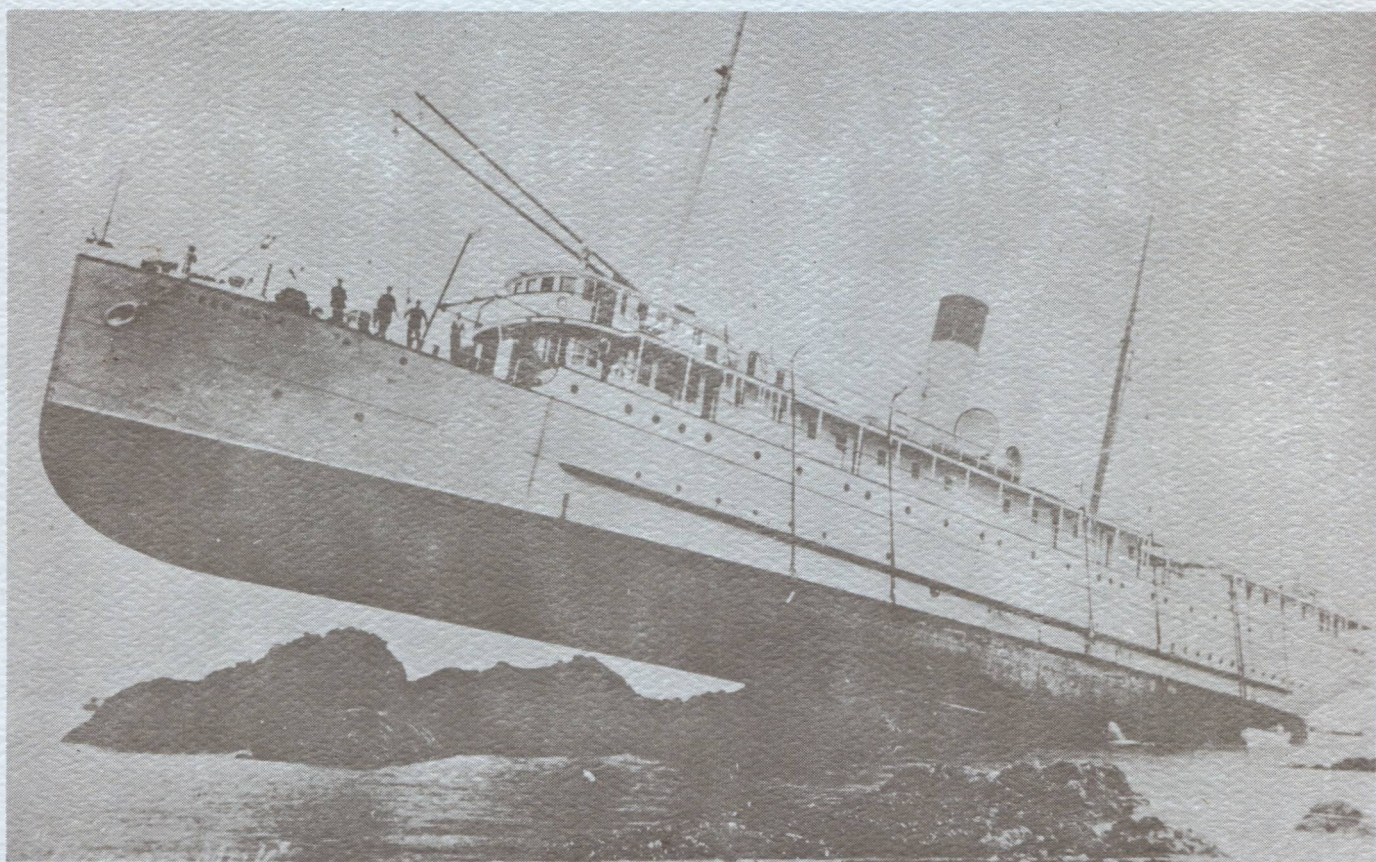


# LA POSTA

with  
The Second Section



Canadian Steamship *Princess May* stranded on Sentinel Island in Alaskan waters, August 1910.





# LA POSTA

A JOURNAL OF WESTERN POSTAL HISTORY

AUGUST 1983  
VOLUME 14, NO. 4  
WHOLE NO. 82

## SUSTAINING SUBSCRIBERS

*LA POSTA expresses gratitude to the following for their extraordinary financial support:*

Alexander Balogh	Raymond Epple	Richard Lis	Alan H. Patera	Randy Stehle
Bancroft Library	Inez C. Ford	Dennis J. Lutz	N. Leonard Persson	Joseph V. Stewart
Dan Barber	Charles G. Finke	Howard A. Mader	A. Delbert Peterson	Jack E. Stucky
William H. Bauer	Kenton Forrest	Stephen P. Marek	Ernest S. Peyton	Robert D. Swanson
David T. Beals III	Richard Frajola	Chris Martin	Willis Poole	Ted Teichgraber
W. R. Beith	Richard B. Graham	Leonard McCabe	Robert Potts	Glenn F. Terry
Kenneth Bridge	Albert L. Greene	Wallace G. McDonald	James H. Raley	Tony Thien
Thomas J. Alexander	Bernard Griffin	William T. McGreer	David A. Ramstead	Thomas K. Todsen
Velma Bailey	Ted Gruber	Richard K. Meyer	William F. Rapp, Jr.	Triple 'S' Postal History
Anna Bushue	Herbert H. Harrington	Carl J. McMurphy	Harry J. Reck	Mort D. Turner
Richard H. Byne	George W. Hester	Robert F. Miller	Anson Reinhart	Gordon Twedt
George Cheren	Wm. P. Hoffman	Thomas M. Mills	Irl Rickabaugh	Heinz A. von Hungen
Giles R. Cokelet	James R. Hopkins	Warren Mitchell	Joseph F. Rorke	Henry L. C. Wenk, III
Robert W. Collins	Jay F. House	Richard L. Morris	Fred A. Scheuer	Western Postal History Museum
Rod Crossley	Jacque Houser	Charles F. Nettleship, Jr.	Neil C. Schroeder	Kenneth L. White
Ora B. Dickerson	Edward C. Hyers	Ray L. Newburn, Jr.	Jack M. Schwartz	William H. White
Sheldon H. Dike	James D. Jacobitz	William A. Nix	Fred F. Seifert	Charles A. Whittlesey
Robert P. Doddridge	Frank J. Kosik	Frank B. Norris	Daniel R. Seigle	Milton G. Wicker
Frederick L. Dunn	Owen H. Kriege	Dennis Pack	Wade Shipley	John H. Willard
Robert M. Ebner	Robert Y. T. Lee	Robert A. Paliafito	Donald T. Smith	John H. Williams
			Henry M. Spelman, III	Kirk Wolford
				Vern Youngman

## IN THIS ISSUE

	Page
THE 'CITY OF SEATTLE' AND THE MAILS FROM SKAGWAY TO SEATTLE By N. Leonard Persson	2
POST OFFICES OF HUMBOLDT COUNTY, CALIFORNIA By Richard W. Helbock	7
SOUTH DAKOTA TERRITORIAL FORTS By K. W. Stach	17
NINETEENTH CENTURY OREGON POSTMARKS: LINCOLN COUNTY By Charles A. Whittlesey	23
RESEARCH IN PROGRESS: ANACHRONISMS	29
BOOKS IN REVIEW	32
EDITOR'S COMMENTS	15
READER'S CORNER	27
THE SECOND SECTION Edited By Charles L. Towle	33
RAILPOST HISTORY OF THE LONG ISLAND RR., Section I - Main Line and Branches By C. L. Towle	33
NUGGETS FROM THE POSTAL ARCHIVES: The U. S. Express Mail By John L. Kay	41
THE CHITTENDEN CORRESPONDENCE, Western Postal History Museum Collection	44
THE CATALOG SECTION (Additions to U. S. T. M. C.)	49

LA POSTA with THE SECOND SECTION 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 opportunities for publishing research in postal history dealing with the American West and American Railways. A one volume subscription is \$10.00. An advertising rate schedule appears elsewhere in this issue. For additional information, write: EDITOR, LA POSTA, P.O. Box 135, Lake Oswego, OR 97034.



# THE 'CITY OF SEATTLE' AND THE MAILS FROM SKAGWAY TO SEATTLE

By N. Leonard Persson

The "City of Seattle" was brought to the Pacific Northwest in 1890 by Captain D. B. Jackson for the Puget Sound and Alaska Steamship Company. This most magnificent passenger vessel was of steel construction below the main deck, weighed 1,957 tons and was driven by 2,500 triple expansion engines. She was built at Philadelphia at a cost of a quarter million dollars. Being costly to operate, she was out of service between 1894 and 1897, and was berthed at Tacoma. In August of 1897 the Washington & Alaska Steamship Company obtained the steamer, and entered her in the Southeastern Alaska trade. Figure 1 illustrates a 1901 cover with the company corner card specifying the steamship "City of Seattle", and mailed at the Skagway post office. After the 1901 season, the Washington & Alaska Steamship Co. was dissolved with ownership of the "City of Seattle" passing to the Pacific Coast Steamship Company.

In September 1906 the steamer ran aground and was refloated without serious damage. Perhaps it was because she

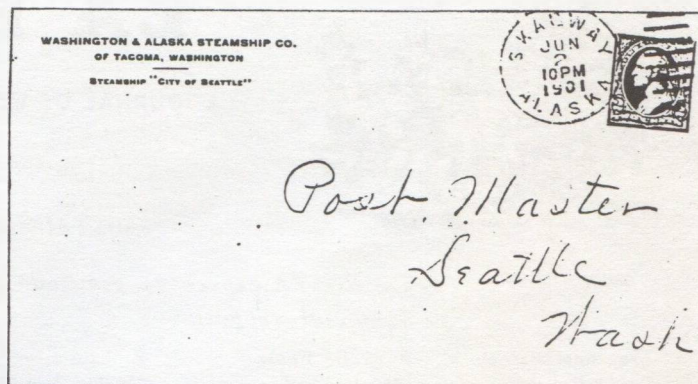


Figure 1. Washington & Alaska Steamship Co., Steamship *City of Seattle* corner card.

was one of the fastest ships in Alaskan waters and she had trouble turning corners, for in August of 1912 she found herself beached once again, embarrassedly posing as the subject for many post card views (Figure 2).

The "City of Seattle" was completely remodeled and refurnished in 1914. The steamer boasted a mail room, which measured 17 feet by 8 feet and served the Seattle & Skagway R.P.O.

Figure 3 shows a post card bearing the flat oval purser's handstamp which reads, "PACIFIC COAST STEAMSHIP

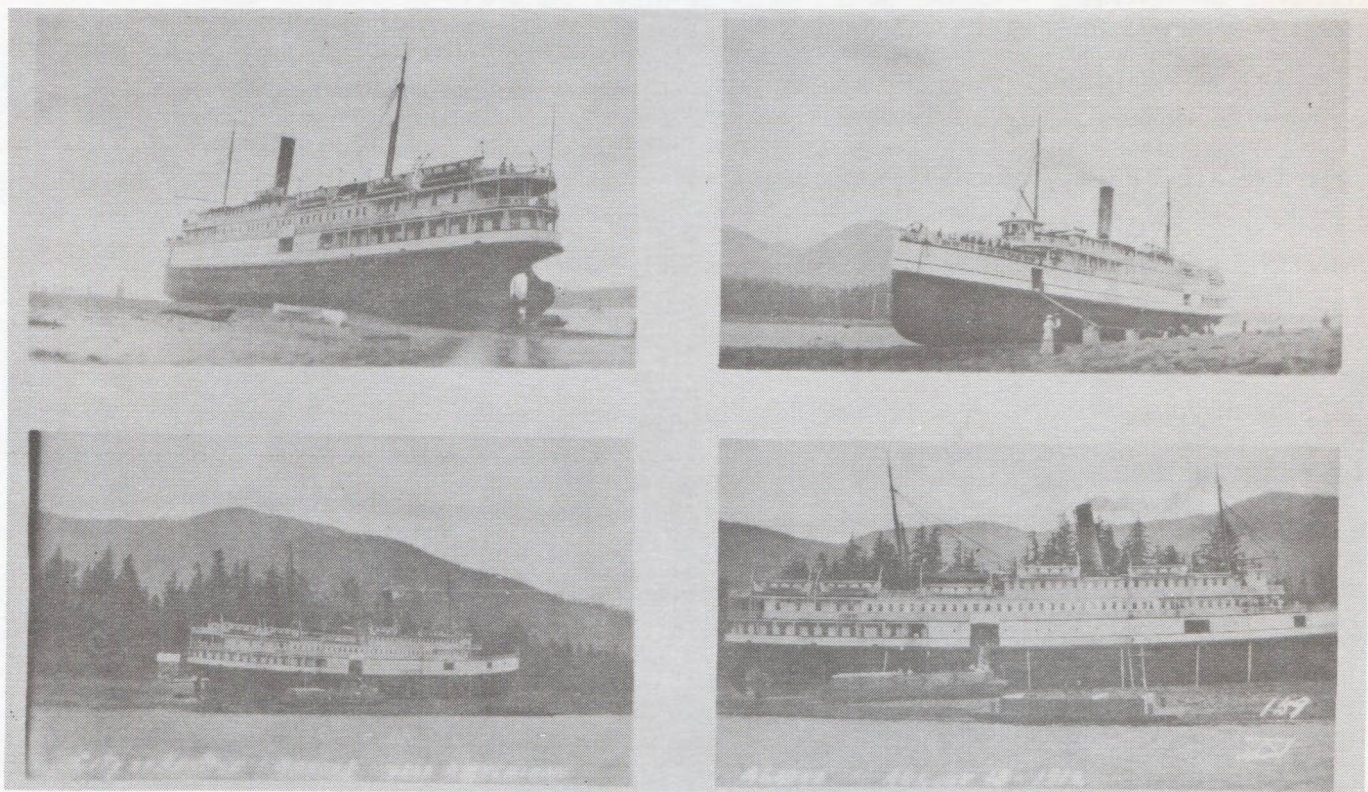


Figure 2. Four views of the *City of Seattle* aground in 1912.



CO./Str. CITY OF SEATTLE". It is dated Jul 19, 1913. The marking is struck in pink. The 1-cent stamp has been adhered over the right curve of the oval, and is tied by the Seattle & Skagway R.P.O. postmark which is also dated Jul 19. The duplex grid ties the stamp to the card. Normally, one would decipher the handling of this card thusly: Written in Juneau on July 18 (one day out of the northwesterly port of Skagway), the card was handed stampless to the ship's purser. He marked it with his oval

cancel, and affixed the stamp. Competition was fierce among the various steamship lines at this time. Not only did the courteous service of providing one cent in postage promote good will for the line, but also the handstamp provided advertising for both the company and the steamship. The card would then be given to the mail clerk, who applied the R.P.O. postmark in his mail room.

The trouble with this explanation is that it does not account for the

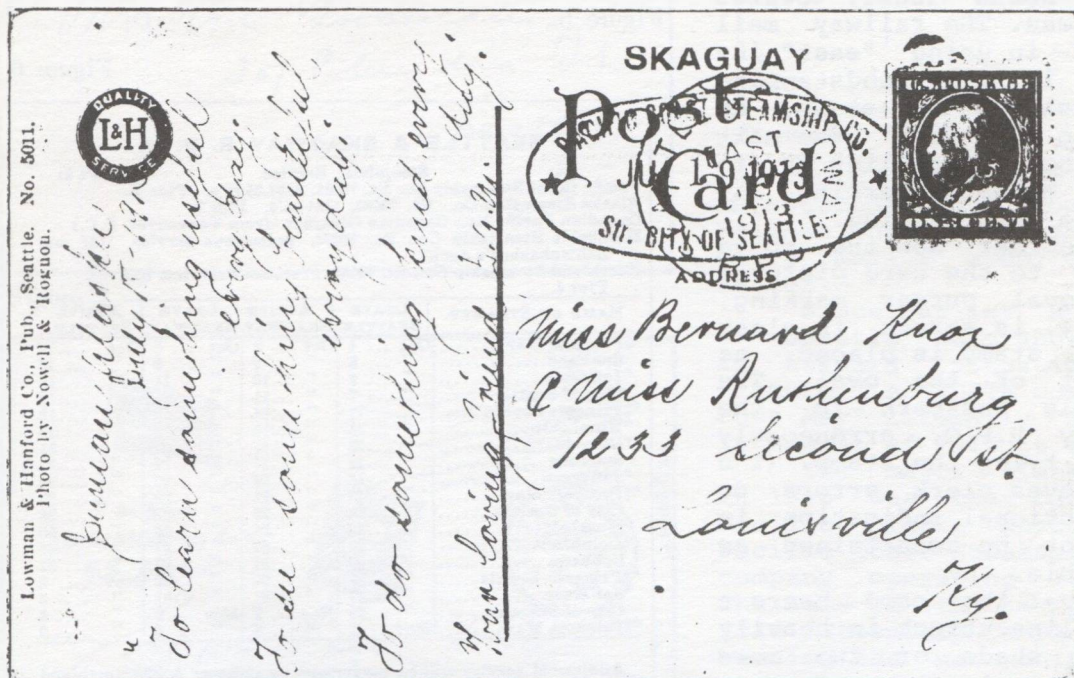
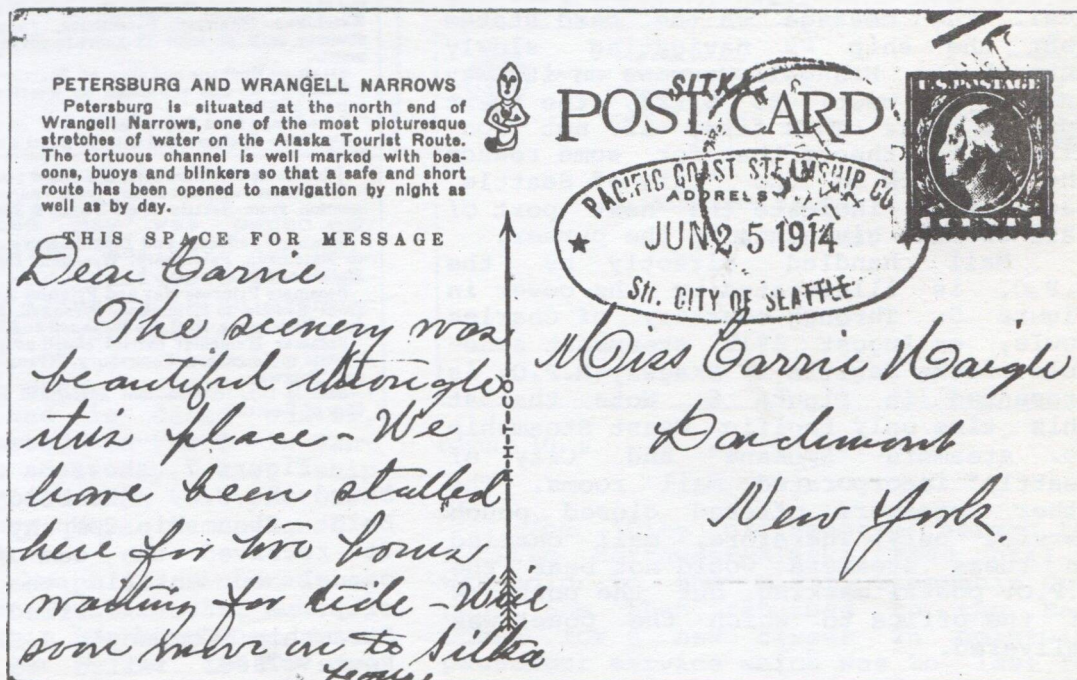


Figure 3.

Figure 4.





straight line "SKAGUAY" marking appearing above the oval. What Figure 3 does not convey in black and white is that this marking is struck in an entirely different color of ink than the oval -- a bright magenta versus pink. Quite obviously, it was not applied by the purser at the same time he applied the ship handstamp. Furthermore, what sense would it have made to apply the word "SKAGUAY", if the ship had already called at Juneau, a day out of Skagway, and was headed for the states?

One explanation is that the ship was really headed north (west) towards Skagway out of Juneau. The railway mail clerk simply erred in using "east" instead of "west" in his handstamping device. After cancelling the stamp, he applied the marking "SKAGUAY" (the next port of call), thus compelling us to classify this as a postal marking rather than a private ship marking.

Let us now consider how the above theory would apply to the card pictured in Figure 4. The oval purser marking, dated Jun 25, 1914, is struck in clear magenta ink. The stamp is placed, as before, over part of the oval. The barely decipherable postmark is the Seattle & Skagway R.P.O., erroneously dated Jun 24 but tying the stamp. (The incorrect date proves clerk errors do occur). The directional indication in the postmark cannot be ascertained as only "st" is readable.

Above the oval the card bears a "SITKA" straight line struck in heavily inked magenta, a shade or two more purple than the magenta of the purser's oval. The message on the card states that the ship is navigating slowly through the Wrangell Narrows on its way (north and west) to Sitka, the next port of call. This fits, if not confirms, the theory that for some reason the RMS clerk on the "City of Seattle" saw fit to indicate the next port of call on mail given him by the purser.

Mail handled directly by the R.P.O. is illustrated by the cover in Figure 5. Through courtesy of Charles Towle, an August 1913 steamboat schedule of the Seattle & Skagway R.P.O. is presented in Figure 6. Note that at this time only Pacific Coast Steamship Co. steamers "Spokane" and "City of Seattle" incorporated mail rooms. The other steamers offered closed pouch service only. Therefore, mail carried on these steamers would not bear the R.P.O. postal marking, but the postmark of the office to which the pouch was delivered.

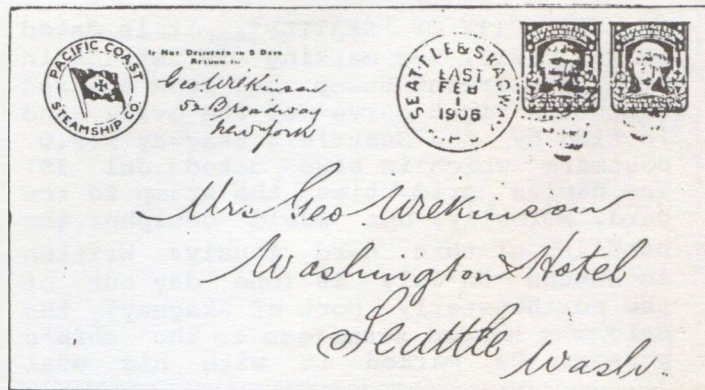


Figure 5.

Figure 6.

SEATTLE & SKAGWAY R. P. O.				
Steamboat Service. (Dis't 3)				
Pacific Coast Steamship Co. Rt. 78081, 1157.25 m's. Pier B.				
Alaska Steamship Co. Rt. 78082, 1134 m's. Pier 2.				
Canadian Pacific Ry., Canadian Contract (from Vancouver, B.C.)				
Humboldt Steamship Co., Rt. 78074, gratuitous service, 1134 ms.				
Schwabacher's dock.				
Northland Steamship Co., Rt. 78065, gratuitous service, 1023 ms.				
Pier 4.				
NAME OF STEAMER.	LEAVE SEATTLE.	ARRIVE SKAGWAY.	LEAVE SKAGWAY.	ARRIVE SEATTLE.
*Princess May.....	Oct... 4	Oct... 8	Oct... 8	Oct... 12
Spokane.....	"... 5	"... 9	"... 9	"... 13
*Jefferson.....	"... 6	"... 10	"... 11	"... 15
City of Seattle.....	"... 7	"... 11	"... 11	"... 15
*Princess Sophia.....	"... 11	"... 15	"... 15	"... 19
Humboldt.....	"... 11	"... 15	"... 15	"... 19
Dolphin.....	"... 13	"... 17	"... 17	"... 21
Spokane.....	"... 13	"... 17	"... 17	"... 21
*Jefferson.....	"... 16	"... 20	"... 20	"... 24
*Princess May.....	"... 18	"... 22	"... 22	"... 26
City of Seattle.....	"... 18	"... 22	"... 22	"... 26
Humboldt.....	"... 22	"... 26	"... 26	"... 30
Dolphin.....	"... 23	"... 27	"... 27	"... 31
Spokane.....	"... 23	"... 27	"... 27	"... 31
*Princess Sophia.....	"... 25	"... 29	"... 29	Nov... 2
Jefferson.....	"... 27	"... 31	"... 31	"... 4
City of Seattle.....	"... 29	Nov... 2	Nov... 2	"... 6
*Princess May.....	Nov... 1	"... 5	"... 5	"... 9

Additional service will be performed by steamer Alki, Northland Steamship Co., sailing about October 6, 18 and 30, carrying closed pouches (letter and registered mail only) from Seattle, for Ketchikan, Wrangell, Petersburg, Juneau and Douglas, if that steamer sails at least 12 hours in advance of next sailing for same points.

Steamers Spokane and City of Seattle—mail rooms 17' x 8'

Steamers are due at Juneau on westbound trips one day before arrival at Skagway.

All sailings from Seattle are at 9 p. m.

Steamers Spokane and City of Seattle will call at Prince Rupert, B. C.

\* Indicates steamers carrying closed pouches only.

† Indicates steamers sailing from Vancouver, B. C., at 10 p. m. Connection from Seattle is via Sumas & Seattle tr. 341 on dates of sailings.

Steamers Jefferson and Dolphin carry closed pouches from Seattle to Ketchikan, Petersburg, Wrangell, Douglas, Treadwell, Juneau, Haines and Skagway.

Steamers Princess May and Princess Sophia carry closed pouches from Seattle to Ketchikan, Wrangell, Juneau and Skagway, and from Vancouver, B. C., to Wrangell and Skagway.

Steamer Humboldt carries closed pouches (letter mail only) from Seattle to Ketchikan, Petersburg, Wrangell, Douglas, Juneau, Haines and Skagway.

Seattle City distribution performed on steamers Spokane and City of Seattle.

Figure 7 shows a cover carried on board the S.S. "Humboldt" of the Humboldt Steamship Company on Route 78074. It received the common Seattle flag cancel on entering the mails in that city. A letter carried by the Alaska Steamship Company's S.S. "Dolphin" on Route 78082 failed to carry prepaid



postage. It is pictured in Figure 8. Entering the post office on Oct 15, 1903, the envelope was marked "Due 2 cts". The postage was collected from the addressee after a one day delay.

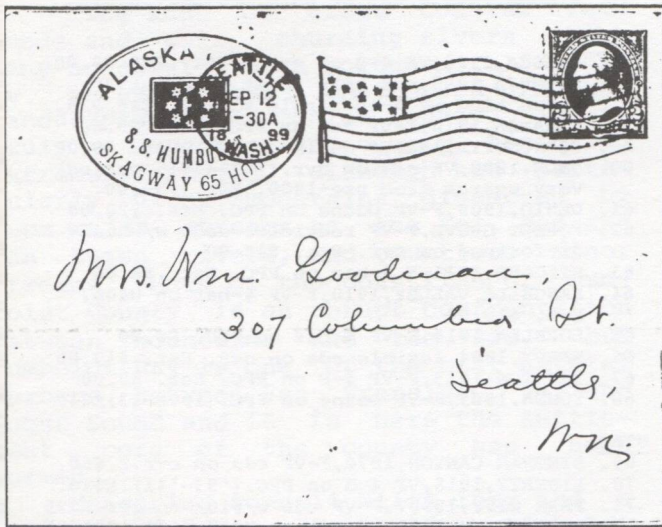


Figure 7.

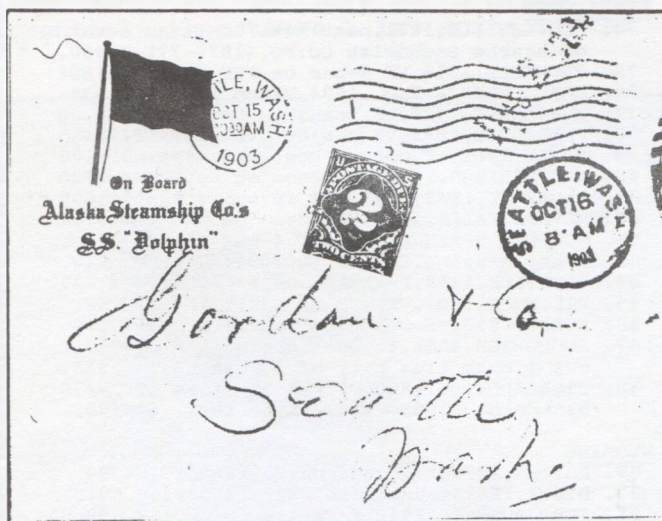


Figure 8.

The "Princess May" was owned by the Canadian Pacific Railway, and mail carried by her was delivered to Vancouver. Figure 9 illustrates an example of this usage. The cover bears a 2-cent U.S. stamp tied by a turquoise oval reading "Van. - Skag. R.P.O./ Str. Princess May", and is dated Jan 31, 1913. It was posted on Feb 3 in Vancouver for U.S. delivery. The ship marking is different than that pictured by the late Henry Meyer in Cavagnol's POSTMARKED ALASKA.

