



# Poway Stamp Club

## Newsletter

Sunday October 7, 2018

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### Poway Stamp Club

The Club goals are "to promote a closer social relationship among stamp collectors of Poway, San Diego and vicinity, and to assist in spreading the knowledge of stamps and the pleasures derived from stamp collecting to those interested in philately."

### Contact Us

Poway Stamp Club  
12675 Danielson Ct #413,  
Poway, CA 92064

Club E-mail  
PSCphilately@gmail.com

PSC Website:  
Sandiegophilatelibrary.org

## Next Club Meeting October 10, 2018

The next meeting will be held on **Wednesday October 10, 2018**. Please plan to attend and enjoy:

*A presentation on Printing Methodologies*

*By  
Thor Strom*

Meeting time: The meeting will begin promptly at 6:30 PM.

Meeting Place: 12675 Danielson Court, Suite #413 (in the back of the building), Poway, California 92064.

Please remember to bring your badge. The office phone number in case you need it is 1-858-748-5633.

On The Following Club Meeting: Wednesday Oct 24, 2018. The program will be:

*A presentation on French Revenues*

*By  
Bill O'Connor*

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## Club Meeting Presentations (2018)

Oct 10, 2018	Thor Strom	Printing Methodologies
Oct 24, 2018	Bill O'Connor	French Revenues
Nov 14, 2018	Bob Eygenhuysen	TBD

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## 2018 PSC Club Officers:

**President:** Thor Strom  
**V President** Bob Schappelle  
**Secretary:** Trice Klauber  
**Treasurer:** Bill Kolb  
**Roster:** Diane Maisonneuve  
**Librarian:** Bill O'Connor/  
Scott Boyd  
**Board (AL):** David Nourok  
**Board (AL):** Ray Hacecky  
**Prev. President** Tom Young  
**Auctioneer:** Duane Pryhoda  
**Director at Large:** Colin Fort  
**Phil. Library Manager:**  
Bob Eygenhuysen

## PSC Representatives:

**Fed Rep:** Bill O'Connor  
**S.D. Philatelic Council:**  
David Klauber  
Nick Soroka  
**Rep (AL):** Thor Strom  
Anne Wood  
**APS Rep** Trice Klauber

## **Stamp on Page 1**

Stamp Image on page one is a #143L3 – 1861 \$1 Red, Pony Express Stamp.

In April 1861, Wells Fargo took over the Pony Express routes west of Salt Lake City. To advertize their company, they hired Britton and Company to print stamps for the eastbound mail from California. The red \$1 stamp was used to cover the fee for a ½ ounce letter and was used from July 1861 until October 1861.

The Pony Express stamp only covered the part of delivering the letter the Pony Express riders did. At the end of the run, the letters would be turned over to the Post Office to be delivered by the postal service, so on covers an additional stamp was also required.

## Club Notes:

1. **SWAPEX** – Is held on the first Saturday of every month in the Philatelic Library. The next one will be on Saturday **October 6, 2018**. 9 AM to 1 PM. SWAPEX is a friendly and informal stamp exchange.

2. **SANDIPEX – Sunday Oct 14, 2018**

**San Diego Philatelic Expo SANDIPEX Stamp Show**  
**Free Admission! – Free Parking!**  
**Doors Open from 10am – 4pm**

The show is now located just 4 blocks to the north of the Philatelic Library on Poway Road. The show is held at the Benevolent and Protective Order of Elks Lodge #2543, 13219 Poway Road Poway, CA 92064 . The following is the current list of 2018 Sandipex Monthly show dates.

