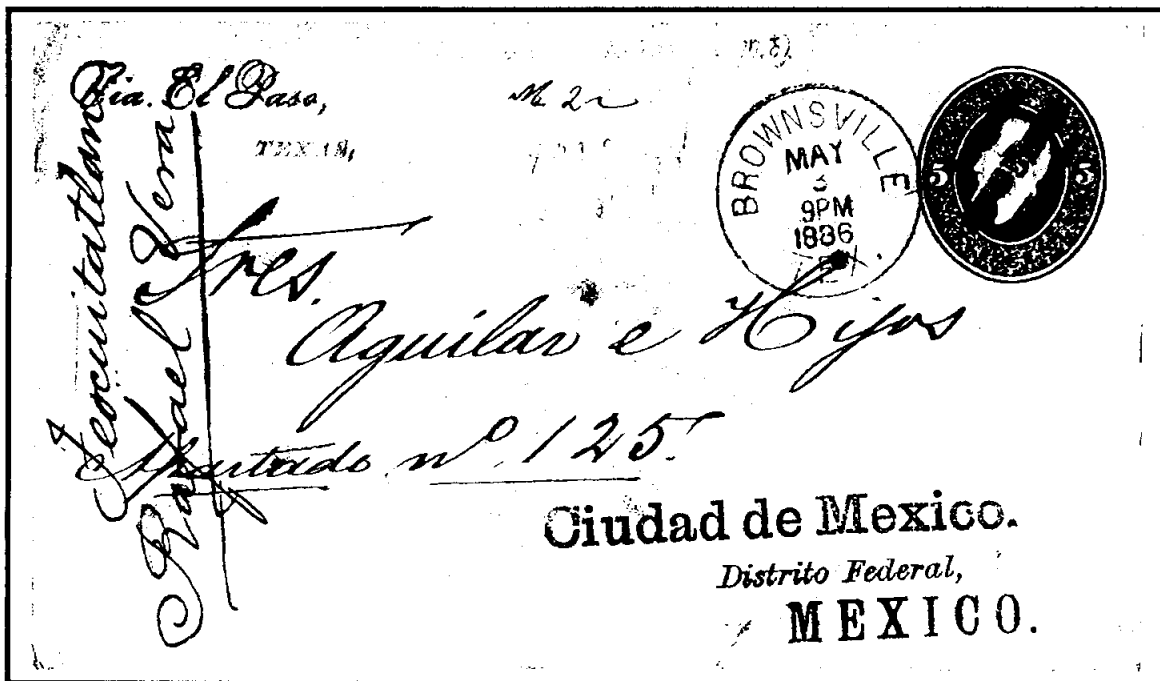
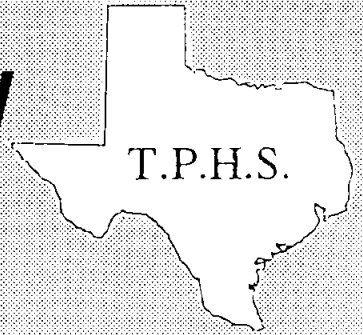


The
Texas Postal History Society
Journal



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Note: The next issue (May) will include TPHS Auction No. 15 with its very fine array of available Texas material. Last year's consignors should be pleased to finally get some action.



On the Cover

A commercial letter posted at Brownsville on May 3, 1886 to a business in Mexico City. This is a 5-cent entire, U-224, with brown postage indicia on oriental buff paper printed 1882-86 by Plimpton Manufacturing Co. and Morgan Envelope Co. The Brownsville CDS is black with a "Via El Paso, Texas" printed in light purple at upper left. It's hard to believe the letter actually travelled by that route. Backstamps include a purple rectangular Brownsville company handstamp and a blue oval Mexico City receiving mark dated May 12, 1886.

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(Dues to The Texas Postal History Society are \$10 per year payable to the Secretary-Treasurer.)

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From the President . . .

As you have probably noticed, with this issue of the *Journal*, we have a new Editor, Jim Stever of Corpus Christi. Your officers were pleased to be able to recruit Jim, an experienced researcher and collector of Texas Postal History. Jim assumed the post with this issue.

We all want to thank Martin Margulis for all of his work as *Journal* Editor during the past two years. We wish him well as he continues his postal history pursuits -- especially Travis County -- along with many others.

As usual with any editor, Jim will need articles and comments on many facets of Texas postal history. It will be up to the membership to fill this void. And the membership is YOU! Writing an article for publication is a great way to let fellow collectors know what you are collecting. Let them also know if you're researching a special cancel or anything else. Besides presenting something interestingly significant, you may get surprising information or different facts that may stir up some controversy! Regardless, you'll be having fun and be contributing to Texas postal history information. And that's what its all about.

The APS Ameri-Stamp Show to be held in Houston will soon be here. As announced in our last *Journal*, we have scheduled a meeting of the Society on Saturday, February 14th. The agenda calls for a business meeting, a live presentation, followed by a "swap and sell" session. Bring your spare covers and postal cards for this part of our program.

Just before the holidays, I received a new book catalogue entitled Books On Texas And The West published by the Texas A&M University Consortium. It has a fabulous listing of titles put out by Baylor University, Southern Methodist University, Texas Christian University, Texas Review Press, Texas State Historical Association, University of North Texas, *Dallas Morning News*, and Winedale Publishing. It contains 55 pages of books and audios which give a wide range of background material for the historical philatelist. The titles are diverse and range from the Alabama-Coushatta Indians to The Empire Builder in the Texas Panhandle. This free catalogue can be ordered at toll-free number -800-826-8911. Ask for catalogue SBTX.

Hope some of you are working on an exhibit for the first Bill Emery competition.

That's it for this time.

Good collectin',

From the Editor . . .

All of you who are veterans are well aware of the old military dictum, "Never volunteer for anything." so here I am volunteering to be the Editor of our journal. The Society needed an editor or it might collapse. Our journal is what we are all about. I have edited other publications and I've written my own postal history book so I know how to do this and am confident we can continue to have a quarterly journal.

But I can't do this alone. An editor without something to edit becomes a useless commodity. My predecessor, Martin Margulis, needed material for each issue of the *TPHS Journal* and so did his predecessor, Bill Emery. And I will too! Contributions by the members are the life blood of our publication. It isn't enough to just be a reader. You must become a writer also.

Each one of us has interesting items in our collection. For example, a favorite advertising cover, a Texas DPO cover, an historical cover, an unusual marking, a celebration artifact, etc. I know you have something and I know you can write about it if you'll just take the time. It's easy. Just tell it like you were talking about it. And I'll do the same. Like previous editors, I will occasionally tell about something in my collection, but I can't do it all. I need your help.

As for editing, I intend to do just that. I will try to put out a polished product. The appearance will be slightly different, retaining some of the changes made the last two years and returning to some of the "old" ways. I trust you will enjoy the forthcoming issues.

Jim

Help . . .

Martin Margulis has a World War I airmail cover addressed to Call Field, Wichita Falls, Texas. Does anyone know anything about this facility? Martin has a potentially very interesting postal history story to tell us. If you have any information contact Martin at 4159 Steck Ave., Apt 11311, Austin, TX 78759-8512 or call 512-343-6785.

CIVIL WAR POST ROUTES

An official announcement entitled LAWS OF THE UNITED STATES, Public-No. 18. An ACT establishing certain post routes. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, THAT the following be established as post roads: (Routes for all states were announced. The Texas routes are shown below.)

TEXAS.

From Indianola, Calhoun county, via Green Lake and Kemper's Bluff, to Goliad.

From Hempstead, in Austin county, via Buckhorn, Bellville, Forkstown, Industry, New Ulm, and Frelsburg, to Columbus.

From Cora to Comanche, in Comanche county.

From Crockett, via Alabama, Houston county, Leona, Leon county, Wheelock, Robertson county, Port Sullivan, Milan county, and Cameron, to Belton, Bell county.

From Gainesville, Cook county, via Montague, Montague county, and Henrietta, Clay county, to Fort Belknap, Young county.

From Gainesville, to Decatur, Wise county.

From Decatur to Montague.

From Hamilton, Shelby county, via William P. Palley's, Sabine county, to San Augustine.

From Mount Pleasant, Titus county, to Paris, Lamar county.

From Paris to the mouth of Boggy, in Lamar county.

From Buchanan, via Monmouth Springs and Alvarado, to Waxahachie.

From Bonham, Fannin county, via Flag Spring, Ladonia, and Heart's Mill, to Sulphur Springs.

From Brownwood, via Lampassas Springs, to Austin City.

From Indianola, via Texanna, to Hallettsville.

From Owensville, Robertson county, to Cameron, in Milan county.

From Hillsboro', Hill county, via Crimea, Covington, and Buckannan, to Weatherford, Parker county.

From Austin, to some point on the overland mail stage route from Saint Louis to El Paso.

From Marshall, Harrison county, to Coffeerville, Upshur county.