This cover bears an interesting pencilled letter written in Juneau, which says in part: "We have poor boat service -- now our boats are few and far between -- I phoned to the office a

moment ago to find out if the Princess May, that has just docked, & that is southbound, I phoned and enquired if

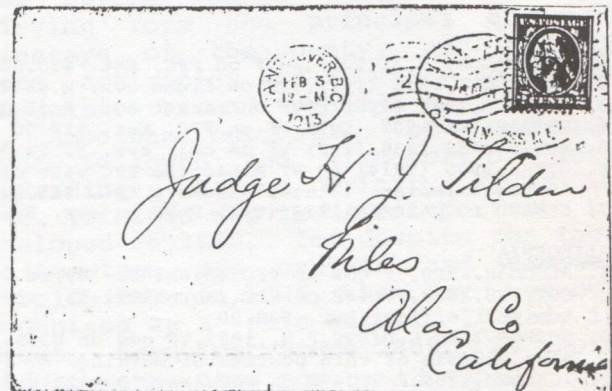


Figure 9.

she would carry mail south, she does as an accomodation, "you know" she is a British boat. Well they told me she did carry mail & a boy will come up for my letter."

Since earlier photos of the "City of Seattle" were shown with the ship in an awkward situation, perhaps this picture (LA POSTA cover) of the "Princess May" literally on Sentinel Island in August of 1910 is apropos.

The major Alaskan maritime event in 1916 was the consolidation of the Pacific Alaska Navigation Co. and the Pacific Coast Steamship Co. into a new company operating 16 passenger ships. The name of the new giant was the Pacific Steamship Company. A 1918 cover bearing the new corporate symbol and corner card is shown in Figure 10.

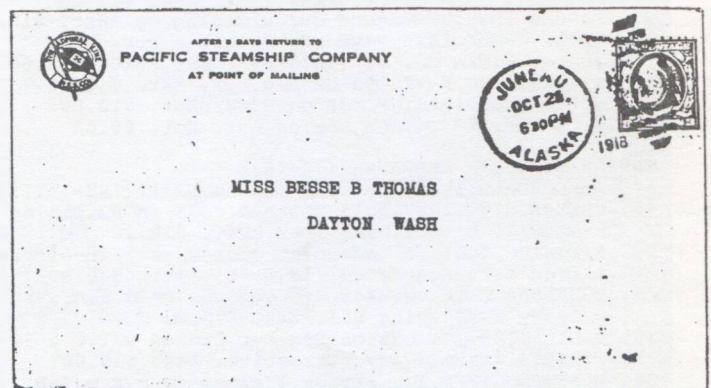


Figure 10.

The "City of Seattle" served the Pacific Northwest-Alaska trade until it was sold to the Miami Steamship Company. She then returned to the East Coast for a new career in coastwise passenger service which was to last for many more years.



# THOMAS M. MILLS

## Mail Bid sale no. 6

P. O. Box 25690,  
Portland, OR 97225 (503) 297-7456

### ALASKA

1. CHICHAGOF, 1912, (Ty1), F-VF on PPC. Est. \$50.00
2. KENNECOTT, 1935 (Ty2), VF on fight cvr. E. \$5.00
3. KLAWECK, 1941 (Ty5) F-VF on cachet cvr. E. \$5.00
4. METLAKATLA, 1905 (Ty1) VF on PPC. Est. \$10.00
5. MOOSE PASS, 1938 (Ty2) VF on cml. cvr. E. \$8.00
6. SITKA, 1905 (Ty14) on VF Albertype PPC view of "Sitka & Indian Village, Alaska". Est. \$15.00
7. SEWARD & UNALASKA, 1928 (Ty4) F-VF on cvr. E. \$10.

### CALIFORNIA

8. ALGOMAH, 1908, F cds on PPC. (Sisk. '02-'09). E. \$15.
9. CUTTENS, 1913, VF 4-B on PPC. (Kern 1911-13) Scarce two year office. Est. \$30.00
10. GUERNEVILLE/G. DIETZ, P.M., 1893, VF cds on U349. A nice example of this postmaster marking. E. \$20.
11. ICELAND, 1909, F-VF 4-B on PPC. (Nev. '97-'23) E. \$10.
12. JACKSONVILLE, 1906, F-VF Doane on UX18. Est. \$5.00
13. LORIN, 1893, VF cds on U294. (Alam. '82-'02). E. \$20.
14. NORTH COLUMBIA, 1908, VF Doane on PPC. Est. \$8.00
15. PURDYS, 1906, F Doane on cvr. (Sier. '89-'11). E. \$15
16. PYLEMA, 1902, VF cds on Emporium cvr w/illus. shoe ad on reverse. (Kern '99-'05). Est. \$30.00
17. WEIMAR, 1887, VF cds on U293. 2nd yr. of PO. E. \$10.
18. WOODWARD, 1909, VF 4-B on U413. (Cont. Csta 1901-13) w/O.Y. Woodward cc. Clean cvr. Est. \$15.00

### COLORADO

19. BUTLER, 1910, VF Doane on U413. ('90-'11) Est. \$30.
20. EGALITE, 1887, F-VF cds as fwd mark on U277. Also bold purple Dead Ltr Off. mark w/chain border. A most attractive & interesting item. Est. \$45.00
21. SIDNEY, 1905, F cds on U395. ('88-'41). Est. \$8.00
22. STATE BRIDGE, 1911, VF 4-B on PPC. (1909-15). E. \$30
23. SUMMITVILLE, 1886, about F cds on U277 w/newsy ltr from "Elwood, Colo.". Est. \$25.00
24. VILLAPARK, 1892, Fine cds on cvr. ('90-'01). E. \$35.

### IDAHO

25. ALPINE, 1896, VF cds w/date added in mss. on reg. cover. (1891-1907 period) Scarce. Est. \$50.00
26. COUNCIL, 1899, about Fine cds on cvr. Est. \$5.00
27. CUSTER, 1905 VF duplx on #10 U277 shortened @ lft (1880-1940). Est. \$10.00
28. LEWISTON, 1879, Fine blue cds w/star-in-circle klr on U163. Nice territorial item. Est. \$25.00
29. PARDEE, 1905, VF cds on cvr w/mining cc. Est. \$15.
30. SQUAW CREEK, 1875, F-VF cds on clean cvr. Very scarce Boise Co. PO (1870-89). Est. \$200-250.00
31. STUART, 1900, F-VF cds on Reg. cvr. Est. \$10.00
32. WHITE BIRD, 1903, VF cds on U363. Est. \$12.00
33. WILLIAMS, 1903, Fine cds on cvr. Est. \$8.00

### KANSAS (34-36) - NEBRASKA (37-40)

34. ARMOURDALE, 1889, legible cds on U311. ('82-'91) E. \$10
35. CAWKER CITY, 1887, bold toothed dcds in purple on cvr w/2¢ brown. Nice item. Est. \$15.00
36. KINGSTON, 1881, VF redviolet dcds w/star-in-circle klr on cvr. Scarce PO. (1878-86). Est. \$25.00
37. NEBRASKA CITY, ca. 1865, about F cds on clean cvr. w/fancy cork tying #65. Est. \$30.00
38. OLEYEN, 1897, VF cds on Reg cvr frnked w/1, 2 & 3¢ of 1894 issue. Very attractive. Est. \$15.00
39. PLATTSMOUTH/N.T., struck 3 times on cvr w/#65. Best strike is Fine or better, Est. \$30.00
40. WAKARUSA, ca. 1880, F-VF cds ties 3¢ bnknt. on VF cover. (1858-95). Est. \$15.00

### NEVADA

41. BATTLE MOUNTAIN, 1913, F 4-B on PPC. Est. \$5.00
42. CARLIN, (1878), VF cds on clean cvr. Est. \$25.00
43. OLINGHOUSE, 1907, F-VF Doane as rcv. mk. on PPC. E. \$8
44. ROCKLAND, 1907, VF 4-bar on U395. Very scarce PO. (1871-72, 1877 & 1906-09). Est. \$100.00
45. VERDI, ca. 1880, F-VF blue cds on cvr. Est. \$40.00

### NORTH DAKOTA

46. BRITTIN, 1908, VF cds on UX18. (1903-33). Est. \$8.00
47. COALHARBOR, 1903, F-VF duplx on UX14 faulty LR. E. \$5.
48. MELVILLE, 1909, F 4-bar on UX20. ('83-'67). E. \$5.00

### NORTH DAKOTA (Continued)

49. OAKLAND, 1898, VF cds on Reg. cvr. ('92-'12) Very nice. Est. \$25.00
50. OLMSTEAD, 1911, F-VF Doane on PPC. Est. \$10
51. RICHVILLE, 1902, legible cds on UX14. E. \$5.
52. TEMNIK, 1926, F-VF 4-B on UX28. Est. \$5.00
53. VERNER, 1887, mss. on cvr. w/repairable tear @ lft. 2¢ brown. Scarce PO. (1883-96). E. \$40.
54. WERNER, 1924, F-VF dcds on cvr. w/2¢ Harding. (1915-66). Est. \$8.00
55. WINONA, 1909, F cds on UX10. DPO (unl). E. \$10.

### OREGON

56. ALGOMA, 1926, VF 4-B on cvr. w/#627. Est. \$8.00
57. ASTORIA, 1885, cds only about Fine, but 2¢ brown tied by A-in-circle killer. Est. \$35.
58. BONANZA, 1910, F-VF 4-B on PPC. Est. \$5.00
59. CORNUCOPIA, 1910, F duplx on PPC. Est. \$8.00
60. DALE, 1898, VF cds on cvr. (1891-1915 period) Very scarce from pre-1900. Est. \$50.00
61. DENIO, 1908, F-VF Doane on PPC. Est. \$20.00
62. FOREST GROVE, F-VF redviolet dcds w/wheel-of-fortune on cvr. Est. \$15.00
63. HILGARD, 1911, F 4-bar on PPC. Est. \$8.00
64. LANGELLS VALLEY, 1910, F-VF 4-bar on U406. Est. \$12.00
65. LORELLA, 1914, F-VF 4-bar on PPC. \$8.00
66. NEEDY, 1894, legible cds on cvr. Est. \$12.00
67. YANKTON, 1913, F-VF 4-B on PPC. Est. \$8.00
68. YONNA, 1909, F-VF Doane on PPC. (1906-13) E. \$40

### UTAH

69. BINGHAM CANYON, 1876, F-VF cds on cvr. E. \$60.
70. LIBERTY, 1918, VF 4-B on PPC. ('93-'41). E. \$10.
71. PARK CITY, 1880?, F-VF cds w/#183 on cvr. E. \$25
72. PLAIN CITY, 1893, VF cds on U349. ('64-'03) \$35
73. REDMOND, 1896, F-VF cds on U313. Est. \$8.00

### WASHINGTON

74. CENTREVILLE, 1871, neat mss. on clean cover of scarce Snohomish Co. PO. (1870-77). E. \$60.
75. CROMWELL, 1910, VF 4-bar on PPC. (1903-31) E. \$8
76. DEEP CREEK/R.F.D., 1904, VF on PPC. Est. \$35.
77. DUNGENESS, 1909, VF Doane on PPC. Est. \$5.00
78. FAIRHAVEN, 1892, VF cds on cvr. ('89-'04) E. \$15
79. HOLLY, 1901?, F cds on Reg. cvr. Est. \$12.00
80. HOT SPRINGS, 1904, VF Doane on Reg. cvr. E. \$20
81. MCMURPHY, 1902, F-VF cds on cvr. ('90-'43) E. \$8
82. MEYERS FALLS, 1908, VF Doane on UX18. E. \$5.
83. MOFFETT SPRINGS, 1908, VF 4-bar on PPC w/stamp missing. Scarce PO. (1907-08). E. \$20.
84. OROVILLE, 1898, F-VF cds on U311. Early. E. \$20
85. PILCHUCK, 1907, VF 4-B on PPC. ('98-'22). \$8.
86. PYSHT, 1912, VF Doane on PPC. (1902-43). E. \$8.
87. SNOHOMISH, WASH. T., ca. 1880, about F redviol. cds & cork ties pair of 1¢ banknts. E. \$15.
88. UTSALADDY, ca. 1880, VF cds on clean cvr. w/3¢ banknote. (1865-1910). Nice terr. \$40.00

### WYOMING

89. DAYTON, 1894, F-VF cds on U311. Est. \$7.00
90. DIETZ, 1909, F duplx on UX20. (1901-30). E. \$10
91. FORT RUSSELL, 1910, F-VF 4-B on PPC. E. \$8.00
92. PATRICK, 1912, VF 4-bar on U411. (1887-1914) Est. \$25.00
93. RAWHIDE BUTTES, 1908, VF cds on U395. E. \$25.

### MILITARY

94. CAMP SUPPLY/IN. T., ca. 1895, VF cds on U314. Very clean piece. Est. \$100.00
95. COOLIDGE, ARIZ/INTERMENT BR., 1945, F-VF dcds on Free frnk cvr. Est. \$30.00
96. FORT ABERCROMBIE, D.T., (1865), about Fine cds (D.T. not well struck) on cvr w/#65. E. \$50
97. FORT SCOTT/KAN., ca. '80, VF cds on cvr. E. \$10.

### RAILWAY POST OFFICES

98. DENVER & GRAND JUNC., 1900, VF on illus. cvr. (Hotel) Unlstd. variety. Early. Est. \$25.
99. NORTH & FONDA, 1888, VF cds on Cvr. Est. \$20.
100. RENO & VA. CITY, 1906, VF duplx on cvr. E. \$15.
101. SPOK & UMATILLA, 1910, VF on PPC. Est. \$20.00
102. SAND. WHEEL & PITTS., 1893, VF on U311. E. \$15.
103. PITTS. & CRESTLINE, 1888, VF on U311. Est. \$1
104. SPOKANE & COULEE CITY, 1907, F-VF cds, but a few ltrs off card at Top. PPC. Est. \$15.
105. WEST WINSTED & BRIDGE, 1893, VF cds on U311. Est. \$10.00

MINIMUM BID: \$2.00 Bidding increments: \$2-25: \$1; \$26-50: \$2; and Over \$50: \$5.

All lots shipped insured at buyers expense. Lots sold at a slight advance above the second highest bid. Improperly described lots are returnable within 10 days.

BIDS CLOSE: September 30, 1983



## POST OFFICES OF HUMBOLDT COUNTY, CALIFORNIA

By Richard W. Helbock

The land of giant coastal redwoods and wild, churning rivers which many associate with northern California is perhaps best epitomized in the landscapes of Humboldt County. It is truly a spectacular county featuring extremely rugged, although not particularly high, mountains dissected by such major streams as the Eel, Mad and Van Duzen rivers, and countless minor streams. Much of the coastline of Humboldt County is an abrupt confrontation between mountains and the sea, but Humboldt Bay is one of the best natural harbors between San Francisco Bay and Puget Sound and it is here the settlement core of the county has been formed.

Measuring some 14 miles long and a maximum of four miles wide, Humboldt Bay was quickly recognized by the earliest American settlers as a place of potential importance. In spite of the

fact that access to a productive hinterland is lacking, Humboldt Bay has managed to attract cities and towns with a total combined population of over 50,000 today. Lumber, fish and dairying form the principal economic mainstays of the county, and all of these activities are focused upon the communities around Humboldt Bay.

American occupation of Humboldt County followed the discovery of gold at Reading's Bar on Trinity River in 1848. Trinidad was the first port to be developed in 1850, for despite the fact an American sea captain had visited Humboldt Bay in 1806, the Bay was not recognized as a safe harbor. It had, in effect, been lost since 1806. As more gold-seekers came north, Humboldt Bay was rediscovered, and new settlements soon were growing at Arcata (first known as Union Town) and Eureka (first called Bucksport).

The growth of Humboldt Bay towns progressed very quickly in the early years. Aside from the port advantages offered by the spacious bay, there were two other attractive prospects open to



Young's Store, Pepperwood, California, in 1907.

(John Williams Collection)





RWH



# POST OFFICES OF HUMBOLDT COUNTY

Post Office	Established	Discontinued	Notes
Acorn	11 Jun 1891	31 Dec 1904	MT: Korbelt
Adele	9 Feb 1889	14 Dec 1889	NCT: Fields Landing
Albee CLSTA.	1 Nov 1952	11 Jun 1962	Station of Eureka
Albeeville	5 Mar 1862	2 Apr 1863	Was in Klamath Co. when operating
Alderpoint	20 Feb 1911	Operating	
Alliance	14 Dec 1892	28 Feb 1920	MT: Arcata
Alton	22 Jul 1889	9 Apr 1965	Was Hansen; MT: Fortuna
Arcata	5 May 1860	Operating	Was Union Town
Bald Hills	25 Nov 1867	23 Jan 1878	MT: Trinidad
Bayside	4 Dec 1886	Operating	
Bayview	6 Feb 1925	30 Sep 1935	MT: Eureka
Beatrice	19 Feb 1884	28 Feb 1955	MT: Loleta
Benbow	30 Dec 1929	31 Jan 1953	MT: Garberville
Blaine	25 Mar 1893	15 Apr 1895	MT: Elk
Blocksburch	30 Jan 1877	29 Apr 1893	NCT: Blocksburch
Blocksburch	29 Apr 1893	Operating	Was Blocksburch
Blue Lake	8 Apr 1878	Operating	
Briceland	12 Jun 1889	31 May 1962	Conv. to RS of Garberville
Briceland Rural Sta.	1 Jun 1962	4 Dec 1968	Of Garberville
Bridgeville	4 May 1877	Operating	
Bucksport	1 Sep 1852	15 Apr 1863	
	16 Aug 1918	31 Aug 1926	Conv. to CNSTA of Eureka
Bucksport CNSTA.	1 Sep 1926	31 Mar 1934	Of Eureka
Bulwinkle	7 May 1909	9 Sep 1922	NCT: Crannell
Camp Grant	13 Feb 1868	31 Jul 1895	MT: Fruitland
Capetown	7 Jan 1879	15 Feb 1937	Was False Cape; MT: Ferndale
Carlotta	27 Oct 1903	Operating	
China Flat	27 Apr 1878	4 Mar 1915	NCT: Willow Creek
Cleveland	4 Jun 1866	3 Aug 1868	MT: Ferndale
Crannell	9 Sep 1922	30 Nov 1969	Was Bulwinkle; MT: Trinidad
Cuddeback	7 Nov 1895	15 Jan 1914	MT: Carlotta
Cutten	26 Nov 1929	24 May 1974	Conv. to CLSTA. of Eureka
Cutten CLSTA.	24 May 1974	Operating	Of Eureka
Dark Canyon	21 Nov 1878	26 Jul 1882	Site moved & NCT: Harris
Dinty	3 Aug 1921	30 Sep 1921	Site moved & NCT: Larabee
Dow's Prairie	18 Jan 1877	30 Sep 1891	
	7 Oct 1891	24 Jul 1903	NCT: McKinleyville
Dyerville	17 Apr 1890	30 Nov 1933	Site moved & NCT: South Fork
Eal	2 Aug 1889	15 Jan 1891	
	9 Mar 1891	15 May 1900	MT: Harris
Eel River	4 Sep 1857	26 Jan 1874	NCT: Rohnerville
Eel Rock	20 Jan 1915	28 Oct 1960	MT: Myers Flat
Elder	8 Jul 1893	31 Dec 1913	MT: Orick
Elinor	1 May 1906	15 Jan 1914	MT: Pepperwood
Elk Prairie	7 May 1886	29 Apr 1887	MT: Camp Grant
Englevalle	24 Jun 1893	15 Dec 1894	MT: Dyerville
Englewood	22 Oct 1880	15 Sep 1891	Later re-est. as Englevalle
Essex	29 May 1902	30 May 1903	MT: Blue Lake
Ettersburg	24 Feb 1902	28 Feb 1906	
	2 Nov 1915	3 Dec 1965	MT: Garberville
Eureka	21 Jan 1853	Operating	
Falk	11 May 1899	28 Feb 1935	MT: Eureka
False Cape	12 Dec 1870	7 Jan 1879	Site & NCT: Capetown
Fernbridge	8 Aug 1924	30 Apr 1959	Conv. to RS of Fortuna
Fernbridge Rural Sta.	1 May 1959	30 Apr 1960	Of Fortuna
	1 Dec 1960	1 Nov 1974	Of Fortuna
Ferndale	20 Jun 1862	Operating	
Fieldbrook	31 May 1902	15 Jul 1932	MT: Arcata
Fields Landing	14 Dec 1889	Operating	Was Adele
Fort Seward	8 Oct 1912	10 Nov 1972	MT: Garberville
Fortuna	13 Jul 1888	Operating	Was Slide
Frank	13 Jul 1892	31 Jan 1903	MT: Shelter Cove
Freshwater	3 Jun 1886	25 Sep 1964	Conv. to RS of Eureka
Freshwater Rural Sta.	25 Sep 1964	31 Oct 1966	Conv. to CNBR. of Eureka
Freshwater CNBR.	1 Nov 1966	9 Feb 1970	Of Eureka
Fruitland	17 May 1890	30 Sep 1934	MT: McCann
Gans	22 Dec 1888	14 May 1904	Was Gaus; MT: Orick
Garberville	16 Mar 1874	Operating	
Gas Jet	22 Apr 1868	3 Jul 1876	MT: Ferndale
Gaus	14 Nov 1887	22 Dec 1888	NCT: Gans
Grizzly Bluff	5 May 1890	31 Oct 1933	MT: Ferndale
Hadley	13 Oct 1880	4 May 1881	MT: Trinidad
Hansen	29 Jun 1888	22 Jul 1889	NCT: Alton
Harris	26 Jul 1882	8 Nov 1974	MT: Garberville
Hartsook	23 Jul 1926	16 Sep 1938	Site & NCT: Richardson Grove
Helper	6 May 1902	29 Feb 1904	MT: Dyerville
Henderson CLSTA.	16 Jan 1950	Operating	Of Eureka
Holmes	9 Jun 1910	30 Jul 1965	MT: Redcrest
Honeydew	8 Jul 1926	Operating	
Hoopa	8 Jul 1895	28 Dec 1900	Was Hoopa Valley; NCT: Hupa
	21 Oct 1902	Operating	Was Hupa



POST OFFICES OF HUMBOLDT COUNTY

Post Office	Established	Discontinued	Notes
Hoopa Valley	25 Jul 1861	8 Jul 1895	NCT: Hoopa
Hupa	28 Dec 1900	21 Oct 1902	Was Hoopa; NCT: Hoopa
Hydesville	27 Aug 1861	Operating	
Iaqua	12 Aug 1880	15 May 1903	Was Jaqua
	26 Jun 1909	15 Nov 1920	MT: Kneeland
Indianola	29 Aug 1900	31 Aug 1915	MT: Bayside
Irma	7 Aug 1907	12 Sep 1910	Was Island; Site mvd. to Trinity Co.
Island	15 Jun 1905	7 Aug 1907	Site & NCT: Irma
Jacobson	10 Sep 1887	31 May 1893	Probably never in operation
Jaqua	7 Jun 1880	12 Aug 1880	NCT: Iaqua
Klamath	25 Mar 1887	15 Jan 1915	
Kneeland	7 Jun 1880	Operating	
Korbel	24 Jun 1891	Operating	
Larabee	30 Sep 1921	12 Oct 1925	Was Dinty; MT: Skelly
Laribee	6 Apr 1888	15 May 1891	
	23 Jan 1892	30 Jun 1899	Not @ same site as Larabee
Loleta	3 Feb 1898	Operating	Was Swauger
Luffenholtz	15 Mar 1904	15 Jul 1909	MT: Trinidad
Mad River	22 Mar 1872	8 Jan 1877	Forerunner of Blue Lake
Mandala	19 May 1884	28 Feb 1887	
	23 May 1887	20 Apr 1888	MT: Kneeland
Maple Creek	25 Oct 1886	18 Nov 1909	Site & NCT: McDuff
	2 Aug 1910	21 Dec 1923	MT: Korbel
Martins Ferry	19 Jun 1861	12 Nov 1862	
	22 May 1865	1 Oct 1891	Site & NCT: Weitchpec
Mattole	3 Jun 1863	13 Sep 1865	NCT: Petrolia
McCann	23 Jul 1919	30 Nov 1959	MT: South Fork
McDuff	2 Oct 1909	31 Aug 1910	Was Maple Creek; MT: Korbel
McKinleyville	24 Jul 1903	31 Dec 1921	Was Dow's Prairie
McKinleyville Rur.Sta.	1 Oct 1955	14 Jan 1961	Conv. of CLBR. of Arcata
McKinleyville CLBR.	15 Jan 1961	Operating	Of Arcata
Metropolitan	2 Jun 1905	31 Oct 1933	MT: Alton
Mettah	26 Mar 1924	14 Feb 1925	MT: Weitchpec
Miranda	26 Aug 1905	Operating	
Mower	8 Aug 1884	30 Mar 1888	MT: Arcata
Myers Flat	1 Dec 1948	Operating	
Myrtle Grove	17 Oct 1877	30 Jun 1879	Forerunner of Capetown
Myrtletowne CNBR.	1 Apr 1962	30 Jun 1976	Of Eureka
Navy No. 10281 Br.	15 Feb 1944	27 Mar 1946	Of Arcata
Orick	26 Feb 1887	Operating	
Orleans	2 Dec 1857	Operating	
Pacific	5 Jan 1861	7 Jun 1864	MT: Ferndale
Pepperwood	12 Jan 1887	30 Sep 1892	
	18 Apr 1901	30 Jul 1965	MT: Redcrest
Petrolia	13 Sep 1865	Operating	Was Mattole; Possibly sp. Petrolea
Phillipsville	12 Mar 1883	15 Nov 1912	
	1 Aug 1948	Operating	
Port Kenyon	17 Mar 1886	1 Apr 1899	
	7 Aug 1903	15 Mar 1913	MT: Ferndale
Redcrest	30 Jul 1965	Operating	PO moved from South Fork
Redway	1 Apr 1953	Operating	
Richardson Grove	16 Sep 1938	15 Apr 1955	Was Hartsook; Conv. to RS
Richardson Grove Rur.S.	16 Apr 1955	1 Sep 1976	SPO Rur. Sta. of Garberville
Rio Dell	14 Aug 1876	Operating	
Rohnerville	26 Jan 1874	30 Nov 1959	Was Eel River; Conv. to CNBR.
Rohnerville CNBR.	1 Dec 1959	30 Jun 1976	Of Fortuna
Rolph	13 Feb 1918	30 Jun 1921	MT: Eureka
Rosewood	1 Jun 1941	30 Jun 1955	MT: Eureka
Ruby Valley Rural Br.	1 Mar 1966	1974	Of Redway
Samoa	17 Mar 1894	Operating	
Scotia	9 Jul 1888	Operating	
Scribner	21 Nov 1889	15 May 1894	MT: Eureka
Section Base CLBR.	9 Jan 1942	26 Feb 1945	Of Eureka
Shelter Cove	12 Jul 1892	15 Mar 1933	MT: Briceland
Shively	17 Mar 1906	3 Jul 1964	Conv. of RS of Scotia
Shively Rural Sta.	3 Jul 1964	31 May 1965	Of Scotia
Showers Pass	4 Feb 1915	27 Feb 1937	MT: Kneeland
Skelly	8 May 1916	15 Aug 1943	MT: Holmes
Slide	24 May 1876	13 Jul 1888	NCT: Fortuna
South Fork	19 Jun 1861	19 Sep 1862	
	17 Oct 1933	30 Jul 1965	Destroyed by flood, Site & NCT:
Stumpville	16 Apr 1930	31 May 1941	Redcrest
Swauger	17 Aug 1888	31 Feb 1898	NCT: Rosewood
Table Bluff	19 Jun 1861	14 Oct 1862	NCT: Loleta
	18 Apr 1867	24 Jul 1868	
	14 Feb 1870	31 Mar 1891	
	12 May 1892	30 Nov 1892	
	12 Sep 1900	31 Oct 1901	MT: Beatrice



POST OFFICES OF HUMBOLDT COUNTY

Post Office	Established	Discontinued	Notes
Thorn	6 Aug 1888	15 Oct 1923	
Three Cabins	16 Feb 1951	28 Feb 1961	NCT: Whitethorn
Trinidad	5 May 1884	18 Jun 1886	MT: Blue Lake
Union Town	28 Jul 1851	Operating	Operated prior to official date
Upper Mattole	19 Oct 1852	5 May 1860	NCT: Arcata
Van Duzen Rural Sta.	1 Dec 1871	30 Apr 1943	MT: Petrolia
Waddington	1 Aug 1960	Operating	CPO of Bridgeville
Wautee	8 Jan 1891	31 Oct 1940	MT: Ferndale
Weitchpec	8 May 1928	2 Nov 1928	Rescinded
	16 Dec 1858	14 Jan 1860	
Weott	1 Oct 1891	7 Jul 1962	Was Martins Ferry; MT: Hoopa
Westhaven Rural Sta.	22 Sep 1925	Operating	
Westhaven Rural Br.	1 Jul 1960	30 Nov 1969	RS of Crannell; Xfer to Trinidad
Whitethorn	1 Dec 1969	Operating	CPO of Trinidad
Whitlow	28 Feb 1961	Operating	Was Thorn
Wilder	21 May 1927	2 Jul 1965	MT: Myers Flat
Willow Creek	2 Jul 1896	15 Mar 1902	MT: Upper Mattole
Yager	4 Mar 1915	Operating	Was China Flat
Yagerville	7 Jun 1880	15 Jan 1932	MT: Kneeland
Youngs	21 Nov 1872	28 Dec 1874	Later Yager
	22 Mar 1912	31 Jan 1914	MT: Dyerville

Abbreviations Used: CNBR. (Contract Branch); CLBR. (Classified Branch); CLSTA. (Classified Station); RB. (Rural Branch); RS. (Rural Station); MT (mail to); NCT (name changed to).

early residents. First, a mild climate combined with the level meadowlands lying north and south of the Bay were particularly conducive to dairying. Easy ocean transport to San Francisco promised a ready market for cheese and butter. Second, the giant redwoods, so accessible on the hills flanking the Bay, presented a tempting base upon which to build a logging industry. So many recognized the promise of these great trees, that by 1854 there were already seven mills operating in Eureka.

