

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

OCTOBER – NOVEMBER 1984



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# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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## WESTERN EDITOR'S COMMENTS

We are delighted to announce the introduction of the Eastern Section, and to inaugurate that section with two fine articles by Brad Arch and Bob McKain appearing in this issue. Beginning with the December issue, the Eastern section will be edited by Robert Stets (see introduction below), and will thus become a regular and integral part of LA POSTA. We now offer complete coast to coast postal history, and can justify our claim to be A JOURNAL OF AMERICAN POSTAL HISTORY.

Subscriptions currently stand at 705, an increase of 36 over the September figure. Our rate of growth continues to be slow but steady, although a very nice boost was provided recently by Elwyn Doubleday in his fine postal history list. We are very grateful to Elwyn for his support, and wish to thank him for introducing several new subscribers to LA POSTA. The subscription target of 1,000 by the end of 1984 is still 295 away with but two and one half months to go. Can you help us reach our goal? Please recommend LA POSTA to your friends, and remember, we will be pleased to send a sample copy to anyone you suggest.

We will introduce another new feature in the next issue of LA

POSTA -- the SUBSCRIBERS' AUCTION. Many people have expressed an interest in selling items of postal history in LA POSTA auctions, but the number of items needed to fill a one-page or half-page auction is considerable. In addition, there is the questions of making up a lot description, estimating the value, and then handling the paperwork once bids begin to come in. Our new SUBSCRIBERS' AUCTION will eliminate all those worries, and should go far toward making LA POSTA a more accessible marketplace for buying and selling postal history for the average collector. Please see the announcement for details elsewhere in this issue.

We have, I believe, an exceptional menu of articles for this issue. Several of our old friends continue their series of longer articles, and some authors new to our pages make their first appearance. We are tremendously fortunate to be able to enjoy the work of these authors. None of them are writing as paid professionals, and they have shared their knowledge and enthusiasm with us out of a sense of true altruism. Obviously, without their work we would have no journal. I know I speak for all of our readership when I say to each of you authors, "Thanks for a job well done."

Richard W. Helbock

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## ALASKA

1. BARANOFF, 1918, Tyl F-VF on PPC. Est. \$30.00
2. CIRCLE, 1920, Ty3 F+ on Real Photo PPC of town during ice break-up on Yukon. Est. \$25.00
3. DAN CREEK, 1930 Tyl VF blue 4-bar on cvr. E. \$45.
4. FORT LISCUM, 1911 Ty4 F-VF on PPC. Est. \$25.00
5. KAKE 1931 Ty5 F+ in red on cvr. Est. \$15.00
6. KING COVE, 1914, Tyl (earliest) F+ on PPC. From the 1914-21 period, a scarce PO. Est. \$60.00
7. KOTZEBUE, 1934, Ty3 F+ on PPC w/cnr. creases. E\$8
8. PERRYVILLE, 1931, F Tyl on VF cvr. Est. \$20.00
9. TIGARA, 1931, Tyl VF red 4-bar on cvr. Est. \$45
10. VALDEZ, 1914, Ty7 (REGISTERED) four strikes, all light but legible on VF Reg. cvr. Est. \$30.00
11. WHITE PASS & YUKON ROUTE/WHITE PASS, 1911 in blue double circle on PPC postmarked SKAGWAY. A nice example of this agent marking. Est. \$40.00

## ALASKA REAL PHOTO POST CARDS (photocopies for SASE)

12. "The Liberty Cafe" inscribed "St. Michael, Alaska, 1919" VF and unused. Est. \$15.00
13. "Winner Second Prize Ladies Dog Race Feb. 12, 1915" crowd watching dog team on town street. VF and unused. Est. \$10.00
14. River steamer "M.L. WASHBURN" stuck in the ice on Yukon. Clear, sharp photo. Est. \$20.00
15. Radio Station at Ft. Yukon. Log bldg. w/sign reading "U. S. RADIO". Unused. Est. \$12.00
16. Northern Commercial Co. building at Circle in Sept. 1920. Nice photo. Est. \$15.00
17. Yukon River steamer "GENL. JEFF C. DAVIS" at dock in Circle (?) Exc. photo. Est. \$20.00
18. Set of three Winter - Pond Co. photo cards of the wreck of "Princess Sophia" on Vanderbilt Reef. All VF cards & unused. Est. \$30.00

## ARIZONA

19. CACTUS, 1930 F-VF red 4-bar on cvr. Est. \$10.00
20. CHRISTMAS, 1911 Tyl (latest) VF on PPC. Est. \$40

## CALIFORNIA

21. ETHANAC, Apr 24 1925, F+ purple 4-bar on cvr. (Riverside 1900-25). Est. \$5.00
22. EL DORADO, ca. 1867 VF cds on U59. Est. \$12.
23. LATROBE, 1898, EXC cds w/barred-oval killer on VF cvr. (EL DORADO 1864-1921). Est. \$25.00
24. U.S./NAVY 3-bar, 1944 on cvr. w/ret. address of "MCAS VME 451/Mojave, Calif". Est. \$8.00
25. OAT HILL, 1906, VF cds on Real Photo PPC of "Saw Mill at Oat Hill Mine" (NAPA 1891-1910) E. \$15.
26. PLYMOUTH, 1886 VF toothed double circle w/star killer on cvr. w/2¢ brown. Attractive. E. \$20.
27. TRUCKEE, 1892 F-VF purple triple cds w/interior Maltese crosses on U311. Est. \$15.00
28. WASIOJA, 1907, VF Doane Ty 2 on PPC. Est. \$8.00

## IDAHO

29. COUNTY LINE, 1911, VF 4-bar on PPC. (1910-13). E\$15
30. SLICKPOO, 1914, F-VF 4-bar on PPC ('98-'26). E\$20

## KANSAS

31. ARGONIA, 1888 VF large oval on cvr w/2¢ grn. E\$12
32. Lot of 5 diff. Doane cancels on PPC. All fine or better (ROCK, FRIEND, SELMA, IUKA & PAWNEE STA.) Est. \$8.00

## MONTANA

33. LINGSHIRE, 1926, VF 4-bar on slightly stained cvr. (1920-37) Est. \$8.00
34. Fulton, 1¢ green tied to PPC by mss. pen cancel similar to Ty 11F RFD. Addr. to Fulton. E. \$5.00
35. Lot of 5 diff. Doane cancels on PPC. All fine or better (ASHLAND, DIVIDE, FRENCHTOWN, DENTON and HARRISON). Est. \$10.00

## NEBRASKA

36. MIDDLEBRANCH, 1914 F+ 4-bar on PPC. Est. \$4.
37. REDBIRD, 1917 Fine 4-bar on PPC. Est. \$5.00
38. SELDEN, 1909 F+ Doane with scalloped edges on PPC. Est. \$6.00
39. STAR, 1914 Fine 4-bar on PPC. Est. \$4.00
40. VENUS, 1911 VF 4-bar on PPC. Est. \$5.00

## NEVADA

41. HOTCREEK, 1911, VF 4-bar on PPC. (1897-12 period). Est. \$40.00
42. TENABO, 1908, F+ Doane on cvr. opened into 2¢ red. (1906-12). Est. \$50.00

## OREGON

43. AJAX, 1908, VF Doane on PPC. Est. \$10.00
44. BULLRUN, 1911 F+ 4-bar on PPC. Est. \$8.00
45. DELL, 1908, VF Doane on PPC. Est. \$35.00
46. GEORGE, 1910? about Fine 4-bar on PPC. E\$10
47. LINKVILLE, ca. 1885, F-VF cds on cover w/fancy toothed circle DRAIN rec'd b/s. E\$25
48. MIRTH, 1909, G-F cds on PPC. Est. \$9.00
49. OAKRIDGE, 1914 F-VF 4-bar on small, neat cover franked w/2¢ Pan Pacific (#398). E\$4
50. OLENE, 1908, F+ Doane on PPC. Est. \$5.00
51. PRATUM, 1915 VF 4-bar on VF cvr. Est. \$8.00
52. REX, 1907, FV cds w/target klr. on PPC. E\$7
53. SKIPANON, ca. 1880, mss. on lady's cover opened into 3¢ green @ rt. Est. \$60.00
54. WHITNEY, 1942 VF 4-bar on cml. cvr. E. \$5.00
55. U.S. NAVY/13027 BR., 1946, F+ 4-bar on cvr. (This was the Navy numbered br. at Tounge Point for 8 months in 1945-46) Est. \$10.00

## TEXAS

56. BIARDSTOWN, 1906, VF Doane on U387. E. \$8.
57. CAMP COLORADO, 1879, VF blue cds on U163 Most attractive & scarce. Est. \$30.00
58. CLIFFSIDE, 1909, EXC 4-bar on PPC. Est. \$10
59. LIVESVILLE, 1894 VF cds on U349. Est. \$8.00
60. TWIN SISTERS, 1907, F-VF Doane on PPC. E. \$4

## WASHINGTON

61. BADGER, 1913 F-VF 4-bar on PPC. (1912-17) Est. \$10.00
62. GARFIELD, 1889, F-VF cds w/matching star-in-circle killer ties 3¢ green to cvr. E\$15
63. GOSHEN, 1916, F+ 4-bar on PPC. Est. \$10.00
64. LICHTY, 1914 VF 4-bar on PPC. (1913-17). Est. \$30.00
65. SIXPRONG, 1910 F-VF 4-bar on PPC. Est. \$8
66. WHITES, 1916 F-VF 4-bar on PPC. Est. \$4.00

## WYOMING

67. FORT FRED STEELE, 1908, F-VF 4-bar on PPC. Est. \$8.00

## RPOs and RAILWAY RELATED

68. MONTECRISTO & EVERETT, 1908, legible, partial strike on PPC. Est. \$6.00
69. PASCO & VANCOUVER, 1909 F-VF on PPC. Est. \$5
70. Lot of 20 diff. Railway corner cards. Most on brown RRB envelopes & most franked with perfins. Includes some better RRs (Pacific Electric, Northwestern Pacific, San Diego & Arizona, etc.) Est. \$30.00

## RURAL FREE DELIVERY (Richow Types)

71. SALINA, KAN., 1904, RFD#4, Tyl1 on U385 w/stains & RFD cc. Est. \$12.00
72. GENOA, NEBR., 1913, Tyl1E on PPC. Est. \$10
73. BOYD, OREG., ca. 1910, Tyl1F on PPC. Est. \$12
74. FEDERALSBURG, MD., 1909, Tyl1C on PPC. E. \$6.
75. THREE SPRINGS, PA., ca. 1909, Tyl1F on PPC. E\$5
76. SWANTON, VT., 1909, Tyl1E on PPC. Est. \$6.00

## BOOKS

77. POSTAL GUIDE, 1947 (hardbnd), VF, Est. \$12
78. POSTAL GUIDE, 1951 (paperbk), VF, Est. \$8

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# THE EASTERN SECTION



ROBERT J. STETS, SR. TO BECOME  
EDITOR OF THE EASTERN SECTION OF LA  
POSTA

Robert J. Stets, Sr. of Walterboro, South Carolina, has agreed to become the Editor of LA POSTA'S new Eastern Section beginning with the December issue. Stets has been closely associated with research and publications relating to Philadelphia and Philadelphia County postal history for over 20 years. His earliest articles were published in STAMPS, LINN'S, WESTERN STAMP COLLECTOR and the old COVERS MAGAZINE, beginning about 1963. In 1971 he produced a monograph titled "Trolley Car Mail Service in Philadelphia", which was revised and reprinted in 1977 as the first in the MPOS "Street Car Monograph Series." Between 1978 and 1980, Stets authored, co-authored and edited three monographs on various aspects of Philadelphia postal history which were published in conjunction with SEPAD shows. In 1981, an article by Robert Stets was published in the 47th Congress Book, and in 1983 he published "An Illustrated Catalog of Philadelphia Postal Markings Found on Stampless Covers." His most recent work is a booklet on Philadelphia Railroad

and Maritime markings, published in conjunction with SEPAD '84 on Sept. 21-23, 1984.

The Eastern Section will include all states of the eastern seaboard from Maine to Florida. Rather than venturing now into the specifics, which will be spelled out by Editor Stets in the next issue, we will simply say that we are delighted and fortunate to have a man of his background, experience, and obvious drive join our publication. We look forward eagerly to working with Bob, and urge all you prospective authors of articles dealing with Eastern postal history to establish contact with him at your earliest convenience.

Please do not just read through those words! Bob will need considerable support to bring the Eastern Section into vitality. If you have an idea for an article, have been working on a pet project, or would even LIKE to see a particular study undertaken, please write Bob Stets. His address is P.O. Box 142, Walterboro, SC 29488.



## BOOKS REVIEWED

CATALOG OF NEW JERSEY RAILWAY POSTAL MARKINGS by Frederick D. MacDonald. 136 pp., 8.5x11", soft cover. Published by the New Jersey Postal History Society, and available at \$10.00 postpaid from Fred MacDonald, P.O. Box 21, Holmdel, NJ 07733.

The catalog purports to be a "complete reference guide to the Railway Postal Markings of New Jersey... with 342 tracings (of postmarks) exhibited and classified." In addition it provides a history of railroad construction in the state arranged to match the mail routes. Information on New Jersey route records has been provided by John L. Kay.

There is a great deal of useful and interesting information contained in this monograph, and there can be no doubt that students of railway postal history and New Jersey postal history will find it a useful addition to their library. For others, with only a cursory interest in New Jersey, the question becomes, "Does this book provide enough information beyond what is available in the MPOS catalogs?" The answer, with some reservations by this reviewer, is a qualified "yes".

If one only wishes to identify the value of a particular NJ RPO marking, then the MPOS catalogs will do the job nicely, but if more information is desired about the route, points served by it, or how it connects with other routes, then this book is useful. The main deficiencies, in the opinion of this reviewer, are the poor quality of postmark tracings -- many of which could lead to confusion, and the lack of an index which would permit someone unfamiliar with the route scheme to use the book with convenience.

In summary, the book does contain new and useful information. It is fairly priced, but it does suffer from some serious drawbacks. LA POSTA recommends it with those qualifications.

RWH

## Unique Estate Appraisals

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MAIL AUCTION NO. 3

ALASKA

### ALASKA

1. DOME July 17, 1909 VF+ ppc. Est. \$125-\$175



2. HAINES April 24, 1908 F-VF ppc. Est. \$15-\$25
3. FAIRBANKS Dec. 4, 1911 F-VF Flag cancel ppc. Est. \$10-\$15
4. KAKE Aug. 8, 1911 F-VF ppc. Est. \$40-\$60
5. METLAKATLA July 15, 1910 VF+ Doane cancel on ppc. of a Eskimo smoker Est. \$125-\$150
6. NUSHAGAK Sept. ? 1910 poor strike but town name and part of Alaska in cancel. Scarce Cover Est. \$50-\$70
7. TREADWELL Jun. 11, 1909 VF-XF ppc. Est. \$40-\$60
8. UNALASKA July 3, 1908 ppc. VF+ Est. \$40-\$60



### NEW MEXICO TERR.

9. CUGERO July 10, 1897 cover F+ with some soil spots on cover, backstamp Belen July 17, 1897. Est. \$20-\$40
10. LOS LUNAS March 29, 1887 XF 3 circle & star cancel on cover. Est. \$60-\$80

### WASHINGTON

11. VULCAN Sept. 5, 1907 VF ppc. postoffice was only known to be in for 2 years. Nice & scarce Est. \$40-\$60

### OREGON

12. OREGON CENTRAL RAILROAD CO. stock cert. Oct. 17, 1868 for five shares at \$100 per share. signed with rev. stamp. XF+ cond. Est. \$200-\$250

Auction Closes: November 30, 1984

## WE BUY COVERS

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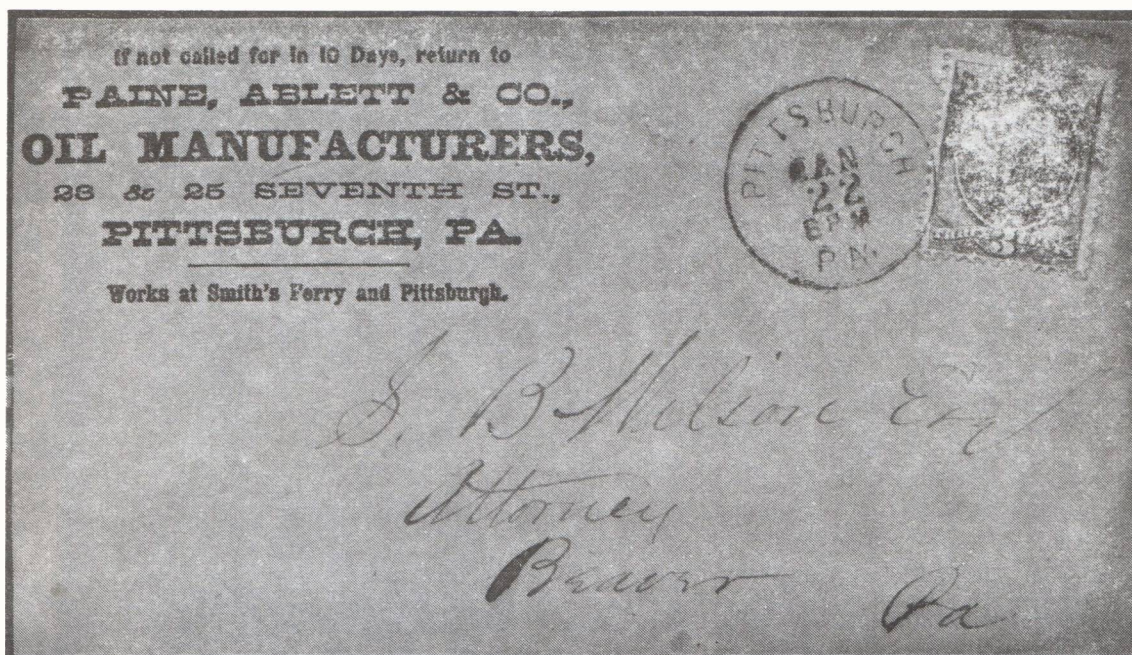


Figure 1. This cover displays an impression of the Pittsburgh fancy cancel (Type P33) dating from Jan. 22, 1878.

## PITTSBURGH FANCY CANCELS, 1872-1882

By F. Robert McKain

Late in 1872 the postmaster of Pittsburgh, Pennsylvania, approved a policy which was to bring a new look to the mail cancelled at his office. The decision was to permit the introduction of fancy carved cancels on stamps mailed through the Pittsburgh post office. Although not a revolutionary decision -- cancels of a similar sort were in use at other post offices -- this ruling by the Pittsburgh postmaster touched off a 10-year period during which an impressive array of fancy cancels were used in Pittsburgh. Designs ran the gamut from elaborate geometrics to initials to carved faces and animals. At least 70 different fancy cancel designs have been documented from Pittsburgh dating from the 1872 - 1882 period, and more are expected. This article represents a report of research in progress, and is also a plea for additional information on the subject.

Prior to late 1872 mail postmarked at the Pittsburgh post office bore impressions of various

cut cork cancels (Figure 1). There had been a time in the mid-1850's when Pittsburgh used a cancel in the form of a circle of bars, but, for the most part, stamps cancelled in Pittsburgh were smudged or killed with cut corks.

The era of Pittsburgh fancy cancels appears to have begun in the autumn of 1873, although dating is a difficult problem given the relative scarcity of examples and the fact that the then current postmarks contained no year date. At any rate, the earliest verified example of a Pittsburgh cancel which might be considered "fancy" in our records dates from September 9, 1872 (Type P1). Type PA1 may date from April 1872, but the year is unverifiable from the known example. By May of 1873 the first star cancel (Type P2) was in use. Any information concerning cancels used during this September 1872 - May 1873 period is eagerly sought by the author. If you have such cancels, please let me hear from you.

The life of an individual fancy cancel appears to have been about four to six weeks in Pittsburgh. Impressions from cancels



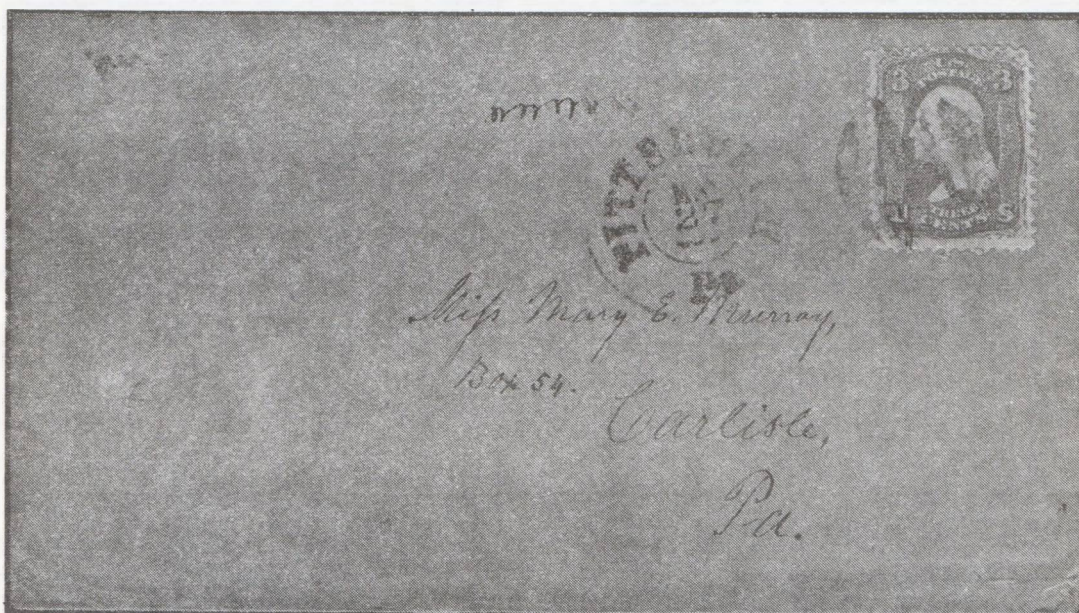
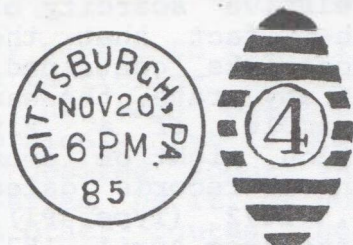


Figure 2. The carved cork cancel on this cover dates from the late 1860's.

dating from near the end of a lifespan tend to be indistinct or partial, and otherwise give the appearance of considerable wear.

The end of the fancy cancel era in Pittsburgh came in late 1882. Once again, the exact date is still a mystery, but the latest verified date of use for a fancy cancel is August 14, 1882 (Type P59), and by October 1882 the post office was using a duplex steel hand cancel with a killer featuring a number in an ovate bar grid (Figure 3).

Figure 3.



The listing which follows must be considered preliminary. Type numbers have been assigned on the basis of examples with verified dates, but there are many types known without verified dates and still more types expected to be discovered. In short, the type numbers are provided for ease of reference, but it is still too early to consider them chronologically valid. The X-types illustrated at the end of the list represent examples in need of year dates.

If you have information which can assist me in expanding or refining this listing, please drop me a line. I will be most grateful for any assistance.