From Weatherford, Parker county, via Veal's Station, Prairie Point, Denton, and Pilot Point, to Sherman, Grayson county.

From La Grange, Fayette county, to Evergreen, Washington county.

From Jefferson, via Coffeerville, La Fayette, and Pittsburg, to Quitman.

From Indianola, via Saluria, to Brazos Santiago, along the beach.

From Waco Village, via Buchanan, Fort Worth, and Denton, to connect with the overland mail either to Sherman or Gainesville.

Blow-up of 1861 newspaper column. Official records of the Confederate Post Office Department do not show any of these routes discontinued or curtailed during the first year of the Confederacy. However, some of these routes may well have been discontinued later.

The above was printed in the National Intelligencer, Washington D.C., on March 9, 1861. This date is slightly over a month after Texas seceded from the Union. At that time the U.S. Post Office department was still handling mail in the southern states. However, by June 1, 1861 the Confederate postmaster general, John Reagan of Texas, assumed control of all southern postal operations. The fledgling Confederate POD, hard-up for cash, retained some existing federal post routes but abandoned others as unnecessary.

BILL EMERY'S LAST RESEARCH PROJECT

-- WELLS FARGO MAIL IN TEXAS --

The following was supplied by Nonie Green. According to Nonie, Bill Emery realized that information on Wells Fargo mail in Texas was sorely lacking and needed to be researched. He contacted several Texas collectors to see if they owned Wells Fargo covers. From their responses a number of covers were examined, some of which are shown in his article which follows.

Bill and Nonie had several telephone conversations concerning the Wells Fargo search. While a few individuals could come up with a smattering of knowledge no one could provide anything of consequence. This included John F. Leutzinger's The Handstamps of Wells Fargo & Co., 1852-1895. Bill decided to go to the original source and contacted the Wells Fargo Museum in San Francisco. They provided him with photo copies of some information. Bill planned to meet with the curator during PACIFIC '97. As we all know, he died unexpectedly about six weeks before that show.

Before his death Bill had sent to Nonie the following article for her to critique. Included are printed guidelines for Wells Fargo messengers, information which was evidently supplied by the museum. This data may be lengthy and of minimal interest but to deny this information to TPHS readers would not conform to Bill's wishes and it could be lost or unavailable to future researchers. Thus it is included herein.

With her interest piqued by Bill Emery's research and her discussions with Bill, Nonie Green has added some observations of her own which are included here as an addendum to the Emery article.

The Editor

**A BRIEF LOOK AT WELLS FARGO & COMPANY,
TOGETHER WITH THEIR EXPRESS OPERATIONS IN TEXAS, 1857-1895**

By William H. P. Emery

Wells Fargo was a large and diverse company that became famous throughout the west for its stagecoach lines, its shipping of gold, and its many branches of the Wells Fargo Bank.

Wells, Fargo & Company was organized by Henry Wells, William G. Fargo, and several associates who gathered at New York City's famed Astor House on March 18, 1852 to form a new express and banking company. Four months later, on July 13th, the company opened its first office on Montgomery Street in San Francisco. Within one year the company had established itself as a dependable shipper and honest banker throughout northern California. In February 1855 a financial panic forced the Wells Fargo Bank in San Francisco to close its doors for three days. They weathered this early storm, helped out by company branches in other parts of northern California, and have been in continuous business ever since.

In 1857 Wells, Fargo & Company joined with the Adams Express, American Express, and National Express to form the Overland Mail Company which contracted for twice-a-week mail service between St. Louis and San Francisco. This line, nicknamed the Butterfield Line after its president, John Butterfield, extended 2757 miles from St. Louis through Fort Smith, Sherman, El Paso, to Fort Yuma, San Diego and on to San Francisco. Figure 1, shows a cover dated December 9, 1859 that traveled the entire length of the Overland Mail Line from San Francisco to St. Louis, and then continued by railroad to New York.

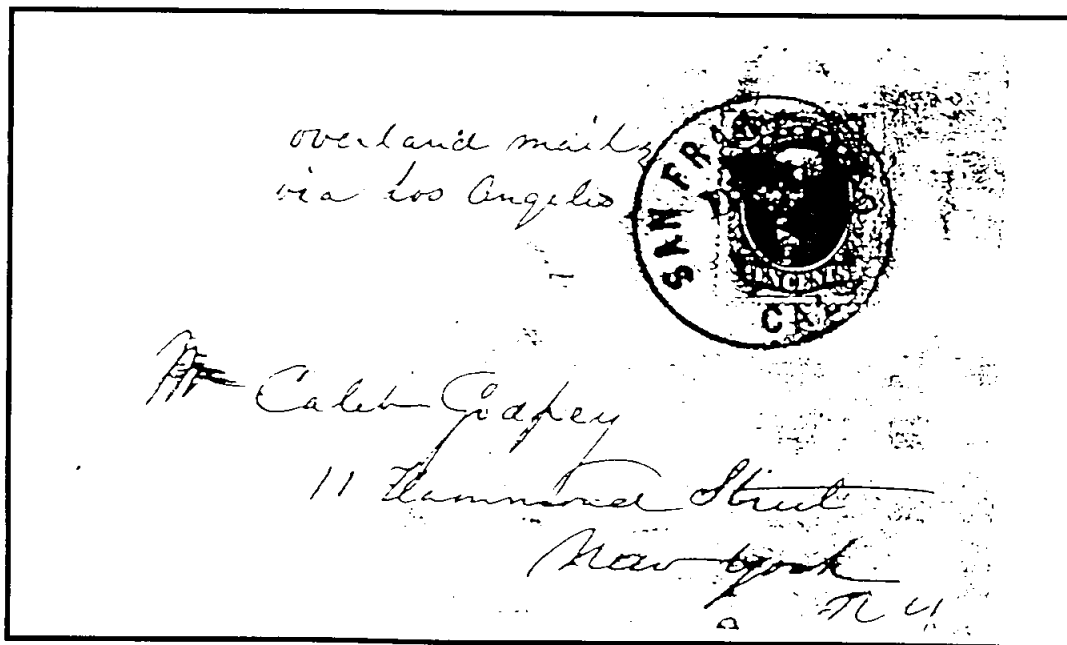


Figure 1

Even with this coast to coast overland route operating, news traveled slowly. The elapsed time from San Francisco to St. Louis was usually 23 to 25 days. Commonly a week additional time on the railroad was required to complete the transcontinental journey.

Partly in response to the vocal complaints of Californians about the slow pace of communications from East to West, the enterprise known as the Pony Express was conceived. It began service on April 3, 1860.

Again, Wells, Fargo & Company played a major role in this famed western legend, providing extensive financial help in the creation of the company known as the Central Overland California & Pikes Peak Express. The route these pony express riders raced over was 1996 miles in length between St. Joseph, Missouri and Sacramento, California. The trip took just ten days -- less than half the time of the Butterfield Overland Mail Company. However, the cost was a hefty \$5. per half ounce. With no government subsidy or lucrative mail contracts, the line soon became known as the "Clean Out of Cash & Poor Pay Express" (C.O.C & P.P.E.). Believing they could reduce costs for the Pony Express, Wells Fargo took over the western end of the route to Salt Lake City in 1861. They also cut the rate charged to \$2. per half ounce, but even this reduced rate was not enough to save the line.

On October 24, 1861 the transcontinental telegraph was completed and this spelled the end of the Pony Express. By the spring of 1865 all the intrepid young riders had ridden into legend.

Despite the decline of the Pony Express, Wells Fargo's operations continued to prosper. In 1866 the operations and profits were greatly enhanced during the process of incorporation. At that time they absorbed the Holladay Overland Mail and Express Company, making Wells Fargo the largest U.S. stagecoach and express company west of the Missouri River. It provided Wells Fargo control over almost all travel and goods moving throughout the West.

In less than 3 years however, completion of a transcontinental railroad would provide a challenge to this monopoly. On May 10, 1869, at Promontory, Utah the Union Pacific Railroad Line joined the Central Pacific Railroad Line, thus completing a rail connection from coast to coast.

Wells, Fargo & Company Express had entered the railroad era as early as 1856 when they made an agreement with the Sacramento Valley Railroad to carry gold from the Mother Lode around Folsom to river steamers waiting at Sacramento. In subsequent years this arrangement was expanded and soon their stagecoach network delivered goods and passengers to railroads throughout the West.

In 1869 Wells Fargo reached an agreement with their primary rival, Central Pacific Railroad, gaining an exclusive contract to carry all the express on the Central Pacific rail network. Throughout the 70's the Wells Fargo Company enjoyed unparalleled prosperity as the railroads continued their expansion into the western United States.

Meanwhile, railroads in Texas were slow in developing. At the end of 1879, there were only 2,440 miles of railroad track in the state, most of it in East Texas. Figure 2 is taken from the New Handbook of Texas and shows the distribution of rail lines in the year 1880. At that time there were less than 100 miles of track west of a line drawn from Denison through Fort Worth, Austin, San Antonio, and Cuero.

