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### IN THIS ISSUE:

	Page
THE 19TH CENTURY OREGON POSTMARK CATALOG .....	2
PART I: WASHINGTON COUNTY .....	5
TERRITORIAL POSTMASTERS OF NEW MEXICO .....	12
SOME PRICE CHANGES FOR TERRITORIAL COVERS FROM 1956 TO 1971 .....	14
BOOKS REVIEWED .....	18
EDITOR'S COMMENTS & MEMBERSHIP REPORT .....	20

## THE 19TH CENTURY OREGON POSTMARK CATALOG

The 19th Century Oregon Postmark Catalog project is an attempt to record and classify all postmark types used by the post offices of Oregon from 1847 through 1899. Five collectors of Oregon postal history are now assembling information on a county by county basis for the state. As the data for each county becomes available, it will be published in La Posta. It is hoped that readers who can supply additional information will contact the author of the proper county. The long range goal of the project is a complete catalog of postmarks for 19th century Oregon. Only with the help of everyone with relevant information can this goal be approached.

THE POSTMARK CLASSIFICATION SYSTEM. The system employed in the Oregon postmark catalog project is derived directly from Sheldon Dike's New Mexico Territorial Postmark Catalog. Major modification has been made only in the case of the state abbreviation key. The Dike system, while seemingly complicated at first glance, is a flexible code which allows unique classification of perhaps 95% of all postmark types. Continued use of the Dike system soon brings a familiarity which permits a visualization of a particular postmark without actually seeing an illustration of it. Perhaps the greatest weakness of the system is its lack of compensation for the size and spacing of letters, but this is a short-coming which is not easily overcome in a simple classification system.

The Dike postmark classification system consists of six parts, or keys:

- I. The Basic Design
- II. The State Abbreviation
- III. Additional Features
- IV. The Date Type
- V. The Style of Printing
- VI. The Size of the Dial in Millimeters

I. The Basic Design key is a letter, or group of letters, followed by a number. Letters in this key describe the shape of the postmark, e.g., "C" for circle, "OV" for oval, "OC" for octagon, and so forth. The number which follows the letters details the exact form of the postmark, i.e., single-circle, double oval, etc. Basic Design keys used in this project are as follows:

- C0 - Circular strike, but no outline (rimless circle)
- C1 - Single plain circular outline
- C2 - Single toothed, or geared, circular outline
- C21- Double-circle outline
- C22- Double-circle outline, outer circle toothed or geared
- C31- Double-circle, one inner - one outer
- C32- Double-circle, outer circle toothed or geared
- C41- Double-circle outline plus inner circle
- C42-Double-circle outline, outer circle toothed, plus inner circle
- C51- Double-circle outline plus double inner circle
  
- OV1- Single plain oval outline
- OV21-Double-oval outline
- OV22-Double-oval outline, outer oval toothed or geared

OV31-Double oval, one inner - one outer  
OV41-Double oval outline plus inner oval

OC1- Single plain octagonal outline  
OC4- Single octagonal outline with oblong(stretched) shape.  
OC21-Double octagonal outline

M - Manuscript  
SL - Straight-line with no borders  
SLB- Straight-line with border described in "Notes".  
REG- Registry marking used as a postmark  
EX - Express marking  
F - Fancy marking described in "Notes".

II. The State Abbreviation key consists of a letter representing one of the various postmark abbreviations of OREGON. This letter appears in the code immediately following the Basic Design key. Letters assigned to the abbreviations of Oregon are as follows:

A - "O."	F - "ORGN."
B - "OGN."	G - "ORN."
C - "OR."	H - "O.T."
D - "ORE."	J - "OREGON"
E - "OREG."	

Where the state abbreviation is followed by an apostrophe ('), it means that the state abbreviation follows the town name in a clock-wise, or left-to-right, fashion in the dial.

III. Additional Features are integral parts of the postmark within the basic design. They are symbolized by a number immediately following the State Abbreviation key. In many instances, of course, there are no Additional Features. The following numbers have been assigned:

- 1 - With county name at the bottom
- 2 - With county name in a straight line
- 3 - With county name at the top
- 9 - With postmaster's name
- 10 - With Maltese crosses
- 11 - With stars
- 12 - With "birds" ( )
- 13 - With decorative lines
- 14 - With plusses
- 20 - With "5"

Where more than one Additional Feature is present, each will be keyed and separated by a comma.

IV. The Date Type key consists of a letter and a number. These symbols have been assigned the following meanings:  
(M = Month, D = Day, Y = Year, T = Time)

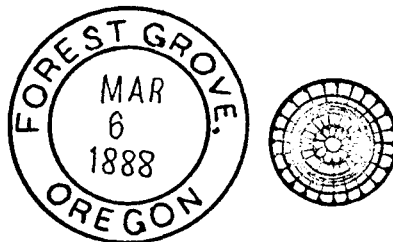
- A1 - MD
- A3 - MY
- M1 - MDY in manuscript
- M2 - MD in manuscript

