewith.

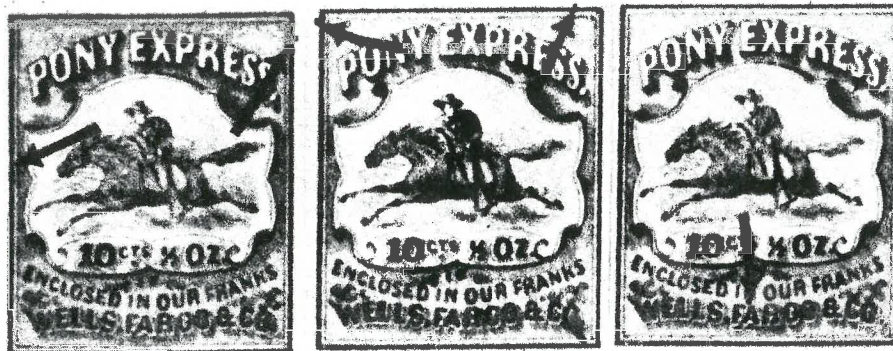
- Type A. Position 17 or 19, of the "report." The lower right corner is pointed as though the framelines had been slightly extended at their junction. Tiny dot on the inside of the right outer frame opposite the "S" of "Franks."
- Type B. Position 18 or 20 of the "report." Dot on the last "S" of "Express." Tiny stroke across the inner frame of the medallion opposite the horse's eye. Dot on right frame opposite horse's rear hoof.
- Type C. Position 17, or 19, of the "report." Upper right corner slightly rounded. Stroke across right frame opposite the rear hoof of horse. Lower right corner pointed as in Type A.
- Type D. This type still remains to be identified and placed.

The Twenty Types of the 10c Brown, Stone B



- Type 1. Dot on top frame above second "E" of "Express." Tiny dot in background at upper left just below top frame and over "O" of "Pony."
- Type 2. Dot on lower right of "N" of "Pony." Spot in background above "RE" of "Express."
- Type 3. Dot on left frame near top corner. Dot on top frame above second "E" of "Express."

THE PONY EXPRESS STAMPS



- Type 4. Tiny dot outside right frame near top. Tiny nick in left frame opposite horse's head.
- Type 5. Dot on left frame near top corner. Dot on top frame near right corner, over first "S" of "Express." Dot on bottom frame below "O" of "Co."
- Type 6. Dot between "N" of "In," and "FA" of "Fargo."



- Type 7. Dot on "Y" of "Pony." Diagonal white cut in right frame about midway between top and bottom.
- Type 8. Small spur on left frame almost at top.
- Type 9. Left frame irregular opposite "E" of "Enclosed." Right frame irregular opposite "S" of "Express."



- Type 10. Two dots just above "S" of "Cts" and "1/2" of "1/2 oz."
- Type 11. Spot on top frame near left end and a similar spot near the right end.
- Type 12. Faint line between horse's rear hoof and frameline of medallion. Line joins horse's forefoot to frame of medallion. Upper right corner rounded and a slight protuberance at that point.



- Type 13. Dot on right frame near top. Right frame weak near "S" of "Express." Dot on inner left frame near top.
- Type 14. Top frameline thinner at left than at right, and there is a break in top frame over "RE" of "Express." Slight nick in left frame opposite "W" of "Wells."
- Type 15. Dot on "O" of "Pony." Spot on background below first "L" of "Wells."

THE PONY EXPRESS STAMPS



- Type 16. Large break in upper right corner. Stroke of color across bottom frame below "O" of "Co."
- Type 17. Nick in bottom frame and dot below bottom frame near right end.
- Type 18. Stroke of color across right inner frame opposite "Z" of "Oz." Tiny nick in left frame opposite front hoof of horse.



- Type 19. Tiny dot below bottom frame under "O" of "Co."
- Type 20. Dot on head of "P" of "Pony." Dot on top inner frame at extreme right. Faint line of color between horse's rear hoof and inner frame line of medallion.

(To Be Continued)

THE COLLECTORS CLUB



PHILATELIST

Volume 46, No. 1
January, 1961

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The postal historian has intently studied and written upon the Pony Express. But the stamps have been neglected. Thus, this is a contribution to the celebration of the Centenary of the Pony Express.

UNITED STATES

Wells, Fargo & Co.'s Pony Express Stamps 1861-64

By WINTHROP S. BOGGS

CHAPTER I

Introduction

The clattering hoofs of the Pony Express have echoed down the years, and in the Centenary year of 1960 echoed even more in the hearts of those to whom the opening of the Great West is an ever thrilling story.

The One Hundredth Anniversary of the Flying Pony of the plains, the most spectacular mail service the world has ever known was celebrated last year by the re-enactment of the First Pony Express. Riders from the East and the West, covering as far as possible the same route as the first ponies did, left St. Joseph, Mo., and Sacramento, Calif., on July 19, 1960 amid appropriate ceremonies. A commemorative stamp and envelope were issued by the U.S. Post Office Department as part of the Centenary events. All these served to remind us again of the most thrilling episode in American postal history.

The saga of the Pony Express is enthralling for postal historians, of interest to the student of American history, and, of course, to the ordinary reader. From the dime novel read as a boy to the serious works of the scholar, as well as the theme of numerous motion pictures, radio and television programs, the Pony Express has captured the imaginations of young and old alike. Although a financial failure, it was an epic that has become a permanent part of our American heritage.

Philatelically also the Pony Express has been extensively studied, as the numerous articles and booklets which have been written about it testify. The covers carried by the intrepid horsemen have been eagerly sought, lovingly kept and studied. The rates charged, when the runs were made, who rode the ponies, the time made from point to point, and a host of other details have been discussed again and again. It would seem that little or nothing more could be said about the Pony Express and its covers. Strangely enough, *the stamps* issued by Wells, Fargo & Co., as agents for the Trans-Continental Pony Express and later as operators of the Virginia City Pony Express, have been neglected. Aside from the listings and notes in the stamp catalogues, there is practically nothing readily available to the collector concerning the stamps themselves. Therefore

this article comes as a contribution to the Centenary celebrations of the Pony Express and its stamps. It is a study of the eight "Pony Express" stamps (Fig. 1) issued by Wells, Fargo & Co., to pay the fees on letters carried on the various Pony Express routes.