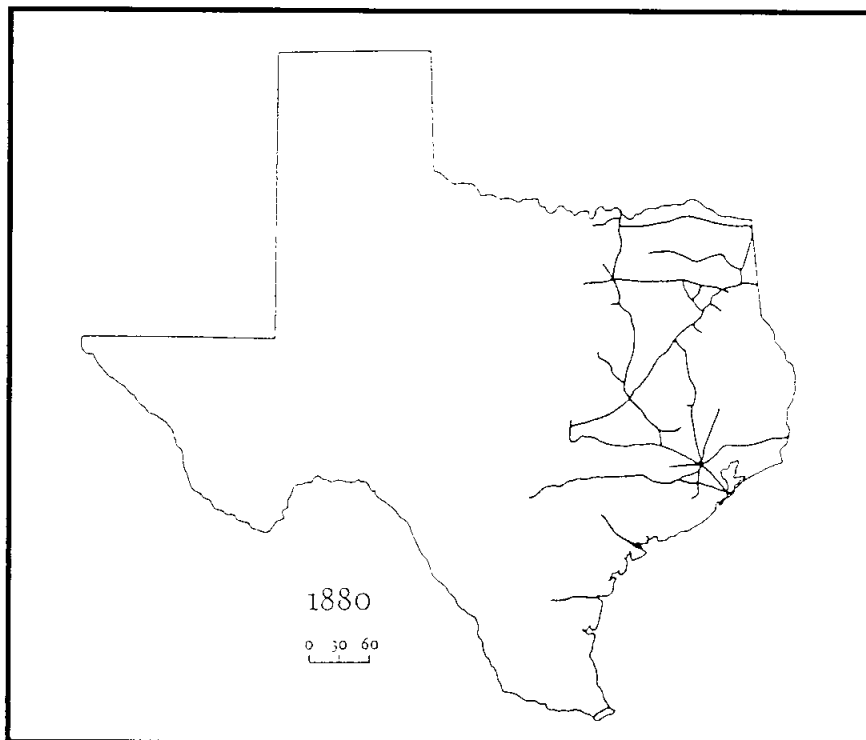


Figure 2

However, between 1880 and early 1883 two transcontinental routes were completed across the state. The Galveston, Harrisburg and San Antonio Railroad built across West Texas to El Paso, while the Texas and Pacific extended their tracks from Fort Worth west to El Paso. Figure 3 shows the Texas portion of an 1882 railroad map. This map depicts the two major cross-state railroads and the communities these lines served. The complete map was labeled "Map of the Central and Southern Pacific Railroads and Their Connections". It showed the western United States from the Mississippi River to the Pacific coast.

Figure 4 is a second map showing the portion of Texas served by Wells Fargo and Company. The original map was copied from a Wells Fargo Directory for the year 1883. The full map is titled, "Partial Map of Wells Fargo & Company's Express Lines".

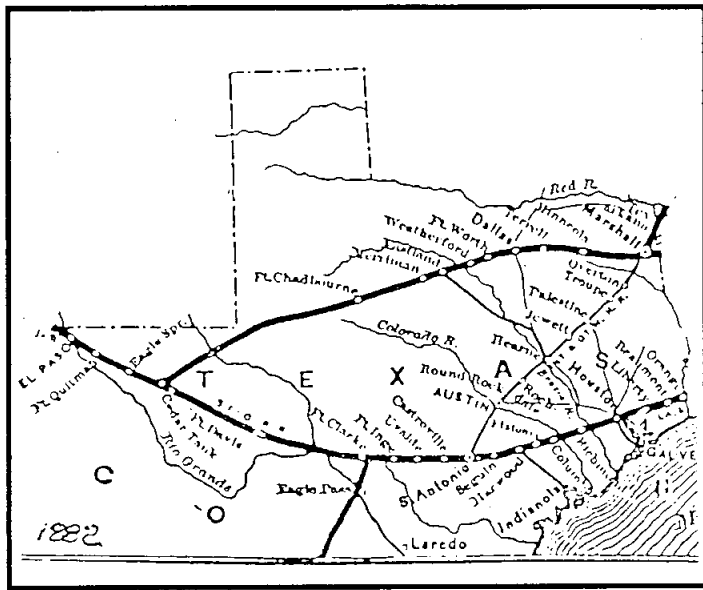


Figure 3

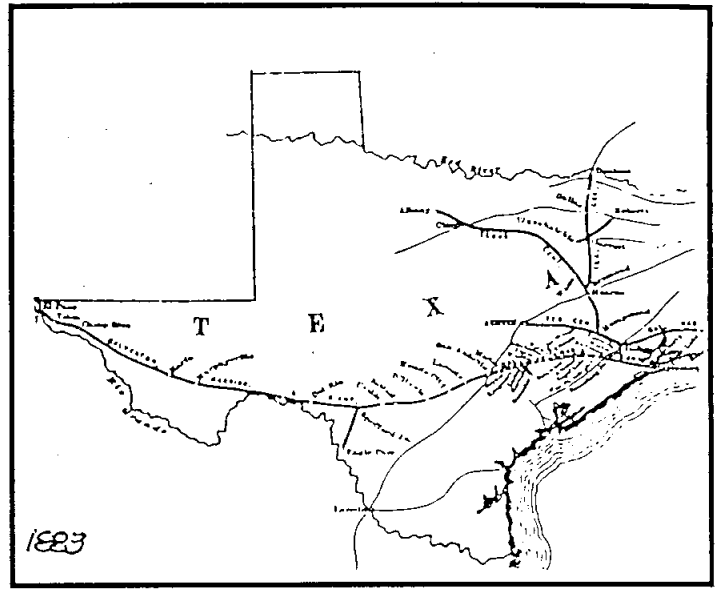


Figure 4

The type used on this copy is small and difficult to decipher so the writer has made a list of the communities he has been able to identify.

Texas Towns Shown on Wells, Fargo & Company Map

- | | | |
|-----------------------|------------------|----------------|
| *1. El Paso | 15. Lacoste | 29. Hempstead |
| 2. Ysleta | *16. San Antonio | 30. Austin |
| *3. San Elizario | 17. Marion | 31. Hearne |
| *4. Camp Rice | 18. Seguin | 32. Waco |
| *5. Marfa | 19. Kingsbury | 33. Albany |
| *6. Marathon | 20. Harwood | 34. Luling |
| *7. Murphyville | 21. Flatonia | 35. Eagle Lake |
| 8. Del Rio | 22. Columbus | 36. Garrett |
| *9. Eagle Pass | 23. Richmond | 37. Waxahachie |
| 10. Spofford Junction | 24. Houston | *39. Denison |
| 11. Uvalde | *25. Galveston | 40. Cisco |
| 12. Sabinal | 26. Liberty | 41. Roberts |
| 13. D'Hanis | 27. Beaumont | 42. Bremond |
| 14. Hondo | 28. Orange | *43. Shafter |

* Towns from which Wells Fargo covers have been recorded with Texas postmarks.

It is the assumption of this writer that there was a Wells Fargo employee or agent at each community or rail stop to handle moving money boxes, selling express money orders, receiving and sending mail or directing the movement of farm produce in Wells Fargo's refrigerated cars. Two communities, Marathon and Shafter, are included on the list despite their absence from the map. Marathon was on the railroad but was not given a name until 1883. Shafter is included both because a Wells Fargo cover is known from there and because it had a major silver mine from which Wells Fargo & Co. shipped much of the bullion taken from that mine.

