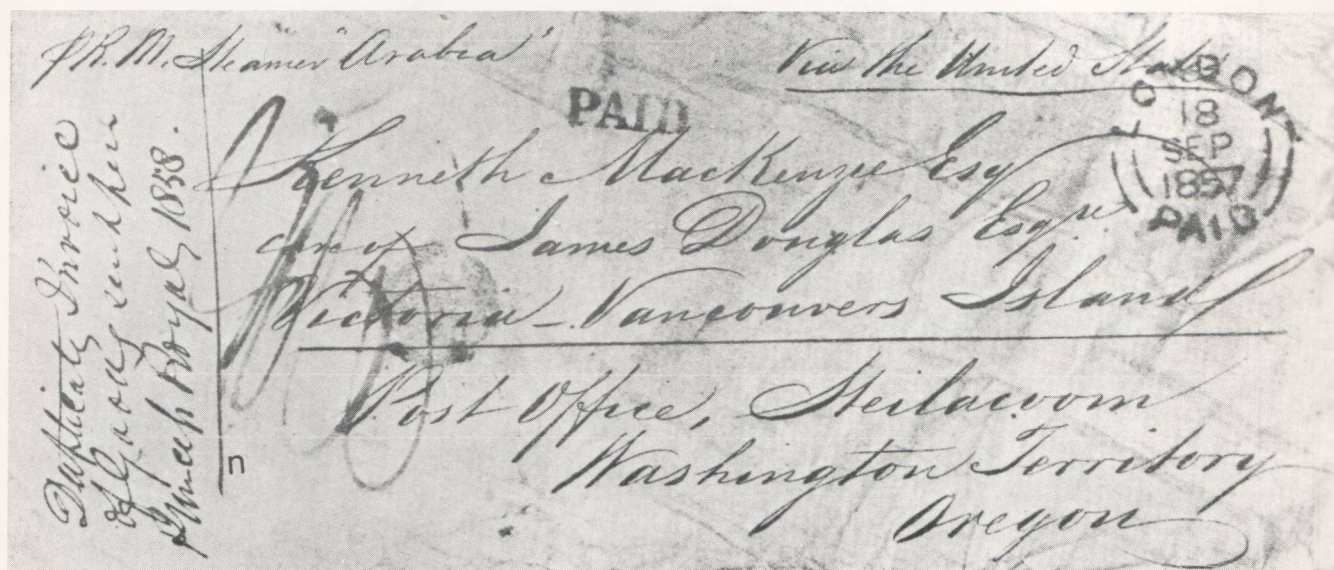


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LONDON to VICTORIA, 1857

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EARLY MAILS TO VICTORIA, VANCOUVER'S ISLAND

By Jacque Houser

The story of the growth of Victoria from a Hudson's Bay Company trading post to the capital of British Columbia contains many accounts of improvisations made by the Colonial authorities as a result of the rapid growth in population and the inadequacies in communication between the Colonies of Vancouver's Island and British Columbia and the home government in London. Laws were issued, courts established, and revenue collecting services put into operation by procedures that would not pass scrutiny by any of our contemporary tribunals. But perhaps the strangest anomalies of all were the postal arrangements hastily created without enabling legislature to get the mail to and from Victoria. Unusual services were adopted to meet the needs of an expanding and largely transient population, and maintained in part by the charity of friends and neighbors.

During the pre-Colonial period the mail to and from Fort Victoria was essentially related to Hudson's Bay Company (HBCo) business. Communication between eastern Canada or England was by HBCo ships, or brigades, and Royal Navy vessels. Communication between the HBCo posts at Fort Vancouver on the Columbia River and Fort Victoria was by the Cowlitz River to the head of navigation, by land to Fort Nisqually, then by canoe or small boat down Puget Sound to Vancouver's Island.

When colonial status was established in July 1849, the HBCo set aside a corner of the Treasurer's office for the handling of mail, and assumed responsibility for transporting the colonists' mail to and from Fort Victoria. Although some small amount of mail was coming by HBCo, whaling, or Royal Navy ships directly from England, improved service was made possible by utilizing the U. S. Mail service between New York and San Francisco via Panama established in 1849 following the discovery of gold in California the previous year. The service had been extended to Portland and later to Steilacoom and Olympia. Mail picked up at Olympia and Steilacoom was transported to Victoria by HBCo representatives in canoes or small boats. HBCo made no charge for this service. It must be noted that the service provided by HBCo was not a recognized postal system. In effect, HBCo acted as agents for the addressee in accepting delivery of the mail from the U. S. Post Office. In 1852, Roderick Finlayson, the first Treasurer of the Colony of Vancouver's Island, was given the responsibility for the custody and distribution of the mails to and from the Colony. This service was conducted from a corner of his HBCo office.

Such was the situation in the fall of 1854. At that time, the Major Tomkins, owned by John H. Scranton and under the command of Captain James M. Hunt, began a more or less regular weekly mail service between Olympia, Washington Territory, and Victoria without a mail contract. The Major Tomkins was wrecked on the shore of Vancouver Island between Victoria and Esquimalt in February of 1855, and was replaced in March by

the Water Lily. Mr. Scranton apparently gave up the carrying of the mail in August of 1855 because he had been unsuccessful in obtaining a contract from the United States Post Office for carrying the mail between Puget Sound ports. The Water Lily sank in October of 1855, and was soon replaced by the steamer Traveler, which reinstated the practice of carrying the mail on Puget Sound, with occasional trips to Victoria, but without pay for carrying the mail.

The first organized attempt to improve mail service for Victoria was made by the first session of the House of Assembly called in 1856. A special committee was formed to study the problems and make recommendations to the Governor, James Douglas. Douglas accepted the views of the committee, and suggested that no time be lost in establishing a postal system. He also asked for 500 pounds per year to finance the new service. The House of Assembly respectfully rejected the suggestion, citing the inability of the Colony to raise such funds, and thanked the HBCo for the kind and liberal manner in which they had gratuitously in the past carried the mail between the United States and Victoria. (The significance of the above reply becomes apparent when one considers that at this time James Douglas was not only the Governor of Vancouver's Island, but was also the Chief Factor for the HBCo. Under the terms of the lease of Vancouver's Island, the HBCo was to promote settlement of the island and bear administrative costs of the Colony.) One recommendation of the committee, however, was adopted. Security of the mail was improved by moving the scene of postal operations to the office of Captain James Sangster, Harbor Master and Collector of Customs, and adding the responsibilities of the mails to his previous assignments. There is no record that his salary was increased to compensate for the additional duty.

