

THE HELIOGRAPH



State of California, 1886

The Postal History Foundation

WINTER 1994 ISSUE VOLUME 8, NO. 1

THE HELIOGRAPH

VOLUME 8 NUMBER 1 (Whole Number 29)

Winter 1994

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serialization of George Jay Kramer's
exhibit).....1

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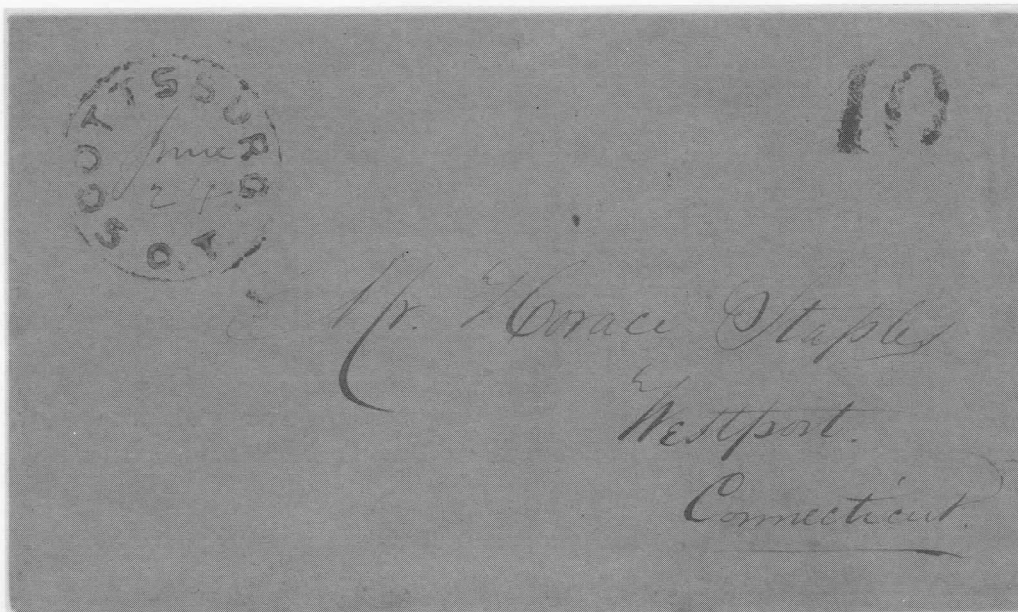
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SCOTTSBURG, OREGON TERRITORY

JUNE 24, 1853



SCOTTSBURG, OREGON TERRITORY JUNE 24
VIA PANAMA NEW YORK

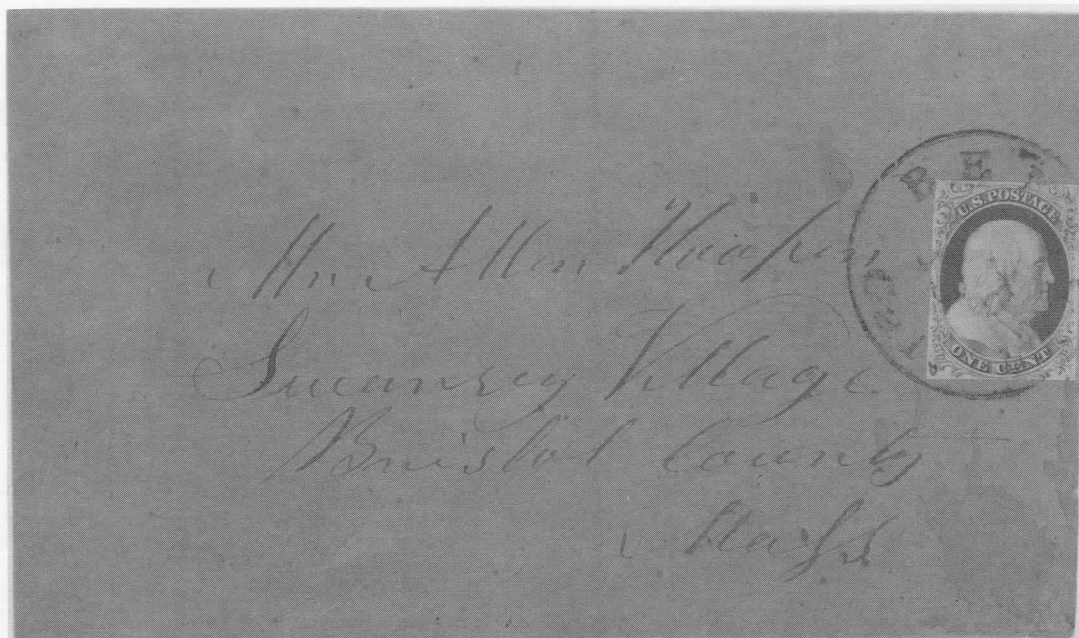
ASTORIA, OREGON TERRITORY
WESTPORT, CONNECTICUT

THE SCOTTSBURG POSTMARK WAS IN USE FOR ABOUT ONE YEAR BEGINNING MAY 6, 1853.

RATE 10 CENTS UNPAID.

NEWSPAPER WRAPPER

CIRCA 1854



BENECIA, CALIFORNIA
VIA PANAMA

NEW YORK

SAN FRANCISCO
SWANSEY VILLAGE, MASSACHUSETTS

THE "UNSEALED CIRCULAR" RATE WAS 1 CENT BEGINNING SEPTEMBER 30, 1852.

"SWANSEY VILLAGE" IS THE PRESENT DAY "SWANSEA"

"MISSENT"

AUGUST 4, 1854



USPO SAN PEDRO, CALIFORNIA AUGUST 4
NEW YORK SEPTEMBER 12

USPO MARYSVILLE, CALIFORNIA
MARYSVILLE, CALIFORNIA

THE SAN PEDRO POSTMARK IS KNOWN ONLY IN 1854. RATE 6 CENTS PREPAID.
AT MARYSVILLE, THIS COVER WAS INADVERTENTLY PLACED IN THE NEW YORK MAIL BAG.

"LADIES COVER"

NOVEMBER 3, CIRCA 1852



MERIDEN, NEW HAMPSHIRE NOVEMBER 3
VIA PANAMA

SAN FRANCISCO

NEW YORK
MOKELUME HILL, CALIFORNIA

THE MERIDEN POSTMARK IS KNOWN IN 1852 AND 1853. RATE 10 CENTS UNPAID.

EARLY SONORA, CALIFORNIA POSTMARKS

JULY 11, 1852



M/S COLUMBIA, CALIFORNIA JULY 11
 LV SAN FRANCISCO JULY 31 PER PMSS "NORTHERNER"
 PROBABLE LV ASPINWALL PER USMSS "ILLINOIS" SEPTEMBER 1 ±
 ARR NEW YORK SEPTEMBER 12

SONORA PO JULY 20
 ARR PANAMA AUGUST 15
 BOOTHBAY, MAINE

"HAVE HAD BAD LUCK SINCE MY LAST WRITING BUYING CLAIMS WAITING A LONG TIME FOR WATER AND THEN SELLING THEM AT A LOSS...
 I NOW FIND MYSELF ABOUT 150 DOLLARS POORER THAN I WAS ON MY FIRST ARRIVAL AT THIS PLACE ... BUT I HAVE A NEW CLAIM ..."

DESPITE THE TWO DIFFERENT COLOR POSTMARKS,
 BOTH LETTERS OF THIS SON - FATHER CORRESPONDENCE WERE 10 CENTS UNPAID.

OCTOBER 17, 1852



M/S SONORA, CALIFORNIA OCTOBER 17
 LV SAN FRANCISCO OCTOBER 30 PER PMSS "NORTHERNER"
 LV ASPINWALL NOVEMBER 25 ± PER USMSS "EMPIRE CITY"
 ARR NEW YORK DECEMBER 5

SONORA PO OCTOBER 20
 ARR PANAMA NOVEMBER 15
 BOOTHBAY, MAINE

HE DID IT!
 "THE GOLD WRAPPED IN THE PAPER IS FROM COLUMBIA DRY DIGGINGS ... THE LARGE PIECE I PICKED UP
 ON WOOD CREEK A SHORT TIME AFTER I CAME TO THE DIGGINGS IT IS THE SMOOTHEST PIECE OF ITS SIZE I HAVE EVER SEEN"

Contents of July 11, 1852, Sonora letter

Columbia, July 11, 1852

Dear Father

I had so long neglected writing that I thought it time to write if was something more than "I am well" and I do not know if anything else interesting more than that I have had rather bad luck since my last writing buying claims, waiting a long time for water and then selling them at a loss & have brought me down fast so that I may find myself about \$150 poorer than I was on my first arrival at this place but I have got a claim now that I am in hopes of making something out of. I paid \$180 for one

half interest three weeks ago and we sold a third last (?) Wednesday for the same. I expect that it will last five or six months and I am in hopes of getting something out of it yet. By the way, I think you must have forgotten to write as well as myself. I received last week the first letter I have had for over two months but I expect that I do not get all your letters. I can think of nothing more at present and therefore conclude by subscribing myself

Your affectionate son, Silas Smith
Marshall Smith, Esq.

October 17, 1852, Sonora letter

Sonora Oct. 17, 1852

Dear Father

I write in haste to forward the enclosed certificate. It being late in the day and having the mails to travel tonight I have no time to write but will next Sunday. The gold wrapped in the paper is from Columbia dry diggings that loose(?) in the (?) with the exception of the large piece was from the Stanislaw River where I am now at work. The large piece I picked up on Wood's Creek a short time after I first came to the diggings. It is the smoothest piece of its size that I have ever seen.

I remain your Son
Silas



1852

25

Mrs E. P. Wells
Upper Pay
Essex County
New York



PAID
RAC
8

Mrs E. A. Dickinson
(Care Mr J. B. Billings)
Hatfield

Hamphire Co

Massachusetts

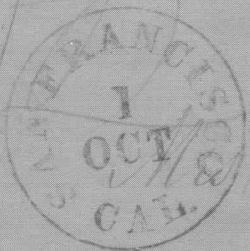
STAMPLESS PAID MARKINGS FROM SAN FRANCISCO

TRANSCONTINENTAL SIX CENTS RATE



Edw. S. Mulford
West Dennis
Mass

PAID

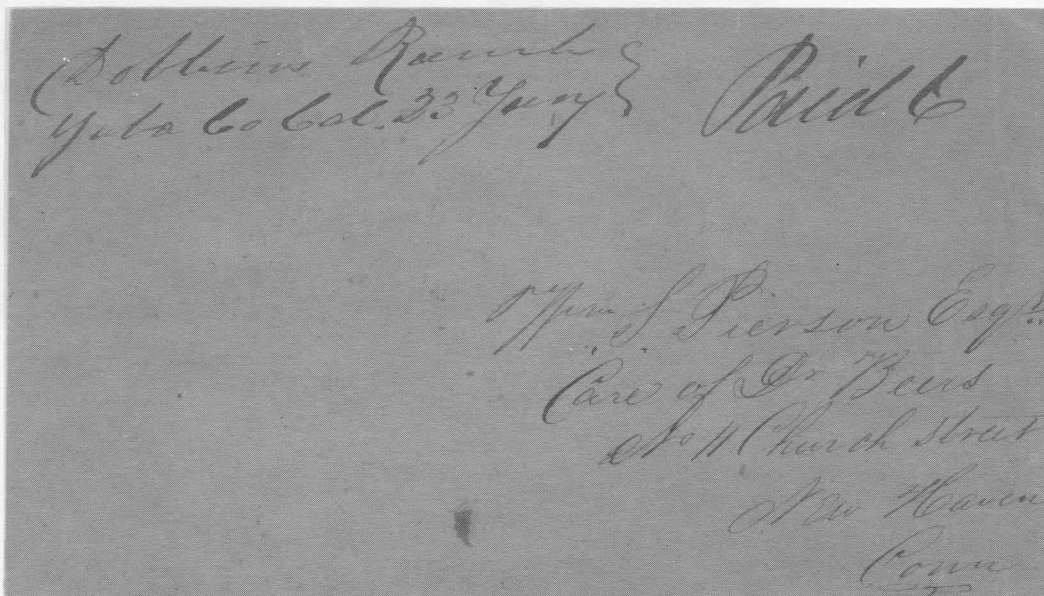


12

Edward S. Mulford
Patchogue Long Island
Suffolk County
N. Y.

