

LA POSTA

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IN THIS ISSUE:

	Page
THE MYRTLE CREEK POSTMARK FROM MYRTLE POINT By Richard W. Helbock	2
THE NEVADA RURAL STATIONS AND RURAL BRANCHES By Arthur E. Rupert	7
THE FIRST FIVE YEARS OF WASHINGTON TERRITORIAL POST OFFICES By Helbock	10
VOICES FROM THE MOUNTAINS AND DESERTS	12
BOOKS REVIEWED	13
TERMINUS REVISITED By Thomas Todsen	14
EDITH, NEW MEXICO: A TERRITORIAL POST OFFICE CREATED BY A SURVEYOR'S DISPUTE By Owen H. Kriege	18
EDITOR'S COMMENTS	20

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THE MYRTLE CREEK POSTMARK FROM MYRTLE POINT

By Richard W. Helbock

Way back in the 1880's, when the mails were carried by steamboat, stage, and railroad, and it cost 3¢ to mail a letter from coast to coast, the postmasters of the United States had lots of choice about the kinds of postmarking devices they could use. The pages of the Postal Guide contained advertisements from companies such as F. P. Hammond of Aurora, Ill.; E. S. Miller of Newark, Ohio; Ward & Adams of Aurora, Ill.; John Goldsborough of Philadelphia, Pa.; and others seeking to sell "flexible Post Office Daters and Cancelers." Examples of these advertisements are shown on the following page. The wide variety of styles must have been very popular with the postmasters of the 1880's, for we find today postmarks and cancels of that period decorated with stars, crosses, wavy lines, and an array of other fancy ornaments. In addition, the postal markings come in interesting shapes, and an almost endless variety of sizes. One particular style of postmark which achieved its peak of popularity during the decade of the eighties, featured the name of the county in which the office was located. Numerous varieties exist here too, but postmarks including the county name have become a highly popular class of postal marking with the collector. Collector interest in county postmarks, as they have come to be called, encouraged the publication in 1949 of a work by Dr. H. K. Thompson titled, United States County and Postmaster Postmarks as Billig Handbook, Volume 8. In this classic study, Dr. Thompson lists all of the county and postmaster (showing the postmaster's name) postmarks known to him, together with their known dates of usage. The study is generously illustrated, and, while numerous omissions have come to light over the past 23 years, Thompson's work is still the basic reference for county postmark specialists. All of this is mentioned only to provide some background for the report of a discovery in the area of county postmarks which has recently come to light.

Edward Bender was a postmaster who really favored the county postmark style. Bender succeeded Christian Lehnherr as the postmaster of Ott, Oregon, on September 25, 1876. The Ott post office, reportedly named for an old friend of Lehnherr, served a small Coquille River community in southwestern Oregon's Coos County. Shortly after Bender became postmaster, the name of his office was changed to Myrtle Point, apparently to call attention to the fine stands of Oregon myrtle which grow about the community.

Nothing is known about the earliest postmark devices selected by Postmaster Bender. He may have simply used a pen, and cancelled his letters by manuscript for the first year or so. In 1877 the volume of business of his office was very low, and he received an annual compensation of only \$27.70 for that year. By 1879 his compensation had increased to \$94.39, and in 1881 Bender was paid \$131.35 for carrying out his postmaster duties.

Sometime during 1882, or possibly 1881, Postmaster Bender began to use a county style postmark, which made an impression similar to that shown in Figure 1. The manufacturer of this device is not definitely known, although the postmark contains features similar to those made by Ward & Adams. Known use dates for this first county postmark type are obscure, for Dr. Thompson combined the listing of this postmark type with a second and similar Myrtle Point

POSTMASTERS

SEND FOR THEM! BUY THEM! USE THEM!

Can be tested before being paid for.

THE 13 LINE STAMPS AS SHOWN.

Charles Coolidge, P. M.
Zenas W. Bliss, Ass't P. M.
Riverside, Mass.
Held for Postage.

Missent. Correct.
Advertised. Registered No.
Forwarded. Unclaimed.
Postage Due. Due 3 cts.
Third Class Matter.
Returned to Writer.
Due 6 cts.

The Postmaster, Assistant Postmaster, and Name of Place, we make in a beautiful script type suitable for marking linen, or printing cards, besides being a handsome stamp for Post Office Use. Remember the other line stamps will be made only in plain type.

Style A.



Style B.



Style C.



Style J.



Style K.



For \$2.00 we will send our best Rubber P. O. Dater and Canceler (together or on separate handles), or a Money-Order or Registered Letter Dater, (13) one-line Stamps. Type style as shown above. Dates for ten years in Walnut case, with tweezers, besides Pads, and one bottle Black Ink. We can furnish any kind of a Dater desired, and will sell any offer made by other parties. Price of Dater alone \$1.50, without the (13) one-line Stamps.

TEST ON TRIAL. Send \$1.00 to pay for postage and packing this outfit, and then remit promptly the balance, \$2.00, on receipt of goods, if satisfactory; or we will refund money if goods are not as represented.

Measures Ward & Adams are perfectly reliable. They do good work and give satisfaction.
G. A. PFRANGLE, P. M., Aurora, Ill.
Send for our Circulars and samples of new Note and Letter Headings, also new styles of Daters used.
Please mention January POSTAL GUIDE.

Address **WARD & ADAMS, Aurora, Kane Co., Illinois.**

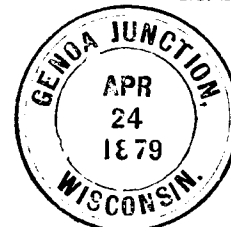
SEE INDEX TO ADVERTISEMENTS, PAGE 46.

YES, WE GIVE

Postmasters a **HANDSOMER, BETTER,** and more durable offer for \$3.00 than any firm in the United States.

For \$2.00 we will mail one of our Rubber Daters, any style shown below, and warranted to be a better article than any \$2.00 stamp sold, with or without canceler, a bottle of Black Ink, Pads, Dates for 10 years in Walnut case, with tweezers, and 15 Single Line Stamps. Dater alone, complete, with Pads, Dates, and Ink, only \$2.00.

No. 1.



No. 3.

J. T. Stevens, P. M.
L. R. Marsh, Ass't P. M.
Utica, N. Y.
Held for Postage.

**UTICA, N. Y.
CORRECT.**

SEP 3 1882
J. T. STEVENS, P. M.

Missent.
Correct.

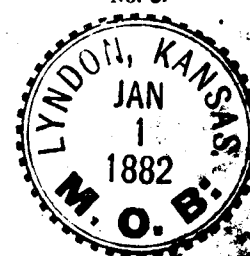
Advertised.
Registered No.
Forwarded.
Unclaimed.
Postage Due.