Extending overland transport outward from the seaports proved a much more difficult task than exploiting local resource advantages. An urgent need to access the gold fields pushed rough traces into the Klamath River valley from Trinidad and up the Trinity River valley to Weaverville from Eureka, but the tortuous nature of these routes has prevented either from much more than mere backroads. Railroad development was exceedingly late. In 1907 the creation of the Northwestern Pacific by merger of seven shorter lines brought promise of a rail link between Eureka and San Francisco Bay, but it was not until 1915 that through service actually became available to Eureka. The difficulties of building through the Willits-Shively section of the Eel Valley presented the most serious obstacle.

Transportation overland is still rudimentary in Humboldt County. The railroad extends only slightly above

Humboldt Bay to Korbelt, and the two major highways (U.S. 101 and 299) suffer from occasional winter closures from flooding and mud slides. Despite this relative isolation from major urban centers, the scenic attractions of the county draw increasing numbers of tourists each summer.

Eureka is the county seat and principal urban center in Humboldt County. With a population in excess of 25,000, the city serves as the core of a conurbation which extends from McKinleyville (8,000) in the north to Fortuna (8,100) in the south, and includes Arcata (13,000), Ferndale (1,400), Samoa (600) and several other smaller communities around the Bay and in the lower Eel Valley. Outside this urban region most communities are associated with either U.S. Highway 101 or the Northwestern Pacific Railroad. All are very small, with Garberville (1,000) in the extreme south probably being the largest.

#### COLLECTING HUMBOLDT COUNTY POSTMARKS

Humboldt County has had a rich postal history, and collectors seeking to build a representative showing of the county's post offices have their work cut out for them. In all, there have been 135 or more post offices names within current county boundaries, depending upon the degree to which one is a stickler for minor name changes, i.e., Blocksburgh to Blocksburg. This number includes 26 name changes. In



OPERATING	GROUP I	GROUP II (cont.)	GROUP IV (cont.)	GROUP V (cont.)
Alderpoint	Alton	Grizzly Bluff	Essex	Mattole
Arcata	Beatrice	Hartsook	False Cape	Mower
Bayside	Benbow	McKinleyville	Frank	Myrtle Grove
Blocksburg	Briceland	Metropolitan	Gans	Pacific
Blue Lake	Crannell	Shelter Cove	Helper	Three Cabins
Bridgeville	Cutten	Showers Pass	Jaqua	Yagerville
Carlotta	Eel Rock	Stumpville	Irma	
Eureka	Ettersburg	Waddington	Island	
Ferndale	Fernbridge	Yager	Larabee	
Fields Landing	Fort Seward		Luffenholtz	
Fortuna	Freshwater	GROUP III	Martins Ferry	
Garberville	Harris	Alliance	McDuff	
Honeydew	Holmes	Bucksport	Mettah	
Hoopa	McCann	Cuddeback	Rolph	
Hydesville	Pepperwood	Eal	Scribner	
Kneeland	Richardson Grove	Elder	Table Bluff	
Korbel	Rohnerville	Elinor	Union Town	
Loleta	Rosewood	Hoopa Valley	Wilder	
Miranda	Shively	Hupa	Youngs	
Myers Flat	Skelly	Indianola	GROUP V	
Orick	South Fork	Klamath	Adele	
Orleans	Thorn	Larabee	Bald Hills	
Petrolia	Upper Mattole	Maple Creek	Blaine	
Phillipsville	Weitchpec	Port Kenyon	Cleveland	
Redcrest	Whitlow	Slide	Elk Prairie	
Redway	GROUP II	Swauger	Englevale	
Rio Dell	Bayview	GROUP IV	Gas Jet	
Samoa	Bulwinkle	Acorn	Hadley	
Scotia	Capetown	Camp Grant	Jacobson	
Trinidad	China Flat	Dark Canyon	Jaqua	
Weott	Dyerville	Dinty	Mad River	
Whitethorn	Falk	Eel River	Mandala	
Willow Creek	Fieldbrook	Englewood		
	Fruitland			

addition to the independent post offices, Humboldt County has also had 19 named branches and stations operating within its borders.

This listing of Humboldt County post offices includes a few which only operated in Klamath County. When that county was disorganized in 1874, much of its land area was transferred to Humboldt. There are a greater number of offices which started out in Klamath County, and were transferred to Humboldt in 1874.

A large number of offices -- 33 -- continue to operate. This reflects both the extensive area of the county, and the nature of its settlement pattern featuring a number of small villages and hamlets strewn along the major transport arteries. Obtaining examples of postmarks from these existing post offices, plus the existing branches and stations, should be a pleasant, if not too demanding, task.

The 25 post offices classified as Group I offices have mostly been closed since World War II. Examples of their postmarks should be fairly common,

given the higher volumes of mail in the postwar era and increased collector interest in obtaining examples of postmarks. In addition, several of these defunct offices served tourist establishments, which should make examples of their postmarks less difficult to find.

Group II consists of 17 post offices which closed between 1920 and 1945, or closed at a slightly earlier time but were merely lost as a result of a name change. Since virtually all of these offices were in operation during the Post Card Era, examples of many of their postmarks have been preserved on picture post cards and are available at moderate prices. In addition, some of these offices which closed during the 1930's, were collected on last day philatelic covers.

The 16 Group III post offices may represent a bit more challenge. They mostly closed between 1905 and 1920, and should therefore be available on picture post cards. However, some were in existence less than a decade, and several served very small, isolated communities; factors which will cer-



tainly make examples of their postmarks more difficult to find.

Group IV post offices present the collector a severe challenge. These 25 offices either closed prior to the Post Card Era, or operated within it for two or three years. There are also a few offices deleted by name change prior to 1880, i.e., Union Town. The most fertile hunting ground for Group IV postmarks is likely to be postal history dealers and auction houses which specialize in postal history.

The 19 post offices listed in Group V are certain to be the most difficult Humboldt County offices from which to locate postmarks. All of these offices closed prior to 1880, or were in operation for very short periods and closed prior to 1900.

In summary, it should be possible to assemble a collection of postmarks from about 75 different Humboldt County post offices with relative ease and modest expense. Building that collection to 100 different offices is apt to require a diligent search, and some expenditures in the \$40 to \$50 range per cover. A collection numbering more than 120 different Humboldt County post offices is bound to be an outstanding and valuable collection.

## Postal History - Scripophily



Ernest S. Peyton  
Beverly G. Peyton

P.O. Drawer T • Scottsdale, Ariz. 85252 • (602)949-0725

### REASONABLY PRICED POSTAL HISTORY

Write to request our next list of offerings

We BUY, SELL & TRADE, specializing  
in Western states and RPOs.

APS No. 45692

## NINETEENTH CENTURY WESTERN POSTAL HISTORY FOR THE DISCERNING COLLECTOR

PRICED RIGHT AND PROPERLY DESCRIBED

Send for FREE monthly list.



- SINCE 1933 -

## Trans Global Trading Co.

P.O. BOX 815

HALF MOON BAY, CALIFORNIA 94019

## WYOMING

### TERRITORIAL POSTMASTER COMPENSATIONS

List of 327 territorial post offices,  
1868-1890, with postmaster  
compensations abstracted from  
THE OFFICIAL REGISTER, 1869-1891.

**11 pages and introduction - \$7.50**

Daniel Y. Meschter  
1004 Glenwood Avenue,  
Wenatchee, Washington 98801

POSTAL HISTORY BIBLIOGRAPHY -  
Comprehensive list of over 200  
Books on USA State Postal  
History, over 120 USA General  
Postal History and 34 Postal  
History Periodicals - \$5.00.  
uComp Press, 27523 Diane Marie  
Circle, Saugus, CA 91350.





# Violet Montalto

241 ISLIP AVENUE  
ISLIP, NEW YORK 11751

STAMPS  
OF THE WORLD

MEMBER: ASDA, APS, NMPA

TELEPHONE (516) 581-1814

## MAIL AUCTION NO. 1 (NEW MEXICO TERRITORIALS & DPOS)

DATE OF SALE: October 1, 1983

Minimum bid: \$5.00. Lots over \$25.00 will be shipped insured postpaid. Lots of lower price will be billed for postage and insurance.

- Handwritten notes:*  
Ty 2  
need  
need  
need 1909  
need
1. CAMBRAY, PPC, Jan 2 1908, Horsemen. Est. \$9.00
  2. CLIFF, PPC, Dec 24 1900, Xmas. Est. \$20.00
  3. SOCORRO, Env., Dec 31 1881 (1881 not too clear) to Fort Craig. Est. \$8.00
  4. TUCUMCARI, Sep 13 1909, to Clovis, unclaimed Env. backstamped. Est. \$8.00
  5. EL PASO, TEXAS, April 28 1895, to Roswell. Ice Company Envelope. Est. \$5.00
  6. GUAM, 1910, from RAMAH on Registry. Rct. Good cancels. Est. \$5.00
  7. LOS LUNAS, PPC, Aug 13 1977, Scene inside Indian hut. Est. \$8.00
  8. TUCUMCARI, Oct 15 1910, Env. w/slt. tear. Est. \$5
  9. PUERTO, Jan 19 1911, Env. to Tucumcari, Reg. w/punch holes. Est. \$5.00
  10. CLIFF, PPC, April 29, 1912, Xmas. Est. \$6.00
  11. CORONA, Aug 4 1909, PPC (flower). Est. \$15.00
  12. CORONA, PPC, Feb 12 1908 (comic). Est. \$12.00
  13. CORONA, PPC, July 30 1908 (cats). Est. \$15.00
  14. CORONA, PPC, Sep 10 1907 (stable). Est. \$12.00
  15. SANTA FE, Jul 30 1907, as back stamp cancel on Envelope. Est. \$5.00
  16. ROSWELL, PPC, 1910 (Xmas). Est. \$7.00
  17. LAS CRUCES, PPC, Sep 25 1906. Typewriter advertising card from Denver. Both cancels on front. Est. \$6.00
  18. CORONA, PPC, Aug 29 1908, to White Oaks. E. \$15.
  19. CORONA, PPC, Feb 18 1908, to White Oaks (comic) both cancels on front. Est. \$15.00
  20. CORONA, PPC, Jan 17 1908, to White Oaks, both cancels on front (pretty lady picture). E. \$15.
  21. DEXTER, PPC, April 19 1908, Easter. Est. \$7.00
  22. CORONA, PPC, Feb 10 1909, to Roswell. Est. \$15.
  23. CORONA, PPC, Sep 16 1907, Comic. Est. \$5.00
  24. SOCORRO, Dec 22 1911, PPC (Xmas). Est. \$5.00
  25. GARFIELD, Dec 24 1898, US Postal card to Las Cruces (Dike Ty1). Est. \$25.00
  26. MESILLA, Dec 25 1911, (Dike Ty12 latest date) to Las Cruces (Xmas). Est. \$25.00
  27. CAPITAN, Aug 11 1902 (Dike Ty2), US Postal card to Las Cruces. Est. \$15.00
  28. ANTHONY, 1902 (Dike Ty3), US Postal card to Las Cruces. Est. \$15.00
  29. ANTHONY, Aug 27 1899, (Dike Ty2 latest date) on U.S. Postal card. Est. \$75.00
  30. SILVER CITY, Feb 11 1898, Ty15 on U.S. Postal card (Bank deposit rct.) Est. \$15.00
  31. SILVER CITY, 1899 (Ty 15) on U.S. Postal card Advertising Wholesale grocer To Las Cruces. Est. \$7.50
  32. Two #10 Dept. of Interior Land Office envelopes: TUCUMCARI 1911 & 1916. Unclaimed. Est. \$6.00
  33. Two #10 envelopes: HILLSBORO 1909 to Lake Valley, backstamped Lake Valley. Est. \$5.00
  34. Three #10 envelopes, all Territorial: SOCORRO (1889); LAS CRUCES (1890); DEMING (1890). E. \$15.
  35. Four Territ. #10 env.: DEMING (1891), LAS CRUCES (1891), DEMING (1891) & SOCORRO (1899). Est \$15.
  36. VERNON, ARIZONA, Jun 5 1911, PPC (no stamp) E. \$10
  37. VERNON, ARIZONA, March 29 1912, PPC (no stamp) Est. \$10.00
  38. VERNON, ARIZONA, March 22 1912, PPC (no stamp) Est. \$10.00
  39. RPO RINCON & SILVER CITY, 1898, on U.S. Postal card (Towle 9654-C-2). Est. \$15.00
  40. Two unused Advertising Envelopes, EL PASO, TEXAS: H.P.Noake(fine vehicles) & Hotel Paso Del Norte. Pictures on front. Est. \$10.00
  41. Five DPO's: BARD CITY(1913), BLAND (1916), CHLORIDE(1953), ELK(1935) & GRANT(1933). Est. \$20.00
  42. FRENCH, Jun 15 1912, PPC (sugar beet farm scene) Est. \$20.00
  43. Five DPO's: GRANTS, MILAN RUR.STA.; HURLEY (1912); HOLLEN(1953); KINGSTON(1957) and OCHOA(1940). Est. \$16.00
  44. Eight different Advertising corner card Envelopes. HOT SPRINGS (1938-46). Est. \$20.00
  45. Four DPO's: GRANTS, MILAR RURAL STA.(1958); KINGSTON PPC(1922); OJITO(1958) & OJO DEL PADRE(last day Jul 14 1958). Est. \$15.00
  46. Five DPO's; OJO DEL PADRE(last day); MADRID (1928); ILFELD(1958); LON(last day Jul 31 1943) & PALOMAS SPRINGS(1914). Est. \$25.00
  47. Six LAS LUNAS PPC (1912-14). Est. \$15.00
  48. Five DPO's: MAES(last day); MESILLA PARK (1916); MOGOLLON(1910); PALOMAS SPRINGS(1913) & PINOS ALTOS(1913). Est. \$30.00
  49. Pictorial Advertising cover: Camel Cigarettes and Prince Albert Tobacco. STATE COLLEGE(1952) Est. \$15.00
  50. Last day cachet card SWASTIKA; also pict. last day SWASTIKA, First day BRILLIANT. Est. \$5.00
  51. Four DPO's: RED ROCK(1933); WALDO(1933); BELL RANCH(1959) & WHITE OAKS(1941). Est. \$20.00
  52. WHITE OAKS, PPC (comic) Jul 5 1913. Est. \$5.00
  53. Ten DPO's: HUMBLE, SCHOLLE, SERVILLET, TRES LAGUNAS, OMEGA, PASTURA, TINGLE, MARQUEZ, McGALLEY & LITTLE WATER. Est. \$30.00
  54. Ten DPO's: FRENCH, FLORIDA, GABALDON, GRAN QUIVERA, GALISTEO, GREENTREE, GRIER, EAST LAS VEGAS, GUY & GARDINER (last day). Est. \$30.00
  55. Ten DPO's: GAGE, HACHITA(misspelled "HACITA"), HAYDEN, HERNANDEZ, GAMERCO, KINGSTON, WHITE OAKS, MOGOLLON(1928), FERRO & FARLEY. E. \$24.
  56. Twelve DPO's: ENDEE, ELMORRO, EAST VAUGHN, DUNLAP, SHERMAN, SCHOLLE(1929), SANTA RITA, SABINOSA, STONG(last day), NOLAN & MOSES. Est. \$35.00
  57. EAST VAUGHN, PPC, 1959 (old Grist Mill Ruidoso) Est. \$6.00
  58. Eighteen DPO's: PEREA, PUERTO DE LUNA, MANGAS, LLANO, LAS PALOMAS, KOEHLER(last day), IMA, KNOWLES, KINGSTON, BUCKEYE, CABEZON, CORREO, FIERRO, GAGE, CENTERVILLE, BELL RANCH(last day) and ALBERT. Est. \$40.00
  59. Fourteen DPO's: HOLLENE, HICKMAN, BLACK ROCK, CHAPERITO, SANDOVAL, TINGLE, RENCONA, PASTURA, OBAR, MADRID, KOEHLER, IMA, NOLAN, ENDEE and HURLEY (PPC 1915). Est. \$30.00
  60. Twenty three DPO's: IMA, HILTON LODGE, GUY, HICKMAN, HAYDEN, RAMAR, GREEN TREE, GRANT, GAGE, GILA, CUTTER, COWLES, CHAPERITO, CEDAR HILL, CENTERVILLE, BUCHANAN, BLACKROCK(1918), BERINO(1922), BENNETT, AUGUSTINE, AMIJO RURAL STA., ALBERT, PARKVIEW & HASSELL. Est. \$50.00
  61. Twenty one DPO's: HOT SPRINGS(PPC 1921), IMA, HAYDEN, EAST VAUGHN(1925), GARDINER, SCHOLLE, ARRIJO RURAL STA., PEREA, LAS PALOMAS, WHITE OAKS, OTOWI(1933), LOS RANCHOS DE ALBUQUERQUE, LITTLE WATER, MOUNTAIN PARK, MOSES(last day), SHOEMAKER, POJAQUE VALLEY, PORTER, PARADISE HILLS, APACHE CREEK & TURNERVILLE. Est. \$40.



## EDITOR'S COMMENTS

The addition of 27 new subscribers since our last number brings the total for this issue to 450. Our target of 500 by year's end is in sight, but we still have a way to go, and we are entering a period when many of you will be asked to renew your subscription, so, if you have a friend who would like to receive a sample copy, drop me a note with his or her name and address. The sales pitch is really low pressure; our journal sells itself.

As mentioned sometime back, there are changes afoot. We desire to make LA POSTA not only the best journal of Western United States postal history, but the best journal treating the subject of United States postal history. The trick is to accomplish this without giving up anything that we already have. It appears that a way may have been found to do this, and, while planning is still in the developmental stage, here is what is likely to happen.

My objectives in preserving what we have focus on two specific concerns: 1) to maintain the volume of postal history research articles dealing with subjects of the American West; and, 2) to maintain our subscription price at or near \$10 per year. Concerns received from you readers since THE SECOND SECTION was added suggest that these are the two most important factors to you, too. Whatever else happens, let's keep the Western postal history and hold the line on subscription costs.

The addition of THE SECOND SECTION has been very popular both according to mail from previous LA POSTA subscribers and from the big boost in the number of subscriptions. It would appear that the best formula for changing the scope of the journal would be to simply add new sections. The journal gets bigger, but the things which you found appealing in the first place remain unchanged. That, in a nutshell, is what we plan to do.

Beginning soon, probably with the first number of Volume 15, LA POSTA with THE SECOND SECTION will be augmented by a third section treating postal history of the Midwestern United States and Canada. Details as to scope of coverage, editorship and so forth must await a future announcement, but the arrangement appears to be "on track" and could well begin as soon as three numbers hence. Please let me re-emphasize, the amount of postal history dealing with the West will not

decrease. The proposed section dealing with the Midwest will be in addition to what you are now receiving, and, of course, THE SECOND SECTION will continue under the able editorship of Charles Towle.

Future plans revolve around finding willing and capable editors for contemplated sections dealing with the postal history of the East and the South. If and when such people are found, we will add two more sections to our journal. Each issue will then contain five separate sections dealing with the West, the Midwest, the South, the East and Railway Post Offices. A typical issue might run about 100 pages in length. There are currently no plans to increase our publication schedule to monthly, but that too might change at some future time.

The best news in all this planning for expansion is that if subscriptions continue to increase, and advertisers continue to benefit from their ads in our journal, we should be able to accomplish the transition to national coverage with no increase in subscription costs. In short, we will meet the goals of preserving the amount of Western postal history coverage and maintaining the line on cost. It may take a little luck. It's sure to take a lot of work. But with your continued support, we should be able to do it.

As the size and scope of LA POSTA expands, it is increasingly obvious that our southwestern name becomes less appropriate. Indeed, we've received many comments already from new subscribers who previously believed that LA POSTA dealt only with Southwestern postal history. Changing the name of our journal is not something that your editor is eager and willing to do. After all, I have been intimately involved with LA POSTA for the past 14 years of my life, and some of you have been supporting its publication throughout that time. Never-the-less, the advantages of having the name of the journal reflect its contents, or at least not obscure its contents, appear to outweigh the sentimental advantage of keeping the same name.

We are seeking, therefore, suggestions for a new name which will better reflect the intended North American scope of our publication. Several are at hand, but others would be appreciated. We will maintain the subtitle "formerly LA POSTA" and maintain our current numbering schedule, but, providing a suitable name can be found, we would like to begin 1984 under a new banner.



Our next issue will contain an article by Alan Patera on the coal mining district of Contra Costa County, California; a resumption of the series on Southeastern Alaska; and, hopefully one or more of the articles in progress on Nevada; Imperial County, California; Colorado; King County, Washington; and Oregon RFD routes. We can look forward to a continuation of our series on Utah counties and 19th Century Oregon Postmarks. As you can see, the well is by no means dry, but we eagerly seek the work of new authors with new viewpoints and interests. If you have a pet project, which lacks only a little encouragement and/or technical advice, drop me a line. Perhaps we can work together to bring it to life.

Richard W. Helbock, Editor

# COVERS

**U.S. TERRITORIALS  
EARLY STATE & COUNTY**  
ARIZONA, NEW MEXICO, ALASKA, CALIFORNIA,

**U.S. NAVALS AND MILITARY**  
PRE-1909, CLASSIC, AFTER 1930'S, INCLUDING SIBERIA

**U.S., R.P.O.'S**  
BRANCH LINES, CLASSICS, POST-1950'S

**WORLD WIDE SEAPOST AND PAQUEBOTS**  
ESPECIALLY GERMANY, JAPAN AND U.S.

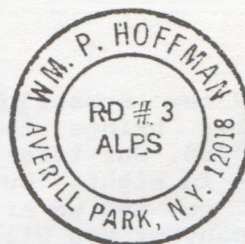
**BETTER FOREIGN**  
INCLUDING CHINA, JAPAN, RUSSIA, GERMANY AND  
COLONIES, AND MUCH MORE, INCLUDING  
UNUSUAL FRANKINGS

**WRITE US YOUR WANTS AND SPECIALITIES**

**WE WILL BUY YOUR DUPLICATES AND  
EXTRAS IN THE ABOVE AREAS!**

**The CANCEL COLLECTOR**

**FRED SCHEUER**  
Post Office Box 2356 - Mesa, Arizona 85204  
Telephone 602 / 964-6739



## NET PRICE SALE

**ALASKA**  
KETCHIKAN 1949 dcds ties 1¢ p.due \$8.00  
PALMER 1945 st. line missent to 8.00  
SKAGWAY 1943 cds missent to 4.00  
SITKA 1913 close space 4 bar on ppc 20.00  
UNUSED POC Cantalever Bridge WP&Y route 4.00

**ARIZONA**  
NORTH RIM 1951 cds on ppc 2.00  
PATAGONIA 1934 cds on ranch env. 3.00  
TUCSON 1871 octagon ds on Advice of Money  
Order form--nice Terr. P.O. paper 100.00  
PRESCOTT "Unclaimed from" in large magn.  
printing hand. 1916 10.00

**CALIFORNIA**  
AGER 1912 4 bar on 2¢ entire DPO 4.00  
ANGEL ISLAND 1939 machine ties C23 DPO 3.00  
ASSOCIATED 1940's cds 3¢ prexis DPO 3.00  
CRESTON cds #210 early dark shade 4.00  
GEYSERVILLE cds #250 3.00  
JOHNSVILLE 1907 cds on ppc DPO 4.00  
MOUNT WILSON 1906 4 bar on ppc DPO 4.00  
OPIR/PLACER CO. as bkstmp 1881 out of SF 10.00  
PASADENA 1889 cds as fwr on missive to  
Catalina Island (no P.O. there) 8.00  
REDLANDS 1889 cds on hotel promotional  
type env. 20.00  
SACRAMENTO CITY CDS TIES #65 15.00  
SHARP PARK 1949 cds ties C40 DPO 4.00  
STOCKTON dcds on #65 10.00  
TENNANT 1949 4 bar on 3¢ comm DPO 4.00

**IDAHO**  
PARDEE 1905 cds ties #319 mining c.o.  
with encl. DPO (have a few of these) 20.00

**NEW MEXICO**  
ARABELA 1915 4 bar on bit reduced 2¢ ent.  
with nice encl. on ranch sta. DPO 20.00  
CARLSBAD (terr) 1907 cds on ppc 5.00  
COLMOR (terr) 1911 Doane #1 TY 2 on reg. pkg.  
rec. w/ LA JUNTA & ALBUQ. RPO 25.00  
COOKS (terr) cds on UX14 1902 DPO 25.00  
HERMOSA (terr) 1889 magn dcds 2¢ ent. DPO 25.00  
HILLSBORO (terr) 1896 cds on 2¢ ent 15.00  
RATON 1917 flag ill. garage cc. env. 10.00  
TUCUMCARI 1916 cds on ppc 4.00

**OKLAHOMA**  
BLACKWELL (terr) 1898 cds on gpc 15.00  
DENOVA 1926 cds on 2¢ reg. issue 3.00  
GATE 1912 Doane #1 Ty 1 on ppc 5.00  
KELSO 1911 4 bar on ppc DPO 12.00  
PEEK 1910 Doane #1 Ty 2 on 2¢ entire 8.00

**OREGON**  
JACKSONVILLE cds on U83 15.00

**TEXAS**  
STANFORD 1937 cds on ill. hotel env. 4.00  
DALLAS 1906 machine ties #319 to ill.  
hotel env. 6.00

**UTAH**  
CLEVELAND 1899 cds on #286 8.00  
HARRISVILLE (Terr) cds and NORTH OGDEN dcds  
both strikes on U349 1893 2 DPO's 40.00  
HOOPER (Terr) 1893 cds on U349 "H" isn't  
struck up---"OOPER" is fine tho. 18.00  
MERCUR 1907 cds on ppc of Brigham and  
his 21 wives DPO 15.00  
OAKLEY (terr) 1894 cds on #231

**WASHINGTON**  
OROVILLE Oct. 2, 1899 cds ties #279  
was supposed to be closed by this date  
(per Landis anyway) 12.00  
YAKIMA Cds on 3¢ BN should be terr. 18.00

**WYOMING**  
CHEYENNE (terr) cds on 3¢ entire (2) one  
is missing 3¢ BN pr. 22.00

PLEASE READ: This is a NET PRICE SALE, NOT an Auction. Terms are payment with order unless you are known to me. For previous customers I'll send on usual 10 day invoice, if you like. In the event that you don't find anything of interest in this sale and I don't have your wants on file, then please drop me a line.

To reserve any item you may call (518) 674-5613 7PM-11PM Eastern Time



## SOUTH DAKOTA TERRITORIAL FORTS

By K. W. Stach

Many of the earliest post offices in Dakota Territory were located in forts operated by the United States government. These outposts of military authority led the way in Dakota, as elsewhere in the Midwest, in the white man's push westward. This article chronicles the forts established in the South Dakota portion of Dakota Territory. Locations of these forts are shown in Figure 1, and, while post offices were not authorized for all of these posts, all are discussed briefly in the following account. In alphabetical order, the forts are:

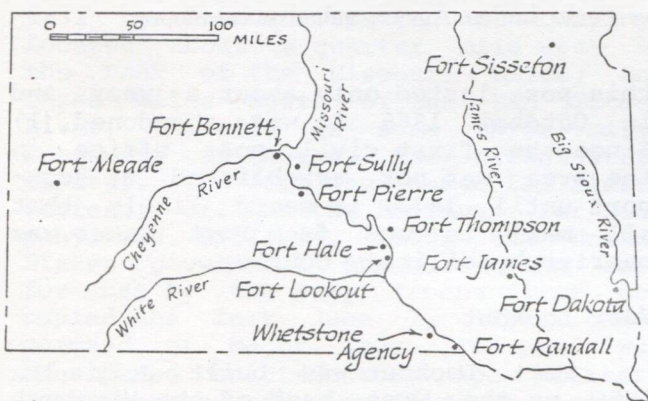


Fig. 1. The forts of South Dakota.