SMALL TOWNS

JANUARY 23, CIRCA 1853



DOBBINS RANCH JANUARY 23
VIA PANAMA

NEW YORK

SAN FRANCISCO
NEW HAVEN, CONNECTICUT

DOBBINS RANCH SERVED AS A POST OFFICE FROM OCTOBER 1, 1851 - MAY 3, 1854.

PREPAID 6 CENT RATE

OCTOBER 16, 1853



POMFRET, NEW YORK OCTOBER 16
VIA PANAMA

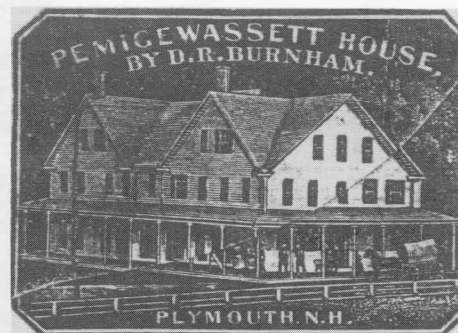
SAN FRANCISCO

USPO FREDONIA OCTOBER 18
SACRAMENTO CITY NOVEMBER 19

POMFRET HAD NO POST OFFICE; THE FREDONIA MARKINGS ARE HERETOFORE UNLISTED.

EARLY ADVERTISING COVER

JUNE 26, CIRCA 1854



USPO PLYMOUTH, NEW HAMPSHIRE JUNE 26 - NEW YORK - VIA PANAMA
 SAN FRANCISCO - JAMESTOWN (FORWARDED) - GEORGETOWN, CALIFORNIA

6 CENTS TRANSCONTINENTAL RATE PREPAID;
 FORWARDED ("FRD 5") CENTS COLLECT.

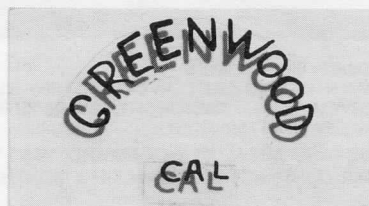
HAND PAINTED

FEBRUARY 27, CIRCA 1853



USPO GREENWOOD, CALIFORNIA FEBRUARY 27
 VIA PANAMA - NEW YORK

SAN FRANCISCO
 NORTH BELMONT, MAINE

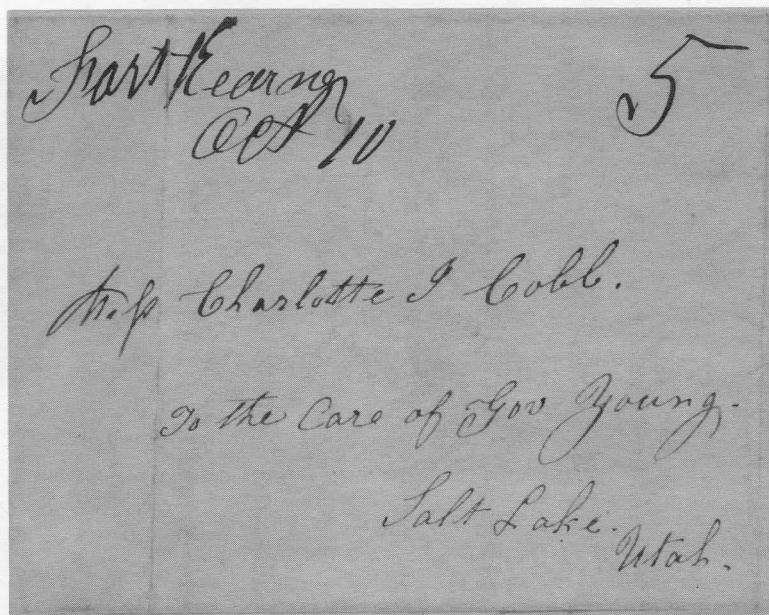


THE FIRST WESTERN OVERLAND MAIL CONTRACTS

CAME ABOUT BECAUSE OF A NEED FOR FASTER COMMUNICATION BETWEEN THE EASTERN STATES AND CALIFORNIA.

THE WOODSON CONTRACT JULY 1, 1850 - JUNE 30, 1854

OCTOBER 5, CIRCA 1853



FORT KEARNY, UNORGANIZED NEBRASKA TERRITORY - FT LARAMIE, WYOMING TERRITORY - SOUTH PIKE
FT. BRIDGER - ECHO CANYON, UTAH TERRITORY - SALT LAKE CITY

BOTH LETTERS RATED 5c UNPAID. THE ABOVE IS AN EARLY M/S "FT. KEARNY" FRANKING.

SAMUEL WOODSON (AND JAMES BROWN, WHO DIED IN DECEMBER, 1850) WERE AWARDED THE FIRST GOVERNMENT MAIL CONTRACT TO ESTABLISH A MONTHLY EXPRESS BETWEEN THE MISSOURI RIVER AND SALT LAKE CITY. THIS LETTER WAS PICKED UP AT FT. KEARNY.

THE CHORPENNING CONTRACT MAY 3, 1851 - APRIL, 1859

MAY 5, 1852



M/S SOCIETY ISLANDS MAY 5 - LV PAPEETE, TAHITI MAY 16 PER "CALLAO"
ARR SAN FRANCISCO JULY 1 - CARRIED PRIVATELY - USPO SACRAMENTO CITY, CALIFORNIA AUGUST 1
PLACERVILLE - CARSON CITY, NEVADA TERRITORY - FORT CHURCHILL - FORT RUBY
DEEP CREEK, UTAH TERRITORY - CAMP FLOYD - SALT LAKE CITY

GEORGE CHORPENNING (AND ABSALOM WOODWARD, WHO WAS KILLED BY INDIANS NOVEMBER, 1851) WERE AWARDED THE FIRST GOVERNMENT MAIL CONTRACT TO ESTABLISH A MONTHLY EXPRESS BETWEEN SACRAMENTO CITY AND SALT LAKE CITY.

October 5, 1853 Fort Kearny letter

Oct. 5th

My Dear Daughter Charlotte:

Doubly dear by the distance which separates us at the present time. I have the joy and satisfaction to inform you that I am now in good health and within 10 days travel of Thamesville. Without molestation or trouble, altho we have met several bands of Indians from time to time. They have been kind and civil. And I am in good faith that we shall go on to the end of our journey in safety through the goodness of God whom I hope to serve with more fidelity to the end of my days. Be of good cheer Lotty we shall soon meet again. The time will soon roll round. When I wrote you last I had been quite sick for a fortnight had a touch of the mountain fever but with the blessing of God and the Composition and Ritchorson's bitters, I soon recovered without being troublesome to anyone we expect to meet the mail every day and I will not be able to write you again until the first of Nov. I have written twice since I have been on the road, hope you have received it.

Let me enjoin it upon you to take good care of your health, see that your clothes are well aired and always take disease in season to break it up by sweating and otherwise and take the compositions often buy some of the Iveings(?) theirs is the best. Remember me kindly to all of them also dear Emily and Children and Br. Young and all his family and all who may enquire after me, and believe me as ever your true and devoted Mother Augusta.

We have had fine weather all the time pretty much.

May 5, 1852 Sacramento letter

May 1

Dear Sisters,

My letters still remain unsent now on the (?) previous to the departure of the new ship for Tahiti, and main(?) island on which Mr. Pratt and Ellen take passage. Fifty persons are going on the ship. They will be very much crowded. Mr. Tomkins and family have concluded to return to California and feel sorry to part with them; all the elders leave the island except Mr. Hanks. We shall be lonely but we must bear it. They will be gone 6 weeks at least; the land(?) is good for me. Again I say farewell. All is well with us. Peace be will you all.

Editor's Note: George Kramer credits Richard Frajola with locating the following information related to the above transcribed letter:

From *Church Chronology. A Record of Important Events Pertaining to the History of the Church of Jesus Christ of Latter-day Saints*, compiled by Andrew Jenson (Salt Lake City: Deseret News, 1899):

From 1852, May: "Sun. 16.--The Elders laboring on the Society Islands being forbidden to continue their missionary labors, Elder Addison Pratt and Benjamin F. Grouard with their families sailed from Papeete, Tahiti, per ship *Calao* bound for America. The other missionaries followed soon afterwards."

From *Latter-Day Saint Biographical Encyclopedia: A Compilation of Biographical Sketches of Prominent Men and Women in the Church of Jesus Christ of Latter-Day Saints* by Andrew Jenson (Salt Lake City: Western Epics, 1971; reprinted from 1920 Andrew Jenson History Company Editor):
From Volume III: "Pratt, Addison....During the winter of 1848-1849 he taught a school in the Tahitian language in his own house. He was soon called on another mission to the Society Islands.....Together with other missionaries he left the Valley on his second mission to the Islands, Oct. 8, 1849, and traveled the southern route to California, whence he embarked for Papeete, Tahiti, where he arrived May 24, 1850. His wife and four daughters followed with a company of Elders six months later. Bro. Pratt now resumed his missionary labors on the islands, but met with much opposition on the part of the French authorities, the islands, through diplomatic negotiations between Great Britain and France, having become a French colony. As "Mormonism" was not known or tolerated in France, the French officials on the Society Islands decided that it could not be recognized in a French colony; hence all the American Elders were banished from the Islands in 1852. Elder Pratt and his family sailed from Papeete May 16, 1852, and reached San Francisco in safety July 1, 1852. Soon after his arrival in America Bro. Pratt became disaffected and never made his home in Utah after that...."

TRANSCONTINENTAL TRIPLE RATE UNPAID

OCTOBER 1, CIRCA 1853



SAN FRANCISCO
NEW YORK

VIA PANAMA
KENNEBUNK PORT, MAINE

THE UNPAID RED BOXED "30" DOES NOT APPEAR IN LISTING CATALOGUES.

10 CENT U.S. DOMESTIC RATE

ON APRIL 1, 1855, PREPAYMENT OF MAIL WAS MADE COMPULSORY. RATES PER 1/2 OUNCE:

UNDER 3000 MILES
OVER 3000 MILES

3 CENTS
10 CENTS

SAN FRANCISCO NEWS LETTER

NOVEMBER 20, 1856

SAN FRANCISCO

VIA PANAMA

NEW YORK

BOSTON

THE STAMP IS TYPE I - POSITION 95L

THE SAN FRANCISCO NEWS LETTER.

Sold by all Booksellers.

A Summary of Events from the 5th to the 20th of November, 1856.

Price, 6 1-4 Cents.

Circulation, Three Thousand Copies.

No notice can be taken of anonymous Communications. Whatever is intended for insertion, must be authenticated by the Name and Address of the writer; not necessarily for publication, but as a guarantee of his or her good faith.

SUMMARY OF NEWS.

The *Treasure* shipped by the *Sonora*, last mail, was about \$2,200,000. Amongst the passengers was our Congressman, Herbert, who seemed glad to escape from the public gaze, and the continued attacks of that pickador of the literary bulding, the *Bulletin*, who calls it "the Departure of Cain." Herbert, whilst here, kept himself tolerably quiet; wending along the streets—the brim of his white hat close down over his eyes—his aspect was as sad as if the verdict had been reversed, and the cry of the poor Irish waiter of "coming, sir," and the report of the pistol, were still haunting his feverish dreams. He evidently suffers mortally, and has that—

"Secret ceaseless gloom,
The faded Hebrew wanderer bore—
Who could not look beyond the tomb,
Who could not hope for rest before."