These simple arrangements for handling the mail continued until, suddenly, in early 1858, the influx of miners seeking Fraser River gold brought an abrupt end to the easy-going, rural, semi-agrarian life enjoyed by the residents of Fort Victoria. Almost overnight the population increased from seven or eight hundred to many thousands, nearly all demanding means of communication with their homes in the United States and eastern Canada. Governor Douglas, in acknowledging the new situation, erected a new building specifically to house the Post Office and Custom House, and appointed Alexander C. Anderson as Collector of Customs and Superintendent of Posts with a salary for both tasks -- the first instance in which a salary had been specified for handling the mails. In addition, Mr. Anderson acted as Treasurer of the Colony of Vancouver Island, and maintained such control as was possible of mail, customs and treasury for the mainland colony of British Columbia, which had been established in 1857 with James Douglas as Governor.

Mail for Victoria, and the two colonies, from England, eastern United States and Canada was carried in the U.S. mails to San Francisco where it was turned over to the British Consul who made arrangements for its transmission to Victoria. This carriage was usually by the first steamer going that way that would carry the mail without charge. Later, when the U. S. mail steamers carried the mail between San Francisco and Olympia or San Francisco and Port Townsend, the U. S. Post Office in San Francisco would make up a special bag of Victoria mail to be dropped off in either of those ports. If the mail steamer happened to be going to Victoria, the mail was carried directly there. It must be emphasized that

none of these arrangements were formalized by treaties or contracts, nor did the Colonies of Vancouver Island and British Columbia pay for any of these services. In 1859 an effort was made to establish a mail service to Victoria and Fort Langley from San Francisco, but the Colonial Administration in London would not provide funding for the operation.

This haphazard arrangement continued without too much difficulty during the peak of the Fraser River gold stampede, but as the bubble deflated, fewer and fewer steamers made the trip between San Francisco and Victoria, and revenues were scarce for those that did. Finally, in June of 1861, the Master of the one remaining scheduled steamer refused to carry the Victoria mail without remuneration. After several unpleasant experiences with sailing vessels willing to carry the mail without charge, acceptable service was restored when the Government of Vancouver Island agreed to pay \$250.00 per trip to the steamer.

This revolt by the Pacific steamer captain was probably inspired by what had happened earlier on Puget Sound. Early in 1861 an overland mail route between California and Olympia with an extension by steamer to Port Townsend had been established. Mail from Canada and the eastern United States, as well as that originating in Oregon Territory and the Puget Sound region, directed to Victoria was carried from Port Townsend to Victoria by the steamer Eliza Anderson through the courtesy of the owner, Captain Flemming. Captain Flemming had suggested several times to the Post Office of Vancouver Island that he should be paid for this service, and he had mentioned a fee equivalent to \$300.00 per month for weekly round trips carrying the mail between Port Townsend and Victoria. The Government had considered his offer unreasonably high, and had declined even though Captain Flemming had assured them that he would no longer transport the mail without pay. The captain's threat became a reality when, on March 26, 1861, the Eliza Anderson arrived in Victoria with the mail from Port Townsend, and was assessed the full port charge instead of one-half the normal charge, as was provided by law for steamers carrying the mails. Captain Flemming was understandably upset that his vessel was not recognized as a mail steamer after having carried the mail to Victoria without compensation for quite some time, and announced that the free service had ended as of then. The Post Office countered Captain Flemming's previous bid with an offer of \$100.00 per month which was rejected. Since Captain Flemming's proposal was beyond the financial capabilities of the Post Office, efforts were made to obtain the service from others. Several sailing vessels were engaged in the carrying of the mails between Victoria and Port Townsend at the going rate of \$100.00 per month, and this mode of service continued until the steamer Enterprise displaced the Eliza Anderson as the contract mail carrier on the Sound at the end of September, 1861.

The success of these revolts was not lost on other mail carriers. In British Columbia, during the spring of 1862, the captain of the steamer Enterprise, now under another house flag, refused to carry the mails between Victoria and New Westminster without payment, and the expressman, Ballou, refused to carry the government mail between the Cariboo gold camps unless paid for his efforts. The Enterprise was successful in obtaining a one hundred and twenty pounds per year contract for weekly trips, but Ballou lost his bid for pay, and eventually his business, when another expressman, Barnard, offered to carry the mail without charge. Later,

Barnard received a contract similar to that sought by Ballou to carry the mail in inland British Columbia. He began operations in that region in July of 1862.

With these events the large-scale dependence on the charity of the carriers to get the mail to and from Victoria came to an end. For several years a standard rate of \$250.00 per trip was paid for carrying the mail between San Francisco and Victoria. These arrangements were apparently made on a per trip basis without the formality of a yearly contract. In 1864 the Governor of Vancouver Island appealed for support from the Legislative Assembly for an "all British" mail service between Victoria and Panama, but was turned down and was censured for perpetuating the existing fee system of \$250.00 per trip. Finally, in 1865, the Legislative Assembly approved the first long-term contract ever for carrying the mail to and from Victoria. The HBCo was awarded a contract for \$1500.00 per round trip for fortnightly service between San Francisco and Victoria. The HBCo steamer Labouchere, engaged for the service, was wrecked before completion of the first round trip, and the contract was given to the California, Oregon and Mexico Steamship Company under essentially the same terms as the HBCo. contract. After the union of Vancouver Island and British Columbia into one colony, British Columbia, in April 1867 one of the first acts of the Legislative Assembly was to consider the transportation of mail between San Francisco and Victoria.

Agreement could not be reached on awarding a yearly contract, but funds were provided for paying \$2500.00 per round trip to suitable vessels for fortnightly trips.

These contracts were for carrying the mails or for subsidized passenger and mail services. The purpose was to get the mail to and from the U. S. Mail service either in Washington Territory or San Francisco. There, out-going items were treated as originating in the United States, and fees paid for delivery to destination at the current U.S. rates using United States postage stamps. Incoming letters were paid at the then current rates of delivery to the West Coast of the United States in the U.S. mails. At times, United States stamps were available in Victoria Post Office for prepaying the U.S. fees, but the stamps, when used, were not cancelled until the letter entered the U. S. mails. No reciprocal postal treaty, whereby letters originating in either British Columbia or the United States were considered paid to their destination in the other country, existed until 1870.