#### PITTSBURGH FANCY CANCELS

Type No.	Earliest Date	Latest Date	Examples Known	Notes
PA1	20 Apr 72?		1	See text
P01	9 Sep 72		1	
P02	20 May 73	28 Aug 73	3	
P03	31 Jul 73		1	
P04	7 Nov 73		1	
P05	13 Nov 73	18 Nov 73	2	
P06	25 Nov 73		1	
P07	6 Dec 73	9 Dec 73	2	
P08	13 Jan 74	3 Feb 74	3	
P09	7 Mar 74		1	Blue ink
P10	22 Apr 74		1	



PITTSBURGH FANCY CANCELS, 1872-1882



PA1



P01



P02



P03



P04



P05



P06



P07



P08



P09



P10



P11



P12



P13



P14



P15



P16



P17



P18



P19



P20



P21



P22



P23



P24



P25



P26



P27



P28



P29



P30



P31



P32



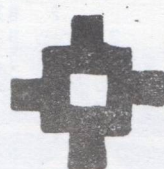
P33



P34



P35



P36



P37



P38



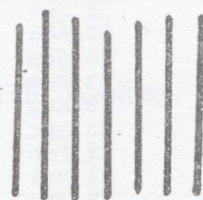
P39



P40



P41



P42



P43



P44



PITTSBURGH FANCY CANCELS

<u>Type No.</u>	<u>Earliest Date</u>	<u>Latest Date</u>	<u>Examples Known</u>	<u>Notes</u>
P11	14 May 74		1	
P12	10 Jul 74		1	
P13	4 Aug 74	9 Sep 74	2	
P14	23 Sep 74		1	
P15	22 Mar 75		1	
P16	28 Mar 75		1	
P17	6 Apr 75		1	Blue ink
P18	2 Aug 75		1	
P19	10 Nov 75		1	
P20	3 Dec 75		1	
P21	14 Dec 75	17 Dec 75	2	
P22	19 Feb 76		1	
P23	3 Mar 76		1	
P24	11 Apr 76		1	
P25	6 Jul 76		1	
P26	20 Jul 76		1	
P27	17 Oct 76	31 Oct 76	2	
P28	13 Dec 76		1	
P29	15 Jan 77		1	
P30	2 Feb 77		1	
P31	1 Mar 77	? Apr 77	5	
P32	5 Sep 77	11 Oct 77	2	
P33	22 Jan 78	30 Jan 78	2	
P34	22 Mar 78		1	
P35	27 Apr 78		1	
P36	13 May 78	15 May 78	2	
P37	19 Jun 78		1	
P38	5 Sep 78	9 Sep 78	2	
P39	3 Dec 78	12 Dec 78	2	
P40	29 Mar 79		1	
P41	10 Jun 79	10 Jul 79	2	
P42	20 Oct 79		1	
P43	20 Nov 79		1	
P44	3 Dec 79		1	
P45	5 Dec 79	18 Dec 79	4	
P46	5 Jan 80		1	
P47	6 Jan 80		1	
P48	31 Mar 80		1	
P49	29 Apr 80		1	
P50	1 Oct 80		1	
P51	8 Nov 80		1	
P52	28 Mar 81		1	
P53	9 May 81	18 May 81	2	
P54	5 Nov 81		1	
P55	? 81		1	
P56	27 Feb 82		1	
P57	7 Jun 82		1	
P58	30 Jun 82		1	
P59	14 Aug 82			

YEAR DATES UNKNOWN:

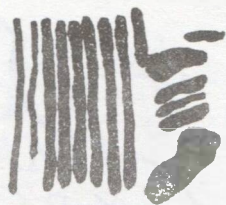
PX01	17 Mar		1	
PX02	11 Apr		1	
PX03	1 Jul		1	
PX04	5 Aug		1	
PX05	30 Sep		1	
PX06	3 Sep	5 Sep	2	
PX07	18 Aug		1	
PX08	23 Apr		1	
PX09	8 Feb		1	
PX10	24 Mar		1	
PX11	18 Jun		1	



PITTSBURGH FANCY CANCELS, 1872-1882



P45



P46



P47



P48



P49



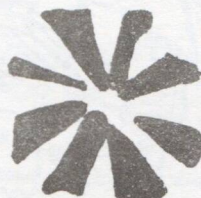
P50



P51



P52



P53



P54



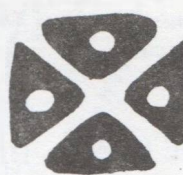
P55



P56



P57



P58



P59



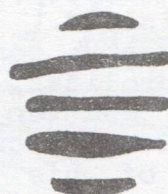
PX01



PX02



PX03



PX04



PX05



PX06



PX07



PX08



PX09



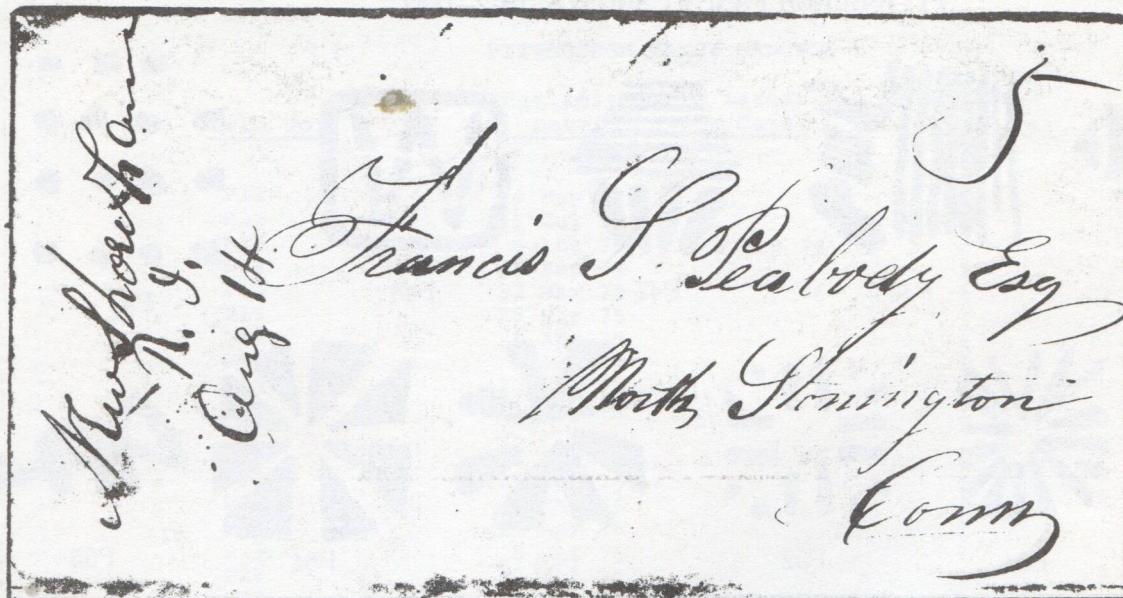
PX10



PX11

PITTSBURGH FANCY CANCELS WITH UNKNOWN YEAR DATES





Folded letter sheet bearing a manuscript New Shoreham, R.I., postmark of Aug. 14 (1851), and the 5¢ collect rate to Connecticut.

## NEW SHOREHAM/BLOCK ISLAND, RHODE ISLAND

By Brad Arch

Block Island was originally inhabited by a branch of the Narragansett Indian tribe. It was then called Manisses, meaning "Little God", or "Little God's Island", in contradiction from Manitou, the "Great God" of the mainland.

In 1524, Veranzano, coasting northward from the Carolinas, passed between Manisses and the land of the Pequots, now Connecticut. In honor of the mother of his king, Francis I of France, he gave it the name of Claudia, and said in his report that the island was full of hills covered with trees, and well peopled, for he saw fires all along the coast.

In 1614, the Dutchman Adrian Block, exploring Long Island Sound in the "Unrest", probably visited Claudia, which was designated on the Dutch map soon thereafter by the name "Adrian's Island", deriving its name from the celebrated Dutch navigator about 1624.

The earliest authentic history of Block Island dates from the Pequot War. The murder of John Oldham

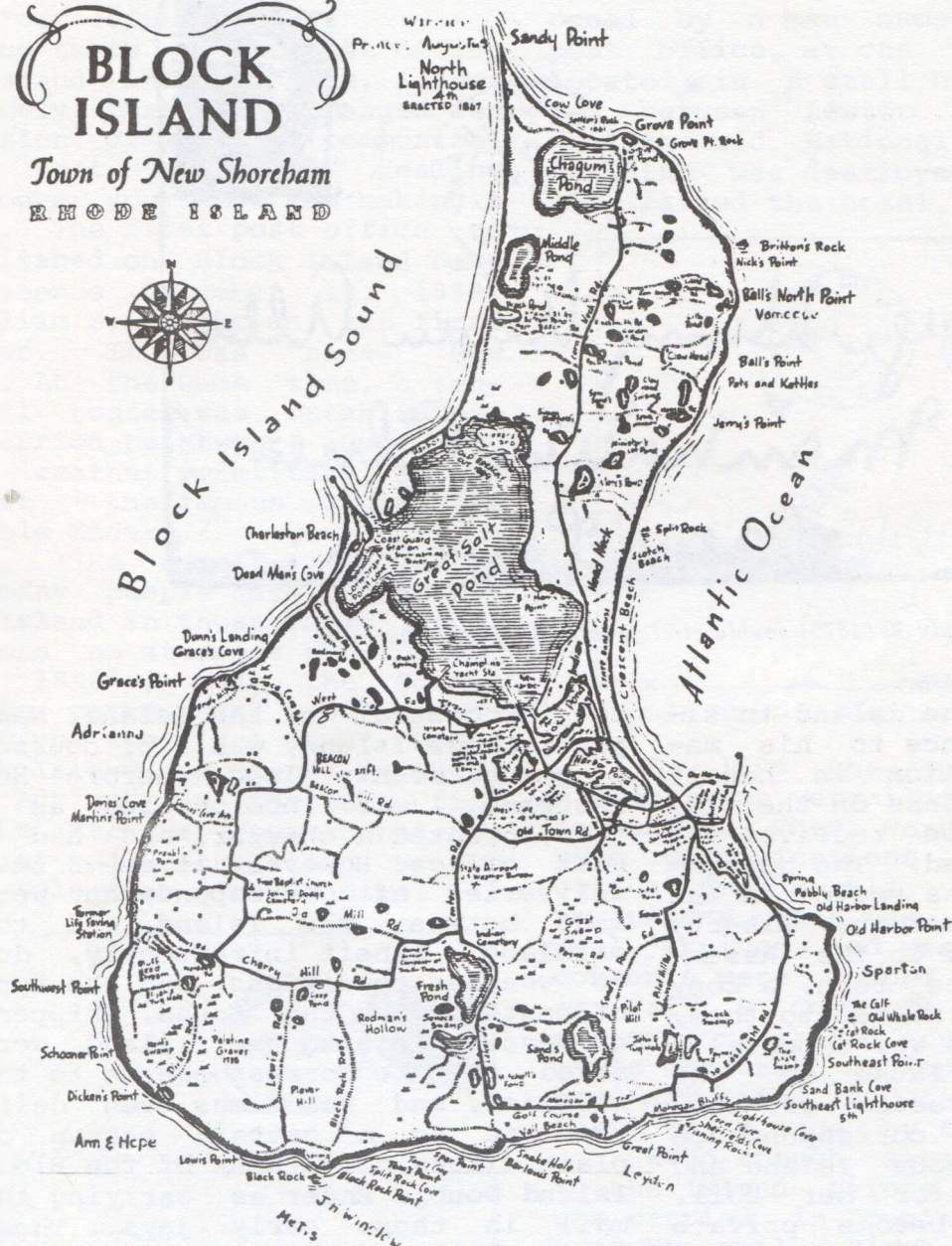
in July, 1636, a daring trader with the Indians and probably the first Englishman to contemplate settlement in Rhode Island, was the immediate cause of the war. News of this outrage caused great excitement when it reached Boston, and John Endicott, with 90 volunteers, was forthwith equipped to secure satisfaction from the guilty Indians. The company embarked with orders to take Block Island, and then to proceed to Pequot country to secure the murderers. They planned to secure indemnity for the crime, and take a hostage to insure the future good conduct of the Pequot. After a short skirmish, they landed on the island where they remained for two days. Having burned the wigwams and destroyed the canoes, the volunteers left for the Connecticut River.

Block Island was still under the government of Massachusetts in the late 1650's when it was granted as a reward for public service to Governor Endicott and three others. These gentlemen promptly sold it to Simon Ray and eight associates, who commenced settlement of the island about 1661. Indian land titles were liquidated in favor of a reservation, and one-sixteenth of the



# BLOCK ISLAND

Town of New Shoreham  
RHODE ISLAND



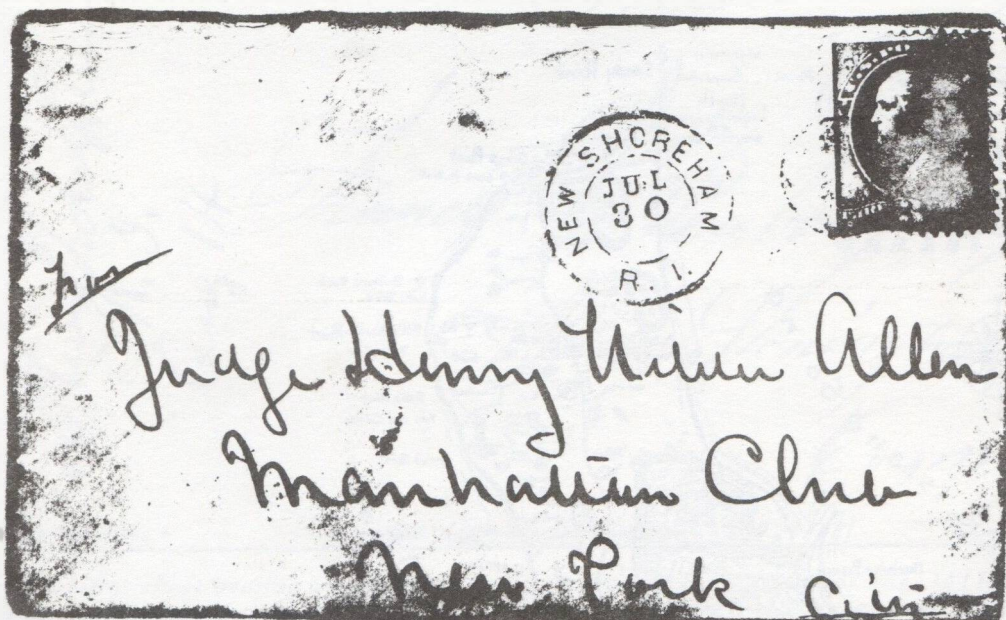
lands were set aside to support the ministry forever. James Sands, who had followed Anne Hutchinson in exile to the banks of Hudson, returned to become one of Block Island's earliest settlers.

About two years after the commencement of settlement, jurisdiction for Block Island was transferred to Rhode Island, being formally annexed by the adoption of royal charter in November 1663. The

remoteness of the Island rendered it almost independent of the Colony, and produced a different system of regulation from that which existed in other Rhode Island towns.

The first regular assembly of Rhode Island, as established by the charter, met in Newport in May 1664. The affairs of Block Island were definitely settled at this session. Three messengers -- James Sands, Thomas Terry and Joseph Kent





*Cover bearing July 30 (1879) double circle postmark of New Shoreham.*

-- appeared from the island to signify their obedience to his majesty's will. A petition in behalf of sundry householders on the Island, that they be received as freemen, was granted. The government of the town was vested in the hands of three selectmen. Liberty to send two deputies to the Assembly was given to the town, a copy of the laws was furnished to them, and their attention was especially directed to that clause of the charter declaring freedom of conscience. An active correspondence now ensued between Rhode Island and the rival claimants for her soil. Block Island had become private property before the transfer, and its owners had cheerfully adopted the provisions of the charter annexing it to Rhode Island.

On November 6, 1672, the General Assmblly incorporated Block Island, and at the request of the inhabitants named it New Shoreham, "as signs of our unity and likeness to many parts of our native country."

It may seem unrealistic to even think of mail coming from Block Island during the early days of its inhabitancy by whites, even after a form of government was set

up for control of the Island. Newport, Rhode Island, was, of course, a going county long before New Shoreham, was incorporated as a town, granted a charter, and had a post office. However, it seems that deliveries of correspondence were made between the Island and the mainland, albeit infrequently, due to weather conditions and the type of boats plying the Sound. Skippers of vessels leaving the Island were asked to take correspondence to the mainland, and sometimes even deliver it to a certain person or place. (Lets not think of the Block Island Double Ender as carrying the mail in these early days. These boats, built on the Island, did not come into their own until the early 1800's, and were carrying mail up until 1903 from Newport to Block Island).

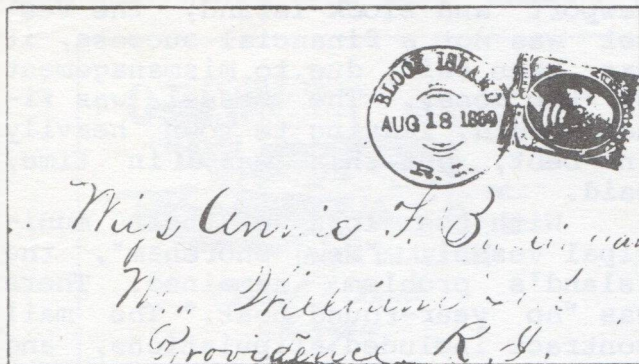
We are considering, and this must be conjecture, what went on before the period of the Double Ender. We do know that written communication was exchanged as early as 1738, supposedly the time of the wreck of the Palatine ship, also known as the "Princess Augustus". Letters were found, and are in evidence, written at that time showing correspondence between



persons living on Block Island and people in Newport. Also, correspondence between people in Boston and on Block Island exists.

Since there was no post office on the Island in those days, it was quite likely that you arranged for transmission of written communication as best you could, dealing with whoever you knew was making a crossing. The first post office to be established on Block Island came into existence December 13, 1832, with William S. Wright as the first postmaster. It was named New Shoreham. At the same time, a regular mail route was established, being carried to Newport about once a week, weather permitting, in an open boat -- the famous Block Island Double Ender.

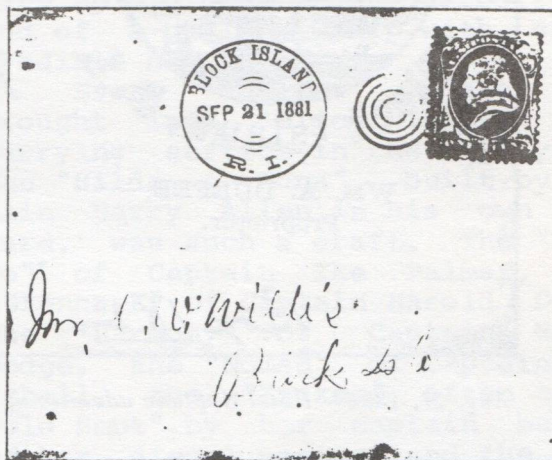
You, like myself, may wonder how so many people made their way to the Island in those early days. There were no steamers running until the 1850's, only the Double Enders to carry mail and passengers, and yet the first Guest House on Block Island was opened in 1848, the "Old Adrian". In the late fifties, the Steamer "Mount Hope" began running to Block Island, as did other vessels from time to time.



August 18, 1880 -- First Block Island postmark.

By 1870 it had become clear that a need for more mail service was evident. There were an estimated 2,000 people living on the Island, and mail trips were increased in frequency to several times per week, weather permitting. The official name of the post office was changed from New Shoreham

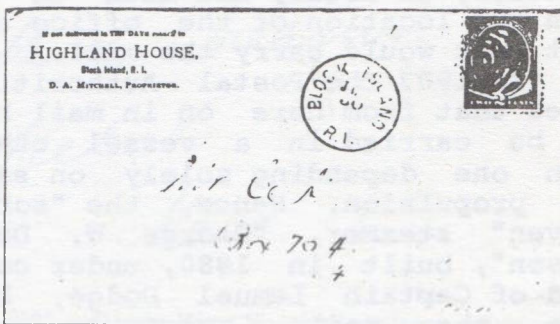
to Block Island on November 7, 1879, while the post office itself was located in the Surf Hotel, owned by a man named Willis. The post office, at one time, was also located in a small building situated between Lester Dodge's house and the old National Hotel. This building was destroyed by a fire that razed the hotel.



Sept. 21, 1881 -- 1¢ Drop Letter Rate

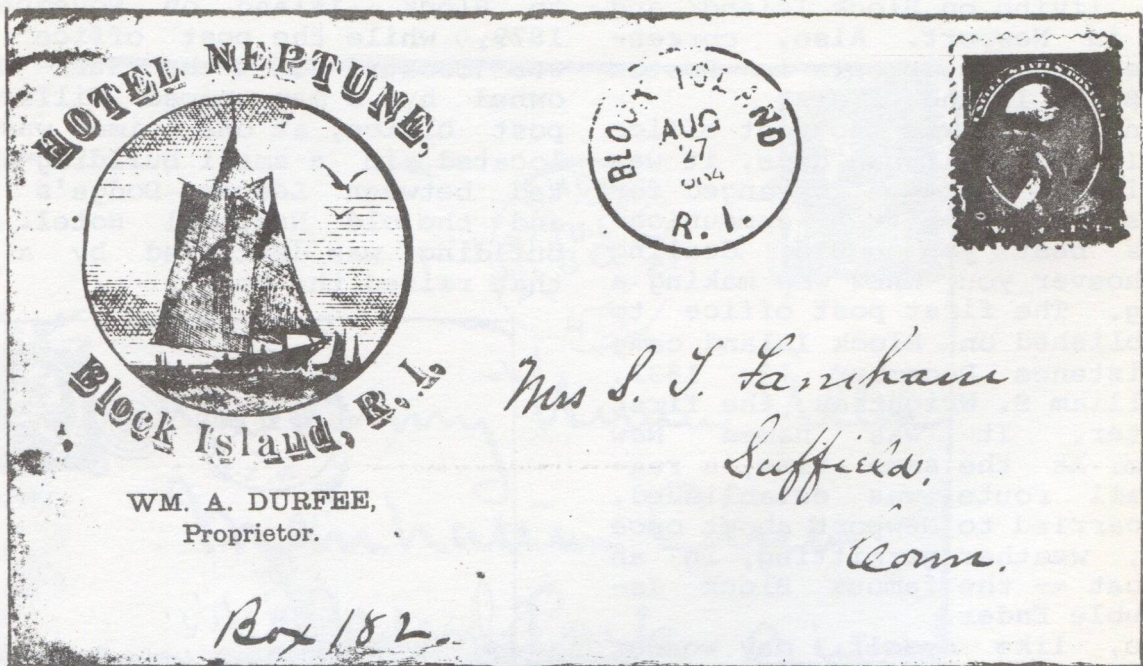
By 1894 the summer business was not yet very important to the community. There were no telegraphic communications available, and only a few weekly, but no daily, newspapers. When the little bag of mail arrived and was opened, its contents were dumped on the counter in Ball & Conley's Store. The postmaster called out the names of those who were so fortunate as to have any mail, and it was generally taken up at once by the owners.

Even though steam vessels ran to the Island before 1903, the mail was carried in Double Enders, powered by sail. Block Island Double



July 30, 1885 -- Highland Hotel corner card.





Aug. 27, 1884 — Hotel Neptune advertising cover.

Enders which carried the mail at one time or another included the "Active", the "Industry", the "Glorianna", the "Enterprise", and the "Comeshy". None of these boats were over 36 feet in length, some were even shorter. It was a matter of who got the contract. In these days it was not uncommon for the postmaster to travel to and from the mainland with the mails, and at least one postmaster was drowned on the way to Newport when his boat was lost. A very old stone setting marks his grave in the Island Cemetery.

The post office accommodations were shifted from building to building, depending on who got the contract to house the post office. Politics, as usual, had much to do with the location of the office and what boat would carry the mail.