By this mail Postmaster Weller proceeds to Washington, and it is whispered his object is to get a number of mail bags in-creased, owing to the large

Letter.—The *Guadalupe*, from the New Almaden, been opened, and ores of some ninety flasks of quick and more is daily expected cents per pound, and sixing to twenty flasks of retaining seventy six and a Alsop & Co. are agents for Guadalupe Mine will pri New Almaden, when woi and capital, the facilities serious fracture (not ear Scott and his numerous lo lessly denominated in affect and almost total indifference admonitions on their non "When I invite you," said at that table, there you sit too retreat from the floss of heart, that many of ye about what I have been s Moscow. If you still con I must resign—I cannot a vation." We do most de think twice, ere he depar ther chance, and not leave coffin, dangling between a yet temper somewhat the lambs, at this inclement s and remember what these "Whilst yet th

The non-approval of the Vigilance committee, an last evening Cupid has been very busi and, a great number through and through. So get exasperated that we mares of one house have been cruelly riddled. Many fair widows have been victimized and brought to the harmonic pitch of *De Capo*. Amongst the list of those who have consented to grace the little god's triumph, we are pleased to single out from that fair throng, a virgin from the west, whose native goodness of heart, and compelling beauty and accomplishments, renders her deservedly the fairest of the fair, and the angelic leader of this bewitching throng. Hyman's torch is lighting up, to guide them all to their happy fate. We shall be sure to be there, and to chronicle with a silver pen the flutterings of Cupid's wings on that happy day, having secured a capacious white waistcoat for the occasion, with sundry yards of cambric to dry our natural tears, at the awful moment, when the fatal word *they* is pronounced. We thank our fair friends, *especially*, for the kind-ness of their respective contributions—our size is No. 78.—Thron

Dillon a suitable testimonial of the esteem and regard in which he is held, previous to his departure for his new Consul-Generalship.—The Election of the 4th of November surprised everybody, and did not quite satisfy any party. Buchanan carried the State by an overwhelming majority. As far as heard from the vote stands—Buchanan, 42,371; Fillmore, 23,218; Fremont, 16,895. The Republican party elected their Senators and Representatives in the county of San Francisco, but lost their Electors by a small vote. Fremont carried Santa Clara and one other county. Fillmore only carried one county, "Yolo." Fillmore in the popular vote, leads Fremont. The Senate and House is largely Democratic, and it is supposed that the election of the Hon. David C. Broderick to the Senate of the United States, is now beyond doubt. There are two Senators to be elected, who of the numerous applicants for the short time will succeed is in doubt. Gwinn, Weller, Latham, McDougal, Washington, McCorkle and Denver, are among the prominent candidates.—The Vigilance Committee or People's ticket, was elected in this county by a large majority. The following are the successful candidates for State and County offices.—*Legislative Officers*—Samuel Soule and Eugene L. Sullivan, Senators. Assemblymen—Richard M. Jessup, W. W. Shepard, Mr. C. Blake, E. Miro, Cyrus Palmer, Richard Chennery, Dr. V. J. Fougereaud, T. G. Phelps and Rufus Murphy. *County Officers*—E. W. Burr, President Board of Supervisors; Henry P. Coon, Police Judge; James F. Curtis, Chief of Police;

certain sunken vessels known to the Association.—The losses by fire from January 1st, 1856, to November 1st, 1856, in the city of San Francisco, are estimated at \$105,380.—The insurance on the large French House, being erected at the corner of Dupont and Commercial streets, was effected last week at 2 1/2 per cent, in the "Monarch Insurance Office."—The new steamer, *Orizaba*, leaves for San Juan, on Thursday, the 20th inst., under the command of Captain Blethen, the Commodore of the Nicaragua steamers. She is superbly fitted up, and has one feature in her accommodations heretofore unknown in any of our ocean steamers, viz: staterooms for all second class passengers. Her dining saloons surpass those of any steamer on the coast, excepting only the *Golden Gate*. The *Orizaba* made the run from New York to San Juan in fifty days and thirteen hours, the greatest speed on record. Much interest is felt among our citizens concerning her present trip, and we hope she may give a good report of herself, and add to the reputation which she has already achieved. Herold Commander, Tinklespaugh, goes on to New York by her, to bring around another steamer for the Nicaragua Line. The *Orizaba* carries to the East this trip, quite a large number of passengers. We note that the rates of passage, via Nicaragua, are reduced. Cheap travel is the order of the day.—A Chinese lady, named Ho-ha-hum, was last week delivered of a female child, at Stanislaus, with two heads, and what is very singular, instead of both heads being joined on one neck or stem, the smaller head of the

child, forming a sort of singular birth will reach a better than a 13th, the anxiously democrat majorities of charming character, however violent the and soething the so at the die is cast, and ses of the heart cease in their accustomed the torchlight prom as the auxiliaries both sides frankly the possession of a "cash box," remind polka, who remark on the hugging was deman, Louis Corey, rolled fowling-piece, from his right hand. The wonder is that thick ice within the felies formed around the families by the fons.—In 1855, a city, and seventy yearly all these suits agreeing pair— court, in the case of of the plaintiff under he mortgage on the has given judgment below, in favor of the s, are the bondsmen er, of Shasta, on the n the 1st of Decem- vation, near Santa will observe a fixed tating the seaward osphere, he soon ten



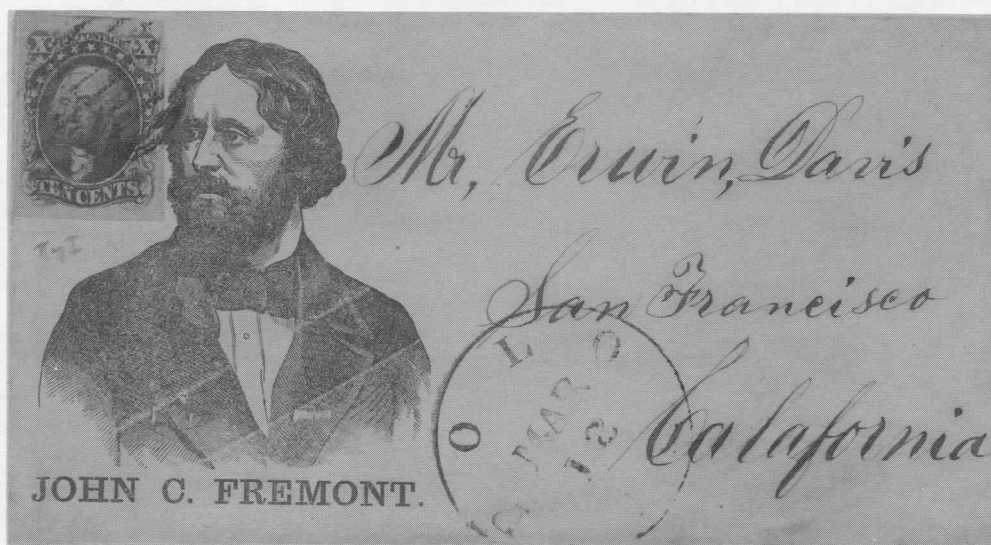
*L. Larkin, Printer
92 Cambridge Street
Boston Mass.*

with their advances upon the security, and for the benefit of the trust estate, have been returned or fully secured to them. I think it will be expedient to appoint a Receiver; and this without a suspicion that the trustees have mismanaged the estate, or that the funds would not be perfectly safe in their hands, but preparatory to relieving them of their trusts, according to the wish of both parties. The order for a Receiver is allowed." Mr. Geo. C. Johnson was appointed Receiver. The same justification of acts under the receivership of Adams & Co. affairs, will no doubt be shortly apparent. Mr. Naglee is doing all he can to bring out the best possible result for Adams & Co's creditors. The malvolence of the *Bulletin*, and the secret causes of its virulence to the contrary notwithstanding. Thus the inflated nonsense and personal slanders, which have filled some dozen columns of the *Bulletin*, is now confined

to twelve lines.—The *Orizaba* leaves for San Juan, on Thursday, the 20th inst., under the command of Captain Blethen, the Commodore of the Nicaragua steamers. She is superbly fitted up, and has one feature in her accommodations heretofore unknown in any of our ocean steamers, viz: staterooms for all second class passengers. Her dining saloons surpass those of any steamer on the coast, excepting only the *Golden Gate*. The *Orizaba* made the run from New York to San Juan in fifty days and thirteen hours, the greatest speed on record. Much interest is felt among our citizens concerning her present trip, and we hope she may give a good report of herself, and add to the reputation which she has already achieved. Herold Commander, Tinklespaugh, goes on to New York by her, to bring around another steamer for the Nicaragua Line. The *Orizaba* carries to the East this trip, quite a large number of passengers. We note that the rates of passage, via Nicaragua, are reduced. Cheap travel is the order of the day.—A Chinese lady, named Ho-ha-hum, was last week delivered of a female child, at Stanislaus, with two heads, and what is very singular, instead of both heads being joined on one neck or stem, the smaller head of the

CAMPAIGN COVER

CIRCA 1856



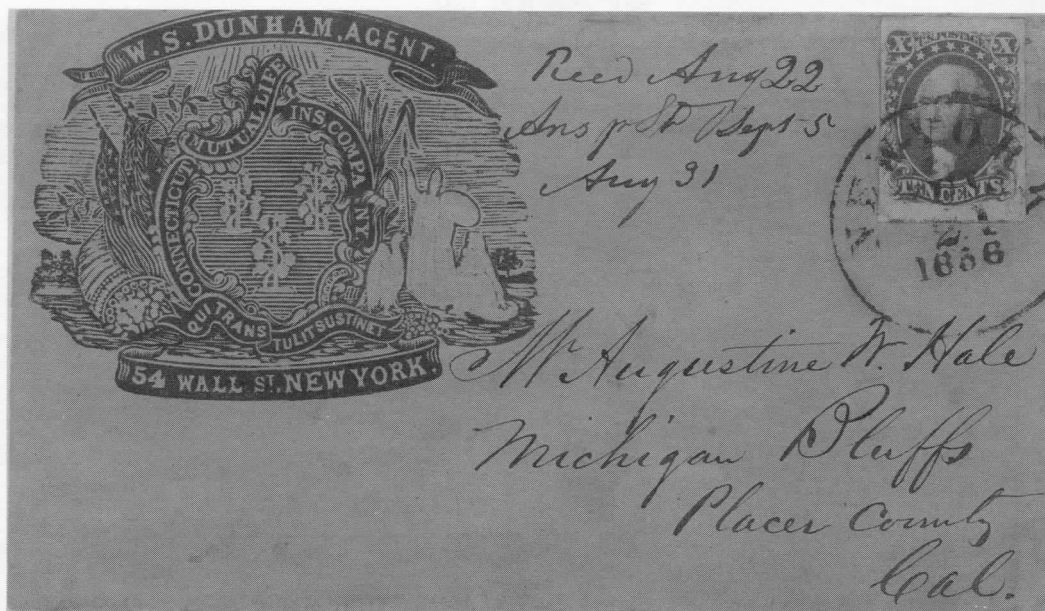
USPO POLO, ILLINOIS MARCH 12
VIA PANAMA

PROBABLE NEW YORK
SAN FRANCISCO

JOHN C. FREMONT WAS THE UNSUCCESSFUL REPUBLICAN PRESIDENTIAL CANDIDATE IN 1856.