- N1 - MDY in any order arranged vertically
- N2 - MDY with only the last two digits of the year
- N3 - Type N1, but with year missing
- N4 - Type N1, but with day missing
- N5 - (MD)Y with year in outer circle & month and day on same line
- N9 - Type N1, where month is given by number
- T1 - MDYT in any order arranged vertically
- T2 - Type T1, but with bar replacing time or with time missing
- T3 - MDT, or type T1 with year missing
- T4 - MDYT with time in outer circle
- T6 - (MD)TY with month and day on same line
- T7 - (MD)TY with year outside the circle
- T8 - (MD)TY with only last two digits of the year
- T9 - (MD)TY with year in outer circle

V. The Style of Printing key is composed of either one, or three, of the letters "R" or "B", which refer to either Roman (with serifs) or Block style letters for the town, state, and date respectively. A single letter indicates that all words in the postmark are in the same type style. A letter followed by an apostrophe (') means that lower case letters apply.

VI. The Size of the Postmark Dial in Millimeters is given immediately following the Style of Printing key. Postmark sizes may vary somewhat with the age of the device, thickness of ink, force with which applied, and so forth.

FORMAT OF THE CATALOG. The Washington County listing which follows is presented in a modified verision of the format used by Dike in his New Mexico Territorial Postmark Catalog. For anyone unfamiliar with the Dike catalog, it may be worthwhile to refer to the following illustration of its use.



C31JN1B30

TOWN	TYPE	EARLIEST	LATEST	INTEGRAL	NOTES
NO.	POSTMARK CODE	DATE	DATE	KILLER	
FOREST GROVE					
7.	C31JN1B30	7 SEP 87	24 MAR 90v	Wheel-of-fort.	Illustrated

Town Type Number is the first item of information listed under the name of a post office. Every effort is made to list postmark types in chronological order, earliest first, but there are sometimes instances of overlapping use or difficulty in determining the actual year dates of use. In these cases the time sequence is approximated. If an earlier type of postmark from those appearing in the listing for a particular town is discovered, it becomes necessary to re-number subsequent types.

Postmark Code has been discussed in detail above.

Earliest Date and Latest Date are listed for each postmark type. Here again, there are instances where the actual year date is estimated. In cases where the estimate is unconfirmed, or shakey, a question mark (?) will appear next to the estimated date. Earliest and latest dates provide very desirable information, and permit the sequence of postmark type use in a given office to be identified.

Color of the Strike is indicated by a lower case letter appearing next to the year date. Frequently postmasters used a variety of ink colors with the same postmarking device. To attempt to list all known ink colors for a given type postmark would be laborious and probably not worth the effort. The color abbreviations are self-explanatory, r for red, p for purple, v for violet, etc. Where no letter follows the year date, as in the majority of cases, the ink is black.

Integral Killers are listed where they are positively known to have been an integral part of the cancellation device, i.e., a duplex postmark device. Error in this listing will be on the side of omission, particularly in the case of a "bulls-eye" or target cancel. It is often difficult to determine whether or not a cancel is integral when one has only one or two examples to work from.

Notes may indicate the presence of an illustration, some question about dates of use, the particular spelling of the town name in the strike, or other relevant information not given elsewhere.

Questions, suggestions, and comments about the catalog project will be most welcome by any of its authors. We know we have a long, long way to go...

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#### PART I: WASHINGTON COUNTY By Charles A. Whittlesey

(Material assistance was provided in the compilation of data for this county by Dr. Robert Landis of Portland).

Washington County was effectively created July 5, 1843, the the Oregon country was divided into four districts. The northwest district, then called Twality, comprised all lands between the Willamette River and the Pacific Ocean, lying north of the Yamhill River. This area was reduced by the formation of Clatsop County on June 22, 1844. On September 3, 1849, the territorial legislature changed the name of the county to Washington.

Records of Appointments of Postmasters list a total of 59 different post office names for Washington County during the 19th century. That total includes a separate count for "Hillsboro", a shortened spelling of an old name, but does not include the offices of Verboort, Mead, and Undine, which were listed as being "rescinded" before they became operative. Of the 59 offices, postmarks have been recorded from 35.

There follows a complete list of 19th century Washington County post offices. It, in turn, is followed by a list of postmark types recorded to date from the post offices of Washington County.

BACONA  
BAKERSFIELD  
BATEMAN  
BEAVERTON  
BETHANY  
BLANCHET  
BLOOMING  
BURNT WOODS  
BUXTON  
CEDAR MILL  
CENTERVILLE  
CENTREVILLE  
CORNELIUS  
DILLEY  
DIXIE  
FARMINGTON  
FIR  
FOREST GROVE  
GALES CREEK  
GARDEN HOME  
GASTON  
GLENCOE  
GLENWOOD  
GREENVILLE  
HARRIS FERRY  
HARRISON  
HAYWARD  
HILLSBORO  
HILLSBOROUGH  
INGLES  
JOPPA  
KINTON  
LAUREL  
LENOX  
MANNING  
MIDDLETON  
MOUNTAINDALE  
MOUNT SYLVANIA