In 1903 the Postal Authorities ruled that from here on in mail had to be carried in a vessel other than one depending solely on sail for propulsion. Hence, the "screw driven" steamer, "George W. Danielson", built in 1880, under command of Captain Lemuel Dodge, became the mail, passenger, and freight vessel. A few years later,

the Town of New Shoreham had a fine screw propelled steamer built and named for the town. This vessel carried mail, freight and passengers, and cost the town a lot of money, for which bonds were offered to raise construction costs. Though it ran a route from Providence, Newport and Block Island, the vessel was not a financial success, it has been said, due to mismanagement of the money. The vessel was finally sold, leaving the town heavily in debt, but this was, in time, paid.

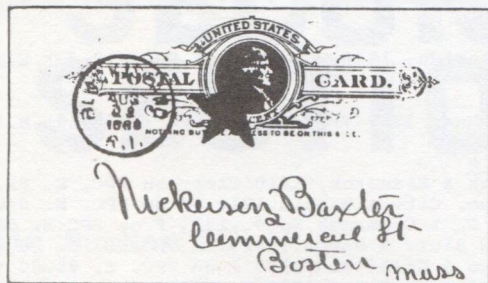
With the loss of their municipal vessel, "New Shoreham", the Island's problem remained. There was "no year-round boat." The mail contract included stipulations, and



July 23, 1887 — Hotel Neptune corner card and duplex handstamp of Block Island.



paid \$20 per day for carrying the mail, but, even with the implementation of smaller steam vessels, carriers found that they could not pay for their operations and would



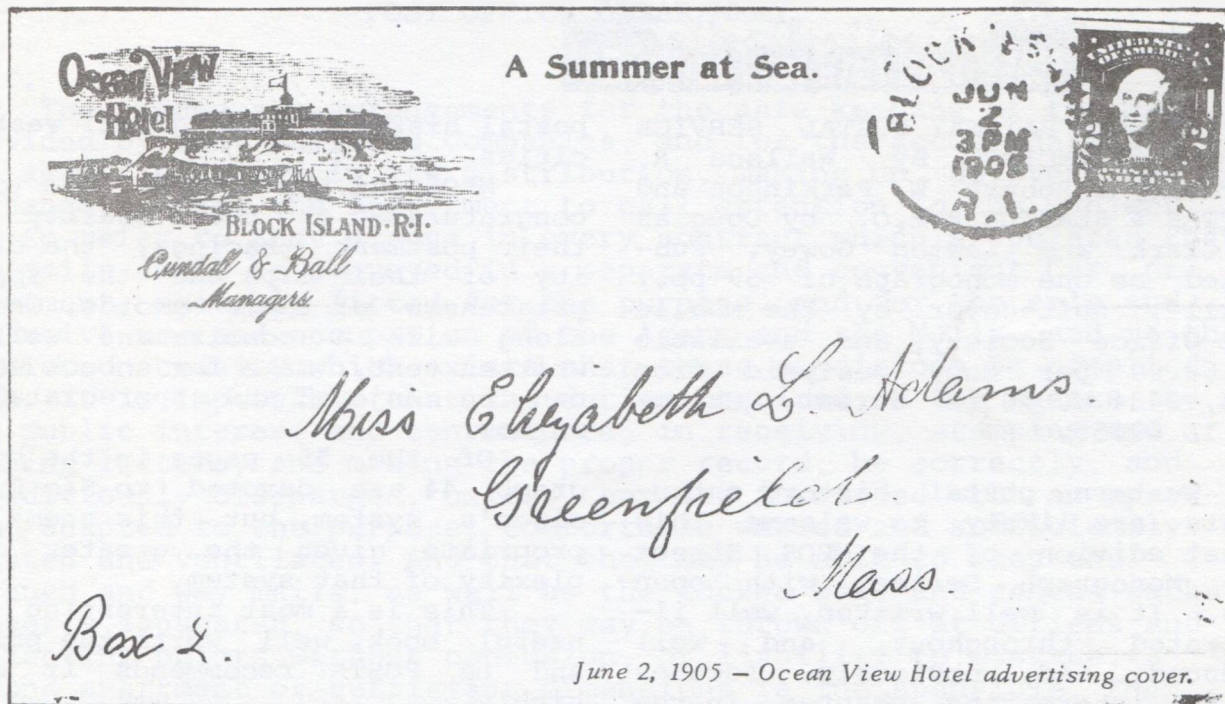
August 22, 1889 - Block Island solid star killer.

drop out of the game. We have a long list of boats, which ran for a time -- some short, some longer, but all finally dropping out. These were small steamers such as the "Mary Archer", "The Island Belle", the "Nelseco", and many others.

Next came the period of small gasoline or diesel propelled boats. Many of these types were involved in Block Island mail contracts for varying periods of time. One of the most notable was the former WW I sub-chaser, "Elizabeth Ann", at that time running from Stonington, Connecticut, to Block Island carrying mail, passengers and freight. She was under the able command of

Captain Raymond Abel, and could be counted on to come to the Island every mail day. With the coming of World War II, the "Elizabeth Ann" moved into other areas transporting people engaged in war work. She was then under the command of Captain Billy Evans, and later under Captain Boyce, another venerable sea captain. And what ever became of the "Elizabeth Ann"? She finally blew up in New London Harbor, the end of a gallant ship with an incredible history.

Even smaller boats were brought into Block Island mail carrying service in the war years. The "Hilda & Anna", built by Captain Harry Allen in his own back yard, was such a craft. The "Let's Go" of Captain Ike Palmer, the "Glenna K" of Captain Harold Dodge, the "Harmony" of Captain Norman Dodge, the "Nomad" of Captain Cogshall, the "Yankee" often called "old Smut" by her captain because of her diesel engine, and the "Mary E" of Captain Curtis Dunn all carried the Block Island mail. None of them were over 40 feet, and most were smaller. Today we have twin diesel engines pushing our mail boat along at 14 knots or better, and a 22-year old skipper. Times have changed.





# RANDY STEHLE MAIL AUCTION NO. 5

## CALIFORNIA

1. Bellvale, 1910, VG target on PPC (89-22). E. \$5
2. Bullion, 1908, VG Doane on PPC (04-15). E. \$10
3. Daunt, 1909, F 4-bar on PPC (86-11). Est. \$8.
4. Laverne, 1910 VG 4-bar on PPC (09-14). E. \$12
5. Lucia, 1917 VF 4-bar on PPC (00/38). Est. \$6
6. Monmouth, 1910 VF 4-bar on PPC (08-19). E. \$10
7. Monumental, 1910 F Doane on PPC (04-11). E. \$20
8. Neighbors, 1913 VG 4-bar on PPC (05-20). E. \$6
9. Tecnor, 1912 F 4-bar on PPC (09/35). Est. \$5
10. Woodward, 1908 VG 4-bar on PPC (01-13). E. \$8

## COLORADO

11. Gem, 1912 G 4-bar on PPC (1907-13). Est. \$30.
12. Landsman, 1908 VG target on PPC (98-18). E. \$20
13. Limon, May 1904 EX Doane on PPC (7th mo.) E. \$5
14. Ophir, 1907 VF Doane on PPC (78-18) toning. E. \$15
15. Oxford, 1908 G 4-bar on PPC (08-53). Est. \$8.
16. Sheephorn, 1911 VF Doane on PPC (95-51). E. \$5
17. Waldorf, 1908 VF 4-bar on PPC (1908-12). E. \$20

## IDAHO

18. Fern, 1912 VF 4-bar on PPC (1902-13). Est. \$20
19. Pearl, 1909 VG Doane on PPC (95-29). E. \$6.00

## MONTANA

20. Belton, 1938 VF 4-bar on PPC (1900-49). E. \$3
21. Carterville, 1910, VG 4-bar on PPC (09-57). E. \$6
22. Cottonwood, 1914 VG 4-bar on PPC (11-29). E. \$10
23. Sedan, 1910 F Doane on PPC (91-15). E. \$12.00

## NEVADA

24. Bullfrog, 1908 EX 4-bar rec'd on PPC. E. \$20
25. Mound House, 1909 VG 4-bar on PPC (77-29). E. \$8

## NORTH DAKOTA

26. Brazil, 1909 VF 4-bar on PPC (00/30). E. \$5
27. Flora, 1913 VF 4-bar on PPC (01-71). E. \$4
28. Kinsley, 1909 VF 4-bar rec'd on PPC (08-10) E. \$12
29. North Chautauqua, 1912 VF Doane on PPC E. \$6.00

## OREGON

30. Flanagan, 1911 F 4-bar on PPC (05-12). E. \$20.
31. Lampa, 1909 VF Doane on PPC (05-18). E. \$10.

1115 Village Drive, No. 4, Belmont, CA 94002

32. Suver, 1908 F Doane on PPC (81-35). Est. \$8.00
33. Tolo, 1912 F 4-bar on PPC (86-18). Est. \$10.00
34. Woodville, 1910 VG 4-bar on PPC (76-12). E. \$8

## UTAH

35. Lakeside, 1920 VG 4-bar on PPC (10-43). E. \$4

## WYOMING

36. Luthur, 1909 VF 4-bar on PPC (1907-10). E. \$20.

## R.P.O.'s

37. Hank & Bismarck, 1910 Clear on PPC. E. \$8.00
38. Junc. City & Beloit, 1910 VF on PPC. E. \$10
39. K. C. & Colorado Spgs., 1911 F on PPC E. \$8.
40. Red Bluff & Sacra., 1913 VG on PPC. E. \$8.00
41. Reno & Goldfield, 1906 F on PPC. E. \$6.00
42. Reno & VA City, 1907 F on PPC. Est. \$12.00
43. Rumsey & Elmira, 1914 VG on PPC. E. \$8.00
44. San Fran & Pac. Grove, 1914 VF on PPC. E. \$8
45. San Fran & Santa Cruz, 1908 VF on PPC. E. \$10
46. S.F., Santa Cruz & Pajaro, 1910 F on PPC. E. \$20
47. San Fran & Visalia, 1908 F on PPC. E. \$8.00
48. Seattle & Hoquiam, 1914 VF on PPC, toning. E. \$10
49. Tuolumne & Stock., 1909 F on PPC. E. \$12.00
50. Willits & San Fran., 1912 VG on PPC. E. \$8.

## R.F.D.'s

51. Fort Jones, Cal., Ty2FD, 1909, G on PPC. E. \$8.00
52. Laton, Cal., Ty2FA, F on PPC. E. \$12.00
53. Alta Vista, Kans., Ty2F, Rt. 2, 1913 VF on PPC. (stamp ripped). E. \$6.00
54. Garnett, Kans., Ty11A, Rt. 4, 1909 F on PPC. E. \$12
55. Ogden, Kans., Ty1AA, Rt. 1, 1908 F on PPC. E. \$6.
56. Exeter, Nebr., Ty11F, Rt. 2, 1912 F on PPC w/1/4" tear. Est. \$3.00
57. Loretto, Nebr., Ty11E, Rt. 1, 1912 F on PPC. E. \$8
58. Stockholm, Nebr., Ty11F, ca. '08 on PPC. E. \$8.
59. Tobias, Nebr., Ty11F, Rt. 2, ca. '08 on PPC. E. \$8
60. York, Nebr., Ty11F, Rt. 1, ca. '10 on PPC. E. \$8

Minimum Bid \$2.00 please. Standard auction rules apply. Phone bids accepted - (415) 595-3657  
Auction Closes: November 30, 1984

## BOOK REVIEW



THE STREET RAILWAY POSTAL SERVICE IN SAN FRANCISCO By Wallace R. Beardsley & Robert W. Parkinson and SEATTLE & SEATTLE R.P.O. by Douglas N. Clark and Lawton Gowey. Published as one monograph of 59 pp., 8.5x11", soft-cover by the Mobile Post Office Society, and available for \$8.00 per copy postpaid from MPOS, 2434 W. 103rd Street, Chicago, IL 60655.

Western postal history enthusiasts are likely to welcome this latest edition of the MPOS Street Car Monograph Series with open arms. It is well written, well illustrated throughout, and well produced, and, obviously, focuses on an interesting chapter in the

postal history of two great western cities.

MPOS and the authors are to be congratulated on the quality of their postmark tracings, the clarity of their maps and the appropriateness of their photos. These, along with a concise and well-written text, make for a book which can be enjoyed and appreciated by anyone.

Of the 59 pages in the monograph, 44 are devoted to San Francisco's system, but this seems appropriate given the greater complexity of that system.

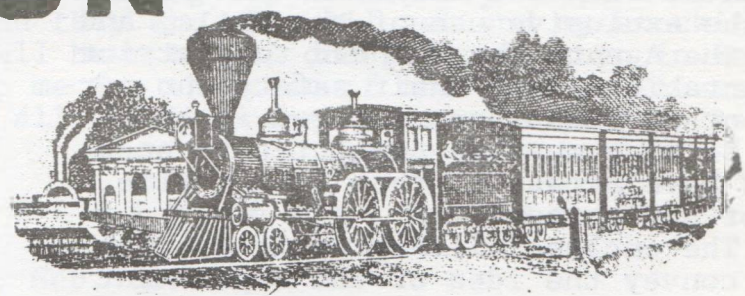
This is a most interesting and useful book, well worth the price, and LA POSTA recommends it most highly.  
RWH





# THE SECOND SECTION

Train Number 10



## Foreword

For three days last July, your Editor had the pleasure of exploring the National Archives in Washington. Fortunately we had the assistance of an experienced guide, John Kay, who taught us how to explore the stacks, use the reading room, get copies, and generally learn the ropes. As a result in this brief period considerable material of interest was found in this postal historian's gold mine. A sample find is given here as the introductory article.

Owing to space problems and problems encountered by your Editor, Parts III and IV of the Colorado Railway Mail Catalog, the Texas lines and narrow gauge lines of the Colorado & Southern Rwy. will be presented together in Vol.15, No.6, the Dec.- Jan. issue.

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POST OFFICE DEPARTMENT,

1853

Sir;

The inadequate arrangements for the safe-keeping of the mail, provided by many Railroad Companies, and for the accommodation of the agents employed in its distribution, making up, delivery and exchange, compel the Department to call attention to the subject, and to refer to that clause in every contract which stipulates that the mails shall be conveyed in a separate and convenient Car, or apartment, suitably fitted for the purpose, and for the sole and exclusive use and occupation of the Agent and the Mails, and to the absolute necessity which exists that these conditions be complied with. It is impossible that the duties required of the Agents, by the public interest and convenience, in receiving, stamping and mailing letters, and making the proper record, be correctly, and expeditiously discharged, unless they are furnished with an apartment adapted to the purpose, comfortable warmed and sufficiently lighted and ventilated. And that they may be able to keep the through and way mails, as well as the locked bags and canvas sacks, properly separated, so that they may be thrown off at offices and connecting points without confusion, or liability to mistake, a second apartment of sufficient dimensions is indispensable. The first, or mailing, apartment should be at least 12 feet by 7, provided with counter, and boxes with sliding lids, a window and door



on each side, the doors secured by locks. The second apartment, connected with the first, should be at least 13 feet by 7 in dimensions, with locks and other conveniences, and both should be arranged as to be free from the intrusion of passengers or persons connected with the train. They must be for the exclusive use of the Mails, and that the Agents may be held to a strict accountability for their safety, no persons other than those engaged in the Mail Service must be permitted to occupy or have access to them at any time, or for any purpose.

The enclosed lithographic diagram will convey the idea of the Department as to the most suitable arrangement of a Mail Car, to be enlarged or diminished according to the usual size and weight of the mails to be conveyed.

The Department does not rely upon the large amount and rate of compensation paid to Railroad Companies for the transport of mails in justification of the demand for the utmost extent of accommodation, but the demand is based upon the necessity and duty of providing for the "due certainty, celerity and security" of the mails, and the cheerful acquiescence and co-operation of the various corporations is looked for with confidence. And it is hoped that it will not be necessary in any instance to enforce that further provision of the contract which stipulates that the Department may furnish at the expense of the contractors, suitable accommodations for the Mails and Agents if they fail to do so.

Very respectfully, your obedient servant,

James M. Campbell  
Postmaster General

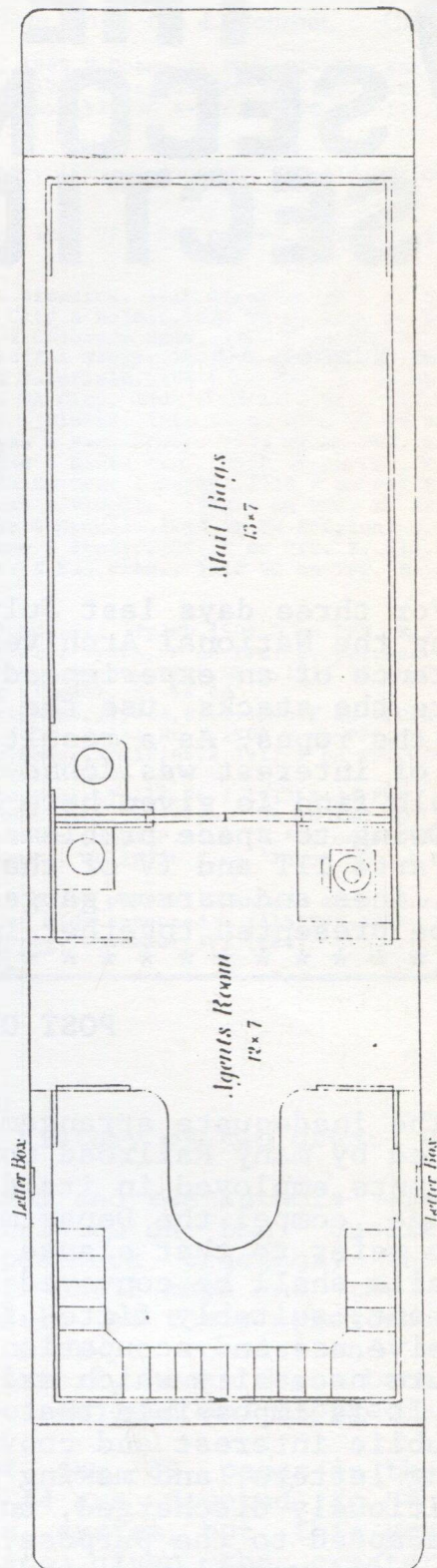


Diagram furnished with letter from Postmaster General.



THE CHITTENDEN CORRESPONDENCE  
Western Postal History Museum Collection  
Letter No.18 - continued

This is very likely to be a town and we propose to lay out here for our own benefit and then if there is, we shall have the jig on the crowd. We can lay out our town and then run the road to fit it.

My clothes, etc., are holding out remarkably well. I have not had on but two shirts and they are all well yet and my stockings are very "unholy". I shall have to get one pair of pants in Salt Lake and that will equip me for the rest of the season. Please write often and tell me all that happens. I am very glad to hear every little thing.

With Love to All,

Sam

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Letter 18-B Omaha, Neb. Oct.21  
(Marked received Oct.20)

Engineer's Camp  
Sulphur July 25, 1868

My Dear Ma

Once more as the day goes I take my pen in hand to write you a few lines. I am in my usual health and spending my time in the usual way. Since writing I have got two letters that were sent to Sanders dated some month or so ago, but although they are old they were none the less interesting, we are having very easy times here on the construction. We only work half as much as we did on location but I do not like the work as well.

Genl.Dodge (Reference E) was here a few days since and he was very much displeased at our being transferred to construction. He said he wanted to have us go West and that he had had the party organized for a special purpose, so I think it is more than probable we shall be transferred back again in a week or so. If we are I shall probably have the place of 2nd Asst. and get double pay. Mr.Lawrence thinks they are going to run a preliminary line to Oregon after all and that we are going on it. At any rate I am to have better pay after a week or so, whether we go west or not. I suppose you are wanting the money for George's outfit. We have not been paid off in full yet but shall unquestionably in a week or two and I will send the draft as soon as possible.

Last Thursday was commencement and yesterday the great University race. I hope you will write in all the news and which side beats.

How did George pass his examination? I hope you will not undertake to furnish his room. I do not think it is the best nor the cheapest way. I had a letter from Wells, the chap I sent the letter to in (the) same mail with your last. He says he is going to stay there this year and probably permanently so George will have him for his tutor in Mathematics. He was very glad Geo. was coming and will show him all the mercy he can he writes.

Talk about big Panama grasshoppers to a man in Utah! I have not written all the facts about them for the same reason the Irishman wrote home that he had "mate onct a wake". I want to be believed. There are millions of grasshoppers here to our mosquitoes on the salt meadows at home. I have seen them fly in such crowds as to



darken the sun. They only last a month here and are all nearly gone now.

I am very glad you went to New York and had a pleasant time. You must go oftener. A hundred miles seems nothing to me now. Men think nothing of riding off a hundred on horseback.

The U.P. Engineer's office is in Salt Lake City and not in the Salt Pond as your letters are directed. They laugh at letters directed so.

Sam

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Letter 19-1 Wells Fargo Aug. 7

Union Pacific R.R.A

Engineer's Office U.P.  
Gilmer, Utah Terr.  
Aug. 1st, 1868

I have seven letters to answer in one. I had two letters from you yesterday sent from the City and today a package came from Ft. Sanders with five more from you and seven miscellaneous. I have got quite a job to answer so many and yours must all go into this one envelope. I get your letters very promptly now from the City. The last was only nine days. Every one of these letters had court plaster in them so I am well supplied now. I have got enough to plaster a small house. I am getting along nicely here. Mr. Lawrence and the party were ordered into the Canon to make some changes in the line there and left me here as Engineer and I have been bossing the institution for about a week. One of the Foremen told me a good story this morning. "Tom" said one Irishman to another, "How many yards of cloud's there in that pile about". "Oh" said the other, "Nobody but God and the Engineer knows and 'nather' of them will be better after telling You".

I am very glad George went to the first examination at Yale. I have no doubt he came out alright. A little condition is of very small account. The chief one is on mathematics, they will find out for dead sure how much mathematics he has in him.

I hope to have better pay before long, at any rate I have plenty of money to pay George's expenses and want to have him have things in a respectable and gentlemanly way. He can not get along with that small room at Uncle George's. I don't know as you are thinking of having him take it. I merely write this as a precaution.

Since I wrote last a city has sprung up here with the name "Gilmer" and a thousand inhabitants. A month ago there was not a dozen in this place. I am glad A.C. Wilcox lost his place in the house. He blew his horn a great deal too much.

I am surprised that Lizzie (Munger) went to hear (Ristori). I remember they all thought it was an awful thing when I went. I should go for them if I was home. I suppose you are waiting for me to send some money. We have been paid only for the time we have been here in the Western Division, two months, the pay from Jimmy Evans \$1.25 we shall have soon I expect without any doubt and I will send some immediately. I hope he can get along until then.

I am kept pretty busy seeing to all the things here and can't write any more tonight -----

P.S.

I have a letter written to you in the other office and am going to put a postscript on it and scrawl a little more nonsense. I suppose you are sweltering in the heat now while I am quite cool and comfortable. I weigh just the same as when I left home. There has not nearly as much been melted out of me this summer as there generally



is and if we stay here long I shall get fat. The work on construction is very light, we have only to stake out the work and see that it is done according to contract. I think we are more likely to be transferred back again to location and go west of the City this Fall and if so, the line west has got to be located at once. I shall have the place of 2nd Asst. if we do go west. The Mormons are not, as many in the East seem to think, a race of wild animals but merely a collection of all "races and kindred and tongues" and all staunch believers in their being the Saints who are to boss and own everything in a few years. They all stick together with remarkable unsincereity and will help one another all they can but woe to a Gentile who has any money and falls into their hands, they will fleece him for sure. In some of the settlements they cannot speak a word of English. An old man came into the contractor's office here this morning who said he had been here ten years and could not speak a word of English. There are settlements where they only speak Welsh and so on.

I have seen a great many curious sights and some very fine scenery and should not be at all sorry I came if only I make my expenses.

I hope I shall hear again in a few days from you. I shall of course write.