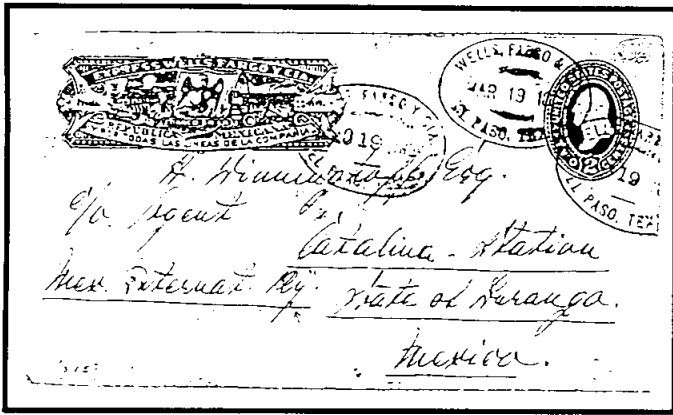


Figure 5

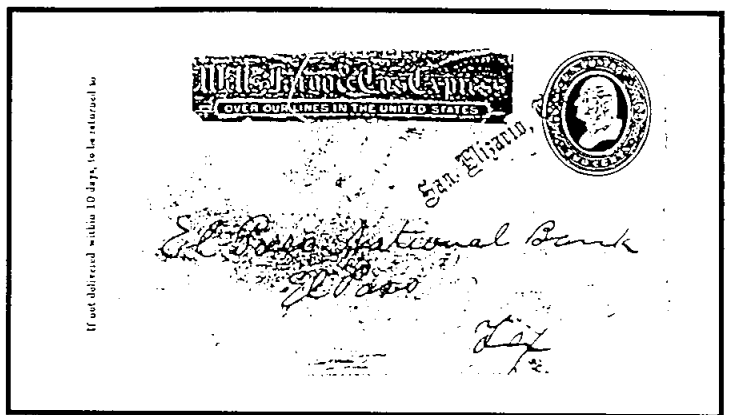


Figure 6

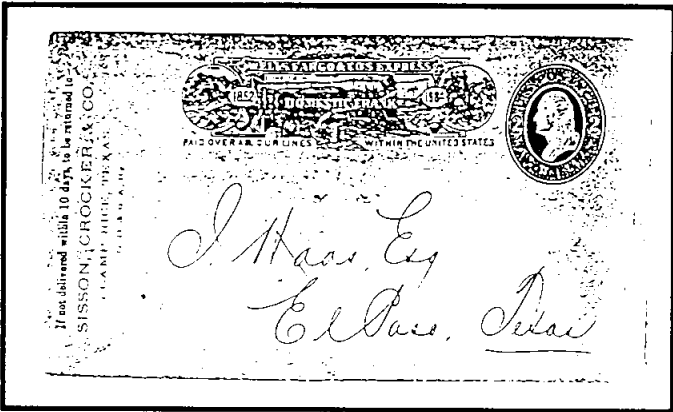


Figure 7

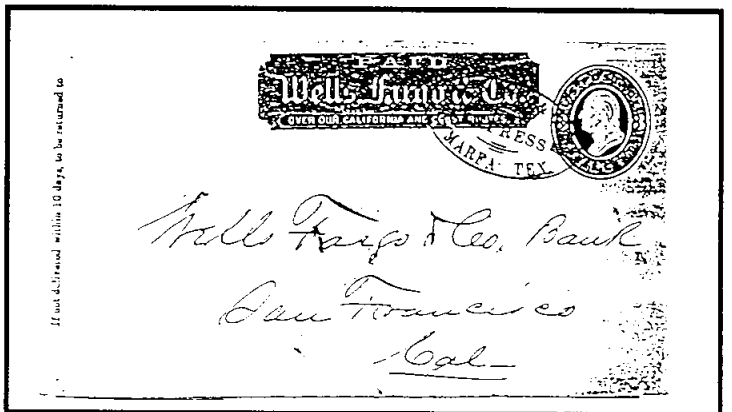


Figure 8

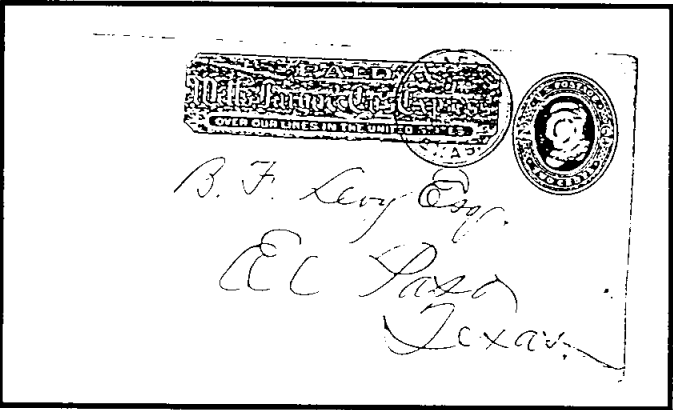


Figure 9

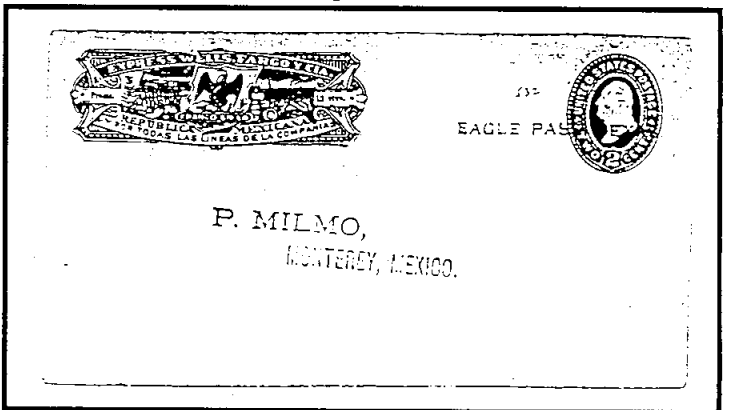


Figure 10

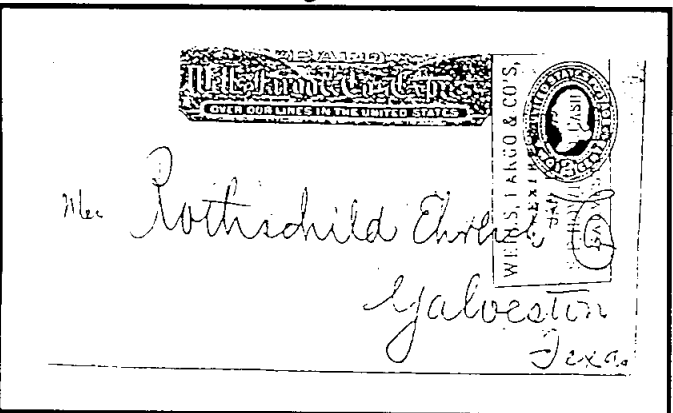


Figure 11

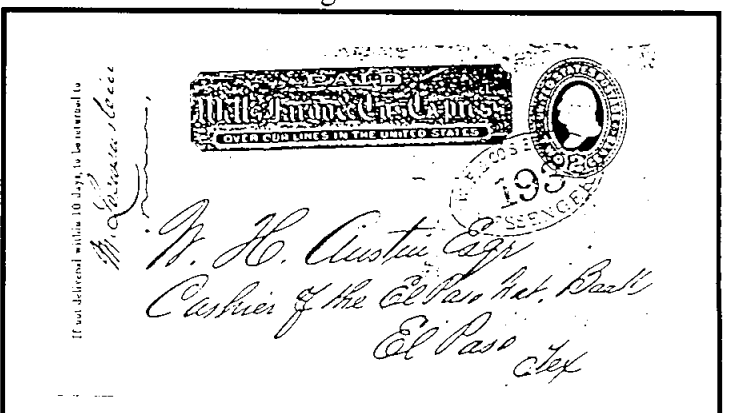


Figure 12

Figures 5 - 12 show a variety of Wells, Fargo & Company Express logos on U.S. stamped envelopes from 1883 - 1894. Also shown are a variety of cancels reported on Wells Fargo Texas covers. There are no available records as to the volume of mail moved by Wells Fargo within Texas for the period 1882 - 1895. If the existing Wells Fargo covers bearing Texas cancels are any indication, the greatest use of the company's mail service took place in West Texas. It is recorded that by the turn of the century there were over one thousand agents paid by Wells, Fargo & Company Express within the state. Obviously these agents had many duties other than the handling and delivery of mail.

The cover shown in Figure 12 proved to be of special interest since neither available postal history literature nor persons to whom the writer referred this cover provided adequate explanations. The Wells, Fargo & Co's Express handstamps with "Messenger" at the bottom and a "bold numeral" or a "bold letter" in the center posed the question: "What part did this individual have in the movement of mail?"

An inquiry was dispatched to the Historical Services Dept., Wells Fargo Bank, in San Francisco. The return mail brought a copy of the "Rules and Instructions" for Wells, Fargo & Co's Express employees issued in 1888. The portion pertaining to "Messengers" is reprinted in the following three pages.

Rules and Instructions.

NOTICE TO EMPLOYÉS.

The business of Wells, Fargo & Co.'s Express is to forward, by rapid conveyance, merchandise, packages, parcels, jewelry, gold, silver, bank notes, bonds, valuable papers, etc., and to deliver the same promptly; to make collections, with or without goods; to fill orders, attend to commissions, and to carry and deliver letters.

The Company's lines extend by direct routes from the Atlantic to the Pacific, over railroad, stage and steamer lines throughout the States and Territories west of the Mississippi River, and to the principal cities and towns in the Western, Middle and Eastern States, and also throughout the Republic of Mexico; from San Francisco, by steamships, to all Pacific Coast ports; and from New York to Liverpool, London; Havre, Paris, Hamburg, etc.

These Instructions have been carefully revised and classified, and agents and employés are required to familiarize themselves with the same, as they will be held responsible for mistakes occasioned by neglecting to consult and obey them.

Messengers' Outfit.