INSURANCE COMPANY ADVERTISING COVER

JULY 21, 1856



NEW YORK JULY 21
SAN FRANCISCO

VIA PANAMA
MICHIGAN BLUFFS, CALIFORNIA

UNIQUE TRANSCONTINENTAL USAGE OF THE 1855 ONE CENT ISSUE, TYPE II

MAY 31, 1856



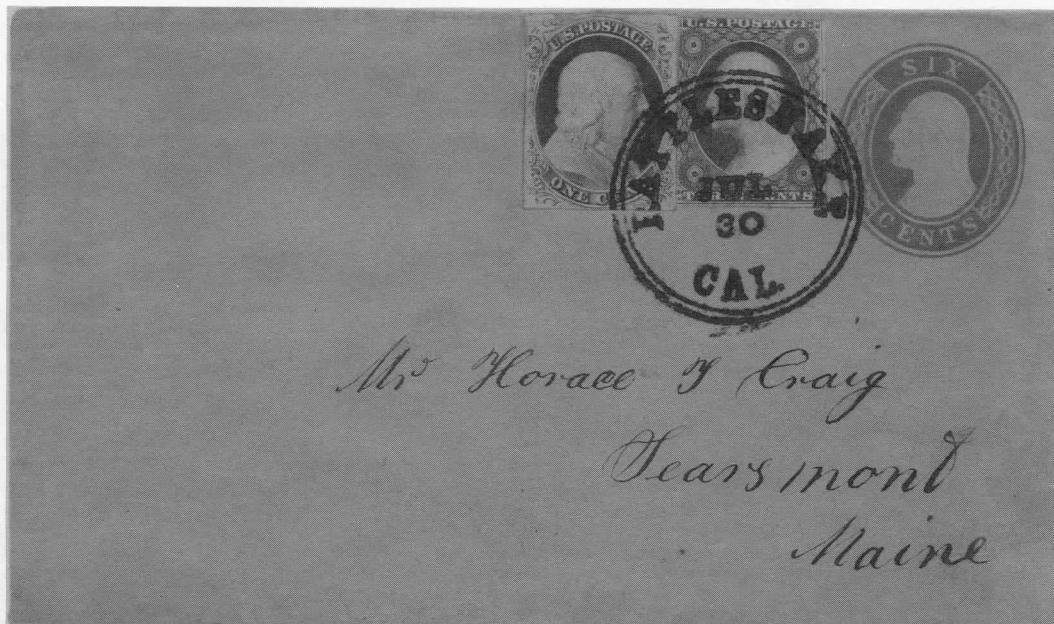
THE TYPE II STAMP WAS ISSUED DECEMBER 5, 1855.
(STRIP POSITIONS 43 - 48 R2; BLOCK POSITIONS 4,5,14 AND 15 R2)

THE 1857 ISSUE

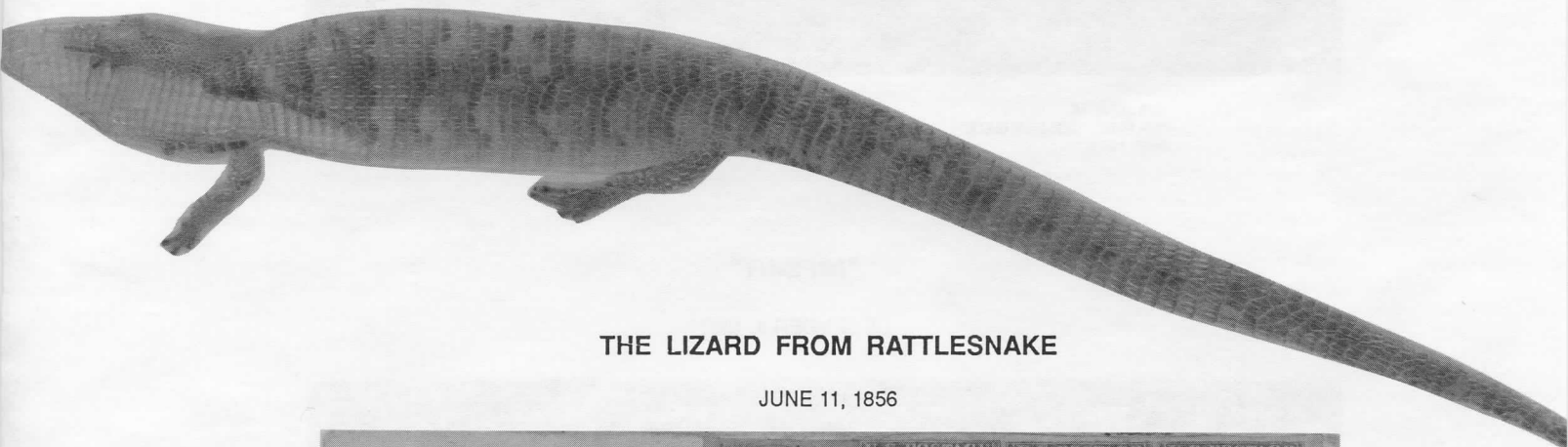
SEPTEMBER 21, 1858



SAN FRANCISCO - VIA PANAMA - NEW YORK - THOMASTON, MAINE



THE USPD OFFICIALLY LISTED THIS PLACER COUNTY TOWN AS "RATTLESNAKE BAR" AS OF NOVEMBER 1, 1854.



THE LIZARD FROM RATTLESNAKE

JUNE 11, 1856



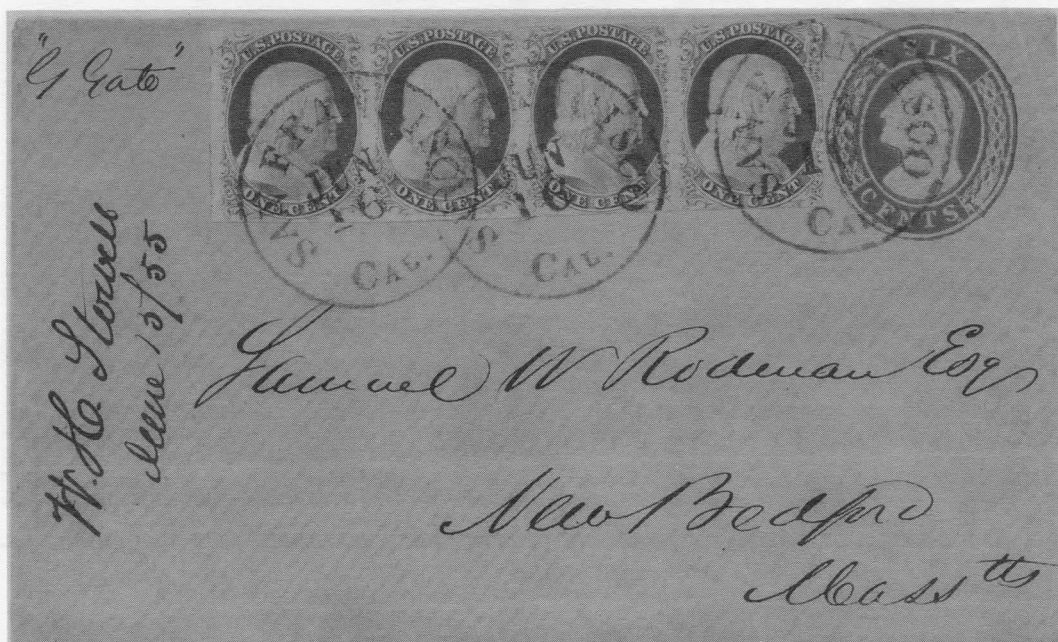
M/S DEADWOOD CANAL DIGGINS JUNE 11 - USPO RATTLESNAKE, CALIFORNIA
 SAN FRANCISCO - VIA PANAMA - NEW YORK - DOVER, MASSACHUSETTS

THE LIZARD SKIN WAS ENCLOSED AS A GIFT TO THE ADDRESSEE. THANKS A LOT !

Handwritten note:
 I just picked
 the skin of a lizard
 and thought you
 would like to see it

"G GATE"

JUNE 15, 1855

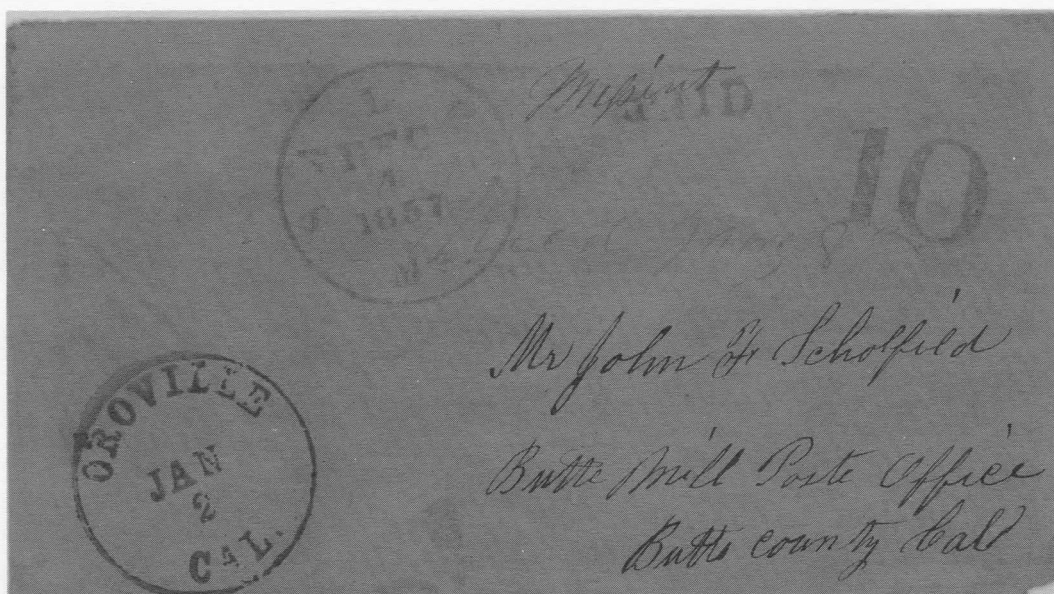


M/S JUNE 15
PER PMSS "GOLDEN GATE"
NEW YORK

SAN FRANCISCO PO JUNE 16
VIA PANAMA
NEW BEDFORD, MASSACHUSETTS

"MIFSINT"

DECEMBER 4, 1857



SALEM, MASSACHUSETTS
SAN FRANCISCO

NEW YORK

VIA PANAMA

OROVILLE, CALIFORNIA JANUARY 2, 1858

IT IS MOST UNUSUAL TO NOTE A STAMPLESS COVER FROM THE NORTHEAST AS LATE AS DECEMBER 1857. THE "MIFSINT" WOULD INDUCE ONE TO BELIEVE THAT THIS COVER ORIGINATED IN A RURAL WESTERN TOWN IN EARLY NOVEMBER; SINCE THE BUTTE MILL POST OFFICE DID NOT OPEN UNTIL AUGUST 15, 1857, PERHAPS IT WAS FOWARDED IN ERROR TO SALEM, MASSACHUSETTS.

FIRST DAY USAGE FROM CALIFORNIA

SEPTEMBER 5, 1857



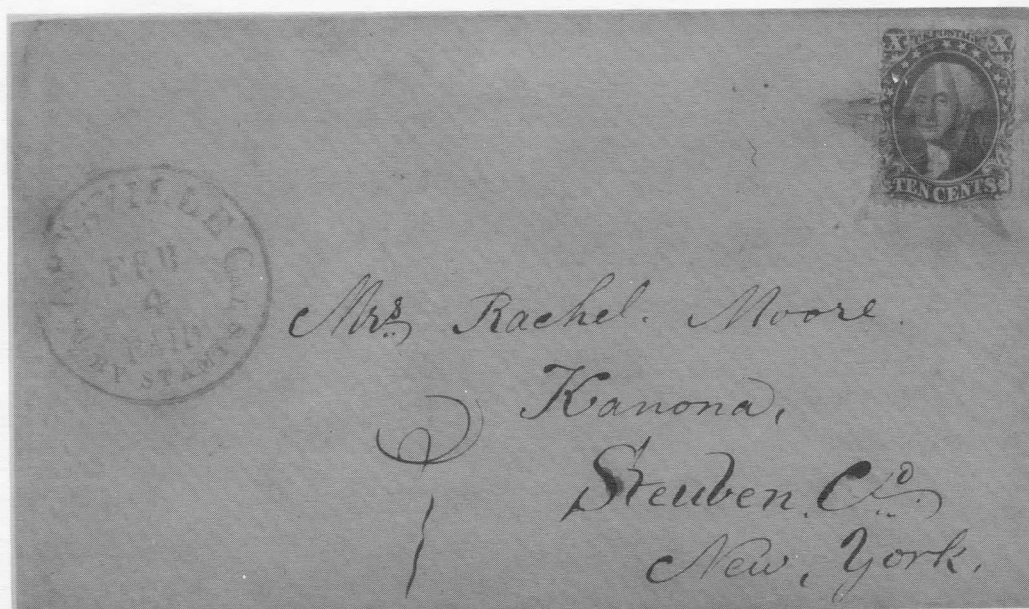
SAN FRANCISCO - VIA PANAMA - NEW YORK - WASHINGTON, D.C.

THIS TYPE II PERFORATED 10 CENT STAMP WAS ISSUED JULY 27, 1857.