Oct/14/2018  
Nov/11/2018  
Dec/09/2018

3. **Club Participation** – All Club and Library members are encouraged to provide input for the bi-monthly newsletter. Please submit items for consideration to the Club Secretary at [Indysmama@gmail.com](mailto:Indysmama@gmail.com).
4. **Support your Club** – With **45 active members**, the PSC is San Diego County's most active Stamp Club. Feel free to forward this Newsletter to anyone you think may find it interesting. You may also support the club by joining the APS.
5. **Preparations for Holiday Party** – The Club has confirmed that we will be celebrating the holiday this year with a dinner/gathering. You may begin donating items as prizes for the festivities to Thor Strom. Items may be either Philatelic or other and have a value greater than \$10. Your support is greatly appreciated.
6. **APS Circuits** - Starting in January of next year the PSC will participate in the APS Circuits. Based on club member recommendations our Circuit selections will be discussed at our next regularly scheduled PSC meeting.

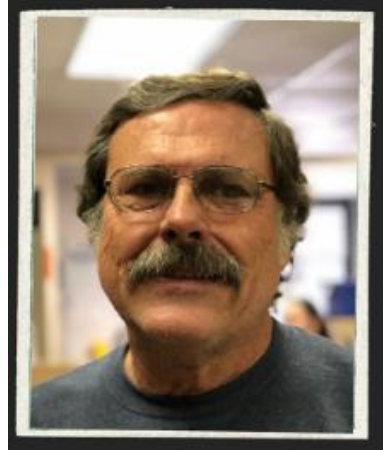
## SESCAL Show

The SESCAL show will be held October 12-14, Fri/Sat 10-6 and Sun 10-4. The show location will be at 2000 E. Convention Center Way Ontario, CA 91764.

Admission is free.  
Phone 909-937-3000  
Link: [Sescal.org](http://Sescal.org)

## Collector Spotlight!

By: Jon Schrag



The Poway Stamp Club Newsletter highlights a collector in each issue. Today's spotlight is on **ALEX STANTON.**

There are many different approaches to successful and satisfying STAMP COLLECTING. One of the most interesting and aggressive strategies has long been implemented by our favorite "auction bidder" ALEX STANTON. He is a brave and aggressive BUYER of large high-quality (sometimes expensive) auction lots and collections! He buys quality lots that most average collectors cannot afford...then expands and refines. He has developed incredibly interesting ZEPPELINS, GERMAN STATES, and INFLATION collections. But ALEX faces a common problem. He has a backlog of collections and large lots that will need months or years of work (including 30,000 covers). Fun, fun, fun but it will take time!

In daily life Alex is one very intelligent and professional mechanic. He owns successful SMOG TEST facilities and is a lodestar small businessman. He has been married for 30 years. He and his 5 boys (and wives) and all 7 grandkids enjoy living together in the same large house so there is never a dull moment. There is ample potential for NEW COLLECTORS in his family! Congratulations ALEX STANTON!

## San Diego Philatelic Library

The San Diego County Philatelic Library is a not-for-profit philatelic library in Poway, San Diego County, California. Operated by friendly volunteers, your stamp library consists of approximately 16,000 volumes of books, monographs, catalogs, and periodicals.

### Library Loose Stamps

The Philatelic library provides a large bucket of assorted stamps for visitor inspection. Please remember to always leave a suitable contribution for any stamp items removed from the bucket.

### Library Hours:

The Library hours vary based upon who can take a shift, the hours usually are:

10 to 2:00	Monday
12 to 5:30	Tuesday
12 to 3:00	Wednesday
?	Thursday
?	Friday
1 to 5:00	Saturday

Plus additional hours by appointment only.

Before you visit please call to verify staffing is available.

1-858-748-5633.

### Website:

[Sandieophilateliclibrary.org](http://Sandieophilateliclibrary.org)