### Fort Bennett

This fort was established on May 17, 1870. It was located on the west bank of the Missouri River, about 30 miles north of Fort Sully, and just south of the mouth of Cheyenne River. It was on the Cheyenne Indian Reservation. The post was built by Captain Edward P. Pearson, 17th U.S. Infantry, to protect the Indian Agency. Originally called Cheyenne, or Cheyenne River, Agency, its name was changed to Fort Bennett December 30, 1878. The name honored one Captain Andrew S. Bennett, who was killed in 1878 in a battle with Bannock Indians in Montana Territory. On November 18, 1891, the post was abandoned. (1)

The post office at this settlement was first officially known as Cheyenne Agency. It was established December 2, 1872, with the appointment of Charles H. Gage as postmaster. On May 7, 1879, the name of the office was changed to

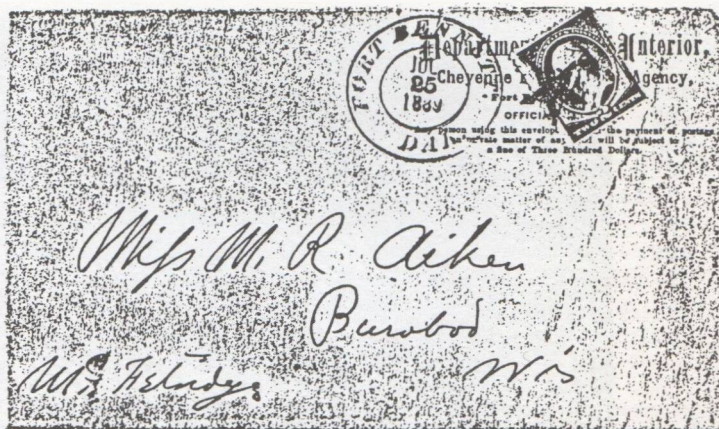


Fig. 2. Fort Bennett, Dak., July 25, 1889, in purple on Cheyenne Indian Agency penalty envelope.

Fort Bennett with John F. Scott as postmaster. Fort Bennett post office survived for many years after the Army abandoned the post, but was finally discontinued June 15, 1923. The site is presently within Stanley County, South Dakota. (2)

### Fort Dakota

Fort Dakota was established May 1, 1865, at Sioux Falls on the west bank of the Big Sioux River. Acting under orders from Brigadier General Alfred Sully, the post was established by Captain Daniel F. Eicher as one of a chain of forts stretching from Minnesota to the Missouri River. The purpose of this chain was to guard the frontier between the area of settlement and the Sioux Indian Country to the west. The name of the fort was derived from the Dakota Sioux. On June 18, 1869, Fort Dakota was abandoned. (1)

Fort Dakota never officially had a post office. The mail was apparently cancelled at nearby Sioux Falls Post Office. This office, which had operated from June 15, 1858, to April 27, 1863, with James M. Allen as postmaster, was re-established after the fort was built for protection on June 24, 1867. Fort Dakota was located within the present boundaries of Minnehaha County, South Dakota. (2)

### Fort Hale

Fort Hale was established June 8, 1870. Originally it was located on the west bank of Missouri River, just north of the "town" of Fort Lookout, on the Lower Brule Indian Reservation. On July 21, 1870, the post was moved about 15 miles upstream (north) to a site oppo-





Fig. 3. Fort Hale, Dakota, June 18, 1881, on Lower Brule Indian Agency penalty envelope .

site Crow Creek. Construction of Fort Hale was under command of Captain George W. Hill.(1)

The fort was first called Lower Brule Agency, and was served by a post office named Lower Brule established on September 24, 1878, with William O. Greene as postmaster.(2)

On December 30, 1878, the outpost was renamed Fort Hale, in honor of Captain Owen Hale, killed September 30, 1877, in a battle with Indians. The name of the post office was similarly changed on January 29, 1879. At that time the postmaster was listed as Wilmer D. Greene, but it is likely that this was the same man as the "William O. Greene" listed earlier.

Fort Hale was abandoned May 20, 1884, except for a few soldiers who remained to close the business of the post. The post office was discontinued June 16, 1884. On July 7, 1884, the buildings were turned over to the Indian Agent at Lower Brule, and the remaining soldiers left the next day. Fort Hale was located within the current borders of Lyman County, South Dakota.

#### Fort James

Built in September of 1865, Fort James was located on the west bank of James River at the mouth of Fire Steel Creek, near the later town of Rockport. It was established by Captain Benjamin King, by order of General Sully, and was on of the chain of forts built to protect the frontier. Occupation of

this post lasted only about a year, and in October 1866 it was abandoned.(1) Since the first civil post office in the area was not established at Rockport until 1872, it seems likely that all mail to and from Fort James was carried by military courier.

#### Fort Lookout

Fort Lookout was built July 31, 1856, on the west bank of the Missouri River, about 10 miles north of the present town of Chamberlain. It was near the former site of the Columbia Fur Company trading post of the same name. Built by Captain Lyon, under orders from Colonel Harney, the post was intended to control Indians in the area. After less than a year of occupation, the Army decided to abandon Fort Lookout on June 17, 1857. Much of the post was dismantled, and materials were shipped down the Missouri River and used in the construction of Fort Randall.(1)

Although no post office existed at the time the post was occupied by the Army, a post office named Fort Lookout eventually was established November 6, 1919, in Brule County.

#### Fort Meade

Fort Meade was established August 28, 1878, on the east bank of Bear Butte Creek in the Black Hills. The site was selected by Major Sheridan, and was situated 14 miles northeast of the town of Deadwood. Construction was



directed by Major Lazelle. The mission of Fort Meade was to control Indians in the area, and maintain order in the Black Hills mining district.(1)

Originally called Camp Ruhlin, the name of the post was changed to Fort Meade on December 30, 1878. The first post office was established October 10, 1878, with William S. Fanshaw's appointment as postmaster, and it, too, was called Camp Ruhlin. On January 29, 1879, the name of the post office was changed to Fort Meade. Fanshaw was still postmaster. This fort was located within the current borders of Meade County, South Dakota.

#### Fort Pierre

Fort Pierre was the first fort to be established in South Dakota. It was initially built as a trading post in 1831 by Bernard Pratte and Company. Located about a quarter mile west of the bank of the Missouri River, and three miles north of the Bad (Teton) River, the site is some three miles northwest of Pierre, the present state capital. The fort was named for Pierre Choteau, Jr. of the American Fur Company. On April 14, 1855, the United States government purchased the fort for use by the Army. Troops first occupied the fort June 7, 1855, under command of Major Cady. The post was considered unsatisfactory for military use because of insufficient grass, timber and hay, and on May 16, 1857, it was abandoned. Some of the materials from the fort were later used in construction of Fort Randall.(1)

While no post office existed at Fort Pierre during the time it was oc-



Fig. 4. Fort Pierre, Dakota, August 5, 1884, italic style lettering.

cupied by the Army, the Fort Pierre post office was established March 7, 1877, with the appointment of James McGarry as postmaster. On February 26, 1885, the name of this office was changed to Coulson, with George D. Mathieson then serving as postmaster. Coulson was closed from April 23 to October 3, 1887, and its name was changed back to Fort Pierre March 3, 1890.(2) The post office continues to operate, and is located in Stanley County, South Dakota.

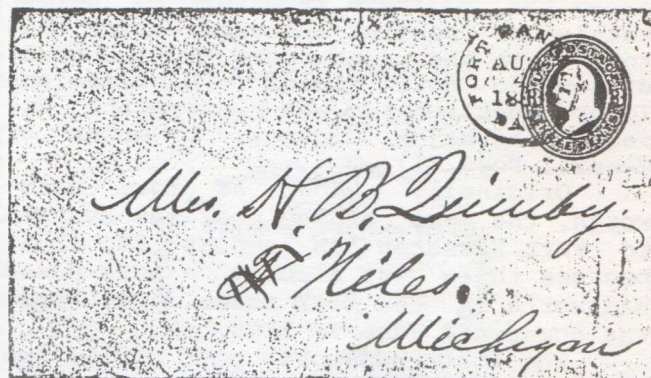


Fig. 5. Fort Randall, Dak., August 4, 1880, in purple.

#### Fort Randall

Founded August 4, 1856, Fort Randall was first built on a plateau about a quarter mile west of the Missouri River, just north of the border between Nebraska and South Dakota. Between 1870 and 1872 the post was rebuilt at a site slightly south of its original location, and about a quarter of a mile farther west of the river.

Fort Randall replaced Fort Pierre as the Army's chief post to keep peace among the Sioux, Ponca and other warlike tribes in the area, and to protect the advancing line of settlement. The Yankton Sioux Indian Reservation was established northeast of the post in 1878, and the Ponca Indian Reservation was built to the southeast a little later.

The fort was built by Captain Nelson A. Davis on a site selected by Colonel Harney. The post was named in honor of Lt. Col. Daniel D. Randall, then Deputy Paymaster General. Much of the military reservation was relinquished on July 22, 1884, and the garrison of the post was reduced after that date. On December 7, 1892, Fort Randall was completely abandoned.(1)

The post office at Fort Randall was established September 4, 1860, with the appointment of Jesse Wherry as



first postmaster. The office continued in service long after the post was abandoned, and was finally closed April 15, 1907. The fort was located within the borders of Gregory County, South Dakota.

#### Fort Sisseton

This post was established August 1, 1864, on the elevated tableland known as Coteau des Prairies, near Kettle (Fort) Lakes. The purpose of the fort was to control hostile Indians along the northern frontier, to permit settlement east of the James River and to protect the wagon route to the newly discovered gold fields in Montana and Idaho. Construction was under the direction of Major Clowney, by order of General Pope. (1)

Originally known as Fort Wadsworth, the name of the post was changed to Fort Sisseton on August 29, 1876, because there was already a fort named Wadsworth in New York State. The post was abandoned June 9, 1889.

The Fort Wadsworth post office was established August 6, 1864, with Charles Wintermute as postmaster. On July 7, 1873, the post office was closed. It reopened July 8, 1875, and was renamed Fort Sisseton November 27, 1876, with Daniel P. Shelton postmaster. Fort Sisseton post office outlasted military occupation of the post, but was discontinued June 15, 1895. (2) This post was located within Marshall County, South Dakota.

#### Fort Sully

Established September 14, 1863, this post was first located on the east bank of Missouri River, about six miles south of present-day Pierre. The post was established under authority of General Alfred Sully, and was named in his honor. It served as temporary headquarters for troops stationed in the area, but the site proved unhealthy and inconvenient and was abandoned July 25, 1866, in favor of a new site located on the west bank of the Missouri, 20 miles north of Pierre. Construction of the new post began in August 1866 under the direction of Colonel Andrews, and this post was occupied for nearly three decades before being abandoned by the Army on November 30, 1894. (1)

The Fort Sully post office was in existence from April 2, 1866, to May 21, 1898. John Goewey served as the first postmaster. The site is located in Sully County, South Dakota.

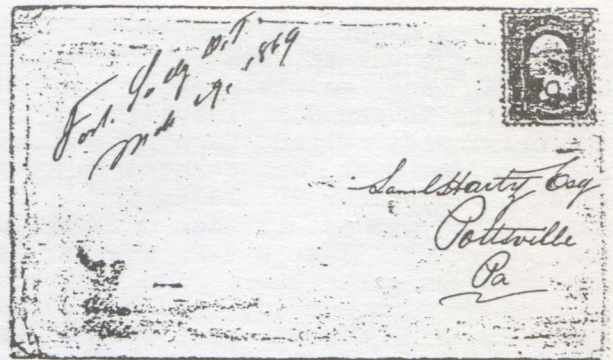


Fig. 6. Fort Sully, D.T., March 19, 1869, manuscript.



Fig. 7. Fort Sully, Dak., April 22 handstamp from 1880's.

#### Fort Thompson

Fort Thompson was established in September of 1864 on the east side of Missouri River at the mouth of Soldier Creek. It was on the Crow Creek Indian Reservation, about 20 miles north of present-day Chamberlain. The post served as agency headquarters for the Reservation, and was named in honor of Colonel Clark W. Thompson, Superintendent of Indian Affairs at St. Paul, Minnesota.

The Army post was established by Captain Nelson Miner of the Dakota Cavalry. It was abandoned June 9, 1867, and its garrison transferred to Fort Sully. A detachment from Fort Sully was stationed at Fort Thompson for a time after its garrison was withdrawn. (1)

No post office was established at Fort Thompson in territorial days. On February 14, 1870, the Crow Creek Indian Agency was authorized a post office near this site, which was called Crow Creek Agency, but the fort had already been abandoned. Crow Creek Agency post office operated until August 23, 1916, at which time its name was changed to Fort Thompson. E. E. Hudson was the first Crow Creek Agency postmaster. Fort Thompson was located within Buffalo County.



## Fort Whetstone (Whetstone Agency)

Fort Whetstone was established May 10, 1870, and originally garrisoned by troops from Fort Randall under command of Captain DeWitt. The post was located on the west bank of Missouri River, about 30 miles north of Fort Randall on the Whetstone Indian Reservation (now part of the Rosebud Indian Reservation). The fort's mission was to protect the reservation and control the Sioux Indians. Properly called Whetstone Agency, the post was never officially designated a fort. It was abandoned April 30, 1872. (1)

Whetstone Agency post office first existed from December 28, 1869, to September 6, 1870, and John W. Smith served as first postmaster. The office was re-established February 13, 1871, but again operated only a short time before being closed February 26, 1872. (2)

### References:

(1) Frazer, Robert W., FORTS OF THE WEST (Univ. of Oklahoma Press, Norman, Oklahoma: 1965).

(2) Phillips, George H., POSTOFFICES AND POSTMARKS OF DAKOTA TERRITORY. (J. B. Pub. Co., Crete, NE: 1973).

### WANTED

D.P.O.'s of N. DAK. also POSTCARDS W/ STREET SCENES OF SMALL TOWNS OR HOTELS AND COVERS WITH HOTEL ILL CORNER CARDS

SEND LIST OF WHAT YOU HAVE, SEND ON APPROVAL OR SEND FOR MY WANT LIST OF NORTH DAKOTA D.P.O.'s

DAK. TERR. ITEMS COVERS, INVIOGES, FRT. BILLS, NOTES AND OTHER ITEMS AVAILABLE FOR SALE OR TRADE.

ALSO INTERESTED IN TRADE TOKENS AND NATIONAL CURRENCY OF NORTH DAKOTA

Gordon Twedt  
Maddock, North Dakota 58348  
Phone: 438-2280

Specializing in Dakota Territory Material

Also North Dakota Discontinued  
Post Offices

## MY POSTAL HISTORY AUCTIONS:

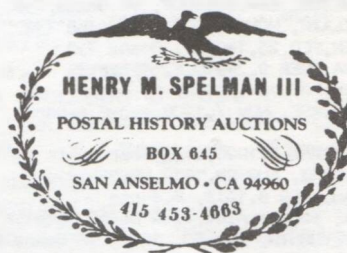
Specialize in covers from the area you read in LA POSTA.

Are held about four times a year in San Francisco.

Are a prime source of postal history material knowledgably described.

Are a good place to sell collections or duplicate covers.

SAMPLE CATALOG  
BY FIRST CLASS MAIL \$1.00



## WHEN IN PORTLAND, OREGON DROP IN AND VISIT US

- Philatelic Literature
- Covers
- Stamps of the World
- Stamp Supplies
- Mail Orders

### WANTED

EARLY OREGON AND WASHINGTON  
COVERS AND DPOs

ROSE CITY STAMPS UNLIMITED  
421 S.W. 5th, Suite 203  
Portland, OR 97204 (503)220-0293

HOURS: Monday-Friday, 10:00AM-5:30PM



# TRIPLE S

MAIL AUCTION No.6  
P.O. Box 224  
URBANA, OH 43078  
513-653-8094

## ALASKA

1. pc METLAKATLA, JUL 15, 1911, VF, Doane Ty 2 25-40

## ARIZONA

2. pc RAY, DEC 10, 1908, VF, 4-bar 25-50

## CALIFORNIA

3. pc ANGEL ISLAND, MAY 24, 1910, F, 4-bar 4-8

4. pc CONFIDENCE CAMP, SEP 1, 1906, VF, 4-bar 4-8

5. pc CORAM, JAN 7, 1907, F-VF, Doane Ty 3 7-12

6. pc ECHO MOUNTAIN, FEB 27, 1907, F, Doane Ty3 10-20

7. pc ECHO MOUNTAIN, AUG 16, 1909, VF, Doane Ty3 10-20

8. pc FORRESTVILLE, FEB 12, 1913, F, 4-bar 4-8

9. pc HORNITOS, FEB 6, 1912, F, 4-bar 4-8

10. UX5 RED BLUFF, APR 15 (1882) F-VF cds 5-10

## COLORADO

11. pc DOMEROCK, AUG 19, 1907, VF, 4-bar 5-10

12. pc KREMLING, SEP 30, 1907, VF, Doane Ty2 8-12

13. UX18 MONTCLAIR, NOV 6, 1905, F, Doane Ty2 10-20

14. pc PARLIN, FEB 25, 1906, F, Doane Ty3 5-10

15. pc TACOMA, SEP 9, 1910, F, 4-bar ? 10-20

16. pc WALDEN, JUL 21, 1910, F, 4-bar 4-8

17. pc WILD HORSE, NOV 7, 1908, avg-F, 4-bar 5-10

## IDAHO

18. cvr BURLEY, MAY 5, 1908, avg, 4-bar 5-10

19. pc FISH LAKE, AUG 28, 1912, VF, 5-bar 30-60

20. pc KAMIAH, FEB 8, 1913, F, 4-bar 4-8

21. pc NAMPA, 1905 duplex, view Dewey Hotel, F 4-8

22. pc NEW PLYMOUTH, MAY 10, 1907, VF Doane Ty3 20-30

## MONTANA

23. pc BIGFORK, 1911, view Carruth Land Office, cars in front, F 5-8

24. pc CUTBANK, AUG 29, 1910, VF, 4-bar 4-8

25. pc GARRISON, JUL 16, 1909, F, 4-bar 4-8

26. pc GREYCLIFF, JUN 21, 1910, F, 4-bar 4-8

27. pc HARDIN, JUL 4, 1911, F, 4-bar 6-10

28. pc KNOWLTON, APR 5, 1908, VF, Doane Ty3 10-20

29. pc WARMSPRINGS, NOV 25, 1912, avg-F, 4-bar 5-10

30. pc WEST YELLOWSTONE, 1924, avg, 4-bar 8-15

## NEW MEXICO

31. pc LOGAN, APR 20, 1914, VF, 4-bar 8-15

32. pc MIAMI, AUG 5, 1910, F, 4-bar 30-50

33. pc WATROUS, MAY 26, (1912) avg-F, duplex 4-8

## NORTH DAKOTA

34. cvr HATTON, JAN 24, 1893, VF, Duplex, c/c 15-20

35. pc LUCCA, AUG 9, 1907, F, Doane Ty 2 4-8

36. pc ROCKLAKE, AUG 19, 1908, F, 4-bar 4-8

37. pc STOMERS, OCT 26, 1910, F, 4-bar 10-20

38. pc VANG, NOV 15, 1911, avg-F, 4-bar 6-9

39. pc VASHTI, JUL 25, 1934, avg-F, 4-bar 4

## OKLAHOMA

40. pc CHOCTAW, JUL 17, 1908, F-VF, 4-bar 5-10

41. pc CHOCTAW, APR 17, 1908, VF, 4-bar 5-10

42. cvr OLUSTEE, DEC 12, 1906, VF, Doane Ty 3, with illus. c/c of Frisco Hotel. F 20-30

43. cvr STUART, AUG 31, 1912, avg, 4-bar 5-10

## OREGON

44. cvr ARLINGTON, MAR 7, 1887, #210, F 20-30

45. cvr AURORA, MAY 3, 1900, #268 on U364 to Chile and backstamped, Iquique, Chile 30-50

46. cvr AURORA MILLS, MAY 22, 1893, VF, cds, #U349 30-50

47. pc BANKS, AUG 11, 1909, avg-F, 4-bar 4-8

48. cvr BIG EDDY, 1935, VF, 4-bar 5-10

49. pc BIGGS, JUL 1, 1911, avg-F, Doane Ty2 5-10

B/W view Biggs Hotel 5-10

50. cvr BURNS, SEP 23, 1885, F-VF, cds #210 20-30

51. pc FAIRGROUNDS, OCT 8, 1907, F-VF, Doane Ty3 8-15

52. pc FAIRGROUNDS, 1912, VF, Doane Ty3 as receiving mark, lettering offset 25%. 5

53. pc GEARHART, SEP 16, 1912, avg-F, 4-bar 5

54. pc HOT LAKE, DEC 15, 1906, VF, Doane Ty3 5-10

55. pc HOT LAKE, MAY 7, 1907, VF, Doane Ty3 5-10

56. cvr PORTLAND, (1881), 1¢ banknote, F 5-10

57. pc TURNER, DEC 29, 1907, F, 4-bar 6

58. pc VICTOR, MAR 12, 1910, F-VF, Doane Ty 1 8-15

59. pc WEST WOODBURN, DEC 31, 1922, avg-F, 4-bar 6-10

## SOUTH DAKOTA

60. pc ALPENA, JUN 13, 1908, F, 4-bar 5-10

61. pc CASCADE SPRINGS, DEC 31, 1909, F, Doane Ty3 5-10

62. pc CAVOUR, SEP 22, 1908, avg, 4-bar 5

63. UX8 ESTELLINE, NOV 25, 1887, VF, cds w/STAR. 15-25

64. pc GOODWIN, AUG 16, 1909, F, 4-bar 5

65. pc HARROLD, MAY 30, 1912, F, 4-bar 5

66. pc HILL CITY, JUN 30, 1910, VF, 4-bar 6

67. pc KAMPESKA, MAY 26, 1908, F VF, Doane Ty2 10-20

68. cvr MELLETTE, JAN 10, 1883, VF, w/fancy pinwheel 10-20

69. UX7 MELLETTE, JUN 14, 1883, avg-F as above 10-20

70. pc PIER PONT, SEP 11, 1908, F-VF, 4-bar 6

71. cvr PINE RIDGE AGENCY, MAY 5, 1887, VF, cds 20-30

## UTAH

72. cvr DRAPPER, MAR 2, 1896, F cds 5-10

73. cvr STATELINE, NOV 17, 1901, F, cds 5-10

## WASHINGTON

74. pc ADNA, APR 22, 19??, avg, Doane Ty2 10-20

75. pc GOLDBAR, DEC 11, 1909, F-VF, Doane Ty 3 10-20

B/W view main street & post office 4-8

76. pc INDEX, SEP 12, 1908, F, Duplex 4-8

77. pc MAPLEVALLEY, AUG 22, 1911, VF, 4-bar 5

78. pc MILLTOWN, MAY 9, 1913, avg 4-bar, town view 10

## WYOMING

79. GILLETTE, FEB 17, 1909, avg-F, Doane Ty2. pc 5-10

80. GILLETTE, JUL 3, 1909, F-VF, Doane Ty2. pc 5-10

81. pc MERIDEN, OCT 14, 1910, VF, Doane Ty2 15-30

82. pc UVA, JAN 17, 1911, F-VF Doane Ty3 10-20

83. pc WILSON, JUL 14, 1923, F, 4-bar 5

## DOANES OTHER STATES

84. UX20 ADAMS, IND. 1910, F, Ty3 4-8

85. pc AUSTIN, IND. 1910, F-VF Ty 3 4-8

86. pc LITTLE, KY. 1909, avg, Ty 2 4

87. pc SAINT PARIS, KY. 1909, avg Ty 2 3

88. pc PEMAQUID POINT, MAINE 1907, F-VF Ty 3 5-8

89. pc PORT CLYDE, ME 1906, F, Ty 2 3-6

90. pc PROUTS NECK, ME 1907, VF, Ty 2 5-10

91. pc STICKNEY CORNER, ME 1910, VF Ty 2 4-8

92. pc WEBHANNET, ME 1906, VF Ty 3 6-12

93. pc TOLARSVILLE, N.C. 1908, VF Ty 2 5-10

94. pc CONDUIT, OH 1908 F-VF Ty 3 3-6

95. cvr DEMOCRACY, OH 1906 VF ty 2 4-8

96. cvr HARTFORD, OH 1906 VF Ty 3 4-8

97. pc MAUD, S.C. 1906 VF Ty 3 4-8

LOTS SOLD AT SLIGHT ADVANCE OVER 2nd HIGHEST BID. MINIMUM

BID \$2.00. Buyers pay mailing costs First Class and/or

Certified. CLOSING DATE SEPTEMBER 21.

**WANTED**  
**WORLD-WIDE**  
**COVERS**  
**POST CARDS**  
**etc**



## NINETEENTH CENTURY OREGON POSTMARKS: LINCOLN COUNTY

By Charles A. Whittlesey

On February 20, 1893, Lincoln County was formed from the western portion of Benton County and the southern portion of Tillamook County. It thus became the last county to be erected in Oregon west of the Cascades.

Today, Lincoln County's population of over 35,000 ranks it as the state's most populous along the central and north coast. Lincoln City, a recent amalgam of older cities, is the hub of what is probably the most heavily developed tourist area along the entire Oregon coast. The recent growth and relative prosperity of Lincoln County might easily conceal the fact that a century ago the area was perhaps the most isolated and lightly populated section along Oregon's coastline. Indeed, a large portion of the county was occupied by the Siletz Indian Reservation.

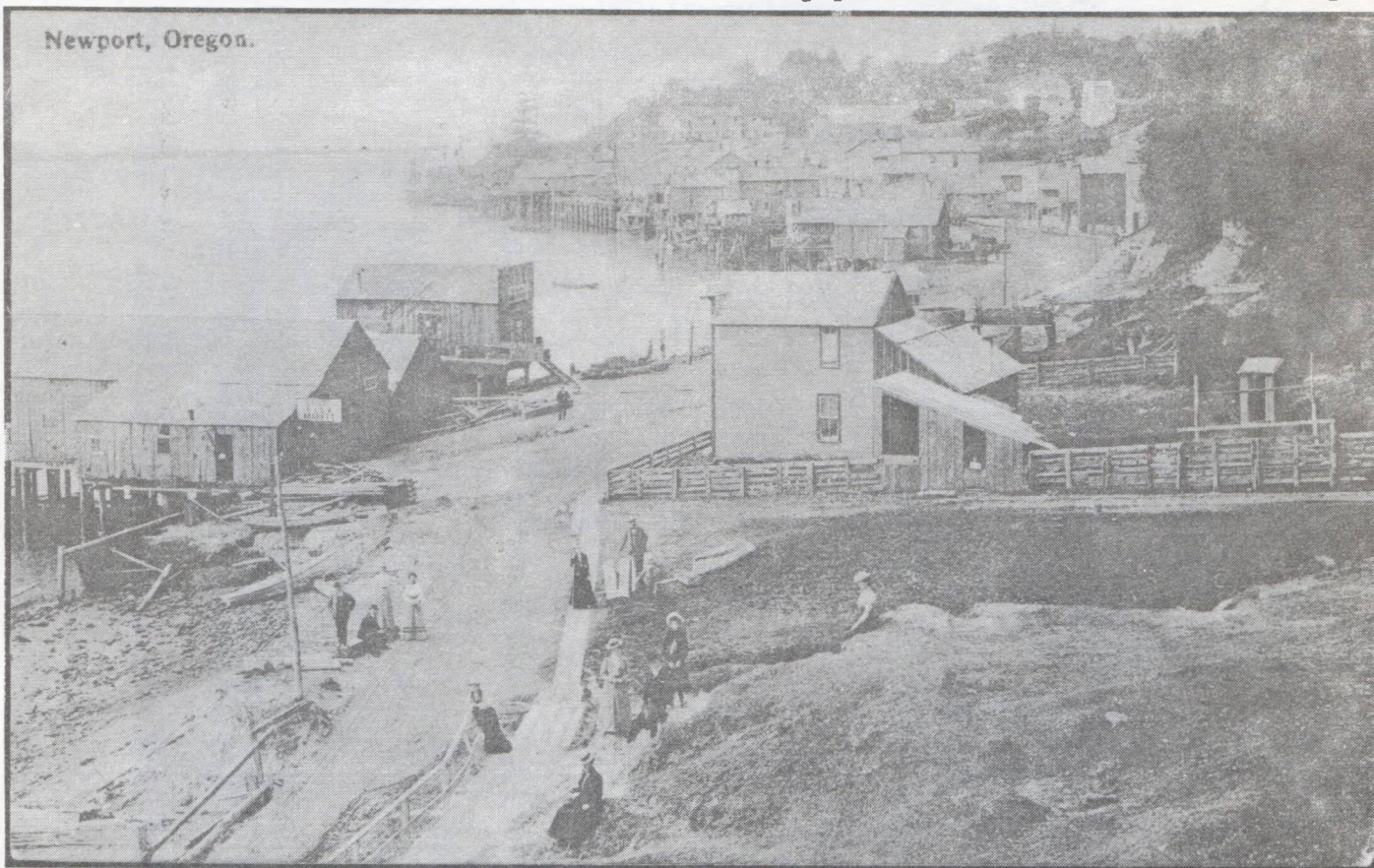
The first census to return a population for Lincoln County as a separate political entity was the Census of

1900. At that time the county had 3,575 residents. The only towns to be returned separately in this census were Newport and Toledo, with populations of 256 and 302 respectively.

Early American settlement was concentrated at Yaquina Bay and east of the bay along the meandering Yaquina River. Newport, Yaquina, Toledo, Newton (later Elk City), and Little Elk (later Eddyville) all received post offices in 1868. Population growth at all of these communities was very slow, and, by 1880, only one of them -- Newport -- was returned separately in the census. The reported population was then 52.

Settlement of Alsea Bay followed in the mid-1870's. The earliest post offices around the bay and along the lower Alsea River were at Drift Creek (later Collins) in 1874, and at Tide-water in 1878.