Historical

Before discussing the actual stamps, and their philatelic as contrasted with their historical significance, it might be well to briefly recapitulate the history of the Trans-Continental Pony Express. This falls into two distinct periods, viz:

1. From April 3, 1860 to March 12, 1861.
2. From April 1, 1861 to November 18, 1861.

During the first period the Pony Express was the private operation of the famous freighting firm of Russell, Majors & Waddell. This company was hoping to secure the Government contract for carrying the mail over the Central route, which was the route of the Pony Express. The purpose of the Pony Express was not only to expedite communication between East and West, but also to prove the suitability of the Central route from Sacramento, California to St. Joseph, Mo., by way of Salt Lake City, Fort Bridger, Wyo., Fort Laramie, Wyo., and Julesburg, Colorado.

Instead, Butterfield & Co., proprietors of the southern route, which went by way of Los Angeles, Yuma, Ariz., El Paso, Tex., and Fort Smith, Ark., to St. Louis, Mo., were awarded the contract, but with the stipulation that they run the Central route. Therefore Russell, Majors & Waddell agreed to consolidate, and the southern route was abandoned, all operations being conducted along the established Central route. The Pony Express did not cease operation, but began its second period on April 1, 1861.

From this latter date, although operated by the Butterfield interests, the agents for the Pony Express were Wells, Fargo & Co. The Transcontinental Pony Express continued its runs until November 18, 1861, when the final letters by Pony Express reached San Francisco.

It thus can be seen that the Pony Express had a life of only one year, seven months and fifteen days, and that the stamps issued by Wells, Fargo & Co., were in use for only seven months and eighteen days.

The usual reason given for the demise of the Transcontinental Pony Express has been completion of the transcontinental telegraph line, thus rendering the former unnecessary. This is not quite so. There were important letters, documents, drafts, and other papers requiring speedy communication, and which could not be sent by telegraph. It was in fact hoped that the Pony Express would be re-established. While a great success as an operation, and as a stirring example of what horse flesh and human flesh could do, the economic facts of life at that time made its continuance or resumption impossible.

The Virginia City Pony Express

Although the Transcontinental Pony Express was never re-established, the value of rapid communication by such means was recognized. Wells, Fargo & Co., as owners and operators, began another Pony Express between San Francisco and Virginia City on August 11, 1862. This route was by way of Sacramento and Carson City, Nevada. Later a branch line was run from San Francisco and Sacramento north to Marysville, and another from San Francisco south to San Jose. These services continued until the end of 1864.

It was during the last period of the Transcontinental Pony Express and the running of the Virginia City Pony Express, that the adhesive stamps and envelopes were issued and used. (See Fig. 1)

THE PONY EXPRESS STAMPS

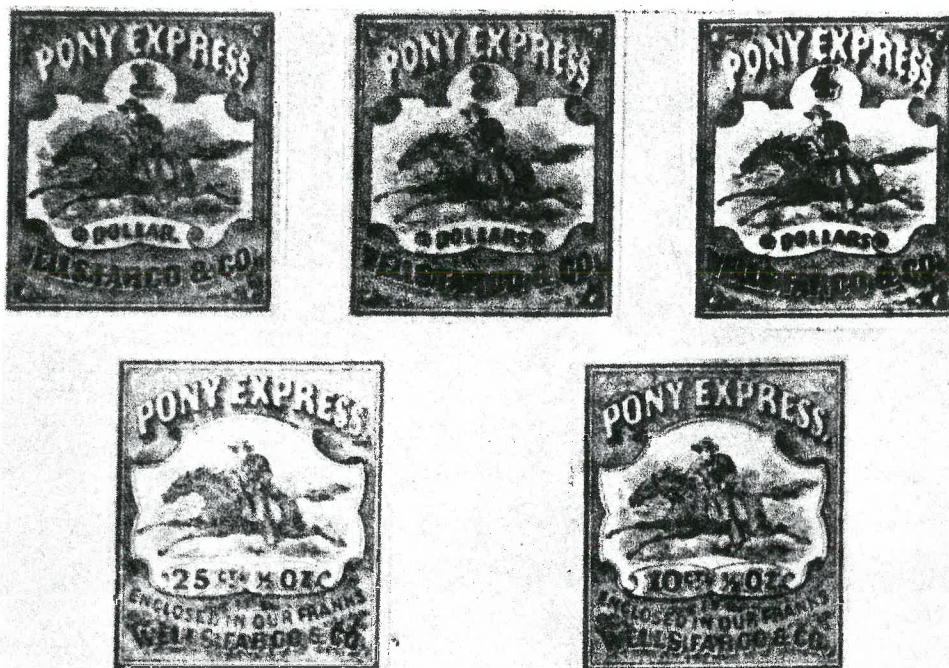


Fig. 1. The five denominations. Their dates of issue, \$2.00 red and \$4.00 green April 1, 1861. The \$1.00 red, July 1, 1861, when the colors of the \$2.00 and \$4.00 changed to green and black from red and green respectively. The 25c, in both red as well as blue, August 1862. The 10c brown sometime in 1863.

The Rates

When Wells, Fargo & Co., became agents for the Transcontinental Pony Express on April 1, 1861, they issued two adhesive stamps, namely a \$2.00 red for letters up to one half ounce in weight, and a \$4.00 green for letters over one half ounce but less than one ounce in weight. On July 1, 1861 when the Government Contract became effective, the rates were reduced, as required by law, to \$1.00 per half ounce. Accordingly a \$1.00 stamp became necessary, and it was issued in red. The \$2.00 adhesive was changed to green and the \$4.00 to black.

For the Virginia City Pony Express and its branch lines, established in August 1862, three stamps and envelopes were issued. The stamps were a 25c red, 25c blue and 10c brown. The original rate was 25c per half ounce, later reduced to 10c per half ounce. The exact date of the beginning of the reduced rate is not known, but it was apparently in 1863. The 25c blue was used to Virginia City, and the 25c red to Marysville, and San Jose. In addition, the 3c United States stamped envelopes of 1861 issue were impressed with the Wells Fargo 25c in red, and the 10c in blue or red. (Scott U34. Thorp-Bartels 92, 93)

The Stamps

Let us now consider the stamps to be discussed under these two main headings, viz:

1. The originals.
2. The reprints.

As far as counterfeits are concerned, all known are so crude that few will be

deceived, so that they are not worthy of description in this article.

