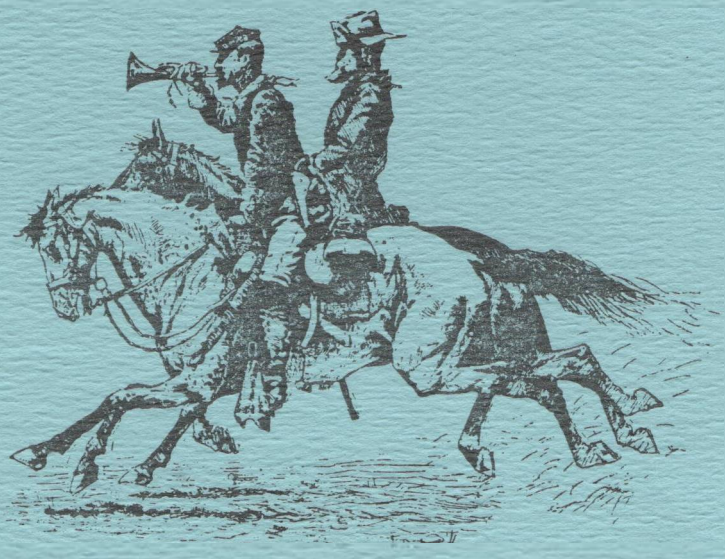
LA POSTA



FREDERIC REMINGTON

VOL. XIII, NO. 5

EDITOR'S ADDITIONS:

Please accept my apologies for the printing quality of this issue. Quite frankly, I am still learning the fine points of the fancy new equipment, and expect to have all the bugs eliminated before the next issue of LA POSTA. I'm deeply sorry that this issue does not meet anticipated standards. PLEASE ADD:

THOMAS M. MILLS MAIL AUCTION NO. 1 (page 11)

Estimates on the following lots: #53 -$10; #56 -$10; #60 -$30; #71 -$25; #72 -$4; #75 -$90; #76 -$10; #79 -$15; #84 -$20; #86 -$10; #88 -$30; #89 -$10; #93 -$15; #103 -$20; #104 -$40; #105 -$25; and #110 -$25.

Post offices listed on Page 8 are, in order, LYONS, MILLERS, OAKVILLE, PEORIA, PLAINVIEW, ROCK CREEK, ROWLAND, SCIO and SHEDDS.

RICHARD W. HELBOCK MINI-MAIL AUCTION NO. 1 (page 15)

Estimates on the following lots: #62 -$15; #63 -$25; #66 -$10; #70 -$20; #74 -$15; #75 -$15; #105 -$5; #107 -$5; and #108 -$15.

LA POSTA

A JOURNAL OF WESTERN POSTAL HISTORY

OCTOBER 1982
VOLUME 13, NO. 5
WHOLE NO. 77

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LA POSTA is published bi-monthly with six numbers per volume appearing in February, April, June, August, October and December. The purpose of the journal is to improve the opportunities for publication of research in Western Postal History. Advertising copy deadline is the 15th of each month preceding an issue date. An advertising rate schedule appears elsewhere in this issue. Information regarding subscriptions, back numbers and advertising is available from Editor, LA POSTA, P.O. Box 135, Lake Oswego, OR 97034.

NINETEENTH CENTURY OREGON POSTMARKS: LINN COUNTY

By Charles A. Whittlesey

Linn County was created by an act of the Provisional Legislature dated December 28, 1847, from territory which had formerly been part of the Champoeg District. The initial demarcation of the county encompassed a huge area stretching from the Willamette River to the crest of the Rocky Mountains, of course there were few non-Indian residents of the land lying between the Rockies and Cascades at the time. For practical purposes Linn County consisted then, as now, of the rich alluvial soils found in the roughly 25 miles east from Willamette River, and the transportation corridor of North Fork Santiam River. Those were the areas most favored by settlers, and that is where the county's towns and villages were founded.

Linn County proved a popular place of settlement in early Oregon. Its fertile valley land attracted numerous farm residents, and by 1860 the county population stood at 6,763, second only to Marion County and far ahead of Lane and Multnomah counties. The county's pioneer settlements were still quite small in 1860, additional testimony to its popularity as farm country. Albany, the largest, had but 344 residents, and the only other settlements returned separately by the census were Lebanon with 94, Brownsville with 89 and Harrisburgh with 65.

Linn County remained among the state's most populous throughout the 19th century, but it had been surpassed by Multnomah in 1870 and was eventually passed by Lane in 1900. Today Linn County ranks eighth among Oregon counties with a 1980 population of 87,743. While nearly one-third of that number lives in Albany, the county still boasts a viable rural population and has several active small towns and villages.

Albany, the county seat, was first platted in 1848. Growth was slow initially, but, the arrival of a river steamer upriver from Oregon City in 1852, insured the community's role as a distribution center throughout the steamboat era. The first railroad to reach Albany arrived in December 1870. Recognizing the importance of being on the line, the City of Albany paid the railroad some $50,000 to compensate for the deviation in alignment necessary to lay track into town. It proved a wise investment, insuring the continuing success of Albany as the county's principal transportation hub and distribution center. The Willamette Valley is dotted with the sites of long deserted river ports which failed to make the transition to rail towns because they were by-passed. Albany's timely investment avoided their peril.

Harrisburg, located on the east bank of the Willamette in the southwest corner of the county, was initially settled in 1847. In 1853 the McCully brothers opened a general store in the area. That same year, a post office named Thurston was authorized to serve the community with Gamaliel Parrish as Postmaster. In 1855 David McCully was appointed Postmaster of a second post office. This office was named for the city in Pennsylvania, and about a year later the Thurston post office was discontinued.

The early growth of Harrisburg was slow, but arrival of the railroad in 1871 provided a boost to the community. The Census of 1880 listed 422 residents, and that number has increased gradually over the years to reach the 1980 total of 1,882.

Brownsville, originally known as Calapooya, is another Linn County town which predated the Oregon & California Railroad. Situated at the place where Calapooya River enters the Willamette Valley, the community was named for Hugh L. Brown, who started the first general store. In 1980 Brownsville had a population of 1,262.

Lebanon is situated near the border between Albany Prairie and the timbered lands along South Santiam River. The district was first called Kees' Precinct, and the first post office was known as Washington Butte. Transportation to Albany in the early days was greatly enhanced by construction of the Albany & Santiam Canal in 1872. The ditch tapped South Santiam River near Lebanon, and flowed 12 miles northwest to the south side of Albany. It proved a cheap and efficient way to move grain to Albany.

The population of Lebanon in 1880 was only 270, but 10 years later that number had grown to 829, ranking the community second only to Albany in size. Construction of the Albany & Lebanon Railroad in the early 1880's was largely responsible for this development. The Oregon & California Railroad Company built the spur mainly to discourage narrow gauge competition in the area, but it proved a real boon to Lebanon, boosting that community into the role of Linn County's second city;

a role it still holds today. In 1980 the population of Lebanon was 10,415.

Scio, situated some 13 miles northeast of Albany on Thomas Creek, was begun about 1856. The locality had previously been served by Santyam Forks post office, but establishment of the Scio office came in 1860. A flour mill gave much of the early impetus for growth, but the community has remained small with its population of 193 in 1880 increasing to only 588 in 1980.

Halsey, Shedd and Tangent were three Linn County communities founded in conjunction with the Oregon & California Railroad. Halsey, the largest, was named for William L. Halsey, a Vice-President of the railroad. The population of Halsey was 306 in 1880. It had grown slowly to a total of 686 in 1980.

Shedd, or Shedd's as the post office was first named, was a community which moved to the railroad from an earlier site a bit over a mile to the east. The earlier community, begun in the 1860's was known as Boston Mills.

Tangent was so named because the site is along a tangent of straight track over 20 miles in length through Linn County. In the late 1870's, Tangent consisted of about 35 persons with one stone, a blacksmith shop, and grain warehouses. In 1980 the population was 478.

Soda Springs and Sodaville post offices both served the resort community located some 5 miles south of Lebanon. The place was a popular summer resort as early as 1870, and a report in 1878 stated that during the summer "the neighboring hill was dotted with numerous tents of visitors, who come from all sides to enjoy the soda and social intercourse."

Peoria, and its forerunner Burlington, were small villages on the east bank of Willamette River. Steamboats were able to reach Peoria during high water, but construction of the railroad and the founding of Halsey began a slow process of decline for the riverport.

Numerous other small villages have dotted the rich Linn County landscape. Some, such as Crawfordsville, Sweet Home and Crabtree, have managed to retain their postal identity over the years. Many others have not.

The North Santiam River forms a transportation corridor into the Cascades which has spawned a number of communities in both Marion and Linn counties. During the 1890's, Colonel Thomas E. Hogg extended the Oregon Pacific Railroad east from Albany, up North Santiam River to Detroit. The original goal was to cross the Cascades and make a connection with one of the eastern lines, thus completing a transcontinental railroad through Albany to Yaquina Bay, but after 142 miles of track financial problems halted construction. Shelburn, Kingston and Lyons were Linn County communities brought to life by the building of this line.

Nineteenth century postmarks have been documented from 32 different Linn County post offices. Naturally, Albany has the largest number of varities recorded at 15. Ten varieties are known from Harrisburg, nine from Lebanon, and eight each from Brownsville, Scio and Tangent. There are seven 19th century postmark types recorded from both Halsey and Crawfordsville, and six each from Peoria and Shedd. Thus far, 115 different 19th century postmarks have been documented from Linn County offices; a worthwhile challenge for the collector of postal history from this beautiful rural Willamette Valley county.