When the Colony of British Columbia became a member of the Dominion of Canada on July 1, 1871, the Canadian Post Office, as part of the terms of union, negotiated an agreement with the low bidder for a semi-monthly round trip service between San Francisco and Victoria. The contract was awarded to Rosenfeldt and Birmingham of San Francisco at \$2250.00 per round trip. The service was maintained by the Canadian Government, as part of the terms of Confederation, until 1935 -- long after the necessity of the service had passed. No mail was carried on the steamers after 1904.

BIBLIOGRAPHY

The history of the colonial phase of the Province of British Columbia is one full of fascinating highlights -- the story of the carrying of the mails being but one of many. Additional information regarding the people

and events discussed in this brief narrative, as well as more of the interesting history of British Columbia, may be obtained from the following list of selected titles associated with the development of the Pacific Northwest:

Roland Carey, "THE SOUND OF STEAMERS", in THE SEA CHEST, journal of the Puget Sound Maritime Historical Society, June 1978. How the Mail Went Through, Over, Around New York to Oregon Territory Via Panama.

Alfred Deaville, THE COLONIAL POSTAL SYSTEMS AND POSTAGE STAMPS OF VANCOUVER ISLAND AND BRITISH COLUMBIA, 1849-1871.

John H. Kemble, THE PANAMA ROUTE.

David Lavender, LAND OF GIANTS and WESTWARD VISION.

Margaret A. Ormsby, BRITISH COLUMBIA: A HISTORY.

Guy Reed Ramsey, POSTMARKED WASHINGTON; LEWIS and COWLITZ COUNTIES.

Oscar O. Winther, THE GREAT NORTHWEST.

Back issues of THE DAILY BRITISH COLONISTS, published at Victoria, V. I., starting in December 1858.

THE COVER PHOTO

LA POSTA's cover photo this issue illustrates a letter posted in London on September 19, 1857, with the manuscript notation that it was to go by the Royal Mail Steamer Arabia. The Arabia was a Cunard vessel which sailed from Liverpool on Sept. 19, 1857. Assuming that the letter actually went by the Arabia, it arrived in New York on October 2, 1857. At that point the letter probably entered the U. S. mails and was carried by the United States Mail Steamship Company to Colon, across the isthmus to Panama by the Panama Railroad Company, from Panama to San Francisco to Portland by the Pacific Mail Steamship Company, from Portland to Steilacoom by water and land transport provided by local contract mail carriers, and from Steilacoom to Victoria outside the mails by HBCo courier. A docketing on the reverse of the envelope indicates that Mr. MacKinzie received the letter December 15, 1857, approximately three months after it was mailed in London.

Mr. Kenneth MacKinzie, to whom the letter is addressed, was the general supervisor of farming operations for the Puget's Sound Agriculture Company, a subsidiary of the HBCo. In addition, he managed one of the four Company farms on Vancouver's Island, Craigflower Farm. He, with his family, came to Victoria in January, 1853.

The photograph of the MacKinzie cover was provided by the Provincial Archives at Victoria, B.C. Their cooperation in preparing the photograph and helping to identify Mr. MacKinzie is greatly appreciated.

THE DOANE NUMERAL CANCELLATIONS PROGRAM IN CALIFORNIA ©

By Edith R. Doane

When I started to work on the Doane Numeral Cancellations as known in Nevada, the next in my series on this topic, I was surprised to have only eight items from this source so I have postponed doing it until several more will have been found and recorded. All co-operation received will be most welcome.

Therefore, my next article on this topic will detail their use in the state of California. It has been very sizable as you will note from my text here on all three types; in fact, it could well be the largest of all recorded in each of the twelve Western States.

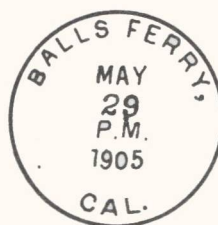
Many postal historians are well aware of the poor postal markings that fourth-class post offices received near the beginning of the 20th century, largely due to the incorrect ink used with their devices. So, in 1903, a new format of marking device and a new ink were distributed to 500 4th class post offices all around the nation, and several of these are known to have been used in California. The device was made with rubber lettering and a special kind of non-oily ink was provided with each one. The cancellation section had five thin bars and a numeral bisecting the middle three bars. Also, the qualifying offices had annual incomes of less than \$500.00, for which a low numeral, usually "1", was placed between the five bars of the initial cancellation section. These are known as "Type 1." As the qualifying incomes increased by an announced standard, the numerals in the devices rose also. A year later, another 10,711 post offices had received these new styles of devices known as "Type 2." In still another year, an additional 9,000 offices, mostly of larger size, were also supplied with one of these, but the device then had four wider bars and a bolder numeral. It was known as "Type 3."

Whenever a 1905 Post Office Guide is not available, and the cancellation section is incomplete, the best way to characterize a Doane marking correctly is by measuring the postmark section. Each Type 1 and Type 2 postmark has a diameter of less than 30mm., whereas a Type 3 marking with four solid bars always measures 30mm. and more.

TYPE 1 Doane Cancellations Recorded Used in California

Here are the details of each of the 9 markings known. The "m" indicates that that detail is not recorded.

Post Office, County, Area	# in bars	Recorded Examples	
		Earliest	Latest
ARMADA, Riverside, N	m	Aug 15 1908	
BALLS FERRY, Shasta, N	2	May 29 1905	
BLAKE, San Bernardino, SE	m	Jan 2 1905	
CHINA FLAT, Humboldt, NW	2	Oct 17 1904	
HAMBURG, Siskiyou, N	2	Nov 15 1904	
PANOCHÉ, San Benito, SE	2		1911
SESPE, Ventura, S	m	Mar 14 1906	
VALLEY FORD, Sonoma, W	m	m	
VINEBURG, Sonoma, W	m	Jul 13 1908	



So far, Type 1 markings are recorded used in only eight of the 75 counties listed in the 1905 Guide. More should show up later.

TYPE 2 Doane Cancellations Recorded Used in California

The two most important identifying features of these markings are that the cancellation section has 4 twin sets of open bars containing a numeral, and that the postmark section always measures less than 30mm. Their presently known use is in every geographical area of the state. The size of the lettering in the postmark varies with the amount of space needed, and the largest numeral cancellation so far is "10."