OCEOLA  
PEAK  
PHILLIPS  
PINE GROVE  
PROGRESS  
RALEIGH  
REEDVILLE  
SCHOLLS  
SCHOLLS FERRY  
SEGHERS  
SHERWOOD  
SMOCKVILLE  
TAYLORS FERRY  
THATCHER  
TIGARDVILLE  
TUALATIN  
TUALITIN  
TUALITY PLAINS  
WAPATOE  
WAPATOO  
WEST UNION

TOWN TYPE	POSTMARK CODE	EARLIEST DATE	LATEST DATE	INTEGRAL KILLER	NOTES
BEAVERTON (1872 - Date)					
1.	C1EA1BBR26	17 JAN 79			
2.	C41JN1RRB34	21 OCT 79r	6 APR 87	Swiss cheese	Illustrated
3.	C1EN1RRB27	4 MAR 90			
4.	C1EN1BBR27	22 FEB 92			
BETHANY (1878 - 1904)					
1.	C21JN1RRB28	21 APR 91			
BLOOMING (1895 - 1904)					
1.	C1JN1B28	15 NOV 98	24 FEB 99		
CEDAR MILL (1874 - 1904)					
1.	C21EN1RRB28	31 OCT 82			
2.	C1EN1BBR28		11 JAN 01		19th Cent.?
CENTERVILLE (1889 - 1904)					
1.	M	11 NOV 89	5 MAR 91		
2.	C1EN1B28	18 JUN 92	5 OCT 93		
3.	C1EN1BBR28	17 APR 95	23 MAY 00		Illustrated
CORNELIUS (1871 - Date)					
1.	C1EA1BBR25	19 DEC 74	14 SEP 82		
2.	C31J3N1B32	29 NOV 78r	20 APR 82	Maltese cross	Illustrated
3.	C21C1N1B27	5 NOV 83	19 NOV 87	Star-in-circle	Illustrated
4.	C1EN1BBR29	12 JUN 90	18 JUN 90		
5.	C21EN1RRB25	1 NOV 90p	20 DEC 90		Illustrated
DILLEY (1873 - 1960's)					
1.	C1JN1BBR28	30 OCT 94			
FARMINGTON (1884 - 1904)					
1.	C1EN1BBR27	2 FEB 89	JAN 99		
FIR (1891 - 1900)					
1.	C1EN1BBR27	23 NOV 93			
FOREST GROVE (1859 - Date)					
1.	M	61	71		
2.	C31JA1BBR26	62?	26 NOV 70?		Illustrated
3.	C1EA1BBR25	8 JUL 74	12 MAR 75		Illustrated
4.	C1EA1BBR26	28 FEB 75	16 AUG 76		Illustrated
5.	C1JA1B29	15 MAY 78r			
6.	C1EN1B27	2 FEB 85	12 MAY 86		Illustrated
7.	C31JN1B30	7 SEP 87	24 MAR 90v	Wheel-of-fort.	Illustrated
8.	C1JN1B27.5	26 SEP 92	9 OCT 93		Illustrated



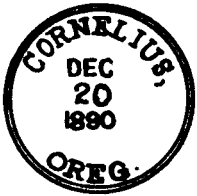
C41-J-N1-RRB-34



C1E N1 BBR 28



C21-C-1-N1-B-27



C21 E N1 RRB 25



C31 J 3 N1 B 32



C31 J A1 BBR 26



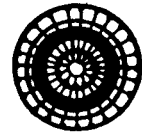
C1EA1BBR25



C1EA1BBR26



C31JN1B30



C1EN127



C1JN1B27.5



C1C1,10N1BB'B31.5



TOWN TYPE	EARLIEST DATE	LATEST DATE	INTEGRAL KILLER	NOTES
NO. POSTMARK CODE				
GALES CREEK (1874 - 1950's)				
1. C1EA1BBR26	20 OCT 80?			
2. C1EN1BBR27	3 AUG 94	4 MAR 98		
GARDEN HOME (1882 - 1950's)				
1. C21J1N1RRB33	8 SEP 88r		4-ring target	Illustrated
2. C1C1,10N1BB'B31.5	8 JUL 90			Illustrated
3. C1C1N1BB'B32	4 JUN 92			Illustrated
GASTON				
1. M	28 APR 75			
2. OC21JN1RRB26	16 JUL 79			Illustrated
3. C1EN1B27	6 JAN 87	13 SEP 1900		
GLENCOE				
1. C1EN1BBR28	10 DEC 91			
GLENWOOD (1886 - Date)				
1. C1EN1BBR27	21 JUL 97	23 NOV 97		
GREENVILLE (1871 - 1907)				
1. C1JN1BBR'25	12 JAN 78			Illustrated
2. M	7 JUN 86			
3. C1EN1B28.5		31 AUG 1900		
HILLSBOROUGH & HILLSBORO				
1. C1J3M2B39	50	11 AUG 51		Illustrated
2. M	52	2 OCT 55		Hillsboro
3. C1CA1BBR25	11 FEB 65?			Hillsboro-Ill.
4. C1GA1BBR26	15 JAN 68	28 AUG 74		Hillsboro
5. C1EA1BBR24	7 JUN 70	16 FEB 74		Illustrated
6. COGA1BBR23	30 JAN 75			Hillsboro
7. C1EA1BBR26	27 DEC 76			Hillsboro
8. C1EN1B27.5	20 APR 88r	26 SEP 88		
9. C1JT1B29	18 MAY 93	28 OCT 99		Hillsboro
INGLES (1881 - 1889)				
1. C1EN1BBR26	85?			w/#206
KINTON (1894 - 1903)				
1. C1EN1BBR28	30 JAN 97			
LAUREL (1879 - 1934)				
1. C1EN1BBR27.5	18 FEB 88p	5 FEB 93		
MANNING (1890 - 1950's)				
1. C1EN1BBR28	6 DEC 92			