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LINN COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE NO.	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE	
ALBANY (1850 & 1853-Date)						
1.	MSS. (O.T.)	30Apr52	16Nov55	5	MSS.	
2.	C1BA1RRB32	23Aug54	?	3		
3.	MSS.	4Aug59	ca.65	3	MSS/Target	
4.	C1CA1BBR24	16Feb66	ca.72	7		(1)
5.	C1JN1BBR25	2May72	Aug74	4	Target	
6.	C1EA1BBR26.5	6Feb75		1	Cork	
7.	C1JN1RRB28	1Nov78v	21Nov79b	6	Target	(2)
8.	C1EN1BBR27	22Jul80	18Dec80	4	Cork	
9.	C1EA1BBR27	29Aug82	17Dec83	4	Cork	(3)
10.	C1EA1BBR26	29May84	25May87	8	Cork	
11.	C1EN1B27	4Sep88	15Aug90	3	Cork	
12.	C1ET1B28	19Feb92	2Sep93	5	Cork	
13.	C1JT1B27.5	10Apr94	19Dec94	2	cork/target	
14.	SL 35 (REG)	14Dec97v		1	Cork	
15.	C1ET1B28.5	4May98	3Sep98	2	Cork	
ANIDEM (1896-1902)						
1.	C1EN1B27	15Nov98		1	Cork	
BROWNSVILLE (1859-Date)						
1.	MSS.	1Feb63		1	MSS.	
2.	C1GA1BBR27.5	13Jun67	11Oct71	2	Target	
3.	OC1EN1BBR25	2Apr77	11Oct87	7	cork/target	
4.	C31J10N1RRB26.5	11Feb79v	8Sep79v	2	star-in-circle	
5.	C41J15N1B31.5	82	15Jan85	3	star-in-circle	
6.	C41J10N1RRB31.5	26Sep85	6Jan86	2	star-in-circle	
7.	C1EN1BBR27.5	17May88	24Aug88	2	Target	
8.	C1ES1B30	17Apr95pk.		1		
CALAPOOYA (1850-1859) Various spellings appear						
1.	MSS.	6Nov50	1Jan53			(4)
CENTRAL (1852-1861)						
1.	MSS.	ca.60		1		
CRAWFORDSVILLE (1870-Date)						
1.	C1EA1BBR25	ca.78		1	Target	
2.	C1EA1BBR25	ca.80		1	Target	
3.	C41EN1B27.5	1Feb82	10May83	3	Target	
4.	C1EN1B27	1Nov85		1		
5.	C21JN1RRB28	30Nov86	30Mar94	8	Cork	
6.	C21JS1B32	11Feb95		1	Grid	
7.	C1EN1B27.5	7Feb96	16Apr98	2	Target	

Albany O.J.
Nov 10 '55

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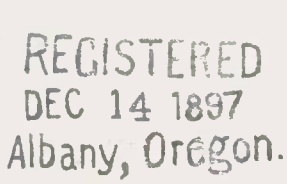

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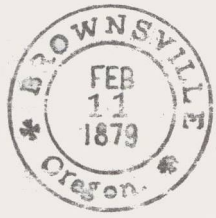

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TOWN TYPE	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
FOSTER (1892-Date)					
1.	C1EN1BBR27	7Dec96		1	Target
[illegible] VALLEY (1874-1907)					
1.	C1EN1BBR27	26Nov94		1	Target
HALSEY (1871-Date)					
1.	C1E(blank)B23.5	22Jun73g		1	Target
2.	C1EA1BBR25	31Mar77		1	
3.	C1JN1RRB23.5	28Sep78v	25Mar82b	4	Maltese cross
4.	C1JS1RRB32.5	13May85b		1	
5.	C21JN1RRB27.5	3Dec86b	11Jul88b	3	Target
6.	C31J11N1B30	13Oct89b	21May91b	4	Wheel-of-fort.
7.	C1ET1B29	2Aug91	9Mar99	4	Cork
HARRISBURG(H) (1850-Date)					
1.	MSS.	28Jun(ca.60)		1	MSS.
2.	C31JN1B23	20Aug67	13Apr74b	8	MSS.
3.	C31BN1B23	21Sep75b		1	MSS.
4.	C1EA1BBR25	18Nov76b		2	Target
5.	OC1EN1BBR25	3Dec77	10Jan78	2	Cork
6.	C31JN1RRB26.5	13Jun79v	17Jan82b	5	Star-in-circle
7.	C1JN1BBR26.5	3Feb85b	30Aug87	6	Target
8.	C1JN1RRB29	7Oct91v	8Oct91v	2	Target
9.	C1ET1B29	17Feb93	26Jan95	2	Cork
10.	C1JN1RRB30	21Sep96b		1	Target
HENNESS (1882-1883)					
1.	C1EN1B27.5	10Sep83		1	Target
HOLLEY (1890-1957)					
1.	C1ES1B28	12Feb94		1	Bars in oval
2.	C1EN1BBR27.5	29Dec94		1	Target
KINGSTON (1891-1920)					
1.	C1EN1BBR27.5	11Aug99		1	Cork
LEBANON (1859-Date)					
1.	MSS.	13Feb65		1	MSS.
2.	C1CA1BBR25.5	6May71		1	Cork
3.	C1EA1BBR24	15Jan76b		1	MSS.
4.	OC1EN1BBR24.5	23Aug79	8Jul85		Cork
5.	C1JS1RRB29	16Jul81	26Dec81	2	Star
6.	C1JN1RRB27	24Jan85	12May85	3	Maltese cross
7.	C1J10N1B25	14Apr87b		1	
8.	C1EN1BBR28	27Sep87		1	Cork grid
9.	C1JT1B27.5	8Jun94	28Mar99	2	Cork

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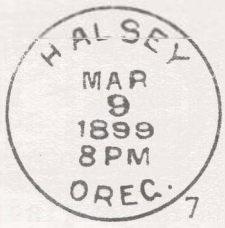

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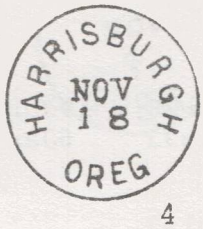

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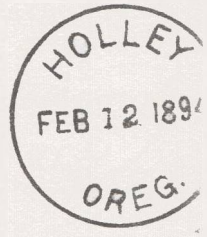

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TOWN TYPE NO.	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
LYONS (1891-Date)					
1.	C1EN1BBR27.5	8Sep99		1	Target
MILLERS (1873-1894)					
1.	MSS.	28Aug76	22Jun78	2	MSS.
2.	C1EN1BBR27	15Apr94		1	
OAKVILLE (1878-1902)					
1.	C31JN1RRB34	9Apr88	19Jun93	15	
2.	C1JN1BBR28	21Aug93	6Jan94	2	
PINE (1855-1887)					
1.	MSS.(O.T.)	18Jul57		1	MSS.
2.	C1EN1B27.5	8Aug85		1	
PEORIA (1857-1900)					
1.	C1JA1RRB33	15Aug61	13Nov71		MSS.
2.	OV22J1S1RRB38	1Aug79v	3May82v	3	Star-in-circle
3.	C2JN1RRB28.5	4Aug91		1	Square bar grid
4.	C1ES1RRB27.5	19Aug93	21Aug93	2	
5.	C1JN1B27.5	15Nov94	8Oct96	2	Target
6.	C1EN1B27.5	10Dec98		1	
PLAINVIEW (1886-1906)					
1.	C1JS1RRB30.5	7Apr94v		1	Target
2.	C1EN1B27	14Jul97	7Mar00	2	Target
ROCK CREEK (1883-1892)					
1.	OV22J1S1RRB38	7Jan87		1	
2.	C1EN1BBR26.5	5Apr90		1	
ROWLAND (1886-1905)					
1.	C1JN1RRB28	20May90v		1	Target
SCIO (1860-Date)					
1.	MSS.	17Feb62		1	MSS.
2.	C1GA1BBR25	5Dec66		1	
3.	C1EA1BBR25	4Nov76		3	Cork
4.	C1EA1BBR25	23Apr78		1	Bar grid
5.	C21EN1RRB27.5	13Feb82	7Dec82	2	Maltese cross
6.	C1JS1B31.5	3Jan84	9Jul92	8	Bars in oval
7.	C31JN1RBB29	24Feb94v	25Nov94	3	Horiz. bars
8.	C1JT1B27.5	9Jul96	2Feb98	2	Cork
SHEDD (1871-Date)					
1.	MSS.	21Feb72		1	MSS.
2.	C1EA1BBR24.5	Mar78	30Sep78	4	Target
3.	C1JN1B32	9Jun81v		1	Target
4.	C1JN1RBB27.5	7Nov85	7Nov90	4	Cork
5.	C1JN1B27.5			1	Target (5)
6.	C1JN1BBR27	14Jul97	29Nov99	1	Target (5)

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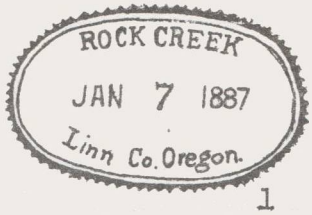

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TANGENT, OR
NOV 13, 1876
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TOWN TYPE NO.	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
SODAVILLE (1871-1933)					
1.	C1EN1BBR27.5	6Nov93		1	Target
2.	C1EN1B28	28Dec98		1	Cork
SPICER (1886-1904)					
1.	C1EN1BBR27	1Jan93	17Apr94	2	Target
SWEET HOME (1874-Date)					
1.	C31EN1RRB32	30Aug79	6Dec79	2	Star-in-circle
2.	C1EN1BBR26	24Nov86	23Jan90	3	Cork
3.	C31E10N1B28.5	16Apr95		1	
SYRACUSE (1850-1852)					
1.	MSS. (O.T.)	31Dec51			
TANGENT (1872-Date)					
1.	MSS.	11May73		1	MSS.
2.	SL 31	22Mar75	7Apr75	3	(6)
3.	SL 31	17Jul76	11Feb77	8	Cork
4.	C1JN1R24	31Oct78v	24Oct81v	7	Cork
5.	OC31JN1RRB28	8Dec83v	7Aug87		
6.	C1J9S1B29	14Dec86v		1	
7.	C31JS1RRB30	10Jun89	19Nov90	2	Wheel of fortune
8.	C1JN1BBR27.5	15Nov91	5Mar99	6	Target
WASHINGTON BUTTE (1852-1859)					
1.	MSS. (O.T.)	7Jan54		4	
WATERLOO (1875-1974)					
1.	C1EN1B27	22Apr96		1	
WHITCOMB (1889-1893 & 1896-1899)					
1.	C1EN1BBR27.5	5Feb91		1	Target

NOTES: (1) Often redated a few days later in mss., probably the date the mail left the PO.
(2) Two examples have hour of day instead of year.
(3) Appears to be Type 8 used with no year slug.
(4) One example has "H.H. Spalding/FREE."
(5) Post Office name spelled "SHEDDS."
(6) Post Office name spelled "TENGANT" in error.

Color Abbreviations:
b - blue or bluish
g - green
p - purple
pk - pink
v - violet or red violet

THOMAS M. MILLS
MAIL AUCTION NO.1

11525 SW PACIFIC HWY PORTLAND OR 97223
(503) 245-4086

ALASKA
1. ANVIK, May 30,1924 (Ty 3 canc),Exc. PM ties #613 to VF cover. Est. $25.00.
2. FORT LISCUM, Dec 7,1909 (Ty 4), VF PM on PPC. Est.$20.
3. HAINES, Feb 6,1910 (Ty 2). Exc. 4-bar ties #372 on clean cvr. Est. $10.
4. JACK WADE, 1946 (Ty 3 on back). Air Cvr. Est. $5

ARIZONA
5. BUCKEYE, Mar 27, 1914, VF 4-bar on PPC. Est. $8.
6. CAMP GRANT, Sep 5,1877 (Ty 2), Exc. purp. PM on clean cover. Est. $25.
7. GRANDVIEW, Aug 30,1907(Ty 1), F Doane on PPC. E. $15.
8. PHOENIX, Sep 4,1881(Ty 5),F-VF octagon on cvr. E.$20.
9. RIVERS, Mar 15,1943, Exc. duplex on Inter. Camp cvr. Japanese ret. add. Est. $10.00
10. SILVER KING, Jun 28,1885(Ty 5), VF PM on cvr. E.$60.
11. WINSLOW, Jun 25,1881(Ty 10),Exc. purp. PM on cover shortened at right. VF appearance. Est. $40.00

CALIFORNIA
12. ALOSTA (L.A.), F-VF cds 1893 on U349.(1883-99).E.$20.
13. DYERVILLE (Humb), VF cds 1894 on U349 (1890-1933). Cvr. has slight stain at left. Est. $10.00
14. ELDORADO,CAL/H.F.TRACY,P.M., Exc. 1887 PM with star killer on UX9. Most attractive piece. Est. $20.00
15. FOREST CITY (Sierra), VF 1889 purp. duplex ties #213 to cvr. w/lt. stain at left.(1854-95) DPO. Est.$10.
16. FRENCH CORRAL (Nev) Exc. 1896 dup. on VF cvr. E. $8.
17. HENLEYVILLE (Teha) VF 1907 Doanr on PPC. Est. $5.
18. NATOMA (Sac), VF 1894 cds ties #231 on VF cvr. E. $10.
19. OPHIR (Placer), VF 1894 cds on VF cvr w/two #230. DPO (1872-1910). Est. $10.00
20. PRIZE (Colu), VF 1912 4-bar on cvr. DPO(1900-19)E.$8.
21. TALLAC (El Dor.),Exc. 1889 dupl. w/star in circle killer on #U313. DPO(1870-1927). Est. $15.00.