477. For Messengers' use, the articles named below constitute an outfit :

FORM NUMBER.	DESCRIPTION.	FORM NUMBER.	DESCRIPTION.
	BOOKS.		BLANKS.
97	Freight Receipt Book	1	Way-Bills, <i>Freight</i>
98	Money Receipt Book	3	Way-Bills, <i>Money</i>
109	Delivery Receipt Book	6	Tags
107	Way-Bill Register	13	Letter Heads
110	Record of Way-Bills Forwarded	15	Note Heads (<i>Memo. form</i>)
113	Abstract Book	16	Public Letter Paper
122	Tracer Book	23	Abstract Sheets
123	Tally Book	38	Requisitions for Stationery
	Instruction Book	41	Treasure Reports
	Express Directory	43	Monthly Reports to Div'n Supt.
	Tariff Book	44	Freight Reports, <i>Trip</i>
		47	do <i>Weekly</i>
	ENVELOPES.	57	Script Sheets
146	Agent W. F. & Co., <i>small</i>		SUNDRIES.
148	do <i>large</i>	7	Red Stickers, <i>large</i>
186	C. O. D., white (<i>Western Dept.</i>)	8	do <i>medium</i>
187	C. O. D., Mauilla (<i>Eastern Dept.</i>)	10	C. O. D. do <i>large</i>
189	Collection, Canary (<i>Western Dept.</i>)	11	do <i>medium</i>
190	Collection, Manila (<i>Eastern Dept.</i>)		Sealing Wax
192	Commission		Coin Wrappers
197	Freight Report		Twine
199	Monthly Report to Div. Supt.		Needle for Stitching Currency Pkgs.
193	Auditor Frt. Acct. (<i>for "Trip" Reports</i>)		Needle for Stitching Bags of Coin
200	Treasure Report		Lead Pencils
201	Requisition		Aniline Pencils
205	Gen'l Superintendent		Mucilage
207	Division Supt.		Seal
214	Abstract		Rubber Stamp, <i>Canceled</i>
215	Statement		do <i>Checking</i>
226	Money		Coin Bags
			Kit Bag-(<i>or Haversack</i>)
			Kit Trunk
			Graduated Tariff Card

Economy Enjoined.

478. Strict Economy and care in the use of books, blanks, stationery, etc., is enjoined on all agents and employes.

479. Avoid all Unnecessary Expenses. Thoughtful and thoroughly practical expressmen will appreciate the importance of and heed the following more specific rules governing the minor details, (so called) of an efficient and remunerative service.

1. Every line of Delivery and other books of Record, should be used. It is not necessary to commence each day's work on a new page. Letter sheets or large envelopes should not be used when note sheets and small envelopes, or the "message card," will answer the purpose. Letter and note sheet should be written, if necessary, on both sides, unless for press copying.

2. Blanks ruled for writing on both sides must be so used.

3. Paper in pads, for memorandum and figuring purposes, will be furnished on application.

4. In the use of Twine, an intelligent discrimination should be made as to size appropriate to package or

parcel to be tied, and superfluous hitches, by the same reasoning, avoided.

5. In the use of Wax regard should be had to the intrinsic value of contents to be sealed, and the quantity reasonably required to protect it from invasion. Wax is simply wasted when applied to packages of no particular consequence or value.

6. The use of Wrapping Paper is also capable of being greatly limited and regulated in the interest of economy, and agents are required to give this careful attention.

7. In distribution to the public of receipt books, call cards, collection envelopes, etc., etc., agents should ascertain whether the business of applicant with the Company warrants such issue; and, if not, should decline to furnish same.

8. Tags used in addressing sealed bags to offices or messengers, must be preserved, and, from time to time, returned to offices from which sent, to be used again. Envelopes printed "Do not seal," etc., must be so treated.

9. Agents engaged in other business besides that of this Company are expected to use the supplies furnished only for the purposes of the Company's own business. Railroad and Telegraph Companies and others, should furnish their own supplies.

PERSONAL PROPERTY.

480. Requisitions for Personal Property of any description must be addressed to the Division Superintendent. Route Agents must be consulted with reference to repairs needed on property such as Wagons, Harness, Trucks, etc., and by them the subject referred to the Division Superintendent for approval and instructions.

481. When property (of whatever description) is sent to Supply office for repairs, or other disposal, it must be properly tagged and way-billed, and be accompanied by a letter fully explaining what is wanted or why returned.

482. When, after proper official authorization, Personal Property is issued to an office, a Property Receipt will be sent to the Agent for his signature, acknowledging possession and use, which receipt must be signed and returned promptly as per instructions on same.

483. When Personal Property, such as Treasure Boxes, Packing Trunks, Locks, Keys, Grip Sacks, or of any description whatever is transferred, under proper authority, from one office to another, or returned to the Supply Department, the Agent must forward on the Property Report blank (No. 34) as instructed thereon, an advice in duplicate, of such transfer, to the Division Superintendent. The ordinary (letter) advice of shipment, addressed to Consignee, must Accompany every Transfer of Property.

484. Treasure Boxes, Grip or Haversacks, locks, keys, etc., must not be held at an office for any but legitimate uses of the Company, and for which they are

MESSENGERS.

528. The following instructions are given to secure the Company and its messengers against loss, must be strictly observed and will be rigidly enforced.

529. In all cases messengers are required to give bonds for the faithful performance of their duties.

530. They must note the time of arrival and departure at terminal points in the record book provided for the purpose.

531. Messengers at terminal offices must keep the agent informed of their places of residence or resort, so that they may be speedily summoned.

532. At the end of their routes they will be subject to the agent's orders.

533. They must not employ substitutes or leave their regular runs without permission from the General or Division Superintendent, or Route Agent.

534. Messengers will show proper respect to all persons, particularly to those connected with railroads on which they are running, and are also expected to be courteous in their intercourse with agents on their routes.

535. When on cars or boats, they will be subject to the rules governing employes of the road or boat.

536. They are positively prohibited from drinking intoxicating liquor of any kind while on duty, or to excess at any time.

537. They must never receive from strangers, cigars, tobacco, or anything by which they might be drugged.

538. They must never show or mention the contents of their safes.

539. They are positively forbidden to purchase and sell property on their routes, or to engage in any business on their routes, or elsewhere, that will interfere with their duties to the Company.

540. They will make way-bills, and render abstracts in the same manner as an office.

541. Messengers must enter on their way-bills the name of the station at which they receive matter.

542. A Route Label ("Red Sticker") with the messenger's name thereon must be pasted on every package billed by him.

543. They must not, under any circumstances, sign any but the printed receipt of the Company.

544. They must refuse all money packages not properly sealed. (Be governed by instructions in reference to seals, Paragraphs Nos. 47 to 74 inclusive.)

545. Messengers must receive and way-bill any matter delivered at car or depot that has not been regularly way-billed at an office.

546. In receiving fruit or vegetables, they must see that packages are in good order, and they will be held responsible for them while in their possession.

547. They must refuse to receive such matter, in bad condition, unless the employe delivering notes "Bad Order" on way-bill, signing his name thereto.

548. When Messengers have cars or apartments for their exclusive use, they must allow no person to ride

therein except by authority of the General or Division Superintendents, or Route Agent.

549. Messengers must report for duty at offices in ample time to transact business without haste or confusion.

550. Before a run leaves an office, "out" messengers must check each entry on all way-bills. Money and valuables must not be checked for until they can keep same under their control.

551. Messengers must be sure that they receive all matter entered on way-bills transferred to them, and not rely on the representations of agents or clerks.

552. In going to and from depots, Messengers must accompany their safes or treasure boxes—never leaving them out of sight or reach; hand safes or treasure boxes must never be left in cars at end of routes.

553. Matter destined to a place en route where there is no office, must be billed to the office at the end of the route, and charges must be made to first office beyond point where matter is destined, and the Messenger must account to office billed to for collect charges.

554. Messengers will always take receipts for matter delivered en route. Care must be taken in delivering matter to strangers; they must be identified by some person known to the Messenger, who must be required to sign the receipt with the consignee.

555. Tariffs and instructions will be furnished Messengers by the Division Superintendent or Route Agent.

556. Messengers must deliver letters promptly, and keep a supply of "Franks" on hand.

557. All way-bills, carried by Messengers must be entered on the Way-bill Register, and the receipt of the person to whom delivered must be taken thereon.

558. A messenger must enter his name and check mark on every way-bill carried; and place the check mark—Using an Aniline Pencil—opposite each entry. Way-bills delivered to agents and others en route must show his out check mark, as evidence that the packages were left with the way-bills.

559. They will avoid making their check marks over the entries on the way-bills, making it difficult to read the same thereafter.

560. Out checking must not be done, when it can be avoided, until after passing the station preceding the one where matter is to be delivered.

561. Before going to meals, Messengers must examine their safes and see that they are locked, observing condition of contents. Agents will assume charge during such absence.

562. Safes must not be left unlocked longer than necessary, even when Messengers are alone; and money or valuables must never be lost sight of.