C1C1NBB'B32



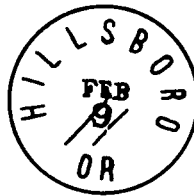
OC21JN1RRB26



C1JN1BBR'25



C1J3A1B39



C1CA1BBR25



C1EA1BBR24



C1EA1BBR25

SHERWOOD *of*

*8-12-91*

SL



C21J1N1RRB33



TOWN TYPE NO.	POSTMARK CODE	EARLIEST DATE	LATEST DATE	INTEGRAL KILLER	NOTES
MIDDLETON					
1.	C1EN1BBR28	11 JAN 87	7 MAR 1900		
MOUNTAINDALE (1873 - 1935)					
1.	M	4 OCT 82			
2.	C1EA1BBR27.5	16 NOV 93			
PROGRESS (1889 - 1904)					
1.	C1EN1B28	11 APR 99			
RALEIGH (1892 - 1904)					
1.	C1EN1B28	JUN 1900			19th Cent.?
REEDVILLE (1877 - 1953)					
1.	M	7 SEP 77	20 NOV 82		
2.	C1EN1BBR28	4 MAY 91	4 FEB 99		
SCHOLL'S FERRY (1871 - 1895)					
1.	C1EA1BBR25	80?			Illustrated
SHERWOOD (1891 - Date)					
1.	SL and M	12 AUG 91p			Illustrated
2.	C1EN1BBR27	28 NOV 95	9 JAN 1900		
THATCHER (1895 - 1902)					
1.	C1EN1B28	27 APR 97			
TIGARDVILLE (1887 - 1906)					
1.	C1EN1BBR27	29 MAR 93			
2.	C1EN1B28.5		4 DEC 1900		19th Cent.?
TUALATIN					
1.	C31?A1R25	77?r			poor strike
2.	M	22 JAN 87			
TUALITIN					
1.	C1DS1B32	22 JUL 93			Bars in oval
2.	C1JN1BBR28	1 FEB 94	25 APR 99		
WAPATOO					
1.	M	17 DEC 62			
WEST UNION (1874 - 1894)					
1.	M	26 OCT 80			

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NOTE: The use of a question mark (?) indicates an estimated or questionable entry.

## Part I: Mr. and Mrs. Lafayette Clapp, Jr.

While it is not particularly unusual for a husband and wife both to be postmasters, ordinarily this results from the wife assuming the position shortly after the resignation or death of her husband. The instance of Mr. and Mrs. Clapp is quite different, since they had post offices forty miles and 12 years apart.

Lafayette Clapp, Jr. was born in East Hampton, Massachusetts, on the 23rd of January, 1853. His father, Lafayette Clapp, Sr., was a member of the Massachusetts Legislature. Young Clapp grew up in East Hampton, attending high school there and studying engineering arts on his own. Following graduation he worked a short while in the East Hampton Bank. In 1872, at the age of 19, Clapp went to Marquette, Michigan, as an accountant for the Marquette, Houghton and Ontonagon Railway Company. After only a few months in Michigan, he returned to East Hampton to become the town clerk, a position he held until 1882.

In March 1882, Mr. Clapp was married to Miss Ellen Lucy Foster, born 1854 in Plymouth, Vermont (N.H.?). Immediately thereafter the couple left for New Mexico because of Mr. Clapp's health. They settled in the booming mining town of Daly, where Mr. Clapp engaged in ranching and managed the general mercantile store of W. B. Jones. Clapp was appointed the second postmaster of Daly on May 25, 1882. He remained postmaster through the name change to Lake Valley on August 23, 1882, and continued to hold the position until he was succeeded by L. W. Lenoir on May 21, 1884. In the fall of 1884, the Clapps bought and homesteaded land in the Rio Grande Valley, which was served by the Santa Barbara Irrigation Ditch. Part of this land is now the Armstrong place between Hatch and Salem. Mr. Clapp began farming the land in 1885, but the Rio Grande flood in the summer of that year wiped out the irrigation ditch, the crops and the Clapp home.

The Clapps then moved to Las Cruces, where Mr. Clapp began a contracting and engineering business. He gradually expanded this new enterprise into land surveying, building, and mining and irrigation engineering in Dona Ana, Grant, and Sierra counties. During this time Mr. Clapp was the engineer in charge of building the Mimbres River submerged dam and reservoir.