"THIS IS A FIRST DAY USE OF A 10 CENT PERFORATED STAMP FROM CALIFORNIA" - STANLEY B. ASHBROOK

"PAID BY STAMPS"

CIRCA 1859

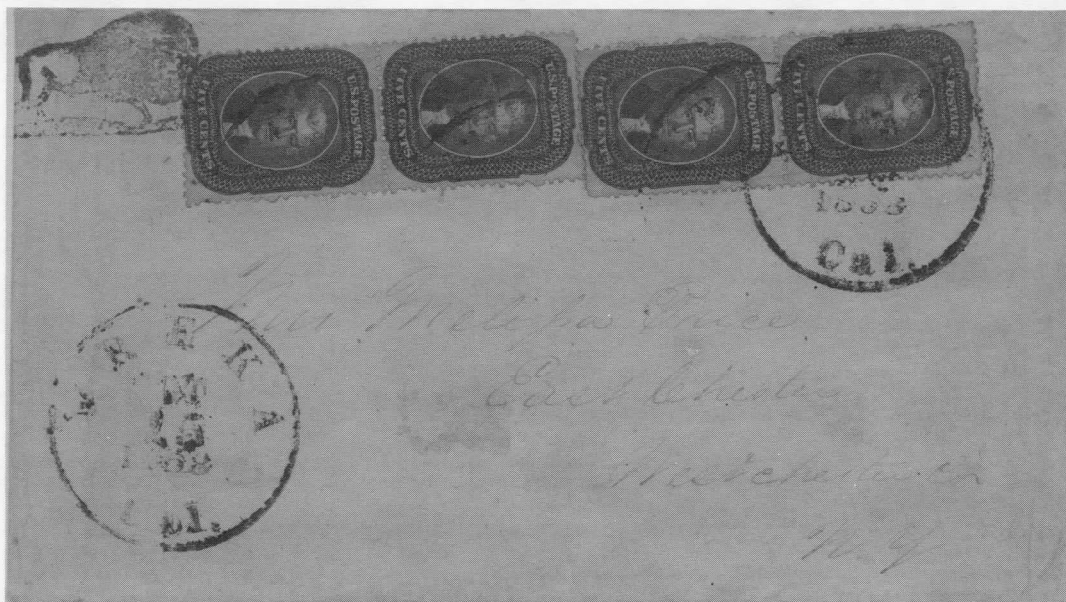


MARYSVILLE - SAN FRANCISCO - VIA PANAMA - NEW YORK

MARYSVILLE WAS THE ONLY COMMUNITY TO USE "PAID BY STAMPS" IN THEIR POSTMARK.
THE STAR CANCEL IS MOST UNUSUAL.

DOUBLE RATE "INDIAN RED'S"

OCTOBER 15, 1858



YREKA, CALIFORNIA OCTOBER 15
VIA PANAMA

NEW YORK

SAN FRANCISCO
EAST CHESTER, NEW YORK

THE "INDIAN RED" SHADE OF THIS STAMP WAS ISSUED MARCH 31, 1858.
THE "BISON" HAND STAMP IS WITHOUT POSTAL SIGNIFICANCE.

JANUARY 19, 1859



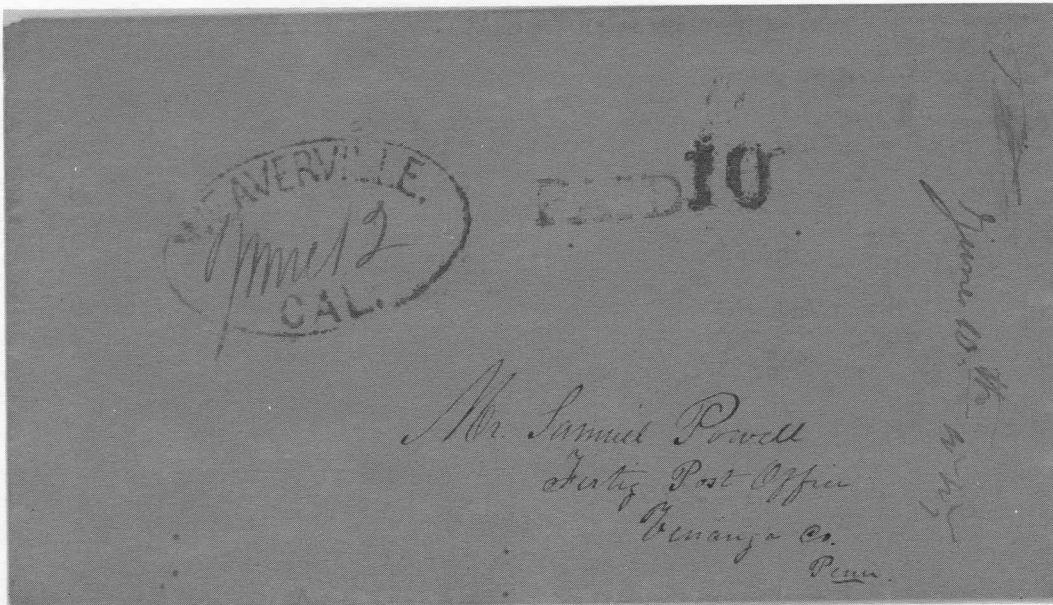
BOSTON, MASSACHUSETTS JANUARY 19
VIA PANAMA

NEW YORK
SAN FRANCISCO

THE RED CRAYON "1886" IS CONSIDERED A BOX NUMBER.

THE RED WEAVERVILLE

JUNE 10, CIRCA 1855



DOCKETED "JUNE 10TH"
SAN FRANCISCO
NEW YORK

WEAVERVILLE, CALIFORNIA JUNE 12
VIA PANAMA
FERTIG(S), PENNSYLVANIA

APPARENTLY, THIS IS THE ONLY RED "WEAVERVILLE, CALIFORNIA" STRIKE SEEN. ONE CAN SURMISE THAT IT WAS APPLIED FOR A VERY SHORT PERIOD SOON AFTER THE PREPAID TEN CENT RATE WENT INTO EFFECT ON APRIL 1, 1855; PERHAPS, IT WAS MEANT TO BE USED FOR THE TRANSCONTINENTAL RATE.

PREPAID DOUBLE RATE

JUNE 1, 1855



SAN FRANCISCO
NEW YORK

VIA PANAMA
PATCHOGUE, NEW YORK

PREPAID DOUBLE RATE CIRCULAR DATE STAMPS ARE SELDOM SEEN FROM THIS PERIOD.

NEW YORK OCEAN MAIL CANCEL

CIRCA 1859

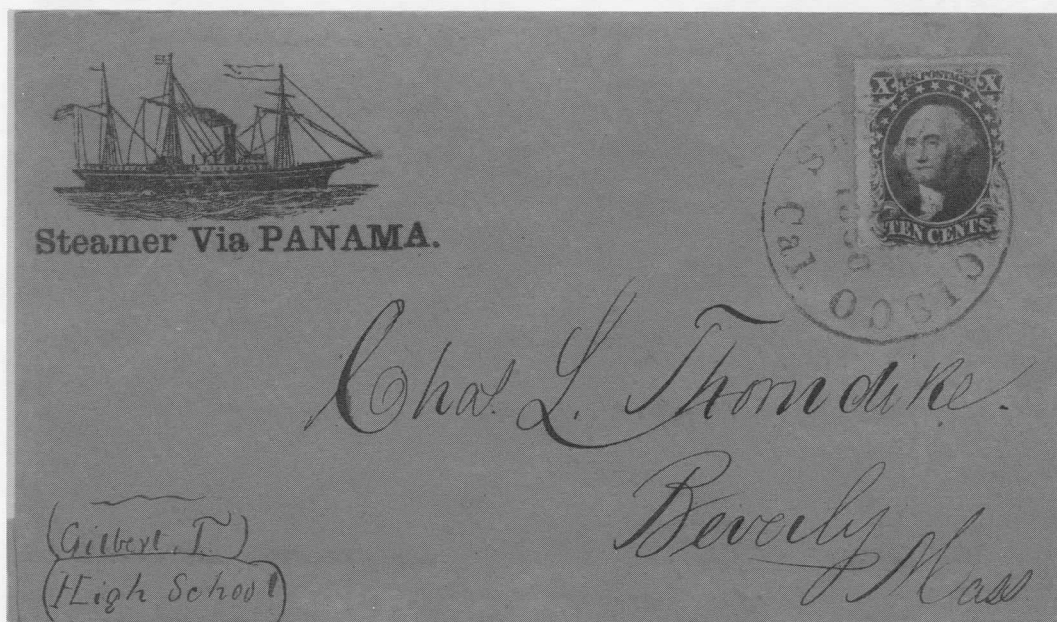


NEW YORK - VIA PANAMA - SAN FRANCISCO - STOCKTON, CALIFORNIA

THE 10 MM. CIRCULAR GRID WITHIN THE POSTMARK SIGNIFIED THAT THE LETTER WAS TO BE SENT BY "OCEAN MAIL".

STEAMER VIA PANAMA

1860



SAN FRANCISCO - VIA PANAMA - NEW YORK - BEVERLY, MASSACHUSETTS

\$1.42

CIRCA 1859

SAN FRANCISCO

"VIA PANAMA"

NEW YORK



THE RATING OF THIS COVER IS NOT CLEAR; THE CONTENTS PROBABLY WEIGHED 7 OUNCES AND PERHAPS THE SENDER ATTEMPTED TO PREPAY A 2 CENT "CARRIER" OR "SHIP" FEE.

THE 1 CENT STAMPS ARE TYPE 5A PLATE 5.

PATRIOTIC MAIL FROM CALIFORNIA

THE 1857 ISSUE

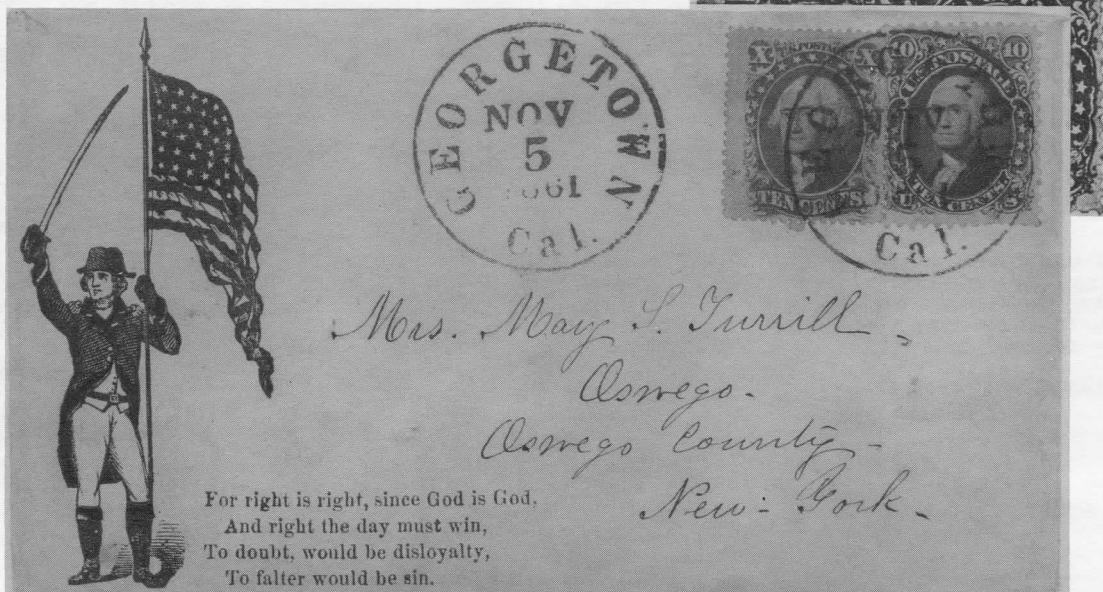


CAMPO SECO, CALIFORNIA - NEW YORK



SAN FRANCISCO BOSTON
DOUBLE RATE - "DUE 10"

MIXED ISSUES



GEORGETOWN, CALIFORNIA - OSWEGO, NEW YORK
DOUBLE RATE - PAID BY STAMPS

CONFEDERATE USAGE OF U.S. STAMPS TO CALIFORNIA

APRIL 30, 1861



LONG CANE, GEORGIA APRIL 30
SAN FRANCISCO

USPO
SONORA, CALIFORNIA

ALTHOUGH GEORGIA HAD JOINED THE CONFEDERACY IN FEBRUARY, 1861, THE USPO CARRIED ITS MAIL UNTIL JUNE.
THIS IS THE ONLY RECORDED LETTER TO CALIFORNIA.