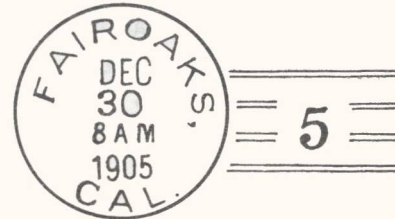
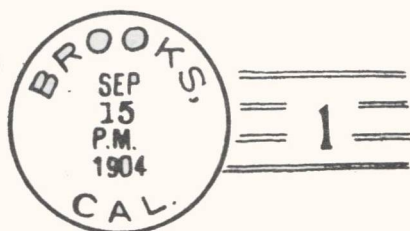
Post Office, County, Area	# in bars	Recorded Examples	
		Earliest	Latest
ALTON, Humboldt, NW	m	Dec 21 1906	
BAGBY, Mariposa, C	3	Aug 19 1908	
BAIRDETOWN, Los Angeles, S	1		1909
BARDSDALE, Ventura, S	3	Sep 13 1904	
Bay City, Orange, S	1	Feb 19 1906	
BECKWITH, Plumas, N	5	Sep 26 1906	
BEND, Tehama, N	m	Sep 21 1905	
BERN, San Luis Obispo, SW	2	Jul 29 1906	
BETHANY, San Joaquin, C	m		Mar 15 1909
BIEBER, Lassen, N	4	Jun 3 1905	
BODEGA, Sonoma, W	3	Jan 24 1907	
BOWLES, Fresno, C	m	Oct 2 1905	
BOWMAN, Placer, C	m		Sep 9 1909
BRANSCOMB, Mendocino, W	2		Jun 20 1911
BRODERICK, Yolo, C	4	Jun 23 1908	
BROOKS, Yolo, C	1	Sep 15 1904	
CAJON, San Bernardino, SE	2		1909
CAMARILLO, Ventura, S	m	Nov 11 m	
CARMEL, Monterey, W	m	Mar 9 1905	
CHALLENGE, Yuba, C	2	1907	
CHEROKEE, Butte, N	3		Feb 23 1909
CHULA VISTA, San Diego, SE	5	Jan 1 1907	
CLIPPER MILLS, Butte, N	2	Sep 8 1904	

Post Office, County, Area	# in bars	Recorded Examples	
		Earliest	Latest
CORNWALL, Contra Costa, W	4	1908	
COARSE GOLD, Madera, C	2	Mar 1907	Dec 22 1911
DEFENDER, Amador, m	2		Sep 13 1909
DELMAR, San Diego, SE	2	Jul 18 1906	
DESCANSO, San Diego, SE	m	Apr 10 1906	
DOLGEVILLE, Los Angeles, S	1	Dec 23 1905	
DRYTOWN, Amador, m	m	Sep 19 1909	
DUFFEY, Mendocino, W	1	Jul 2 1907	Jan 9 1909
ELDRIDGE, Sonoma, W	2	Oct 3 1907	Dec 23 1910
ELK, Mendocino, W	5	Oct 18 1906	
EMERALD BAY, Eldorado, E	m		1912
FAIROAKS, Sacramento, C	5	Dec 30 1905	
FALL RIVER MILLS, Shasta, N	m	May 14 1906	
FIELDS LANDING, Humboldt, NW	1		Oct 7 1909
FISHROCK, Mendocino, W	2	Dec 22 1909	
FOOTS SPRINGS, Colusa, C	3		Aug 17 1909
FOREST RANCH, Butte, N	m	Jan 9 1908	
FULTON, Sonoma, W	3	Nov 3 1907	Oct 11 1912
GARDEN VALLEY, Eldorado, C	m	Jul 11 1907	Mar 1909
GAVIOTA, Santa Barbara, S	m	1907	
GRANGEVILLE, Kings, C	m	Apr 1908	
GREENVILLE, Plumas, N	m	May 1908	
IVERSEN, Mendocino, W	1	Aug 16 1908	
JENNER, Sonoma, W	1	Aug 19 1905	
KELSO, San Bernardino, SE	m	Mar 3 1906	
KEYSTONE, m, m	m	Feb 1905	
KING CITY, Monterey, NW	10	Nov 14 1905	Dec 30 1906
LA CANADA, Los Angeles, S	2		Aug 13 1910
LAGUNA BEACH, Orange, S	2	Jun 26 1907	
LANCASTER, Los Angeles, S	4		Dec 31 1910
LAPANZA, San Luis Obispo, SW	2	Sep 15 1904	
LATROBE, Eldorado, C	10		Aug 29 1910
LAUGHLIN, Mendocino, W	1		Aug 7 1910
LAVIC, San Bernardino, SE	1	Sep 2 1904	
LOCKFORD, San Joaquin, C	m	Aug 22 1905	
LONETREE, San Benito, W	m		Jul 9 1910
McKINNEY, Placer, C	2	1907	1910
MIRAMAR, San Diego, SE	2	Jun 18 1906	
MONETA, Los Angeles, S	m	Mar 4 1907	
MONTGOMERY CREEK, Shasta, N	m	Dec 12 1907	Jan 26 1911
MONUMENTAL, Del Norte, NW	1		Feb 16 1911
MURPHY, Calaveras, C	7	Nov 4 1904	
NESTOR, San Diego, SE	m	Jul 30 1906	
NORWALK, Los Angeles, S	m	Feb 19 1908	
ORCUTT, Santa Barbara, S	5	Jun 7 1905	
PACIFIC BEACH, San Diego, SE	6	Mar 20 1907	
PALA, San Diego, SE	2	Feb 2 1907	
PEPPERWOOD, Humboldt, NW	1	May 24 1906	

Post Office, County, Area	# in bars	Recorded Examples	
		Earliest	Latest
PINEGROVE, Amador, m	9		Aug 30 1911
PLAYA DEL REY, Los Angeles, S	1		Feb 17 1909
PRESTON, Sonoma, W	3	Jul 20 1907	Aug 1 1908
REDWINE, Mendocino, W	1		Jan 20 1911
REQUA, Del Norte, NW	2	Sep 19 1905	
SAMOA, Humboldt, N	1	Nov 13 1908	
SANTA SUSANNA, Ventura, S	1	Nov 13 1908	
SANTEE, San Diego, SE	2	Nov 2 1905	
SHERWOOD, Mendocino, W	3	Aug 2 1908	
SIMI, Ventura, S	m	Dec 16 1906	
SKAGGS, Sonoma, W	2	Jul 2 1905	Aug 25 1910
SMITH RIVER, Del Norte, NW	m		Jan 31 1912
STAUFFER, m, m	m	Nov 6 1907	
STERLING CITY, m, m	m	Mar 30 1906	
SULTANA, Tulare, C	m	Mar 11 1909	Feb 10 1910
TERMINAL, Los Angeles, S	1	1908	
TERMINOUS, San Joaquin, C	2	Jul 26 1910	Jul 16 1911
TESLA, Alameda, W	4	May 24 1907	
TRENTON, Sonoma, W	1	Feb 14 1907	
TRINIDAD, Humboldt, NW	3	Aug 12 1904	Mar 23 1908
TURLOCK, Stanislaus, NW	3	Apr 21 1907	
VACATION, Sonoma, W	1	Jul 9 1906	1909
VALLEVISTA, Riverside, SE	2	Jan 30 1906	
VALLICITA, Calaveras, C	2	Mar 20 1906	
VENICE, Los Angeles, S	1	Aug 21 1905	Jul 23 1907
VICKY SPRINGS, Mendocino, W	1	Jul 5 1907	Aug 12 1915
WADDINGTON, Humboldt, NW	m	Jan 23 1906	
WAKEFIELD, m, m	m	1907	Nov 16 1910
WATTS, Los Angeles, S	m	Dec 18 1905	
WESTMINSTER, Orange, S	m	Jun 25 1907	Nov 16 1910
WOODLEAF, Yuba, C	2		Nov 24 1910
YETTEM, Tulare, C	m		Feb 15 1913
YORKVILLE, Mendocino, W	1	Mar 22 1906	