## Editors Corner

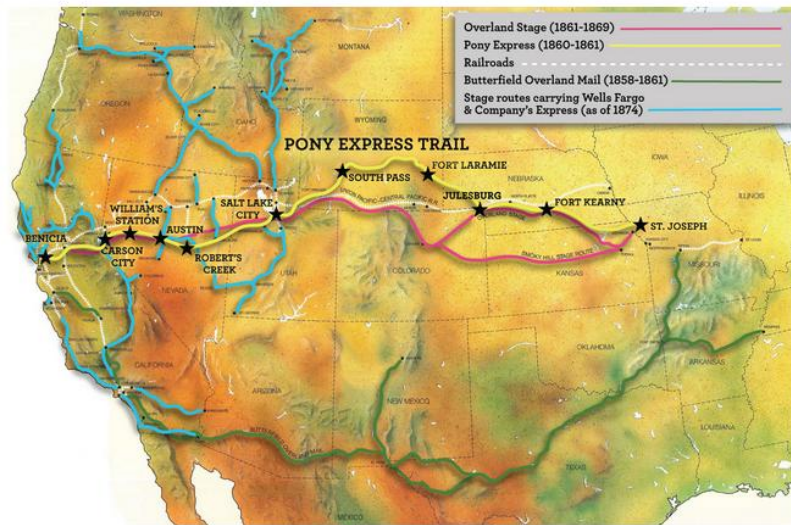
By David Klauber

### GENOA & THE PONY EXPRESS



The General store in Genoa was used by **Wells Fargo** to conduct its business. The company's agents, Abraham Klauber and his brother-in-law Henry Epstein, also became local agents for the Pony Express. Letters targeted for the Pony Express needed to be at the store no later than 7 o'clock, P.M. every Saturday. The Pony Express route went through Genoa for a total of 19 1/2 Months, from April 3, 1860 to November 20, 1861.

The Pony Express was established by the freighting firm of Russell, Majors and Waddell, who wanted the lucrative United States mail contract to California. The freighters felt the central route of 1,943 miles from St. Joseph, Mo., to San Francisco would give them the edge, since the United States Congress wanted faster communication with California.



**Pony Express Trail**

In 1860, the territorial telegraph line or "grape line" was not at all dependable for news from either California or from "the States." However, in contrast, the Pony Express riders were a constant channel of important communications. The information from both east and west was delivered to and through the Territory first weekly and then later, twice weekly. The service was praised as "an institution worthy of all admiration and patronage; its success has proven conclusively that the Central Overland route is the best yet traveled with ponies or other animals." The Pony Express was an important link with the outside world. It was a lifeline of information for the local papers that brought in the latest news and reports on the festering slave question in the East. The communications were even more important during this period since the country was leading up to the start of the Civil War.

The Pony Express carried westward the information regarding the secession of South Carolina on December 20, 1860, followed by Mississippi, Florida, Alabama, Georgia, Louisiana, and Texas. Together they formed the basis for creation of the Confederate States of America, with Jefferson Davis as their president. In 1861, the service delivered word of Abraham Lincoln's March 4<sup>th</sup> inauguration message in record time, the fastest ever at seven days and seventeen hours. The Express later carried the news that the Civil War had begun when the Confederates fired on Fort Sumter on April 12, 1861.

On April 3, 1860, the first east bound rider from Sportsman Hall Station, named Warren Upson, arrived at the home station of Genoa. Nineteen-year-old Warren had received the express mail from rider William (Sam) Hamilton, who had carried it all the way from Sacramento having changed horses six times before passing the mail on. Warren charged into Genoa from the south and stopped directly in front of Abraham's Store. From across the street another man brought a fresh mount from the livery Stable and then the next scheduled rider was off again in a minute. From Genoa the new rider traveled on to Carson City, Clugagis, Buckland's and finally to the next home station located at Carson Sink it was a ride of nearly seventy four miles. The first west bound Pony Express rider travelled from St. Joseph, Missouri via Carson City and arrived at the Genoa Station on the evening of April 12, 1860. The rider encountered serious problems when he crossed the Sierra Nevada Mountains from Carson Valley to Placerville where he encountered snow, four foot deep. A narrow mule path had been opened and was occupied for miles by pack trains on their way to the mines. In order for the rider to pass, he was forced to dismount and break a path around each mule, which caused a several hour delay before he arrived in Sacramento at 5:30 p.m. on the 13<sup>th</sup>. The mail he carried had already traveled more than 1711 miles in nine days out of St. Joseph, Missouri. The Pony Express, with the capability to deliver news from coast to coast in ten days was an impressive accomplishment.