COLORADO
22. ARROW, Aug 25,1913, VF 4-bar (1905-15) on PPC. Est.$8.
23. COLFAX, Sep 18 (1878) mss. on U163. Rare DPO (1870-79) Est. $75.00.
24. HASWELL, Feb 21,1908, VF 4-bar on PPC.(1903-56). E.$3
25. KLINE,Dec 23,1909, F Doane on PPC (1904-53). Est. $8.
26. PALMER, Aug 12,1907, VF 4-bar on PPC (1894-1912) E.$8
27. SULPHUR SPRINGS, Jul 20,1907 VF doane on PPC. Est.$5.

DAKOTA TERRITORY
28. BROOKINGS, Jan 23,1882, F-VF dupl. on UX5. Est. $10
29. HAUPT, 1886, light but readable cds on U277 w/star killer. Tough PO (1884-86). Est. $50.00
30. HURON, Mar 20,1889, VF dupl. on VF cvr. Est. $10.00
31. SPRINGFIELD, Apr 30,1887, VF cds on U277. Est. $15.
32. VANDERBILT, Apr 8,1884, F-VF double circ. on UX5.E.$10

IDAHO
33. BELLEVUE, Jun 14,1883, Exc. double circle baloon PM on cvr. w/corner nicks @ rt. Looks attractive. Est. $40
34. EAGLE, Nov 27,1911, VF 4-bar on PPC. Est. $6
35. FIR GROVE, Oct 20, 1909, Exc. 4-bar on PPC. Rare DPO of Kootenai Co. Supposedly 1910 only. Est. $25.00
36. McCALL, Mar 12,1914, VF 4-bar on PPC (1909-14). E. $10
37. WESLEYAN, Jun 13,1926, VF 4-bar on U429 (1925-39)E.$10

MONTANA
38. FLAXVILLE, Jul 13,1918, F-VF 4-bar on VF cvr. Est. $5
39. FORT CUSTER, May 6,1896, VF cds on 5¢ U377 to Germany clean cvr. Est. $25.00
40. MAIDEN, Sep 11,1909, F Doane on PPC (1882-1921).E. $8
41. WARM SPRINGS, Apr 2,1900, VF cds on U364. Est. $8.00

NEVADA
42. BELLEVILLE, Sep 15,1886, Fine lt. purp. duplex ties #210 to clean cover. DPO (1874-94). Est. $35.00.
43. BELMONT, Apr 1,ca.1878, F double circle on U163.E.$20
44. HIKO, Dec 25,1890, F cds on cvr. Est. $5.00
45. PURDYS, Dec 24,1912, VF 4-bar on PPC.(1911-13) E.$40.
46. RUTH, Feb 11,1907, VF Doane on PPC. Est. $6.00
47. WELLS, May 8,1880, near perfect red violet double circle w/star in circ. ties #184 to cvr. Est. $40.00

OHIO
48. DERBY, Dec 16,1887, VF trip. circle on cvr. Est. $5.
49. LeMOYNE, 1887, Exc. purple Doub. circ on reg. cvr.E.$10
50. LIBERTY, 1904 (1874-1914), Exc. cds on reg.cvr. E. $8
51. MARSEILLES, 1877 (1844-1920). Exc. purp. duplex w/7-bar killer on clean cover. Est. $15.00
52. McCLUNEY,OHIO/S.B.Eveland,P.M., 1886, Exc. PM on U278 Est. $15.00

OREGON
53. ALBINA, 1888, F cds on clean cvr. (1876-92). Est. $10
54. APPLEGATE, 1893, F cds on VF cvr w/#231. Est. $5.00
55. BARLOW, 1911, VF Doane on U406. Est. $4.00
56. BOURNE, 1908, F duplex on U385(1895-1927). Est. $10
57. COQUILLE, 1893, F cds on clean cvr. Est. $3.00
58. CORNELIUS, ca. 1878, F cds on cvr. w/#158. Est. $15
59. DRYDEN, 1910, VF Doane Ty 1 on U406. Est. $10.00
60. FOREST GROVE, 1877, VF red violet cds on cvr. E. $30
61. GRAVELFORD, 1908, F 4-bar on PPC (1878-1934). E. $3.00
62. HOSKINS, 1916, F 4-bar on PPC (1891-1958). E. $3.00
63. LAKEVIEW, 1885, VF octagon on UX5. Est. $10.00
64. LELAND, 1909, VF duplex on PPC (1855-1943). Est. $3.00
65. LEXINGTON, 1909, VF 4-bar on PPC (1885-1959). E. $3.00
66. NETARTS, 1909, F Doane on PPC (1870-1957). Est. $3.00
67. PERDUE, 1909, F 4-bar on PPC (1884-1920). Est. $8.00
68. REEDVILLE, 1908, F duplex on PPC (1877-1954). E. $5.00
69. SCAPPOOSE, 1898, VF cds on Reg cvr. w/#257 on U311, contains a good newsy letter. Nice cover. Est. $45.00
70. TANGENT, 1898, VF cds on U315. Est. $10.00
71. WEATHERBY, 1894, VF cds on VF cvr. (1879-1920). E.$25
72. WOODVILLE, 1908, F-VF 4-bar on PPC (1876-1912) E. $4.
73. ZENA, ca. 1875, F cds on U163. (1869-1901) Est. $20.0

NEBRASKA
74. DAVENPORT, 1888, VF double circle w.star killer on UX9. Attractive fancy cancel. Est. $10.00
75. FREMONT, Jul 16, ca. 1865, on cvr. w/#65. Rare. E.$90
76. HOOPER, 1886, VF doub.circ. w/star on UX8. Est. $10.
77. NEBRASKA CITY,N.T..ca.1858, on clean cvr. w/#26 tied VF baloon PM, Est. $25.00
78. SYRACUSE, 1886, VF trip.circ. w/wheel-of-fortune cancel on U277. Est. $10.00

TEXAS
79. ABERFOYLE, 1886, VF cds on U277 (1884-1904). Est.$15.
80. ACTON, ca.1886, mss. on U277 (1861-1906). Est. $10.00
81. ANAQUA, 1894, VF cds on U349 (1852-1919). Est. $15.0
82. ARKADA, 1886, mss. on U277. (1882-1891). Est. $60.00
83. CATON, 1894, VF cds on U349 (1892-1905). Est. $20.00
84. CORNHILL, 1894, VF cds on U349 (1894-1912) Est. $20.
85. DEPORT,TEXAS/M.C.Nobles,P.M., 1886, FV double circle w/star-in-circle killer on U277. Est. $20.00
86. GABRIEL MILLS, 1886, VF cds on U277 (1858-1905) E. $
87. HOPE,TEXAS/B.W.Dodd,P.M.,1886, FV cds on U277 in red violet w/star killer. (1857-1906). Est. $45.00
88. NORWAY HILLS, 1886, VF cds on U277 (1879-90). E. $30

UTAH
89. GRANTSVILLE, Feb 21,1889, F cds on cvr w/#213. E.$10
90. MERCUR, 1901, VF cds on gen'l store cvr. Est. $10.00
91. PARAGONAH, 1909, VF 4-bar on PPC (1861-1967) E. $5.
92. RANDOLPH, 1913, VF 4-bar on PPC. Est. $2.00
93. WANSHIP, 1897, F-VF cds on reg. cvr.(1864-1939)E.$15

WASHINGTON
94. BOISTFORT, 1899, VF cds on U362 (1857-1918) Est.$6.
95. BRENTS, 1886, VF cds on clean cvr w/#210 (not tied) b/s Walla Walla. Scarce DPO (1882-90). Est. $35.00
96. CISPUS, 1909, VF 4-bar on PPC (1908-27). Est. $8.00
97. CLINTON, 1906, Exc. Doane Ty 2 on Reg. cvr. w/#257 & #303 on U385. Most attractive. Est. $15.00
98. DEWEY, 1914, VF 4-bar on PPC (1898-1918). Est. $4.0
99. DUNGENESS, 1909, Exc. Doane Ty 3 on PPC Est. 4.00
100. HARVEY, 1909, VF Doane on PPC (1887-1925). Est. $6.
101. ELLENSBURG/WASH.TY.,1887, VF Doub.circ. on U277 with wheel-of-fortune killer. Very nice. Est. $25.00
102. MONTESANO/WASH.TER.,1886, VF cds on U280 with Maltes cross killer. Choice piece. Est. $80.00
103. PORT TOWNSEND/WASH.,1887, VF cds on cvr.w/#210.E.$20
104. VANCOUVER/W.T.,(1872), VF cds on cvr. w/#147. E. $40
105. WAITSBURG/WASH.,(1878), F-VF cds on U164. w/encl.E.$

WISCONSIN
106. BOSCOBEL, ca.1868. Exc. cds. on clean U59. Est. $3.0
107. CRETE, 1886, DPO, VF cds on clean U277. Est. $8.00
108. FAIR PLAY, (1876) DPO, VF cds on cvr. w/#158. E. $8.
109. GARDNER, 1886, mss. on U277 (DPO). Est. $25.00
110. NORTH LaCROSSE,WIS./H.DANCHERTSEN,P.M.,1880, Exc. re violet oval w/star-in-circle killer on UX5. Est. $25

Minimum bid acceptable is $2.00. All lots shipped insured at buyers expense. Lots sold a slight advance over second high bid. Improperly described lots are returnable within 10 days.

BIDS CLOSE: NOVEMBER 30, 1982

THE POST OFFICES OF UTAH

By Dan Meschter with Arthur E. Rupert

PART XIII: Iron County

Iron County originally was erected as Little Salt Lake County by the General Assembly of the State of Deseret in January 1850. Unlike the other six original counties that clustered around the Great Salt Lake, Little Salt Lake County was far to the south, and it would be another year before any real colonization would take place there.

The history of Iron County began with an expedition under the leadership of the well-known Mormon Apostle, Parley Pratt, during the winter of 1849-50, to explore around Little Salt Lake. The area, however, was far from unknown. It was near here that Fremont's 1844 route north to Lake Utah left the Old Spanish Trail from Santa Fe to Los Angeles. Mormon traders also had followed the route as early as 1847 on their way to southern California to buy horses and mules.

Whether his party should be credited with the original discovery or not is unclear, but Pratt was able to report that the mountains both around Little Salt Lake and west of the Cedar Valley contained significant deposits of high quality iron ore. No report could have been better received. The Assembly promptly changed the name of the county to Iron, and church leaders began preparations to develop an iron industry.