563. After removing the key, the lock should always be tested by trying the lid. Keys must never be left in safes not in actual use.

564. Great care must be taken of safe keys, and they must never be allowed to go out of the Messenger's possession, except to those authorized to receive them.

565. When chain fasteners are not affixed to the doors of cars used solely for the Company's business, Messengers must report the fact to the Division Superintendent or Route Agent. When alone in the car, whether in motion or at a station where there is no agent, a Messenger must never open the door unless the fastener is applied.

566. When an accident happens to a train, likely to prevent connections, the Messenger must, at the first opportunity, telegraph the Division Superintendent, and Agent at connecting point, stating the facts briefly. If the accident endangers his safe or goods, he must also telegraph the nearest office that can render assistance.

567. Great care must be taken to guard cars against fire. Should a fire occur, the safe must be secured first, and then the packages. If necessary, the car must be cut away and goods sacrificed to get out the safe.

568. Should there be difficulty in withdrawing the safe on account of heat, it must be left until cool, every means being used to cool it as rapidly as possible. It must then be opened in the presence of some person authorized by the Company. Care must be taken that it is not overturned, or handled in such a manner as to disturb its contents.

569. When Express goods are carried in freight cars and Messengers are authorized to ride in another part of the train, the condition of the car or cars should be examined by the Messenger at every stopping place.

570. When approaching a station, all the doors of the car must be securely fastened, except the one through which business is transacted, and, as soon as completed, that door must also be closed and fastened, until the train is under sufficient motion to prevent entrance.

571. A Messenger must keep a strict watch of the movements of trains while at stations, and should an attempt be made to run off the engine and Express car, he will lock and throw out his safe at once, and get out of the car, if possible.

572. Messengers on all important routes are required to travel armed for defense, in case of attack. Arms and ammunition can be procured by requisition.

573. Vigilance must be exercised by Messengers and others when engaged in handling and transferring money and valuables on trains and at depots; and no large sums must be transferred except by two or more employes, well armed.

574. When matter is billed to the wrong office, the Messenger discovering the error must make a duplicate way-bill of same number and date, to the proper office, noting on same: "Taken from —— Ex. Co.'s way-bill to ——, No. ——, Date ——," and allow original way-bill to go to its destination, with notation: "Made way-bill same No. and Date to ——," signing his name thereto. The office receiving original way-bill will render same in his Statement, offing the charges.

575. When they receive goods on a memorandum bill, Messengers will copy the bill in full on their way-bill register, taking receipt in the usual form.

576. All matter received by them without way-bills must be entered on Way-bill Register, making memorandum bill for same, except, "over" Money packages, which must be regularly way-billed.

577. Messengers must observe carefully the marks on all matter carried by them, and when it is consigned to the "Care of" any individual or firm, must see that it is so noted on way-bill.

578. Messengers will be held responsible for loss or damage from carrying matter beyond destination.

579. If a money shipment is discovered in bad order, Messengers must deliver the same to the office at the end of their route, see it opened and contents counted and reinclosed in proper shape; if same is destined to an intermediate point, notation must be made on the way-bill.

580. If matter is checked in "Bad Order," particulars must be noted on way-bills; and to any notations of "Short," "Bad Order," etc., a Messenger must sign his full name and route and Agent or Messenger from whom received notified. A complete record must also be made in his Way-bill Register.

581. If goods are injured by accident while in a Messenger's charge, he must note the fact on way-bill, and report the same to the Division Superintendent.

582. Messengers arriving at offices, either by day or night, must in no case leave their Safes or treasure boxes until their Money or Valuables are checked to the man detailed for that duty.

583. Messengers must report to their Division Superintendent or Route Agent the names of Offices failing to properly mark and (or) sticker matter forwarded.

584. All circulars in reference to new Offices or other matters, addressed to them must be preserved for reference.

585. Instructions from Superintendents in reference to reporting weights of different classes of freight must be preserved in such a manner as to admit of ready reference, and in case of being relieved either temporarily or permanently, Messengers must call the attention of their successors on the route to such instructions.

586. Freight reports must be made from regular way-bills only, and in such manner as directed by Division Superintendent.

587. When the weight of any package is not given on the way-bill, the same must be estimated as nearly as possible and so reported, entering the weight on way-bill and writing "estimated" after it.

588. If instructions are not fully understood, ask Superintendent.

589. Books, blanks, etc., will be furnished upon application. They must be kept clean and not wasted.

590. Messengers must return all books that are filled, to their Division Superintendents.

591. Messengers are required to acquaint themselves with all rules in this book.

592. In case a Messenger on a stage route leaves the coach for meals, etc., he must retain possession of his fire-arms.

ADDENDUM -- SOME OBSERVATIONS ON WELLS FARGO TEXAS MAIL

By Nonie Green

This segment of Texas postal history has been neglected and needs to be brought into an active arena and research field.

My first introduction to these interesting covers was via one I purchased in the 1970's. Sent from San Antonio with a red handstamp on a 2 cent Columbian entire, I thought it unusual. However, not finding others I later parted with it in a trade. It's one of the covers I wish I still owned. Later I acquired others because I discovered their importance and desirability as Texas postal history. Bill Emery shows illustrations of two of these in his article as figures 6. and 12. As Bill mentions, no one he contacted could supply any information on the "Messenger 193" cover. Information on it has eluded me in my search about it even though I sent photo copies of the two "messenger" covers I had to George Kramer whose Wells Fargo exhibit received the ultimate award in a Champion of Champions showing in the late 1980's. He knew nothing about them either.

I submit three more copies of covers: Figure 1. - purple messenger 182 with a Sep. 12, 1886 and Fort Davis receiving mark on the reverse. Figure 2. - red San Antonio oval handstamp and magenta Marfa transit postmark. Figure 3. - red "Messenger 59" handstamp with a San Antonio receiving postmark on reverse.

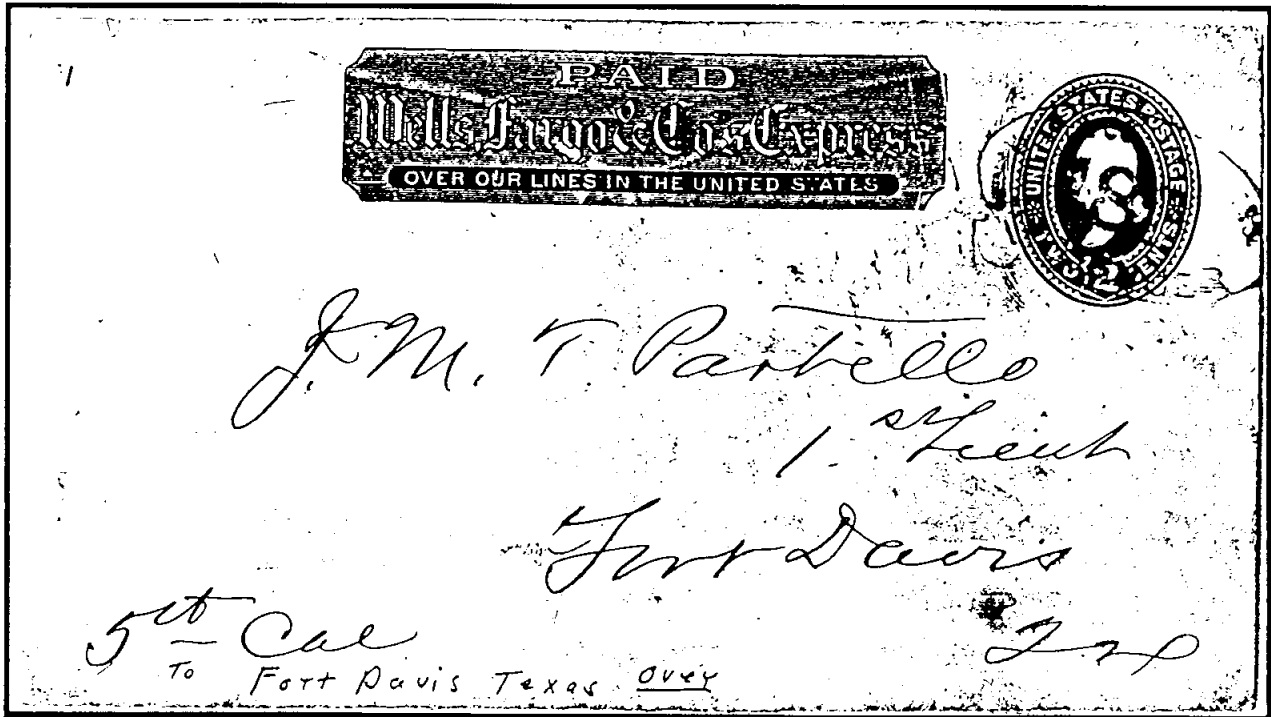


Figure 1

Figures 2. ad 3. are a fascinating pair. From the Grierson correspondence, the Oct. 1, 1883 San Antonio cover is in Gen. Grierson's hand to his wife at Fort Davis while the other is an Oct. 2, 1883 cover from Alice Grierson at Fort Davis to her husband in San Antonio! They crossed in transit which I had never noticed until I began writing this article. A real coincidence that after 115 years the two covers are in the same place! One of these I've had several years, the other one since November 1996.