In this sizeable group of Type 2 markings a considerable number of the state's 75 counties are represented. The area with the largest group of identifiable source markings is that of LOS ANGELES, with nine examples listed from there in the southern section. Another interesting detail in this Type 2 group is that the number "10" is the highest number known used in the bars, whereas only a number "8" is missing from the whole group between "1" and "10."

Here are three typical illustrations of the Type 2 markings:



Revised Details of the Type 3 Doane Cancellations

The complete postal marking of the Doane Type 3 device contained changes in both the cancellation and the postmark sections to make them more easily detinable. The cancellation area now has four solid bars, with the numeral still in the center, and the postmark has a larger diameter, generally over 30mm for convenient use of the longer office names. Their use started a little later than Type 1 and Type 2, and they continued longer.

Post Office, County, Area	# in bars	Recorded Examples	
		Earliest	Latest
ACTON, Los Angeles, S	3	1908	
AGER, Siskiyou, N	m		Mar 21 1910
ARMONA, Kings, C	7	Nov 22 1909	
ARTESIA, Los Angeles, S	m	Aug 3 1908	
ARROWHEAD SPRINGS, San Bernardino	1	May 18 1906	
BAUVARD, m, m	3	Apr 24 1908	
BLUE CANYON, Placer, N	3	Aug 18 1906	
BOCA, Nevada, C	5	1909	
BOGUS, Siskiyou, N	m	1907	
BRICELAND, Humboldt, NW	m	Feb 3 1908	
BURLINGAME, San Mateo, W	m	Dec 20 1907	
CALPELLA, Mendocino, W	3	May 13 1910	Sep 14 1910
CAMP TAYLOR, Marin, W	2	Sep 22 1909	
CHRISTINE, Mendocino, W	2	Nov 24 1909	
CLIO, Plumas, N	m	Jun 24 1909	
COLEVILLE, Mono, W	m		Feb 16 1911
COLLEGE CITY, Colusa, C	m	Apr 1906	
COLLINSVILLE, Solano, S	3		Nov 1 1911
CONEJO, Fresno, C	m	Sep 1 1909	
CONFIDENCE, Tuolumne, C	4	Mar 9 1908	
CORCORAN, Kings, C	m	Dec 24 1908	
COVELO, Mendocino, W	m	Feb 22 1909	
DENVERTON, Solano, C	1	Feb 25 1907	
DIAMOND SPRING, Eldorado, C	m	Jul 19 1907	
DOS PALOS, Merced, C	1	Mar 25 1907	
EAST SAN PEDRO, Los Angeles, S	m	Dec 26 1908	
ECHO MOUNTAIN, Los Angeles, S	5	Feb 22 1908	
EDEN VALE, Santa Clara, W	1		Jan 31 1910
ELINOR, m, m	1	Mar 6 1909	Jun 9 1911
ELK CREEK, Glenn, NW	4	Sep 6 1907	
EL MODENO, Orange, S	m		May 5 1911
EMIGRANT GAP, Placer, C	m	Jun 8 1905	
ESPARTO, Yolo, C	m	Nov 18 1908	
ETNA MILLS, Siskiyou, N	13?	Apr 2 1909	
FINLEY, m, m	m	May 22 1909	
FLORENCE, Los Angeles, S	m	Aug 9 1909	

Post Office, County, Area	# in bars	Recorded Examples	
		Earliest	Latest
FOREST HOME, Amador,	4		Aug 4 1910
FRENCH CORRAL, Nevada, C	m	Nov 4 1907	
GLENBROOK, Lake, W	2	Sep 2 1906	
GLEN ELLEN, Sonoma, W	m	Sep 9 1909	
GOLDRUN, Placer, C	2	May 4 1908	
GREENFIELD, Monterey, W	m	1908	
GREEN VIEW, Siskiyou, N	m	Nov 30 1909	
GUALALA, Mendocino, W	6	Jul 14 1907	May 30 1909
HALCYON, San Louis Obispo, S	m	Mar 21 1910	
HENDERSON, Siskiyou, N	1		Sep 17 1910
JACKS STATION, m, m	4	Jan 2 1908	
JOLON, Monterey, W	3	Oct 3 1908	
KING RIVER, Fresno, S	m	Nov 6 1905	
LAGUNITAS, Marin, W	1		Jan 5 1912
LAKE CITY, Modoc, N	m		Oct 17 1910
LANCASTER, Los Angeles, S*	4		Apr 27 1914
LAWRENCE, Santa Clara, W	m		Dec 26 1911
LOS OLIVOS, Santa Barbara, S	m		Jul 28 1915
MATILIJA, Ventura, S	m	Apr 1909	
MONTRIO, Sonoma, W	3	Jul 18 1907	Jul 5 1908
MOUNT WILSON, Los Angeles, S	3		Sep 2 1912
OAKLEY, Contra Costa, W	m	Oct 27 1909	
OAKVILLE, Napa, W	6	Feb 24 1907	Oct 15 1908
OCCIDENTAL, Sonoma, W	5	Jul 20 1909	
ORLUFF, m, m	1	1905	
OTAY, San Diego, SE	3	Nov 26 1906	Jun 3 1908
PATTON, San Bernardino, SE	5	Oct 31 ?	
PESCADERO, San Mateo, W	m	Aug 30 1907	
PHILO, Mendocino, W	3		Aug 10 1911
POTTER VALLEY, Mendocino, W	m	Sep 10 1909	
PRATTVILLE, Plumas, N	m	1908	
PURDYS, Sierra, N	1	1907	
RAILROAD FLAT, Calaveras, C	m		May 1923
RECTOR, Napa, W	1		Dec 9 1912
SEIAD VALLEY, Siskiyou, N	m	Apr 18 1906	
SMARTVILLE, Yuba, C	m	Jun 4 1908	
STAGG, San Bernardino, SE	3		1926?
TEHACHAPI, Kern, S	m	Nov 13 1907	
TEHAMA, Tehama, N	m	Mar 26 1909	
THREE RIVERS, Tulare, C	3	Oct 22 1906	
TOCALOMA, Marin, W	m	May 17 1907	
TOLL HOUSE, Fresno, C	m	May 21 1908	
WILLOWBROOK, Los Angeles, S	1	Mar 1 1907	
WINDSOR, Sonoma, W	m	Feb 3 1908	
YOUNTVILLE, Napa, W	m	Oct 26 1908	