CONFEDERATE PATRIOTIC

APRIL 30, 1861



HOT SPRINGS, ARKANSAS APRIL 30

USPO

PORTLAND, OREGON

AS ARKANSAS DID NOT SECEDE UNTIL MAY 6, 1861, IT WAS STILL PART OF THE UNION; HOWEVER, THE M/S "PAID 10" WOULD INFER THAT EITHER HOT SPRINGS HAD RUN OUT OF U.S. STAMPS OR PERHAPS, BECAUSE OF ITS STRONG SOUTHERN SYMPATHIES, WOULD NOT USE U.S. STAMPS.

"STEAM BOAT" TO CALIFORNIA

PAID BY STAMPS

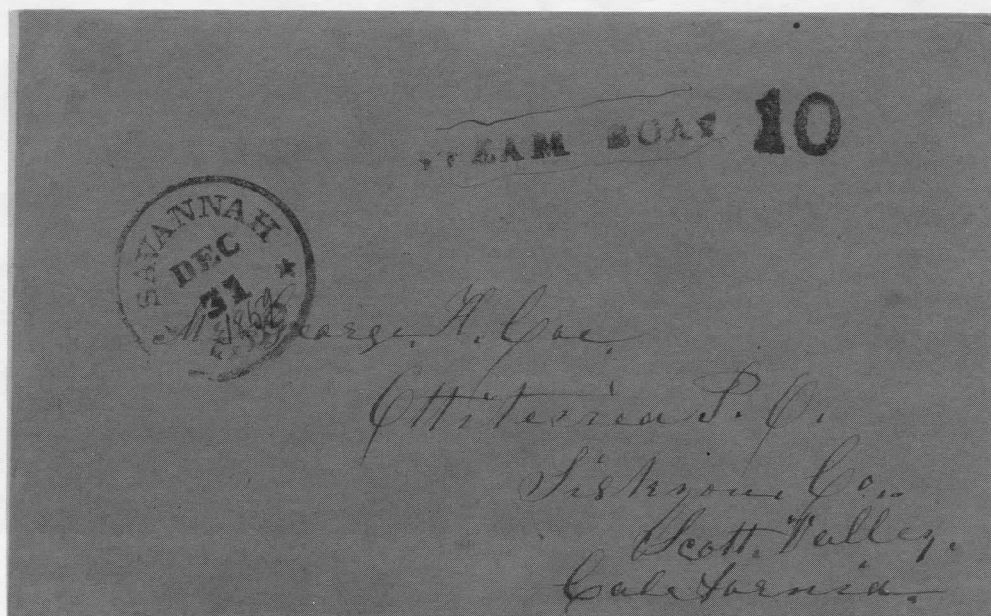


"DUE 4" CENTS



PAID IN CASH

(PREPAYMENT WAS COMPULSORY)

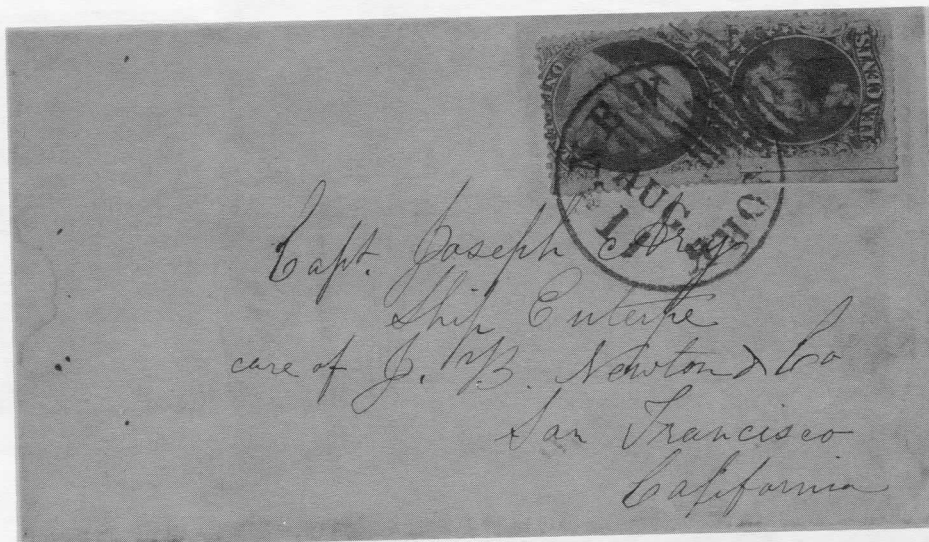


"STEAM BOAT" MARKINGS SIGNIFY MAIL THAT WAS BROUGHT INTO THE USPO BY SHIPS WITHOUT A MAIL CONTRACT.

THESE THREE COVERS OF THE SAME CORRESPONDENCE WERE POSTED AT SAVANNAH, GEORGIA 1859 - 1860

CARRIER USAGE "TO THE MAILS"

CIRCA 1859



NEW YORK

(THE ISSUE OF 1857)

SAN FRANCISCO

A ONE CENT "CARRIER" FEE WAS CHARGED TO DEFRAY THE DELIVERY COST OF MAIL TO A POST OFFICE ON LETTERS GOING TO ANOTHER POST OFFICE.

THEREFORE, THESE LETTERS WERE RATED ELEVEN CENTS FOR TRANSCONTINENTAL DELIVERY.

M/S "OCT 1862"



NEW YORK

(THE ISSUE OF 1861)

SAN FRANCISCO

HELD FOR POSTAGE - FORWARDED

MIXED ISSUES

FEBRUARY 14, 1858



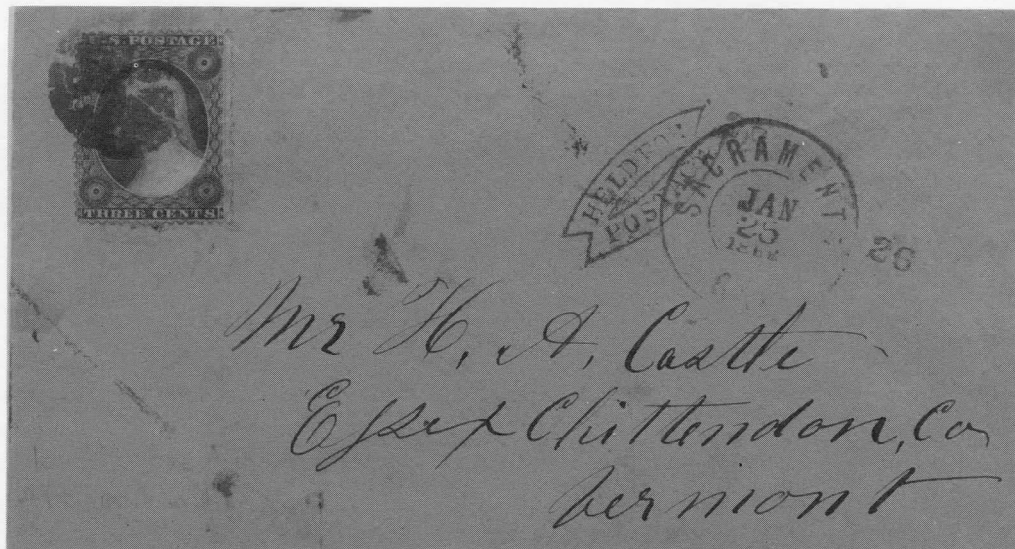
HUNTSVILLE, ALABAMA - SAN FRANCISCO - FORWARDED TO MARYSVILLE

ALTHOUGH THE PREPAID RATE DIFFERENTIAL HAD BEEN ELIMINATED ALMOST THREE YEARS BEFORE, THIS LETTER WAS POSTED WITH SIX CENTS ON FEBRUARY 14, 1858 AND THEREFORE "HELD FOR POSTAGE".

THE 1c AND ADJACENT 3c 57' WERE ADDED TO MAKE UP THE REQUIRED TEN CENTS ON FEBRUARY 15. THE STRIP OF THREE 1c 51'S WERE AFFIXED IN CALIFORNIA TO PAY THE FORWARDING CHARGE.

HELD FOR POSTAGE

JANUARY 25, 1862



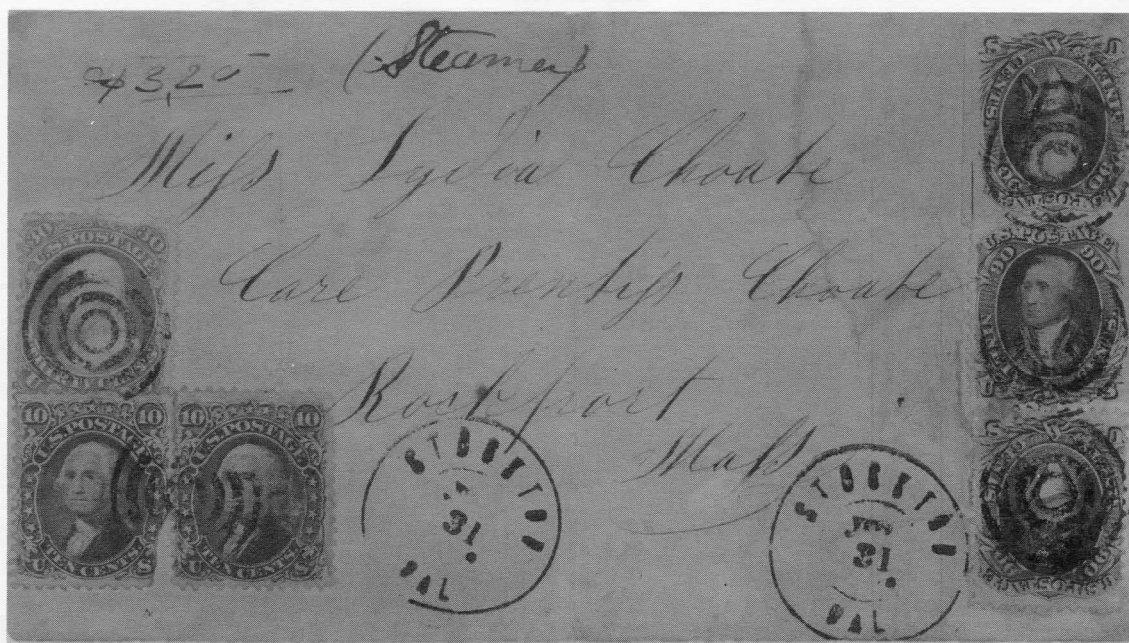
SACRAMENTO - ESSEX, VERMONT

ILLEGAL USE AFTER DEMONETIZATION OF THE 3c 57'

"26" = POSTED JANUARY 26, 1862 ;THE CORRECT POSTAGE WAS PAID IN CASH.

THE 90 CENT 1861

JULY 31, 1862



STOCKTON, CALIFORNIA - "STEAMER" VIA PANAMA - ROCKPORT, MASSACHUSETTS

ALTHOUGH NO YEAR DATE IS GIVEN, THE CDS APPEARS TO READ "JUL 31". THE 90 CENT STAMPS DID NOT REACH CALIFORNIA UNTIL SEPTEMBER, 1861 AND THE 10 CENT TRANSCONTINENTAL RATE WAS LOWERED TO 3 CENTS AS OF JULY 1, 1863; THUS, THE YEAR WOULD HAVE TO BE 1862.

THIS "COVER" WAS PART OF A LARGE PACKAGE. IT IS ONE OF THREE KNOWN DOMESTIC USAGES AND THE ONLY MULTIPLE.