This unidentified rider carried the precious cargo in a specially designed saddlebag called a *mochila* (mo-kee'-ya).



The *mochila* was thrown over the saddle and held in place by the seated rider. Located at each corner of the *mochila* was a pocket known as a cantina; two were in front of the rider's thigh and two behind it. The bundles of mail in each cantina were wrapped in oiled silk to keep them dry during the journey. Together, the four cantinas had a speculative maximum capacity of up to twenty pounds; however, the concrete reality is that the first Pony Express transport carried just seventy letters, which generated an income of only \$350. Regrettably for the Express, future transports would never come anywhere close to carrying the maximum capacity.



*Wells Fargo Envelope Frank  
Courtesy David Klauber*

The original cost of sending communications via the Express was \$5 per half ounce or fraction thereof for the entire route, and \$3 for a half ounce from San Francisco to Salt Lake City, making a “fully loaded” mochila potentially quite valuable at over \$3,000. But even the best laid plans of mice and men go awry, as records show, the most valuable trip ever taken by the original express was made in August of 1861; the Cantinas on this trip carried no more than 424 letters. Unfortunately, by this time the cost of sending a letter had dropped by 75% to only \$1.00 a piece.

On May 14, 1860, David Kingsbury and John McDonald opened up a new toll road coming down from Daggett summit and into Genoa. This change improved the route; instead of the Express going over Luther Pass, it shifted to Daggett’s Pass, which made the trip 8.4 miles shorter and in the process, eliminated Woodford’s station from the route entirely.

The placement and distance between the relay stations was approximately twenty to twenty-two miles, which was determined primarily by the availability of water. Secondarily, this distance allowed for a horse and rider to maintain a reasonable pace without incurring serious physical damage. The availability of feed or water was of great consequence for the placement of new relay stations. Over the entire route only four remote stations needed to have water and food hauled to them. A home station was considered pivotal. It was better equipped than the remote stations and housed at least three to four riders, spare horses, the station keeper and from two to three stock tenders. Most importantly, it was the place in which one rider stopped and passed on his duties to the next rider. Occasionally a rider met another rider traveling in the opposite direction at the home station, but riders were just as likely to pass each other anywhere along the trail.

During the Paiute War the Pony Express was briefly disrupted. After Ormsby’s battle at Pyramid Lake on May 9<sup>th</sup>, 1860, the Pony Express continued to run for a short time, until June 11, when the St. Joseph station reported that no express from San Francisco had been received since the one that arrived a day late on the 29<sup>th</sup>, which contained only mails from Salt Lake City that were headed eastward. The rider carried a way bill into St. Joseph that stated “The Indians have chased all the men from the stations between Diamond Spring and Carson Valley. The pouch in which the express matter is carried is lost.” The rider’s message erroneously reported that the mail was lost or destroyed by hostiles, because it later arrived in St. Joseph four days late on June 1<sup>st</sup>.

The next scheduled Express was not started from California in consequence of the depredation committed by hostiles at the stations. The stations apparently were broken up and the agents chased off. The agent at Ruby Valley reported that three employees of the express at Dry Creek station, a John Applegate of Louisville, KY, Raphael Loseler of Camden near Lexington, Mo. and James S. Aulcutt of Utah had been murdered by Indians. On Thursday, May 31<sup>st</sup> express rider Thomas Flynn reported that the rider going east had been turned back at Dry Creek. It was not until June 28<sup>th</sup>, nearly a month later, that the St. Joseph station received eastbound mail again. The next west bound traffic did not arrive in San Francisco until June 25<sup>th</sup> having been shipped west from St. Joseph on June 10<sup>th</sup>.