* LANCASTER used both a Type 2 and Type 3 Doane cancellation

Here are three excellent examples of these Type 3 markings:



The area of the state with the largest known group of markings is the Western one with 17. Central is next with 15. Here, too, are four cut specimens that can only be truly typed by measuring the postmark section as 30mm. and above.



In addition, there are seven more markings which can not be truly typed because of too much missing data. These are: ADELAIDA, COLLIS, PENNINGTON, PIXLEY, SHORB and TAMALPAIS.

My continuing gratitude is extended to all who have made this comprehensive listing of known Doane Numeral Cancellations possible in California. The next listing will be for the State of Nevada. Anyone with anything more and new to report?

THE POST OFFICES OF UTAH

By Daniel Y. Meschter with Arthur E. Rupert*

PART V: DAVIS COUNTY

Davis county was one of the original seven Utah counties erected by the General Assembly of the State of Deseret in 1850. For its name, the Assembly reached for a Mormon hero, Daniel C. Davis, a captain with the Mormon Battalion on its march from Fort Leavenworth to California during the Mexican War.

Davis is typical of several Utah counties that face the Great Salt Lake from the ramparts of the Wasatch Mountains with lowlands sloping up gently from the shore of the lake to the foot of the abrupt, rocky cliffs of the mountains. The present western boundary is formed by indefinite lines that meet far out in the lake; but these lines are becoming real since the lake level is gradually falling and exposing more and more land surface. On the south, a natural barrier between Davis County and the metropolitan Salt Lake City area is formed by a spur of the mountains which projects westerly toward the lake. Only a narrow strip of salt flat provides access between the two.

The earliest settlers were Mormon farmers who irrigated the fertile lowlands from the streams that cascade out of the mountains. The first post offices at Millers Creek (later changed more appropriately to Farmington), Stoker, Kaysville and Centerville served small farming communities.

Industrial progress began in 1869 when the Utah Central Railroad was built across Davis County to connect the transcontinental line at Ogden with Salt Lake City. Due to a stable resident population, the railroad had but minor impact on the county's postal history. Woods Cross, named for a railroad crossing near Daniel Wood's farm, appears to be the only post office directly attributable to the railroad in the county.

Davis County still contains much rich farm land, especially in the northwest corner of the county where it actually may be increasing due to reclamation of the emerging mud flats along the lake. Farming, however, is decreasing in relative importance. Hill Airforce Base in the north end of the county now is a major employer, and the narrow strip of salt flat in the south end near North Salt Lake is industrialized. Urban sprawl is also having an impact in the form of suburban housing tributary to both Salt Lake City and the thriving Ogden area to the north.

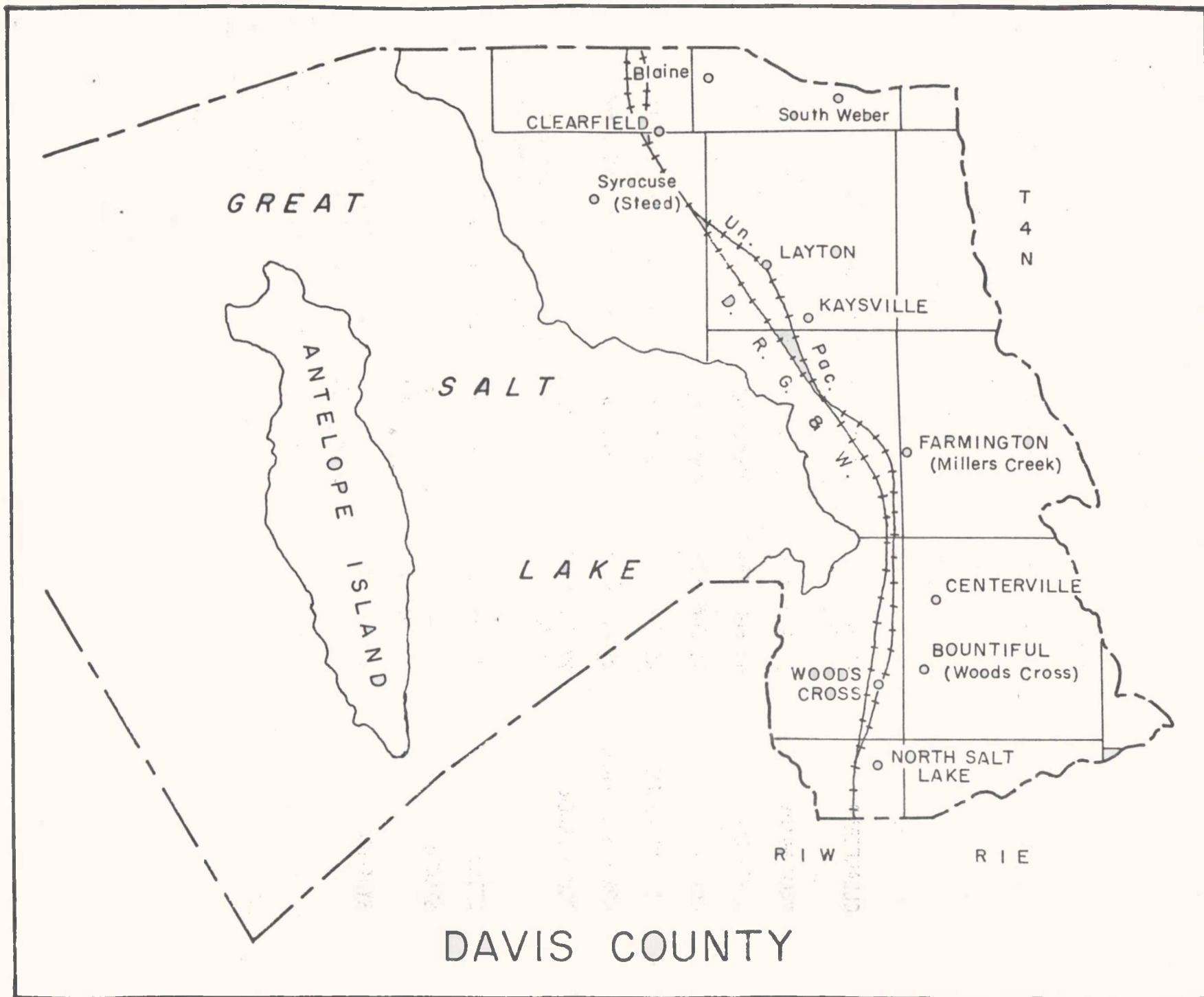
Of the total of 15 post offices identified in this county, three resulted from name changes and six are still operating. Two others, North Salt Lake and Woods Cross, now are branch post offices. Collectors will be interested to know that, as of a recent date, these two branches were still able to apply a town date stamp to covers, although the Salt Lake City facility managed to get its date stamp on top. Stoker is the only post office for which the location has not been determined accurately enough to plot it on the map. Historical records indicate that it was located close to Bountiful.