The Leutzinger catalogue lists only the "59" messenger handstamp. It also lists four different El Paso, two different Galveston, and one Marfa handstamp but no others from Texas. No prices or rarity factors appear with the listings. The compiler expresses the belief that many more handstamps exist but examples have never been recorded. To my knowledge Leutzinger's original listing has not been updated.

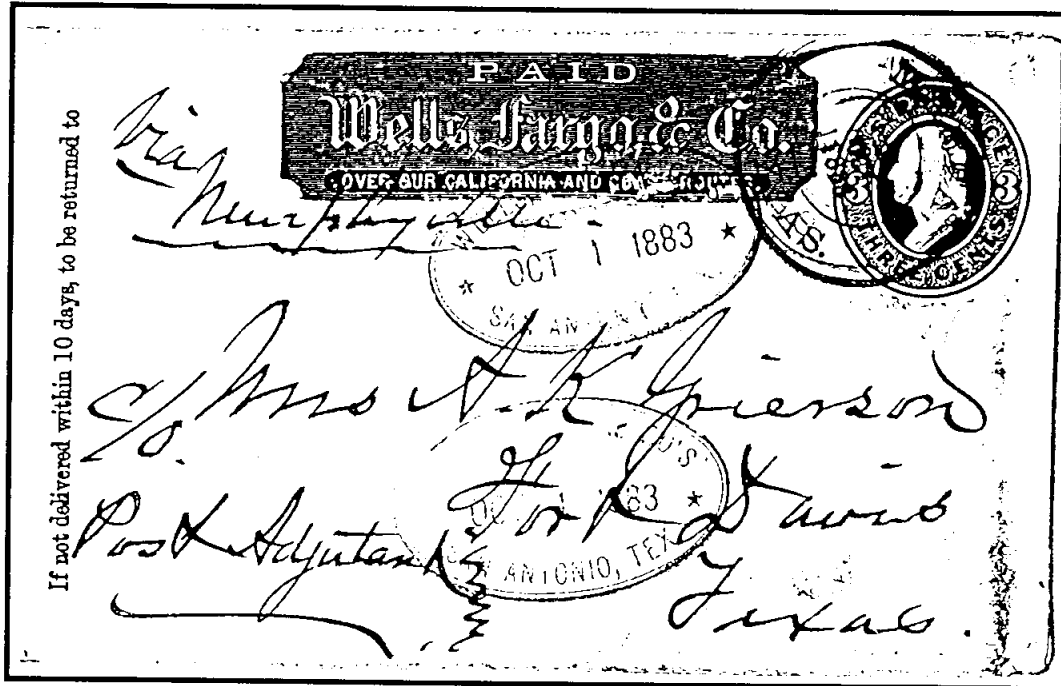


Figure 2.

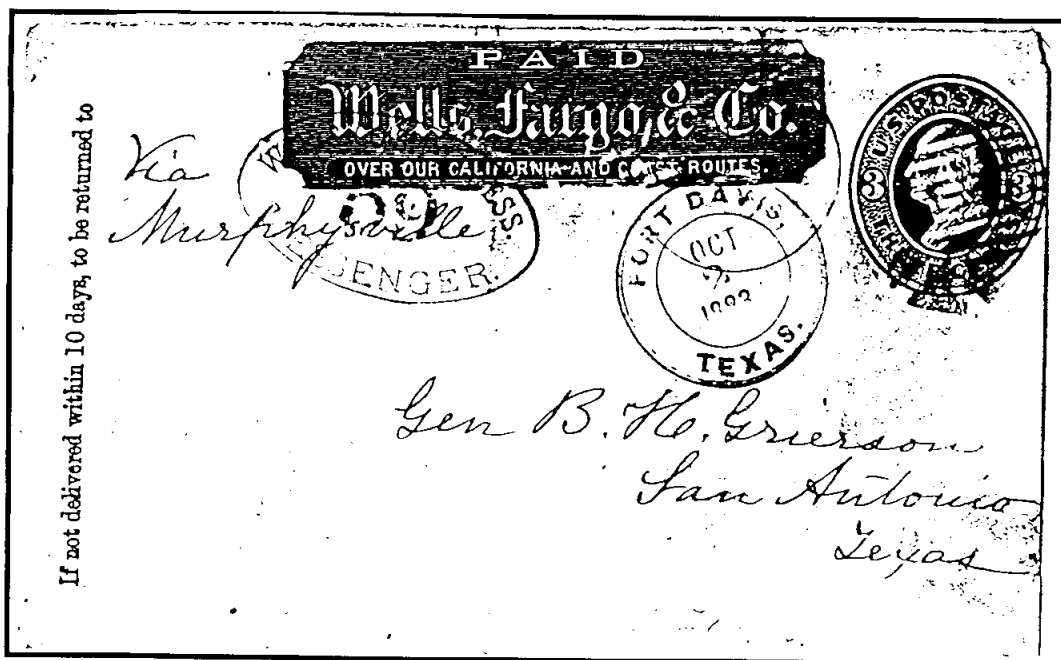


Figure 3.

Wells Fargo principally handled express and merchandise shipments but from the beginning did handle some mail. In 1854 the company was required by the U.S. Post Office to have any mail it transported bear a stamp or be in a U.S. stamped envelope. Mail carried in Texas probably began in 1857. The U.S. Post Office did not allow express companies to carry mail matter after April 30, 1895.

Most Wells Fargo mail is known from the far western states and territories. However, Texas utilized its services as settlement of the state expanded westward. Wells Fargo offices were located all over the state, even in some places that were small communities.

If you can add copies of Wells Fargo covers for the record or supply additional information send it to the editor.

TEXAS OLYMPIC MACHINE CANCELS

by Glenn A. Estes (Westport, N.Y.)

Late in 1989, the United States Postal Service (USPS) issued a press release noting that 145 post offices in the United States and Puerto Rico had been granted permission to use a special die hub cancellation with the wording "U.S. POSTAL SERVICE/OFFICIAL SPONSOR/1992 OLYMPIC GAMES". These hubs could be used continuously or intermittently through August 31, 1992, depending upon prior commitments to which the local post offices may have already agreed.

The earliest reported date seen is December 26, 1989 from a number of post offices throughout the United States. There is one report of an earlier date (December 3, 1989) from the Northern Virginia Sectional Center, however this may be a poor inking of Dec. 30 or Dec. 31.

Even though the last date for the cancel's use was August 31, 1992, a few post offices in other states used the cancellation well after that date. The latest date reported is Green Bay, Wisconsin (January 3, 1995).

Austin is unique among all the post offices. Two distinct types (Figures 3 and 4) of the wording were used. But perhaps the most unusual cancellation was used at El Paso in July and August 1992. The spray-on cancel wording reads "SUPPORT THE US OLYMPIC TEAM EL PASO TX 798" (Figure 5). It is appropriate also to note that Olympic machine cancellations have been used in Texas before. In 1960 special slogans were used at Crockett (Figure 1) and Lufkin (Figure 2) to publicize the Olympic Winter Games in Squaw Valley, California.

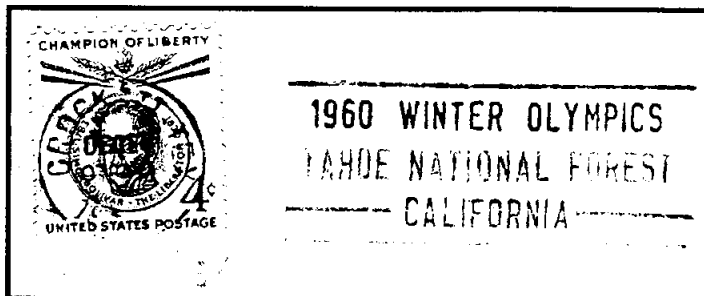


Figure 1. Crockett cancel used between Dec.19, 1959 and Feb. 28, 1960



Figure 2. Lufkin cancel used from Dec. 21, 1959 to Feb. 28, 1960

City	State	ZIP	#	Position	Earliest	Latest
AUSTIN (Type 1)	TX	787			Dec 27 89	Apr 12 91
AUSTIN (Type 2)	TX	787			Feb 20 91	Apr 17 92
CORPUS CHRISTI	TX	784			Dec 29 89	Aug 9 90
DALLAS,	TX	752			Feb 10 90	Aug 30 91
FORT WORTH	TX	761	4	4	Apr 3 92	Sep 16 92
FORT WORTH	TX	761	7A	4	Jan 20 90	Mar 5 92
HOUSTON	TX	770			Jan 4 90	Jul 23 90
LUBBOCK	TX	794			Jan 5 90	Aug 19 92
SAN ANTONIO	TX	782	1A	8	Oct 2 91	Mar 5 92
SAN ANTONIO	TX	782	1B	8	Apr 19 91	Sep 30 91
SAN ANTONIO	TX	782	2B	8	Mar 25 92	Apr 1 92
SAN ANTONIO	TX	782	8B	8	Mar 13 92	Mar 16 92
SAN ANTONIO	TX	782			Jan 3 90	Apr 15 91
TYLER		757			Jan 13 90	Aug 31 91

ZIP is the ZIP Code number actually found in the cancellation dial. POSITION denotes the placement of the machine # in the cancellation dial. For example, a "12" means at 12 o'clock.