Due 3 cts.
Third Class Matter.
Returned to Writer.
Due 6 cts.

No. 4.



No. 5.



Or any stamps mentioned in October POSTAL GUIDE.
For \$1.00 to pay cost of postage and packing, we will send this offer on trial, balance, \$2.00, to be sent immediately on receipt of goods.
These stamps need no cleaning, used with our ink. Printed directions for use sent with each.

Read the following letters, of which we receive hundreds similar:—

FORT McKINNEY, WYOMING TERR., August 20, 1882. The impression of Dater stamp inclosed is of your manufacture, which has been in constant use for 1 1/2 years. Truly yours, C. T. GARAGHTY, P. M.
HIAWATHA, KANS., Oct. 6, 1882. Your Eureka stamp is the best of the kind we have ever seen, and gives splendid satisfaction. Very truly yours, JNO. D. BLAIR, P. M.
SANGAMON STA., ILL., Nov. 1, 1882. Inclosed find \$2.00 due on Dater and Stamps. They are just what every Postmaster needs. Respectfully, J. B. LICHTENBERGER, P. M.

Address **F. P. HAMMOND & CO., Aurora, Illinois.**
BRANCH OFFICE: 8 Lafayette Place, New York, N. Y.



Figure 1

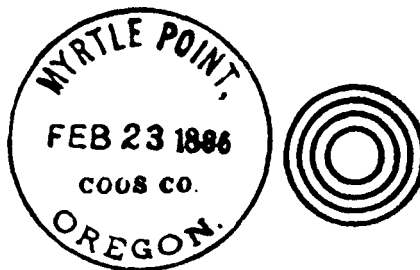


Figure 2

county postmark type (Figure 2). While there are obvious similarities between types 1 and 2, there are also important differences. Type 2 has no crosses at the ends of the date line, and no decorative lines above and below the date. In addition, "COOS CO." appears below the date in Type 2, and the lettering in the second type is much finer than in the first type. Dr. Thompson reported seven examples of types 1 and 2 combined with dates ranging from May 26, 1882 through September 8, 1886.

A third type of Myrtle Creek county postmark is illustrated in Figure 3. This postmark, which has been documented in use as early as July 1885 and as late as November 1891, featured a "wheel-of-fortune" killer of the type advertised by F. P. Hammond and Company. Type 4 (Figure 4) bears many similarities to the preceding type. The major difference appears to be the placement of "COOS COUNTY." Both postmarks were duplex devices with integral killers of the "wheel-of-fortune" type. Dr. Thompson reported five examples of Type 4 with dates ranging from February 2, 1893 to February 3, 1897.



Figure 3

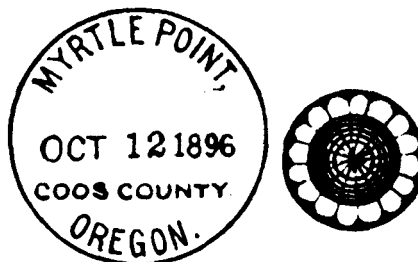


Figure 4

Only a single example each was reported for types 5, 6, and 7, making it almost pure guess-work as to the times and duration of their use. Types 5 and 6 bear dates of 1893 and 1894 respectively, but Type 7 is reported with a year date of "1896?", and illustrated by Thompson with a date of 1890. The example from which Dr. Thompson worked apparently did not permit positive identification of the year. Types 5 through 7 appear in figures 5 through 7.

It is apparent from the variety of county postmark styles known from Myrtle Point that Postmaster Bender, who remained the community's only postmaster for nearly 21 years, truly favored that particular style. On July 10, 1897,



Figure 5

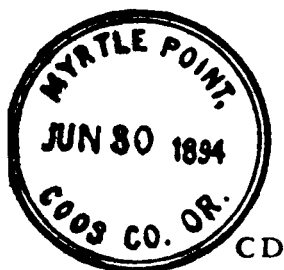


Figure 6

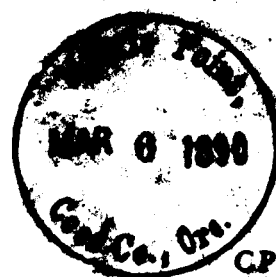


Figure 7

postal records indicate that Edward Bender was succeeded by Frank D. Hermann as postmaster of Myrtle Point. During Postmaster Bender's two decades as chief of the Myrtle Point office, seven different county postmark types are known to have been used. With all those different, and often elaborate, postmark designs in use over such a long period of time, it is perhaps not too surprising that an interesting error has come to light.

Figure 8 below illustrates what appears to be a county postmark from Myrtle Creek, Coos Co., Oregon. Myrtle Creek is a small Umpqua River community located about 15 miles upstream, or south, from Roseburg. In addition, it is located about 50 miles almost due east of Myrtle Point, but it is in Douglas, not Coos, County. At first, it was thought that the postmark manufacturer had simply listed Myrtle Creek in the wrong county when constructing a new postmark for the Umpqua River town. Closer examination of the heading on the enclosure in the cover (also shown in Figure 8), and comparison with the Type 1 county postmark from Myrtle Point leads to a different conclusion.