\*\*\*\*\*Sam\*\*\*\*\*

Letter No.20

Union Pacific R.R. and Wells Fargo

August 22

Camp on Bear River

Aug.16th, 1868

My Dear Mother,

Once more I take my pen in hand to send you a few lines and let you know how much I want to be home and see you again. All instead of writing three or four times a day as I do now.

I have not anything to write about except the Mormon emigrants. A train of 700 passed here yesterday and a more pitiable sight was never seen. Old men and women, sick, crippled, and just ready to die all crawling along to "See Zion" and die. An old man working on the grade here expected his daughter and came down to the road to see if she was on the train. He found her but the wagon boss would not let her get out not the wagons stop and the old man waded through Bear River to talk to her. They have been terribly fooled and they will find it out soon enough. A large proportion are lame and came to wash in the Jordan and be healed.

I wrote you a letter a few days ago about getting a place on the Connecticut River Bridge. I hope I can get a place there for it is just about what I want and I know more about that than about rail-roading. If that bridge is built it will be a fine thing for the Engineers and I think my chances ought to be good for a place. I would come right home if I had almost any kind of place on it. Mr. Scranton's influence with the Engineer would certainly get me a good place and when the Engineer is appointed I wish some of you would speak to him about it.

I think George passed his examination very well. There is no question about his passing in the Fall, they condition a great many just to have them look it up a little.

I have not got my pay yet from Mr. Evans but shall probably in a week or so and will send some money as soon as it comes. Perhaps you can borrow of Tim enough for him till I get it to send. There is no question about our getting it but red tape moves very slowly.



They are having great trouble in getting men enough to work on the grade here. The Company wants the track laid to the City this Fall if possible. The only question is the grading. They are paying \$2.50 and board here for men and will advance soon to \$3.00. The contractors are laying five miles of track a day. They have two gangs and work night and day. I have not heard from you since I wrote before and am going to stop as I shall have to write again when the next mail comes.

Love to All

Sam

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Letter No.21

Union Pacific RR and Wells Fargo

August 29

Camp on Bear River

Aug.20,1868

My Dear Mother,

I am entirely alone in the hut, with a prospect of remaining so the whole evening. I am not very sleepy and after my usual fashion am going to write you to pass away the time till bed time. There is very little of anything going on here to write about. The work on the grade is going on very fast and the work on this contract of forty miles will certainly be done the first of November, or the middle at the farthest. It is well understood now that this party is to be wintered here and in the Spring go on and run a line to Oregon. This is Genl.Dodge's pet hobby and he evidently intends to ride it through.

I do not like the idea of wintering here at all, from all accounts the snow and cold is tremendous and we should be cut off from all of the world weeks at a time. I do not believe it will be possible to run a railroad here in the winter. Half the time the snow falls and then drift into all the hollows, filling them all up level, so I think you may expect me home around Christmas. That is, if I do not change my mind again, and I have been thinking of the thing some time and am quite decided that this is not the best place for a permanent one, the influence of the road is Southern and all the good places are filled, and at the disposal of Southern men. Frank Blair is one of the government commissioners, and has an enormous influence, Mr.Lawrence and four of the livelier men now in the party are Southerners, and were in the Army. I am not, of course, at all sorry I came out here. I have had considerable practice and saw a great deal of the country, but at the same time, I have had to work hard and have been driven from pillar to post a good deal too much.

I have written more of this than I intended to at first and will not write any more of it. Do not worry yourself over it. I can stay here just as long as I please, and have a sure thing till I find something better.

I don't suppose you will get this letter much before the 14th Sept. and then George begins his three year work. I don't know I have anything to say except that I shall send him my box of instruments the first chance I have to send anywhere I can. I can send them much cheaper than buy a new set for him and I do not need them at all here now. I will write when and how I can send them, probably by mail, if I get a chance to send to Salt Lake office I shall send them by Express if it does not cost too much. I have written to inquire. He will not want to take any books over with him except those



put down in the catalog except some reference books he may find among my traps, a French dictionary and all the books with logarithms in them he can find, etc.

I found the enclosed sermon in the paper a few days since and cut it out to send to you, I think it is quite original. This Bishop Kimball died a week ago and this is one of his last and I suppose best productions. He ranked second to Brigham Young and his every word must be true.

I receive your letters quite regularly now, had one a few days ago, I haven't it in my pocket now and do not think of anything it required an answer, if there is I will look it up and have an excuse to write again. Good night, My Dear Mother.

Sam

P.S. - I send you a Wells Fargo envelope so that if you want to write in a hurry you can direct to me care, R.I. Lawrence, Gilmer, Utah. I shall get it a week sooner than from the City.

Sam

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Cover from Letter No.21 written Aug.20,1868  
at camp on Bear River, Utah T.

Union Pacific R.R. August 29 route agent handstamp on 3 ¢ stamped envelope with Wells Fargo & Co. paid frank to Mrs.Chittenden at East River, Connecticut.

Docketed Received September 3rd

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Reference E

Major - General Grenville M. Dodge

To more than any man, the Union Pacific Railroad's fine alignment, favorable gradient and route, as well as its record completion to Promontory. is owed to Grenville M. Dodge, Chief Engineer. Dodge was born in Danvers, Mass. Apr. 12,1831. At 13 he went to



work on a farm. which fortunately was owned by Frederick Lander of the U.S. Engineers Corps. Seeing promise in the boy, Lander arranged to have him attend Norwich University, from which he was graduated in 1850.

After college he went to work surveying for the Illinois Central R.R., and then the Mississippi & Missouri R.R. in Iowa. In 1856 he built his home for life in Council Bluffs, Ia., where he organized the Light Guards. When Abraham Lincoln visited Council Bluffs in 1859 he met Dodge, who impressed upon the future President the need for, and the most favorable route for the Pacific railroad.

When war broke out he was commissioned a Colonel in the 4th Iowa Volunteers. Seriously wounded three times during the war, he served under and became friendly with Generals Phil Sheridan, U.S. Grant and James McPherson. For a period he was in charge of reconstructing the Southern Railroads captured by the Union forces. On June 7, 1864 he was appointed a Major - General, but was seriously wounded in the fierce fighting at Atlanta, leaving active duty to recover. On July 26, 1865 he was appointed in command of all U.S. forces in Kansas, Nebraska, Colorado and Utah.

On May 1, 1866 he was released from the Army to become Chief Engineer of the Union Pacific R.R. With his arrival the disorganized construction efforts were quickly organized into an efficient corps. A rapid, but sound thinker, with great vision, Dodge struggled all during the construction years against rapacious politicians and financiers only interested in plunder. Since he had previously located most of the route of the railroad while on Army duty, he closely controlled location of the Union Pacific and oversaw its construction as well.

After completion of the railroad Dodge served one term in the U.S. Congress, but thereafter continued to work at railway location and construction in Texas, Indian Territory, Mexico and Europe. He continued to serve as a Director of the Union Pacific for most of the years between 1869 and 1897. He passed away at Council Bluffs Jan. 3, 1916 and was buried in a cemetery overlooking the Missouri River and the beginning of the Union Pacific Railroad which he, more than any other, had made a reality.

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# THE SECOND SECTION - CATALOG SECTION

This listing is devoted solely to newly reported type varieties for Nebraska, Kansas, Missouri, Oklahoma, Arkansas and Louisiana R.P.O. markings of the 1861 - 1977 period that are not listed in U.S. Transit Markings Catalog Vols. I, II, III and IV previously published by the Mobile Post Office Society. See last page of catalog section for the legend.

Arkansas City-Anthony, Kan., 59 miles, Atchison, Topeka & Santa Fe Ry.

918.2-A-2; Ark. City & Anthony RPO, 28½, 1901, TN, III  
Atchison-Downs, Kan., 208 miles, Missouri Pacific Rwy.

908-H-2; Atchinson & Downs RPO, 29, 1934, TN, Misspelling, III

Atchison-Lenora, Kan., 294 miles, Missouri Pacific Ry.

908-E-4; Atchison & Lenora RPO, 29½, 1901, TN, Misspelling, IV

Bloomfield-Wayne, Neb., 43 miles, Chicago, St. Paul, Minneapolis & Omaha Railway

937-T-1; Bloomfield & Wayne RPO, 29½, 1910, TN, III  
Cairo, Ill.-Jonesboro, Ark., 126 miles, St. Louis Southwestern Ry.

450-E-2; Cairo & Jonesboro RPO, 27½, 1918, TN, Misspelling, IV

Cape Girardeau, Mo.-Hoxie, Ark., 129 miles, St. Louis-San Francisco Ry.

458-L-1; Cape Girar. & Hoxie RPO, 28, 1914, TN, III

458-M-1; Cape Girardeau & Hoxie RPO, 29½, 1908, Dir., III

Cape Girardeau-Hunter, Mo., 94 miles, Cape Girardeau Southwestern Ry.

458-G-2; Cape Girard. & Hunter RPO, 29½, 1899, dir., III  
Columbus-Albion, Neb., 44 miles, Omaha, Niobrara & Black Hills R.R.

938-H-1; Columbus & Albion RPO, 29, 1909, Dir., III

938-H-2; Columbus & Albion RPO, 30½, 1911, T.N., II

938-H-3; Columbus & Albion RPO, 29½, 1929, T.N., II

Columbus-Lincoln, Neb., 70 miles, Chicago, Burlington & Quincy R.R.

935-T-1; Columbus & Linc. RPO, 30, 1904, Dir., III  
Columbus-Norfolk, Neb., 50 miles, Union Pacific R.R.

938-I-1; Columbus & Norfolk RPO, 29½, 1906, T.N., III  
Dodge City, Kan.-Boise City, Okla., 159 miles, Atchison, Topeka & Santa Fe Ry.

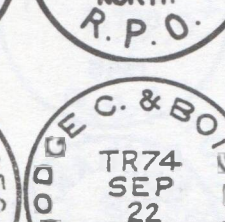
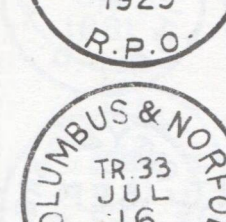
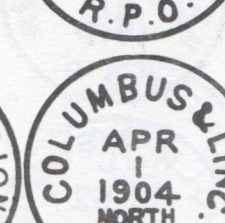
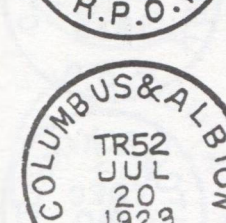
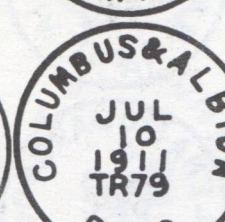
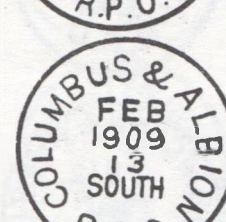
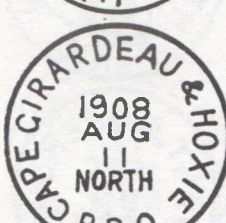
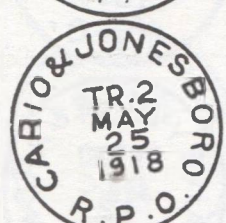
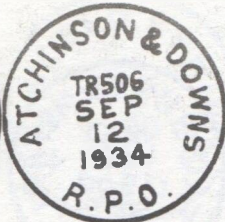
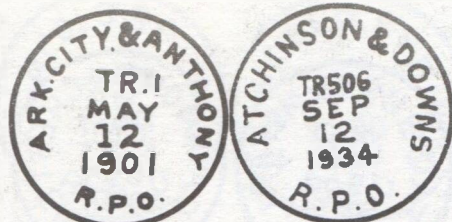
918.5-D-1; Dodge C. & Boise C. RPO, 30½, 1934, T.N., II

El Reno-Mangum, Okla., 131 miles, Chicago, Rock Island & Pacific Ry.

931.3-B-2; El Reno & Mangum RPO, 30½, 1905, T.N., IV

Emporia-Moline, Kan., 85 miles, Atchison, Topeka & Santa Fe Ry.

917-C-2; Emporia & Moline RPO, 30½, 1938, T.N., I





## THE SECOND SECTION

Fairbury, Neb.-McFarland, Kan., 178 miles, Chicago, Rock Island & Pacific Ry.

941-A-2; Fairbury & McFarl. RPO, 28½, 1901, Dir., III

Fairmont-Chester, Neb., 48 miles, Burlington & Missouri River R.R. in Neb.; Nebraska & Colorado R.R.

947.6-B-2; Fairmont & Chester RPO, 28½, 1899, Dir. II  
Florence-Arkansas City, Kan., 87 miles, Atchison, Topeka & Santa Fe Ry.

919-C-3; Florence & Ark. City RPO, 26½, 1892, III  
Florence-Ellinwood, Kan., 99 miles, Atchison, Topeka & Santa Fe Ry.

918.1-C-1; Flor. & Ellinwood RPO, 30½, 1907, T.N., III

918.1-C-2; Flor. & Ellinwood RPO, 30, 1951, T.N., II

Haileyville-Ardmore, Okla., 118 miles, Chicago, Rock Island & Pacific Ry.

931.4-B-1; Haileyville & Ardm. RPO, 29½, 1915, TN, III  
Hannibal-Sedalia, Mo., 143 miles, Missouri, Kansas & Texas Railway

809-V-1; Hannibal & Sedalia RPO, 29, 1891, T.N., III  
Hastings, Neb.-Oberlin, Kan., 160 miles, Republican Valley (B. & M.R.R.R. in Neb.) R.R.

947.8-C-1; Hast. & Oberlin RPO, 27½, 1890, III \*  
Helena-Clarendon, Ark., 47 miles, St. Louis, Iron Mountain & Southern Ry.

451-B-2; Helena & Clarendon RPO, 29½, 1918, TN, III  
(Complete tracing)

Hoisington, Kan.-Pueblo, Col., 338 miles, Missouri Pacific

920-C-2; Hoisington & Pueblo RPO, 29½, TN, 1925, II/RR

Holdrege, Neb.-Sterling, Col., 231 miles, Chicago, Burlington & Quincy R.R.

947.3-M-1; Hold. & Sterl. RPO, 30½, T.N., 1948, II  
Hutchinson-Kinsley, Kan., 85 miles, Atchison, Topeka & Santa Fe Ry.

911-V-2; Hutch. & Kinsley RPO, 27½, 1891, III  
Independence-Cedarvale, Kan., 56 miles, Atchison, Topeka & Santa Fe Ry.

909-O-2; Ind. & Cedarvale RPO, 27½, 1899, Dir. III  
Junction City-Parsons, Kan., 157 miles, Atchison, Topeka & Santa Fe Ry.

912-N-1; Junc. City & Parsons RPO, 27, 1893, III

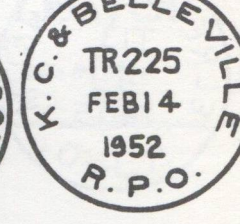
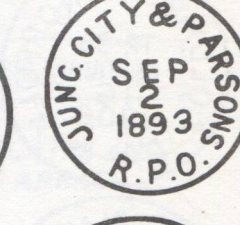
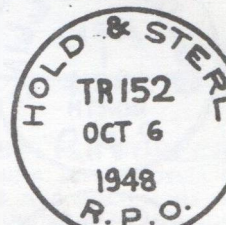
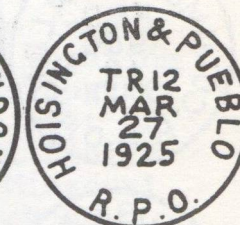
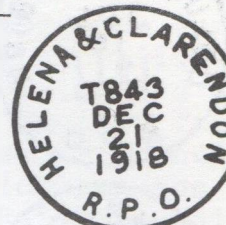
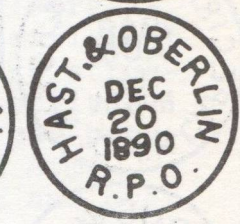
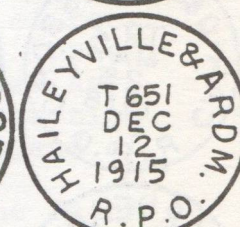
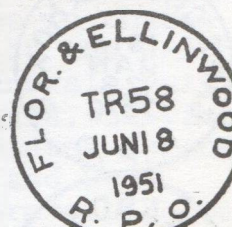
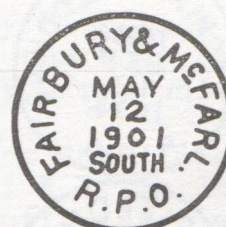
912-N-2; Junc. City & Parsons RPO, 30, 1923, TN, II

Kansas City, Mo.-Belleville, Kan., 205 miles, Chicago, Rock Island & Pacific Ry.

922-D-2; K.C. & Belleville RPO, 30½, 1952, T.N., I

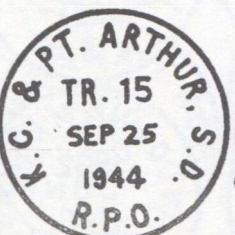
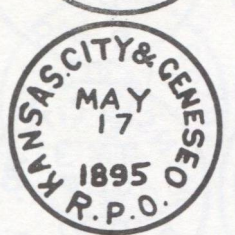
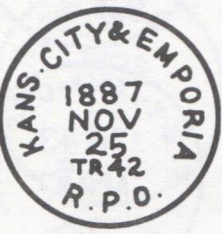
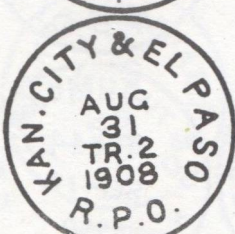
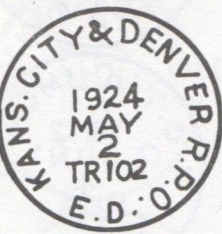
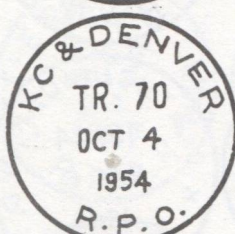
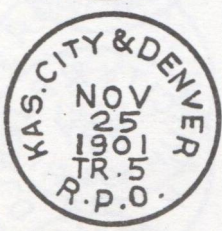
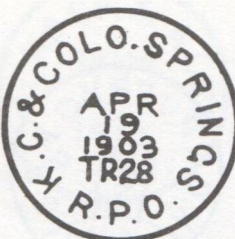
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(Adv.)

U.S. TRANSIT MARKINGS CATALOG, Vols. I, II and III in looseleaf form may be obtained for \$22.00 each, post-paid, from Mobile Post Office Society, RFD #1, Box 91, Contoocook, N.H. 03229. Membership discount available. Supply of Volume I is nearly exhausted and Vol. II is in short supply.





## THE SECOND SECTION



Kansas City, Mo.-Colorado Springs, Col., 625 miles, Chicago, Rock Island & Pacific Rwy.

922-AF-1; K.C. & Colo. Springs RPO, 30½, 1903, TN, III

922-AF-2; K.C. & Colo. Springs RPO, 30½, 1903, TN, III

922-AG-1; K.C. & Colo. Spgs. RPO, 29½, 1907, T.N., II

Kansas City, Mo.-Denver, Col., 640 miles, Union Pacific RR

907-V-1; Kas. City & Denver RPO, 27½, 1901, TN, II

907-E-7; K.C. & Denver RPO, 30½, 1954, T.N., I

(Kansas City & Denver Eastern Division)-Kansas City, Mo.-Ellis, Kan., 303 miles, Union Pacific R.R.

907-W-1; Kans. City & Denver RPO E.D., 29½, 1924, TN, II

Kansas City, Mo.-El Paso, Tex., 948 miles, Chicago, Rock Island & Pacific-El Paso & Southwestern Rws.

922-X-1; Kan. City & El Paso RPO, 30½, 1908, TN, II

Kansas City-Emporia, Kan. via Olathe, 113 miles, Atchison, Topeka & Santa Fe Ry.

911-AM-1; Kans. City & Emporia RPO, 28½, 1887, TN, III

Kansas City, Mo.-Geneseo, Kan., 267 miles, Missouri Pacific

920-AM-1; Kansas City & Geneseo RPO, 28, 1895, III /Ry.

Kansas City, Mo.-La Junta, Col., 571 miles, Atchison, Topeka & Santa Fe Ry.

911-AE-2; K.C. & La Junta RPO, Open Circle, 1910's, III

911-AE-3; K.C. & La Junta RPO, 31, T.N., 1910, II

Kansas City, Mo.-Memphis, Tenn., 484 miles, St. Louis-San Francisco Ry.

819-C-3; K.C. & Memphis RPO, 29½, 1935, T.N., I

819-B-2; K.C. & Memphis RPO, 26½, 1910's, TN, II

Kansas City, Mo.-Oxford, Neb., 364 miles, Kan. City, St. Joseph & Council Bluffs RR-Burl. & Mo. River RR in Neb.

935-I-2; Kan. City & Oxford D.L. RPO, 28½, 1896, Dir., Day Line, III

(Kansas City & Port Arthur Southern Division)-Texarkana, Ark.-Port Arthur, Tx., 302 miles, Kan. City Southern Ry.

827-E-2; K.C. & Pt. Arthur S.D. RPO, 30½, 1944, T.N., I

Kansas City & Pueblo Eastern Division-Kansas City, Mo.-Hoisington, Kan., 301 miles, Missouri Pacific Ry.

920-U-2; K.C. & Pueblo E.D. RPO, 30½, 1937, T.N., I

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(Adv)

## U.S. TRANSIT MARKINGS CATALOG - VOL. IV

lists local mail agents, transfer clerks, transfer offices with their postmarks 1870 - 1971. Available in loose leaf form from Mobile Post Office Society, RFD 1, Box 91, Contoocook, N.H. 03229, \$5.50 postpaid. Request free MPOS literature list for other society publications.