* Mr. Rupert is an authority on rural branch and community post offices, and he has contributed his research data to this study.

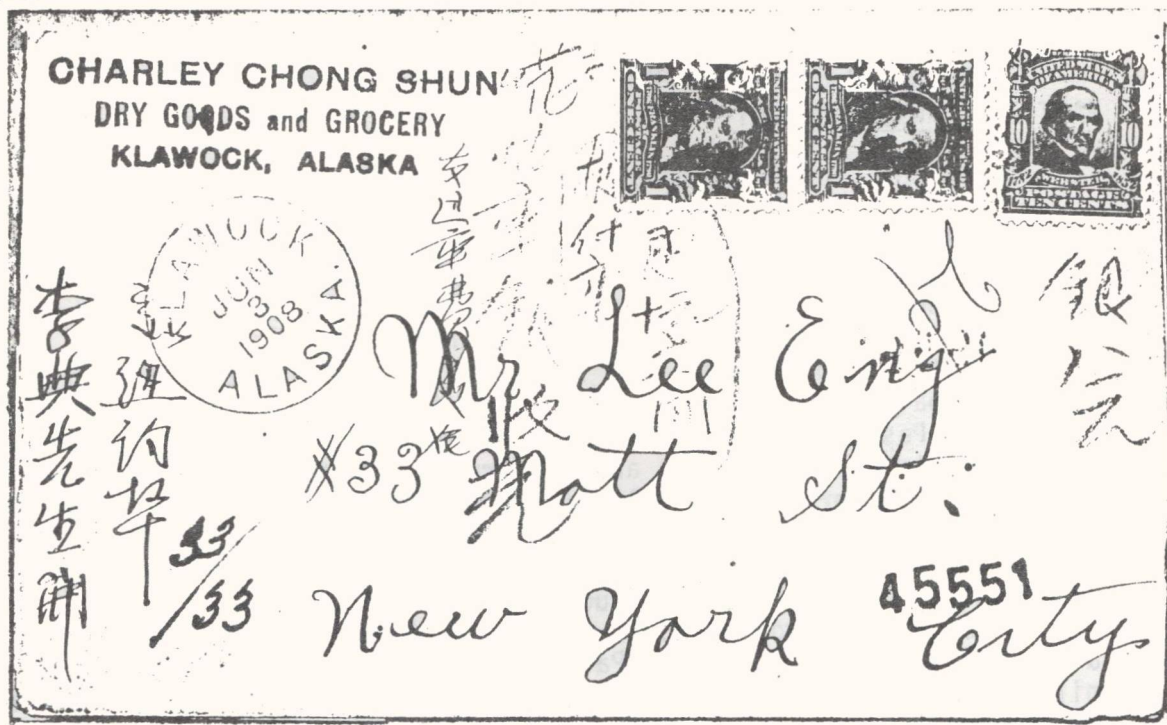
UTAH POST OFFICES

Davis County

Post Office	Established	Discontinued	Notes
BLAINE	14 Mar 1892	30 Sep 1903	Mail to OGDEN
BOUNTIFUL	31 Jan 1883	Operating	Name ch. from WOODS CROSS
CENTERVILLE	12 Jul 1854	Operating	
CLEARFIELD	26 Apr 1899 31 Aug 1910	15 Apr 1905 Operating	Mail to LAYTON
FARMINGTON	12 Apr 1854	Operating	Name ch. from MILLERS CK.
KAYSVILLE	13 Feb 1854	Operating	
LAYTON	11 Jun 1886	Operating	
MILLERS CREEK	26 Mar 1851	12 Apr 1854	Name ch. to FARMINGTON
NORTH SALT LAKE	23 Apr 1917	17 Aug 1973	Now branch of BOUNTIFUL
SOUTH WEBER	27 Feb 1863 8 Jun 1868	20 Apr 1868 16 Jul 1868	Name ch. to RIVERDALE & site moved to Weber Co.
STEED	27 May 1890	16 Nov 1891	Name ch. to SYRACUSE
STOKER	13 Dec 1853 23 May 1868	20 Apr 1868 11 Oct 1876	
SYRACUSE	16 Nov 1891	15 May 1905	Name ch. from STEED Mail to LAYTON
WOODS CROSS	8 Aug 1871	31 Jan 1883	Name ch. to BOUNTIFUL
WOODS CROSS	3 Sep 1891	8 Nov 1975	Now branch of BOUNTIFUL



KLAWOCK



Klawock post office was established September 21, 1882, to serve one of Alaska's first fishing villages. A salmon cannery was built there in 1868. The community is located on Prince of Wales Island in southeastern Alaska. The cover above displays an early registry routing from Klawock to New York. It is backstamped June 16, 1908 with a New York Registry marking.

The postmark is a 28.5 mm. Klawock Type 2. This is the only recorded example, but it is of a type which came into use in Alaskan offices during the late 1890s.