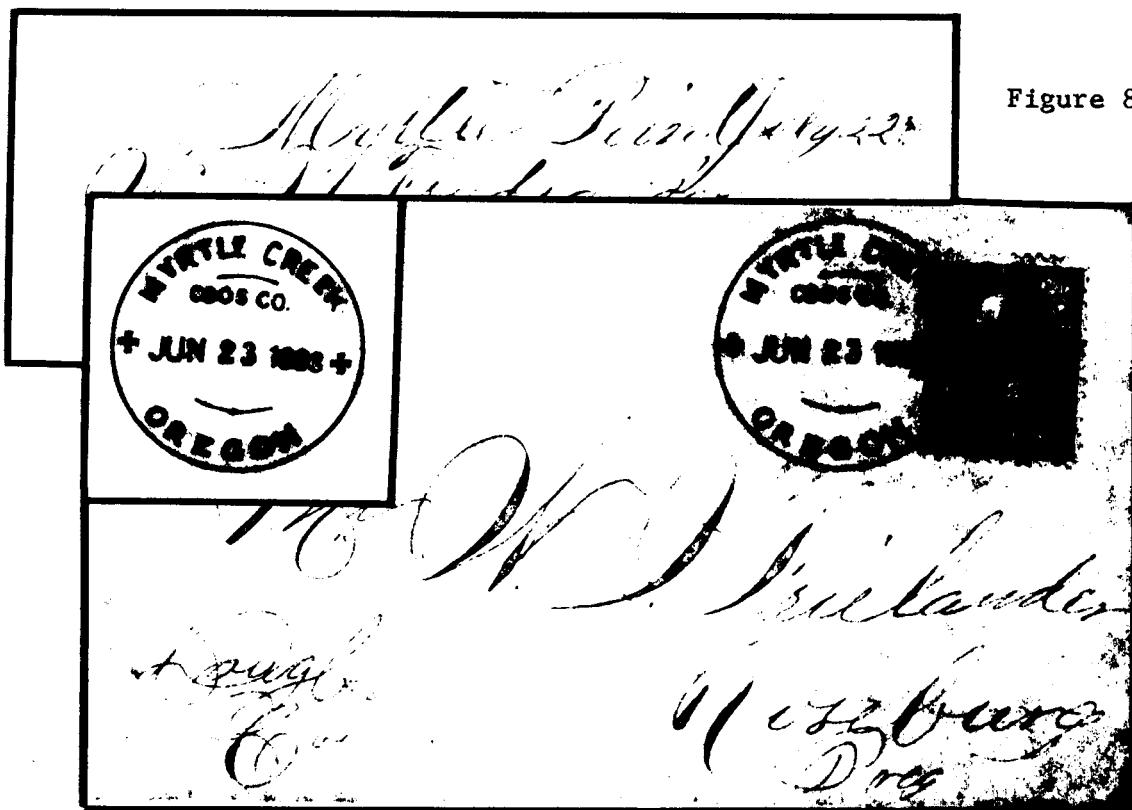


Figure 8

The manufacturer of Myrtle Point's first county postmark apparently erred in the name of the post office by cutting the die to read "CREEK" instead of "POINT." The result was a letter mailed from Myrtle Point postmarked as though it were mailed from Myrtle Creek.

The discovery of this interesting error raises a number of questions. The date of the error postmark reads "June 23, 1883, and at least two examples of the normal Type 1 postmark are known with earlier dates. Why would Postmaster Bender use an errant postmark if he had on hand a similar device with proper lettering? Was this Myrtle "Creek" device made before the normal Type 1 device? If not, why would a postmaster of a small office have two basically identical canceling devices? Are any other examples of the Myrtle "Creek" error known to collectors? Any one who can might be able to shed more light on this unusual discovery is respectfully requested to contact the author.



Railroad Construction Train (see story p. 14)

THE NEVADA RURAL STATIONS AND RURAL BRANCHES

By Arthur E. Rupert

Nevada, our 36th state, was admitted to the Union on October 31, 1864. Always ranked among the less populated states, Nevada has few residents outside the metropolitan districts of its two well known cities: Reno and Las Vegas. As a consequence, the rural stations and rural branches are few in number. Only ten have ever existed in the Silver State.

Four rurals are currently listed in operation, but one of these, Tracy Clark Rural of Sparks, is classified as a non-personnel facility, and no postmark is known to indicate mail from this location. A visit to Tracy Clark during the summer of 1968 showed that it is located in a room adjacent to the restaurant at the 102 Cafe, now situated on Interstate 80.

Postal facilities at that time included a combination steel desk-counter, complete with postal scales for weighing letters and packages. There were a set of the necessary rate charts and zone information, together with a stamp vending machine for self-service postal service. Attached to the counter were a series of 24 numbered boxes of various sizes. Delivery of mail was made to the numbered boxes by the rural route carrier, and the out-going mail from the drop box was sacked up for subsequent cancellation and routing at Sparks.

While visiting Tracy Clark, I prepared several covers for myself and friends with the notation that they had been personally dropped in the box at the Tracy Clark Rural Station. A camera snapshot of the building which housed the rural completed my documentation of Tracy Clark.

Goodsprings Rural Station of Jean has the honors of being the original rural of the Nevada series. Established June 1, 1960, Goodsprings has remained in continuous operation until the present time. An interesting status switch took place in 1962 involving the Jackpot and Contact postal facilities. In 1961, Jackpot was established as a rural station of Contact. Shortly over a year later, however, the Postal Bulletin carried the following listing:

"Contact, Jackpot (R.Sta.) Elko County, disc. 8-31-62; 31-16800, Contact, Elko County (3rd Cl.) name changed to Jackpot, 9-1-62, with new P.O. No. 31-437000; Jackpot, Contact (Ind R. Sta.) Elko County, estab. 9-1-62."

Jackpot had out-grown its rural status, and was elevated to a 3rd class post office. Perhaps to preserve some esoteric balance, Contact, the former parent office, was re-created as a rural station of Jackpot. Contact was eventually dropped entirely when it was discontinued February 9, 1968.

Cancellation types used by Nevada rurals are similar to those used in other states, and discussed in earlier listings. No example of Type 1, Type 7, or Type 9 is known from Nevada. Type 3 used by Contact as a rural station appears to be the same device used there when it was a 3rd class office.

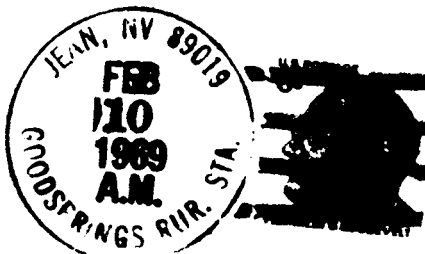
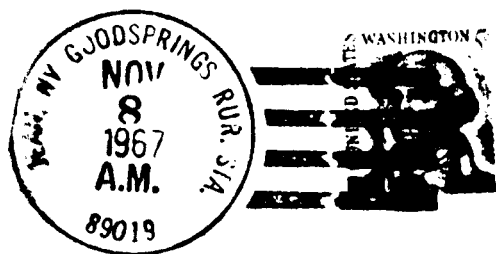
Comments on this listing of Nevada rurals will be appreciated by the author, and may be addressed to him at: P.O. Box 645, Prosser, Washington 99350.

NEVADA RURAL STATIONS
AND BRANCHES

Rural Name	Post Office	Established	Discontinued
Goodsprings RS	Jean 89019	1 Jun 1960	
Mason	Yerington 89447	1 Jan 1961	17 Jul 1964
Jackpot	Contact	1 May 1961	31 Aug 1962
name changed			
Contact RI RB 89836	Jackpot	1 Sep 1962	9 Feb 1968
Incline Village	Crystal Bay	16 Nov 1962	4 Dec 1964
Crescent Valley RB	Beowawe 89821	16 Jan 1963	
Alpine Village 89108	Las Vegas	1 Apr 1963	31 Jul 1967
Lemmon Valley 89502	Reno	15 Feb 1964	1 Sep 1967
Tracy Clark RS(Non-P)	Sparks 89431	21 Sep 1966	
Laughlin RB 89046	Searchlight 89046	16 Oct 1968	

Rural Name	Postmark Types Recorded
Goodsprings	2 5* 6
Mason	6
Jackpot	2
Contact	3** 6
Incline Village	3 6
Crescent Valley	2
Alpine Village	2
Lemmon Valley	3 6
Tracy Clark (Non-personnel)	No postmark recorded
Laughlin	4 6

* Two styles of Type 5 exist with different position of the Zip code.
 ** Presumed to be the same device used when a 3rd class post office.