## THE SECOND SECTION

- (Kansas City & Pueblo Western Division) Hoisington,  
 Kan.-Pueblo, Col., 339 miles, Missouri Pacific R.R.  
 920-W-2; K.C. & Pueblo RPO W.D., 27½, 1888, T.N., II  
 Kansas City, Mo.-Pueblo, Col., 640 miles, Missouri Pacific  
 920-AP-1; Kans. City & Pueblo RPO, 29, 1919, TN, II /RR  
 920-AQ-1; Kan. City & Pueblo RPO, 30½, 1914, T.N., II  
 Kansas City, Mo.-Sapulpa, Okla., 297 miles, St. Louis-San  
 Francisco Ry.  
 910-Y-1; K. City & Sapulpa RPO, 29½, 1910, T.N., III  
 (Kansas City & Tucumcari Western Division) Pratt, Kan.-  
 Tucumcari, N.M., 337 miles, Chicago, Rock Island &  
 Pacific Ry.  
 922-U-2; K.C. & Tucumcari RPO, W.D., 30, 1933, T.N., II  
 922-Y-1; K.C. & Tucumcari W.D. RPO, 30½, 1948, 49, TN, I  
 922-Y-2; K.C. & Tucumcari W.D. RPO, 30½, 1955, T.N., I  
 922-Y-3; K.C. & Tucumcari W.D. RPO, 30½, 1950, T.N., I  
 Kansas City, Mo.-Wellington, Kan., 270 miles, Atchison,  
 Topeka & Santa Fe Ry.  
 909-E-4; K.C. & Wellington RPO, 30½, 1910, T.N., II  
 Kansas City, Mo. Terminal Railway Post Office  
 831-C-4; Kansas City, Mo. Term. RPO, 28½, 1931, Tour, I  
 Kansas City, Ash Grove, Springfield, Mo., 195 miles, St.  
 Louis-San Francisco Ry.-Kansas City, Clinton &  
 Springfield Ry.  
 829-C-2; K.C. Ash Grove & Spring. RPO, 29, 1903, TN, II  
 Kansas City, Mo., Osawatomie, Coffeyville, Kan., 198 miles,  
 Missouri Pacific Ry.  
 920-AN-1; K.C. Osa. & Coffeyv. RPO, 30½, 1904, TN, III  
 Lincoln, Neb.-Billings, Mont., 842 miles, Chicago, Burling-  
 ton & Quincy R.R.  
 946-Y-1; Linc. & Billings RPO, 29½, 1911, TN, II  
 (Lincoln & Billings Eastern Division) Lincoln-Ravenna,  
 Neb., 128 miles, Chicago, Burlington & Quincy RR  
 946-N-2; Lincoln & Bill. E.D. RPO, 30½, 1941, T.N., I  
 (Lincoln & Concordia Southern Division) Wymore, Neb.-  
 Concordia, Kan., 81 miles, Chicago, Burlington & Quincy  
 940-J-1; Lincoln & Con. RPO S.D., 28½, 1899, T.N., III  
 Lincoln, Neb.-Manhattan, Kan., 132 miles, Union Pacific RR  
 944-D-2; Lincoln & Manhatt. RPO, 29½, 1932, T.N., I  
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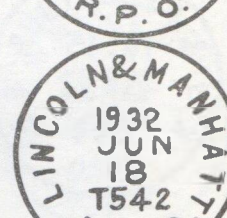
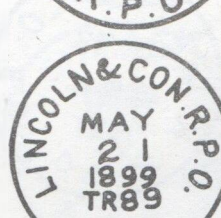
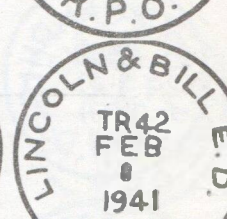
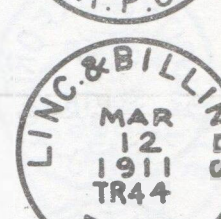
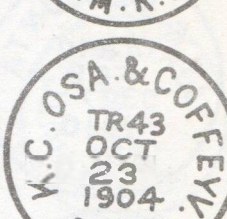
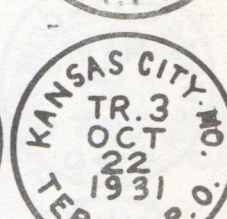
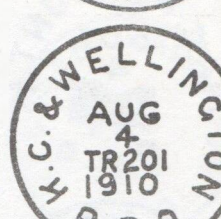
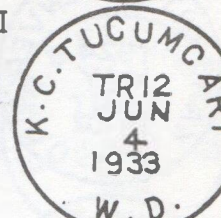
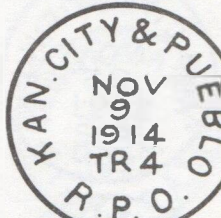
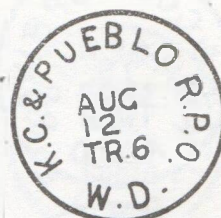
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## THE SECOND SECTION

Linwood-Superior, Neb., 123 miles, Chicago & North Western Rwy.

943.2-D-3; Linwood & Superior RPO, 30, 1907, T.N., II  
Little Rock, Ark.-Alexandria, La., 293 miles, St. Louis, Iron Mountain & Southern Ry.

454-C-2; L. Rock & Alex. RPO, 30, 1912, T.N., II  
Little Rock, Ark.-Ft. Worth, Tex., 394 miles, Missouri Pacific- Texas & Pacific Rwy.

456-K-3; L. Rock & Ft. Worth RPO, 30½, 1913, TN, II  
456-Z-1; Little Rock & Ft. Worth RPO, 30½, 1919, TN, II  
456-Z-2; Little Rock & Ft. Worth RPO, 29½, 1927, TN, I  
Little Rock, Ark.-Lake Charles, La., 391 miles, Missouri Pacific Ry.

454-H-1; Lit. Rock & Lake Chas. RPO, 28½, 1932, T.N., I  
454-I-1; Lit. Rock & Lake Char. RPO, 29½, 1938, T.N., I  
Little Rock, Ark.-Monroe, La., 195 miles, St. Louis, Iron Mountain & Southern Ry. \*

454-J-1; L. Rock & Mo---RPO, 30½, 1911, TN, partial, III  
McAlester-Sayre, Okla., 261 miles, Chicago, Rock Island & Pacific Ry.

455-K-2; McAlester & Sayre RPO, 30½, 1914, T.N., III  
McCook, Neb.-Denver, Col., 256 miles, Burlington & Missouri River Railroad in Nebraska

933-Y-1; McCook & Denver RPO, 29, 1890, Dir., III  
McGehee, Ark.-Ferriday, La., 155 miles, Missouri Pacific

464.1-F-2; McGehee & Fer. RPO, 30½, 1936, TN, I /Ry.  
Manchester-Barnard, Kan., 43 miles, Atchison, Topeka & Santa Fe Ry.

918.4-E-1; Manchester & Barn. RPO, 27½, 1900, T.N., IV  
Memphis, Tenn.-Bald Knob, Ark., 91 miles, Missouri Pacific

456-AA-1; Memp. & B. Knob RPO, 29½, 1931, TN, II /Ry.  
(Memphis & Dallas Western Division) Texarkana, Ark.-Dallas, Tex., 192 miles, St. Louis Southwestern Ry.

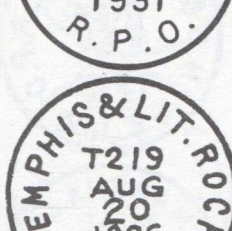
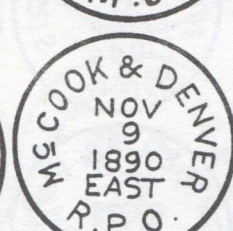
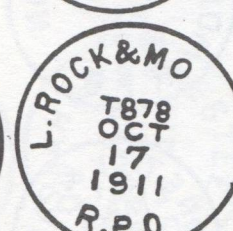
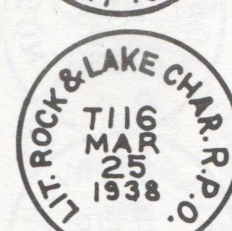
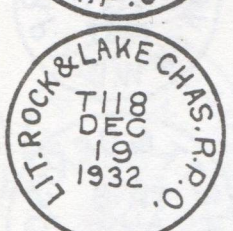
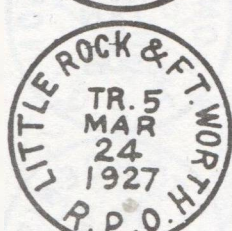
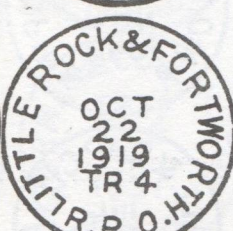
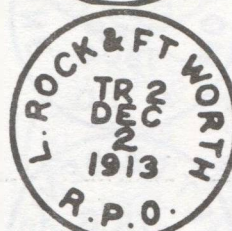
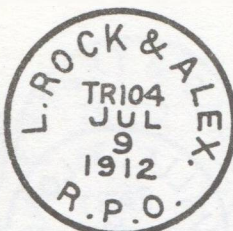
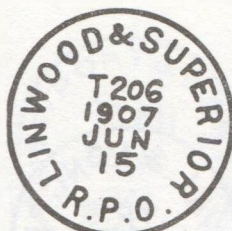
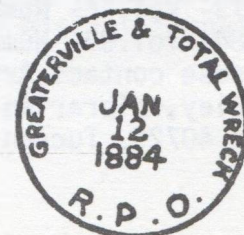
450-AA-1; Memp. & Dallas W.D. RPO, 31, 1940, T.N., II  
Memphis, Tenn.-Little Rock, Ark., 136 miles, Chicago, Rock Island & Pacific Ry.

455-T-1; Memphis & Lit. Rock RPO, 30½, 1926, T.N., II  
Memphis, Tenn.-McAlester, Okla., 367 miles, Chicago, Rock Island & Pacific Ry.

455-U-1; Mem. & McAlester RPO, 30, 1910, T.N., Misspelling, III

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## THE SECOND SECTION

Missouri Valley, Ia.-Long Pine, Neb., 252 miles, Sioux City & Pacific; Fremont, Elkhorn & Missouri Valley 936-Y-1; Mo. Valley & Long Pine RPO, 29½, 1899, Dir., partial, III

936-Z-1; Mo. Val. & Long Pine RPO, 30½, 1904, TN, III (Missouri Valley & Rapid City Western Division) Long Pine, Neb.-Rapid City, D.T., 297 miles, Fremont, Elkhorn & Missouri Valley R.R.

936-AA-1; Mo. Vall. & Rap. City W.D. RPO, 27½, 1887, IV Monett, Mo.-Denison, Tex., 300 miles, St. Louis-San Francisco R.R.

910-M-2; Monett & Denison RPO, 30, 1908, T.N., II

910-M-3; Monett & Denison RPO, 30½, 1907, T.N., II

910-M-4; Monett & Denison RPO, 29½, 1933, T.N., I

Monett, Mo.-Paris, Tex., 303 miles, St. Louis-San Francisco 826-F-1; Monette & Paris RPO, 27½, 1899, T.N., Miss spelling, IV

Nevada, Mo.-Wichita, Kan., 269 miles, Missouri Pacific 824-J-2; Nevada & Wichita RPO, 30½, 1914, TN, III

New Iberia-Eunice, La., 80 miles, Texas & New Orleans Ry 446.3-B-2; New Iberia & Eunice RPO, 29½, 1911, TN, III

New Orleans, La.-Houston, Tex., 366 miles, Southern Pacific R.R. (Texas & New Orleans R.R.)

440-H-5; N.O. & Houston RPO, 30½, 1917, T.N., I

440-H-6; N.O. & Houston RPO, 29½, 1941, T.N., I

440-K-1; N.O. & Hous. RPO, 30½, 1952, TN, No periods, I

New Orleans, La.-Marshall, Tex., 368 miles, Texas & Pacific Railway

439-F-1; New Orleans & Marshall RPO, 28½, 1896, TN, II (New Orleans & Marshall Eastern Division) New Orleans-Alexandria, La., 195 miles, Texas & Pacific Ry.

439-G-1; N.O. & Marshall RPO, E.Div., 30, 1921, TN, I

439-G-2; N.O. & Marshall RPO, E.Div., 29, 1932, TN, I (New Orleans & Marshall Western Division), Alexandria, La.-Marshall, Tex., 170 miles, Texas & Pacific Ry.

439-H-1; N.O. & Marshall RPO W.Div., 29½, 1933, TN, I

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(Adv.)

In order to complete a file of Linn's Weekly Stamp News, the library of the Western Postal History Museum would like to acquire by purchase or donation following issues of Linn's:

1966- September 1966 through January 1967-A11

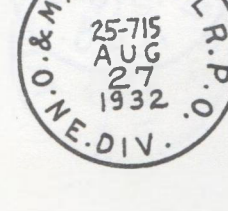
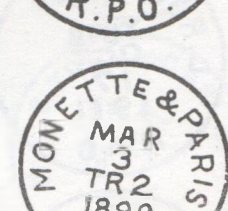
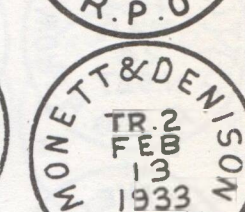
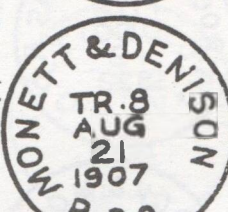
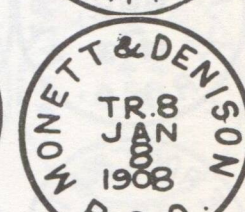
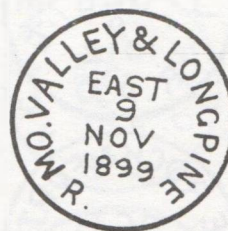
1968- Vol.41, Nos.12-26, 28-31, 33, 35-40, 42-51

1969- Vol.42- Numbers 1- 11, 46, 52

1973- Vol.46- Numbers 39 - 45.

1984- Vol.57- Numbers 2880-2895, 2896-2899, 2901-2903

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## THE SECOND SECTION

Newport, Ark.-Carthage, Mo., 271 miles, Missouri Pacific  
464.2-B-2; Newport & Carth. RPO, 30½, 1948, TN, I /Ry.  
464.2-B-3; Newport & Carth. RPO, 30½, 1957, TN, I  
Newton, Kan.-Ft. Worth, Tex., 404 miles, Atchison, Topeka  
& Santa Fe (G.C. & S.F.) Ry.

924-M-1; Newton & Ft. W. RPO, 29, 1904, T.N., II  
Norman, Ark.-Collinston, La., 194 miles, Missouri Pacific Ry.

438-K-2; Norman & Collinston RPO, 29½, 1931, TN, II  
North Platte, Neb.-Denver, Col., 279 miles, Union Pacific

950-K-4; No. Platte & Denver RPO, 30½, 1910, TN, II /RR  
Oklahoma City, Okla.-Quanah, Tex., 185 miles, St. Louis-San Francisco Ry.

921.4-D-2; Okla. Cy. & Quanah R.P.O., 29½, 1948, TN, I

921.4-G-1; Ok. Cy. & Quan. RPO, 30½, 1954, TN, No periods, I

Omaha, Neb.-Bonesteel, S.D., 243 miles, Chicago & North Western Ry.

939-F-2; Omaha & Bonesteel RPO, 30, 1905, T.N., III  
Omaha, Neb.-Colorado Springs, Col., 569 miles, Chicago, Rock Island & Pacific Ry.

941-E-2; Omaha & Colorado Spgs. RPO, 30, 1915, TN, II  
Omaha & Colorado Springs Eastern Division), Omaha, Neb.-Norton, Kan., 277 miles, Chicago, Rock Island & Pacific

941-M-1; Omaha & Colo. Sp'gs. RPO, E.D., 30½, 1918, TN, II

941-M-2; Omaha & Colo. Sp'gs. RPO E.D., 29½, 1929, TN, II  
(Omaha & Colorado Springs Western Division), Norton, Kan.-Colorado Springs, Col., 292 miles, Chicago, Rock Island & Pacific Ry.

941-N-1; Omaha & Colo. Sp'gs. RPO W.D., 28½, 1926, TN, II

941-N-2; Omaha & Colo. Sp'gs. RPO W.D., 29, 1928, TN, II

941-I-5; Om. & Colo. Spgs. W.D. RPO, 30½, 1948, TN, No periods, I

Omaha, Neb.-Kansas City, Mo., 219 miles, Missouri Pacific Ry.

805-H-2; Omaha & K. City RPO, 29½, 1908, T.N., II

805-I-2; Omaha & K.C. RPO, 31, 1966, T.N., I

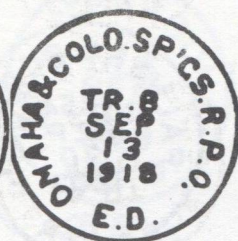
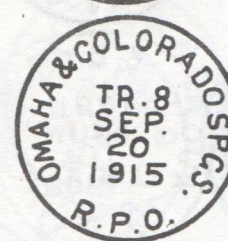
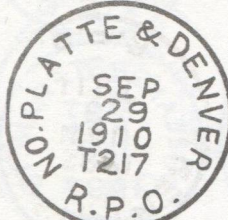
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(Adv.)

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## THE SECOND SECTION

(Omaha & Ogden Eastern Division) Omaha, Neb.-Cheyenne, Wyo, 519 miles, Union Pacific R.R.

932-X-1; Omaha & Ogden RPO E.Div., 28½, 1898, TN, II

932-R-6; Omaha & Ogden RPO E.D., 29½, 1915, TN, I

(Omaha & Ogden Middle Division)- Unable to locate this route. Information solicited if it ever existed or if this marking is from an erroneous hammer.

932-Y-1; Omaha & Ogden RPO M.D., 30½, 1920, TN, II  
Tentative

(Omaha & Rapid City Western Division) Long Pine, Neb.-Rapid City, S.D., 296 miles, Chicago & North Western

936-AB-1; Om. & Rap. Cy. W.D. RPO, 30½, 1947, TN, I /Ry.

Omaha & Wymore, Neb., 117 miles, Chicago, Burlington & Quincy R.R.

940-G-2; Omaha & Wymore RPO, 30, 1923, TN, II

Orleans, Neb.-St. Francis, Kan., 134 miles, Chicago, Burlington & Quincy R.R. (B. & M.R.R.R. in Neb.)

947.7-F-1; Orleans & St. Francis RPO, 27½, 1897, Dir.,  
III

Oxford, Neb.-St. Francis, Kan., 147 miles, Chicago, Burlington & Quincy R.R.

947.7-A-3; Oxford & St. Francis RPO, 27, Open Circle, 1934, TN, II

Pacific Jct., Ia.-Denver, Col., 564 miles, Chicago, Burlington & Quincy (B. & M.R.R.R. in Neb.) R.R.

933-Q-2; Pac. Jct. & Denver RPO, 30, 1906, T.N., II

Palmer-Burwell, Neb., 68 miles, Chicago, Burlington & Quincy R.R.

947.2-E-2; Palmer & Burwell RPO, 30½, 1903, T.N., III

Quincy, Ill.-Kansas City, Mo., 249 miles, Quincy, Omaha & Kansas City R.R.

815-H-1; Quincy & K.C. RPO, 29½, 1908, T.N., II

Red Oak, Ia.-Lincoln, Neb., 113 miles, Chicago, Burlington & Quincy R.R. - Nebraska Railroad

764-G-1; Red Oak & Lincoln RPO, 28½, 1904, Dir., II

764-G-2; Red Oak & Lincoln RPO, 29½, 1904, Dir., II

St. Joseph, Mo.-Bowie, Tex., 544 miles, Chicago, Rock Island & Pacific Ry.

922-AH-1; St. Joseph & Bowie RPO, 28½, 1892, TN, IV\*

(St. Joseph & Colorado Springs Eastern Division) St. Joseph, Mo.-Phillipsburg, Kan., 284 miles, Chicago, Rock Island & Pacific Ry.

832-F-1; St. Joe & C. Sprgs. RPO E.D., 28½, 1899, Day Line, IV

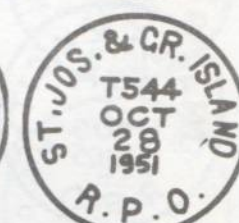
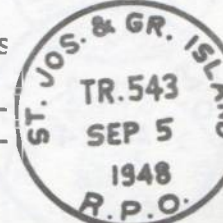
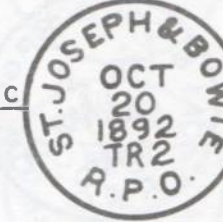
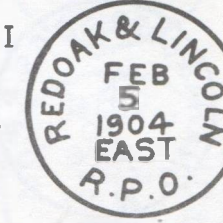
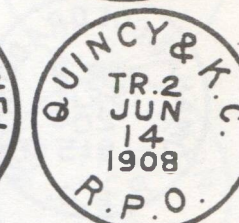
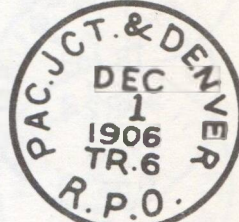
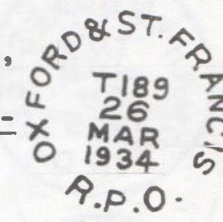
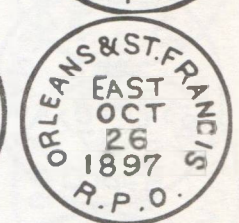
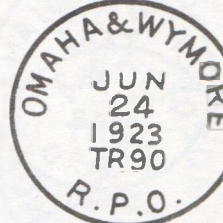
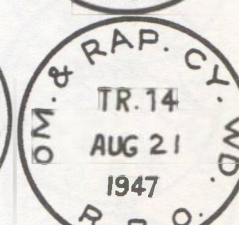
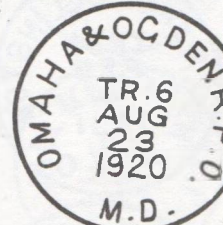
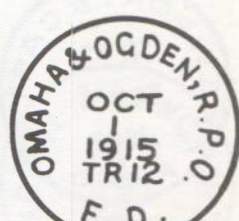
St. Joseph, Mo.-Grand Island, Neb., 253 miles, Union Pacific

913-Q-2; St. Jos. & Gr. Island RPO, 30½, 1948, TN, I

913-Q-3; St. Jos. & Gr. Island RPO, 29½, 1951, TN, I

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The Editor of the Second Section wishes to thank the many dedicated collectors of transit markings who have sent in copies or originals of unreported markings for tracing and recording. Your efforts are greatly appreciated. All markings submitted have not been listed or shown as we are working with a rather large back-up of markings. However MPOS has now authorized the eventual publication of revised and greatly enlarged U.S. TRANSIT MARKING CATALOGS which we hope will cover and list all items that have been reported. C.L. Towle





THE SECOND SECTION

St. Joseph, Mo.-Atchison-Topeka, Kan., 711 miles, Atchison, Topeka & Santa Fe Ry.  
911-AP-1; St. Jos. Atch. & Top. RPO, 30½, 1948, TN, No periods, I

St. Louis, Mo.-Council Bluffs, Ia., 412 miles, Wabash R.R.  
808-H-2; St. Louis & C. Bluffs RPO, 29½, 1899, TN, II

St. Louis-Kansas City, Mo., 283 miles, Missouri Pacific Ry.  
805-M-3; St. Louis & K.C. RPO, 30½, 1903, T.N., II  
805-N-3; St. Louis & Kans. City RPO, 29½, 1918, TN, I

St. Louis, Mo.-Memphis, Tenn., 305 miles, St. Louis-San Francisco Ry.  
458-I-2; St. Louis & Mem. RPO, 30½, TN, 1901, II  
458-H-4; St. Louis & Memphis RPO, 30½, TN, 1956, I

St. Louis-Monett, Mo., 282 miles, St. Louis-San Francisco  
807-Q-3; St. L. & Monett RPO, 28½, 1905, TN, II /R.R.  
807-R-3; St. Louis & Monett RPO, 30, 1909, T.N., II  
807-AD-1; St. Louis & Mon. RPO, 29½, 1912, TN, I

St. Louis, Mo.-Parsons, Kan., 387 miles, Missouri, Kansas & Texas Ry.  
809-R-2; St. L. & Parsons RPO, 29½, 1928, TN, I

{St. Louis & Texarkana Northern Division) St. Louis, Mo.-  
Little Rock, Ark., 346 miles, St. Louis, Iron Mountain & Southern R.R.  
456-R-1; St. L. & Texarkana RPO N.D., 29, 1894, II

St. Louis, Mo., Carbondale, Ill.-Memphis, Tenn., 322 miles, Illinois Central R.R.  
717-L-2; St. L. Carb. & Memp. RPO, 29½, 1929, T.N., I  
717-L-3; St. L. Carb. & Memp. RPO, 30, 1929, T.N., I

St. Louis, Eldon & Kansas City, Mo., 296 miles, Chicago, Rock Island & Pacific Ry.  
822-D-3; St. L. Eldon & K.C. RPO, 30½, T.N., 1948, I  
822-C-2; St. Louis, Eldon & K.C. RPO, 30½, TN, 1910, II

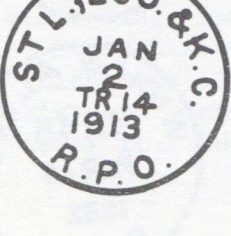
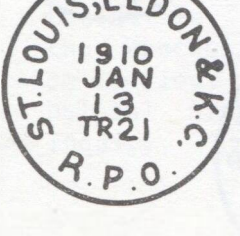
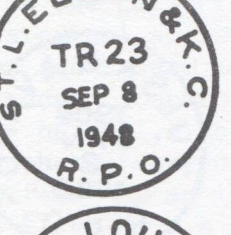
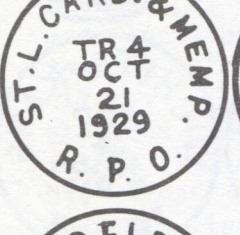
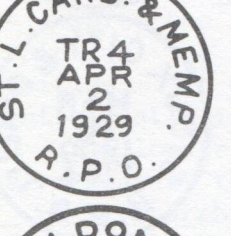
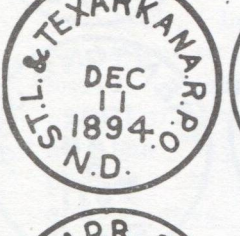
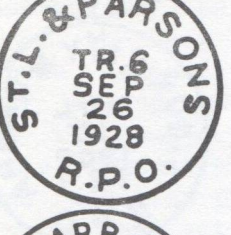
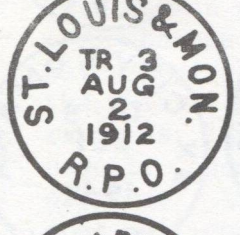
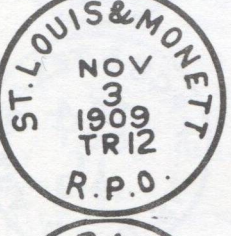
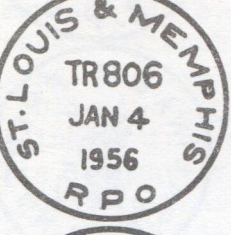
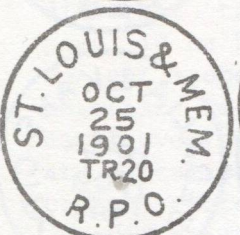
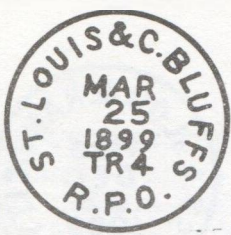
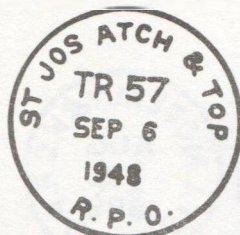
St. Louis, Louisiana, Kansas City, Mo., 323 miles, Chicago and Alton Railroad  
706-N-1; St. L. Lou. & K.C. RPO, 29½, 1913, T.N., II

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LEGEND

- (Information on R.P.O. markings listed in the catalog section.)
- (a) All R.P.O. markings are circles unless otherwise indicated. Circle diameters listed in millimeters.
- (b) All markings are in black unless otherwise shown.
- (c) Miscellaneous information listed at bottom of the catalog pages.
- (d) Markings indicated with an \* are first markings reported for particular route or terminals listed.
- (e) Catalog numbers employed are similar to those used in the Towle-Meyer Catalog of 1861-1886 railroad markings and in the U.S. TRANSIT MARKINGS CATALOG, Vols. I to IV
- (f) 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 and up. Values for well-struck markings on sound covers with normal postage and use.

continued next page





## THE SECOND SECTION

St. Louis, Louisiana & Kansas City, Mo., 323 miles, Chicago and Alton Railroad

706-O-1; St. L. Lou. & Kans. City RPO, 29½, TN, 1909, II

St. Louis, Moberly & Kansas City, Mo., 277 miles, Wabash Railroad

808-M-2; St. L. Moberly & K. C. RPO N. L., 26½, 1888, Night Line, II

808-O-3; St. L. Mob. & K. C. RPO, 30½, 1954, TN, I

808-O-4; St. L. Mob. & K. C. RPO, 30½, 1956, TN, No periods, I

Salina-McPherson, Kan., 36 miles, Union Pacific R.R.