Siletz, agency for the reservation, was awarded a post office in 1890 to become the first Lincoln County post office north of Yaquina River. Others followed along the Siletz River drainage at Kernville (1896), Roots (1897) and Johnson (1899). No examples of 19th century postmarks are recorded for any



Newport, Oregon, about 1910.



of these northern post offices.

Perhaps not surprisingly our list of known 19th century Lincoln County postmarks is rather short. We document 17 different offices, but many are represented by only one type, and many of these types are known through the existence of a single example. Newport leads the way with eight known postmark

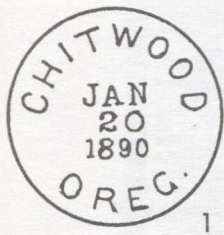
types. It is followed by Yaquina with four, Toledo and Waldport with three each, and Tidewater with two types recorded. Most certainly other 19th century Lincoln County postmarks will come to light, and the author would be most appreciative of any additional information which could be supplied by readers.

# LINCOLN COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO. NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
AXTELL (1891-1903)						
1.		ClENlBBR27	23Mar95		1	Target
BELLAMY (1898-1899)						
1.		ClENlB27.5	26Sep98		1	Target
CHITWOOD (1887-1945)						
1.		ClENlBBR27	20Jan90		1	Target
COLLINS (1876-1881 & 1882-1890)						
1.		ClENlBBR27	8Jul86	28Aug89	3	Target
EDDYVILLE (1888-1892 & 1893-Date)						
1.		ClJNlBBR28	12Mar94		1	Target
ELK CITY (1888-1958)						
1.		ClJNlBBR28	22Mar99		1	Cork
LITTLE ELK (1868-1872, 1873-1888 & 1892-1893)						
1.		ClENlBBR27	17Jul87		1	Target
LUTGENS (1890-1893 & 1897-1917)						
1.		ClENlB27.5	99	24Feb00	2	Target
MORRISON (1894-1900)						
1.		ClDNlBBR28	7Aug96		1	
NEWPORT (1868-Date)						
1.		ClEAlBBR24.5	1Mar(78)	18Dec(84)	7	Cork
2.		C2lENlRRB27	16Jan82	20Oct82	2	Target
3. (1)		ClENlBBR26	19Feb(86)	1Jul87	2	Target
4.		C3lJNlB29	19Aug86b	29Jul89b	10	Wheel of fortune
5.		ClJNlB29	11Aug91	29Aug93	3	Oval w/bars
6.		ClJTlB28	5Jun94		1	Cork
7. (2)		ClJNlB28	25Aug97		1	Cork
8.		ClETlB28.5	29Aug98	7Aug99	2	Cork
NEWTON (1868-1888)						
1.		M	9Aug81		1	Mss
2.		C2lJNlRRB28	4Aug84		1	
ONA (1890-1920)						
1.		ClENlBBR27.5	19Jul95		1	Target
ONEATTA (1876-1877 & 1879-1886)						
1.		M	14Apr80		1	Mss
SALADO (1891-1907 & 1911-1944)						
1.		ClENlBBR28	10Dec91		1	Target



19TH CENTURY LINCOLN COUNTY POSTMARKS



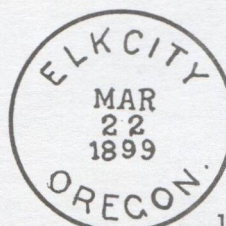
1



1



1



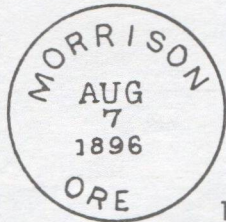
1



1



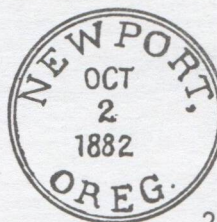
1



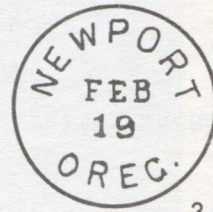
1



1



2



3



4



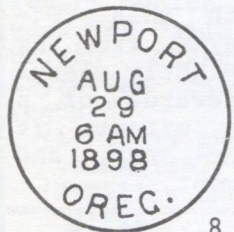
5



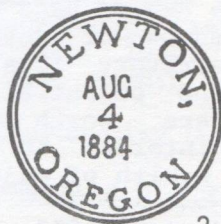
6



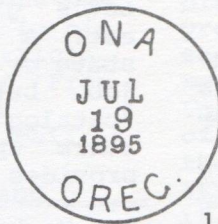
7



8



2



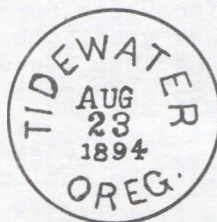
1



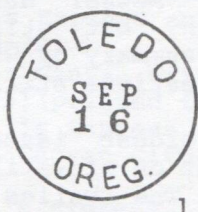
1



1



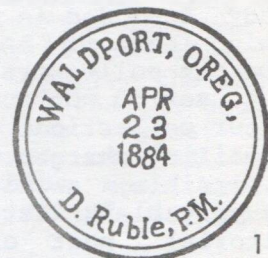
2



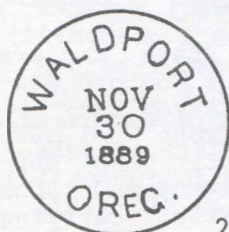
1



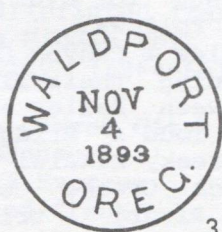
2



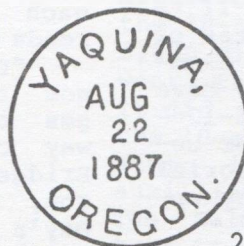
1



2



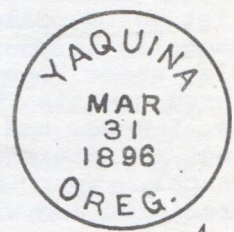
3



2



3



4



TOWN TYPE	NO. NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
TIDEWATER (1878-Date)						
1.		C21JN1RRB32	9Sep80v		1	
2.		ClEN1BBR27	23Aug94		1	Target
TOLEDO (1868-Date)						
1.		ClEAlBBR25	16Sep70	18Jul(80)b	2	Cork
2.		ClJN1B23.5	18Jun85a	13Jul86a	2	Star-in-star
3.		ClJN1BBR26.5	8Aug94		1	Cork
WALDPORT (1881-Date)						
1.		C21E9N1RRB32	16Jan84	27May86	4	Target
2.		ClEN1BBR28	30Nov89		1	Cork
3.		ClEN1BBR27	4Nov93	3May00	3	Target
YAQUINA (1868-1869, 1882-1883 & 1885-1958)						
1.		M	8Jul68		1	Mss
2.		ClJN1B29	18Jun87b	11Apr88b	5	Wheel of fortune
3.		ClEN1BBR27	2Oct90	20Nov90	2	Target
4.		ClEN1B27.5	31Mar96		1	Target

NOTES: (1) Earliest listed has no year date.  
(2) Appears to be Type 6 with date type N1.

Colors: a-aquamarine, or blue-green  
b-blue or bluish  
v-violet, or red-violet



## READER'S CORNER

Ken Stach, 1124 Cinderella, Pam-pa, TX 79065, sends word that he is about to undertake a DAKOTA TERRITORIAL CANCEL CENSUS. Ken reports: "I am requesting that collectors of Dakota Territorial covers and cards supply me a list of their collection for census purposes. I hope to issue the census along with the thousands of cancels already included in my card file in an upcoming issue of LA POSTA to benefit all Dakota collectors. Ideally, I would like a set of photocopies (returnable) of your collection. I will refund any copy/mailling charges. Or, if copies are not possible, a list will suffice. I can supply blank lists of South Dakota Territorial post offices for those collectors who would like to checklist their collections in this manner. If a list is supplied, I would like dates of cancels in your collection. For example, under Blunt, Dakota, you may have three cancels on card or cover: 6-12--84, 5-8-88, and 6-9-90, the latter being a statehood use of territorial cancel. Your help will be greatly appreciated and will benefit us all."

Let's give Ken a hand with this project! A census of postmarks from any state or territory is a mighty large job, but the potential rewards of a "catalog" are worth the effort. It stirs up interest in the area, and provides a wealth of enjoyment.

J. Mark Messer, 4693 Branciforte Dr., Santa Cruz, CA 95065, writes requesting information on the cover illustrated below. Mr. Messer has discovered some information, but still has questions. Here is a summary of what he has found and the questions still to be answered:

The oldest issue of THE DAILY MOUNTAINEER on microfilm in the public library in The Dalles is Vol. V, No. 250 (June 23, 1865). A notice running on the first page of that issue and for each issue for over a year following reads as follows:

"Dalles & Canyon City Stage Co. are now running their line of Concord Stages between Dalles and Canyon City by way of Todd's Bridge, Cross Hollows, Bridge Creek, Alkalai Flat, Camp Watson, Rock Creek, Cottonwood and John Day's River, tri-weekly carrying Wells-Fargo & Co.'s Express. Leaving





PAID/JUN 13/186(3), 33 mm. blue circle ties No.68; 'Coll. 50¢' in pencil ms.

Dalles and Canyon City every Tuesday and Friday morning. Through in three days. Jas. A. Henderson, Agent, Canyon City. Dalles office at Wells-Fargo & Co., Dalles, N. C. Mayhew, agent."

M. C. Nathan lists the following expresses which serviced the route between The Dalles and Canyon City in his WESTERN EXPRESS (Jan 1960) article, "Expresses That Ran Within or From Oregon."

- (1) Dalles and Canyon City U.S. Mail Line (1867)
- (2) Dalles and Umatilla Stage Line (1868)
- (3) Dalles Express Co. (1867)
- (4) Edgar and Burke's Canyon City Express (1865) (printed frank)
- (5) Edgar and Co.'s Express and U.S. Mail Line (1867-72)
- (6) Jones & Edgar's Canyon City Express (1863-65) (printed frank)
- (7) Jones & Rundell's Express (1863)
- (8) Jones Dalles & Canyon City Express (1864)
- (9) Lockwood & Co.'s Express (1867-68)
- (10) C.M. Lockwood's Canyon City Express (1864-68) (printed frank)
- (11) McBean & Co.'s Middle Fork Express, Canon City (1864-65) (printed frank)
- (12) Powder River & Canyon City Express (1859) (manuscript)
- (13) Rundell & Co.'s Express (1862-63) (printed frank)

- (14) Rundell & Jones Express (1863) (printed frank)
- (15) P.A. Strickland's Stage & Express (1864)

Nathan does not indicate in the article whether there are known examples from each (or any) of these expresses, nor does he indicate the source of this listing. He makes no mention of Dalles & Canyon City Stage Co. to which I refer above. Could one of the express companies he lists be the same as the Dalles & Canyon City Stage Co.? More importantly, which one, if any, of the express companies listed by Nathan carried my June 13, 186(3) letter to Mr. Patterson? The fact that the post office in Canyon City was not established until April 23, 1864, in what was then Wasco County, the nature of the address itself, and the unusual "Paid" circular handstamp suggest that some express company carried this piece! (Also, and perhaps most especially, the "coll. 50 cents" in pencil ms.)

The cover has no city-date markings. Origin cannot be determined, but the 10-cent rate was required for over 3,000 miles until July 1, 1863. If it went through the mails, why no CDS? If it did not go through the mails, why the 10-cent franking? The "Paid" handstamp is similar to some Wells-Fargo auxiliary markings. Applied by W-F at The Dalles? Any information or conjecture is very much welcomed.



# Richard W. Helbock

## Mail Auction No. 6

P.O. BOX 135, LAKE OSWEGO, OR 97034

(503) 246-5246

### ALASKA

1. EAGLE, 1907, (Ty3), VF on VF PPC "Front Street, Eagle, Alaska". Nice item. Est. \$25.00
2. FORT LISCUM, 1910 (Ty4), VF on PPC. Est. \$35.00
3. LATOUCHE, 1929 (Ty4), F on photo PPC "Latouche from an Airplane" Est. \$25.00
4. SEWARD, 1909 (Ty3), F-VF on cvr. w/encl. Est. \$20.
5. SITKA, 1912 (Ty17), VF on PPC. Est. \$12.00
6. SKAGWAY, 1915 (Ty11), F-VF on PPC w/mixed franking (2¢ red US + 1¢ Can. War Tax both tied). Est. \$15.
7. SOLOMON, 1905 (Ty1), F-VF Doane socked on nose of #279 on PPC. Scarce marking on early PPC. Est. \$65
8. SEATTLE & KODIAK, 1913 (Ty1) F-VF on slightly soiled PPC. One of only two ex. known. Est. \$50.00
9. SEATTLE & SEWARD, 1940, (Ty11), VF on PPC. Est. \$15

### ARIZONA (Kriege Types for Territorials)

10. GILA BEND, 1910 (Ty9), F-VF on PPC. Est. \$20.00
11. KEAMS CANON, 1913, F-VF on PPC. Est. \$10.00
12. MARICOPA, 1907 (Ty7), Fine cds on PPC. E. \$10.00
13. NAVAJO, 1915, F-VF red 4-bar on PPC. Est. \$10.00
14. PEARCE, 1910 (Ty5 latest), F-VF on PPC. Est. \$20.00

### CALIFORNIA

15. BRIDGE HOUSE, 1908, F-VF cds on PPC. ('01-'18) E. \$15
16. CALEXICO/MILITARY BR., 1916, F-VF duplx on real ph PPC of "Bat. A, OREGON F.M @ Calexico" Est. \$40.
17. CHILES, 1911, VF 4-bar on PPC. ('88-'24) Est. \$10.
18. CORAM, 1911, VF 4-bar on PPC. ('06-'22) Est. \$12.
19. ELLISWORTH, F-VF cds on PPC. ('01-'27) Est. \$10.
20. HIGHLAND SPRINGS, 1909, F-VF 4-bar on PPC. E. \$10.
21. IOAMOSA, 1910, Fine 4-bar on PPC. ('95-'13) E. \$15.00
22. ROGERS, 1908, F-VF 4-bar on PPC. ('97-'09) E. \$25.00
23. WASIOJA, 1907, EXC Doane Ty2 on PPC. ('93-'33) E. \$8

### COLORADO

24. AMES, 1910, VF Doane on real photo PPC "Rotary throwing snow above Butterfly Mine" ('80-'22) E. \$15
25. APISHAPA, 1908, F-VF 4-bar on PPC. ('67-'11) E. \$20
26. BALD MOUNTAIN, 1910, VF duplx on PPC. ('69-'21) E. \$10
27. DOVER, 1911, VF Doane on PPC. (1905-31) Est. \$10.00
28. GAULT, 1910, F-VF cds on PPC. (1900-16) Est. \$25.00
29. HARGISVILLE, 1909, VF 4-bar on PPC. ('08-'15) E. \$40.
30. JANSEN, 1907, Fine (COLO illegible) cds on PPC of Colorado RR scene. (1902-13) Est. \$20.00
31. MIRAGE, 1908, Fine 4-bar on PPC. ('95-'27) E. \$15.
32. THORNBURG, 1914, Fine 4-bar on PPC. (1900-37) E. \$8
33. VALLECITO, 1911, VF 4-bar on PPC. (1901-16 pd) E. \$15

### DAKOTA, NORTH (N) and SOUTH (S)

34. DAK. SOUTH/AGT., (1878), VF cds on worn UX3. E. \$25.
35. ANTELOPE (N), 1907 VF Doane on PPC. ('86-'54) E. \$5.
36. ASHCROFT (S), 1913 VF 4-bar on PPC. ('89-'19) E. \$10
37. BENSON (N), 1909, VF Doane on PPC. (1905-09) E. \$30.
38. BOOGE (S), 1911, F-VF 4-bar on PPC. DPO. Est. \$5.00
39. COLE (S), 1921, F-VF 4-bar on PPC. DPO. Est. \$8.00
40. FARRINGTON (N), F-VF red 4-bar on PPC. (1910-14) E. \$30
41. HARDINGROVE (S), 1912, F-VF 4-bar on PPC. DPO. E. \$8.
42. LEIN (N), 1909, VF Doane on PPC. (1905-14) E. \$25.
43. SWARTWOOD (N), 1913, VF 4-bar on PPC. (1908-21) E. \$10.

### MONTANA

44. BRORSON, 1912, F-VF 4-bar on PPC. (1910-16) E. \$30.
45. CLEAR LAKE, 1912, F-VF 4-bar on PPC. (1911-19) E. \$20
46. COLDSRING, 1907, VF 4-bar on PPC. ('72-'24) also w/BUTTE TRAIN LATE/MAIL DELAYED in oval. E. \$20
47. GRACE, 1912, VF magenta 4-bar on PPC. ('82-'26) E. \$15
48. HOWARD, 1908, F cds on PPC. ('83-'24) Est. \$12.00
49. KNEVILLE, 1911, VF cds on PPC. ('98-'15) Est. \$25.
50. LYTLE, 1905, F (MONT not struck) on PPC. ('01-'21) Message headed "Lytle, Montana". Est. \$10.00
51. MAIDEN, 1909, VF Doane on PPC. ('82-'21) E. \$15.00
52. OMHOLT, 1913, F-VF 4-bar on PPC. (1911-18) E. \$30.
53. TIGER BUTTE, 1909, VF 4-bar on PPC. (1908-12) E. \$40.

### NEVADA

54. AMOS, 1910, F-VF 4-bar on PPC. ('89-'26) E. \$20.00
55. DUCKWATER, 1915, VF 4-bar on PPC. ('76-'41 pd) E. \$10
56. GOODS SPRINGS, 1917, F-VF 4-bar on PPC. ('71-'60) E. \$8.
57. MILLETT, 1907, EXC Doane on PPC. (1906-30) E. \$15.
58. PIOCHE, 1917?, just legible duplx on parcel post stamp, but real photo "Main St, PIOCHE" Est. \$10.

### NEW MEXICO (Dike Types for Territorials)

59. ADEN, 1911, VF purple 4-bar (Ty2) on PPC. E. \$20
60. AMISTAD, 1909, VF 4-bar (Ty1) on PPC. E. \$12.
61. CEDARVALE, 1909, about Fine (Ty1) on PPC. E. \$20
62. MOSQUERO, 1911, F-VF (Ty1) on PPC. Est. \$35.
63. OPTIMO, 1911, VF (Ty1) on PPC. Est. \$45.00
64. VERMEJO PARK, Aug 5 1912, F-VF 4-bar on PPC. Early statehood. Est. \$10.00

### OREGON

65. ALGOMA, 1916, Fine 4-bar on PPC. ('12-'43) E. \$8.
66. DORA, 1908, VF Doane on PPC. ('74-'139) E. \$8.00
67. FREEBRIDGE, 1910, Fine 4-bar on PPC. Est. \$15
68. GARDEN HOME, 1914, F-VF purple 4-bar on PPC. Est. \$10.00
69. HARBOR, 1910?, Fine 1t. Doane on PPC. Est. \$5.
70. HAYCREEK, 1909, F Doane on PPC. ('75-'20) E. \$10.
71. KLONDIKE, 1908, F-VF Doane on PPC. Est. \$8.00
72. MELVILLE, 1909, F-VF cds on PPC. ('91-'22) E. \$12
73. PLUSH, 1917, Fine purple 4-bar on PPC. E. \$5.
74. REX, 1910, F-VF 4-bar on PPC. Est. \$8.00
75. WOODSTOCK, VF 4-bar on PPC. ('91-'12) E. \$15.
76. WRENTHAM, F-VF cds on PPC. (1900-16) E. \$12.

### RAILWAY POST OFFICES (Towle No.)

77. BIGGS & SHANIKO, 1908, F-VF (896.4-A-1) E. \$15
78. EL PASO & BENSON, 1909, F (969.3-C-1) E. \$12.
79. JOSEPH & LA GRANDE, 1922, F-VF. Est. \$15.00
80. MISSOULA & WALLACE/DURA BOWLER, Jun 22 in tiny purple toothed cds ties 2¢ carmine #319 to PPC. Attractive. Est. \$50.00
81. MONTECRISTO & EVERETT, 1909, F-VF on PPC. E. \$25
82. PASCO & VANCOUVER, 1911, VF but overstruck by Portland machine. Still quite nice. Est. \$10
83. SACRAMENTO ST., SAN FRAN., 1904, F-VF cds on PPC. (SF3-Aa). Scarce Cable Car. Est. \$60.
84. SALIDA & ALAMOSA, 1909, about Fine on PPC. E. \$10

### RURAL FREE DELIVERY (Richow Types)

85. AUSTIN/OHIO, 1908 (Ty1 #1) VF on PPC. E. \$8.00
86. COZAD, NEB., 1910 (Ty8BB) F-VF on PPC missing small 1/8" strip @ top. Still nice. E. \$25.00
87. SACRAMENTO/CAL., 1908 (Ty2F) VF on PPC. E. \$10
88. VERDON/S. DAK., 1908, (Ty2F) F-VF on PPC. E. \$15
89. WOODLAND RUR. STA. FRAZEE, MINN., 1911, F-VF unl. 4-bar partly overstruck w/Salem flag. On PPC. Est. \$20.00
90. SPOKANE (YARDLEY RUR. STA), WASH., 1915, F-VF on PPC. Est. \$30.00

### WASHINGTON

91. BREMER, 1908, F-VF 4-bar on PPC. ('90-'23) E. \$10
92. BRISTOL, 1911, VF 4-bar on PPC. (1906-12) E. \$30
93. CRONIN, 1909, VF 4-bar on PPC. (1907-12) E. \$35
94. DEWEY, 1910, VF 4-bar on PPC. ('98-'18) E. \$15.
95. MANZANITA, 1910, F-VF cds on PPC. (1900-27) E. \$10
96. MC CORMICK, 1909, VF 4-bar on PPC. ('99-'29) Est. \$10.00
97. PLAINVIEW, 1909, light readable 4-bar on PPC. Very scarce PO (1905-10). Est. \$15.00
98. YALE, 1908, VF 4-bar on PPC. (1900-42) E. \$5.

### WYOMING

99. BIGTRAILS, 1910, VF cds on PPC. ('98-'42) E. \$8.
100. BIRDSEYE, 1910, VF Doane on PPC. (1906-13) Est. \$35.00
101. DALE CREEK, 1908, F-VF Doane on PPC w/light creases. Est. \$20.00
102. FARRALL, 1912, F-VF cds on PPC. ('94-'28) E. \$15
103. KEYSTONE, 1907, Fine light Doane as rcv'ing mark on card from Norway. (1889-1910) E. \$10
104. LESLIE, 1908, F-VF Doane on PPC. (1904-09) E. \$35
105. LOST SPRING, 1908, VF 4-bar on PPC. Est. \$5.
106. MONARCH, 1907, F-VF 4-bar on UX18. Est. \$8.00
107. RAYMOND, 1915, VF 4-bar on PPC. (1907-16) E. \$30

### SHIPS (Classic Era, all on PPC)

108. U.S.S. RECEIVING SHIP AT PUGET SOUND, 1918, F-VF 4-bar. Est. \$15.00
109. U.S.S. CALIFORNIA, 1912, VF on Japanese PPC Message says in Honolulu. Est. \$15.00
110. U.S.S. NEW HAMPSHIRE, 1909, VF 4-bar. E. \$12.
111. U.S.S. SOUTH CAROLINA, 1911, VF blue 4-b E. \$12

All lots sold at a slight advance over 2nd high bid. Minimum bid: \$2. Buyers pay mailing costs. Photo copies sent for SASE. Improperly described lots returnable within 10 days. Prices realized will be sent to successful bidders. Phone bids accepted up to hour of closing.

BIDS CLOSE: September 30, 1983 (10 PM Pacific)



## RESEARCH IN PROGRESS: ANACHRONISMS

By Richard W. Helbock

Our trusty dictionary defines an anachronism as "a person or thing that is chronologically out of place". To put it another way, it might be said that an anachronism was something that was out of its time. As collectors, we have all run across postmarks which appear to be out of their time. Sometimes we can explain their existence by noting them as a late usage of a postmarking device which was in use at an earlier time. Perhaps the postmaster or clerk misplaced the current postmarker, and simply picked up the old device from its dusty resting place to cover the loss. In some cases an old postmark has been resurrected for a special occasion or favor. These are understandable situations. They present no real mystery.

Late usage of equipment from an earlier time does not explain all the anachronisms we find among our postmarks. Some examples appear to have been struck with postmarking equipment which has no prior history of use. These are the anachronisms of interest, and these are the postmarks about which I seek your help.

A bit more preamble would appear in order. One of my two great postal history loves is the State of Oregon. Like many of you, I collect everything I can find postmarked at the offices of my state. Nineteenth century, twentieth century, DPOs, RPOs, flag cancels, rural stations, RFDS and obsolete postmarks, it doesn't matter; if its from an Oregon town, I'll collect it. A year or so ago, while rummaging through a box of post cards at a flea market, I came across a card postmarked ORENCO, Oregon. Now, Orenco is not a particularly scarce DPO, being one of the many converted to a rural station in the mid-1950's, but the price was right, and there was something odd looking about the postmark. I tossed it into the buy pile, and continued sorting. When I got it home, I gave it the shoebox treatment, and forgot all about it.

Weeks, perhaps months, later I came across this card again during one of my infrequent periods of close scrutiny. The postmark was a bit blurry, but clearly read "ORENCO" in a cds about 30 mm. in diameter. What struck me as odd was the killer. This card dated from 1913, and the killer was clearly a fancy circular design which

is commonly called a "wheel of fortune." "Ah Ha", I thought, "this must be an old 1880's or 1890's killer that the Orenco postmaster had revived for some reason." Naturally, I looked up Orenco to determine its dates of operation, but was dismayed to see that the post office was listed as being established in 1909. "Ah ha", I thought again, "I've caught you red-handed, Helbock, in a bald-faced goof." (You see, its not only readers who enjoy catching authors with their errors in print. Authors enjoy catching themselves).

The next step was to do a double check, and sure enough Orenco really was established in 1909. It was a railroad station on a line built then, and there was absolutely no evidence of an earlier post office of that name. Even if there had been, it would be tough to explain how an old postmark of theirs would be in use at Orenco in 1913. Truly perplexed, I put the card away (more carefully this time), and tried not to think about it.

Months later, I was surprised to discover another Oregon town using a "wheel of fortune" killer during the 20th century. This time it was Wheeler, and the example dated from 1917. Shortly after finding one example of this Wheeler "wheel", Randy Stehle turned up a second one for me. Further, I then recalled seeing a few other odd 20th century postmarks in times past. No longer could I ignore the evidence. In a time of increasingly uniform postmark styles, some post offices were using designs reminiscent of the 1880's. I began to search for such oddities; not just from Oregon, but from anywhere to attempt to learn how commonly they occurred.

After four to six months of looking at many thousands of cards and covers, and relying on a few friends to do the same (notably Randy Stehle and John Williams), I have come to some tentative conclusions, but am left with many nagging questions. Hence, this plea for help.

The best documentation I've found on any of these 20th century postmarks which mimic designs of an earlier time is that done by Frederick Langford on the handstamp flags in his FLAG CANCEL ENCYCLOPEDIA. Langford lists and illustrates five different styles of handstamp flags, some of which were used contemporarily with machine flags and are therefore not strictly speaking anachronisms, from over 100 towns. I have found no documentation of the



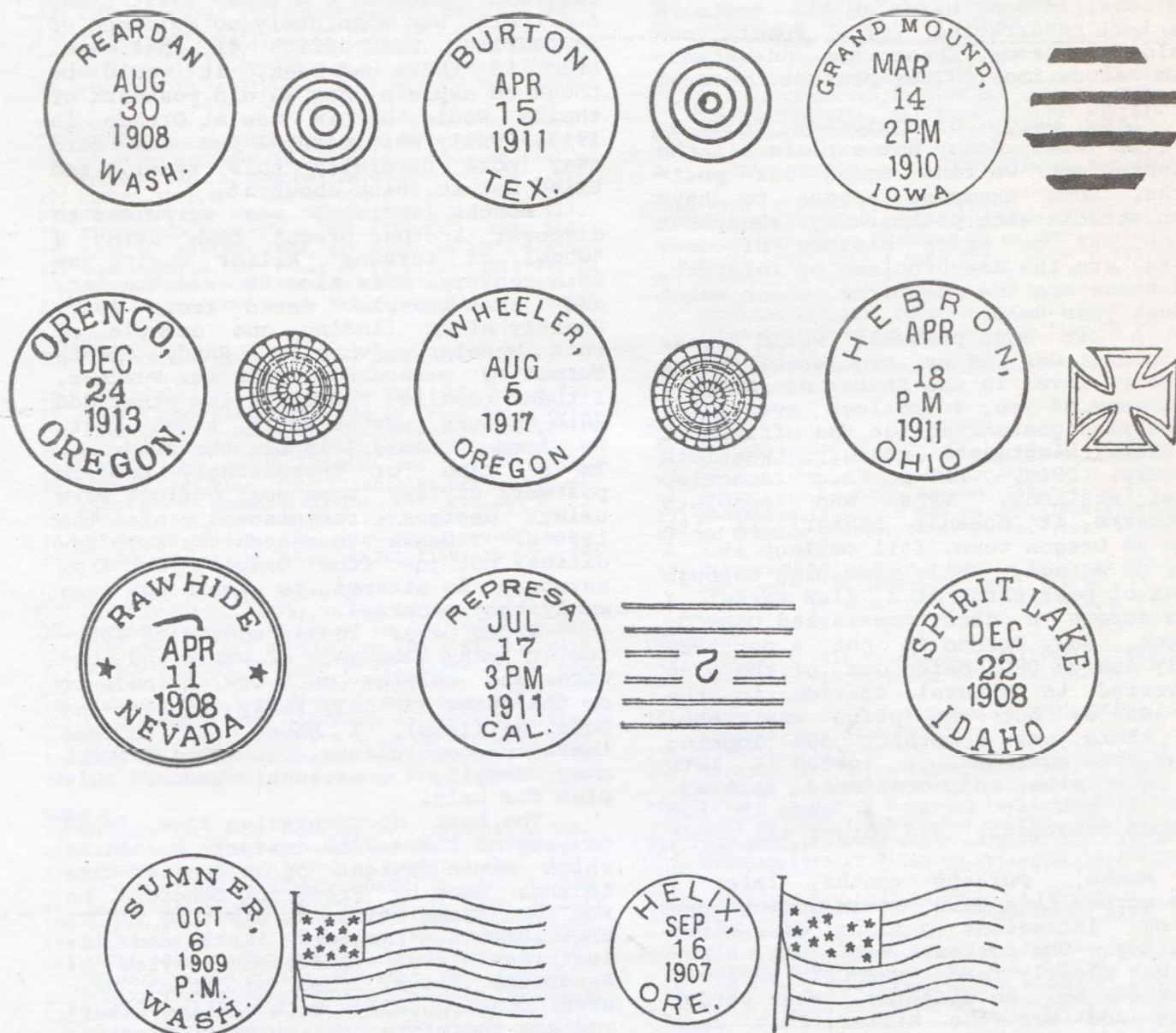
various other anachronism designs, but am hopeful that some indication of manufacturers, patents, etc. might eventually be found.