In the winter of 1891-92, the Clapps returned to Hatch, where they entered a partnership with Frederick E. Price in a general mercantile store and flour mill. Later, they bought out Mr. Price and continued these enterprises alone. At this time, Mr. Clapp was also A. T. & S. F. RR. agent and express agent. Mrs. Clapp replaced Mr. Price as the Hatch postmaster. She served in that position for almost 20 years from July 22, 1896 to April 2, 1915, with only a brief interruption from May 1, 1904 to May 22, 1906. During 1911, Mr. Clapp surveyed and platted the Hatch townsite, this survey now being called Clapp's Subdivision. In 1912, the Clapp home and mill burned, but they set up in a store on the north side of the railroad track. Hatch grew steadily and the Clapps prospered with it, surviving other disasters such as the flood of 1921 which destroyed all but four of the buildings in Hatch proper.

Lafayette Clapp was a member of the Board of Directors of the Elephant Butte Dam project for nine years, and President of the Elephant Butte Water Users Association for six years. He also acted as County Surveyor of Dona Ana County for a time.

From 1902 to 1922, Mrs. Clapp was the only appointed notary public between Las Cruces and Socorro, a distance of some 150 miles. As notary she drew up and notarized all the deeds in the Hatch Valley giving land to the Elephant Butte Irrigation District. She also raised two nieces who came out from Massachusetts. The Clapps retired from business in 1924. Lafayette Clapp died in 1946. His widow survived him until 1954. They are both buried in Hatch Cemetery.

SOURCES: Clapp, Mrs. L., "History of Hatch, New Mexico," Hatch Reporter, Vol. 17, No. 28, 18 July 1940.

Coan, Charles L., History of New Mexico, Vol. II, (1925), p.297-299.

Cree, Ruby, El Paso Herald Post, p.24, 3 November 1950.

Peterson, C. S., Representative New Mexicans, Vol. I, (1912), p. 49.

Stanley, F., The Lake Valley (New Mexico) Story, (March 1964), p. 9.

United States, General Services Admin., Records of Appointments of Postmasters, New Mexico.

Gravestone in the Hatch Cemetery.



*L. Clapp Jr.*

SOME PRICE CHANGES FOR TERRITORIAL COVERS FROM 1956 to 1971 By Helbock

Changing prices are a factor we are only too familiar with in virtually all aspects of life. Undoubtedly, some of us would prefer to ignore the crass monetary considerations when it comes to the subject of postal history. If you are of that persuasion, then this article will be of little interest, and it might be better to go on to some other piece. On the other hand, if you sometimes find yourself wondering about the market value of your covers, then this might prove interesting reading.

First off, let me say that there is no claim that this article is an exhaustive survey of the western cover market over the past 15 years. On the contrary, it is only a comparison of prices realized for a few territorial covers sold at auctions 15 years apart. There are far too few examples to generalize conclusions for the entire market for territorial covers, and no such generalization is intended.

The first of our auctions was held December 7, 1956, in Boston, Massachusetts. It consisted of 843 lots which comprised the "outstanding collection of U.S. Territorial Covers formed by Mr. Herbert T. Darlington." Most of the recent prices compared with those realized by the Darlington sale are based upon prices realized at the May 25-27, 1971, sale held in New York City. This auction consisted of 1513 lots, of which the first 587 were from the Robert W. Baughman Collection of postal history covers. Only in the case of the two Alaska covers was a different sale used for current prices. These two covers were sold April 25, 1971, in San Francisco, California. The auction catalog did not identify the owner of the Alaskan covers.

It was possible through careful scrutiny of the auction catalogs to identify individual covers which sold as a lot in both the 1956 and 1971 sales. In a few cases positive identification through a photograph or printed reference to the previous owner was not possible, even though the lot descriptions were nearly identical. Where that absolute identification is lacking, the data are presented in parentheses (). The table on the following page presents a comparison of prices realized.

Discussion. Perhaps the first impression gained from examining the table of price comparisons for the 33 covers is that it is very much a mixed bag. Of the 33 items, 19 sold for higher prices in 1971, while 13 sold for higher prices in 1956, and one sold for exactly the same price on both occasions. On a percentage basis, price differences ranged from a fantastic increase of 2566% to a surprising decrease of 44% over the 15 year period. None of the territories represented by four or more cover sales showed either consistent gains or losses.

Proceeding beyond this initial confused reaction, but bearing in mind the earlier caution about the small size of the sample, there are some comments to be made. The total 1956 investment amounts to \$1958.25. Sale of these covers 15 years later resulted in a realization of \$3018.00, or an increase of \$1059.75. This is equal to a return on the investment of 54.1%, for a simple (not compounded) average annual interest rate of about 3.6%. From a strict financial standpoint, that's a pretty poor investment. A bank or

savings and loan company offering 4% interest compounded annually could have done much better. A lump sum of \$1950 invested at 4% compound in 1956 would have returned \$3515 in 1971. That's almost \$500 better than the return on the covers.

So all right, few of us would argue that we collect postal history items solely as an investment. "At least," we tell our sometimes skeptical spouses, "they represent a 'hedge' against inflation." Let us examine that argument.