When the service resumed, a correspondent of the *St. Louis Republican* described the Pony Express and its riders in the following way “No danger or difficulty must check his speed or change his route for the world is waiting for the news he shall fetch and carry. It is a noble enterprise, and as the express hurries down the street and across the river, and I think of the toll and peril of the way, my heart says, God speed to the boy and the pony!” During the Pyramid Indian War the Express became a target. In all, seven of the relay express stations were destroyed; sixteen employees were killed and over 150 of their horses driven away. The impact of the war on Russell, Majors and Waddell was a loss reported at nearly \$75,000 in both stock and equipment. Because a full scale war was averted at Pyramid Lake, the Express was disrupted for only a short period during June 1860 after which, the regular express schedule was resumed. W.H. Russell, President of the Express, reported in Washington on June 26<sup>th</sup>, “The report brought by the Overland Mail from California, in regard to the Pony Express being discontinued, is untrue. We are now running semi-weekly from each end of the route, and will arrive ‘regularly’ hereafter, as the Indian difficulties have been suppressed by the Government Troops.”

It’s not at all surprising that the Pony Express lost money. In the spring of 1860, at the very onset of the venture, the cost of hay climbed to \$500 a ton due in part to an extremely harsh winter and partly to the increased competition caused by the scramble of Californians trying to reach the Virginia City mines. Sadly, a profit associated with this venture was highly unlikely, if not impossible, except perhaps for the man who could grow hay. Once again, we find Abraham Klauber standing at the doorway as opportunity not just knocked, but literally crashed straight through. Stephen Kinsey’s testimony noted that Abe Klauber was the only man in the region who had any hay at all in 1860 and Abe began immediately to sell it at retail for “a few bits a pound for horses.” Fortunately, for the rest of Washoe, the scarcity of hay lessened by the following year which resulted in a lowering of the price from \$500 to between \$40 and \$60 per ton. Although the price was still high it was reasonably profitable for Abe.

Financial problems continually plagued the Pony Express enterprise, which adversely affected the employees. The almost forgotten station keepers, without whose help, success would have been impossible, toiled long hours often living under the harshest of conditions without the promise of regular pay. Even the Western Union Telegraph

Agents working for the Pony Express were not immune to the financial foibles of the enterprise. Frequently, these men did not receive their pay, and though disgruntled as they were, they remained faithful to the cause as revealed by the remarkable success of the express riders. One such agent was Richard "Dick" Elsworth, who was located at Fort Kearny. On May 3<sup>rd</sup>, 1861, he sent the following way bill to the Genoa Station where Abraham and Henry Epstein were acting as Wells Fargo's Express Agents.

*No doubt!* PONY EXPRESS WAY BILL.  
*Fort Kearney N. 5.* *May 3<sup>rd</sup> 1861*  
 From ~~St. Joseph, Mo.~~ to *Genoa Nevada Territory*

LETTERS.					TELEGRAMS.				
Rate.	No.	Prepaid.	Collect.	Free.	Rate.	No.	Our Ch'ges.	Prepaid	Am' rec' for Cal. Tel Co. Free.
DOLS. CTS.		DOLS. CTS.	DOLS. CTS.		DOLS. CTS.		DOLS. CTS.	DOLS. CTS.	DOLS. CTS.
<i>not a red</i>	<i>1</i>	<i>nix</i>	<i>nary</i>	<i>yes</i>					

*Elsworth*  
*apt. agent &*  
*Handy andy in genl*

**Way Bill sent via Pony Express 1861**  
*Courtesy Dick Epstein*

The unusual way bill received by Henry described Dicks' payment or lack thereof as follows: Under Way Bill Number was written "No doubt", under Rate Of, "not a red," cent, under Prepaid was written "nix", under Collect was "nary", and under Free was "yes." One can deduce based on the Express's financial hard times, that poor Elsworth had "nary a red cent" in pay. Within the way bill Henry received, was both a note and a letter for Mr. Mark Gaige, Genoa's "Law and Order Candidate" in 1858.



The note to Henry, the acting agent, illustrates Elsworth's humor and his apparent frustration with the Company.

**Note to Henry Side One**

Fort Kearny May 1/61

To agt. Pony Express – Genoa – Nevada

Dear Sir –

Having toiled all winter, night or day, hot or cold, (principally cold as blue blazes), Wet or dry, snowy blowy or otherwise as it happened for the Pony Exp, without getting a cent of remuneration, I now think myself only entitled to privilege of Franking this enclosed letter to my friend Mr. Gaige, which I accordingly do-,

Over

**Note other side**

If you are acquainted with him deliver it, if not, put in post office (if you have such an institution in your burg) & very much oblige

Yours respectfully.