In the meantime, I am beginning herewith a census, one of the tried and true techniques of gathering postmark information. Please examine the illustrations set forth with this research request. If you've seen postmarks which appear similar to any of these, or for that matter other examples of these illustrated towns which might help me determine dates of use ranges, please drop me a note, or better yet, an il-

lustration. If information is forthcoming, I will publish results in LA POSTA. Such a census may not answer the question of why postmarks of this type were used in a period of increasing standardization, but at least we should have a better idea of how widespread their use was and a notion of the variety of designs in use.

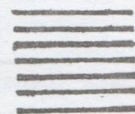
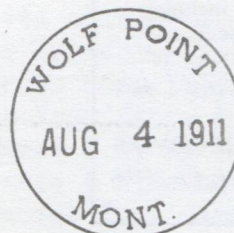
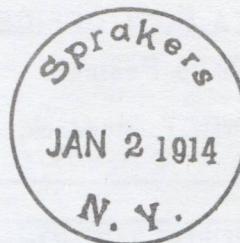
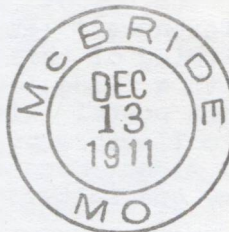
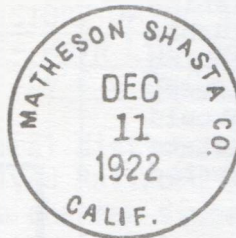
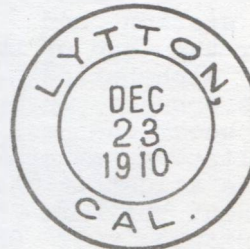
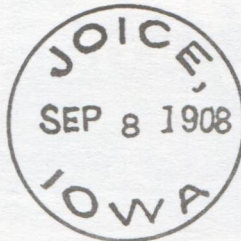
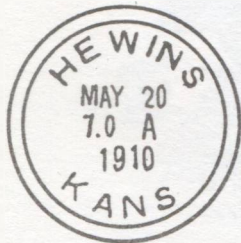
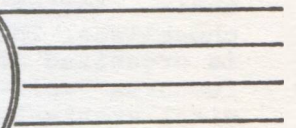
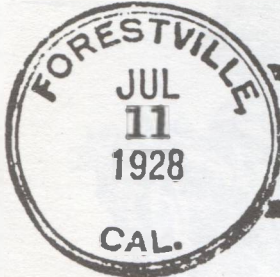
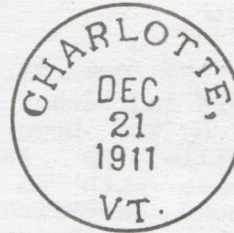
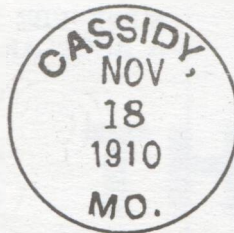
Let me thank you beforehand for any assistance you might be able to give my request.

Richard W. Helbock, P.O. Box 135,  
Lake Oswego, OR 97034



# ANACHRONISMS







## BOOKS IN REVIEW

**NORTH DAKOTA POST OFFICES, 1850-1982**  
By Alan H. Patera and John S. Gallagher. Published by The Depot, P.O. Box 202, Burtonsville, MD 20866. Cloth bound, 188 pages with an additional 20-page card-bound checklist. Available from the publisher at \$20.00 postpaid.

Patera and Gallagher have done another outstanding job in continuing their series of state post office checklists. The main body of the work is organized on a county basis, and features well-executed locator maps, vital statistics of the post offices and a listing of first postmasters for each office.

Introductory pages discuss the historical development of North Dakota and the research methods employed. A listing of station and branches is provided near the end of the book, and the 14-page alphabetical listing of post offices appears in both the main body of the book and as a separately bound checklist. A number of interesting half-tone illustrations are scattered throughout the text.

**NORTH DAKOTA POST OFFICES** is a highly recommended addition to the postal history library. It continues a tradition of The Depot in publishing reliable references at affordable prices. The timing of this book, coming as it does with a widening of interest in North Dakota postal history, should benefit both collectors of that state and others who might become interested in adding a new specialty.

**NORTH DAKOTA POST OFFICES, 1850-1982**

**\$20.00 Postpaid**

**GORDON TWEDT, Maddock, ND 58348**

### PUBLIC AUCTIONS

Public auction sales are held bi-annually in conjunction with Cover Expo at the Anaheim Sheraton in California. Our auction includes a large postal history section. The sellers commission is only 10%.

For consigning material or for a Free catalog please write:

**WESTMINSTER STAMP & COVERS**

Box 1427

Bellflower, CA 90706

(213) 920-7561

**SUBSCRIBE TO LA POSTA/THE SECOND SECTION  
A REGULAR SUBSCRIPTION IS JUST \$10.00**



### LA POSTA ADVERTISING RATE SCHEDULE

Column inch (1 inch X 3 3/8 inches)..... \$5.00

Quarter page (4 1/8 X 3 3/8 inches)..... \$20.00

or  
(2 X 7 1/4 inches)..... \$20.00

Half page (4 5/8 X 7 1/4 inches)..... \$45.00

or  
(9 1/4 X 3 3/8 inches)..... \$45.00

Full page (9 1/4 X 7 1/4 inches)..... \$100.00

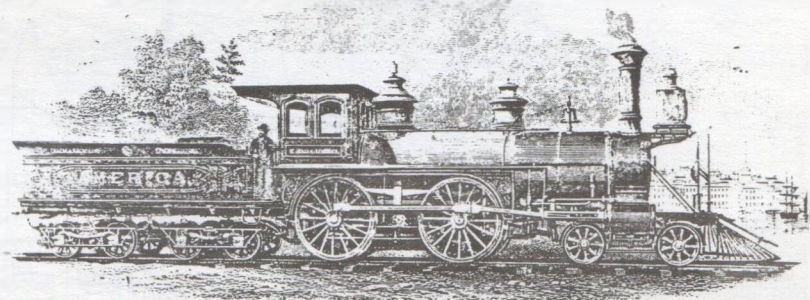
Above prices apply to camera ready copy only. Type setting is available at \$5 per column inch. A \$25 surcharge will be charged for typing Full page auctions; a \$15 surcharge for Half page. Please send auction copy neatly printed or in typed form.

For additional details, write or call: LA POSTA, P.O. Box 135, Lake Oswego, OR 97034. Phone (503) 246-5246.



# THE SECOND SECTION

TRAIN NO. 3



THE CENTENNIAL LOCOMOTIVE

RAILPOST HISTORY OF THE LONG ISLAND R.R.  
Section I - Main Line and Branches  
by C.L.Towle

The Long Island R.R. has several distinctive points of interest to the student. Firstly, It is the longest-lived Railroad Company now operating in the United States, having been under the same charter since April 24, 1834. It is also the only major railroad depending primarily during its existence upon passenger transportation for the major portion of its revenue and finally, was built to serve as a rail and steamboat link between New York and Boston, only to spend almost all its existence hauling suburban dwellers to and from their jobs and vacationers to and from the famous sand beaches of Long Island, with only minimal freight traffic at best.

Chartered even before the Long Island R.R., The Brooklyn and Jamaica R.R. was incorporated in New York April 25, 1832. It built a line of track from South Ferry at Atlantic St. and the East River, along Atlantic St. to Flatbush Ave., thence on private right-of-way to Jamaica, a distance of 11 miles. It was leased upon opening, April 18, 1836, by the Long Island R.R. In May 1861 the Long Island R.R. gave up its lease when the City Of Brooklyn passed a law banning steam locomotives from the city area. The Brooklyn and Jamaica continued as a horse car line until 1874 when it ceased its operations.

The Long Island R.R., meanwhile, under its charter had rights to build from Brooklyn to Greenport, about 95 miles, with a branch to Sag Harbor. It was to provide a rail line to Greenport, steamboats across Long Island Sound to Stonington, Conn., where a connection was to be made with Providence & Stonington R.R. north to Providence, and thence by Boston & Providence R.R. to Boston. This was a most ambitious scheme considering that the Providence & Stonington R.R. had been working in close relationship with the Stonington-New York overnight passenger steamboat line ever since 1838, the year after its completion. Perhaps the Long Island R.R. promoters envisioned the route as a day time passenger service with lunch while crossing Long Island Sound on an enjoyable steamboat interruption, but what-







ever the original idea, the competition in the New York-Boston passenger trade at the time was awesome- with some five other possible routes for the passengers.

Construction proceeded slowly at first due to the usual financial troubles, but soon picked up momentum. The sections were completed as follows:

March 1837 - Jamaica-Hicksville - 14 miles

July 4, 1839 - First service Brooklyn-Hempstead

Oct. 15, 1841 - Hicksville - Farmingdale - 5 miles

March 14, 1842 - Farmingdale - Deer Park - 7 miles

June 24, 1842 - Deer Park - Thompson - 5 miles

July 14, 1842 - Thompson - Suffolk - 2 miles

June 26, 1844 - Suffolk - Yaphank - 15 miles

July 29, 1844 - Yaphank - Greenport - 36 miles

Mail contracts followed completion closely with first contract Brooklyn-Hicksville March 1, 1837 and New York to Greenport July 27, 1844. First contracts were naturally closed pouch, as were probably the steamboat connection contracts which followed:

Route 806- 1844-Greenport, N.Y.-Stonington, Conn.-Allyns Point, Conn.  
28½ miles, 6 trips

Route 806- 1845-Greenport, N.Y.-Stonington-Norwich, Conn. 35 miles, 6 trips  
1847 - Steamboat route dropped probably due to competition from the Boston-Springfield-New Haven rail line and the New York-New Haven steamboats. It is likely that the 'RAIL R.' agent marking in red was used on the Long Island R.R. portion of this short-lived Brooklyn-Boston route, from time when first agent was appointed Nov. 2, 1844, until possibly as late as Oct. 3, 1847. A lengthy discussion of this route is contained in Calvet Hahn's article "The LIRR's Brief Fling as an Interstate Mail Carrier" on pages 21-26 of the Spring-Summer Issue 1982 of the Long Island Postal History Society Bulletin.

An 1845 Annual Report of the Long Island R.R. shows an investment in three steamboats for the Long Island Sound service-the "New Haven", "Cleopatra" and the "Worcester". Mr. Hahn's article gives further details on these boats.

Incidentally the steamboat route Greenport-Stonington and the New York-Greenport line of the Long Island R.R. carried the same contract number-No. 806.

An unusual note from the Archives under Norwich & Worcester R.R. specifies payment of \$75 per trip to Norwich & Worcester R.R. for Allyns Point-Greenport and similar payment of \$75 per trip to Long Island R.R. for Greenport-New York trips on July 4, 1847; Sept. 17, 1847 and Oct. 3, 1847 of the U.S. Express Mail European Mail. This could have resulted from arrival time of Cunard Line boats at Boston causing operation of special day trips via Worcester, but in any event they were probably the last trips made through via the Greenport route.

The first locomotives built for the Long Island included the 'Ariel', built by Baldwin in 1836 with one pair of 54 inch drivers, and the 'Post Boy' built by Seth Wilmarth of South Boston. Among the many stories of the Long Island's eccentricities is that the first two locomotives managed to have a head-on collision. The third locomotive, the 'Hicksville' built by Locks and Canals Co. of Lowell, was one of the first in the country to have a steam whistle. There were 51 locomotives built up to the time of the first merger including such odd names as 'Taglione' (after a European dancer), 'Fanny', 'Little', 'Ruggles', 'Orient', 'Nebraska', 'Phoenix', 'Fred' and the 'Horace Greeley'.

Of interest in connection with early postmarks is the appointment and duration of route agents in the period before 1861, which we are now able to present for the first time. The first route agent George W. Smith had his run extended into New York for \$30 per month extra. He also had jurisdiction over two stage connections- Route 816a from Hicksville Depot to Commack, and Route 816b from Medford Depot to Port



Jefferson. Mr. Smith had an unusually long career for an early route agent. A most interesting letter from the 3rd Asst. Postmaster-General Sept. 22, 1845 to President Fiske of the Long Island complained that George Smith's mail car was left off the train and he was not able to distribute mail between Brooklyn and Farmingdale in consequence of not having any room. This would not faze regular Long Island riders at all.

Early route agents on New York-Greenport route were as follows:

George W. Smith Nov. 2, 1844-Dec. 31, 1850	Samuel Homan Oct. 7, 1847-Aug. 16, 1848#
J. R. Limonson Jan. 1, 1851-Sept. 6, 1853	R. W. Smith Jr. Aug. 21, 1848-Nov. 10, 1849
George W. Smith Sept. 6, 1853-June 7, 1859#	George Durand Nov. 10, 1849-June 8, 1853
Hubbard Corwin June 7, 1859-Apr. 1, 1861	John E. Smith June 8, 1853-Nov. 7, 1856#
Elias H. Smith- Apr. 1, 1861 - 1865	Jeremiah Wilbur Nov. 7, 1856-Apr. 10, 1861
(Note- #-Deceased)	William Willcox Apr. 10, 1861 - 1863

A reference to 'Nuggets from the Postal Archives' in this issue will show that Harnden & Co. never handled the U.S. Mail via the Greenport route.

Annual rates of pay were \$230 until June 30, 1845, \$500 until 1853, \$600 in 1853-1855 period, raised to \$700 Feb. 1, 1855. Contract numbers of route were 818 in 1843, 806 from 1844 to 1852, 1008 from 1853 to 1856 and 1007 until 1861. From 1844 until 1857 and in 1861 route was specified as New York-Greenport, while from 1858 to 1860 it was specified as Brooklyn and Greenport.

On May 9, 1861 the Long Island R.R. opened a new line from Jamaica to Hunters Point, 11 miles, to operate its trains to the East River in place of Brooklyn and Jamaica R.R., which was banned to steam locomotives by action of City of Brooklyn.

The Greenport-New York mail run had very few changes over the years. After the early period it continued as Greenport & New York Agt. until it was changed to Greenport and New York R.P.O. Aug. 1, 1882. The R.P.O. operation continued until June 18, 1965 with many types of R.P.O. markings being employed over the years.

The first branch line of the Long Island R.R. built by the parent company was the North Shore or Port Jefferson Branch. Construction of this branch was as follows, with construction companies shown:

- July 3, 1854 Hicksville-Syosset 4.2 miles-Long Island R.R.
- Dec. 1867 Syosset - Northport 10 miles - Long Island R.R.
- Jan. 13, 1873 Northport -Pt. Jefferson 19 miles-Smithtown & Port Jefferson R.R.
- Spring 1895 -Port Jefferson - Wading River, 11.2 miles, North Shore Branch #2
- The 10½ mile branch to Wading River was abandoned in 1938.

This 44 mile line along the north shore of Long Island had quite a few markings employed during its 96 year existence as a mail route with agent or clerk service:

Route Agent runs on this line were:

Northport & Hicksville Agt. 1869-1876 ( Has not been found to date)

Pt. Jefferson & Hicksville Agt. 1876-Aug. 1, 1882

Railway Post Office clerk runs were as follows

Pt. Jefferson & Hicksville RPO Aug. 1, 1882- Mar. 15, 1883 (Not Found to date)

Pt. Jefferson & Long Island City R.P.O.-Mar. 15, 1883-Jan. 5, 1889 (Not found t.d.)

Echo & Long Island City R.P.O.-Jan. 5, 1889 - Dec. 2, 1895

Wading River & Long Island City R.P.O. Dec. 2, 1895 - 1914

Wading River & Jamaica R.P.O. 1914 - Jan. 22, 1915

Wading River & New York R.P.O. Jan. 23, 1915 - May 7, 1918

Port Jefferson & New York R.P.O. May 7, 1918 - July 1, 1928

Wading River & New York R.P.O. July 1, 1928 - Oct. 25, 1928

Port Jefferson & New York R.P.O. Oct. 25, 1928- June 18, 1965

cont.



The second branch of the original Long Island R.R. Company to be constructed was the Oyster Bay branch which was (and is) strictly a suburban line. Construction of this branch, with construction companies, was as follows:

1864 - Mineola - Glen Head - 6 miles - Long Island R.R.Co.

1868 - Glen Head - Glen Cove - 3 miles - Long Island R.R. Co.

Oct.30,1871 - Glen Cove - Locust Valley - 1 mile -Long Island R.R.

Jun.25,1889 - Locust Valley-Oyster Bay - 4 miles -Oyster Bay Extension Co.

Route Agent and Railway Postal Clerk runs on this branch were as follows:

Locust Valley & Mineola Agt. 1876-1877 -Marking not located to date.

Oyster Bay & Long Island City R.P.O.-Oct.15,1891-Jan.22,1915

Oyster Bay & Jamaica R.P.O. - 1914 - Existence uncertain.

Oyster Bay & New York R.P.O.- Jan.22,1915 - Aug.31,1955

The final extension constructed by the parent Long Island R.R. Company was completed May 1870 and fulfilled part of the original charter. Building South from Manorville to Eastport, and thence east along the empty sandy south shore - now a fashionable summer residential area- with such spots as Speonk, Westhampton, Quogue, Shinnecock, Good Ground, Southampton, Bridgehampton to the town of Sag Harbor- once one of the most important whaling ports on the East Coast of the United States. The four mile spur to Sag Harbor was abandoned in 1939.

Two examples of the first route agent marking from this route were recently found on ragged old letters written from Eastport. The marking had the erroneous spelling of Sag Har. & Maror Agt. The Sag Harbor and Manor(ville) Agt. was apparently used from about 1876 until 1881, when completion of South Shore line to Eastport from Patchogue, June 1881, changed train operations extensively.

In our next issue we will complete the subsidiary railroad companies added to the Long Island R.R. system after the first reorganization.

#### Postal Markings (See Next Page)

#### Catalog No.

112-L-1	RAIL R. -Straight Line -Red - 1846
112-A-1	L I RAILROAD NY 5 - 28½-21½ mm. Double Circle -Red -1847-51
112-A-2	L I RAILROAD NY 5 cts - 29-19½ mm. Double Circle - Red- 1847-51
112-A-3	L I RAILROAD NY 10 - 28-20 mm. Double Circle - Red - 1847-51
112-B-1	LONG ISLAND RR - 33½ mm. - Red, Black, Ultramarine , 1847-61
112-B-2	LONG ISLAND RR - 33½ mm. - Black , 1851-57
112-C-5	R.R.L.I. - Manuscript - 1858
112-C-1	24 x 13 negative rectangle, Black, 1860's
112-C-2	negative fancy circle, Black, 1860's, TAT for A.J.Tattersall, route
112-C-3	15½ x 9½ straight line, Black, 1860's / agent
112-C-4	22 x 15½ negative rectangle, Black, 1860's
112-D-1	LONG ISLAND R.R. 24½ mm., Black, 1872
112-E-1	L. ISLAND R.R., 26 mm. , Black, Banknote
112-F-1	GREEN. (&) N.Y. AGT. 25½ mm. Black, 1878, partial
112-K-1	GREENPORT & N.Y.AGT. 26 mm. Black, Banknote
112-H-1	HICK. & PORT JEFF. AGT. 26 mm. Black, Banknote
112-I-1	PT.JEFF. & HICKS. AGT. 27 mm., Black, 1884
112-J-1	PORT (JE)FF & HICKS.AGT. 26 mm. ,Black, 1880, partial
112-I-2	PT.JEFF. & HICKS. AGT. 27½ mm. , Black, 1884
112-AC-1	SAG HAR. & MAROR. AGT. 26 mm., Black, Error, 1877
112-G-1	GREENPT. & N.Y. R.P.O. 26 mm., Black, 1884

cont.

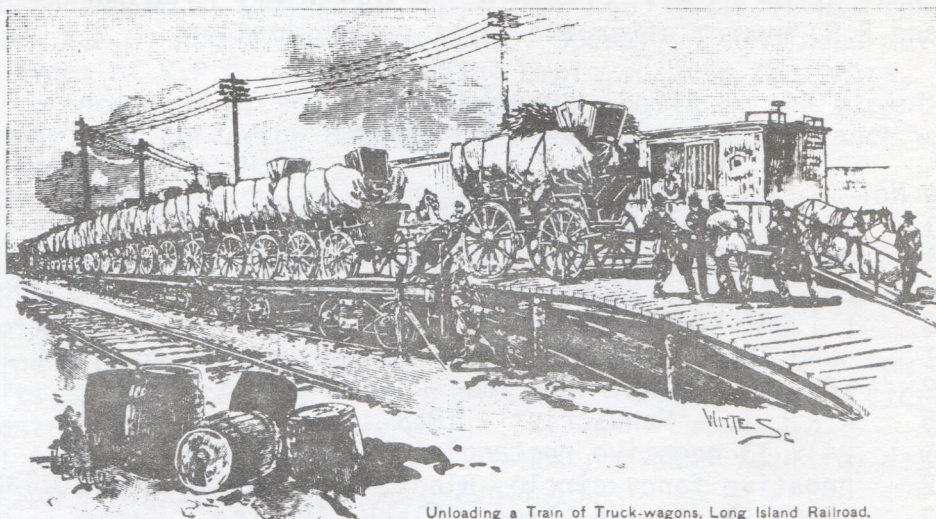


## Postal Markings

## Continued

112-N-5 GREENPORT & N.Y. R.P.O. 28½ mm. BLACK, 1887, P.M.-East  
 112-N-1 GREENPORT & N.Y.R.P.O. 28½ mm. Black, T.N., 1892, 1904, 05, 06  
 112-N-6 GREENPORT & N.Y.R.P.O. 29 mm., Black, T.N., 1909  
 112-N-7 GREENPORT & N.Y.R.P.O. 29½ mm., Black, T.N., 1930  
 112-N-2 GREENPORT & N.Y.R.P.O. 30½ mm., Black, T.N., 1956  
 112-N-3 GREENPORT & N.Y.R.P.O. 30½ mm., Black, T.N., 1957  
 112-N-4 GREENPORT & N.Y.R.P.O. 29½ mm., Black, T.N., 1965 (Last Trip)  
 112-M-1 ECHO & L.I.CITY R.P.O. 26½ mm., Black, 1890's  
 112-Z-1 WADING RIVER & L.I.CITY R.P.O. 27 mm., Black, 1897  
 112-AA-1 WADING RIV. & L.I.CITY R.P.O. 29½ mm., Black, T.N., 1903, 06, 10  
 112-AA-2 WADING RIV. & L.I.CITY R.P.O. 30 mm., Black, T.N., 1911  
 112-AD-1 WAD.RIVER & L.I.CITY R.P.O. 29½ mm., Black, T.N., 1912  
 112-Y-1 WADING RIVER & JAMAICA R.P.O. 30 mm., Black, T.N., 1915  
 112-AB-1 WADING RIVER & N.Y. R.P.O. 30½ mm., Black, T.N., 1915, 17  
 112-AB-2 WADING RIVER & N.Y. R.P.O. 30 mm., Black, T.N., 1917  
 112-R-1 PORT JEFF & N.Y. R.P.O. 30 mm., Black, T.N., 1931, 1935  
 112-T-1 PT.JEFF. & N.Y.R.P.O. 30 mm., Black, T.N., 1939, 1944  
 112-T-2 PT.JEFF. & N.Y. R.P.O. 30½ mm., Black, T.N., 1956, 1965 (Last Trip)  
 112-O-1 OYSTER BAY & LONG I.CITY R.P.O. 29½ mm., Black, 1905  
 112-P-1 OYSTER BAY & L.I.CITY R.P.O. 30½ mm., Black, 1910  
 112-Q-1 OYSTER BAY & N.Y.R.P.O., 30½ mm., Black, 1913, 17, 36  
 112-Q-2 OYSTER BAY & N.Y.R.P.O., 28½ mm., Black, T.N., 1934, 44, I

\*\*\*\*\*



Unloading a Train of Truck-wagons, Long Island Railroad.