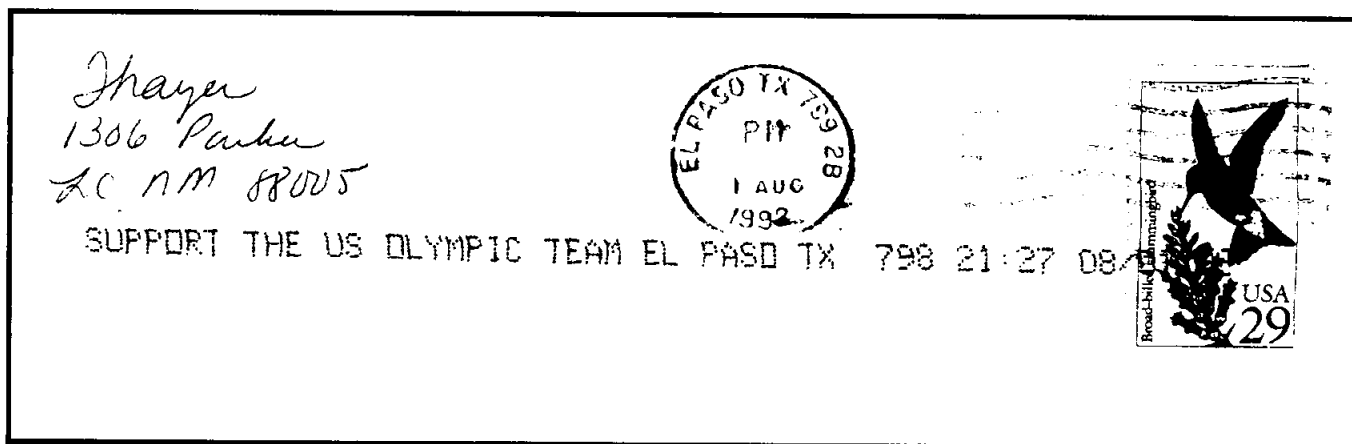


Figure 5. Unusual El Paso straightline cancel used July and August 1992.

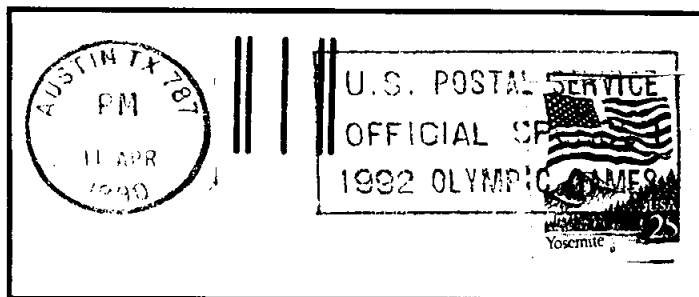


Figure 3. Austin Type 1, 1990

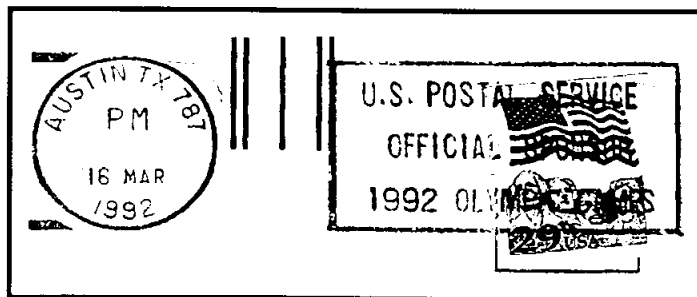


Figure 4. Austin Type 2, 1992

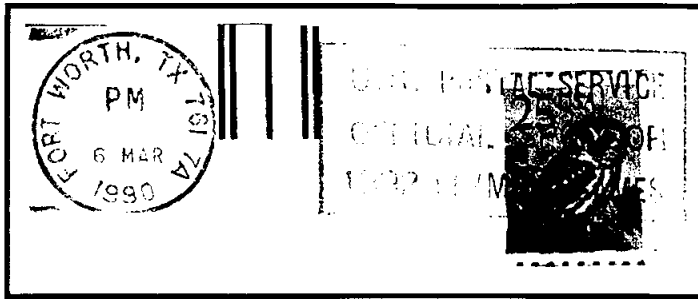


Figure 6. Fort Worth, position 7a, 1990

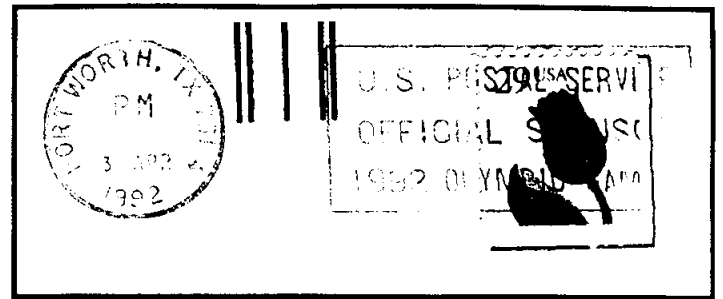


Figure 7. Fort Worth, position 4, 1992

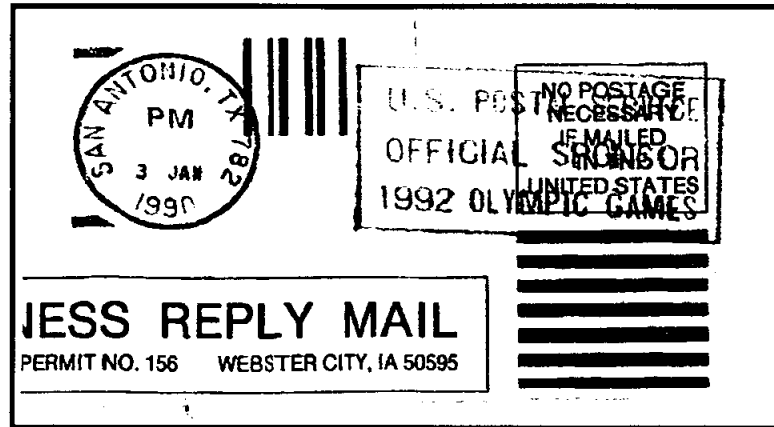


Figure 8. San Antonio, 1990

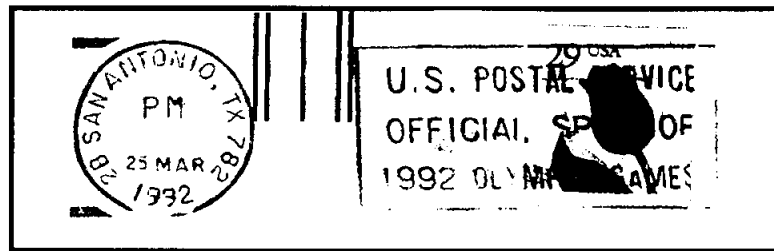


Figure 9. San Antonio, position 2B, 1992

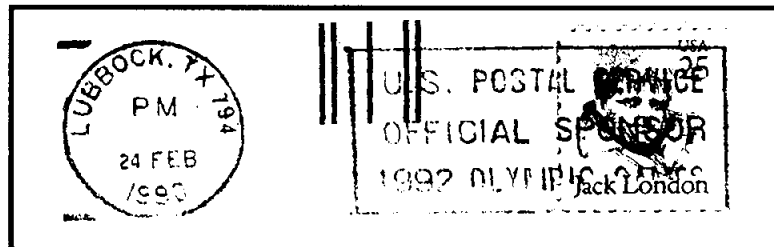


Figure 10. Lubbock, 1990

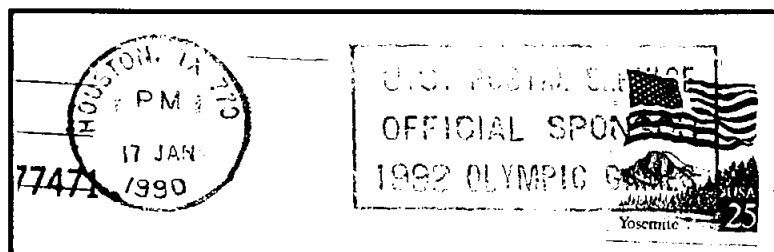


Figure 11. Houston, 1990