As mentioned before, the treatment of these stamps in philatelic literature is scanty indeed. Only three sources of any importance are known to us.

The first is an excellent article by A. H. Weber in the April 1897 issue of *"The Philatelic Californian."* The second is the pithy remarks of John N. Luff in his great work *"The Postage Stamps Of The United States"* pages 238 to 240, much of which was based on the article by Mr. Weber. Finally, there is the fine article in the COLLECTORS CLUB PHILATELIST, for July and October 1927 by Henry C. Needham and Victor M. Berthold, entitled "Handstamped Franks used on Pony Express Letters, 1860 and 1861, and the Pony Express Stamps and Their Use," which was later published in booklet form.

Production Of The Stamps

All the Pony Express stamps were lithographed from stones. The design was probably suggested by the officers of Wells, Fargo & Co. It was engraved, probably on copper, by Jacques J. Rey, then in the employ of Britton & Co., lithographers of 533 Commerce Street, San Francisco. The partners of this firm at that time were Joseph Britton, Henry Steinegger, and N. Van de Castele. In 1865 or later when Mr. Rey became a partner, the firm became known as Britton & Rey.

The original engraving consisted of the design complete except for the denomination numerals. These were engraved separately (Fig. 2), to be transferred as required. From the die, an impression was made on lithographic transfer paper, and the desired numeral then added. The completed design was then transferred to a "report" of ten subjects (2x5), which in turn was transferred to the printing stone four times to make up the required forty subjects of the printed sheet. The arrangement was in two panes of twenty (4x5), and the entire sheet was arranged (8x5), as shown in Fig. 3. The subjects of the "report" show minute differences in each denomination, thus each of the dollar values consists of ten transfer types, repeated four times on each sheet. In Chapter 2, the ten transfer types of the \$1.00 and \$2.00 and as many of the \$4.00 types, that we have so far identified, are described.

The first stamps to be printed were the \$2.00 red, followed by the \$4.00 green. When the rate was reduced to \$1.00 per half ounce (as required by law), the new denomination was made and printed in red, while succeeding printings of the \$2.00 were in green, and the \$4.00 in black. The stone for the \$1.00 was laid down with the word "Dollars," then the "S" was erased on each of the forty subjects leaving only the tip of the tail of that letter as a period after "Dollar." Thus in this stamp there are not only the ten primary transfer types of the "report," but forty secondary types, as each of the stamps on the sheet shows minute differences in the extent of the erasure of the "S" of "Dollars."

For the Virginia City Pony Express stamps, a new but similar design was engraved, which is slightly taller than that of the dollar denominations. Further in transferring this design to the lithographic stone, a report of twenty subjects in two panes of ten was used. Thus there are twenty transfer types of the 10c and 25c Pony Express stamps. Each type occurs twice on the sheet as the transfer was repeated once. The sheet arrangement is forty (8x5) as before, but in four panes of ten instead of two panes of twenty (Fig. 4). In Chapter 3 we describe the twenty transfer types of both these denominations.

The Reprints

Perhaps it would be well to begin the discussion of these with a quotation from Mr. Luff's "Postage Stamps of The United States" page 241, to wit:

"There was a considerable quantity of remainders of most of the values, but rumors to the contrary notwithstanding, there is no evidence that any re-

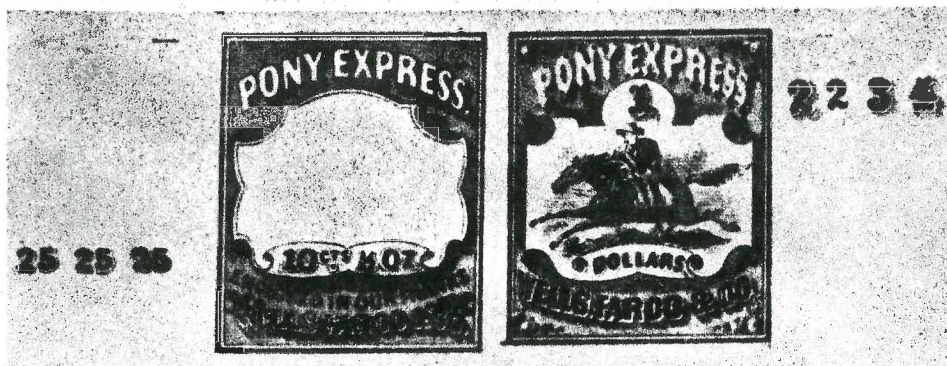


Fig. 2. The last state of the original die retouched for the reprints showing the denomination figures separately. This shows that the \$1.00 and the 10c were the last made.

prints were made until about the first of April, 1897." Previous to these remarks, Mr. Luff, in discussing the originals, says (Also p. 241), "The first printing of the Pony Express stamps was on a quite thick paper. The paper of the later printings varies from ordinary to thin. It is said that only the stamps of the first printing were gummed and that subsequent printings were issued un gummed."

Further Mr. Luff wrote: "By a circular dated October 26th, 1861, the company announced to its agents the discontinuance of the service and called in all the stamps remaining unsold. At a subsequent date the stamps were re-issued and used for the business of the express company but they were of course, no longer government carriers stamps. The ten and twenty five cent stamps were thus added to the series. . . ."

Let us now refer to the helpful article by Mr. A. H. Weber in the April 1897 issue of *The Philatelic Californian*. He says: "The transfers* were all destroyed when the necessary numbers of stamps had been struck off and the stones used for other purposes." This was in accordance with the usual practice of lithographers. When designs on a stone were no longer needed the surface was planed, and the stone was then ready for fresh designs.

Continuing, Mr. Weber wrote: "It was just a piece of good luck that the original design was placed alongside of others which were occasionally used, else this might have disappeared likewise." Although last sentence is a continuation of the same paragraph as the previous quotation, it refers to the matrix from which the transfer reprints were made (Fig. 2). As Mr. Weber says, it was sheer luck that the matrix survived.

From this it can be seen that the original printing stones had been rendered useless for printing these stamps many years prior to 1897, probably in 1864.