There are a variety of ways of measuring inflation. One simple way is to "deflate" current dollars by comparing their purchasing power to the purchasing power of dollars of some previous time. In 1956, the dollar was said to have a purchasing power in consumer goods of \$1.06 computed on a 1957-58 base of \$1.00. Last year for the first six months the dollar's purchasing power was rated at about \$0.75 on the same base year. It seems fair to estimate that the dollar's buying power had declined to about \$0.71 by the Spring of 1971. Current prices in the CONSTANT(\$) column were adjusted on this basis. For example, the \$1150 paid for the Coraville, K.T., this year had a purchasing power equivalent to only \$770.50 in 1956. That's really very odd, for the latter figure is almost exactly what the cover brought when it sold in 1956.

Based upon this deflated dollar scheme, the realization for all 33 covers is reduced to \$2022.06 in 1956 equivalent dollars. The answer then is "yes", the covers did represent an inflation hedge, in that they were worth at least slightly more in 1971 than they were in 1956. There was an increase in value in 1956 dollar terms of just \$63.81.

While on the subject of investments and returns, a special note seems in order for that dear little Langola, Minnesota Territory, cover which, bought for a paltry \$6.75 in 1956, returned a smashing \$180.00 this Spring. Consider the two lot descriptions as they appeared in the auction catalogs:

"LANGOLA M.T. March 29, 1858, in mss on 3¢ 1853 env bearing 10¢ ty II (No 32) mss canc not tied also red oval UNITED STATES 6d to Canada, rare and desirable." p.25, Darlington Sale

and

"Langola, M. T., March 29, 1858, ms pmk., two lines, 10¢ Green, Ty. II (32) ms. cancel., affixed over stamp of 3¢ Red on Buff Entire (U10) to Canada, Red Oval Exchange marking, 1858 Canada back stamp, part of flap torn & crease in cover, Fine, Scarce." p. 29, Baughman Sale.

The 1956 catalog did not list a price estimate, while the 1971 auction catalog estimated the value at \$30 to \$40. Unfortunately, I can not offer an explanation for this remarkable increase in price. I am not a collector of Minnesota Territory, but if I could be convinced that the Langola example is typical of the price increases for that area, I might just become one. Perhaps someone who reads this can offer an explanation of this impressive appreciation in value...

PRICES REALIZED FOR 33 TERRITORIAL COVERS  
1956 - 1971

Cover Description (P.O., Date, Scott's #)	1956		1971		Price Change		Price Change CONSTANT(\$)	
	Lot No.	Price	Lot No.	Price	in \$	in %	in C(\$)	in %
<b>ALASKA TERRITORY</b>								
US Post Office, 1899	17	\$51.00	434	\$150.00	+99.00	+194%	+49.50	+97%
Sitka, Alaska T., 1871	13	\$35.00	418	\$80.00	+45.00	+128%	+18.60	+53%
<b>COLORADO &amp; Pre-COLO.</b>								
Coraville, K.T., Jun 17	365	\$775.00	48	\$1150.00	+375.00	+48%	-4.50	-0.6%
Mill City, Col.Ty. (#114)	(55)	\$32.00	(87)	\$50.00	+18.00	+56%	+1.50	+5%
Mountain City, Col.1866	(57)	\$22.00	(96)	\$21.00	-1.00	-5%	-7.93	-36%
Mountain City, K.T. (#26)	396	\$70.00	59	\$57.50	-12.50	-18%	-31.47	-45%
<b>DAKOTA TERRITORY</b>								
Fort Abercrombie, DT (#65)	(76)	\$16.50	(139)	\$29.00	+12.50	+76%	+2.93	+18%
Ivanhoe, Dak., Sep. 19, 1882	(94)	\$8.50	(147)	\$20.00	+11.50	+135%	+4.90	+58%
Nation, Dakota SL cancel	98	\$17.50	153	\$32.50	+15.00	+86%	+4.28	+24%
Winchester, Dak. Aug 1889	116	\$40.00	157	\$24.00	-16.00	-40%	-23.92	-60%
Canova, Miner Co., (#210)	(68)	\$21.00	(160)	\$24.00	+3.00	+14%	-4.92	-23%
<b>KANSAS TERRITORY</b>								
Delaware City, K.T. (#U10)	366	\$41.00	226	\$23.00	-18.00	-44%	-25.59	-62%
Elwood, K.T. Oct 19/'57 ms	372	\$21.00	235	\$45.00	+24.00	+114%	+9.15	+44%
Ft. Riley, K.T. Apr 11 (U10)	375	\$22.50	248	\$75.00	+52.50	+233%	+27.50	+123%
Geary City, K.T., 1858 (22)	377	\$41.00	260	\$130.00	+89.00	+217%	+46.10	+112%
Kickapoo City, K.T. (#U10)	380	\$39.00	281	\$90.00	+51.00	+131%	+21.30	+55%
Lawrence, K.T., 1857	381	\$23.00	286	\$16.00	-7.00	-30%	-12.28	-53%
Lecompton, Kan. Apr. 15, 1860	390	\$24.50	317	\$24.00	-0.50	-2%	-8.42	-24%
Moneka, K.T., Feb. 25 (1858)	(395)	\$42.00	(337)	\$42.00	0.00	-	-13.87	-33%
Olathe, Kan. (#U10)	397	\$21.00		\$52.50	+31.50	+150%	+14.18	+68%
Oskaloosa, Kan. (#26)	400	\$33.50	355	\$55.00	+21.50	+64%	+3.35	+10%
Ottumwa, K.T. (#26) unique?	401	\$260.00	356	\$333.00	+73.00	+28%	-36.89	-14%
Ozawkie, K.T. (#26)	402	\$32.00	357	\$30.00	-2.00	-6%	-11.90	-37%
Tecumseh, K.T. (#26)	406	\$38.50	390	\$30.00	-8.50	-22%	-18.40	-48%
Troy, K.T., Sep. 26, 1859ms.	408	\$27.50	400	\$18.00	-9.50	-35%	-15.44	-56%
White Cloud, K.T. (#U10)ms.	410	\$36.00	406	\$26.00	-10.00	-28%	-18.58	-52%
<b>MINNESOTA TERRITORY</b>								
Langola, M.T., Mar 29, 1858	445	\$6.75	474	\$180.00	+173.25	+2566%	+113.85	+1686%