A settlement was established at the mouth of Center Creek in January 1851 for this specific purpose. The population had risen to 360 soon after the Centre Creek post office was established in March. Later that year, another settlement was established at Cedar City for the same purpose, and the name of Centre Creek was changed to Parowan.

The area had an abundance of wood allowing the preparation of charcoal. Coal suitable for coking was discovered in the hills nearby, and the future of a local iron industry appeared rosy. In fact, furnaces were built and some pig iron was produced, but costs were high and technical obstacles proved insurmountable. The effort at Parowan and Cedar City was abandoned around 1857. The Great Western Iron Mining Comapany continued in operation at Iron City through the 1870's, building furnaces and a rolling mill. It was to be over half a century before the major deposits were brought into production, and then only as a source of ore.

Despite the failure of the local iron industry, traffic increased on the California Road via Paragonah, Summit, Joel Johnson's "Fort", Samuel Hamilton's "Fort" (Pine Valley), and Kanarraville toward Saint George to the south. Where industry failed, the settlers could and did turn to stock raising and agriculture.

One of the obvious problems with iron ore production was the lack of bulk transportation facilities. The nearest railhead after 1880 was the Utah Central (formerly the Utah Southern) at Milford in Beaver County. Finally, just before the turn of the century, the Utah & Pacific Railroad Company was organized to extend this line to Los Angeles. The most feasible route led south from Milford and southwest across Iron County into Nevada. Lund, Modena and the rescinded post office at Uvada probably served railroad towns that "stuck". They were joined in later years by Sahara, Beryl, Yale and Heist as local stations. Sulfur was probably a predecessor of Lund.

In 1922 Columbia Steel, a subsidiary of United States Steel, took over the long abandoned mines west of Cedar City. The company built a rail spur from Lund to Cedar City and on to the mines near the site of Iron City via Iron Springs. The iron ore was at last mined in quantity, only this time it was shipped to a plant near Provo.

A total of 31 post office names are listed for Iron County. The list includes two that did not operate: Uvada and Zane. There were five name changes, not including Zane. As of late 1979, only nine postal units continued to operate, and 5 of those were CPOs, including the Brian Head CPO which serves a ski resort.

LA POSTA

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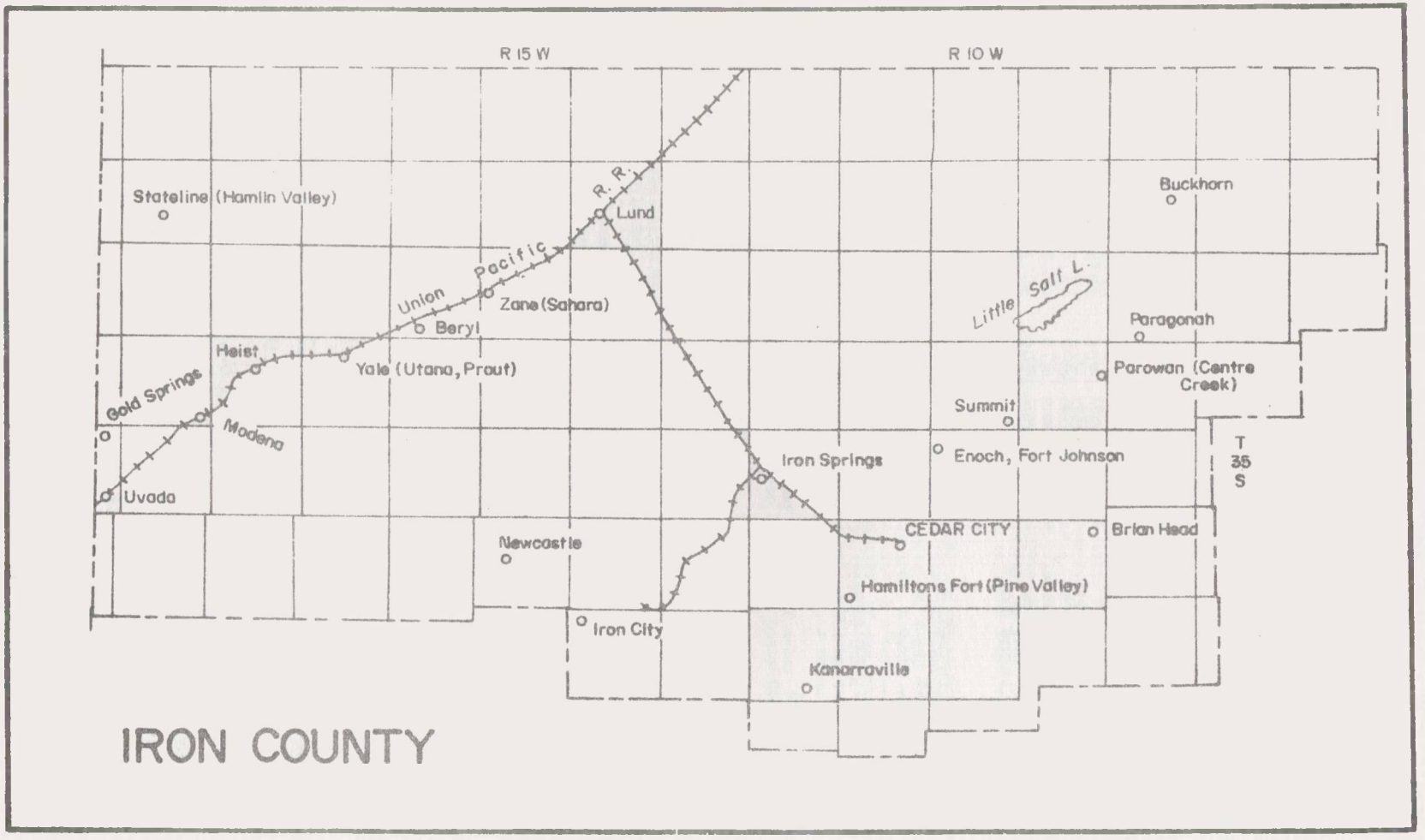
R 15 W
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Stateline (Hamlin Valley)
R. R.
Lund
Buckhorn
Union Pacific
Zane (Sahara)
Beryl
Little Salt L.
Paragonah
Heist
Yale (Utana, Prout)
Parowan (Centre Creek)
Gold Springs
Modena
Summit
Uvada
Iron Springs
Enoch, Fort Johnson
T 35 S
CEDAR CITY
Brian Head
Newcastle
Hamiltons Fort (Pine Valley)
Iron City
Kanarraville
IRON COUNTY

UTAH POST OFFICES

Iron County

Post Office	Established	Discontinued	Notes
Beryl	10 Jul 1913	Operating	
Brian Head	1 Jul 1975	Operating	CPO of Parowan
Buckhorn	2 Feb 1911	31 Aug 1913	M. to Paragonah
Cedar City	3 May 1854	Operating	
Centre Creek	26 Mar 1851	10 Dec 1851	NCT: Parowan
Enoch	14 May 1884	29 Aug 1887	M. to Summit
	19 May 1900	30 Nov 1927	M. to Cedar City
Fort Johnson	30 Oct 1855	14 Oct 1859	
Fremonts Camp	4 Dec 1878	3 Mar 1879	
Gold Springs	3 Aug 1906	30 Apr 1912	M. to Modena
Hamiltons Fort	18 Nov 1859	13 Feb 1864	NC from Pine Valley
	16 Apr 1873	11 Aug 1876	
	20 Jan 1912	31 Jan 1913	M. to Cedar City
Hamlin Valley	2 Aug 1921	1 Dec 1936	NCT: Stateline
Heist	1 Oct 1913	30 Sep 1919	M. to Prout
Iron City	25 Mar 1870	15 Jun 1882	M. to Cedar City
	11 Jan 1884	14 Aug 1884	M. to Pinto
Iron Springs	7 Jun 1924	30 Nov 1934	M. to Cedar City
Kanarraville	15 Aug 1864	Operating	Conv. to RB of Cedar City, 31 Jul 1964
Lund	8 Apr 1899	27 Jan 1967	M. to Cedar City
Modena	16 Dec 1901	Operating	Conv. to CPO of Newcastle, 26 Apr 1974
Newcastle	8 Mar 1909	Operating	
Paragonah	6 Jun 1861	Operating	Conv. to RB of Parowan, 30 Jun 1967
Parowan	10 Dec 1851	Operating	NC from Centre Creek
Pine Valley	10 Feb 1859	18 Nov 1859	NCT: Hamiltons Fort
Prout	11 Nov 1916	12 Jul 1920	NCT: Utana
Sahara	7 Sep 1916	1 Jan 1925	NCT: Zane
Stateline	17 Sep 1896	31 May 1914	M. to Modena
	4 Sep 1915	30 Sep 1916	M. to Modena
	1 Dec 1936	30 Jun 1938	NC from Hamlin Valley
Sulfur	28 Nov 1896	2 Aug 1898	M. to Milford
Summit	12 Jan 1860	5 Nov 1887	M. to Parowan
	31 Oct 1895	Operating	Conv. to RB of Parowan, 31 Dec 1963
Utana	12 Jul 1920	22 Oct 1923	Was Prout; NCT: Yale
Uvada	3 Aug 1900	8 Aug 1901	Rescinded
Warrenburgh	8 Dec 1870	18 Dec 1871	
Yale	22 Oct 1923	30 Mar 1927	Was Utana; M. to Beryl
Zane	1 Jan 1925		Was Sahara; no further data

NOTICE TO ALL ALASKA COLLECTOR CLUB MEMBERS:

LA POSTA has been authorized by one of the Directors of the ACC to resume publication of THE ALASKAN PHILATELIST. Such publication would initially be 'piggy backed' with the normal issues of LA POSTA, and would consist of at least 4 pages of Alaska news and information per issue. If, after a few issues, support is adequate, THE ALASKAN PHILATELIST might then resume publication as an independent journal.

This issue of LA POSTA has been mailed to all ACC members on the most recent membership list. If you approve of this plan to revitalize the club, please write me, Richard W. Helbock, here at LA POSTA. If, on the other hand, someone has a better idea, then let's here about it. Our main interest is to see the ACC and TAP alive and well once more.

LA POSTA, P.O. Box 135, Lake Oswego, OR 97034.

Richard W. Helbock Mini-Mail Auction No. 1

ALASKA
1. CHISNA, Aug 4, 1906, on cvr w/#319. Exc PM,VF cvr., b/s Portland, Rare PO (1901-08). Est. $150.
2. CHOMLY, Sep 2, 1912 on PPC, Type 1, lt. but readable PM. Tough PO (1900-30) Est. $40.
3. COLDFOOT, Jul 10, 1909. Exc. PM on Reg. Rct. Rare Arctic PO. Est. $75.
4. HAINES, Jun 17, 1912 on PPC, Ty 3, VF PM. Est. $10.
5. JUNEAU, Ty 10 (1916) & Ty 15 (1924) on PPCs. Est. $5.
6. KENNECOTT, Ty 2 (1935), Fine PM on air cvr. Est. $8.
7. CUTOFF & KANATAK (Ty 3), Exc. PMs on #10 env. E. $5.
8. CHICKEN (1940) & STONY RIVER (1951) on air cvrs.E.$5.
9. Lot of 10 DPOs on piece, inc. LAWING,LONG,LASSEN,KAKO LANDING,LAKEVIEW,KNIK & GYPSUM. Est. $10.
10. Lot of about 40 Terr. POs on piece, many DPOs. E.$10.