Quoting Mr. Weber again, he says regarding reprints: "At this late date it is practically impossible to obtain any figures as to the total number of stamps issued thirty seven years ago**, but judging from the frequency with which a few values are met with, their number must have been considerable. A quantity turned up a year or two ago† that gave rise to some talk about reprints, but on investigation they proved to be remainders found in large offices like City of Mexico, Salt Lake City, and others. Up to the present year (1897) no reprints were made."

*This means the actual subjects on the printing stone.

**About 1860

†1895

Further in *Filatelic Facts And Fallacies* for April 1895 (Vol. III, p. 114), a small find of Pony Express stamps, was reported as being "found in the papers of an old time official of the express company now deceased." The quantities found were:

25c red 52 copies
 \$1.00 red 87 copies
 \$2.00 green 17 copies
 \$4.00 black 2 copies.

It was also noted that this find made it possible to reconstruct a sheet, as no sheets were previously known.

Finally there is the following enlightening item also from "*Filatelic Facts And Fallacies*" for March 1896 pp. 92, 93, of which H. B. Phillips was the editor, to wit:

More About the Pony Express of Wells, Fargo & Co.

We give space for a communication from Mr. Fred V. Bennett bearing upon the question of reprints of these interesting stamps. Mr. Bennett is an authority well worth attention whenever he discusses his hobby, the "Pony" stamp, and I fully concur in his conclusions concerning them:

DEAR SIR:—In answer to recent enquiries among my Eastern correspondents regarding Pony Express stamps, they all reply, that while nearly all collectors acknowledge they should be collected, being authorized by the government, they are afraid of them—afraid of counterfeits and reprints. I suppose it is on this account that those on original covers have found a speedy sale at a good figure, while for others there was hardly any demand. I want to assure our Eastern philatelic brethren that their fears are groundless. There has never been a counterfeit of these stamps that I have ever seen (and I have seen many) that could not have been detected at once by any one who has given any attention to counterfeits of any stamps, and has closely examined a genuine "Pony." The center of each of the eight varieties is identical, and in all the counterfeits that have come under my notice the "tail of the horse" and the steam from his nostrils were poorly done—and the "bogus" stuck out very plainly. No glass was needed. It is an easy matter to get one genuine specimen, and with that as a starter no one need have any fear of counterfeits.

As to the second objection—reprints—I wish to say with years of enquiry in every direction where I had any hope of getting any information. I have not been able to find anyone with any knowledge on the subject. But I have reached the conclusion that no reprints were ever made of them, and I have good reasons for so believing. I have been informed by those high in authority now, and who were in a position in "Pony" days to be able to speak from knowledge, that the dies were all destroyed shortly after the Pony Express was discontinued. So if reprints were made at all it must have been at the time of the discontinuance of the Pony. But such a thing was not necessary, for there were quantities left on hand at various offices which were valueless to the company. I remember about fifteen years ago there was on hand in the stationery department Pony stamps of the 10c, 25c, and \$1.00 denominations, and they were freely given to anyone who asked for them. About a year ago there were three lots of these stamps that came to light from three different sources, and their being hawked to all the dealers led many to think that some one had got hold of the dies and started a reprinting bureau; but I know it was simply a coincidence, and that all three lots were originals. The whole lot did not make a very big pile, for there were only about two hundred each of the 25c red, \$1.00 red and \$2.00 green with four or five scattering of the other denominations. (*Fred. V. Bennett*)

The evidence of these and other writers of the 1890's, coupled with our own studies, has satisfied us that no reprints had been made until April 1897. Furthermore since all the original printing stones had been destroyed years before, all stamps, which can be plated in the original transfer types of ten for

THE PONY EXPRESS STAMPS



Fig. 3. Complete sheet of the \$1.00, showing the arrangement of the "Dollar" denominations.

the dollar values and twenty for the cents values, are originals. We grievously underrate the astuteness of the collectors of earlier days, if we think that reprints would not have been recognized almost as soon as they appeared.

Reprints of 1897

The reprints of 1897 were made from a new stone (Fig. 5) containing a vertical strip of four of each of the five denominations, each strip being made up of four transfer types, which are described in Chapter 4. In addition, we point out the major differences between the originals and the reprints. The history of these reprints is rather curious, and we again quote from Mr. Weber's article, this time rather fully:

The Reprints

Up to the end of March it was supposed that the original dies or plates of the Pony Express stamps had been destroyed, so completely had they been lost track of. At this time, however, a request was made of Wells, Fargo & Co. (to Mr. Aaron Stein, assistant to President John J. Valentine), for the colors of the Pony Express stamps. The idea, as stated at the time, was to supply a young nephew of one of the partners with a set of the stamps and to help his collection along by providing a few extras for exchange.

This was the first intimation that the original stone was still in existence and was in the possession of Messrs. Britton & Rey, who printed the original stamps.

The request for the colors of the stamps created considerable surprise and was the first notice of the intention of reprinting the stamps.

The request was complied with, Mr. Britton being referred to Geo. V. Leroi, clerk in the president's office. The various denominations and their colors were explained to Mr. Britton, who made a memorandum of the same. A few days later Mr. Britton again called on Mr. Leroi, and asked to examine some of the Pony Express stamps, at the same time showing a black proof copy of the original die, asking if it were all right. After further conversation a request was made for a set of stamps to take along to be used as color models by the lithographer.

A small frame containing a set of German counterfeits retained in the office for comparison was examined. As the colors approximated those of the originals, and, moreover, this set was in the best form for handling, it was taken along.

Upon close examination the original design on the stone showed considerable wear and had to be retouched before satisfactory transfers could be made.

The reason for this was the presence of several other designs on the same stone. It is a regular custom among lithographers to group a number of small designs on the same stone. In the case before us a vignette that was frequently used occupied the place next to the design of the Pony Express stamp, and the stone was subjected to considerable wear and tear.

A transfer was made of all the values to one stone, making up a working plate of twenty stamps, being four of each value. The reason for placing all values on the same stone was one of economy, for it is easier and cheaper to use several colors on the same stone than prepare separate stones for each value. The order of the values from left to right was \$4.00, \$2.00, \$1.00, 25c, 10c.

The plate thus prepared was used to print the several stamps in their proper colors. *Of course all values were printed in all the colors; and it could not be otherwise, seeing that the plate contained all the values.* From each sheet printed in black, brown, blue or light red but a single vertical strip of four stamps was available, while those printed in green and dark red furnished two strips, or eight stamps each. The remaining parts of the sheets, for they were all cut, are "freaks," as they have been dubbed, and are of comparatively little philatelic value except in so far as they demonstrate the make-up of the plate.