925-B-3; Salina & McPherson RPO, 29, 1895, TN, III

Sedalia-Kansas City, Mo., 100 miles, Missouri Pacific

812-I-3; Sedalia & Kans. City RPO, 30½, 1909, TN, II

Siloam Springs-Texarkana, Ark., 259 miles, Kansas City Southern R.R.

827-R-1; Sil. Sprgs. & Texarkana RPO, 30½, 1913, 16, TN, II

Sioux City, Ia.-Lincoln, Neb., 133 miles, Chicago, Burlington & Quincy R.R.

947.10-E-1; Sioux Cy. & Lincoln RPO, 29½, 1931, TN, I

Sioux City, Ia.-Omaha, Neb., 124 miles, Chicago, St. Paul, Minneapolis & Omaha Ry.

937-O-2; Sioux City & Omaha RPO, 30½, 1909, TN, II

937-P-3; Sx. City & Omaha RPO, 30½, 1949, T. N., I

Sioux City, Ia.-O'Neill, Neb., 130 miles, Chicago, Burlington & Quincy R.R.

947.10-F-1; Sioux City & O'Neill RPO, 29½, 1909, TN, II

Trenton-St. Joseph, Mo., 82 miles, Chicago, Rock Island & Pacific Ry.

755-W-1; Trenton & Jos. RPO, 30½, 1932, T. N., II

Tulsa-Avard, Okla., 178 miles, St. Louis-San Francisco

921.5-A-2; Tulsa & Avard RPO, 29½, 1928, TN, II /R.R.

Wichita, Kansas Transfer Clerk

927-D-9; Wichita, Kans. Tr. Clk., 30, 1910, Time, II

Wichita, Kan.-Altus, Okla., 263 miles, Kansas City, Mexico and Orient (A.T. & S.F.) Ry.

929-J-1; Wich. & Altus RPO, 30½, 1952, T. N., I

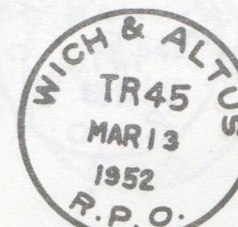
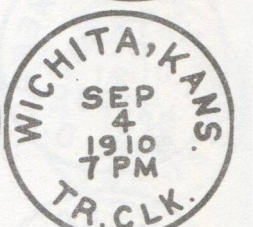
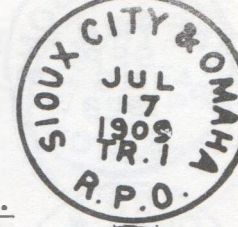
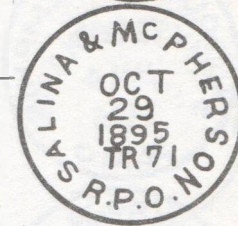
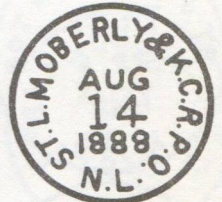
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### Legend - cont.

Abbreviations used in catalog listings:

N.D.-Northern Division	E.D.-Eastern Division
S.D.-Southern Division	W.D.-Western Division
D.L.-Day Line	N.L.-Night Line
R.P.O.-Railway Post Office	T.N. or TN- Train Number
TR. -Train or Trip	TP. - Trip
S.R.- Short Run	Dir. - Direction
Jct.-Junction	

The next issue of SECOND SECTION catalog listings will cover new varieties and types of R.P.O. postmarks for Texas and New Mexico.





THE MIDWESTERN EDITOR  
Alan H. Patera  
505 Lincoln Ave.  
Takoma Park MD 20912

The camera was a wonderful invention. By looking at historical photographs we can place ourselves back into a setting of yesteryear and imagine what it would be like to live in a different time and place. As they are used in La Posta they enable the reader to get some perspective on the postal material we collect, a reminder that each cover originated from a real person at a real place, no matter how long ago or how remote the location.

Historians like photographs because of the visual record of the culture they portray. Your editor likes them because of the visual impact they have on readers, hopefully inducing you to look more carefully at articles you might otherwise bypass.

It's a pity the camera didn't come into common use earlier than it did, for the changes of the last two centuries have truly been astounding. Prior to the Civil War photographs are indeed rarities, and the subject matter was usually people, certainly not post offices. One can find photographs of post offices or postal activities prior to 1900, but despite the post office's pre-eminent role as the focus of many small communities it shows up surprisingly infrequently in photographs of the day. To locate these early photos it is necessary to spend hours and days of searching through photographs in the collections of state and local historical societies, and the rewards often don't seem to justify the effort. Although curators are most gracious and helpful, your editor has yet to find a photograph collection that has "Post Office" as an index heading. In this issue we have a photograph of Louisville, Wisconsin, extracted from the Wisconsin State Historical Society collection, which was located by a helpful archivist in response to my inquiry. Savor it. Such photos are

not that easy to come by.

After 1900 the era of the post card came into its own, and in the scramble to produce post cards to satisfy the demand the small town post office began appearing on post cards, and these have become the best source of post office photos for this period.

Since the turn of the century photos that show a post office turn up in various historical collections, although in a random fashion so that you cannot count on locating a photo for any given office in any collection. The best collections have been made by individuals, most of them probably postal history buffs. I wonder how many of them have been discarded by estate executors as having no practical value?

#### CANADIAN POSTAL PHOTOS

Your editor was most interested to learn that the Canadian postal service currently has a project to create an Archives of photographs of its post offices and has detailed an employee to travel the breadth of the country photographing them. More details of this project will be presented as more is learned.

In this issue we give special thanks to J. Hurley and Roberta Hagood for an exceptional article on the rail connection to the eastern terminal of the Pony Express. Upcoming articles feature post offices in Kansas and Ohio, and counties in South Dakota and Michigan.

#### MINNESOTA TERRITORIALS

A book listing Minnesota Territorial Markings is nearing completion. Anyone possessing Minnesota Territorial covers, or covers received in Minnesota during the territorial period please send a description (or better yet, a photocopy) to Floyd Risvold, 4801 Upper Terrace, Edina, MN 55435.



THE DEPOT  
Box 202  
Burtonsville MD 20866

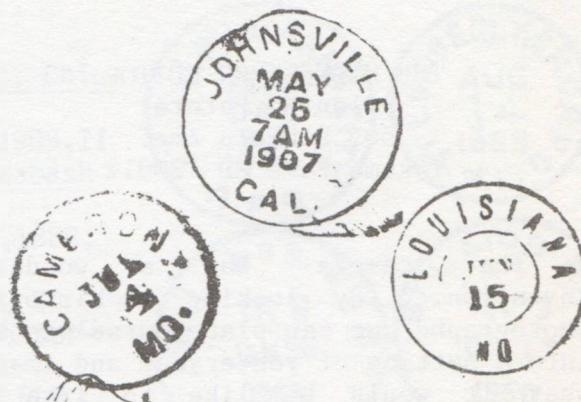
All strikes fine or better unless noted. The county is noted in parentheses after the post office name. An estimated fair market price is placed at the end of each entry.

# CALIFORNIA

BERLIN (Colusa). 1875-1934. Fine Doane 1, Feb 22 p.m. 1906, on viewcard "Lake Merritt, Oakland. The Yachts at Anchor". Also receiving mark Blacks Station (1876-1915), same date. E10-15.  
JOHNSVILLE (Plumas). 1882-1953. VF cancel May 26 7am 1907 on viewcard "Plumas House & Courthouse Square in Quincy. E8.  
SAWTELLE (Los Angeles). 1899-1929. Canceled Sep 19 8am 1911 on viewcard of sunset. E5.  
SCHILLING (Shasta). 1917/1952. Slightly overinked 4-bar, Oct 31 1921 on greeting card. E6.  
WALDO (Yuba). 1898-1915. 4-bar Dec 30 1913 on greeting card. E10.  
WESTPORT (Mendocino). 1879-1973. VF cancel on greeting card Jan 10 1908. E6.

# MISSOURI

BARNARD (Nodaway). Clear strike Aug 7 1893 (year inverted) on stamped envelope. Corner "Dearing & McFarland". E8.  
CAMERON (Clinton). VF July 4 cancel (1870's) on cover. E10.  
CADET (Washington). Cancel Jul -- 1901 on cover. E5.  
DUTCHTOWN (Cape Girardeau). VF 4-bar Feb 3 1915 on cover. Corner "A.E. Feuerhahn, Dealer in Hardwood Lumber". Trimmed into stamp E6.  
FAUCETT (Buchanan). 4-bar Feb 17 6pm 1908 on viewcard "High School, St. Joseph MO." E4.  
GLASGOW (Howard). Cancel Oct 26 (1877) on postal card. E6.  
GRAIN VALLEY (Jackson). Cancel Sep 8 (1893) on stamped envelope. Backstamped "Kansas City Sta. A". E8.  
HARVESTER RUR. STA. (St. Charles). First Day Oct 1 1960 8:30am on cover. E4.  
JASPER (Jasper). Near perfect cancel Jun 17 7pm 1911 on photo view card of Jasper High School. E6.  
LIBERTY (Clay). Perfect cancel Jan 8 5pm 1907 on photo viewcard of Liberty Ladies College. E8.  
LOUISIANA (Pike). Jun 15 (1870's) in circle, name within outer concentric circle. Nice. E10.  
MALDEN (Dunklin). Double circle cancel with Nov 4 1881 in inner circle and name between circles. Bullseye killer on stamped envelope. Marked "Advertised" in two places. Ragged at top. E8.  
MARCELINE (Linn). Canceled Jun 1908 9 6am (in that order!) on VF photo viewcard "Prairie Oil Gas Co. Pumping Station, Marceline Mo." E12.  
MAYSVILLE (De Kalb). Canceled Sep 7 1888. E7.  
PALMYRA (Marion). Fine strike Sep 25 (1888) with part of circle off top. Corner "Thomas & Jameson Hardware and Farm Machinery". Trimmed left. E6.  
PARNELL (Nodaway). 4-bar Mar 13 4pm 1908 on greeting card "Greetings from Parnell Mo". E4.  
PLATTE CITY (Platte). Cancel Aug 18 1892 on postal card. Printed reply from Bank of Platte City. E6.  
ST. LOUIS Machine cancel Sep 13 7pm 1905 on nice cover with corner "Rice Stix Dry Goods Co." E3.  
SAVANNAH (Andrew). Canceled Apr 6 8am 1908. Corner "Oren C. Hall, Barber". Ragged right into stamp. E4.  
TIFF CITY (McDonald). Bold cancel Aug 16 1894 on cover. Killer 4 circle target directly on stamp. E8.  
TRIPLETT (Chariton). Fine cancel Jan 25 1908 6pm on cover. E5.  
WASHINGTON (Franklin). Average cancel May 24 1894? Corner "J.L. Hake Shoe Company". E3.



# NEBRASKA

ARAPAHOE (Furnas). 8pm Apr 9 1915 on postal card. E3.  
BEE (Seward). First Flight, Bee Nebraska on cachet with National Air Mail Week cover, May 19, 1938. E6.  
BELLWOOD (Butler). Fair strike on stamped envelope to Harvard NE, Oct. 11, 1901. E4.  
BURCHARD (Pawnee). Light 4-bar Oct 20 2pm 1909 on greeting card. E4.  
CODY (Cherry). Average 4-bar Sep 13 1910 on nice romantic greeting card. E5.  
CLARKSON (Colfax). Nice strike Jan 8, 1894 on 2 ct. Columbian, trimmed into stamp. E5.  
DODGE (Dodge). Good cancel May 20 1pm 1895 on stamped envelope, corner "Farmers State Bank". E5.  
JUNIATA (Adams). Fine cancel Nov 10 9am 1902 on postal card. E4.  
MILLER (Buffalo). 4-bar Oct 24 1pm 1908 on postal card, printed reply from "The First Bank of Miller". E5.  
MORSE BLUFF (Saunders). Cancel Mar 6 1911 on greeting card. E3.  
OSHKOSH (Garden). Cancel Mar 11 am 1906 on greeting card. E4.  
RISING CITY (Butler). 4-bar Apr 8 6pm 1909 on Easter greeting card. E5.  
SUPERIOR (Nuckolls). Cancel 27 Mar 7pm 1909 on Easter greeting card. E4.  
SWANTON (Saline). Cancel Jul 26 1910 with unusual Maltese Cross killer on greeting card. E10.  
WAHOO (Saunders). Cancel Jun 6 5pm 1903 on postal card, printed reply from Saunders County National Bank. E5.  
WAYNE (Wayne). Cancel 10 5pm Nov 1899 (in that order!) on stamped envelope. E4.

# FLAG CANCELS

ILLINOIS. VF DWIGHT on cover. Mar 7 1919 11:30a E4.  
INDIANA. 6 different towns totalling 48 points, all on post cards. Includes Angola. E5.  
IOWA. 8 different towns totalling 122 points. 1 cover, 7 post cards. Includes Anamosa, Independence, Manchester, Waverly. E15.  
MICHIGAN. 10 different towns totalling 118 points. Includes Allegan, Greenville, Marshall, Mount Clemens, Petosky. 2 covers, 8 post cards. E12.  
OHIO. 12 different towns, 83 points, all on post cards. Includes Athens, Elmwood Place, Shelby. E9.  
OHIO. VG COSHOCTON on cover, Sep 29 10:30a 1902. Corner for Guenther Planing Mill Co. E5.  
OHIO. VF OBERLIN on cover. Sep 29 1920 8pm. E5.  
WISCONSIN. 11 different towns, 125 points, all on post cards. Includes Delevan, Monroe, Oconomowoc, Platteville, Whitewater. E15.

Minimum bid \$2.00.

Items will be sold at a slight advance over the second highest bid. Buyer will pay postage.  
Bids close November 30, 1984.



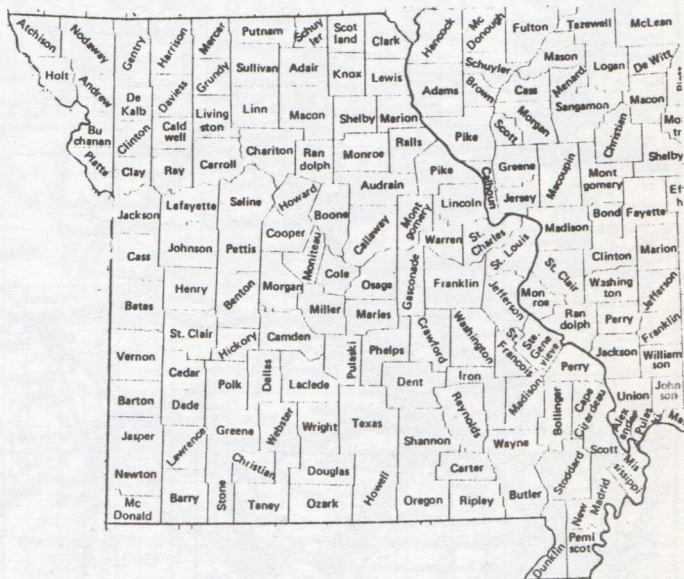
## A THRILLING TRAIN RIDE THAT STARTED THE PONY EXPRESS

By J. Hurley Hagood and Roberta Hagood

The tale of the Pony Express of 1860-61 is a familiar story to most Americans. However, the monumental race from New York to St. Joseph Missouri which preceded the run by the Pony Express riders is a story which most readers have never heard. Preceding each run from St. Joseph to California was the task of getting the eastern mail to the starting point at St. Joseph. The Pony Express riders always awaited the arrival of the Hannibal-St. Joseph railroad train with the mail pouch --- then they could begin their fast and perilous trip across the plains and mountains.

Prior to the organization of the Pony Express, mail delivery to and from California was very uncertain and quite expensive. After gold was discovered in California there arose a need for faster and more efficient mail service. The announcement of the gold strike at Sutter's Mill had a magical effect on men throughout the nation. They were attracted to California to make "their fortunes". But when they got there they found themselves cut off from home by thousands of miles. Letters from, or to, loved ones at home became tremendously important. Letters were the only means of communication, as the telegraph had not crossed the western half of the nation, and the telephone had not been invented.

From 1850 to 1860, the mail service from the East Coast to California was mainly by boat. In 1848 the U.S. Navy detailed ships for this service. The route was from New York to Washington D.C., thence to the Chagres River on the Isthmus of Panama. A mail contract was awarded for service by way of the Chagres to the Pacific Ocean via canoe, horseback, and foot. There, two Navy ships, the CALIFORNIA and the OREGON transported the mail to San Francisco and the Oregon Territory. Obstacles such as weather caused long delays. It often required three or four months for



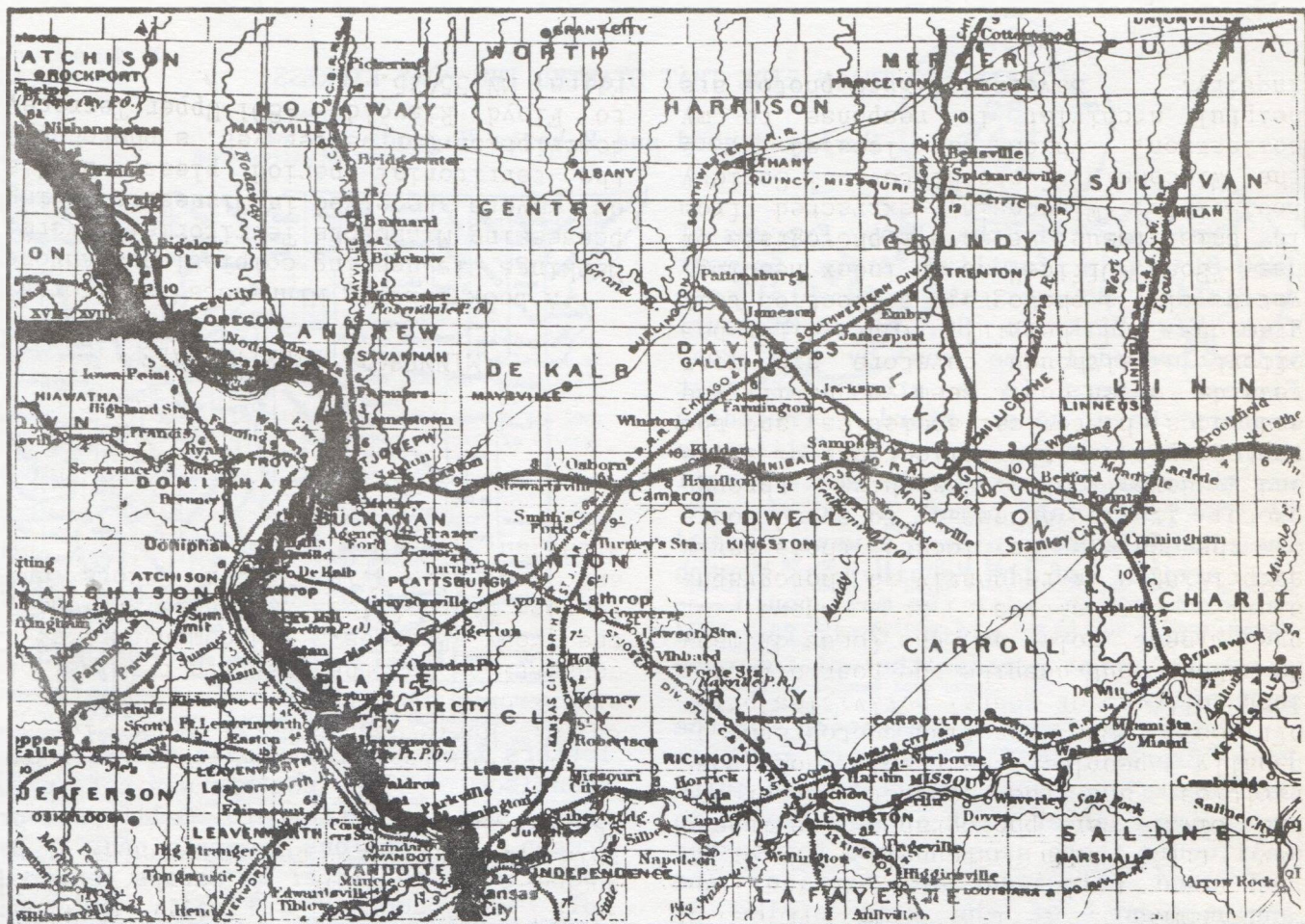
letters from the East Coast to reach San Francisco. The postage was set at 40 cents for a letter to California or Oregon. Patrons complained. By comparison, a letter to Europe required only 24 cents. Finally Congress established a 6 cent standard rate which remained in effect for Western mail for six years.