ARIZONA
11. COPPER CREEK, Mar 22,1912, VF PM on PPC of mine.E.$25
12. CHIN LEE, Jul 18,1921, VF PM on PPC. E.$15.
13. DOUGLAS,MILITARY BRANCH, Jun 14,1919, on PPC,VF.E.$10
14. DRAGOON, Feb 19,1918, Exc PMs(2) on cvr. w/brief mining ltr. headed "Camp Teter-Stone." Est. $15.
15. FLAGSTAFF (TY 14) & YUMA (TY 18), F-VF PMs on PPC, Yuma PPC shows Indians in camp. Both Terr. Est. $15.
16. HUMBOLDT, Oct 11, 1907 (Ty 1), VF PM on PPC. Est.$15.
17. RHOADES, Apr 9, 1902, as b/s on cvr. from Williams, Fine PM, but cvr. rough @ rt. Est. $20.

CALIFORNIA
18. ALAMO, Apr 27,1909, VF 4-bar on PPC. E. $2.
19. ARNO (1889-1927),Aug 3,1912 on PPC. Est. $5.
20. AUBERRY (Fresno), Dec 27,1913 on PPC. Est. $2.
21. BIG TREES (1865-1943)(Calav.), Jun 11,1908,VF Doane Ty 2 on PPC, Est. $4.
22. CRANMORE,(Sutter),(1886-1928),Jun 18,1908,Exc. 4-bar on PPC. Est. 7.50.
23. DEFENDER, Sep 1,1908, F Doane Ty 2 on PPC, (1900-15) Amador Co. Est. $15
24. ESCALON, Dec 1, 19087, F PM on PPC. Est. $2.
25. FALK (Humb.)(1899-1935),May 26,1922 on PPC.Est. $4.
26. FORT JONES R.F.D., Nov 20,1908, Exc. PM on PPC.E. $10
27. FRUTO, Apr 28,1907, Exc.Doane on PPC (1888-1953)E.$5.
28. HOT SPRINGS,Jul 24,1914,VF PM on PPC(1900-26)Est. $5.
29. INDIO,Apr 4,1904, VF PM on UX18. $2.
30. KEYSTONE,Dec 30,1905, Exc. Doane on PPC (1005-13) An 8-year Tuolumne Co. PO. Est. $20.
31. KIMBERLY, Apr 17,1911,(Shasta 1907-13), 4-bar PCC. Est. $20.
32. LA MESA, Oct 13,1911 on U411, PM about Fine.Est. $2.
33. LOMITA, Jan 4, 1913, VF 4-bar on PPC. $2.
34. MINERAL, Aug 12,1908, Exc. Doane Ty 3 on PPC. E.$4.
35. MOUNT WILSON, Apr 1,1910, VF Doane on PPC. Est. $5.
36. NORTH SAN DIEGO, Jun 1912, F 4-bar on PPC. Est. $5.
37. PRINCETON, Dec 3,1912,VF red 4-bar on PPC. Est. $4.
38. ROSEVILLE, Jun 16,1908, VF 4-bar on PPC. Est. $4.
39. RAISIN, Aug 2,1911,Fine 4-bar on PPC. Est. $4.
40. RUST, Oct 29,1909,(1909-16),Exc. 4-bar on PPC.$8.
41. SANITARIUM, Jul 22,1909, VF 4-bar on PPC. $5.
42. SHASTA SPRINGS, May 4,1907, VF cds on PPC(1892-1935) Est. $8.
43. SISQUOC, Sep 9, 1913, VF 4-bar on PPC, Est. $8.00
44. SNELLING, Jul 31,1908, VF 4-bar on PPC. E. $4.
45. URBAN, Feb 14,1912, light but readable PM on PPC, Scarce El Dorado Co. (1909-12) PO. Est. $25.
46. WITTER SPRINGS, Nov 27,1915, VF PM on PPC. Est. $4.

COLORADO
47. CASCADE, Jun 30,1909, F 4-bar on PPC. Est. $3.
48. CEDAREDGE,Sep 7,1910, VF 4-bar on PPC. Est. $4.
49. COALMONT, Dec 18,1922, F 4-bar on PPC. Est. $3.
50. DUMONT, May 25,1909, VF 4-bar on PPC. Est. $4.
51. HEZRON, Apr 6,1910, VF purple 4-bar on PPC, scarce (1902-12) PO, Est. $30.
52. HILL TOP, Mar 31,1910, VF 4-bar on PPC. Est. $15.
53. LAPORTE, Jun 17,1910, F 4-bar on PPC. Est. $3.
54. LORETTO, Dec 29,1908, VF 4-bar on PPC. Est. $6.
55. MACK, Feb 11, 1908, VF Doane Ty 3 on PPC. Est. $6.
56. OPHIR, Aug 2,1911, F 4-bar, (1878-1921) PPC. E. $15.
57. PEYTON, Aug 20,1917, VF 4-bar on PPC, Est. $3.
58. SALINA, Oct 31, 1907, Beautiful purple Doane Ty 2 on PPC, (1874-1925), also ILIFF Doane. Est. $40. Gem.
59. SLIGO, Aug 11, 1911 (1908-41), VF 4-bar on PPC.E.$12.
60. SNEFFLES, Dec 20,1917, F red 4-bar on PPC. Est. $15.
61. TOELAND, Aug 23,1916, VF 4-bar on PPC, also "FROM THE TOP OF THE WORLD/CORONA,COLO." marking. Est. $15.
62. TOLLAND, Aug 28,1907, VF purple Doane on PPC. Est.$15
63. TUTTLE, Aug 11,1911 F 4-bar on PPC,(1883-1918)Est.$25
64. UNIVERSITY PARK, May 3,1907, F Doane on PPC.(1890-15) Est. $15.
65. WAGON WHEEL GAP, Aug 11,1911, F 4-bar on PPC. Est.$5

IDAHO
66. CABINET, May 16,1907, F Doane Ty 2,PPC,(1904-54)E.$10
67. CAREY, Nov 25,1908, VF Doane Ty 2,PPC, Est. $8.
68. DIETRICH, Apr 5,1911, F 4-bar on PPC (DPO). Est.$8.
69. EASTPORT, Apr 18,1913, VF 4-bar on PPC. Est. $5.
70. LARDO, Feb 28,1912 (1889-1917), F 4-bar on PPC. E.$20
71. LUCILLE, Nov 9,1911, F Doane Ty 3 on PPC, Est. $10.
72. PLACERVILLE, Aug 1,1909, VF Doane on PPC. Est. $10.
73. PECK, Apr 27,1916, VF 4-bar on PPC. Est. $5.
74. STEELE, Jul 15,1915, F 4-bar on PPC (1896-1923).E.$15
75. SUMMIT, Dec 21,1910, F 4-bar on PPC (1900-34)Est. $15
76. VOLLMER, Dec 2,1909, VF 4-bar on PPC(1907-19)Est.$25.
77. WESTON, Mar 18,1913, VF 4-bar on PPC. Est. $5

MONTANA
78. BELTON, Mar 7,1910, F cds on PPC (1900-49). Est. $5.
79. COYOTE, May 30,1912, VF 4-bar on PPC (1909-14) E.$30
80. CRANE, Mar 16,1911, VF 4-bar on PPC. Est. $4.
81. CUSHMAN, Dec 20,1909, F 4-bar on PPC. Est. $4
82. JACKSON, Mar 9,1910, F 4-bar on PPC. Est. $4.
83. LUTHER, Sep 25,1909, VF red 4-bar on PPC. Est. $5.
84. MONARCH, Dec 27,1906, VF Doane Ty 3 on PPC. Est. $8.
85. OPHEIM, Jul 14,1914, VF 4-bar on PPC. Est. $5
86. PINECREEK, May 18,1908, F Doane Ty 2 on PPC.(1904-14) Est. $10.
87. SILESIA, May 3,1911, VF 4-bar on PPC. Est. $4.
88. SNYDER, Sep 2,1907, VF Doane Ty 3 on PPC(1905-09) Est. $15.
89. SPRINGDALE, Jun 1,1912, VF 4-bar on PPC, Est. $4.
90. UNITY, Aug 12,1908,VF Doane Ty 1 on PPC (1880-1912) Est. $15.

NEVADA
91. AUSTIN, Sep 7, c. 1868 on cvr. w/4-ring target tying #65, F-VF PM, add. to Fort Selden, NM. Est. $25.
92. ELGIN, Jan 20,1915, F PM on PPC (1913-66). Est. $5.
93. PANACA, Dec 31, ca. 1910 (year ommitted)PPC. E. $3.
94. VIRGINIA CITY, Feb 26, ca.1876, F cds on U163. E.$20

OKLAHOMA
95. AVERY, Jan 4,1910,DPO, VF 4-bar on PPC. Est. $5.
96. FLORENCE, Sep 22,1910, DPO, f 4-bar on PPC. Est. $5
97. INOLA, Jan 30,1909, FV 4-bar on great "Birds Eye" PPC of town. Est. $15.
98. PAOLI, Jun 28,1909, F 4-bar on PPC, Est. $3.
99. RENFROW, Dec 29,1910, DPO, F 4-bar on PPC. Est. $5.

NEW MEXICO
100. COLUMBUS, May 8,1911 (Ty 4) VF on cowboy PPC.E.$20.
101. HAYDEN, Oct 12,1910 (Ty 1) F-VF on PPC. Est. $40.
102. KOEHLER, May 8,1909 (Ty 1) VF on PPC. Est. $15.
103. OROGRANDE, Nov 4,1909 (Ty 3) F-VF on PPC. Est. $15
104. TOLAR, Aug 18,1909? (Ty 2) F PM on PPC, Est. $25

TEXAS
105. BURTON, Nov 25,1910, F red cds w/target on PPC. E.$5
106. CIBOLO,Feb 12,1911, F 4-bar on PPC. Est. $3
107. CLIFFSIDE, Mar 20,1910, DPO, VF 4-bar on PPC. Est.$5
108. EMMA, Sep 15,1908,(1890-1911), VF 4-bar PPC. Est.$15
109. WOOTAN WELLS, Sep 21,1908, DPO, VF 4-bar PPC. E. $10

RAILWAY POST OFFICES
110. BIGGS & SHANIKO (OR), Dec 26,1908,PPC,VF, Est. $15.
111. DENVER & GRAND JUNC.(CO),Jun 2,1908,VF,PPC. E. $10.
112. RENO & GOLDFIELD (NV),Jan 2,1911,VF,PPC. Est. $10
113. RENO & VIRGINIA CITY(NV),Mar 10,1907,F,PPC,E.$10
114. TUOLUMNE & STOCK.(CA),Oct 1,1909,Exc.,PPC,Est.$20.

All lots sold to highest bidder at a slight advance over the second high bid. Buyers pay mailing costs. Improperly described lots may be returned for full refund within 10 days. Minimum bid on each lot is $1.50.