One point of interest they do show, however. They prove that the black and the blue stamps were printed before those in the other colors. The original design is that of the one-dollar stamp with the value in the plural. In the transfers, the word "DOLLARS" remained unchanged for all the dollar values, making an error, 1 DOLLARS. The "freaks"

THE PONY EXPRESS STAMPS

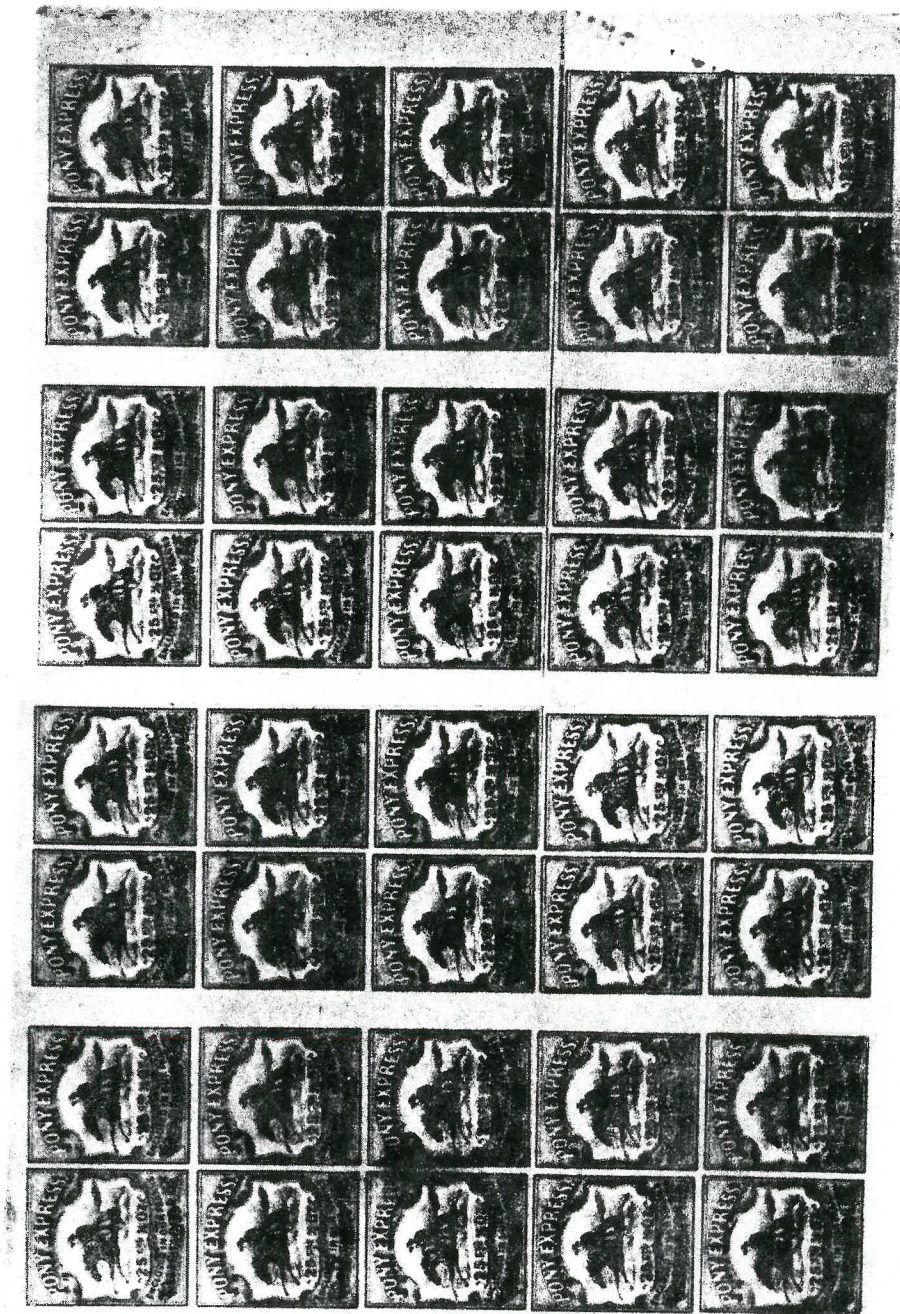


Fig. 4. Complete sheet of the 25c., showing the arrangement of the "cents" denominations.

in black and blue show this, but those of the other colors do not. The erasure of the letter "S" of DOLLARS in the one-dollar stamp was not made until the impressions in black and blue had been struck off.

The reprints were printed on thin, white, wove paper in sheets $5\frac{1}{2}$ by $5\frac{3}{8}$ inches in size, the impression covering a space of $4\frac{1}{8}$ by $4\frac{5}{8}$ inches.

The stamps are differently spaced than the originals, being placed farther apart. The vertical spaces between the stamps are $2\frac{1}{2}$ mm., and the horizontal spaces are 2 mm. for the dollar values and $2\frac{1}{2}$ mm. for the 10c and 25c values.

As stated above, the original design showed considerable wear and was retouched before the transfers for the new working plate were taken.

The differences between the originals and the reprints will be discussed in Chapter 4.

Before stating our conclusions, we quote in full a letter written July 27, 1897 by the Secretary of Wells, Fargo & Co. in San Francisco to the assistant Secretary in New York, evidently in reply to a request for a set of the Pony Express stamps.

**Wells, Fargo & Company,
Express and Banking**

OFFICE OF THE SECRETARY
AARON STEIN,
Assistant to the President

Mr. T. B. Parsons,
Asst. Secretary Wells, Fargo & Co.,
NEW YORK CITY.

Dear Sir:-

The letter of W. D. Macy, Jr., July 13th, addressed to you applying for "a set of Wells, Fargo & Co. stamps—those which are no longer used," and your endorsement on same making it payable *by me*, has been in my hands some days—for the reason that compliance with requests of the kind is no longer an easy matter. I take it Mr. Macy has reference mainly or wholly to "Pony Stamps," so-called, and not to the franked envelopes, in which this Company dealt largely until within a few years past, when the Letter Service was abolished. Genuine Pony stamps have long been an article of barter and sale by dealers in the Philatelic line, but up to a year or so we have been able to accommodate anxious inquirers having a pull on us out of some reserved stock (finally exhausted), without money and without price. After this the subject quieted down, and the "fiends" gave us a needed rest. But it was not to last long. In April of the present year there was created all of a sudden a sensation and commotion in the ranks of the enemy as if a dynamite bomb had been exploded among them, the details of which are duly narrated and recorded in the Philatelic Californian of that date, two copies of which I enclose with this one for yourself and one for Mr. Macy.