In 1859 and 1860, governmental authorities were concerned about tying California closer to the Union. The Civil War was imminent. Better communication was needed. Gold and other resources of California became very important. It was realized that faster mail service could do much to preserve California and the Oregon Territory for the Union.

During the winter of 1859-60, William H. Russell developed a plan to provide faster mail service -- the Pony Express. He went to Washington, met with Senator Gwin of California, and explained the plan to him. Senator Gwin liked the plan, which consisted of using relays of fast ponies to carry the mail. Together, they convinced the proper authorities to try the plan.

Newspapers in both Washington D.C. and New York carried the story promising mail service from the East Coast to California in just 13 days.





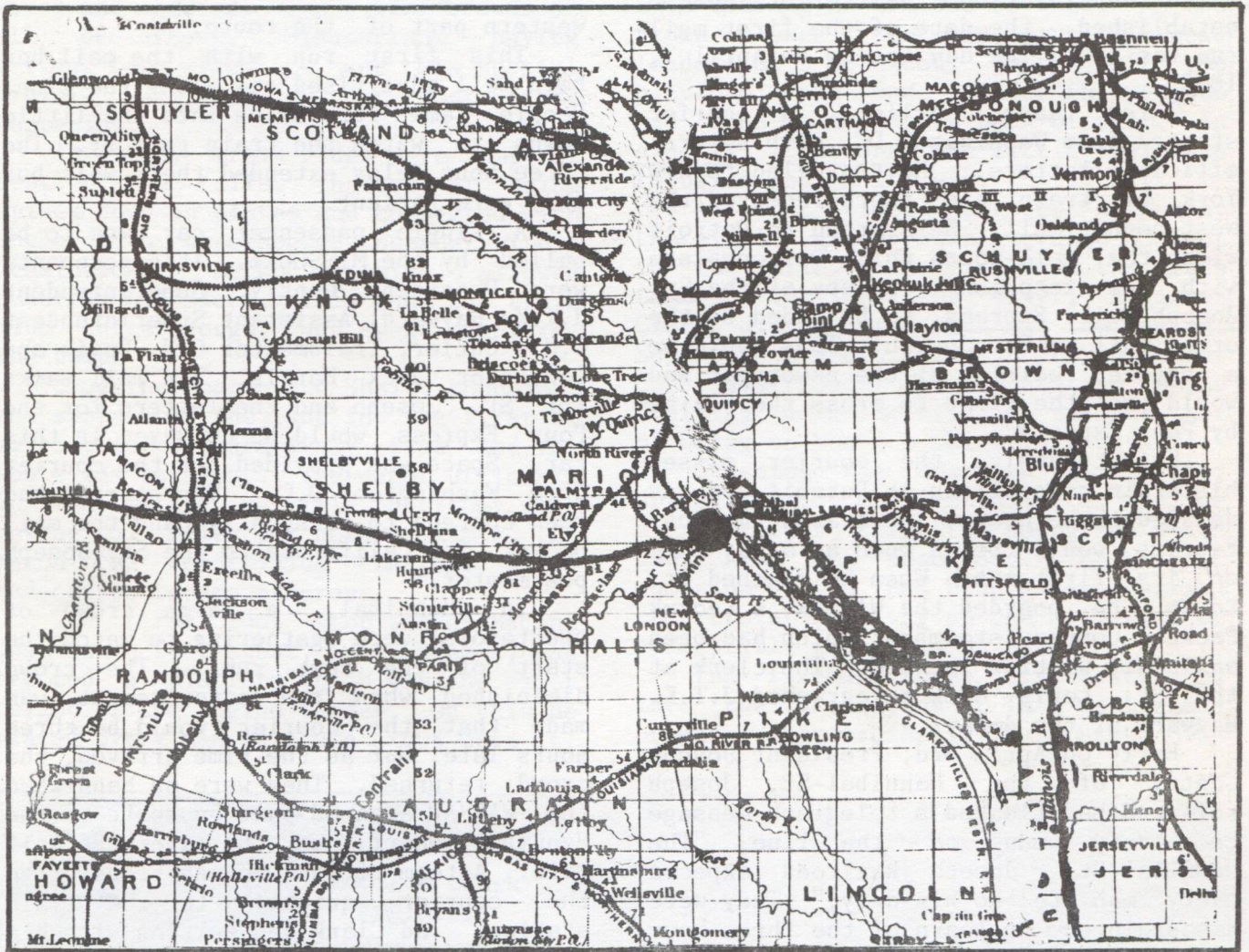
An 1872 railroad map of northern Missouri shows the Hannibal and St. Joseph Railroad.

When details of the plan became known in Hannibal, Missouri, Mr. J.T.K. Hayward, General Superintendent of the Hannibal - St. Joseph railroad went immediately to St. Louis to try to get a mail contract to deliver the Eastern mail to St. Joseph by using his railroad. His plan called for the mail to be transported to Hannibal from St. Louis by steamboat, a distance of about 110 miles, then by train to St. Joseph. Hayward had previously contracted with the Keokuk Packet Company to convey passengers and freight to Hannibal on a regular schedule making exact connections with the Hannibal-St. Joseph railroad for passengers going West. From Hannibal the mail could be whisked across the state to St. Joseph. He

proposed that, by using this method and this route in getting the mail from St. Louis to St. Joseph, much time would be saved. Until 1860, although there was no contract for any definite period of time, mail from St. Louis was delivered to St. Joseph by steamboat on the treacherous Missouri River. With 13 day mail service from coast to coast it was mandatory that the fastest possible means be used.

Hayward was a persuasive man. His proposal seemed feasible. The authorities agreed to try the plan, but before giving a contract requested that the practicability of the plan be proven. They would test it on the first run of the Pony Express. If it proved practical a contract would be given to





*This route carried the mail to the Eastern terminal of the Pony Express.*

the Hannibal - St. Joseph railroad.

Hayward was certain that his railroad and employees could make good on his promises although the little railroad had been operating for only a year. He returned to Hannibal and immediately began his preparations, stressing to his men the fact that a mail contract would be forthcoming if all went well.

He selected his fastest locomotive, the MISSOURI, for the task ahead. He had one engineer in whom he had great trust named Addison Clark. Clark went by the nickname of Ad. Ad was dependable, skillful and fearless. He was also popular with his fellow workers and the people in the communities along the railroad line. Hayward carefully selected key men all along the line to

St. Joseph for the epoch run. Each man accepted the challenge to get the mail to St. Joseph with the quickest possible speed and without mishap. Practice sessions were held. The train would have to be serviced with additional fuel and water, as necessary, on the 206 mile race. Taking the mail through was a significant goal, but the need of additional income to the fledgling railroad from a mail contract with the government was also on the minds of everyone who had a part in this first run. They all knew that Hayward had gambled that the Mississippi steamboat and railroad combination would be much faster than the Missouri River steamboat delivery. It was up to the Hannibal-St. Joseph railroad employees to bring about the success of the plan.



As soon as the pony riders had been hired and stations west of St. Joseph established, the date of the first mail run was set. The day was to be April 3, 1860.

Three days earlier, a courier started from Washington DC. with several official letters. He travelled to New York by train and there received the West-bound mail. He started to Detroit with the mail-pouch which was complete with one exception -- a copy of the St. Joseph Daily Express, to be added to the other mail at St. Joseph. This would be a special edition of the newspaper and would be the first to cross the plains by Pony Express.

Unfortunately, the courier missed his train connections at Detroit and was delayed three hours. He feared the Pony Express would be as much as a day late on its first run. When he reached St. Louis, he boarded the WARSAW, a Keokuk Packet Company steamboat which had been anxiously waiting for him. The clerk at the St. Louis dock telegraphed J.T.K. Hayward of the delay.

Early on April 3rd, President Joshua Gentry of the Hannibal-St. Joseph railroad had flashed a telegraph message to every man on the line, "The Hannibal-St. Joseph Railroad expects every man to do his duty." They were disappointed to learn of the three hour delay -- but they stood by.

Addison Clark had carefully gone over his engine many times. He oiled all parts carefully and checked the tightness of each bolt. The MISSOURI was ready and waiting. It was a wood-burner and was an ornate piece of equipment. While nervously waiting the arrival of the WARSAW, Ad and his fireman wiped off all traces of dust, removed any soot which had settled on the engine, and polished the brass several times.

Engineer Clark had been given orders to "Set a speed record which would stand 50 years". He was confident he could do it, although he realized the handicaps he would encounter. The railroad tracks had been laid over a dirt-ballasted right of way. Some sections of track had no ballast. In some places one rail

was higher than the other. Sharp curves and dangerous hills were common on western part of the route.

This first run with the mail had been well advertised all along the line. People came for miles into the little towns to watch the train race by. The three hour delay extended their wait but they were patient.

A single passenger car was to be pulled by the MISSOURI. It's occupants were President Gentry, Superintendent J.T.K. Hayward, Assistant Superintendent O.N. Cutler, Trainmaster G.H. Davis and Conductor Jack Harris. The mail sacks for St. Joseph and the letters for the Pony Express would be conveyed in this car. Space was provided for the courier from Washington D.C. The courier had been charged to personally hand the mail packet for California to the St. Joseph postmaster.

In Hannibal, a large crowd of spectators were gathering to watch the start of the test run. The crowd diminished when the announcement was made that the courier would be three hours late, but as the time arrived, the crowd returned. They were on hand when the WARSAW steamed past en route to the Hannibal wharf, up the river one half mile. A team of fast horses transported the courier quickly to the train station. Ad Clark was waiting with his hand on the throttle. The conductor signalled when the courier was seated in the little car and the MISSOURI started off with a full head of steam, sparks flying and wheels spinning. The crowd at the station cheered wildly.

The stations along the line had been informed to keep all switches closed and to spike them down so that no one could tamper with them. Station agents were cautioned to prevent both people and horses from crossing the tracks for half an hour before the train was due. All handcars and rolling stock of every description had been ordered into the sidetracks. Men had walked every foot of the line to be sure that the tracks were clear of debris and in good condition.

As the train sped along, people along the tracks doffed their hats and



waved and cheered. There were crowds at all crossroads, Missourians having driven for miles to see this special train. It was an important first happening.

In 1860, train rides were bumpy at best. The rails, instead of being spiked down on plates and connected with angle bars were hooked together with a "chainback" method which allowed considerable slack. This made the train ride quite rough, and speed magnified the bumps.

Crossing Monroe and Shelby counties, the surface of the land for the first 70 miles was comparatively flat and the route was straight. The eager officials in the little car felt that they were moving 65 miles per hour at times. At Macon the countryside changed. Hills and curves became numerous.

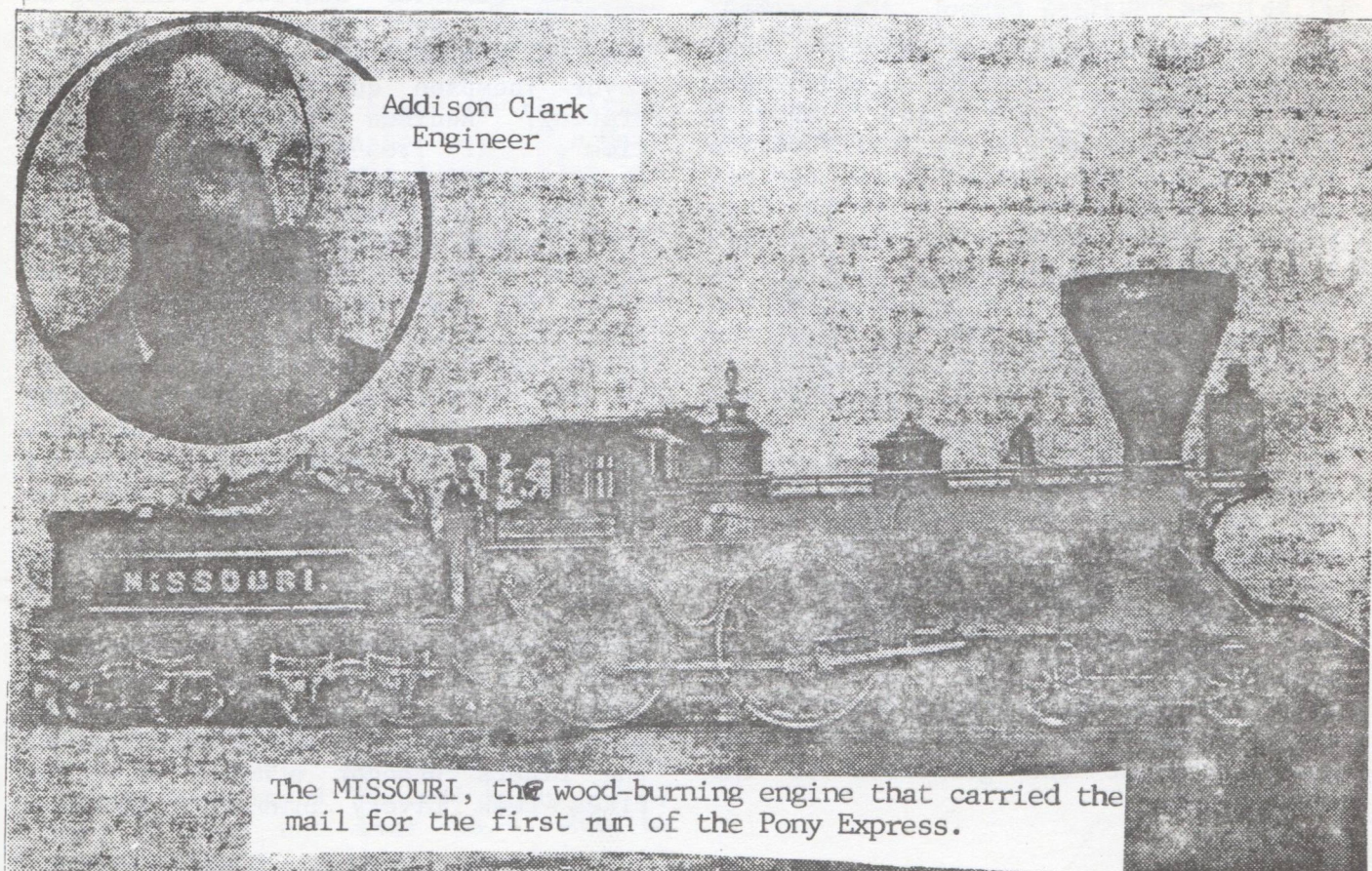
The first fuel stop was at Macon. The Macon fuel agent, L.L. Coleman, had erected a platform which was the exact height of the engine tender. On this he placed every man he could crowd onto it,

each bearing an armload of wood. As the train slowed, the men emptied their loads of firewood, jumped off the platform, and made way for the men who had been standing in back of them. In exactly 15 seconds the little train was refueled and on its way.

At that time, just west of Macon, there was a grade which averaged 83 feet to the mile. Rolling down the grade toward the Chariton River, Engineer Clark did not even shut off the engine. Some of the officials in the passenger car described the sensation while "falling down the hill" to be like that of being on board a skiff in a squall.

Crossing the Chariton River, they approached the Chariton Hill, an incline even steeper than the downgrade which they had just descended. The terrific momentum which had been gained carried the train half way up the hill with no perceptible reduction of speed.

The fireman threw dry cottonwood into the firebox, as it is a fuel which produces extraordinarily fast heat. The





safety valve sent a column of steam skyward. The little engine spurted along as though impelled by a mighty wind.

When they reached Brookfield another large crowd was waiting to see Ad take his train through on the record run. The train was quickly refueled in a similar manner as at Macon. Captain Dennis, a hotel operator at Brookfield, had prepared lunches for the men, but Engineer Clark utilized the brief pause to oil his engine and look it over. As the others ate their lunches Captain Dennis asked Clark "if he shouldn't have a few bites". Ad replied by saying that he wasn't hungry and besides it was only 102 miles to St. Joseph and he would be there in a few minutes and would eat then. This stop consumed 4 minutes.

Only one more refueling stop was made, at a station some 50 miles east of St. Joseph. By miraculous luck and the engineer's skill the little train had not jumped the track in its exorbitant speed.

In St. Joseph excitement ran high. According to the original schedule, the train would arrive at 5:00 p.m. Enormous crowds had been in town all day to see the departure of the first Pony Express rider, and this depended upon the arrival of the train. About 4 o'clock St. Joseph's mayor Jeff Thompson appeared at the Pattee House, the new and luxurious hotel from which the Pony Express rider would start his journey. A platform had been built in front of the Pattee House to be used for the speakers scheduled to help in the launching of the Pony Express. Mayor Thompson climbed onto the platform and announced a two and one-half hour delay due to the fact that the courier had missed connections in Detroit. Anger and sullenness was the effect on the audience. They had been there since morning, but they vowed they would wait. The Mayor called on the band which had been secured for this auspicious occasion. The band responded and entertained during the long wait. Other speakers were called upon and they made comments about the greatness of the pending event.

For a week, St. Joseph citizens had been entertaining for Pony Express riders. The company had not designated a required uniform for the riders, allowing them to wear any clothing to their liking while riding. However, the generous people of St. Joseph bought red shirts and blue trousers for the four men. Whenever they appeared anywhere on the streets in their distinctive outfits they became the center of attention. They were treated as very special guests.

During the interval of waiting, each of the riders was introduced with flowery language which embarrassed them. The throng was delighted when they appeared on the stage in front of the Pattee House. No announcement had been made as to which of the four would have the honor of riding the first leg of the first trip. The selection would be made by an official in the last moments before the start. The crowd favored Johnnie Frey, a well-known local boy. The riders mingled with the crowd. Flags were flying all over the city. It was a gala occasion.

The sunshine started dwindling on this early April day. It was twilight and the MISSOURI was now due to arrive. Mayor Thompson quieted the crowd by stating, "Addison will bring her in on time". At 7:05 p.m. the shrill train whistle was heard. The people cheered.

The train rumbled in, on time for its revised schedule. Ad had set a record. He had managed to average 50 miles per hour, making the 206 miles in four hours and twenty minutes, a feat which had been considered impossible. He not only "set a record that would stand for 50 years", but he had set a record which was never again equalled in the many years of operation of the Hannibal-St. Joseph Railroad.

As the train came to a stop at the railroad station, the courier was quickly conveyed with the mail to the Pattee House where the local newspaper was inserted into the pouch which would soon be on its way to California. A few minutes previous to the arrival, one of the riders brought a horse out of the Pikes Peak Livery Stable, just a few



blocks south of the Pattee House. By this time it was dark. He mounted and proceeded to the hotel at a walk.

In a remarkably short time the express mail was made ready. It was distributed in four small pouches called "cantinas". The cantinas contained 49 letters, 5 telegrams, and one copy of the special edition of the St. Joseph Daily Express, all of which were wrapped in oil skin. The cantinas were attached to the saddle and the rider dashed off on a first leg of his 100 mile run to Marysville, Kansas, where another rider would continue with the mail. His first gallop was less than half a mile to the east shore of the Missouri River. A ferry boat, with engines running, was waiting to take him across the river as speedily as possible. The gangplank was down, waiting.

Lanterns had been lighted on the ferry and at the landing on the opposite shore. People at the ferry cheered as the rider galloped onto the ferry. The ferry crew yanked up the slip, and the ferryboat headed for the other side. People could hear the shout of the rider as he galloped off the ferryboat into the night.

Curiously, the name of the first rider is not known for certain. Many people claimed it was Johnnie Frey, as he had been seen walking toward the livery stable shortly before the horse emerged with a rider as the train pulled into town. Others claimed it was Billie Richardson, a sailor who had been employed by William H. Russell. The riders had a pact among themselves that they would not reveal, nor discuss, who made the first ride from St. Joseph.

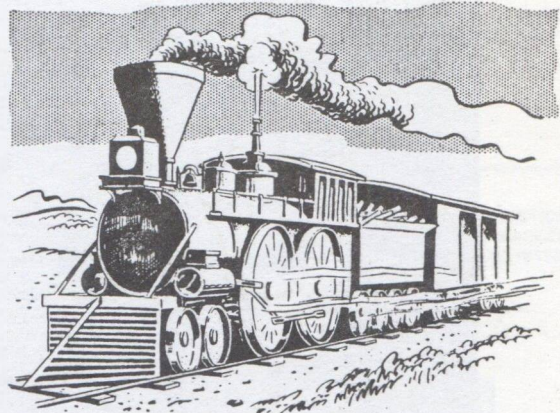
The Pony Express was a remarkable private enterprise. It was not subsidized by the government. It did not make a profit, and it did not remain in business long. But it was a masterpiece of planning and daring free enterprise. The obstacles and dangers faced by the riders and station attendants along the almost 2000 mile route were great. To employ riders, the company advertised "Wanted! Young skinny wiry fellows not over 18. Must be expert riders, willing to risk death

daily. Orphans preferred." They were paid from \$50 to \$150 per month, depending upon the Indian country through which they rode. A total of 80 riders were hired and 190 Pony Express stations were established. Four hundred men were hired to man the stations and to care for the 420 fine horses which the company bought.

Of the total 16 months in which the Pony Express operated, there were three months in which the whole route was closed temporarily for safety. The attendants at two relay stations were killed by Indians and the danger of the isolated posts had become too great.

The Pony Express came to an end soon after the transcontinental telegraph line was completed on October 24, 1861. Important messages could be telegraphed from coast to coast in a matter of minutes.

Addison Clark was a railroad man until his retirement. He had other accomplishments, but the April 3rd record run in delivering the mail for the Pony Express made him a hero. The Hannibal-St. Joseph Railroad secured the much prized mail contract. In 1895 the Burlington (CB&Q) Railroad purchased controlling interest and took over the management of the line.



**Famous Train Ride Carried Mail  
to the Pony Express**



## LOUISVILLE, WISCONSIN 1865-1900

by Andrew Buckland

Louisville was a small office that operated in the south-central part of Dunn County Wisconsin in the latter part of the 19th century. It was originally called Massee Settlement, because of the many families of that name who moved into the area in the 1850's. It never developed into more than a farming center.