## MOBILE POST OFFICE SOCIETY

LATEST ----- RFD1 - Box 91 - Contoocook, N.H. 03229 ----- PUBLICATIONS

STREET CAR RPO SERVICE IN CHICAGO (Mason) \$6.00 Postpaid

U.S. TRANSIT MARKINGS CATALOG VOL. IV (Towle) \$4.00 Postpaid

(Transfer Clerk and Transfer Office Markings-Looseleaf)

THE TRAVELING POST OFFICES OF CHILE (Vamos) \$5.00 Postpaid

THE TRAVELLING POST OFFICES OF EGYPT (Smith) \$6.00 Postpaid



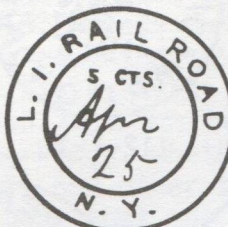
RAILPOST HISTORY OF THE LONG ISLAND R.R.  
 ROUTE AGENT AND R.P.O. MARKINGS OF THE ORIGINAL LONG ISLAND R.R. AND ITS BRANCHES

RAIL R.  
5

112-L-1



112-A-1



112-A-2



112-A-3



112-B-1



112-B-2

R R L I

112-C-5

LIRR

112-C-1



112-C-2

LIRR

112-C-3

LIRR

112-C-4



112-D-1



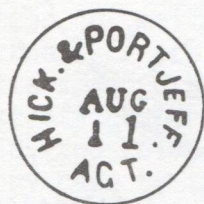
112-E-1



112-F-1



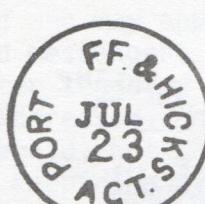
112-K-1



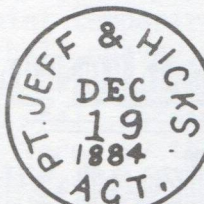
112-H-1



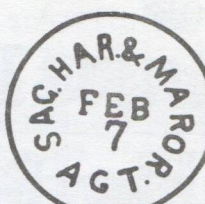
112-I-1



112-J-1



112-I-2



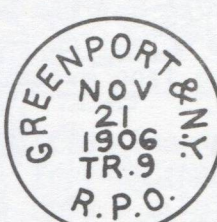
112-AC-1



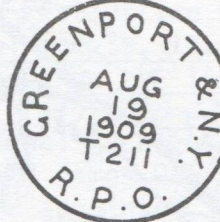
112-G-1



112-N-5



112-N-1



112-N-6



112-N-7



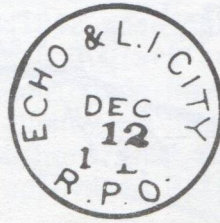
112-N-2



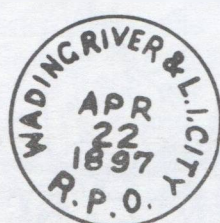
112-N-3



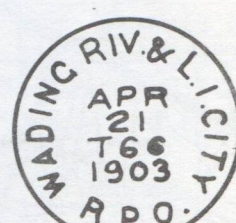
112-N-4



112-M-1

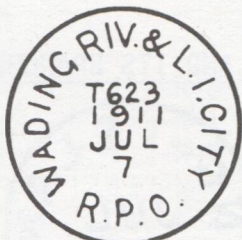


112-Z-1



112-AA-1





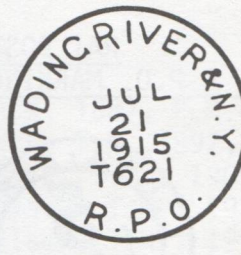
112-AA-2



112-AD-1



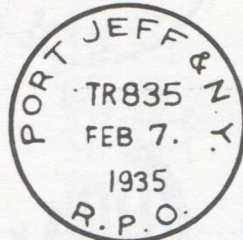
112-Y-1



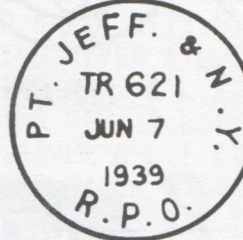
112-AB-1



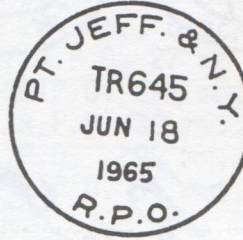
112-AB-2



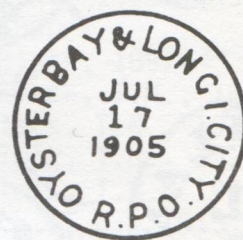
112-R-1



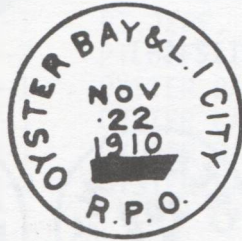
112-T-1



112-T-2



112-O-1



112-P-1



112-Q-1

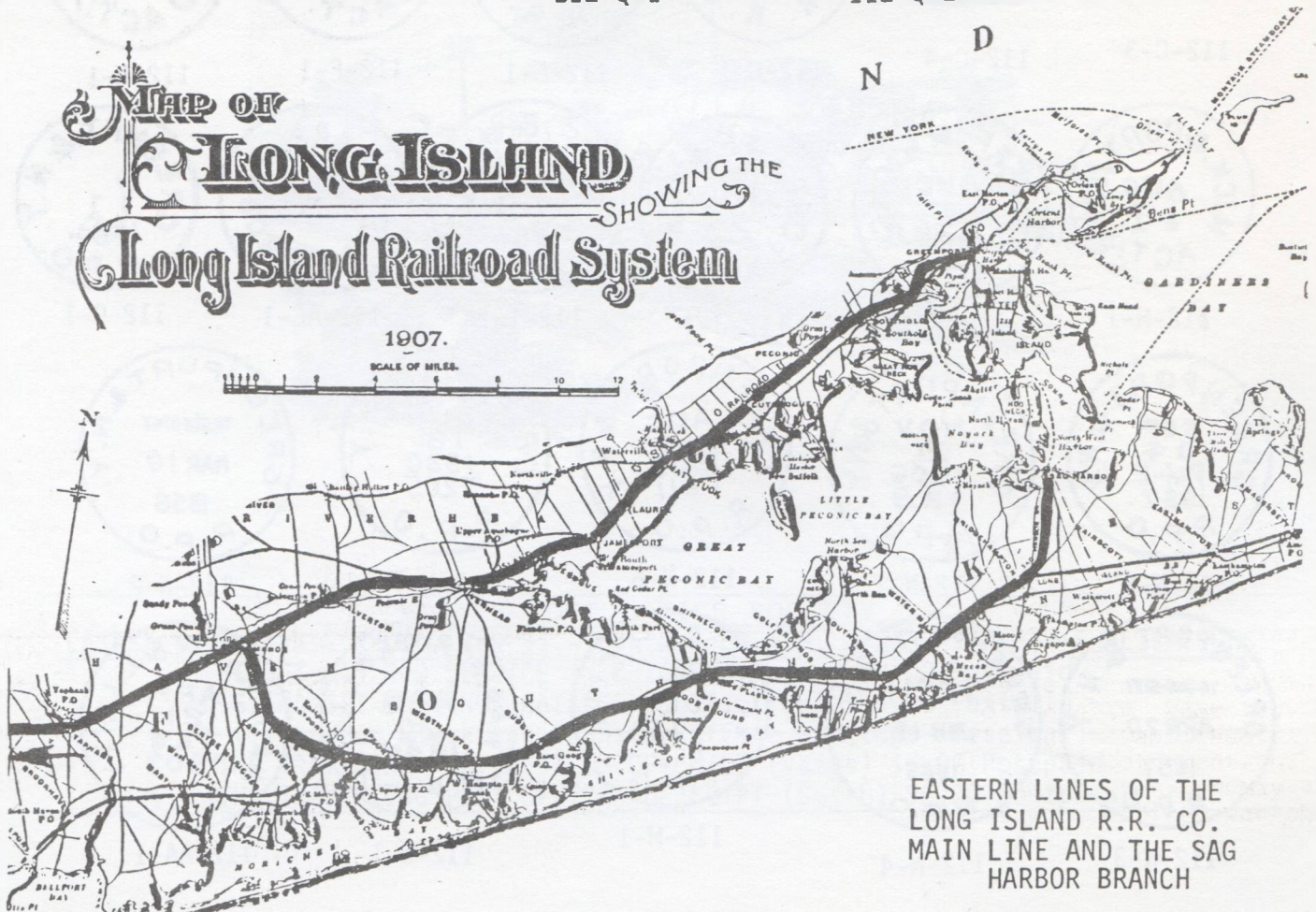
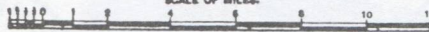


112-Q-2

# MAP OF LONG ISLAND SHOWING THE Long Island Railroad System

1907.

SCALE OF MILES.



EASTERN LINES OF THE  
LONG ISLAND R.R. CO.  
MAIN LINE AND THE SAG  
HARBOR BRANCH



NUGGETS FROM THE POSTAL ARCHIVES  
by John L. Kay

Preface (Editor): Although among the most common of all 1842-1857 period transit markings, the two types of U.S. Express Mail-Boston, and four types of U.S. Express Mail-New York postmarks, have been the subject of controversy, discussion and numerous articles for many years since having been first described fully in Elliott Perry's Pat Paragraphs in 1935. Much has been debated on this subject- whether Post Office or Route Agent markings, whether used only on through mail or used on both through and local mail and other theories too numerous to consider here. One of the basic problems has been that the only information sources came from advertisements in newspapers and there was a complete lack of official documentation. Finally, thanks to the dedicated efforts of John Kay, the first official notice has been located in the National Archives, negating statements previously advanced in Pat Paragraphs. The following notice was contained in the Post Office Dept. records of the immediate office of the Postmaster General. Certain portions are underlined to denote importance.

July 8th, 1842

New York to Boston - U.S. Express Mail

Ordered, To establish between New York and Boston a line of mail messengers for the conveyance of letters written after mail is closed, and way letters, whether paid or unpaid, to be called "The United States Express Mail" - that Edward L. Stone and James Gay be appointed mail messengers on said line at the annual compensation of five hundred dollars each. They are to take the oaths prescribed by law and be controlled by and responsible to the Postmaster General, but under the immediate supervision and direction of Messrs Hamden (sic), Greene and Brigham, of the firm of Hamden (sic) & Co., who are authorized, so far as the Department can give license, to send on their own account by said messengers, money packages, specie and other matter not mailable by law, and who may appoint temporary substitutes in case of sickness or accident - and said messengers shall convey for the United States, all letters and other mailable matter tendered to them, whether to be delivered into the post office, or to the person addressed, and shall receive where the postage is prepaid, and collect where not prepaid, but delivered by them, the legal postage in every case by tale (See note), keeping and rendering full and regular accounts thereof, and paying over the amount, at the end of each week, to the Postmaster at either end of the line; and shall send a copy of said account and a duplicate of the receipt to the Auditor of the Post Office Department. Said mail messengers are also to perform the duties of mail agents, in receiving, assorting and delivering mails to the respective post offices on the line.

Other records from the National Archives pertaining to the same subject:

July 8, 1842- Edward Stone and James Gay appointed Mail Messengers.

Jan. 27, 1843- John B.H. Fuller appointed in place of Edw. L. Stone

May 23, 1843- A. Cutter Downer (Mail Messenger and Mail Agent) appointed in place of John B.H. Fuller

Feb. 1, 1844- Order of July 8, 1842 rescinded. New York and Boston Express Mail discontinued. Jacob D. Clark and George Farnham appointed Mail Agents Boston-Stonington-New York @ \$800 per year each. Discontinue the mail agency of Harnden & Co.; and of J. Gay and Cutter Downer, or any others that may have been employed.

Feb. 15, 1844- Israel Ketcham appointed Mail Agent in place of G. Farnham, declined.



March 11,1844- J.D.Clark commenced service Feb.15,1844.

Dec.28,1844- Orson V.Hollenback appointed Mail Agent in place of J.D.Clark transferred to New York-Albany route. Mail agent service on Stonington route continued throughout U.S.Express mail marking period.

Notes and Comments (Editor)- (1) Definition- 'Tale'(Obs.)-(a) Estimation as of value or worth, account, (b) Law-Account or declaration.

(2) All of the mail agents listed above were also listed in the Federal Register and hence were considered as P.O.D. employees, with the exception of Farnham, who declined appointment, and John Fuller, who only worked four months.

(3) Mail agent appointments were listed under following contracts: No.418- Boston and Providence R.R., No. 801a- Providence & Stonington R.R., No.801b- New York and Stonington Steamboat. All were listed at 6 trips per week.

(4) The Providence & Stonington R.R. was opened for traffic Nov.17,1837 from Providence,R.I. to Stonington,Conn., 48 miles, where it connected with night steamboats on 125 mile run down Long Island Sound to New York. The Boston & Providence R.R., 43 miles, was opened July 28,1835. Until May 3,1848 when a Union Station was built at Providence, connection between the two railroads was made by the India Point Ferry. First mail contracts were apparently made with the B. & P.R.R. Jan.7,1837 and with Prov. & Ston.R.R. Jan.25,1839, but no route agent appointments have been found prior to the U.S.Express Mail. At this time the steamboat line from Providence direct to New York did not have an official contract to carry U.S.Mail.

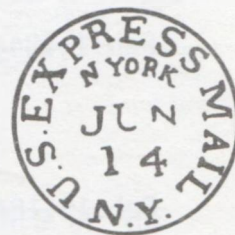
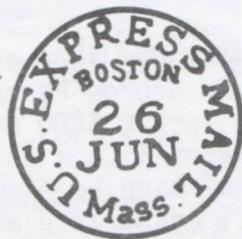
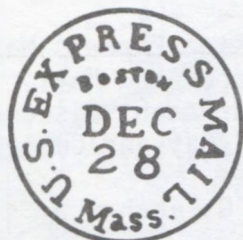
William F.Harnden, called the original expressman, was born in Reading,Mass.in 1812. In 1834 at age of 22 he was working for the Boston & Worcester R.R., where he was first employed as a conductor on the trains and then as a clerk in the ticket office. He resigned from the railroad in early 1839 and with the encouragement and backing of his friends, started an express business between Boston and New York, March 4,1839. He operated four trips each way per week utilizing the Boston and Providence R.R. and Providence Line steamboats.(It would be interesting to know how he performed this trick). Expanding shortly after, he changed express service to the Boston-Providence-Stonington-New York route, with Luke Damon and his brother,Adolphus Harnden as alternating messengers. At this time Harnden and Co.had offices at 9 Court St.,Boston; at 2 Exchange St.,Providence and at 2 Wall St.,New York.

On Jan.13,1840 Adolphus Harnden died in the tragic burning of the steamboat Lexington while on the New York-Stonington run.

Harnden was in poor health in the winter of 1844 and died Jan.14,1845 at the age of 33. In 1844 Harnden Express consisted mostly of the Boston-Providence-New York run and on Sept.1,1847 this was sold to Blake,Coolidge and Wheeler. Harnden consistently failed to realize the potential of his business, or to expand his domestic routes and foreign connections. Many of the lines he controlled at one time were successfully developed by other expressmen such as Adams,etc.

cont.

VARIOUS TYPES OF U.S.EXPRESS MAIL POSTMARKS





The identity of Mr. Greene, mentioned in the PMG Order, has not been discovered, but Dexter Brigham Jr. was first a messenger and clerk for Harnden, and later a partner and European representative.

It is likely that the 1844 breakup of the contract with Harnden was either due to a conflict of interest from Harnden carrying his own mail, or the rather odd situation of the Post Office Dept. working with one Express Company, while it was beginning to initiate legal action to prevent other Express Companies from carrying letters.

The U.S. Express Mail-New York markings are known used from 1842 until 1857, while the U.S. Express Mail-Boston markings are known from 1843 into the 1850's, so the postal markings remained in use long after end of joint express operation. If, as some maintain, the Express Mail postmarks were Post Office markings, what did the Mail Agents use on mail received while en route on their overnight railroad-steam boat routes? Much remains for study on the use of these markings and many past opinions are now invalid, but at last there is an official base from which to proceed with future studies. One of the first items for study is to construct a census of New York-Boston markings to determine if the changeover from contract to a Post Office operation was accompanied by any change in the markings employed.

In the next issue of the Second Section we will feature Mr. Kay's discoveries concerning the far more complicated New York-Albany-(Troy)-Buffalo U.S. Express Mail.

References -Collector's Club Philatelist, Oct. 1931, Vol. X, No. 4-William F. Harnden, the original expressman - by George A. Sloane  
-Pat Paragraphs-Elliott Perry -Bureau Issues Association Edition, 1981

\*\*\*\*\*

#### AMERICAN POSTAL HISTORY NOTES

A Department devoted to news, announcements, outlines, summaries and publication reviews of State, Regional and Thematic Postal History Organizations. Please report information to Editor- C.L. Towle, 4621 E. Don Jose Dr., Tucson, Az. 85718

#### Illinois Postal History Society

This active organization has shown a good rate of growth over the past few years. It publishes a fine interesting quarterly journal 'Illinois Postal Historian', containing many postal history articles on Illinois. Membership information may be obtained from Paul R. Redlich, P.O. Box 60244, Chicago, Ill. 60660. In addition this organization publishes special bulletins and papers, the latest being a reprint of 1899 Schedule of Mail Trains for 6th Division (Ill.-Ia.-Neb.-Wyo.) of the Railway Mail Service. This 40 page paperbound schedule book may be obtained from Jack Hilbing, Editor-Illinois Postal Historian, 300 Indian Hill Drive, Buffalo Grove, Illinois 60090.

#### North Carolina Postal History Society

This newly formed group adopted its first by-laws July 24, 1982, with a goal of promoting research on the development of the Postal Service in North Carolina. It is planning to achieve this goal by sponsorship of research projects, publication of a quarterly NCPHS Newsletter and the formation of an Archives to record North Carolina postal history material. Dues are \$10 per year for adults and information on membership may be obtained from North Carolina Postal History Society, P.O. Box 5466, High Point, N.C., 27262.

#### Notice

Information on your local Postal History Organization is wanted for publication in this Department. Also news of activities, projects, special publications, etc. will be of interest to our subscribers and of assistance to you.



### The Texas Postal History Society

This 110 member Society is one of the larger State postal history organizations and is dedicated to the study of all aspects of Texas postal history. Members' collecting interests cover such specialties as postal markings and correspondence of Spanish Texas, Mexican Texas and the Republic of Texas, including stampless covers and documents. Confederate Texas is an interesting area, as is the development of post Civil War post offices, mail routes and postal markings.

'The Texas Postal History Society Journal' is published quarterly with articles about interesting covers, documents, books, postmarks, etc., as well as Society news and events. Annual dues are \$7.00 and applications for information should be sent to Secretary-Treasurer Jim Alexander, 5825 Caldwell, Waco, Texas 76710.

### Wisconsin Postal History Society

This state organization is one of the oldest continuously operating postal history groups, having been formed in 1942. It now has a membership of about 170 and has a very active program of publishing bulletins and monographs on various phases of Wisconsin Postal History.

WPHS publishes a quarterly journal 'Badger Postal History' which contains feature articles, organization news and other items of general interest to the Wisconsin postal historian. Annual dues are \$5.00 and applications should be sent to Executive Secretary Frank Moertl, N95 W32259 County Line Road, Hartland, Wis. 53029.

One recent monograph still available is 'Railway Mail Postmarks of Wisconsin and Upper Michigan', by Merwin A. Leet. It may be obtained from Mr. Moertl for \$5.00 postpaid. Five new publications are in preparation by Wisconsin Postal History Society, and five older bulletins are being revised in this very active publication program. Ask Mr. Moertl for a listing of available bulletins!

\*\*\*\*\*

### THE CHITTENDEN CORRESPONDENCE

#### Western Postal History Museum Collection

In these days it is a rare event to uncover a cache of old covers, but far more notable is the discovery of a series of letters of significant postal and historical interest, covering a continuous period of 10 months, describing an event of national importance.

Through the cooperation of the Western Postal History Museum we are honored to present the letters of Samuel H. Chittenden. A graduate of Sheffield School, Yale College, Mr. Chittenden was an educated observer and descriptive writer. As will be seen later, Samuel, through his family connections was able to secure a position with the Union Pacific R.R. Engineering Dept. despite the availability of many capable engineers trained in the rigors of the Civil War.

First assigned to an advance survey party, Mr. Chittenden was an interested observer of the rugged frontier conditions in Wyoming and Utah. Then transferred to a track layout party, he was witness to the frenzied period of track construction during which the Union Pacific tried to lay down as much track as possible before the Central Pacific, building eastward, could obtain the land grants that went with the completed track.

While some may be annoyed by Mr. Chittenden's views, it must be remembered that he was working with a rough and rugged group of men and always combating the hardship of field conditions and pioneer settlement mores. On the other hand, one cannot help but be impressed by Samuel Chittenden's family devotion, so unlike many modern young people.

Samuel's letters are mostly to his mother in East River, Connecticut, a small



town east of New Haven. She was apparently the widow of the former minister in this village and continued in residence in the church rectory. A younger brother was preparing to enter Sheffield School at Yale at the time and family finances seemed to be at a critical level. However, Mrs. Chittenden had some well-to-do relatives and friends in New York City and the nearby town of Madison, who doubtless helped Sam and the Chittenden family over the rough spots.

The Union Pacific R.R. was created by the Pacific R.R. Act of July 1, 1862, which granted a right-of-way, specified an approximate route and outlined conditions under which the first transcontinental railroad was to be constructed. Although approved by Congress and President Lincoln, the project had great difficulty in getting started due to the Civil War, lack of manpower, the logistics of moving rail and supplies to a point, Omaha, not on any connecting railroad, and almost continuous financial problems.

As of Nov. 1865 only 29 miles of track had been laid from Omaha west. In May 1866 Maj. Gen. Grenville M. Dodge was appointed Chief Engineer of the railroad and he quickly organized supply system and created construction gangs and survey crews to rapidly advance the railhead across the plains of Nebraska. With the main problem remaining being Indian raids, the tracks finally reached Cheyenne, Nov. 1867. Construction then slowed due to winter weather and the rugged mountains ahead. During this lull we begin the letters of Samuel H. Chittenden.

To assist the readers of this series we furnish herewith a calendar for 1868 so the progress of Sam Chittenden and the delay in handling mail can be readily understood.

## 1868 CALENDAR

JANUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
FEBRUARY						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
MARCH						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				
APRIL						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		
MAY						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						
JUNE						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
AUGUST						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					
SEPTEMBER						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			
OCTOBER						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
NOVEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					
DECEMBER						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



Letter No.1

P.M.Omaha,Neb.Feb.26

Omaha,Neb. Feb.25,1868

Dear Mother,

It is such a long time since I have written home that I embraced the first opportunity to drop you a few lines. I have received only two letters from home since I have been here and felt considerably abused in consequence. We leave here tomorrow afternoon for Fort Saunders. It does not look like being a very good time for it is snowing in the regular old fashioned way this evening and is cold enough for East River, but they say it never snows but a little while at a time here and there is no snow in the mountains but it snows there till June. But they say the cold weather is not as likely to plague us as the hot. There are in our party sixteen and we have two box cars full of traps beside our own baggage but we go first class with sleeping cars and free meals at the restaurants.

I have got my pay up to the first of March, thirty dollars, sixty a month instead of fifty, and have put twenty more with it and deposited it in the bank here and am going to keep it there till I want to go home. We get our pay every month in checks on the bank here.

I think from appearances we shall have a very pleasant party. Mr.Gaylord called on me at the office and while he was waiting for me to come in told Mr. House I belonged to a big family, told him Uncle Badger was one of the leading clergymen of the East etc.,etc. He has been very attentive, called to take me to ride in his carriage, and offered to take care of anything I wished to leave with him. Mrs.Gaylord was a Welles and relative of Mrs. Hart. But I think she is an Aunt Alice kind of woman. Mr.Gaylord is a very pleasant man.

I believe I wrote you I was going to get me a camp box for three dollars. Afterwards I and another fellow from Stockbridge went around to a shoe store and got a box for a quarter and then hinges, lock, etc. and got up some boxes for a little over a dollar apiece, ironbound them and fixed them up in good shape and got one of the draughtsmen to mark them, and have mine packed full and shant have my bag so heavy as it was in New York when Uncle Badger and I bagged it up to the H.R.R.R.Depot.\*I have got just about the right kind of outfit. I have not got a single thing but a tin cup and a big box of Millers blacking.

You wont get my letters very quick but probably singly, only thing have a clerk here with nothing else to do except to forward the letters. They carry all the stationery we want along and want us to use them all the time so your next letter will be U.P.R.R.

Please write soon and good long ones posting me on all the news. I am going to bed now.

Good Night  
Sam

Note \* - Hudson River Railroad Depot.



Letter No. 2

Cheyenne, Mar. 1 P.M.

Carmickles, Dakota

Feb. 28, 1868

1300 ft. above top of Mt. Washington

Dear Mother,

Here I am at the end of the track of the U.P.R.R. 30 miles beyond Cheyenne and 2100 from New York. We left Omaha Tuesday evening at 5.30 and reached Cheyenne last night at 7. And this morning came on here to where we are to grass the night and tomorrow start in six mule team wagons for Fort Saunders where we shall arrive sometime Sunday. Where we go next nobody knows. I have liked everything so far. The Company pays everything, our meals at the best restaurants and we slept in the best hotel in Cheyenne last night. The Colonel is not sparing of expense when all that has to be done is to give a draft on the U.P.R.R.

There are 45 here going to Saunders, where we shall divide into three parties, each company after leaving Saunders has a large escort of cavalry and infantry to keep off the Indians.

I have seen numerous big sights since leaving Omaha but the biggest were Julesburg and Cheyenne. Last summer there were five thousand in Julesburg, there are not twenty five there now and only three houses. All pulled down and moved to Cheyenne.

Cheyenne is a city of gamblers. Everybody seems to carry navy revolvers and to haul them out on every pretext. We had elk steak for supper and breakfast and it is the nicest meat I have tasted. We had besides coffee without milk, plenty of canned peaches, no butter or vegetables except miserable little potatoes.

We shall have a hard day tomorrow riding in the mule wagons. They have ten wagons and sixty mules to haul us and traps down to Saunders. They have men they call Bull Whackers to drive the mules and they make them go by swearing at them and using mule whips about two feet long and lashes fifteen or twenty and as big around as a broom handle. We are so far up here at 7500 feet above the sea that the air is thin and the mules cannot haul much. I got my third letter from you the day before we left Omaha. I hope you will keep my letters in the family and not show them to outsiders. I just scribble them off more to pass away the time than anything else. When I get home I shall have as many yarns to tell about the West as Tim has about Paterson.

We shall very likely have to stay at Saunders some weeks before going on into the field. I want some papers. I wish you would send me some every week. I have scribbled this off and have not time to look it over as the fellows are waiting for me to take a walk out to see the construction party at work. I hope you can make it out.

Love to all  
Sam.

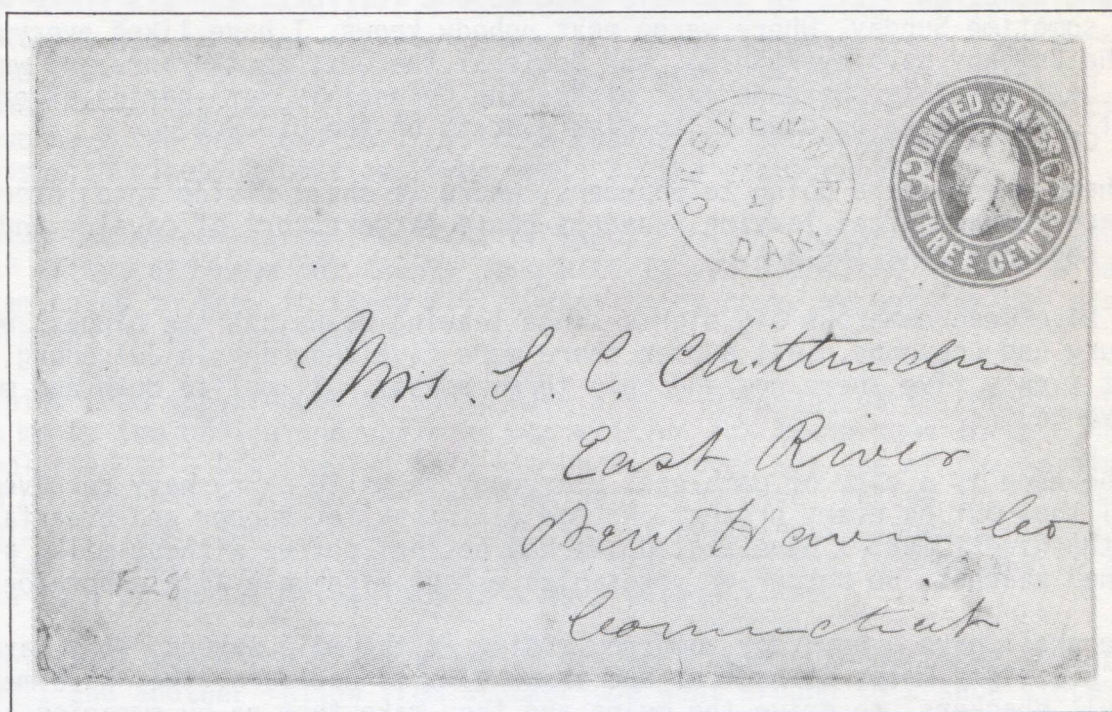
(In the next issue - Life at bustling Fort Saunders ! )



THE CRITTENDEN CORRESPONDENCE

PLATE I

Stamped envelope used for letter No. 2 from Cheyenne, Dakota Territory to East River, Connecticut. Wyoming Territory was created July 25, 1868.



\*\*\*\*\*

Advertisement

WESTERN POSTAL HISTORY MUSEUM

P.O.Box 40725 (602)-623-6652 Tucson, Ariz. 85717  
REFERENCE BOOKS wanted for our library. We would like to purchase following volumes in fair to fine condition. Please submit statement of condition of binding and pages, price desired, your address and telephone number. Do NOT ship until advised.

ANNUAL REPORT OF THE U.S. POSTMASTER GENERAL - 1892

OFFICIAL REGISTER OF THE UNITED STATES

(Complete, or Volume with Post Office Dept. and the Postal Service) - 1865, 1869, 1875, 1881, 1891, 1895, 1897, 1901, 1903, 1907, 1909

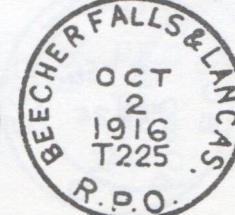
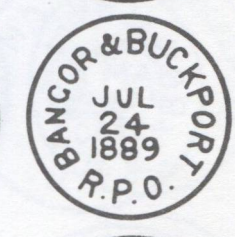
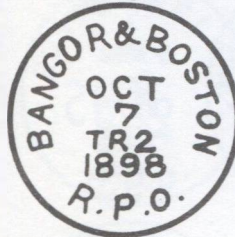
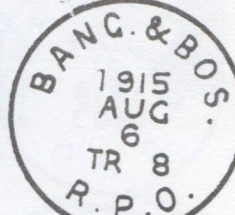
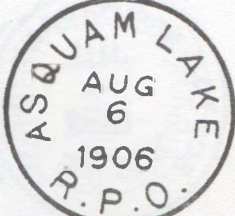
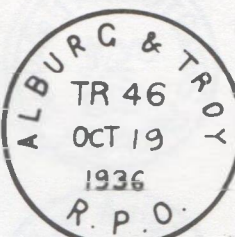
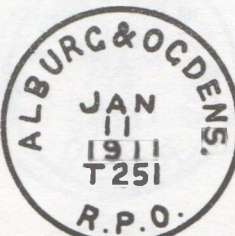
U.S. OFFICIAL POSTAL GUIDE - ANNUAL

1876, 1879, 1884, 1895, 1896, 1897, 1898, 1899, 1901



## THE SECOND SECTION - CATALOG SECTION

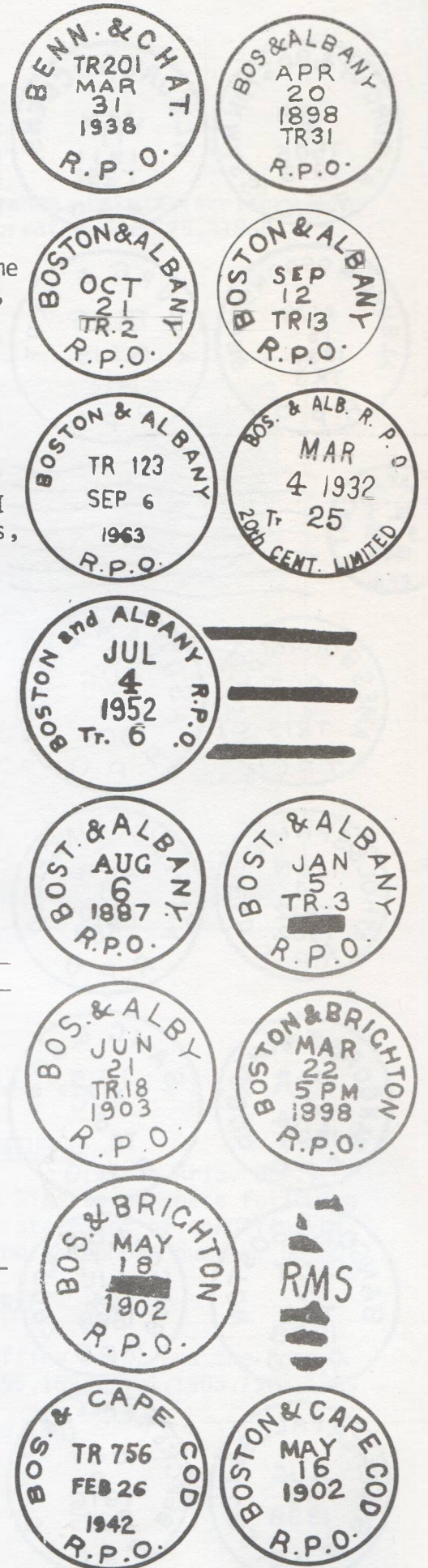
This listing is devoted solely to newly-reported type varieties of NEW ENGLAND R.P.O. markings of the 1887-1977 period that are not listed in U.S. TRANSIT MARKINGS CATALOG, VOL. II & III, previously published by the Mobile Post Office Society. See last page of catalog section for the legend.