The foregoing remarks are introductory all to the explanatory statement that it is a set of these reprints of Pony Stamps, from the original engraving on stone, by the same lithographic printers that did the originals, I hand you herewith for Mr. M. Please have them delivered with my compliments. It is the best and only thing I can do for him on this occasion.

From the above we can see that genuine Pony Express stamps were circulating in the trade, and furthermore Wells, Fargo & Co. occasionally gave away a set of genuine Pony Express stamps drawn from the reserve stock to those having influence with the Company. This reserve stock was finally exhausted.

THE PONY EXPRESS STAMPS

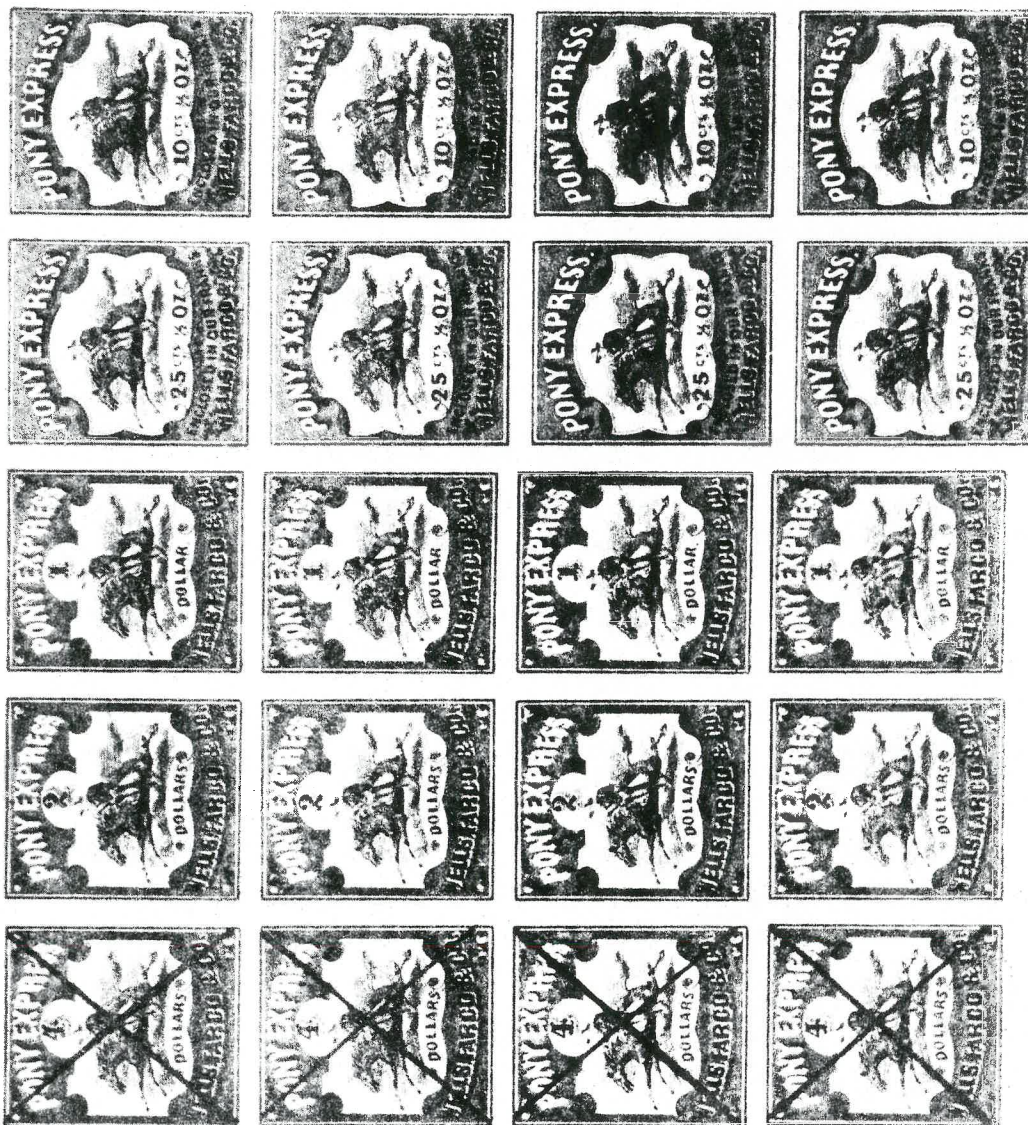


Fig. 5. Complete sheet of proofs of the reprints, showing the arrangement of the denominations.

The reprints were made in April 1897, and Mr. Stein infers that the stamps enclosed with his letter are a set of the reprints. They created a sensation in philatelic circles, and were written up in "The Philatelic Californian," which has been so copiously quoted. We are amused at the reference to stamp collectors as "fiends" and "the enemy." The former appellation we think appropriate and still applicable to many stamp collectors and dealers. As for the enemy, no group has done more to perpetuate the story of the Pony Express than philatelists, especially that group specializing in Western Covers. Thus the "enemy" has become "a friend."

Conclusions

Our conclusions, therefore, are as follows:

First: Any stamps that can be identified with one of the ten or twenty types later described in Chapters 2 or 3 is an *original*. Unused, un gummed copies are remainders.

Second: Any stamps that can be identified with one of the four reprint types of each denomination described in Chapter 4, is a *reprint of 1897, the only ones made*.

Third: Any stamp that does not fit in one of the above two categories is a *counterfeit*.

(To be Continued)

C. C. PUBLICATIONS (Continued from Page 19)

In presenting this report we would be remiss if we did not pay our grateful respects to the persons who have made this record possible. The raising of the initial funds and the man in charge of the continuing financing of this project, John J. Britt; the man mostly responsible for the technical work of editing, proof-reading, Henry M. Goodkind; and to our departed Vice President, Louis Stieh, who contributed so much to the design, layout and to the art work in connection with this program; to all the members of the Publications Committee for their discerning judgment in selecting the works that should be published from the large number of manuscripts submitted. It is to these people that you, the members, owe your thanks for the outstanding progress which has been made by The Collectors Club in philatelic publication in this short period of time.