Dick Elsworth

Tel opr & Pony Exp agents

The story of the Pony Express after its heyday was almost totally ignored for over half a century; those who could tell its story had long since perished. This is no truer than when it comes to determining the roster of riders who carried the precious “*mochila*” or letter bags that contained the letters and newsprint, from the Pacific coast to St. Josephs on the banks of the Missouri River.



*The Overland Pony Express George M. Ottinger.  
Courtesy Library of Congress, Prints & Photographs Division,  
[LC-USZ62-127508]*



GENOA Express Cover  
From a 2008 Robert A Siegel Auction Gallery Sale

**Wells, Fargo & Co. Pony Express, 10c Brown (143L7).** Two large margins, touched at top and barely in at bottom, tied by blue "Wells, Fargo & Co. Express Genoa" oval hand stamp over manuscript "Pony", lightly-struck "Wells, Fargo & Co. Express Aurora" blue oval hand stamp on 3c Pink entire (U35) with Wells, Fargo & Co. printed frank to San Francisco, from the Crittenden correspondence, with letter datelined "Aurora, Sept. 1, 1862",

On September 1, 1860, Carson City replaced Genoa as the home station. In the process, Genoa was demoted to a relay station and a place for the changing of horses. The completion of the transcontinental telegraph on Oct. 26, 1861, marked the final blow to the Pony Express. On November 20<sup>th</sup>, within twenty-six days of the telegraph's completion, the Pony Express was gone forever. Genoa and the Store had been an integral part of the achievements of the "Original" Pony Express, which had left an indelible mark and forever is romantically linked to the building of the American West.



## Member Classifieds

**Wanted:** Puerto Rico Town cancels. Bring to meeting. Will trade or buy. See member M. Marti PSC # 410.

**Wanted:** Imperial China, PRC, Manchukuo, Mongolia, Classic Mexico, U.S. 19<sup>th</sup> Century Proofs and Essays. U.S. 19<sup>th</sup> Century. See D & T Klauber at Wednesday PSC meeting or contact us at [Indysmama@gmail.com](mailto:Indysmama@gmail.com).

**For Sale:** Stamps at Bargain Prices, Come and see my Stock. By appointment so please call to set up a time. Home Phone: 858-271-0262 Mobile Phone: 858-449-3047 **Al Kish**



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[www.ShowgardMounts.com](http://www.ShowgardMounts.com)

Thanks to Chris Diaz at Stamp Paraphernalia for updating their PSC site information on the net.

Check out their online store for all your Philatelic supply needs.

Also StampNewsNow has updated their web information associated with the Poway Stamp Club

<http://www.stampnewsnow.com/clubmeetingguide.html#California> visit

Visit <http://stampnewsnow.com/>. *Stamp News Online (SNO) Magazine* is an *online only* monthly magazine for collectors of U.S. and Worldwide stamps and covers. Full of compelling articles with U.S. and Worldwide editorial content.



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## Stamp News:



There are new USPS Stamps to be issued in September/October 2018 \*

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## Remainder of 2018

### USPS Stamp Releases

Details and Images to follow in future PSC Newsletters

**Oct. 10, Kwanzaa.** One (50¢) forever stamp; Raleigh, NC; *Linn's*, Aug. 13, page 1.

**Oct. 11, Sparkling Holidays Santa.** Four (50¢) forever stamps; Pigeon Forge, TN; *Linn's*, July 23, page 8.

**Oct. 16, Hanukkah.** One (50¢) forever stamp; Newport, RI; *Linn's*, Aug. 13, page 1.

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## 2019 SCOTT CATALOGUES NOW AVAILABLE

**2019 Scott Standard Postage Stamp Catalogue Vol. 5**

Countries N-Sam

(C195)

MSRP: \$134.99

**AA Price: \$99.99**