CATALOG OF NEW MEXICO RAILWAY MARKINGS ©

By Charles L. Towle

(Editor's Note: Mr. Towle is in the process of preparing a CATALOG OF NEW MEXICO RAILWAY MARKINGS, which will be the second in his series of state-wide RPO studies. It is the hope and intention of Mr. Towle and I to publish this important work in LA POSTA as a "special" edition. The piece which follows has been drawn from the preliminary draft of Mr. Towle's work, and is presented here in the hope that it may interest readers to the point of encouraging their participation in the project. Anyone with information or examples of New Mexico RPO markings should contact Charles at 4621 E. Don Jose Drive, Tucson, AZ 85718)

PART 7. DAWSON RAILWAY

The El Paso & Northern Ry. (built under name of El Paso & Rock Island Ry.) completed its line from El Paso, Tex., to Santa Rosa, N.M., Feb. 1, 1902. At Santa Rosa it connected with Chicago, Rock Island & Pacific Ry., and, for operating reasons, leased the Rock Island tracks as far as Tucumcari.

Far to the northwest, the interests controlling the El Paso Road acquired coal lands, which were badly needed for both the railroad and the City of El Paso. To reach the coal the Dawson Railway was incorporated in the interests of E.P. & N.E., and construction began hurriedly from both ends. In November 1902, the 18 miles from Dawson coal mines to A.T. & S.F. connection at French was completed. Due to right-of-way trouble with the owners of Pablo Montoya Grant, the south end had location difficulty, but was finally opened in 1903 to Tucumcari.

Coal started moving south in heavy volume. In May 1905, the El Paso & Northeastern was sold to El Paso & Southwestern R.R. along with the 132-mile Dawson-Tucumcari line. The coal mines at Dawson were sold to Phelps Dodge Copper Company to provide fuel for the smelter at Douglas, A.T.

For many years coal moved in appreciable volumes, but the lease of the El Paso & Southwestern R.R. by the Southern Pacific on November 1, 1924, had an adverse effect on the branch line, as did the advent of oil-burning locomotives. After removal of mail service, the daily branch line train did not last through the Depression, but it was still operating in 1932. Finally, the diesels came along, and that, coupled with the depletion of the coal mines at Dawson, led to abandonment of tracks from Dawson to French, 18 miles, in 1952. The remaining line struggled along with a little local traffic and a tri-weekly mixed train each way rolling across the high plains of Colfax, Harding and San Miguel counties. Eventually, due to the small amount of traffic, the mixed train gave up the ghost, and the branch was abandoned by Southern Pacific in 1962. Ironically, today heavy unit coal trains of the Santa Fe use a portion of the Dawson right-of-way on their trip from the coal mines to California.

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A 1910 operating schedule shows daily trains No. 123, South, and No. 124, North. These same trains with basically the same schedule were operating in 1915 and 1920 timecards. The 1929 schedule, the year in which the railway post office was discontinued, is shown below. The reason for the service cutback from Dawson to French is not known. The October 1932 schedule was almost identical to 1929, except that train numbers were changed to 975 South and 974 North. In 1943 and 1953 service had reverted to the tri-weekly mixed train each way, and naturally 1953 service only operated from French to Tucumcari.

From time to time the following additional stations were shown in timetables:

Vernon Sta.	(Old) MP 38 - Colfax Co.
Abbott Sta.	(Old) MP 44 - Harding Co.
Solano Sta.	(Old) MP 74 - Harding Co.
Atarque Sta.	(Old) MP 109 - San Miguel Co.
Bascom Sta.	(Old) MP 124 - San Miguel Co.

Post offices served by Dawson-Tucumcari R.P.O. included:

Dawson: 1900-1954	Mills: 1898-Date
Colfax: 1908-1921	Roy: 1901-Date
French: 1908-1945	Solano: 1907-Date
Vernon: 1911-1917	Mosquero: 1908-Date

1929 SCHEDULE

		Read Down #207-Dly	- Read Up #208-Dly
Dawson	0	9:30AM	- 5:20PM
Colfax	5	9:50	- 4:45
French	18	11:05	- 4:10
Taylor	30	11:35	- 2:30
Mills	53	1:20PM	- 1:20
Roy	62	2:10	-12:50 (Meal stop)
Mosquero	81	2:58	-11:40
Cabeza	86	3:20	-11:25
Medio	92	3:50	-11:00
Campana	98	4:25	-10:35
Canadian	119	5:18	- 9:35
Tucumcari	132	6:10PM	- 9:00AM

R.P.O. ROUTE CHRONOLOGY

<u>Period of Use</u>	<u>Termini</u>	<u>Distance</u>	<u>Route</u>	<u>Markings</u>
3/20/09 - 1922	Dawson - Tucumcari	132	7A - 7B	7-a-1
1922 - 1929	French - Tucumcari	114	7B	7-b-1

MARKINGS LISTING

Illus. No.	USTMC Cat.No.	Designation	Diameter	Val.	Notes
7-a-1	965.3-A-1	Dawson & Tucumcari RPO	29½mm.	4	1912
7-b-1	965.3-B-1	French & Tucumcari RPO	29½mm.	4	1925

Route Markings Illustrations



7-a-1



7-b-1

EDITOR'S COMMENTS

A suggestion has been received that some of LA POSTA's early articles on Postal History Research Techniques be reprinted. The idea sounds like it may be worthwhile, but I would like to suggest an alternative. Those of you who have been subscribers for the 10 years since that series of articles was published will no doubt recall that the series was never completed. The three installments were pretty well limited to a discussion of two or three important government document series. Later issues described the availability of Postal Route Maps, and that information could be considered useful in the same vein.

What I would like to propose is a joint effort to publish a more complete "handbook" devoted to the subject of postal history research. Such a guide would contain not only an introduction to relevant government records and maps, but a strong bibliography of existing postal history research, suggestions and experiences in retrieving "local" postal history, techniques used in empirically based studies (cataloging, etc.), suggestions on photography and illustrations, and perhaps several other useful chapters.

Ideally, this handbook should be a compendium of knowledge and experience by today's leading researchers. People such as Sheldon Dike, Calvet Hahn, Guy Reed Ramsey, Edith Doane, Daniel Meschter, Charles Towle, Bill Rapp, Len Persson, Jacque Houser, Chuck Whittlesey, Bill Bauer, Owen Kriege, Tom Todsen, Ray Newburn, Art Rupert, Jack Willard have had a kaleidoscope of experiences which they have used to publish high-quality postal history. Well, how about it? Who will join me in the task of organizing and writing a "How to" handbook for postal history research?

RICHARD W. HELBOCK, EDITOR, 1635 MARIPOSA DR., LAS CRUCES, NM 88001