It is expected that this handbook program will be continued for many years to come, because the Steinway Memorial Fund was constituted and administered so as to plough back into the fund the receipts from the sale of these books. In this way it is visualized as a revolving and self-sustaining operation which, if as successful in the future as it has been in the past, will not need to call upon the general account of The Collectors Club for financing. It has not been intended, nor is it intended in the future, that the sale of the books should do more than meet the actual costs of publishing them. It is important that if this program is to continue and expand in scope that additional donations should be raised. (H. D. S. II.)

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PHILATELIST

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UNITED STATES

Wells, Fargo & Co.'s Pony Express Stamps 1861-64

By WINTHROP S. BOGGS

(Continued from Vol. 40, No. 1, Page 32)

CHAPTER 2

The Ten Report Types of the Dollar Denominations

The original engraving or matrix had two characteristics, the first of which was the extension of the bottom frameline beyond the left frame (Fig. 2). This was modified slightly during the transfer to the stone, but evidence of it shows on every subject of the originals, and on three out of the four subjects of each of the reprints. This characteristic is not evident on any of the counterfeits we have seen.

The second characteristic shows that the outside edge of the right frame projects below the bottom frame (Fig. 2). Traces of this can be seen on nearly all of the subjects on the originals and reprints of these denominations. None of the counterfeits seen by us displayed this characteristic.

The subjects were laid down on the stone rather close together, the maximum distance between any subject being $11\frac{1}{2}$ mm. Therefore, any specimen having a margin greater than $11\frac{1}{2}$ mm on any side, must necessarily be from the top, bottom, left or right vertical row of the report. Thus in such instances it is only necessary to check two or five types.

As we have seen, the report consists of ten subjects arranged in two vertical rows of five (2x5), and therefore each type occurs four times on the sheet of forty as follows:

Type	Sheet position			
1.	1.	3.	5.	7.
2.	2.	4.	6.	8.
3.	9.	11.	13.	15.
4.	10.	12.	14.	16.
5.	17.	19.	21.	23.
6.	18.	20.	22.	24.
7.	25.	27.	29.	31.
8.	26.	28.	30.	32.
9.	33.	35.	37.	39.
10.	34.	36.	38.	40.

As noted before the "S" of "Dollars" on the \$1 was erased on each subject separately, so that there are thus 40 subtypes, depending on how much or little of the removed "S" shows as a stop after "Dollar."

The Ten \$1.00 Types



- Type 1. Spot on the right frame opposite the rear hoof of the horse. Spot on the top frame above the "Ex" of "Express."
- Type 2. Spot on the left frame just above the "W" of "Wells."
- Type 3. Left frame extends slightly beyond the top frame. Right frame extends slightly beyond the bottom frame.

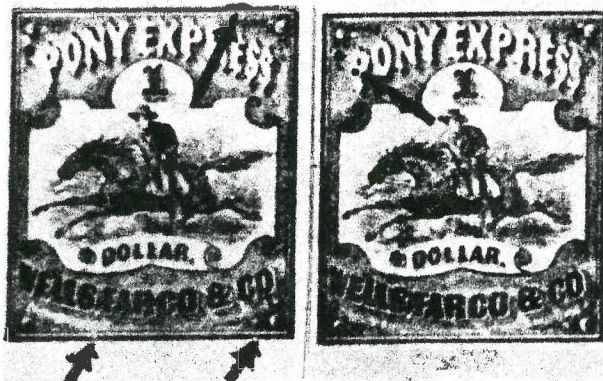


- Type 4. Spot on the lower right of "N" of "Pony." Small diagonal spur near left end of bottom frameline. Slight nick in right frame near rear hoof of horse.
- Type 5. Bottom frameline extends beyond left frame. Spot on top frame above "P" of "Pony." Slight blur on top frame above "XPR" of "Express."
- Type 6. Large spot on lower right of "N" of "Pony." Spot on lower inner frame below "O" of "Fargo."



Type 7. Right frame shows a bulge at bottom. Spot on top frame above "E" of "Express."

Type 8. Spot on right frame opposite "O" of "Co." Spot on top frame above "E" of "Express." Blur on inner frame below "R" of "Fargo."



Type 9. Slight blur on top frame over "RE" of "Express." Bottom frameline broken below "S" of "Wells," and "Co."

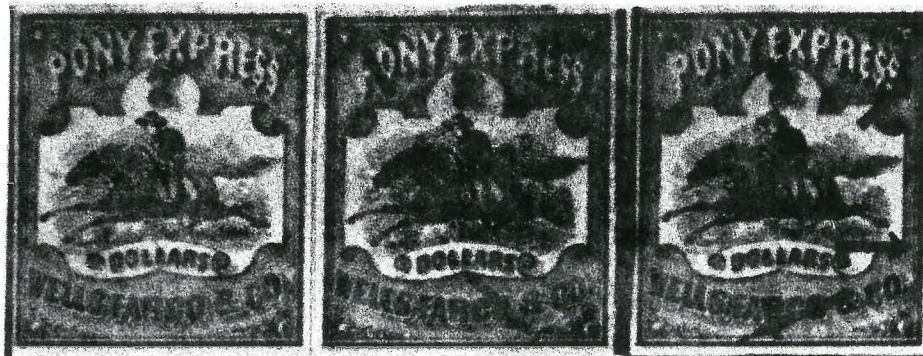
Type 10. Spot on vertical stroke of "P" of "Pony."

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The Ten Types of the \$2.00 stamp



- Type 1. Two faint parallel lines from the bottom of the "P" of "Express" to the "2."
- Type 2. Faint scratch at the upper left corner barely touching the floreate ornament. Tiny spur on the inside of the bottom frameline below the "&," which is continued in Type 4.
- Type 3. A spur on the white bottom frameline below the "A" of "Fargo." A short line just outside the right frame opposite the "S" of "Express," and a tiny dot similarly located on a level with the "S" of "Dollars."