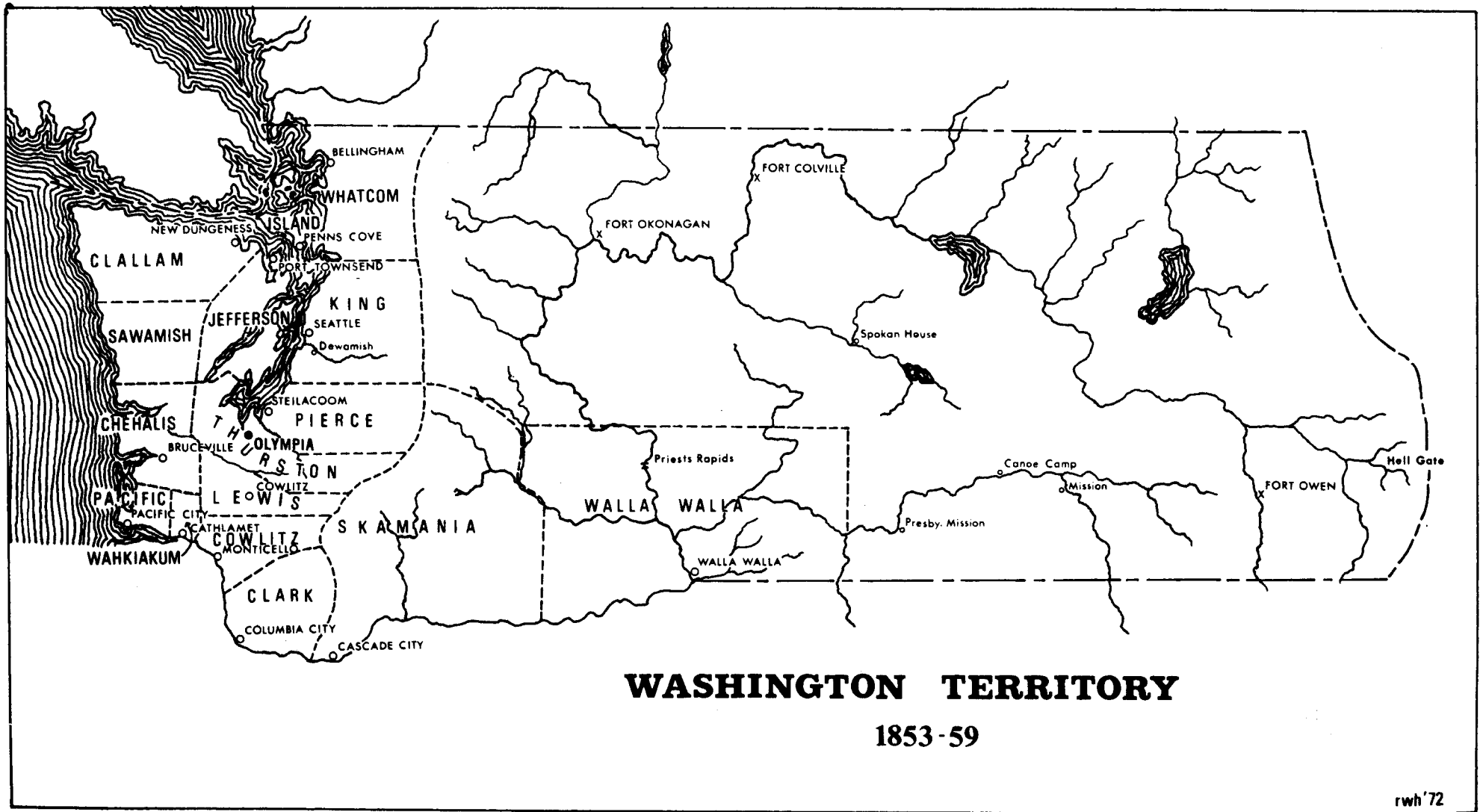


THE FIRST FIVE YEARS OF WASHINGTON TERRITORIAL POST OFFICES

Washington Territory was organized from the northern half of Oregon Territory by act of Congress dated March 2, 1853 (10 Stat.L.172). The boundaries of Washington Territory existed as shown on the accompanying map for only six years, for, when Oregon was admitted to the Union on February 14, 1859, the Territory of Washington was enlarged by the addition of what is now southern Idaho, and a portion of western Wyoming.

The first post offices to be established in what was to become Washington Territory were Nesqually (later Olympia) and Vancouver. Initial postmaster appointment dates for these two offices were both January 8, 1850. The list which follows contains the names of 25 post offices which were established between 1850 and 1855, but due to name changes, the actual number of unique offices appears to have been 21.

Post Office, County in 1855	Established	First Postmaster	Notes
Nesqually, Thurston	8 Jan 1850	Michael Simmons	Name ch. Olympia
Vancouver, Clark	8 Jan 1850	Moses Kellogg	" " " Columbia City
Olympia, Thurston	28 Aug 1850	Michael Simmons	
Monticello, Cowlitz	28 Nov 1850	David Stone	
Columbia City, Clark	12 Dec 1850	Richard Lownsdale	N. ch. to Vancouver
Pacific City, Pacific	26 Dec 1850	James Holman	
Oak Point, Cowlitz	18 Feb 1851	Alex Abernethy	
Cathlamet, Wahkiakum	8 Aug 1851	James Birnie	
Cascades, Skamania	5 Nov 1851	F. A. Chenoweth	
Steilacoom, Pierce	6 Jul 1852	James Hall	N. ch. to Steilacoom City
Washougal, Clark	6 Aug 1852	Joseph Watkins	
Port Townsend, Jefferson	28 Sep 1852	Francis Pettygrove	
Seattle, King	12 Oct 1852	Arthur A. Denny	
Chenook, Pacific	19 Oct 1852	Washington Hall	
Grand Mound, Thurston	21 Jan 1854	Leonard Durgin	
Steilacoom City, Pierce	21 Jan 1854	John Chapman	
Highland, Lewis	18 Apr 1854	John Jackson	
Alki, King	29 Apr 1854	Charles Terry	Disc. 27 May 1854
Cowlitz, Lewis	29 Apr 1854	Edward Warbass	
Pekin, Clark	29 Apr 1854	Jefferson Huff	
Lake River, Clark	3 May 1854	Marshall Hathaway	
Tarlitt, Pacific	31 May 1854	Thomas Martin	Disc. 2 Nov 1855
Castle Rock, Lewis	1 Jun 1854	William Huntington	
Scate's Creek	28 Dec 1854	Abraham Tilley	
Vancouver, Clark	10 Dec 1855	William Kelly	



VOICES FROM THE MOUNTAINS AND DESERTS

From time to time your editor receives detailed comments and constructive criticism of articles which have appeared in La Posta. This column was originally intended as a readers column, wherein these comments could be shared with all. Unfortunately, the above heading has been used very seldom since it was introduced in Volume 1. It is, therefore, with great pleasure that we re-introduce "Voices From the Mountains & Deserts", and begin with:

Comments by Daniel Y. Meschter on "A Postal History of Fort Laramie" by Thomas E. White, La Posta, Vol. 3, No. 6.