ONE CENT CIRCULAR RATE



SAN FRANCISCO - "STEAMER" VIA PANAMA - NEW YORK (MS "RD 3 JUNE 1862")

ONE CENT UNSEALED CIRCULAR RATE: BEGINNING SEPTEMBER 30, 1852, THREE OUNCES OR LESS FROM ANYWHERE IN THE UNITED STATES; NO WRITING WAS PERMITTED ON THE CIRCULAR.

THE "JACKASS" ROUTE
EARLY DELIVERY - EAST TO WEST

JULY 31, 1857



PHILADELPHIA, PENNSYLVANIA
SAN DIEGO

BENECIA, CALIFORNIA

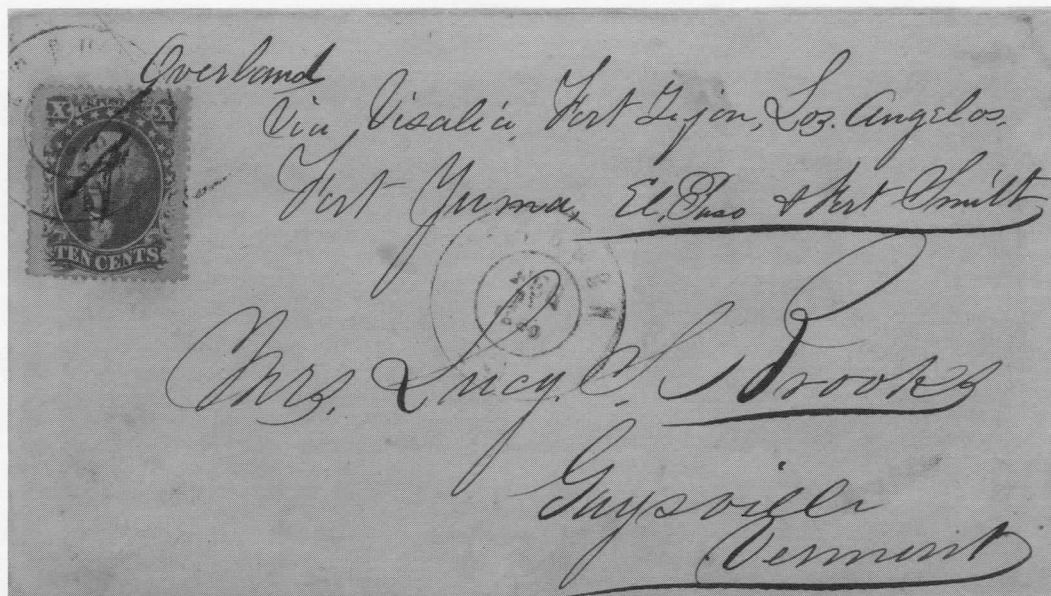
FORWARDED "PAID 3"
FORT YUMA (BY MILITARY COURIER)

SO NAMED BECAUSE MOST OF IT WAS BY MULE, THE "JACKASS" ROUTE OPERATED FROM JULY, 1857 INTO 1859, AND THEN PARTIALLY UNTIL 1861 BECAUSE 1858 RECEIPTS WERE FOUND TO BE ONLY \$601. LETTERS HAD TO BE INSCRIBED "VIA SAN DIEGO" OR THE EQUIVALENT.

THE OFFICIAL ROUTE WENT TO OR FROM SAN ANTONIO, TEXAS THROUGH EL PASO, TUCSON, FORT YUMA AND SAN DIEGO, CALIFORNIA.

LATE DELIVERY - WEST TO EAST

FEBRUARY 1, 1860



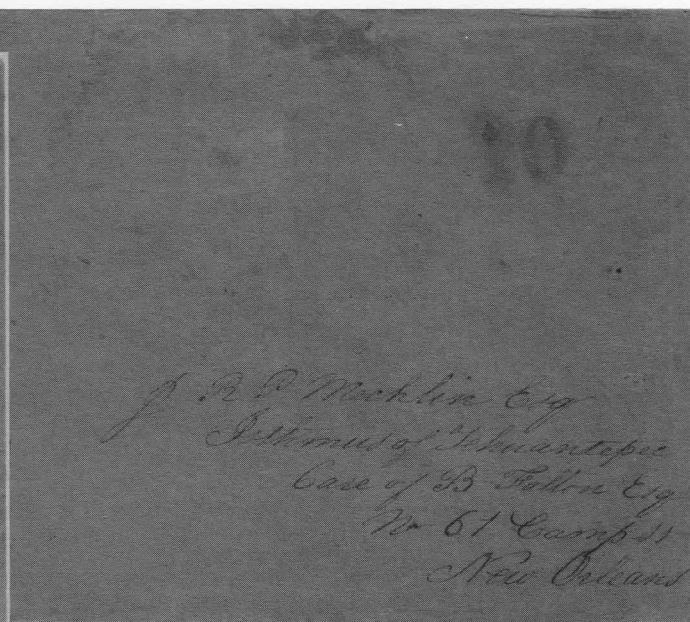
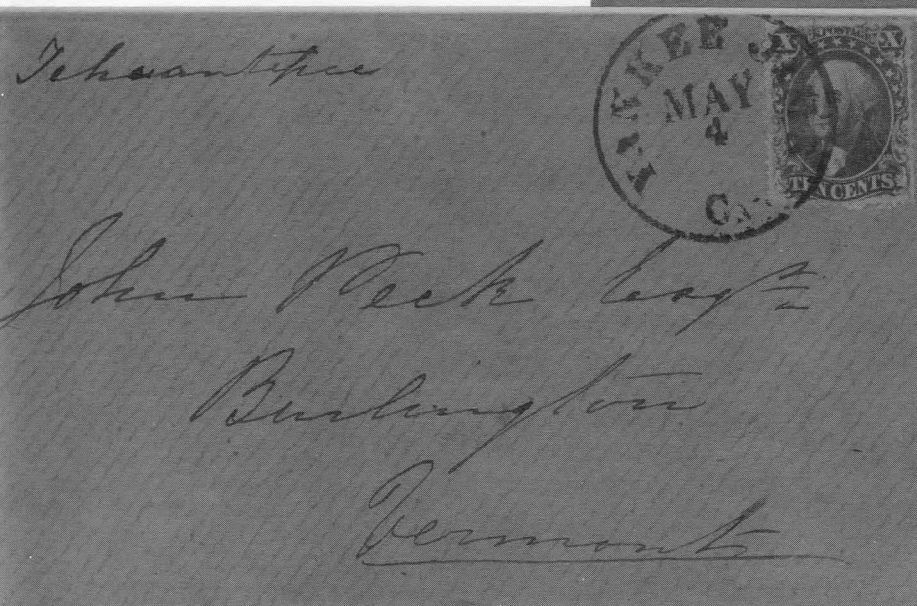
AUBURN, CALIFORNIA

GAYSVILLE, VERMONT

AS AUBURN IS EAST OF SACRAMENTO, THIS LETTER WOULD NORMALLY HAVE GONE ON THE CENTRAL OVERLAND ROUTE, BUT DUE TO LARGE SNOWFALLS, IT WAS DIRECTED SOUTH "VIA VISALIA, FORT TEJON ETC."

VIA TEHUANTEPEC

MAY 4, 1859



YANKEE JIM'S, CALIFORNIA MAY 4
VENTOSA, MEXICO - OVERLAND ACROSS ISTHMUS OF TEHUANTEPEC - MINATITLAN, MEXICO
NEW ORLEANS USPO BURLINGTON, VERMONT

TO THE ISTHMUS OF TEHUANTEPEC

THIS TWICE MONTHLY ROUTE WAS IN USE FROM OCTOBER 1, 1858 UNTIL SEPTEMBER 28, 1859.
ALTHOUGH THE TEHUANTEPEC WAS ABOUT 2000 MILES SHORTER THAN PANAMA,
LESS THAN 35,000 LETTERS WERE CARRIED IN THE ONE YEAR OF OPERATION.

LETTERS HAD TO BE INSCRIBED "VIA TEHUANTEPEC" FOR CARRIAGE.

QUADRUPLE RATE

MARCH 11, 1859



NEW ORLEANS MARCH 11 - "VIA TEHUANTEPEC" ROUTE - SAN FRANCISCO
OF THE SURVIVING MAIL, VERY FEW EAST - WEST COVERS ARE KNOWN.

THE "BUTTERFIELD" OVERLAND ROUTE

DECEMBER 3, 1859



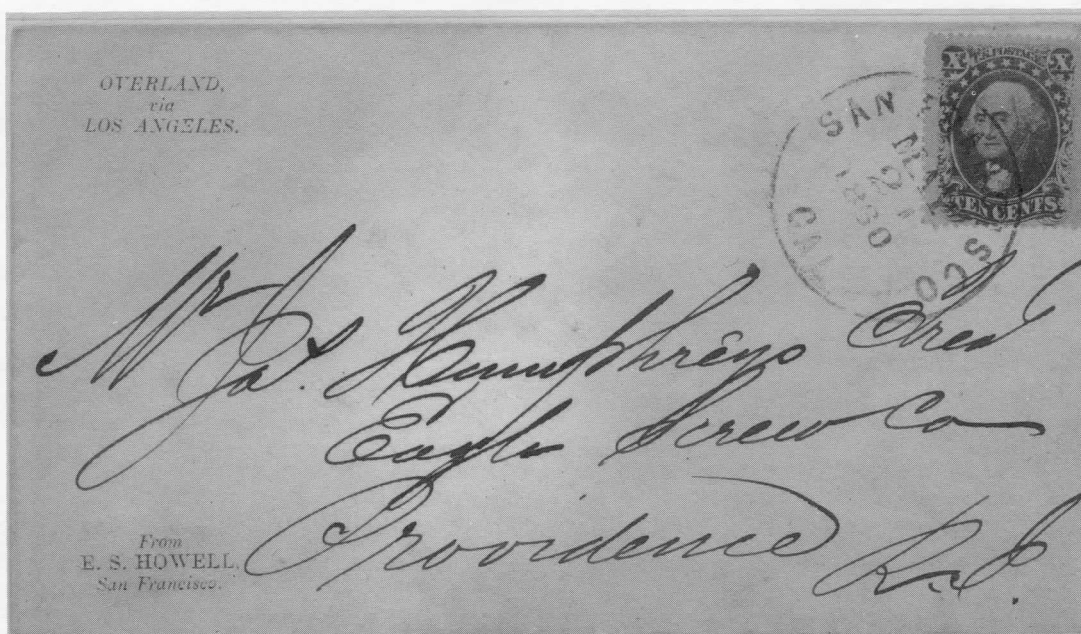
CAMPTONVILLE, CALIFORNIA

BURNHAM, MAINE

THE " BUTTERFIELD" OR "OXBOW" ROUTE OPERATED FROM SEPTEMBER, 1858 INTO JULY, 1861; IT WAS THE FIRST U.S. OVERLAND CONTRACT TO CONNECT SAN FRANCISCO WITH THE MISSISSIPPI RIVER CITIES. LETTERS HAD TO BE INSCRIBED "OVERLAND" OR THE EQUIVALENT.

THE OFFICIAL ROUTE WENT TO AND FROM ST. LOUIS OR MEMPHIS THROUGH FT. SMITH, ARKANSAS, FT. CHADBOURNE, TEXAS, EL PASO, TUCSON, FT. YUMA, LOS ANGELES AND SAN FRANCISCO.