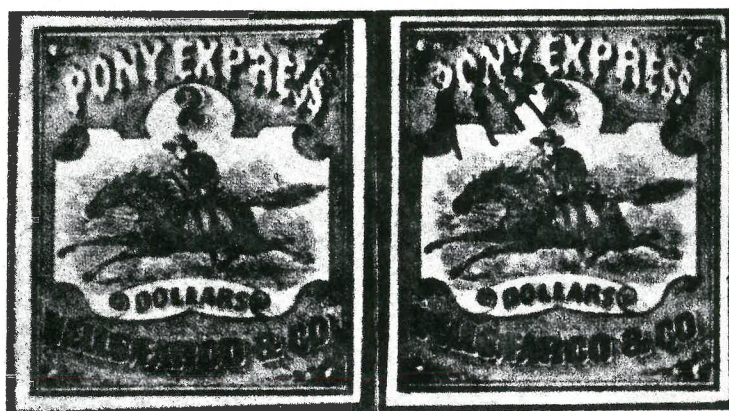


- Type 4. Two spurs on the top frameline over the "P" of "Express." A tiny dot on the "P" of "Pony," and another just outside the left frame opposite this letter.
- Type 5. Dots and blurs on the "X"—"R"—"SS" of "Express." Nick on the right stroke of "N" of "Pony." Do not confuse with Type 8.
- Type 6. "2" is well clear of curved line above it. Minute faint dot outside of left frame almost at top corner.

THE PONY EXPRESS STAMPS



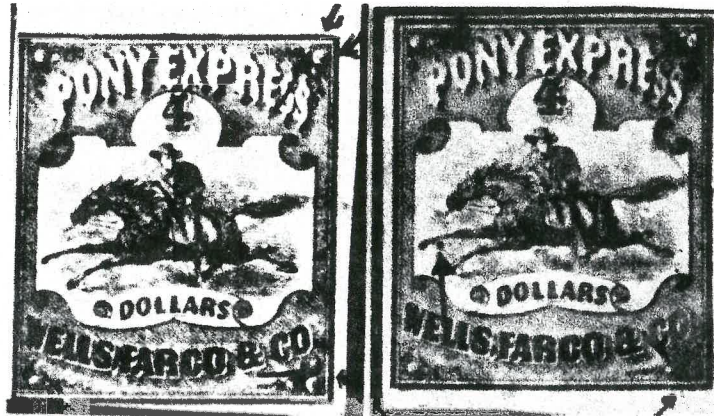
- Type 7. Faint spot just outside the right frame opposite "O" of "Co."
Spur on same frameline opposite lower right floreate ornament.
- Type 8. There are spots on the "XP" and first "S" of "Express." Do not confuse with Type 5.



- Type 9. "2" is tipped slightly forward. Blur on top frame at upper right corner. Dot on "R" of "Express."
- Type 10. A number of blurs on "PONY." Tiny dot on right frame almost at upper right corner.

In case of change of address, please notify Secretary, The Collectors Club,
22 East 35 Street, New York 16, N. Y.

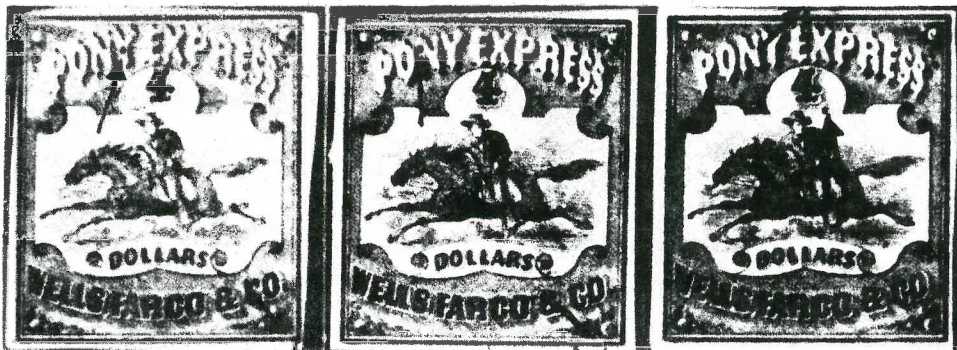
The Ten Types of the \$4.00



Owing to the scarcity of this stamp, and the fact that we have not seen any multiple pieces, the arrangement of the types is arbitrary, except in the case of two corner positions, namely, $\neq 2$, and $\neq 10$.

Type 2. Top frame becomes thin at upper right giving impression of round corner.
Along the right frame line there are a number of dots, which are apparently traces of a previous transfer.

Type 10. The bottom frameline shows irregularities at the right end. There is a spot below the right foreleg of the horse.



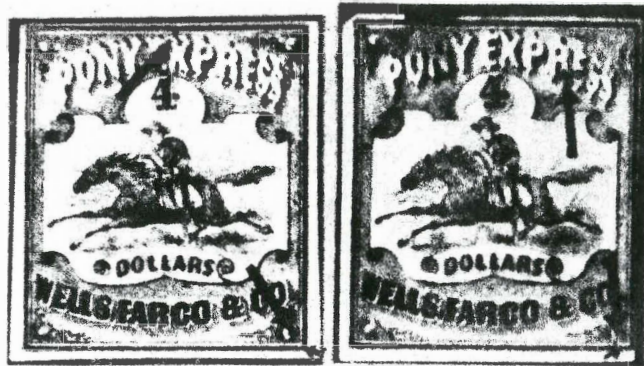
The following seven types are arbitrarily designated, and hence are lettered rather than numbered.

Type A. Dot on "Y" of "Pony." Small spur projects from the bottom of the inside of the right frame.

Type B. Dot on "N" of "Pony." Flecks of color below bottom frameline.

Type C. Small spur from top frameline above "EX" of "Express." Spot on outside of top frameline at this point. Spot to right and below "4."

THE PONY EXPRESS STAMPS



- Type D. Small fleck of color on white frame over "X" of "Express." White spot at inside of lower angle of framelines.
- Type E. Spot on tail of "R" of "Express." Nick on inner side of right frame at junction with bottom frame.



- Type F. Blur on bottom frame below "&" of "& Co." Curved line between "X" and "4" broken below "X."
- Type G. Lower frame rough at right end and there are minute spots below the frame at this point. Tiny dot between the "L.L." of "Dollars" at the top of the left "L."

There remains one more type to identify, and of course, the exact position of the other seven types has to be determined.

(To Be Continued)