In Mr. White's item on page 6, it is said that Fort Laramie was in "Unorganized Territory." His use of quotes indicates he is quoting from some source, and that may be so. The fact is that while Fort Laramie in 1850 was in unorganized territory as a matter of practical fact, it had been in organized territory as a technical and legal fact almost since the Louisiana Purchase, April 3, 1803. By Act of October 31, 1803 (2 Stat. 245), Congress authorized the President (Jefferson) to take possession of the lands purchased and provided for the exercise of civil authority, denominating the purchased lands as the Territory of Louisiana. Remote as it was, this civil authority can be construed as extending to the continental divide, and including the site of Fort Laramie. By Act of March 26, 1804 (2 Stat. 283), Louisiana Territory was divided into the lower portion- Territory of Orleans -and the larger residue named the District of Louisiana, which was put under the administration of the Governor of Indiana.

Almost simultaneously with the admission of Louisiana as a state in 1812, Congress recognized pressures of a growing population for westward expansion and passed an Act on June 4, 1812 called "An Act providing for the government of the Territory of Missouri," which provided in part "That the territory heretofore called Louisiana shall hereafter be called Missouri..." (2 Stat. 743). Aside from some territorial complications involving the south-central part of Wyoming, Wyoming east of the continental divide remained under Missouri jurisdiction even after Missouri itself was admitted to statehood, until 1854. Territorial organization after that date is pretty well known to postal historians. My point is that Wyoming really was not unorganized territory after 1803, no matter how remote from civil authority it might have been. Another point is that all this information is not just a matter of academic interest as I shall develop in a moment.

I personally contend that the "O.R." cancellation is beyond being "thought to be" either Oregon or Oregon Route. As I pointed out in my little book, (Ed note: Mr. Meschter is the author of a study of territorial post offices in Wyoming) military correspondence datelined at Fort Laramie in 1850, and/or 1851 clearly uses "Oregon Route," which settles the matter as far as I am concerned.

But going on to Mr. White's discussion on page 8 of "Montana Territory" cancels, I will accept his proposition if the covers actually show an 1861 or later date stamp, or if some portion of Montana is spelled out. I have seen

an illustration of a Fort Laramie, "M.T." cover without date stamp. Those old timers might have confused within a matter of miles as to where a political boundary was; but my researches indicate they were not so provincial as not to know what territory Congress said they were in. Fort Laramie is just too far from Montana for this kind of error. All I am doing right now is suggesting re-examination of these "Montana" covers with the idea they might just be Missouri. If they can be assigned to 1854 or earlier on the basis of stamp or datestamp, then Missouri is a definite possibility. As a matter of interest, all this comes to mind because of an obituary I once saw of an old time resident of Fort Laramie (a woman) who had always been proud to claim she had resided in Missouri, Nebraska, Idaho, Dakota, and Wyoming without having left her living room.

BOOKS REVIEWED

Preston, R. N., Maps of Historical Oregon, Western Guide Publishers, Box 1013, Corvallis, Oregon 97330, Published 1972, 60 pp., 17.5 X 11.5 inches, soft cover, \$6.50 from the publisher.

Here is a real buy for the postal historian who values maps as an aid to his research, or anyone else who appreciates well produced old maps and photographs. Historical Oregon contains 18 large size (most are 17.5 by 23 inches) maps of Oregon in whole or in part. Most of the maps are from the archives of the Oregon Historical Society, many are exceedingly rare in the original, and all appear clearly and faithfully reproduced. A unique feature of this atlas is a plastic overlay map of Oregon today, which is matched-up with a 1878 map of the state. This permits a rather precise location of towns, post offices, etc. of the Oregon of nearly 100 years ago.

Maps are arranged chronologically beginning with a 1804 cartographic impression of Oregon and the trans-mountain West. Other maps include Oregon in 1838, 1859, 1863, 1871, 1876, 1881, 1887, 1900, 1913, and 1921. There is a sketch map of the Willamette Valley from 1851, a map of Indian battlegrounds 1863-65, and a map of Military Roads in Oregon. It must be stressed that these are all original maps which have been faithfully reproduced. They are not recently draw copies, compiled long after the fact.

As an added feature Historical Oregon contains 12 large pages of old photographs from Oregon. There are some classics included, and it must be mentioned that some of the photo credits go to our own M&DWPHERS member Robert Potts of Albany, Oregon. This atlas contains other features of interest and value, but, rather than go into detail on all of them, we'll leave some room for surprise. This is really a beauty of a small state atlas, and, in my opinion, a very good buy at only \$6.50.