MAY 27, 1860



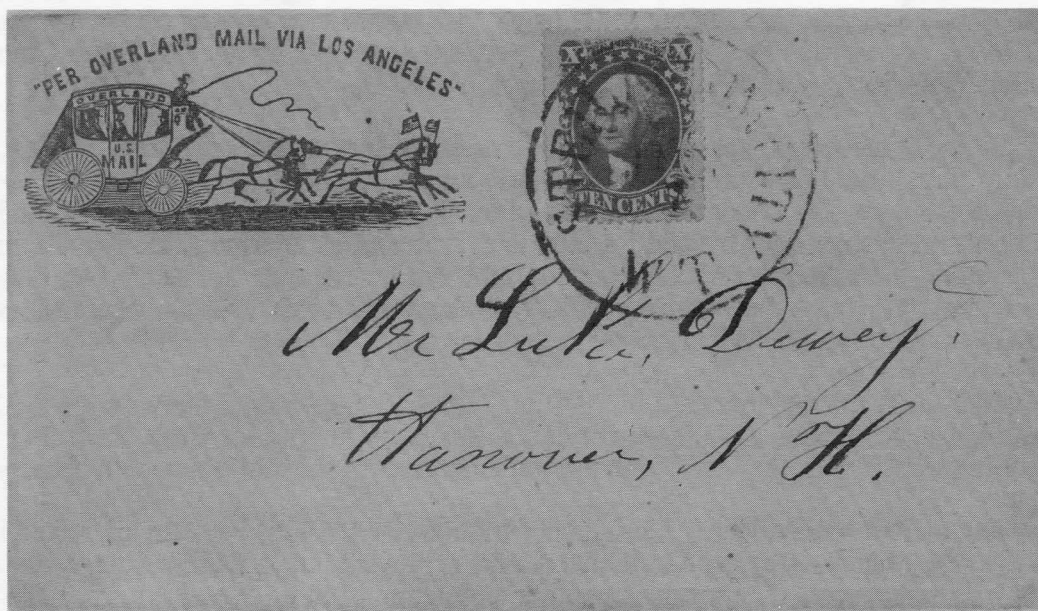
SAN FRANCISCO

PROVIDENCE, RHODE ISLAND

THE "BUTTERFIELD" OVERLAND ROUTE

STEILACOOM CITY, WASHINGTON TERRITORY

JUNE 7, CIRCA 1859



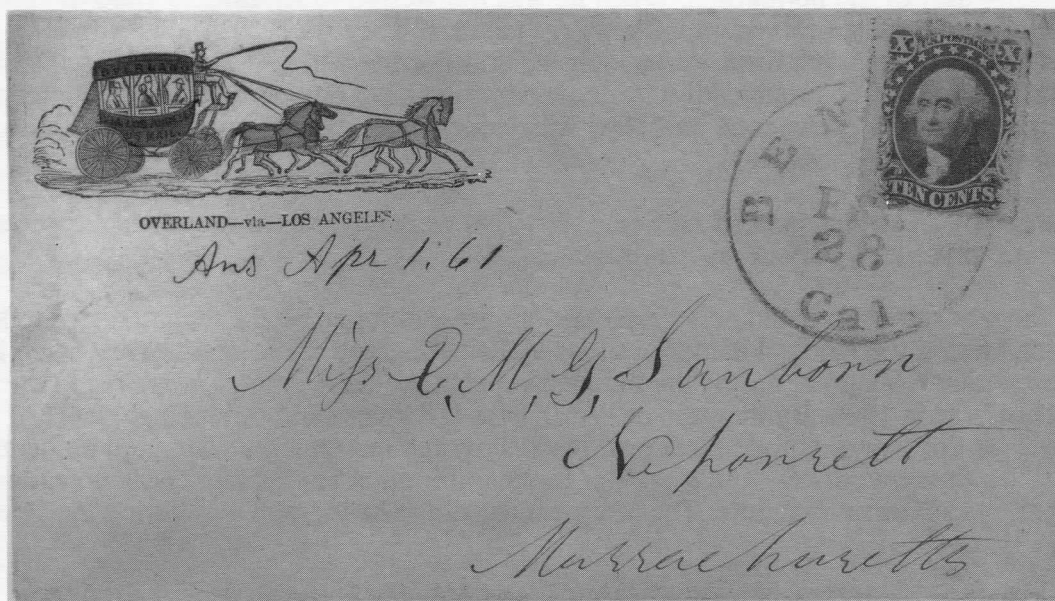
STEILACOOM CITY, WASHINGTON TERRITORY

HANOVER, NEW HAMPSHIRE

OVERLAND ILLUSTRATED "STAGECOACH" COVERS "VIA LOS ANGELES"

PAINTED

FEBRUARY 28, 1861



BENECIA, CALIFORNIA

NEPONSETT, MASSACHUSETTS

Editor's Message

George Jay Kramer, whose exhibit "Across the Continent" is continued in this issue, forwarded on to us an excerpt from a recently published book that sheds light on the origin of the term "Heliograph." The book, *The Telegraph: A History of Morse's Invention and Its Predecessors in the United States*, was written by Lewis Coe and published in 1992 by McFarland & Company, Inc., Publishers (Jefferson, N.C. & London). It reads in part:

"One of the most successful and widely used [marine] visual signaling systems [using seven blue-and-white flags], the heliograph, did not appear until 1865, long after most visual systems were considered obsolete. The factor that established the heliograph was the existence of the Morse alphabet of dots and dashes, widely used for land telegraph and submarine cable operations. The ancients understood the principles of reflected sunlight, but no one ever got around to devising a code for the letters of the alphabet. Signal codes of some type had existed long before Morse, but none of them ever reached a level of universal acceptance....

"The silvered glass mirror, invented in 1840 by Justus Liebig, paved the way for the heliograph. A heliograph comprises a plane mirror and a means for keying the flash according to the Morse code. Simple as it was, the instrument did not emerge until the mid-nineteenth century....

"...[A] young officer named Henry Christopher Mance (1840-1926) became interested in signaling with the sun. Mance, later to be knighted for his achievements in engineering, knew of the use of mirror instruments called heliotropes in the triangulation of India....

"The simple and effective instrument that Mance invented was to be an important part of military communications for the next 40 years. Limited to use in sunlight, the heliograph became the most important signaling device ever known. In preradio days, it was often the only means of communication that could span ranges of up to 100 miles with a lightweight portable instrument....

"In 1877, Chief Signal Officer Albert J. Meyer of the U.S. Army obtained some heliograph instruments from the British for experimental purposes. Meyer sent six instruments to Gen. Nelson A. Miles, who was assuming command of the Yellowstone Department in Montana. Miles became an enthusiastic user of the heliograph. When he was transferred to Arizona in 1886 to take command of the Apache Indian campaign, he saw it as the ideal place for heliograph operations. There were few roads and telegraph lines, and widely separated army commands were often at a disadvantage through lack of communication. Miles established a heliograph communications network throughout a large part of Arizona and New Mexico, taking advantage of strategically located mountain peaks for relay stations....

"Distances of 183 miles [record set Sept. 17, 1894] were never used in practical communication, 75 to 100 miles being about the maximum....

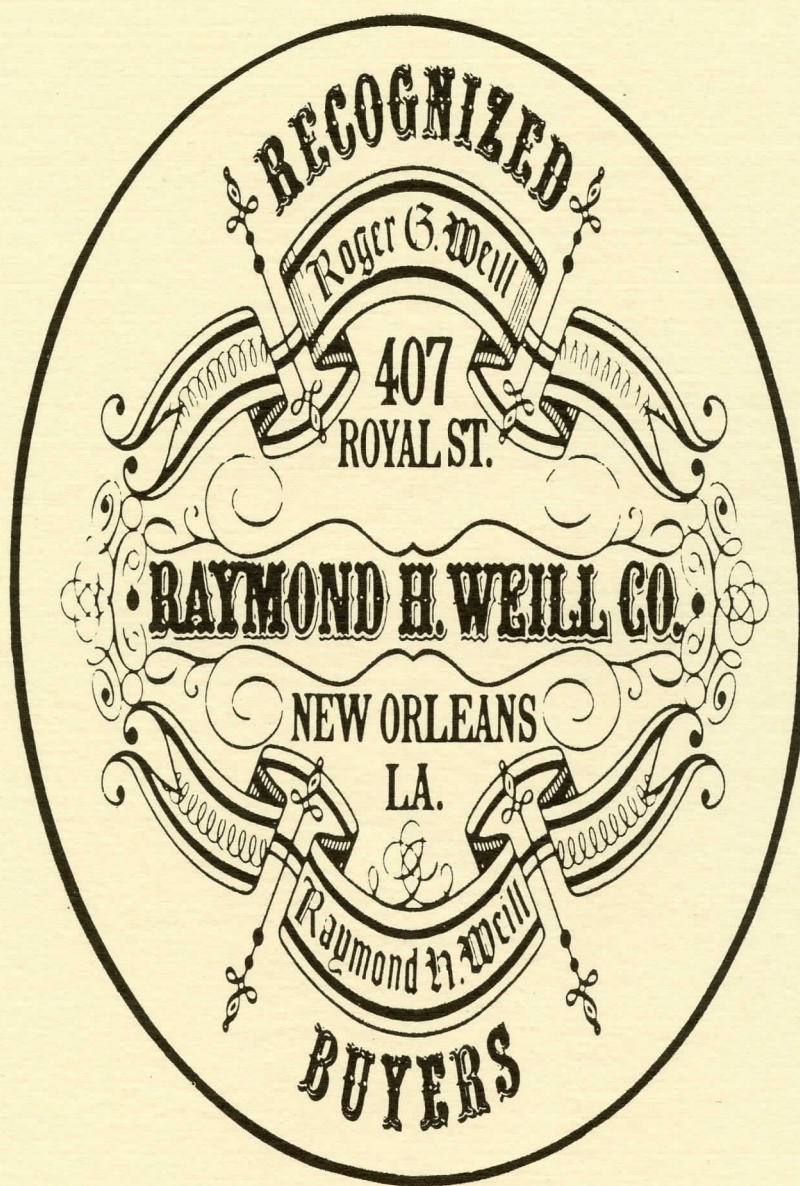
"Remnants of some of the old heliograph stations are still found on the mountaintops today. At Fort Bowie, Arizona, ceremonial demonstrations of the heliograph are sometimes staged on Bowie Peak, an important relay point during the Indian campaign.... The heliograph was used in the Spanish-American War in 1898. By the time of World War I, wireless and field telephones had pretty well taken over the army's communications, but heliograph instruments were kept on hand until the mid-1920s. Some were kept at Corregidor in the Philippines for backup communication with the mainland in case of radio failure. The last great use of the heliograph was during the Boer War in South Africa...."

Tom Todsén, a long-time writer and supporter of *The Heliograph* and the Postal History Foundation, informs me that he has published a 10th edition of his *New Mexico Territorial Postmark Catalog*, including more than 3,000 changes from the 9th edition. Hence, the book is now 225 pages, 50 more than the last edition. The price is \$15 plus \$2 for postage.

Betsy Towle informs me that bound volumes of volumes 4-6 of *The Heliograph* are now available for \$35 each, including shipping. She also notes that a limited number of bound volumes of volumes 1-3 are also available for the same price.

The Carriers And Locals Society has been lobbying me and numerous other journal editors to give a plug to its quarterly journal, *The Penny Post*. The Society is for those who collect U.S. carriers, local posts, independent mails, 19th century package expresses, plus all related fakes, forgeries and "phantasies." One issue I have, Volume 3, No. 4 (October 1993), features Steven M. Roth's research article on some of the short-lived Philadelphia Local Posts. Among those discussed are the Spence and Brown, Teese & Co., Auner's, City Despatch, City Express, De Ming's, T.A. Hampton City Despatch, G.S. Harris' Despatch, Morton's, Telegraph Despatch, T. Walter's Despatch, and Chestnut Street Line posts. Although it is not a usual practice for this journal to review or even mention other journals, this one is a keeper (not to mention a Gold Medal winner at STaMpsHOW '93!). An October issue article on "Ledger Dispatch: Apprehending a Fugitive Local Post" is fascinating and the other articles nearly so even for those with no interest in the area. The January 1994 issue features two articles on Priest's Despatch, a discussion by Calvet M Hahn entitled, "Did S. Allan Taylor sometimes tell the truth?" and other interesting material. Membership information from Lawrence LeBel, 40-2A Woodsedge Drive, Newington, CT 06111.

Finally, I would ask Foundation members to keep in mind that we have expanded the content of *The Heliograph* to include all U.S. postal history; rough or finished drafts of articles, article ideas or outlines and suggestions are always welcome. Thank you for your support--Dane S. Claussen.



This issue of The Heliograph is dedicated to Raymond H. Weill in grateful appreciation for almost thirty five years of generous support for the programs of The Postal History Foundation and The Arizona Philatelic Rangers.