***CLOSING DATE: November 30, 1982.**

R. W. HELBOCK, P.O. BOX 135 LAKE OSWEGO, OR 9703
(503) 246-5246

TIPS ON TECHNIQUES TRACING POSTMARKS

By Richard W. Helbock

Preparation of an accurate tracing of a postmark can be a useful addition to either the write-up and mounting of a postal history collection or a research article. Experience gained over the past 15 years has taught me a few tricks which might be useful to a person wishing to master this skill. No claim is made that this is the best technique for tracing postmarks. It is simply the method that works best for me.

TOOLS AND MATERIALS

There are five basic materials or tools required to render accurate postmark tracings: pencil, pen and ink, tracing paper, a compass and a straight edge ruled in milimeters. I prefer a 4H pencil sharpened to a very fine point. This hard lead makes a very thin light line, which is difficult to smudge and will not leave an unsightly residue of graphite when you ink over it. One may purchase a mechanical engineering pencil with 4H lead inserts, but I find a simple wooden pencil does the job nicely for a cost of about 15 cents. These wear very slowly, and, if you are able to use it down to a nubbin before it becomes misplaced, you are much better organized than I.

My preference for a pen is a bit more extravagant. After trying numerous alternatives, I long ago decided to stick with a Rapidograph. This is a finely engineered German pen sold at most graphic arts supply stores. The pen points come in a wide range of sizes ranging from the ultra fine 4-ought (0000) up to a thick line producing 4 or 5. It is not necessary to buy a wide variety of pen points. Three are quite sufficient for most needs (a 4-ought, a 2-ought, and a 2), and one can get by rather well with just a 2-ought (00). The pen point consists of a metal shaft which fits into a barrel and controls the flow of ink. The larger the shaft and barrel diameter, the thicker the line produced. Ink is stored in a small plastic reservoir which fits over the end of the barrel. It is easily filled and feeds into the barrel by gravity flow. The ink flow is exceedingly even, and pen cleaning is a simple, but important, matter once the work is done. A complete Rapidograph pen presently costs between $7 and $10, and additional interchangeable points run about $5. These are finely built drafting tools, and with proper care will last forever. In recent years a number of drafting pens of similar design have appeared. I have tried only a few of these, and, while their price was a bit lower, their performance was inferior to Rapidograph.

Use Pelican or one of the other high quality inks with your pen. My experience has been that the brand of ink is not too important, as long as it is an ink intended for drafting. Much more important is the fact that regardless of the ink it is necessary to thouroughly clean the pen after each using.

The selection of a proper tracing paper is a matter of some importance. I prefer a 100% rag smoothe surface paper such as Albanene by K & E. There are a number of different papers of good quality on the market, and perhaps one should experiment a little to find the one that best suits. You want a paper which accepts the ink in a nice even line, and permits enough transparency for ease of working. For a time I even experimented with mylar film. It works very well as a tracing medium, but is not quite as adaptable as paper for all applications one might wish to make of one's tracings.

A straight edge ruled in milimeters is necessary to measure the diameter of postmarks, as well as an aide in drawing straight lines. It may be made of either plastic or metal. I prefer a transparent plastic so that I may see through the rule. Metal is probably more durable as a straight edge, but I consider the ability to see through the rule a worthwhile trade-off.

I recommend the purchase of a well engineered drafting compass. One could make do with an inexpensive "school box" compass, but, since most postmarks are circular, this is a tool which you will rely on heavily to produce accurate postmark outlines. It is only necessary to acquire an inking compass. I do not make a pencil drawing of the postmark outline, and believe such a practice to be a waste of time.

The total price of the tools and materials described above should be about $20 if you have followed my recommendations. These materials are of such a general nature that most may be used for a variety of other graphic activities such as the making of charts, graphs and maps. The investment is therefore a small, but necessary, venture in order to produce postmark tracings of which you may be proud.

PRELIMINARY LAYOUT

A certain amount of planning must precede the actual tracing of postmarks. For this reason, I always try to schedule my tracing activities in batches of 5, 10 or 20 postmarks at a time, rather than a single postmark. Some of the things that must be done are constant regardless of whether you are tracing one postmark or a dozen. It is more efficient, therefore, to work on a batch rather than just one.

After assembling tracing paper, pencil, ruler, and compass, I am ready to take the first step in layout. That step is measurement. Very carefully I measure the diameter of each circular postmark I wish to trace, and note the diameter on a piece of scratch paper. Postmarks tend to vary from about 20 milimeters in diameter for machine cancellations up to 35 mm. or so for the 4-bars and older styles. They also tend to cluster around some popular diameters such as 28mm., 30mm., and 32mm. Lets say I was interested in tracing 10 postmarks. They measured as follows: 1 was 27mm., 3 were 28mm., 2 were 29mm., 3 were 30mm. and 1 was 32mm. My scratch paper notes would tell me that I needed 5 differents sized circles.

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Using my ruled straight edge, I layout on scratch paper five radii, or half-diameters, of required dimensions: 13.5mm., 14mm., 14.5mm., 15mm. and 16mm. A ruled pad works well for scratch paper because it is easy to make tick marks on the ruled lines to note the desired radial distances. If I am working on a large batch of tracings, I sometimes make an additional pencil note indicating the desired number of circles next to each radial distance.

Now it is time to draw the circular outlines. I preset my compass for the first radial dimension (13.5mm.) by simply matcing its opening to the proper tick marks on the scratch paper. Then I fill the ink reservoir of the compass pen, and scribe a circle of 27mm. on a sheet of tracing paper. Often I will draw a couple extra circles of the same diameter. These may useful in case a tracing goes badly, or I find another postmark was improperly measured. When I have enough circles of 27mm., I reset the compass opening using the next set of tick marks and draw a group of 28mm. circles. The whole procedure goes quite quickly with a little practice, and I can usually draw 20-25 circles with just one filling of the compass ink reservoir.

Not all circular postmark outlines are of the same line thickness. If I am about to trace a batch of postmarks in which line thickness varies considerably, I will make additional scratch paper notes indicating radial dimensions requiring particularly fat or thin lined circles. Similarly, if there are double circle postmarks in the group, my notes will indicate the radial dimensions which must be made concentric. This preliminary layout procedure may at first appear unduly complicated, but with practice it is quite simple and takes but a short time. In my opinion, the time is well spent, for it forces one to plan the job before diving into it, and will usually avoid the necessity of going back to draw new circles in the middle of tracing.

THE PENCIL TRACING

The preliminary layout has provided me with a detailed knowledge of the batch of postmarks I wish to trace and a set of inked circles which match their diameters. After allowing a few minutes for the ink to dry, I am ready to begin the first pencil tracing.

I wish to emphasize again that my preference is for a very sharp point on the 4H pencil. A good pencil sharpener

can achieve this, but I often none the point even m using coarse paper. The postmarks we wish to trace are, of course, fragile and valuable artifacts. It is necessary to exercise extreme caution when undertaking a tracing to insure that we do not mark or in any way damage the original postmark. A finely pointed pencil will allow one to draw a very light thin line, which may then be inked after the original postmark is safely put away.

Placing the tracing paper over the postmark, I match the inked circle with the outline of the postmark. It is not necessary to tape the tracing paper down. A tracing takes but a few minutes, and should the paper become jarred or misregistered, it is a simple matter to reregister it using the circular outline and whatever tracing has been done. In making the tracing, I usually begin with the lettering at the top of the dial -- typically the town name. I then proceed to the state name at the bottom of the dial, and trace the date at the center of the dial last. There is certainly nothing magic in this ordering, and you may well find with a little practice that a different ordering works better for you.

A steady hand is obviously an important attribute in making the pencil tracing, although not nearly as important as in the later inking. If you find that it is very difficult to make an accurate pencil tracing of the postmarks letters, you might try this trick. Turn the postmark and tracing paper to a 90-degree angle from your body. You will now find all the letters lying on their backs. If the town name is for example, PORTLAND, note that tracings of all the letters except "O" may be started with a short straight line. Such lines should be quite easy to draw when the paper has been rotated 90-degrees, for they are simply a short left-to-right motion with your hand. The "A" and the "N" require only a slight variation in this motion. Once you have drawn all these straight lines, rotate the paper back 90 dgrees to its original position. Now it should be much easier to finish off the rounded and perpendicular parts of the letters. This technique may be used for all lettering in the postmark. It goes very quickly, and I find it a useful expedient on those mornings when an extra cup of coffee has put too much shake in my hand.

Start simple. If you are tracing postmarks for the first time, begin with simple block lettering postmarks. Letters with serifs can be passably rendered in a tracing, but it requires more practice and should be worked toward rather than your first attempt. It is not necessary to make a perfect pencil tracing. In fact, a traced postmark rarely, if ever, duplicates the original exactly. What we are trying to do is to render an illustration which captures the essential design elements of the original. Letter spacing and size is therefore more important than the exact shape of the letters. With practice, your ability to achieve letter shapes more like the originals will improve.

INKING

Pencil tracings of the entire batch of postmarks have now been completed. They are not perfect copies of the originals, but the letter spacing and general design elements are pretty good. After placing the original postmarks carefully out of the way, I am now ready to begin inking.

To ink postmark lettering, I always use a 2-ought (00), or finer, Rapidograph point. Even if the letters themselves are thicker, I find it better to use the fine pointed pen. It is always possible to achieve a thicker lettering style by making additional strokes with your fine point.

Lettering in ink requires a certain boldness. Do not be timid when you touch your pen point to the pencil tracing. Know what it is you wish the ink to do, and remember if you make a mistake it is not that hard to begin again. I use and recommend the 90 degree rotation technique described earlier for all inking. It handles all straight-line letters quite well, and leaves only the "O's" and "C's" and "S's", plus a few others, to be mastered through practice.

Once a postmark tracing has been inked, be sure to allow adequate drying time before attempting any touch up work with an eraser, Exacto knife or other emergency repair tool. In fact, unless the repair is very minor, a more satisfactory result will probably accrue from doing the tracing over from the beginning. Keep in mind the fact that your inked tracing is unlikely to look just like the original. It should look similar to the original in style, size and spacing of letters, and it should have the same design pattern. If you have achieved these characteristics in your tracing, you can be proud of your work.

FINAL COMMENTS

Preparing postmark tracings can be quite a lot of fun in addition to yielding products which are useful in research or collection mounting. It is an intense activity which should be undertaken with the very best lighting conditions, and only for two to three hours at a time. If I am working on a batch of tracings, I will frequently execute all the pencil work in one session, and then return at a later time to do the inking.

It requires practice to make an accurate, well-rendered postmark tracing. The techniques I have described in this article work well for me, and should be of assistance to you. Experiment as you practice, and you may encounter preferable procedures and better tools. A postmark tracing is a little art, and even those of us who practice little arts may differ in our preferred methods.

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Randy Stehle

POSTAL HISTORY MAIL AUCTION NO. 1

ARIZONA
1. PEORIA, May 23,1914, Exc.4-bar on PPC. Est. $10.