PRICES REALIZED FOR 33 TERRITORIAL COVERS (Continued)

Cover Description (P.O., Date, Scott's #)	Lot No.	1956		1971		Price Change in \$	Price Change in %	Price Change in C(\$)	CONSTANT(\$) in %
		Price	Lot No.	Price	Lot No.				
<b>NEBRASKA TERRITORY</b>									
Deer Creek, N.T., Aug 23/61	561	\$26.50	517	\$24.00		-2.50	-9%	-10.42	-39%
Fort Randall, N.T. (#65)	573	\$54.00	532	\$42.50		-11.50	-21%	-25.52	-47%
Nebraska Centre, N.T. (#65)	577	\$21.50	541	\$35.00		+13.50	+63%	+1.95	+9%
Salem, N.T. (#65)	591	\$36.50	573	\$52.50		+16.00	+43%	-1.32	-4%
<b>WYOMING TERRITORY</b>									
Rongis, Wyo. Aug 7, 1885	825	\$9.00	584	\$24.00		+15.00	+167%	+7.08	+79%
Hat Creek, Wyo. Oct 6, 1884	819	\$13.00	586	\$32.50		+19.50	+150%	+8.78	+68%

Conclusions. The major conclusion which I can derive from this brief examination of price changes is that a more comprehensive study of the subject seems in order. There are just too few examples in this survey to make any sound judgments about the relative strengths of one territory versus another, or one type of covers versus another. For example, both of the Alaska covers did quite well, but two covers is certainly no basis for claiming a trend. In the Nebraska group, all three covers which lost ground on a constant dollar basis were patriotic envelopes. Perhaps they were over-supported in 1956 in anticipation of the Civil War Centennial. Who knows? The least expensive covers-- less than \$25-- seemed to have had a better rate of increase than the more expensive, although that observation runs contrary to the old axiom of "the best increase the most." No, I'm afraid the best I can do in the way of a conclusion is to say that we need to take a better look at the subject if we are really interested in evaluating the investment potential of one group of territorial covers versus another...

BOOKS REVIEWED By John H. Willard

UINTAH RAILWAY. Henry E. Bender, Jr. Howell-North Books, Berkeley, CA. 1970. 239 pages, illustrated. \$9.50.

The world of literature is adequately stocked with railroad history books. Many of them are well written, but too few take note of a considerable source of railroad income, the postal contract. The life blood of many a railroad has been its mail contracts. For this reason it was refreshing to find that Mr. Bender mixed just the right proportions of railway history and postal history in telling the story of the Uintah.

Located in northwestern Colorado and northeastern Utah, the Uintah was an unusual railroad in a great many respects. It was built by the Barber Asphalt Paving Company to haul gilsonite, a petroleum mineral sliced out of the hills and transported in sacks due to its affinity to spontaneous combustion. The line was narrow-gauge, 63 miles of it, from Mack, Colorado, to Watson, Utah. Five steady miles of 7.5% grade made it different from most of Colorado's narrow-gauge railroads. A tight curve of 66 degrees -- that's a radius of only 87 feet -- also made it unusual. There are 290 photographs in the book that prove the point. Several pictures are credited to Jim Ozment, a M&DWPHERS member.

If gilsonite was the principal product hauled by the railroad, and sheep was the second most important, parcel post had to rank a close third. Only if you lived or worked in an area as isolated as the Uintah Basin would you think about shipping 10,000 pounds of salt, 12,500 pounds of flour, or 8,000 pounds of sugar by parcel post. These commodities in those quantities arrived at the Vernal, Utah, post office all at one time.

There is also the story about the Coltharp Building in Vernal which was faced with 35 tons of brick shipped by parcel post from Salt Lake City on the Uintah Railway. Every brick was rubber-stamped with the address.

During one six-month period the railroad reported carrying 728,000 pounds of parcel post. The postal historian will enjoy reading how these things came about in an isolated region which was the last home of Chief Ouray's tribe of Ute Indians.

This is a book of quality in both text and production. Photographs are faithfully reproduced, and, whether you are a railroad buff or a postal historian, you will find yourself caught up in the chronicle portrayed by Mr. Bender. This is a worthy addition to any library. jhw

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HISTORY OF LETTER POST COMMUNICATION BETWEEN THE UNITED STATES AND EUROPE, 1845-1875. George E. Hargest. Smithsonian Institution Press, City of Washington, D.C., 1971. 234 pages, 8.5 by 11 format, illustrated. \$4.25.