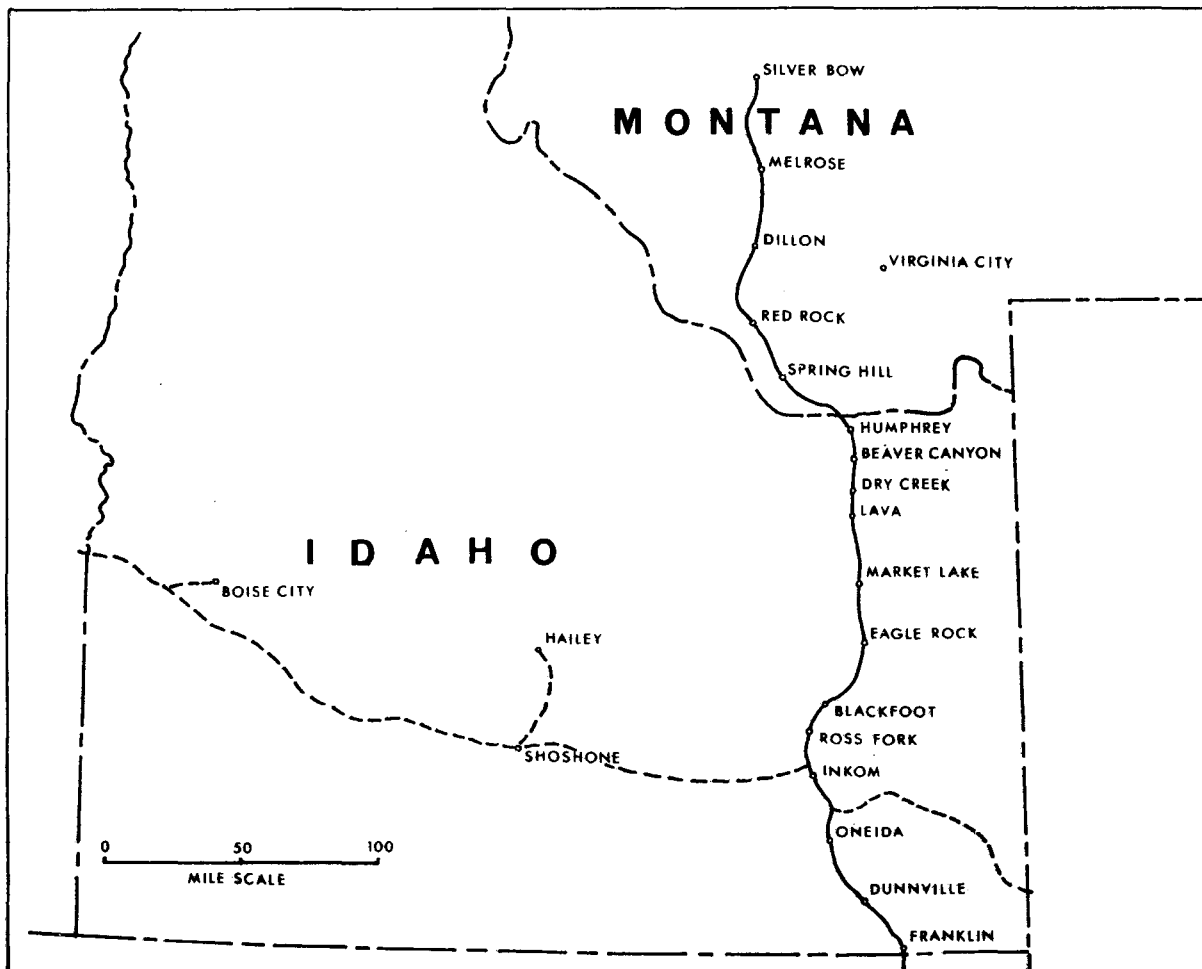
Also available at the same price from this publisher is another atlas titled, Early Idaho. The Idaho atlas has not been reviewed at this writing, but, if it follows the lead of Historical Oregon, its got to be good.

RWH

TERMINUS REVISITED By Dr. Thomas Todsen

Harry L. Fine's article in Stamps, 26 October 1968, entitled "Terminus Post Office, Idaho and Montana Territory;" Richard W. Helbock's short piece on "Dillon, Montana Territory" in La Posta, Nov.-Dec. 1969; and Robert D. Harris' "Dillon, Montana Territory: An Update" in La Posta, Nov.-Dec. 1971 showed inconsistencies, raised questions, and resulted in inquiries to La Posta's editor. This article is intended to resolve and answer these questions in a limited way, and to point out gaps in our knowledge which some readers may be able to fill.

There have been three Terminus post offices which were officially designated in the "Records of Appointments of Postmasters," and which accompanied railroad end-of-track operations. One of these went along with construction of the Southern Pacific from southern California across Arizona to Deming, N.M. A second was entirely in Idaho, going with the laying of the Oregon Short Line branch from Shoshone to Hailey. The third, and the one we will discuss here, followed end-of-track construction of the Utah and Northern (subsidiary of Union Pacific) from Franklin, Idaho, north across southeastern Idaho, into Montana at Monida Pass, and north toward Silver Bow.



The "Records of Appointments of Postmasters" for Idaho and Montana show the following:

- a. Terminus, Idaho was established on 14 June 1878 with Thomas B. Warren as postmaster. No other postmaster is shown during its existence.
- b. Terminus, Idaho was discontinued 30 March 1880, the same day that Terminus, Montana was established with Thomas B. Warren again shown as postmaster.
- c. The name of Terminus, Montana was changed to Dillon, Montana 31 May 1881, with Thomas B. Warren the first Dillon postmaster.

How do these facts check with construction times? It is known that construction started from Franklin in March 1878, so the establishment time is a little late but not too far out of line, particularly since the town was not set-up until April and the name Terminus was probably not fixed until May. The official crossing of the rails into Montana took place on 9 March 1880 so the change-over of post office designation is in the right time frame. End-of-track was probably about halfway between Dillon and Silver Bow when the name change to Dillon took place. This seeming discrepancy will be resolved later.

Cancellations also raise some questions. There is in Harry Fine's collection a Terminus, Idaho cancellation dated 11 April 1880. One would guess that Postmaster Warren continued to use his Terminus, Idaho circular date stamp until the Montana stamp arrived. Similarly, the Terminus, Montana c.d.s. is known in use after the name change to Dillon; Robert Harris showing one as late as 20 June 1881. The late usage appears to have been differentiated by Postmaster Warren by changing ink color from blue to magenta.

The most comprehensive discussion of Utah and Northern planning, construction, and operation readily available is in Merrill D. Beal's "Intermountain Railroads." Here we find the unique character of Terminus, U & N RR., revealed, because this Terminus was not a travelling post office as described by Theobald for Terminus, Southern Pacific, but rather was a complete moveable town. Conceived and set-up by Washington Dunn, the veteran Union Pacific construction engineer who was general superintendent of construction for the Utah and Northern project, Terminus consisted of portable, demountable buildings, which were assembled on a desired site. When end-of-track had proceeded so far as to make the journey for the construction crews take too much time, the buildings were disassembled, loaded on cars, and moved by rail to a new location. These stations, camps, or locations were normally about 20 miles apart. Beal mentions these, though some of his narrative is vague or inconsistent with known construction times and distances.

Normal population of Terminus is stated to have been about 550. The following, quoted from the New Northwest, newspaper of Deer Lodge, Montana, gives some idea of the activity at the Shineberger location of Terminus in Beaver Canyon during the winter of 1879-1880:

The business done here is very important and large. I give, for the information of your readers, the names and business of everyone engaged in business here: Leonard Eliel, dry goods, clothing, drugs. A large house; John W. Lowell, dealer

in Fish wagons and all kinds of agricultural implements, harness, etc.; Beers and Lefever, general merchandise; George A. Lowe, dealer in Schuttler wagons and agricultural implements; Seebree, Ferris, and Holt, Bane wagons, agricultural implements and general merchandise, also bankers; Northwest Forwarding Company, W.M. Rank, manager; B.F. White, forwarding and commission merchant, operator of Oneida Salt Works; J.B. Meredith, agent of Walker Bros., Salt Lake forward house and commission merchant; Corinne House, Patrick O'Neill, proprietor; Montana House, Bristol and Holley, props.; James Buford, livery and feed stable; George Roberts, livery and feed stable and a fast freight to Montana; George Smith, Virginia Chop House; Peter Tibbide, bakery and restaurant; David Works, restaurant; C.L. Thompson, fresh fruits and groceries; R.C. Roberts, bakery and fresh fruits; Charles Schlessinger, groceries and liquors; B.M. Durell, groceries and fresh fruits; E.M. Radcliff, gents' furnishings, goods, and sample room; S. Fuller, wholesale and retail liquors; Dr. Dodge, drugs and sample rooms with billiards; Rock Nelson, saloon; Mrs. Heyfron, milliner and dressmaker; Reese and Demar, saloon and billiards room; David Latham, saloon and variety show hall; W.A. Hodgman, harness and saddlery, hardware; Con Orem, blacksmith and wagon shop; Tom B. Warren, postmaster and justice of the peace; Private School, CharlesSwipe, teacher, 55 children; Mrs. L. Kupffer, jewelry, guns, and ammunition; Henery Cushing, boot and shoe maker, and two barber shops; L.R. Mattison, Mitchell wagons and agricultural implements; Charles Mikes, deputy sheriff and city marshall; Bascon and Wright, butchers; Heffron and Smith, butchers; Thomas Hallworth, painter of houses, signs, etc.; L.J. Fisk, lumber yard, doors, sash, etc.; Goff and Marshall, stage line to the National Park.

Work on extending the railroad into Idaho began in March 1878 and, as soon as the end-of-track had progressed to the point that support from Franklin became difficult, a temporary city including Dunn's portable buildings was built about 20 miles north of Franklin in early April at the site of the present town of Banida. This was originally called Dunnville, for obvious reasons, but later was designated as Terminus. It was as Terminus that a post office was requested, though by the time the application was approved and the post office established in June 1878, the location had already been changed and our travelling town was set up at Oneida, about 22 miles further north in Marsh Valley. By August the rails had been laid into the Portneuf River valley past the present location of Inkom, two miles below which Terminus set up shop at Black Rock Camp. That Terminus was at Black Rock on 21 October 1878 is recorded in a Mr. Mushback's diary, part of which was published in the Billings, Montana Gazette, 16 August 1936.

After this move and with the removal of the Terminus post office from Oneida, a chain of events occurred which was to be repeated several times over the next 3 years. Some of the workers along with some of the emigrants from Utah, who formed a steady stream of migration up the railroad, established a permanent settlement at Oneida and applied for a post office. The Oneida post office was established 22 November 1878 with Alma U. Hobson as postmaster.

There is a question whether the next camp was Tyhee, Ross Fork(now Fort Hall), or Gibson, or whether all three were Terminus locations. At any rate, the next location thereafter was Blackfoot, where Terminus spent the winter of 1878-79 beginning about Christmas. Twenty-five miles beyond Blackfoot was Eagle Rock Ford(now Idaho Falls). The Anderson brothers had a toll bridge here, and in consideration for Terminus being held on the south side of the river from April to June 1879, the Andersons donated 104 acres to the railroad as a site for the Utah & Northern shops.

Terminus was next at Market Lake(now Roberts). Following this came Lava(now Camas). Twelve miles further, Terminus was again open for business at Dry Creek(now Dubois). The goal for 1879 was set as Beaver Canyon(now Spencer). This camp was established in September 1879. During the winter of 1879-1880, Terminus was moved further up-canyon to Shineberger's as was earlier cited. When Spring 1880 finally allowed more rapid construction toward Monida Pass and the Montana line, Terminus moved to Humphrey, the last site in Idaho.

The track crossed into Montana on 9 March 1880, and by April Terminus had been established at Allerdice(later Spring Hill, now Lima). Next came Red Rock -- there may have been two Red Rock Canyon locations of Terminus, one where Dell now stands, and one at Red Rock itself. By the end of October 1880, Terminus was at Dillon, and apparently over-wintered there.

Beal states only one location was established between Dillon and Silver Bow, at what is now Melrose. It would appear that there was no further requirement for Terminus as a town after this, and the post office reverted to Dillon on 31 May 1881 (if in fact it ever moved to Melrose). Construction without Terminus proceeded much more slowly, and Silver Bow was not reached until 26 October 1881. This relative slowdown is reflected in the yearly construction totals: 1878, 92 miles; 1879, 84 miles; 1880, 79 miles; 1881, 57 miles to Silver Bow plus 8 miles to Butte.

In summary, we see Terminus, Utah & Northern RR., as a semi-permanent town, located at particular sites for specific lengths of time, though the precise locations and durations of stay at each are not known in detail. It is to be hoped that the archives of the Union Pacific Railroad, and particularly the "Corporate History of the Oregon Short Line," will shed some light on this problem. If any readers have access to more definitive information, the author would appreciate hearing from them.

A final word -- the unique character of this Terminus undoubtedly reflects an extension of the construction crews of the parent Utah & Northern, which was built to a great extent by the residents of the areas of Utah through which the railroad was built. The crews on the Utah & Northern were not the roistering, hard-drinking, hard-fighting men who pushed the Union Pacific and Central Pacific to Promontory. Rather they were quiet, hard-working family men who had need for just what Terminus had to offer. So Terminus travelled on its way, spawning new towns at each of its stops, contributing its own special flavor and stability in the midst of change to each, and to the countryside through which it passed.