Alburgh, Vt.-Boston, Mass., 271 miles, Rutland Ry., Bos. & Maine 41-AB-1; Alburgh, Vt. & Boston, Mass., 30, 1918, T.N., I / R.R.  
 Alburgh, Vt.-Ogdensburgh, N.Y., 120 miles, Rutland Railway 101-L-2; Alburgh. & Ogdens. R.P.O., 30½, 1911, T.N., II  
 101-M-1; Alburgh. & Ogdensburgh RPO, 30½, 1933, T.N., II  
 Alburgh, Vt.-Troy, N.Y., 189 miles, Rutland Ry., Boston & Maine 40-M-2; Alburgh & Troy R.P.O., 30½, 1936, T.N., II / R.R.  
 Alton Bay-Merrymount, N.H.-- miles, Lake Winnepesaukee Boat C-13-f; Alton Bay & Merry. RPO, 21, 1964, Time, Machine, II  
 Amesbury-Boston, Mass., 43 miles, Boston & Maine R.R. 4-X-2; Amesbury & Boston RPO, 27½, 1891, Error, T.N., IV  
 Asquam Lake (Ashland-Sandwich Point, N.H.), 15 miles, Asquam Transportation Co. (Squam Lake steamboat) C-18-c; Asquam Lake R.P.O., 29½, 1906, III  
 Athol-Springfield, Mass., 47 miles, Boston & Albany R.R. 60-E-1; Athol & Springfield R.P.O., 27½, 1902, T.N., II  
 60-E-2; Athol & Springfield R.P.O., 30½, 1930, T.N., II  
 Bangor-Bar Harbor, Me., 43 miles, Maine Central R.R.-Ferry (Mt. Desert Ferry-Bar Harbor) 12-C-1; Bangor & Bar Harbor RPO, 1898, 99, T.N., Complete Tracing, I  
 Bangor, Me.-Boston, Mass., 246 miles, Maine Central R.R., Boston & Maine R.R. 4-AC-3; Bang. & Bos. RPO, 30½, 1915, T.N., I  
 4-Q-8; Bangor & Boston RPO, 30, 1898, T.N., I  
 Bangor-Bucksport, Me., 20 miles, Maine Central R.R. 3-B-3; Bangor & Bucksport RPO, 26½, 1889, II  
 Beecher Falls, Vt.-Coos Junction, N.H., 23 miles, Upper Coos (Maine Central) R.R. 11-F-2; Beecher Falls & Coos RPO, 29, 1898, III  
 Beecher Falls, Vt.-Lancaster, N.H., 43 miles, Maine Central 11-T-1; Beecher Falls & Lancas. RPO, 29½, 1916, T.N., II



Bennington,Vt.-Chatham,N.Y., 58 miles,Rutland Railway  
 40-W-1; Benn. & Chat. R.P.O.,30,1938, T.N.,II  
 Boston,Mass.-Albany,N.Y.,203 miles,Boston & Albany R.R.  
 53-F-4; Bos. & Albany R.P.O.,28½,1898,T.N.,I  
 53-E-10; Boston & Albany RPO,26½, 1896, T.N., I  
 53-E-11; Boston & Albany RPO,26½, 1890's,T.N., I  
 53-E-12; Boston & Albany RPO,30, 1963,T.N., I  
 53-G-2; Bos. & Alb. R.P.O.,30,1932,T.N.,II-Train Name  
 53-K-1; Boston and Albany RPO,31, 1952,T.N.,Magenta,  
 II  
 53-D-2; Bost. & Albany R.P.O., 27½, 1887, II  
 53-D-3; Bost. & Albany R.P.O., 28½, 1903, T.N.,I  
 53-L-1; Bos. & Alby. R.P.O., 30, 1903, T.N., I  
 Boston-Brighton,Mass. Street Car, 6.35 miles,(Various  
 distances),Boston Elevated Railway  
 B0-1-e; Boston & Brighton RPO,28½,1898,Time, VII  
 B0-1-2; Bos. & Brighton RPO, 30,1902,RMS killer,VIII  
 (Boston & Cape Cod) Boston-Provincetown,Mass., 121 miles,  
 New York,New Haven & Hartford R.R.  
 55-G-4; Bos. & Cape Cod R.P.O.,30½, 1942, T.N.,I  
 55-H-3; Boston & Cape Cod RPO, 28, 1902, II



# Advertisement

## U.S. TRANSIT MARKINGS CATALOG

Volume I -All markings 1837-1886

Volume II - RPO Markings (A-L) 1887-1977

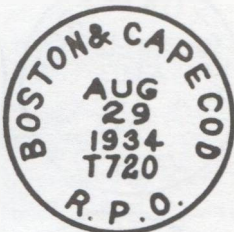
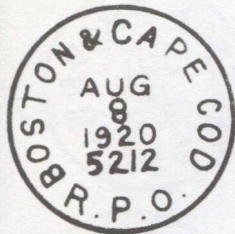
Volume III- RPO Markings (M-Z) 1887-1977

Looseleaf Format, All volumes obtainable for \$16.50,  
 each,postpaid from Mobile Post Office Society

RFD 1 , Box 91

Contoocook,N.H. 03229





(Boston & Cape Cod) Boston-Provincetown, Mass., 121 miles  
New York, New Haven & Hartford R.R.

55-H-4; Boston & Cape Cod RPO, 29½, 1920, T.N., I

55-H-5; Boston & Cape Cod RPO, 30, 1934, T.N., I

Boston, Mass.-Fishkill, N.Y., 229 miles, New York & New Eng-

54-U-1; Bos. & Fishkill RPO, 29½, 1903, T.N., II / land RR

Boston, Mass.-Hopewell Junction, N.Y., Short Run, Boston, Mass.  
-Hartford, Conn., 118 miles, N.Y.N.Haven & Hartford R.R.

54-T-2; Bos. & Hope Junc! S.R. RPO, 27½, 1900's, III

Boston, Mass.-New York, N.Y., 233 miles, New York, New Haven  
& Hartford R.R. via New London

70-W-2; Boston & New York RPO, 29½, T.N., 1965, I

70-X-2; Bos. & New York RPO, 30½, T.N., 1939, I

70-X-3; Bos. & New York RPO, 30½, T.N., 1967, I

70-AE-1; Boston & N.Y. Short Run RPO, 28, 1910's, II

(Boston, Mass.-New London, Conn., 110 miles)

Boston-Northampton, Mass., 105 miles, Boston & Maine R.R.

65-A-2; Boston & Northampton RPO, 30, 1927, T.N., II

Boston-North Cambridge, Mass. Street Car, 6.4 miles

Boston Elevated Railway

BO-2-b; Boston & No. Cambridge RPO, 28½, 1896, 1901, Cork  
killer, VII

BO-2-c; Boston & N. Cambridge RPO, 29½, 1905, Trip, VIII

Boston-Plymouth, Mass., 39 miles, N.Y., N.Haven & Hartford

64-A-2; Boston & Plym. R.P.O., 30, 1920, T.N., II / R.R.

Boston, Mass.-Poughkeepsie, N.Y., 228 miles, New York, New  
Haven & Hartford R.R.

54-V-1; Boston & Poughkeepsie RPO, 30½, 1924, T.N., II

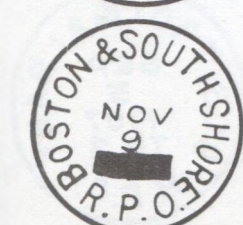
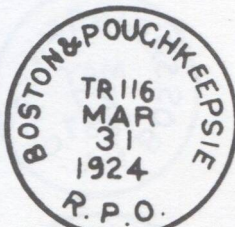
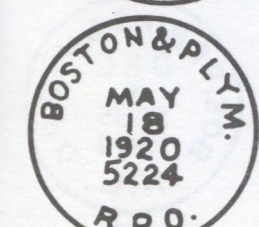
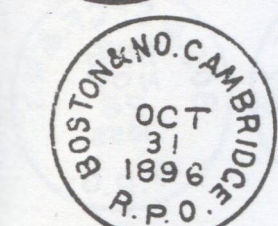
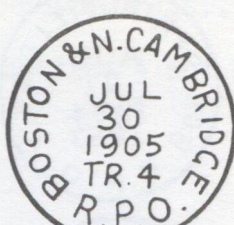
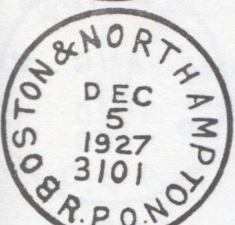
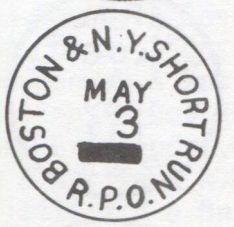
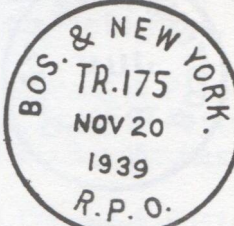
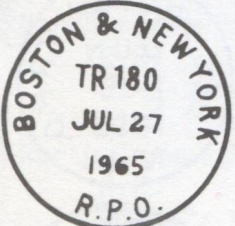
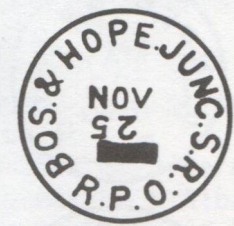
(Boston-South Shore) Boston-Greenbush-Plymouth, Mass.

47.6 miles, Old Colony R.R. (N.Y.N.H. & Hart.)

63-C-1; Boston & South Shore RPO, 28, 1903, III

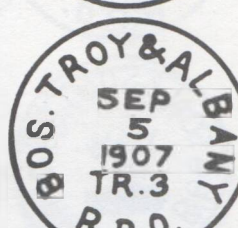
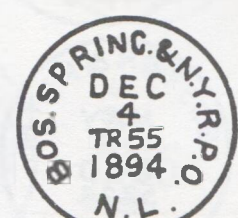
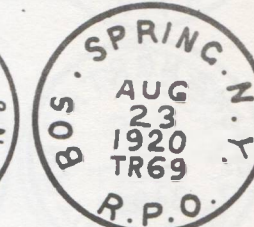
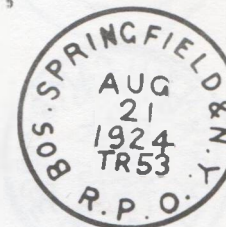
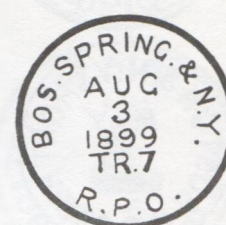
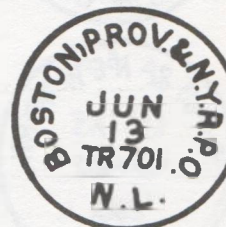
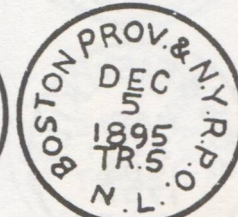
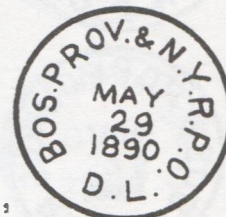
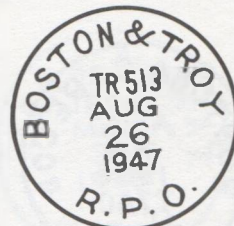
Boston, Mass.-Troy, N.Y., 191 miles, Boston & Maine  
(Fitchburg) R.R.

51-L-11; Boston & Troy R.P.O., 28½, 1898, T.N., I



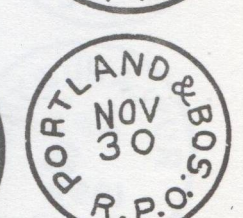
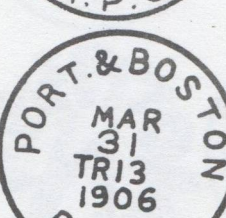
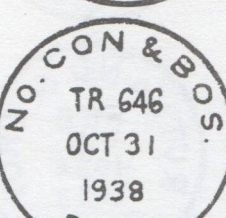
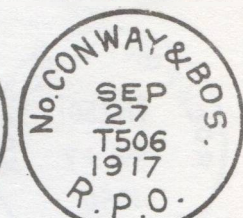
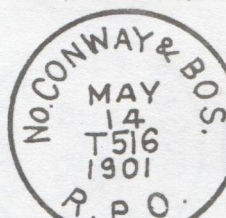
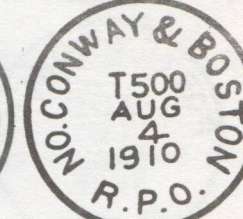
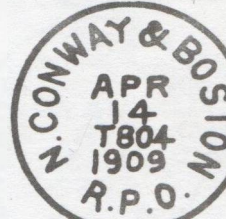
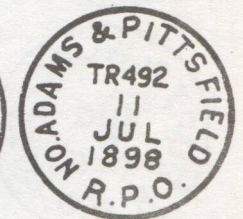
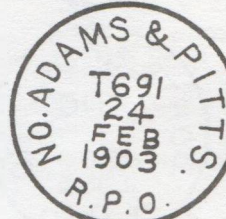
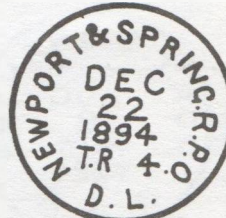


Boston, Mass.-Troy, N.Y., 191 miles, Boston & Maine R.R.  
 51-L-12; Boston & Troy R.P.O., 29½, 1947, T.N., I  
 Boston, Mass.-Providence, R.I.-New York, N.Y., 233 miles,  
 New York, New Haven & Hartford R.R.  
 70-Z-2; Boston, Prov. & N.Y.RPO, 27½, 1892, T.N., I  
 70-AF-1; Bos.Prov. & N.Y.RPO D.L., 27½, 1890, T.N., I  
 (Day Line)  
 70-AG-1; Boston, Prov. & N.Y.RPO N.L., 29½, 1895, T.N., I  
 I, (Night Line)  
 70-AG-2; Boston, Prov. & N.Y.RPO N.L., 29, 1890's, T.N., I  
 I, (Night Line)  
 70-AH-1; Bos.Prov. & N.Y.RPO, N.L. 28½, 1895, I,  
 (Night Line)  
 Boston, Springfield, Mass.-New York, N.Y., 235 miles, Boston  
 & Albany R.R.; New York, New Haven & Hartford R.R.  
 80-M-4; Bos.Spring. & N.Y.RPO, 27½, T.N., 1899, I  
 80-AD-1; Bos.Springfield & N.Y.RPO, 30½, T.N., 1915, I  
 80-AD-2; Bos.Springfield & N.Y.RPO, 29, T.N., 1924, I  
 80-AE-1; Bos.Spring.N.Y.RPO, 30½, T.N., 1920, I  
 (No Ampersand)  
 80-AF-1; Boston, Springf. & N.Y.RPO, 29½, 1932, T.N., I  
 80-AG-1; Bos. & Spgf. & N.Y.RPO, 29½, T.N., 1958, I  
 (Two Ampersands)  
 80-AH-1; Bos.Spring. & N.Y.RPO N.L. 27, 1887, I  
 (Night Line)  
 80-AH-2; Bos.Spring. & N.Y.RPO N.L., 28½, 1894, T.N., I  
 (Night Line), I  
 80-Y-2; Bos., Spring. & N.Y.RPO S.R., 29½, 1905, T.N., I  
 (Short Run, New York-Springfield)  
 Boston, Mass.-Troy, Albany, N.Y., 196 miles, Boston &  
 Maine R.R., New York Central R.R.  
 51-T-3; Bos.Troy & Albany R.P.O., 30½, T.N., 1907, I

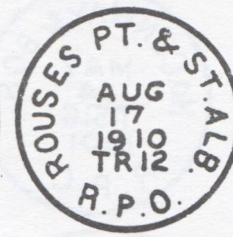
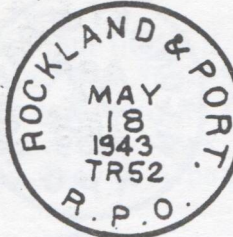
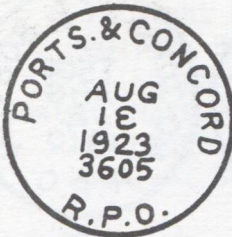
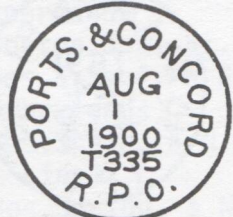
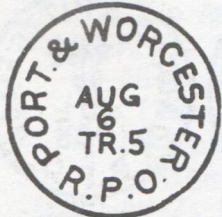
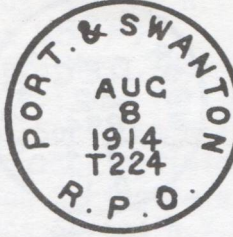




Newport,Vt.-Springfield,Mass., 230 miles,Boston & Maine  
 - Central Vermont R.R's  
 35-AB-6; Newport & Springfield RPO,28½,T.N.,1897,I  
 35-AB-7; Newport & Springfield RPO,30, T.N.,1923, I  
 35-N-3; Newport & Spring.RPO, 27½,T.N.,Complete  
 Tracing, 1898, I  
 35-AC-3; Newport & Spof.RPO, 30, T.N.,Error,1934,II  
 35-R-3; Newport & Spring.RPO D.L., 28½, T.N.,1894,  
 Day Line, I  
 Newton Circuit (Boston-Riverside-Boston,Mass.) 23 miles  
 round trip-Boston & Albany R.R. (Not a street car)  
 53-J-2; Newton Circuit RPO, 27, T.N., 1891, II  
 North Adams-Pittsfield,Mass., 21 miles,Boston & Albany  
 R.R.  
 61-B-3; No.Adams & Pitts.RPO, 29½, T.N., 1903, II  
 61-C-2; No.Adams & Pittsfield RPO, 27½,T.N.,1898,I  
 North Conway,N.H.-Boston,Mass.,139 miles, Boston & Maine  
 R.R.  
 20-D-2; N.Conway & Boston RPO, 30,T.N., 1909,I  
 20-E-2; No.Conway & Boston RPO, 30½, T.N.,1910, I  
 20-F-2; No.Conway & Bos.RPO, 30, T.N., 1901, I  
 20-F-3; No.Conway & Bos.RPO, 29, T.N., 1917, I  
 20-I-1; No.Con. & Bos.RPO, 30½, T.N., 1938, I  
 Pittsfield,Mass.-Bridgeport,Conn., 110 miles,New York,  
 New Haven & Hartford R.R.  
 88-M-1; Pittsfield & Bridge.RPO, 29½,T.N.,1924, I  
 Portland,Maine-Boston,Mass., 117 miles,Boston & Maine  
 R.R.  
 50-G-3; Portland & Bos.RPO, 26,1894., II  
 50-C-7; Port. & Boston RPO, 30½, T.N., 1906, I



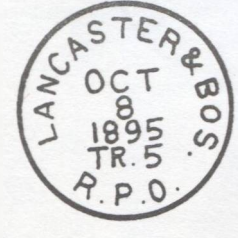
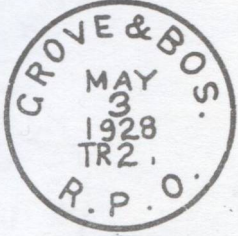
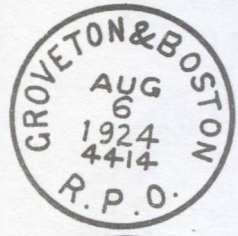
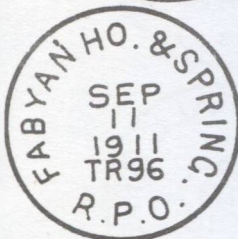
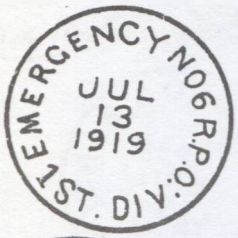
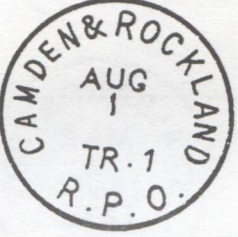
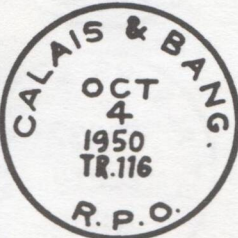




Portland, Me.-Boston, Mass., 117 miles, Boston & Maine R.R.  
 50-C-8; Port. & Boston RPO, 30, T.N., 1940, I  
 50-F-6; Portland & Boston RPO, 29, T.N., 1951, I  
 Portland, Me.-New York, N.Y., 335 miles, Boston & Maine RR-  
 New York, New Haven & Hartford R.R.  
 50-I-3; Port. & New York RPO, 29½, T.N., 1938, I  
 50-I-4; Port. & New York RPO, 30½, T.N., 1940, I  
 Portland, Me.-Swanton, Vt., 229 miles, Maine Central R.R.-  
 St. Johnsbury & Lake Champlain R.R.  
 11-L-3; Portland & Swanton RPO, 30½, T.N., 1913, I  
 11-K-3; Port. & Swanton RPO, 30, T.N., 1914, I  
 Portland, Me.-Worcester, Mass., 147 miles, Boston & Maine RR  
 21-G-4; Port. & Worcester RPO, 28, T.N., 1896, II  
 Portsmouth-Concord, N.H., 57 miles, Boston & Maine R.R.  
 22-E-2; Ports. & Concord RPO, 28½, T.N., 1900, II  
 22-E-3; Ports. & Concord RPO, 30, T.N., 1923, I  
 Rockland-Portland, Me., 88 miles, Maine Central R.R.  
 8-L-3; Rockland & Port. RPO, 30½, T.N., 1943, I  
 Rockport-Boston, Mass., 35 miles, Boston & Maine R.R.  
 69.3-B-3; Rockport & Boston RPO, 30½, 1950, T.N., I  
 Rouses Point, N.Y.-St. Albans, Vt., 24 miles, Central  
 Vermont R.R.  
 24-AJ-1; Rouses Pt. & St. Alb. RPO, 28½, T.N., 1910, II  
 Rutland, Vt.-Troy, N.Y. via Eagle Bridge -Delaware & Hudson  
 R.R.-Boston & Maine (Fitchburg) R.R.  
 44-G-8; Rutland & Troy RPO, 28½, T.N., 1908, II  
 44-G-9; Rutland & Troy RPO, 28½, T.N., Purple, 1934,  
 III  
 44-G-3; Rutland & Troy RPO, 28, 1898, Morrison 'N'  
 killer. VII . Note (a)

Note (a) -See U.S. TRANSIT MARKINGS CATALOG, VOL. III, page  
 III-R-o for description and story of the Morrison  
 killers used on Rutland & Troy R.P.O.





Boston, Mass.-Troy-Albany, N.Y., 196 miles, Boston & Maine R.R.-New York Central R.R.  
 51-V-1; Bos.Troy & Alb.RPO, 30, T.N., 1912, I  
 Brattleboro,Vt.-New London,Conn.,122 miles, Central Vermont R.R.  
 37-D-3; Bratt. & New London RPO,30½,T.N.,1929, I  
 37-I-1; Brattle.& New London RPO, 30½, 1919, II  
 Calais-Bangor,Me.,134 miles, Maine Central R.R.  
 12-F-2; Calais & Bang.RPO, 30½,T.N.,1950, I  
 Camden-Rockland,Me.,(Electric) Rockland,Thomaston and Camden Street Railway  
 15-B-1; Camden & Rockland RPO, 28½, T.N., 1921,III  
 15-B-2; Camden & Rockland RPO,30½,T.N.,1924, III  
 Claremont,N.H.-Lowell,Mass.,105 miles,Concord R.R., Boston & Maine R.R.  
 26-M-3; Claremont & Lowell RPO,31,T.N., 1908,II  
 Emergency R.P.O.-Used by First Division,Railway Mail Service, on any route in the Division when hammer was missing due to wreck,floods,clerk not reporting or lost,strayed or stolen regular hammer.First Division included most lines in New England.  
 49-E-1; Emergency No.5,1st Div.,29½,T.N.,1939,III  
 49-C-2; Emergency No.6,RPO,1st Div.,29½,1919,III  
 Fabyan House,N.H.-Springfield,Mass., 207 miles, Boston & Maine R.R.  
 35-AI-1; Fabyan Ho.& Spring.RPO, 30½, T.N.,1911,II  
 35-AI-2; Fabyan Ho.& Spring.RPO, 30, T.N.,1914,II  
 Groveton,N.H.-Boston,Mass.,221 miles,Boston & Maine R.R.  
 25-R-4; Groveton & Boston RPO, 29, T.N.,1924, I  
 25-AI-1; Grove. & Bos.RPO, 29½, T.N.,1928, I  
 Lancaster,N.H.-Boston,Mass.,209 miles,Boston,Concord & Montreal R.R.-Boston & Maine R.R.  
 25-AC-2; Lancaster & Bos.RPO, 28, T.N.,1895, I  
 Nashua-Keene,N.H., 57 miles, Boston & Maine R.R.  
 29-K-2; Nashua & Keene RPO, 29½,T.N.,1927, II



St.Albans,Vt.-Boston,Mass.,265 miles,Central Vermont RR-  
 Boston & Maine R.R.  
 24-X-7; St.Albans & Boston RPO, 29½, T.N., 1916, I  
 24-X-8; St.Albans & Boston RPO, 31½, 1945, I  
 24-X-9; St.Albans & Boston RPO, 30½, T.N., 1959,I  
 24-J-5; St.Alb. & Bos. RPO, 31½, T.N., 1948, I  
 St.Albans,Vt.-Troy,N.Y., 185 miles,Central Vermont RR-  
 Bennington & Rutland RR-Troy & Boston (Fitchburg)RR  
 44-I-4; St.Albans & Troy RPO, 29½,T.N.,1895, I  
 St.Johnsbury-Swanton,Vt.,95 miles,St.Johnsbury & Lake  
 Champlain R.R.  
 11-U-1; St.Johns.& Swant.RPO, 31½,T.N.,1946, II  
 Van Buren-Bangor,Me.,234 miles,Bangor & Aroostock Ry.,  
 Maine Central R.R.  
 16-L-2; Van Buren & Bangor RPO, 30, T.N., 1959, I  
 16-M-5; Van Buren & Bang.RPO, 29½,1959, I  
 Vanceboro-Bangor,Me., 114 miles, Maine Central R.R.  
 1-F-3; Vanceboro & Bangor RPO, 29½, T.N.,1939, I  
 Wareham-Fall River,Mass.,30 miles, New Bedford & Onset  
 Street Rwy.,Union Street Railway of New Bedford,  
 Dartmouth & Westport Street Rwy.(Electric)  
 69.4-B-2; Wareham & Fall River RPO,30½, Trip No.,  
 1916, V  
 Williamsburg-Northampton,Mass., 13.2 miles,Northampton  
 Street Railway (Electric)  
 69.2-D-1; W'msburg & Northamp.RPO,29,Trip No.,1897,V

\*\*\*\*\*

### LEGEND

Information on R.P.O.markings listed in catalog section:

- All markings are in BLACK unless otherwise shown.
- All R.P.O.markings are circles unless otherwise indicated. Circle diameters are listed in millimeters.
- Miscellaneous information shown at bottom of listing pages
- Markings indicated with an \* are first markings reported for particular route listed.
- Catalog numbers employed are similar to those used in Towle-Meyer Catalog of 1861-1886 Railway Markings and U.S.TRANSIT MARKINGS CATALOG.
- Table of estimated values shown after markings listings: I-Up to \$5, II- \$5 to \$10, III- \$10 to \$20, IV- \$20 to \$30, V- \$30 to \$50, VI- \$50 to \$75, VII- \$75 to \$100, VIII- \$100 to \$150., IX- \$150 to \$250, X-\$250 to \$500. Values are for good strikes on sound covers or cards.