The subject matter of this book does not properly fall under the scope of Western postal history, but it is definitely postal history and the book

is such an outstanding bargain that your editor felt compelled to review it for La Posta readers. Actually use of the term review in this instance is presumptuous. The book just arrived this afternoon, and I have had no opportunity to read it in detail. I have, however, seen enough to convince me that this is probably the greatest postal history literature bargain to come along in many years.

Printed on fine glossy paper, Mr. Hargest's study is richly illustrated with dozens of larger-than-life cover photographs. In addition, there are post-mark illustrations and numerous tables of information concerning letter rates to various foreign countries during the period of his study. From an aesthetic standpoint, this is the kind of book we would like to see published for all important postal history studies.

Mr. Hargest's subject is basically trans-Atlantic mail arrangements between the United States and various European nations beginning with the subsidization of steam mail-packets in 1845, and ending as France became an active member of the General Postal Union on January 1, 1876. Individual chapters deal with United States mail arrangements with France, Great Britain, Belgium, Prussia and Bremen. Each phase of this fascinating period of postal history receives a well documented, well illustrated treatment. While I claim no expertise in this area of postal history, it is obvious that Mr. Hargest is an expert, and yet he presents the material in a straight-forward, readable style, which is not difficult for the uninformed to follow.

It is with much pleasure that I recommend this new book to any and all postal history enthusiasts. The price is only \$4.25, which by today's standards is all but unheard of for a well illustrated, cloth-bound volume of 234 pages. I tend to look at this book as a government subsidy to postal history, and it is my dearest hope that it will not be the last. There are a great many things which our tax dollars go to support. It is an unexpected pleasure to find that they have apparently supported which brings us pleasure for a change.

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The Hargest book may be ordered by writing to: Manager, Public Documents Distribution Center, 5801 Tabor Ave., Philadelphia, PA. 19120.

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A GIFT SUGGESTION: A ONE YEAR SUBSCRIPTION TO LA POSTA MAY BE MAILED TO SOMEONE IN YOUR NAME FOR ONLY \$5 (THE REGULAR RATE). IF YOU DESIRE, A SUITABLE CARD WILL ACCOMPANY THE SUBSCRIPTION CERTIFICATE SO THAT THE RECIPIENT WILL BE AWARE OF THE NAME OF HIS BENEFACTOR. WE WILL ALSO HONOR REQUESTS FOR ANONYMOUS GIFTS AT NO ADDITIONAL CHARGE. ALL ISSUES OF LA POSTA WILL BE MAILED IN A PLAIN BROWN WRAPPER.....

## EDITOR'S COMMENTS & MEMBERSHIP REPORT

July is an awkward time to be finishing up an issue of La Posta which should have been in your hands during early June. It has proved very difficult to catch-up from our late start this year, and as a result we are still running better than a month behind schedule. Since I have received no threatening letters or telephone calls, I can assume that you are all aware of the reason for our tardiness, and have been kind.

In case you missed it, Western Stamp Collector reprinted the article entitled, "Virginia City: Queen of the Comstock," from our Jan-Feb, '71 issue. The reprint attracted some attention for we received 4 or 5 letters of inquiry about La Posta. It is still too early to tell if any of those interested people will become subscribers. The article on World War II A.P.O.s in Alaska is being reprinted serially in the Ice Cap News. Our member Bernie Coyne is the editor of this fine journal of polar postal history.

Planning for next issue is well along. So far we have a listing of Wyoming rural branches and stations by Art Rupert, a report on the Truth or Consequences, New Mexico, post office by Charles Finke (this report was promised earlier, but the illustrations are being redrawn), and a second article by Tom Todsén on New Mexico's territorial postmasters. This still leaves plenty of space to be filled so if you've been thinking about sharing some of your postal history expertise with the rest of us, now is the time. Please don't worry about the mechanics of English, writing form, etc., these can be worked out with little difficulty. The important thing for La Posta is content. We are looking for meaty articles, listings, or other information of direct benefit to the Western postal history buff. The key question is simply, "is this information which I find useful in my postal history research?" If you can answer that question in the affirmative, then the chances are very good that you have a piece for La Posta. Think it over, please.

One final plug for the THE 19TH CENTURY OREGON POSTMARK CATALOG project. If you have postmarks from 19th century Oregon towns in your collection, please get in touch with any of the following people: Bob Landis, Chuck Whittlesey, Howard Mader, Bernard Griffin or Bill Helbock. The results of this project can only be as good as the information we receive. A catalog of postmarks on any subject, or from any area, is a fantastic amount of work. Completion is only a goal, but such a catalog even partially complete is an exceedingly important work. A work which can be of benefit to all postal historians.

Your editor is off for the cool beaches of the Pacific Northwest during August. As a result, communications will be disrupted for the month at this end. I plan to be back in Las Cruces before the end of August, however, so letters addressed to the address below will receive prompt answer upon my return.

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