EDITH, NEW MEXICO: A TERRITORIAL POST OFFICE
CREATED BY A SURVEYOR'S DISPUTE

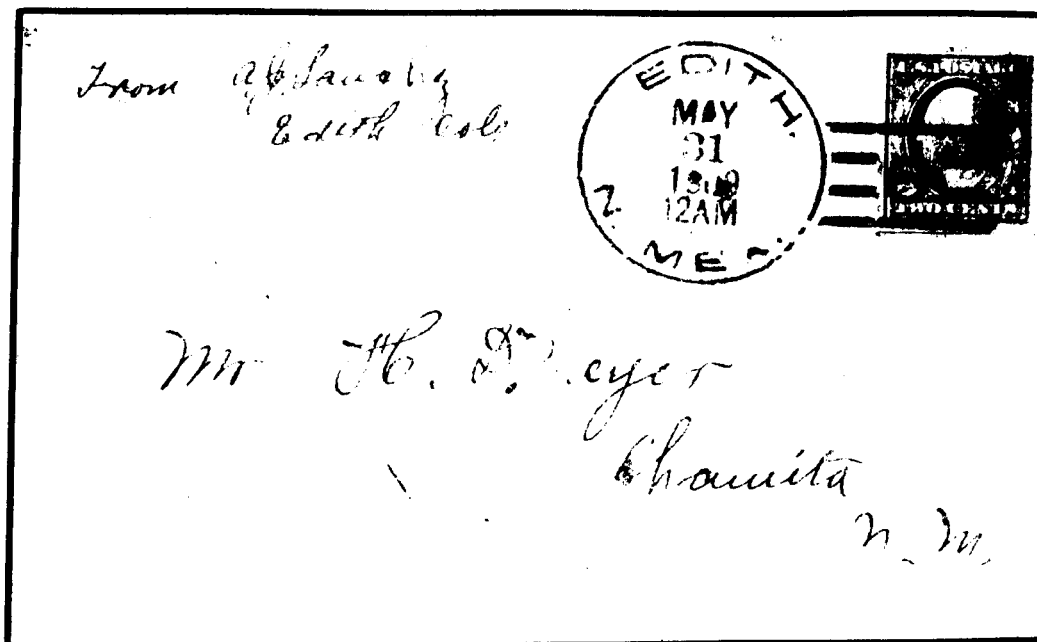
By Dr. Owen H. Kriege

When New Mexico Territory was organized in 1850, the northern boundary followed the 38th parallel of north latitude from the 103rd meridian of west longitude to the crest of the Rocky Mountains, south along these mountains to the 37th parallel of north latitude, and then west along the 37th parallel until it intersected with the boundary of California.(1) The region lying north of the 37th parallel was attached to Colorado in 1867. A survey was conducted by Ehud N. Darling in 1868 and John J. Major in 1874 to establish the location of the 37th parallel and fix the boundary between the territories of Colorado and New Mexico. In view of the mountainous terrain, it is not surprising that Darling erred by as much as three-quarters of a mile south of the true parallel in some instances.(2) The errors went unnoticed in the sparsely settled region until a Federal General Land Office Survey by Howard V. Carpenter in 1903 disclosed the true location of the 37th parallel. The land office accepted Carpenter's location of the boundary, and Congress adopted it as the true boundary by joint resolution in 1908. However, President Theodore Roosevelt vetoed the resolution. New Mexico sued Colorado in 1919 for the establishment of the boundary as the Carpenter surveyed line, and years of litigation followed. A final decision was not made by the United States Supreme Court until 1960, when it was decided to accept the original line surveyed by Darling as the boundary between New Mexico and Colorado. The only post office to be involved in this controversy was that at Edith, and from 1904 to 1909 Edith was under the jurisdiction of Rio Arriba County, New Mexico.

Edith is a small community on the Denver and Rio Grande Railroad northwest of Chama, New Mexico. (see map) It is located on the Navajo River, and is today essentially a ghost town. Edith served as headquarters for logging operations in the adjacent mountains which are now part of the San Juan National Forrest. A card owned by Dr. Sheldon H. Dike, and postmarked Feb. 20, 1908, pictures the Edith school with 35 pupils. Railway cooking cars used at the logging camps are shown in the same photograph.



The post office at Edith, Archuleta County, Colorado, was officially established October 28, 1895, and discontinued October 31, 1917. It was listed under Rio Arriba County, New Mexico, from May 5, 1904, to February 5, 1909.(3) As a New Mexico town, Edith's postal history began with the appointment of Edgar M. Beggs as postmaster on May 25, 1904. He declined to serve; hence, John A Crawford was appointed on July 2, 1904. Edgar B. Pound became the postmaster of Edith, New Mexico on July 27, 1905, and served until the return of Edith to the jurisdiction of Archuleta County, Colorado. Only one type of postmark is known from Edith, New Mexico, that being a 31.5 mm. circle with a four-bar integral killer containing the numeral "5". Four examples of this strike have been recorded: post cards dated February 20, 1908, August 10, 1908, and November 27, 1908, and a cover (see below) dated May 31, 1909.



EDITH, NEW MEXICO...May 31, 1909

The cover, from the author's collection, has the return address listed as Edith, Colorado. An enclosed letter in pencil is a request to forward mail to Edith, the state designation having twice been changed from New Mexico to Colorado. May 31, 1909, may have been the latest date that the New Mexico strike was in use at Edith. The author's collection contains examples of Edith, Colorado, postmarks dated June 4, 1897, and March 5, 1910. It would be appreciated if anyone having additional information about the Edith post office or postmarks would contact the author.

- References: (1) Bancroft, H. H., History of Arizona and New Mexico, McGraw Hill (1889), p. 458.
- (2) Albuquerque Journal, June 28, 1960.
- (3) Bauer, W.H., Ozment, J.L., and Willard, J.H., The Postal History of Colorado, J.B. Publishing Company, Crete, Nebraska (1971), p. 49.

EDITOR'S COMMENTS

We are off and running with La Posta Volume 4 thanks to the generous support of some old friends; the publicity boost from Western Stamp Collector, Stamps, and Linn's; and the enthusiastic endorsement (perhaps gamble would be more appropriate) of some new subscribers. Now that its a fact that we are going ahead, we hope to see a few more renewals from some of you who may have taken a wait-and-see approach. There will be a notice enclosed with this issue if our records indicate that your subscription has expired.

There are a number of very promising pieces of work shaping up for this volume of La Posta. Its a little too early to make official announcements yet, but if things work out we will be seeing major contributions to the postal history of Arizona Territory and Wyoming this volume. We can look forward too to more installments of the Oregon postmark study, some exciting spade-turning in west Texas, an Alaskan post office piece in the works, and numerous other goodies which are rumored or in the works.

La Posta will continue to publish six issues per volume, but we will no longer attempt to squeeze all six numbers out in one year. Each issue will be numbered with a whole number and dated with the month nearest its date of publication. Hence, this issue, Volume 4, Number 1, is whole number 19 dated July 1972. The \$5 subscription fee will cover six number; not one year's time. While on the subject of subscriptions, please note the list of Sustaining Subscribers on the title page. This list will appear with each issue, and, hopefully, will expand from time to time. In this case the word "sustaining" is literally correct, for without the generous support of these people who contributed at least \$5 over and above their regular subscription, La Posta would not have survived.

Among our new member/subscribers are a few people who are just getting into postal history, and have expressed an interest in corresponding with some of the older established postal history students among our group. The next issue will be accompanied by a member/subscriber list, and we shall attempt to list each La Posta reader along with their collecting and research interests. If you believe that your editor does not personally know your interests, and you would like to have such interests listed, please drop me a line and bring me up to date. The format for this listing will be something like:

Dr. Thomas Todsén, 2000 Rose Lane, Las Cruces, NM 88001.

Collects: Transylvanian bat wing covers, pre-stamp period.

Research: Rio Grande steamship postal markings.

Well, thats about all for this issue. Thanks again for the great support. You can be assured that we will do our best to try to keep our little journal alive at the highest possible standards. If suggestions come to mind that might make La Posta an even better publication, please send them along. We will all benefit.

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