CALIFORNIA
2. ADELAIDA, Apr 1,1907,F Doane Ty 3 on PPC. Est. $4.
3. ALCATRAZ, Jul 12,1909,VF 4-bar on PPC. Est. $6.
4. APPLEGATE,Nov 4,1883,VF MS on cvr.reduced @ rt. into stamp, Est. $15.
5. BLACK DIAMOND, Feb 4,1908,VF Doane Ty 2 on PPC, E.$6
6. BLANCO, Nov 13,1909, VF cancel on PPC. Est. $4.
7. CAMP TAYLOR,Jul 25,1910,F cancel on PPC. Est. $5.
8. CHRISTINE,Jun 30,1909, VF Doane Ty 3 on PPC. Est.$8.
9. CONFIDENCE,Feb 16,1911, VF 4-bar on PPC. Est. $5.
10. CONLEY, May 8,1908, VF Doane Ty 2 on PPC. Est. $6.
11. CRAFTONVILLE,Feb 25,1907,VF Doane Ty 3 on PPC. E. $5
12. CUDDEBACK,Mar 12,1910,F Doane Ty 2 on PPC. Est. $5
13. EAST PASADENA,Oct 18,1905,F Doane Ty 2 on PPC. E.$10
14. ECCLES,Dec 31,1911, VF 4-bar on PPC. Est. $6
15. ERLE, Dec 22,1908, F Doane Ty 1 on PPC. Est. $10.
16. EUBANKS,Aug 19,1905,VF Doane Ty 2 on PPC. Est. $15.
17. FIRMIN, Jun 24,1912,Exc. 4-bar on PPC. Est. $12.
18. FITCHBURG, May 31,1911, VF 4-bar on PPC. Est. $6.
19. FLORENCE, Dec 18,1907, F Doane Ty 2 on cvr.,Est. $5
20. FLOYD, Jan 20,1910, F Doane Ty 3 on PPC, Est. $8.
21. FOSTERIA, Jan 4,1910, F target cancel on PPC. E.$8.
22. FULDA, Jun 10,1909, VF 4-bar on PPC. Est. $12.
23. HENLEY,Apr 12,1869,VF MS on cvr to Ashland Mills, Ogn., Est. $8.
24. HENLEYVILLE, Dec 24,1910, VF 4-bar on PPC. Est.$5.
25. INCLINE(1907-10),Aug 8,1908,VF 4-bar on PPC. E. $20.
26. INGLENOOK,Jul 16,1908,VF tanget cancel on PPC,E.$10.
27. IRVINE(1896-1909),Jun 24,1908,F target on PPC,E. $8.
28. LINNE, Sep 24,1907, VF Doane Ty 3 on PPC, Est. $4.
29. METZ, Aug 22,1906, Exc. Doane Ty 3 on PPC, Est. $5.
30. POINT FERMIN,Nov 9,1914,VF 4-bar on PPC. Est. $10.
31. ROCKAWAY BEACH,Jul 16,1910,VF 4-bar on PPC. E. $6.
32. RUST, Nov 28,1911, VF 4-bar on PPC, Est. $8.
33. SEARS POINT,Apr 3,1908, lt. targ. as rec'd on PPC.$6
34. SPOONVILLE,Dec 29,1909, VF 4-bar on PPC. Est. $8.
35. TABLE ROCK,Dec 20,1909, F cork cancel on PPC. E. $4.
36. TUTTLETOWN,Dec 24,1915, F 4-bar on PPC, Est. $4.

CALIFORNIA (continued)
37. VORDEN, Nov 19,1910, VF 4-bar on PPC. Est.$5.
38. WONDERLAND,Sep 28,1939, Exc 4-bar on PPC. Est. $4.

COLORADO
39. BURDETT, Jun 8,1909, F target cancel on PPC. Est. $6.

MONTANA
40. BONNER, Mar 29,1909, VF Doane Ty 3 on PPC. Est. $4.
41. PAGEVILLE, Apr 21,1909, VF 4-bar on PPC. Est. $10.

NEW MEXICO
42. SAN ANTONIO,Dec 4,1908,VF (Ty 10) on PPC. Est. $6.

OREGON
43. BUTLER, Dec 20,1910, F 4-bar on PPC. Est $12.
44. DRAPER, Jul 9,1910, F target cancel on PPC. Est. $8.
45. ENRIGHT, Jul 11,1940, VF 4-bar on cover, Est. $8.
46. SISKIYOU,Mar 23,1920, F 4-bar on PPC. Est. $4.
47. THOMAS, Dec 5,1911, VF 4-bar on PPC. Est $5.
48. WRENTHAM, Jan 31,1908, VF target cancel on PPC. Est.$

WASHINGTON
49. BRIGHTON, Mar 15,1910, VF 4-bar on PPC, Est. $10.
50. CHAUTAUQUA,May 5,1909, F Doane Ty 3 on PPC, Est. $6.
51. GEORGETOWN,Dec 28,1907, F Doane Ty 3 on PPC, Est. $8
52. SISCO, Oct 13,1908, F target cancel on PPC, Est $10.

WYOMING
53. ARCHER, Jan 3,1914, F 4-bar on PPC, Est. $8.
54. HAILEY, Jul 13,1912, F 4-bar on PPC. Est. $8.
55. KEARNEY, Mar 18,1910, F Doane Ty 3 on PPC. Est. $5.

RPO's
56. AMARILLO & CARLSBAD,Jun 16,1919,PPC, VF, Est. $20.
57. OAKDALE & MERCED(CA), Jan 9,1909,PPC,VF, Est. $10.
58. STOCKTON & FRESNO, Nov 22,1910, PPC, VF, Est. $10.

All lots sold to highest bidder at a slight advance over the second high bid. Buyers pay mailing costs. Improperly described lots may be returned for full refund within 10 days. Minimum bid on each lot is $2.00.

CLOSING DATE: November 30, 1982.

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THE POST OFFICES OF SOUTHEASTERN ALASKA

By Richard W. Helbock

Southeastern Alaska is a land of densely forested islands and irregular mainland stretching 400 miles along the coast of North America. The islands, collectively known as the Alexander Archipelago, range from the nearly 4,000 square mile Prince of Wales down to tiny islets. Baranof, Chichagof, Admiralty, Kupreanof and Revillagigedo are among the larger islands in addition to Prince of Wales.

Today most of Southeastern Alaska, or the Panhandle as it is sometimes called, lies within the boundaries of the gigantic Tongass National Forest. To the casual observer this land appears to be a nearly endless wilderness of lush green firs, spruce, pines and hemlock mixed with alders and various other hardwoods. It looks every bit of a frontier, with the implication that its time for human endeavor lies in the future. Ketchikan, Sitka, Wrangell, Petersburg and even Juneau appear to be small communities perched on the edge of wilderness. Everywhere else the impacts of man are scarcely visable among the dense rainforest vegetation. Even highways, that most ubiquitous of modern man's impacts on the physical world, are limited to tiny strips in and around a few of the larger towns and cities. All of this visual evidence masks the fact that southeastern Alaska has already enjoyed a long, rich and sometimes raucous history during its American era. Before that, of course, it was under Russian domination, and even before that it was home to the Tlingit, Haida and other Indian peoples of the region. Since our interest is postal history, and since no official system of posts is known to have existed before 1867, our interest in the history of southeastern Alaska will be limited to the American period.

Specifically, this article will present a brief historic sketch of each of the more than 120 post offices, branches and stations known to have operated in southeast Alaska from 1867 to date. These offices have served communities whose purposes have included military posts, logging, fishing, mining, recreational and governmental functions. Most have been discontinued; only 23 independent post offices remain active in the region. Many were quite short-lived, and present the collector of Alaskan postal history with a serious challenge in his or her attempt to find examples of their postal markings. A map provides additional locational information, and, when combined with the text that follows, offers the student of Alaskan postal history the most complete record on post offices of the Panandle published to date.

ALASKINDIA

Estab. 29 Jun 1938. Converted to Winter PO: 5 Aug 1941. Dis. 30 Apr 1945. MT: Wrangell.

Served the Wrangell Institute, a school for Alaskan natives, situated just south of the town of Wrangell on Zimovia Strait. Alice M. Tassell, 1st PM.

AMALGA

Estab. 29 Jul 1905. Dis. 31 Dec 1927. MT: Juneau.

Served the community at Eagle River Mine, about 4 miles northeast of the mouth of Eagle River and 22 miles northwest of Juneau. The mine, discovered in 1902, was in Thane Mountain, and the community was connected to Lynn Canal by a 7-mile horse tram which ran from the mine to Amalga Landing. The name was reported to have come from the word "amalgam," although another source suggests it was an acronym from the company name, "American Alloy of Georgia." James R. Whipple, 1st PM.

ANGOON

Estab. 17 Nov 1930. Was Killisnoo.

The Census of 1880 reported a Tlingit village of "Augoon" here on the west coast of Admiralty Island with a population of 420. Shortly thereafter, the village was nearly abandoned as its people moved two miles south to the site of a new fish reducing plant at Killisnoo. In late 1928, with the closure of the Killisnoo plant, the post office returned to Angoon, but a name change to that effect did not occur until 1930. Census figures for that period reflect these economic changes. In 1920 Angoon had but 114 residents. Ten years later its population stood at 319. Vincent Soboloff, 1st PM.

ANNETTE

Estab. 16 Jul 1947.

Annette Island was named in 1879 by W.H. Dall of the USC&GS for his wife, Annette Whitney Dahl. The island, which lies just south of Ketchikan, was set

POST OFFICES OF
SOUTHEAST
ALASKA
Sheep Camp
Porcupine
SKAGWAY
Klukwan
HAINES
Chilkat
Jualin
Comet
Berners
Amalga
Excursion Inlet Br.
Saint Terese
Glacier RS.
GUSTAVUS
AUKE BAY
JUNEAU (Harrisburgh)
ELFIN COVE
Funter
Douglas
Thane
Treadwell
HOONAH
Hawk Inlet
Taku Harbor
Speel River
PELICAN
Gypsum
Snettisham
TENAKEE SPRINGS
Kimshan Cove
Point Astley
Chichagof
Sumdum
Cobol
Chatham
ANGOON
Windham
Rodman
Killisnoo
Hood Bay (Barge)
Entrance Island
Fanshaw (Cape Fanshaw)
SITKA
Baranof
Mount Edgecumbe
Point Agassiz
Tyee
KAKE
Goddard (Sanitarium)
PETERSBURG
Doyhof
Tonka
Point Ellis
Woedsky
Mitkof
WRANGELL (Fort Wrangel)
Port Walter
Alaskindia
POINT BAKER
Beauclair
Port Alexander
Calder
Shaker
Roberts (Chican)
Lake Bay
Unuk
Bridgeport
Tokeen
Cape Pole
Edna Bay
Bell Island
HYDER
Myers Chuck
Helm Bay
Loring
Saltchuck
Kasaan
Bayview
Hollis
Grindall
Knudson Cove RS.
KLAWOCK
Wacker
WARD COVE
CRAIG
Revilla
Sealevel
Kiam
KETCHIKAN
Sulzer
Chomley
Hadley
Saxman
Coppermount
HYDABURG
Baldwin
METLAKATLA
Dolomi
Niblack
Mary Island
ANNETTE
Klinquan
Howkan (Jackson)
Complex
Fort Tongass
Pacific Ocean
RWH

aside in 1891 as a reserve for Tsimshian Indians. In 1940 the US Army selected a site on the island for an airfield, one of a series of such linking Alaska with the Lower 48. Postal service was initially provided by ANNETTE ISLAND LANDING FIELD BRANCH of Ketchikan, but this unit was replaced in May 1942 by APO 935. After the war the airfield was transferred to the CAA, and this civil post office was established to provide local service. The village, located about a mile northeast of the airport, has a population of about 300. Ruth Clare Hutchins, 1st PM.

AUKE BAY

Estab. 23 Dec 1946.

Located on Auke Bay, about 11 miles north of Juneau. This community was settled about 1918 when Glacier Hwy. was built north from Juneau. Although unincorporated, the current population exceeds 500, and the community functions as a suburb of Juneau. The name comes from the Tlingit word, "Akiu", meaning "little lake." James V. Hickey, 1st PM.

BALDWIN

Estab. 3 Oct 1905. Dis. 31 Oct 1907. MT: Ketchikan.
Served a mining camp on the north shore of North Arm Moira Sound, Prince of Wales Island, about 40 miles southwest of Ketchikan. Although details are lacking, the community was apparently named for a local prospector. Robert Rea, 1st PM.

BARANOF(F)

Estab. 30 Apr 1907 as BARANOFF. Dis. 30 Jun 1912. MT: Chatham. Re-estab. 6 Mar 1917. Style changed to BARANOF: 1 Dec 1930. Dis. 2 Feb 1973.
Located at the head of Warm Springs Bay on the east coast of Baranof Island, 19 miles east of Sitka. The community was named for the island, which was in turn named for Alexander Baranov, first governor of Russian America. A mineral hot springs resort has provided much of the basis of the local economy. Guy C. Wing, 1st PM.

BARGE

Estab. 1 Feb 1950. Was Hood Bay. Dis. 7 Jun 1951. MT: Angoon.
This office was descriptively named. Throughout its brief existence, the office was located on a former US Navy quarter barge which operated as a mobile logging camp in southeast Alaskan waters. Fern Owens, the 1st and only Barge PM, wrote in 1950 that the name was selected to avoid identification with any particular location.

BAYVIEW

Estab. 28 Aug 1917. Dis. 1 Oct 1924. MT: Klawock.
A descriptively named post office which operated at Klawock, a cannery on the west coast of Prince of Wales Island, about 5 miles north of Craig. The Klawock office continued to operate until 1923, and for the 1917-23 period the community had two post offices. In late 1923 Klawock was closed out to Bayview, and the following year the name of Bayview was changed to Klawock. Charles E. Hibbs, 1st PM.

BEAUCLAIR

Estab. 20 Jun 1912. Dis. 30 Jun 1915. MT: Shakan.
Served a small fishing village on Kuiu Island, 28 miles northwest of Shakan across Sumner Strait. The name was first applied by Capt. Vancouver to the harbor in 1793. Lewis P. Hunt, 1st and only PM.

BELL ISLAND

Estab. 29 Jul 1932. Dis. 30 Sep 1954. MT: Ketchikan.
Served the hot springs resort on Bell Island in Behm Canal, near the northern end of Revillagigedo Island. The resort, founded by George Roe in 1902, continues to operate as Bell Island Hot Springs, and is a popular recreation center. Anna M. Herrington, 1st PM.

BERNERS

Estab. 19 Mar 1890. Dis. 22 Dec 1892.
John McLaughlin was appointed 1st PM of this office located on the west coast of Berners Bay, about 8 miles north of Amalga. There is some question as to whether the office actually operated as it is not listed amoung Alaska's post offices in the 1891 OFFICIAL REGISTER. The first stampmill was erected here in 1890 to serve the mines around Juneau.

BRIDGEPORT

Estab. 30 Apr 1923. Dis. 31 May 1925. MT: Hyder.
Served a short-lived mining camp on Portland Canal about 10 miles north of

Hyder. While listed in the 1923 OFFICIAL POSTAL GUIDE, the office is reported to have actually closed on 1 Sep 1923, after less than 6 months of operation. Henry Hummel, 1st and only PM.

CALDER

Estab. 9 Nov 1906. Dis. 31 Aug 1918. MT: Shakan.
Served a marble quarry located at the mouth of Marble Creek, east shore of Shakan Bay, on the northwest coast of Prince of Wales Island. The deposit, discovered in 1896, was worked by the Alaska Marble Company beginning in 1904. Mount Calder, located 6 miles to the northwest, was the feature for which the office was named. John McCallum, 1st and only PM.

CANYON

Estab. 18 May 1898. Dis. 18 Nov 1898. MT: Dyea.
This post office operated at the tent camp known as "Canyon City" on Taiya River, about 9 miles north of Dyea on the trail to Chilkoot Pass. During the peak of the Klondike Rush, Canyon City reportedly housed some 3,000 temporary residents. Kenneth Murray, 1st PM.

CAPE FANSHAW

Estab. 9 Jun 1902. Dis. 31 Jul 1903. MT: Petersburg. Re-estab. 13 Jan 1921. Dis. 2 May 1932. NCT: Fanshaw.
A fishing village and one-time cannery town located at the southern tip of Whitney Island, 71 miles east of Sitka. Named for the geographic feature 3 miles to the southwest. The cannery was built about 1901. Herman G. Halkett, 1st PM.

CAPE POLE

Estab. 1 Nov 1949. Dis. 15 Oct 1953. MT: Ketchikan.
Served a logging camp on the east shore of Fishermans Harbor, southeast coast of Kosciusko Island. The community drew its name from the nearby cape, which was named by Capt. Vancouver in 1793 for Captain Pole of the Royal Navy. At its peak, Cape Pole had a population of about 100. Don Chester Seeman, 1st PM.

CHATHAM

Estab. 27 Jan 1906. Dis. 3 Jan 1964. MT: Juneau. Re-estab. 1 Jun 1964 as RS of Juneau operating 1 Jun-15 Sep only. Dis. 30 Nov 1967.
Served a cannery village located on the west shore of Sitkoh Bay, Chichagof Island, 22 miles southeast of Tenakee Springs. The cannery was built in 1905, but operated only during the summer fishing season. A large influx of workers occurred each canning season, but the permanent population usually varied between 5 and 10 residents. George T. Myers, 1st PM.

CHICAN

Estab. 2 Feb 1882. Dis. 20 Jul 1882. NCT: Roberts.
This was the first post office to serve the sawmill community later known as Shakan. Located on the northwest coast of Kosciusko Island, at the head of Shakan Bay about 60 miles north of Klawock, the mill was built in 1879 by Oliver Fountain. A tribe of Tlingit Indians maintained a summer village here, and this post office was named for their chief. Ira B. Sprague, 1st PM.

CHICHAGOF

Estab. 20 Aug 1909. Dis. 3 May 1957. MT: Juneau.
This office served a mining community located at the head of Klag Bay on the west coast of Chichagof Island. The island, and eventually the post office, was named in 1805 for the Russian Admiral Vasili Yakov Chichagov. A mining camp was established in 1905 with the discovery of gold at Klag Bay. The Census of 1920 first reported Chichagof village with a population of 172, but by 1930 the population had declined to just 69. The quartz mine continued to operate until the late 1950's, but the year-round population had declined to less than 10 by the time the office closed. Clara D. Eichler, 1st PM.

CHILKAT

Estab. 5 Mar 1890. Dis. 23 Oct 1899. MT: Haines.
Served a cannery town and trading station at the mouth of Chilkat River, about 2 miles south of the center of Haines. The cannery was built in 1884, and was for a time the largest in southeast Alaska. Haines post office had operated from 1882-85 at nearby Willard (Haines) Mission, but the larger community was then known as "Chilkoot." Haines post office was re-opened in 1898, and Chilkat post office closed shortly thereafter. Frank H. Poindexter, 1st PM.

CHOMLEY

Estab. 23 Jun 1[illegible] Dis. 30 Sep 1930. MT: Ketchikan.
Served a cannery settlement located on the south shore of West Arm Cholmondeley Sound on Prince of Wales Island. The postal facility was named for the Sound, and that body of water was named by Capt. Vancouver for Hugh, Earl of Cholmondeley. Lenore S. Millar, 1st PM.

COBOL

Estab. 1 May 1947. Dis. 9 Sep 1954. MT: Chichagof.
Served a mining community on the north shore of Slocum Arm, southwest coast of Chichagof Island, about 14 miles southeast of Chichagof. Gold was discovered on nearby Mine Mountain in 1921, and the community name was formed by a composite of Cox and Boylan, the two mining partners. During the time the office was in service there was a permanent population of less than 10, but the summer season brought an influx of workers. Martha E. Marholec, 1st PM.

COMET

Estab. 9 Sep 1901. Rescinded: 5 Jul 1902. Estab. 5 Feb 1937. Dis. 28 Feb 1938. MT: Juneau.
Served a mining camp on the west shore of Lynn Canal, 47 miles northwest of Juneau. The early attempt to establish a post office here with Fred Haumila as Postmaster was unsuccessful, so Edward M. Hendrickson received the honor of being 1st PM some 36 years later.

COMPLEX

Estab. 6 Apr 1917. Dis. 31 Mar 1919. MT: Ketchikan.
A mining camp located 18 miles south of Dolomi and 20 miles southwest of Metlakatla on Kendrick Bay, Prince of Wales Island. Emma Nelson, 1st PM.

COPPERMOUNT

Estab. 3 Jul 1900. Dis. 15 Feb 1907. MT: Sulzer.
Served a mining community at the head of Copper Harbor on the southwest coast of Prince of Wales Island. The Alaska Copper Company built the first smelter in Alaska here, and conducted mining operations on the mountain above the settlement. Ernest O. Sylvester, 1st PM.

CRAIG

Estab. 5 Jun 1912.
This community is located 60 miles northwest of Ketchikan on Prince of Wales Island, at the southern end of Klawock Inlet. It was named for Craig Millar, one of three partners who started the first cannery here. The population of Craig remained stable at about 300 during the pre-war period and into the post war years as well, but a number of recent arrivals has swelled the 1980 population to 522. Frank West Thompson, 1st PM.

(TO BE CONTINUED)

EDITOR'S COMMENTS

To all of you reading LA POSTA for the first time, WELCOME. We hope you enjoy our publication and decide to become LA POSTA subscribers. To our old friends, GREETINGS from the green hills of Oregon. We hope you approve of the changes in our journal.

The opening of our pages to advertising reflects a desire to make LA POSTA a source of postal history material as well as a repository of research. It is often difficult to find inexpensive items for one's collection, and it is hoped that our one-page auctions will help fill that need.

The Tips on Techniques article appearing in this issue is intended as a first effort in a series of 'How to' articles dealing with various aspects of postal history collecting and research. Those of you with specialized knowledge of some aspect of research or presentation are urgently requested to share your expertise through our pages. Such a series is long overdue.

LA POSTA also wishes to carry news of local postal history activities. For example, the Portland area postal history group has begun its monthly meetings. For information on the site and time of the next meeting, call Chuck Whittlesey (503) 777-1337. How about it you folks in Denver, Tucson, Anchorage, Seattle, Los Angeles, San Francisco and Black Hawk? Whats going on locally?

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