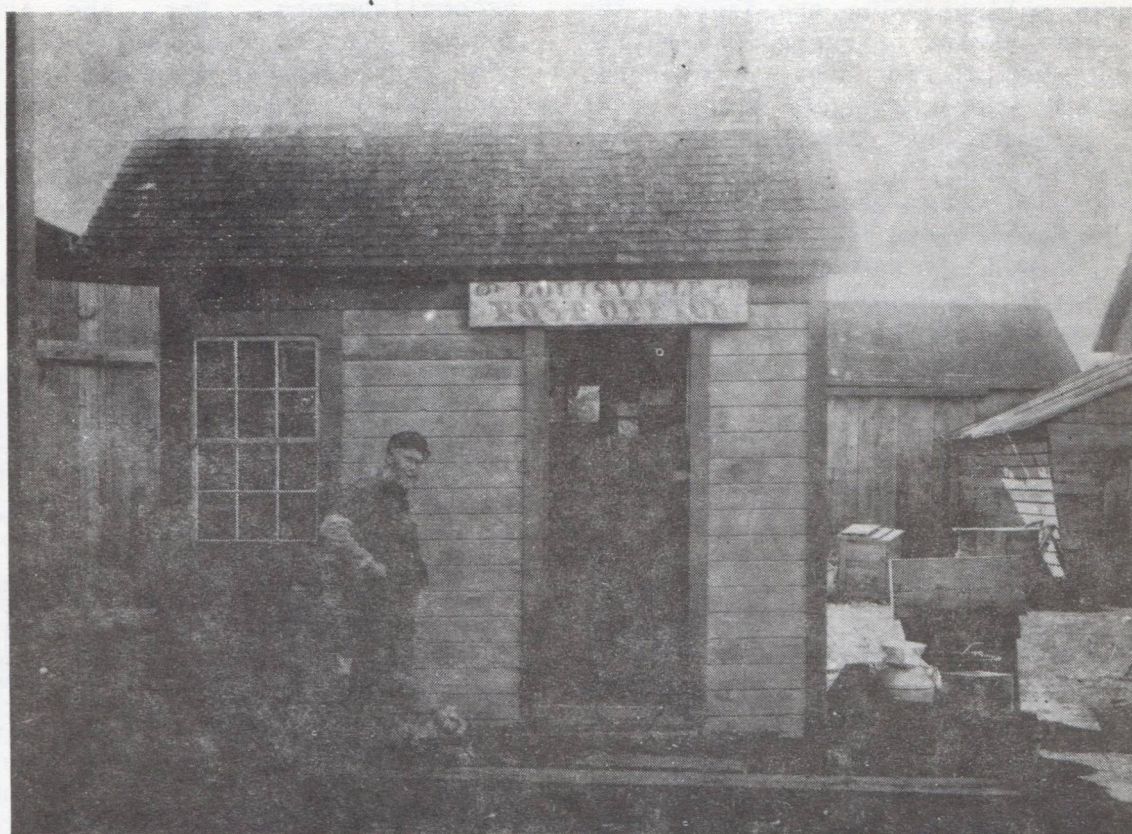
A post office was established in 1865 and was named Louisville after early pioneer Theodore Louis. Once the post office was established the community accepted the name of Louisville.

Francis Vasey was the first postmaster, followed by Jerome Stevens in 1868, who held the post until the office was closed in October, 1900.

The original building has been moved to Downsview, where it has been restored as part of "The Empire in Pine

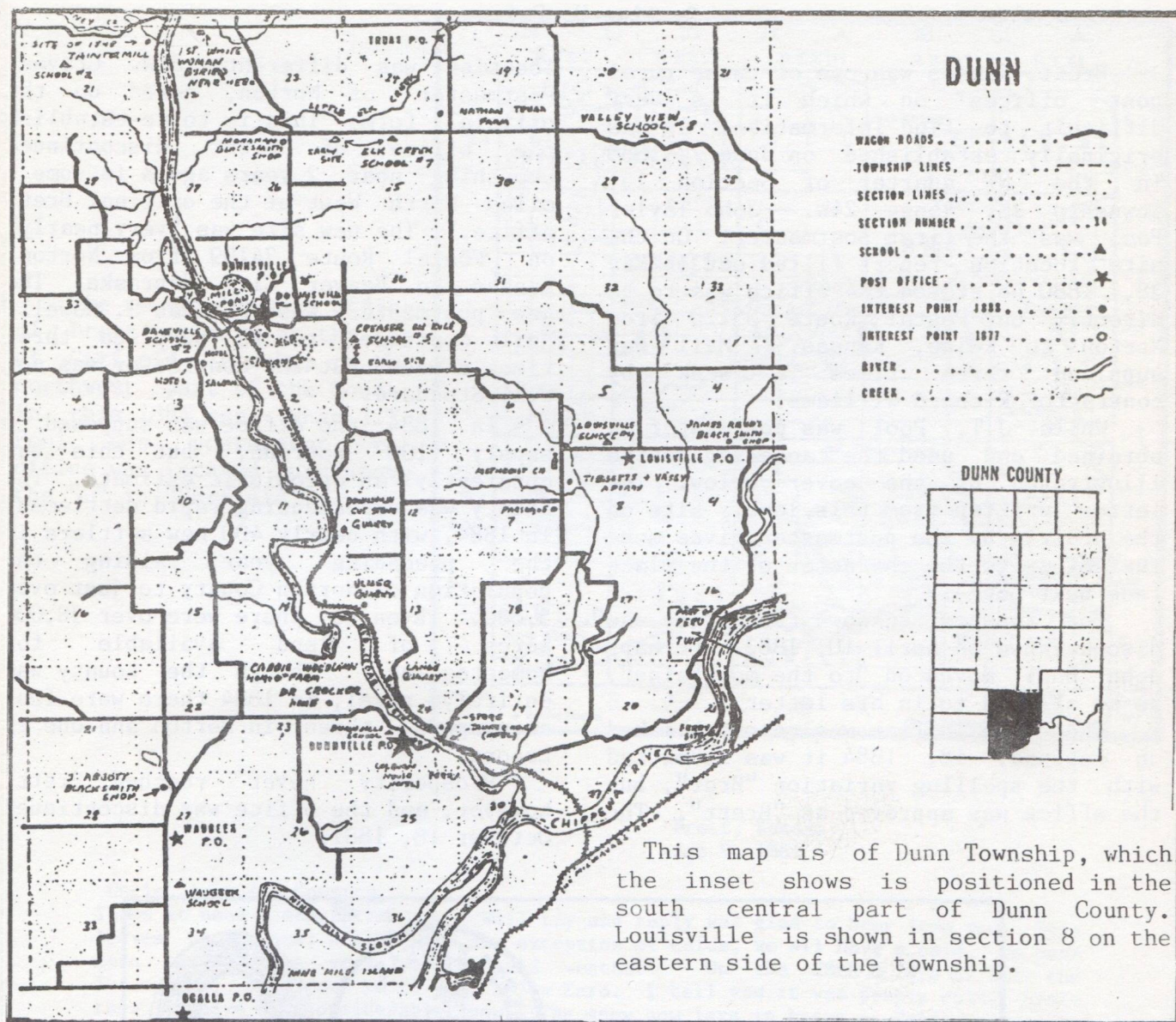


Lumber Museum", a project of The Dunn County Historical Society. The museum is open daily at no charge to the public.



This photograph of the Louisville post office was taken in 1897, a few years before it closed. The man is probably postmaster Jerome Stevens. Courtesy The State Historical Society of Wisconsin.





# NEW PUBLICATION

The Wisconsin Postal History Society has issued Bulletin No.14 entitled "Straight Line Postmarks of Wisconsin", by James B. Hale. The 12 page monograph is a revision of Bulletin No.1, which originally appeared in 1946. It includes stampless covers, regular and emergency postmarks, and machine cancellations. The Bulletin was distributed free to Society members. Non-members may purchase copies from the Wisconsin Postal History Society via Frank Moertl, N95 W32259 County Line Road, Hartland WI. The price is \$1.75 postpaid.



OUR OCTOBER AND APRIL PUBLIC AUCTIONS AND OCCASIONAL MAIL SALES ARE PACKED WITH UNUSUAL LOTS OF U.S. POSTAL HISTORY, STAMPS AND LARGE LOTS. ASK FOR OUR NEXT CATALOG!

**Wm. B. Robinson**  
 1641 Bruce Ln.  
 Green Bay, WI 54303





BRETT, KANSAS  
By Alan H. Patera

Brett, Kansas was one of those rural post offices on which it is very difficult to find information. It was originally established on June 7, 1880 in the NW quarter of Section 13, Township 2S, Range 24W. John Taylor Pool was the first postmaster. On the site location report filled out on May 28, 1880 he stated the office was to be directly on Postal Route 33120 from Norton to Kelso, Kansas. Mail was supplied three times a week by contractor Richard Williams.

While J.T. Pool was postmaster he obtained and used the canceling device illustrated on the cover below. The letter written from this lonely site on the prairie by the postmaster gives some insight as to the character of the place (see next page).

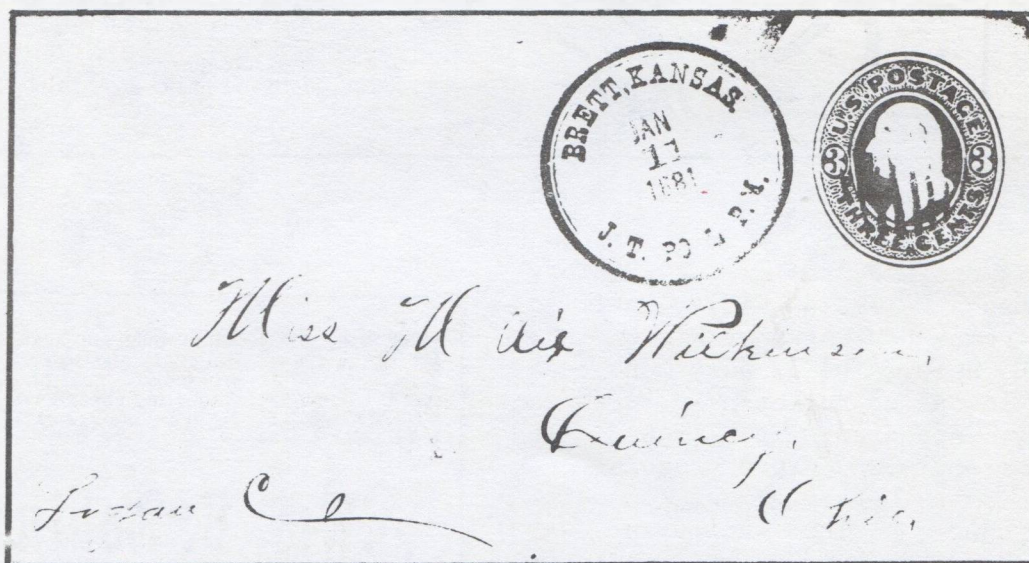
For reasons unknown the office was discontinued on April 10, 1882. Perhaps John Pool moved on "to the mountains", as he alluded to in his letter.

When the office was re-established on February 18, 1884 it was submitted with the spelling variation "Bret", but the office was approved as "Brett". The

location was different; J.W. Graves, Postmaster of Norton, noted on the official forms "This is to re-establish the office of Brett discontinued something near 2 years ago & is some 2 miles North West of the original Brett office." The new site was "very nearly" on Postal Route 34199 from Norton, Kansas to Beaver City, Nebraska. The new postmaster was Phineas S. Howell. Mail continued to be supplied three times a week, but the contractor was now W.A. Stoddard.

In 1884 the office was supposed to supply 100 patrons, but this was apparently an optimistic estimate. The county was experiencing rapid settlement in 1884, with nearly 400 new settlers in the preceding year raising the population of Norton County to just over 5,000. Even so, there were over 38,000 acres of land available for homesteading. Though the county was entirely rural, in 1884 there were four newspapers, three in Norton and one in Lenora.

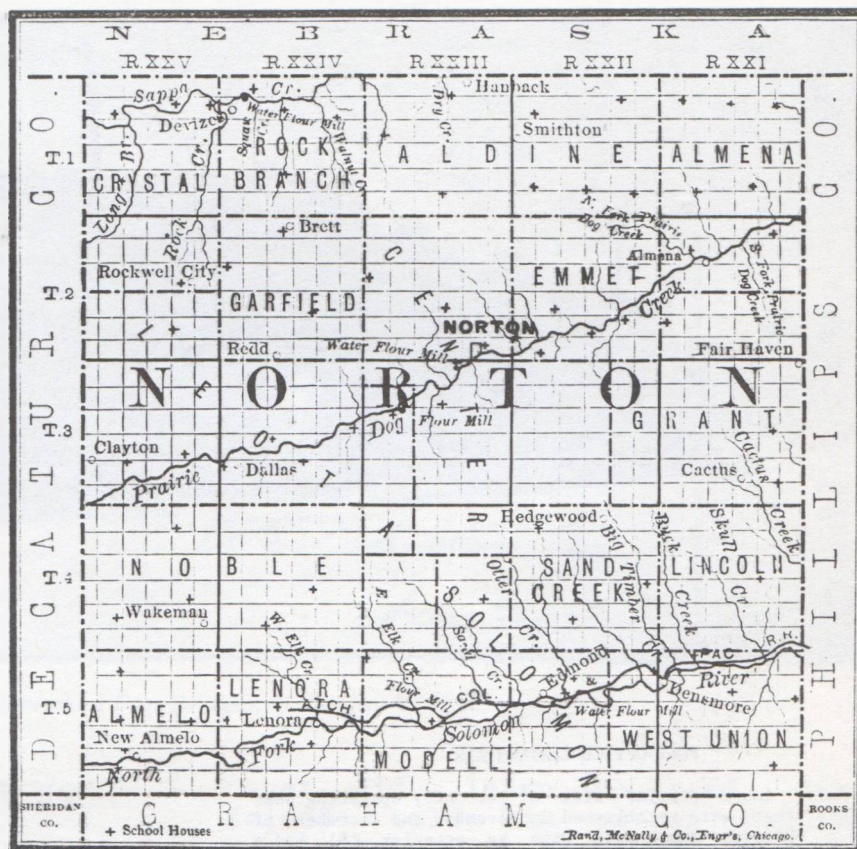
Prosperity never reached Brett, however, and the office was discontinued October 18, 1887.



County and Postmaster cancel from Brett, Jan 11, 1881. Courtesy of Bud Beals.



The re-established office of Brett appears at the top of Garfield Township in the northwest part of the County in this 1884 map. When J.T. Pool was postmaster the office was located just above the "D" in "Garfield".



Brett, Kansas  
Jan 9, 1881

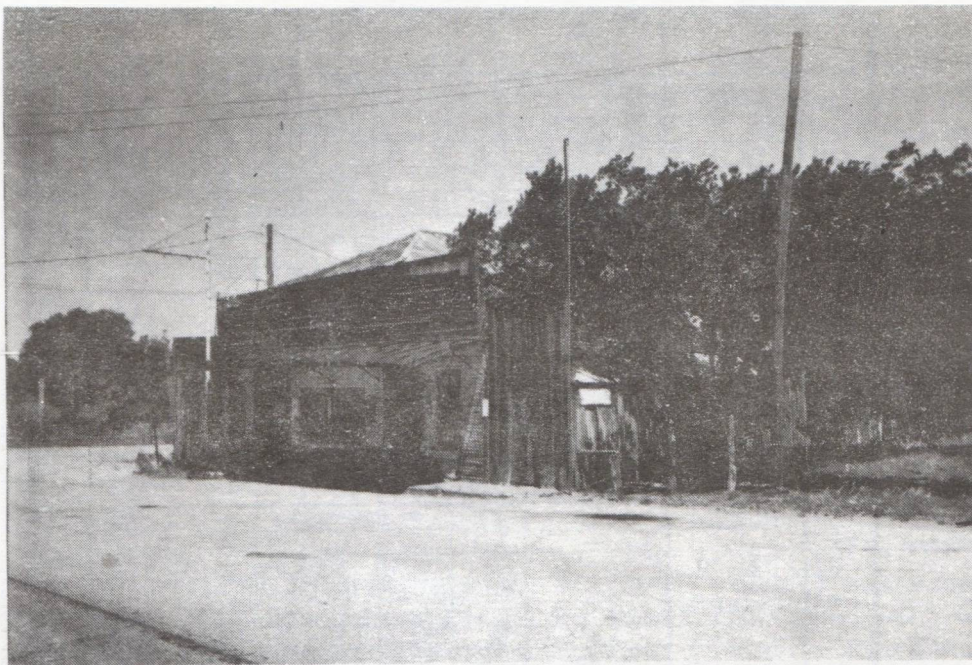
Uncle, Aunt and Cousins,  
Yours at hand a short time ago. Will try and reply was glad to hear from you. This leaves us in usual health with the exception of colds, we all have a cold. We have been having some very severe cold weather. On the 28th & 29th of Dec. the Thermometer run down to 21 Deg. below Zero. I tell you it was pretty cold. Since then we have had considerable snow. The snow now lays in heaps or Drifts some over a mans head. And some places on the prairie nearly bare. I am glad to see the snow, it will ensure us good crops. I long to see good crops of every kind. This has been a pretty hard winter on us and not over yet by any means. Mat scraped the flour barrel bottom last eve, we will have to live on rice cone cakes for a while. I am thinking now of going to the Mountains. Will not go for a couple of weeks. Am doing nothing here at my trade this winter. If I was out there I could get work and good wages. Well Uncle, your letter in reply to my request did not Disappoint me to speak of as I am subject to Disappointment here. Just as thankful as though you had complied. Well, I suppose you have met Father Curt before this. He of course told you all about us. Wish we could have been there through the Holidays. When you see Father Curt tell him to write to us. Well I must bring this to a close. Mat & Lillie sends Love.

Please write soon  
Verry Truly  
J.T. Pool

respects to all the friends

Uncle come out and see us and see how you would like living in a sod House.  
by by, J.T.P.





*The post office at Katemcy, Texas (Mason County) will celebrate its centennial on November 17, 1984.*

*(Photo taken June 1984)*

#### POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in November and December of 1884. Offices designated with an asterisk (\*) had a different name when established.

NOVEMBER    13 Flora Vista NM, Hewitt TX  
               17 Christine ND, Katemcy TX, Benjamin TX,  
    Rogers MN  
               18 Spofford TX  
               19 Humphrey AR, Branchton PA  
               20 Bono AR, McCanna ND  
               24 Hannah ND, Parnell IA, Rowan IA  
               26 Haines OR, Newfolden MN

DECEMBER    4 Ellsworth MN  
               5 Plains KS  
               8 Trenton NE  
               9 Red lodge MT  
               10 Delhi MN, Trosky MN  
               15 Helmetta NJ, Prairie Hill TX  
               16 Hayes Center NE  
               17 Velva ND, Crabtree PA, Hazel Run PA  
               18 Petersburg ND  
               29 Blandburg PA, East Barre VT, Moscow VT,  
    Marietta MN

#### HARDING COUNTY, SOUTH DAKOTA

WANTED: Cancels and Postal History related photographs relating to Harding County, for an article to appear soon in La Posta. Alan H. Patera, 505 Lincoln Ave., Takoma Park MD 20912.

Now available!

#### ...POST OFFICE PHOTOGRAPHS

...Dress up your articles or monographs  
 ...As a companion to your collection  
 ...Or get a large size, suitable for framing

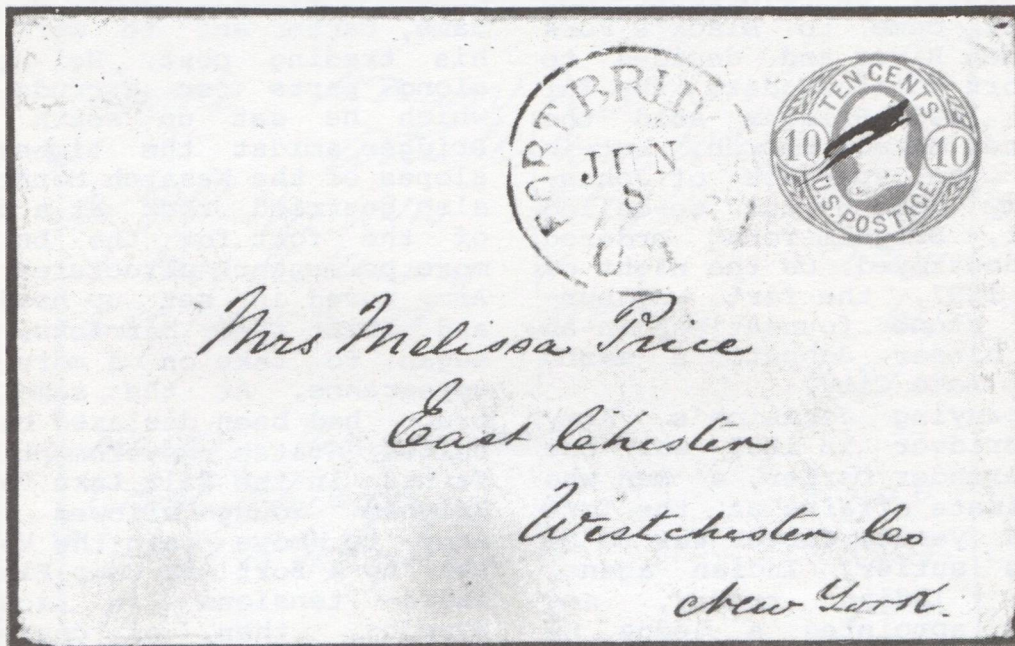
The Depot has over 8,000 photographs catalogued, with every state represented (some states are complete for operating post offices!). Also some Canada, and other foreign. Your choice of size, commercial rates or less.

Send #10 SASE to inquire about post office photos from your state.

A usage fee may be charged for photos to be published.

THE DEPOT  
 BOX 202  
 BURTONSVILLE, MARYLAND 20866





A 10¢ envelope of 1861 postmarked Fort Bridger, U.T., Jun 8 (1862).

# WILLIAM CARTER, FORT BRIDGER, AND THE OVERLAND MAIL

By Lynn Langdon

Located on Black's Creek, one of the forks of the Green River, in southwestern Wyoming, guarding the trail to California and Oregon, once the rendezvous of the mountain men, later a stopping place for the pioneers on the way west, a frontier military post, the fort was erected by Jim Bridger in 1843 and later named for him, was sold to the Mormon Church in 1855, and in 1857 was established as an Army post by the federal government.

Jim Bridger was born in Richmond, Virginia, March 17, 1804. In 1812 the family moved westward, settling on a farm near St. Louis, where his father found employment as a tavern keeper and his mother took charge of the farm. However, after four strenuous years of pioneering in these primitive conditions, Jim's mother passed away. By 1817 Jim's father had also died, and Jim, a lad of 14, took apprenticeship to a St. Louis blacksmith, where he worked for nearly five years. About that time, although he

never did learn to read, Jim's friends told him of an ad in the March 20, 1822 issue of the MISSOURI REPUBLICAN, a St. Louis newspaper, which said:

"To enterprising young men. The subscriber wishes to engage 100 young men to ascend the Missouri River to its source, there to be employed for one, two, or three years. For particulars, inquire of Major Andrew Henry, near the lead mines in the County of Washington, who will ascend with and command the party, or of the subscriber near St. Louis. Signed William H. Ashley."

General Ashley and Major Henry had formed what was to be known as the Rocky Mountain Fur Company, or the Henry-Ashley Company, to go up the Missouri River into Yellowstone country with a large, well-financed party to trap the beaver skins which were bringing a high price in St. Louis. The party included several other young men, who were to make their mark in the fur trade of the Rocky Mountains, such as Etienne Provost, Thomas Fitzpatrick, and Milton and William Sublette.



In 1843, after many years in the fur trade, James Bridger and Luis Vasquez came to Black's Fork of the Green River and decided to build a fort to accomodate the fur trade. In 1855 Bridger sold the post to the Mormon Church, but in 1857, with the approach of Johnston's Army during the so-called Mormon War, Brigham Young ordered the fort destroyed. On the night of October 3, 1857, the fort was burned to its stone foundations in an effort to hinder Johnston's march toward Salt Lake City.

Accompanying Johnston's Army to Fort Bridger in 1857 was one William Alexander Carter, a man who was to dominate affairs at the fort for near 26 years. Carter was to be the fort's sutler, Indian agent, postmaster, Indian trader, and later to be appointed a judge. He was appointed special agent of the Post Office Department, and carried on business as a merchant and rancher. Carter also served as Justice of the Peace, and gained a reputation as a friend of all the Army personnel, the Mormons, the Indians, and the fur traders.

William A. Carter was born and raised in Virginia, and had managed to retain the charm of a traditional southern gentleman, despite travelling with the Army. He had enlisted at an early age and served in the Seminole Indian War, where he became friends with General Harney. After his discharge he remained with the Army as a sutler, or purveyor, and it was in this capacity that he came to Fort Bridger.

Johnston's Army had a rough time at Fort Bridger during the Winter of 1857. They had to kill all their mules, horses, and what cattle they had brought with them when feed became scarce on the range, and make the meat up into jerky in order to survive. Their only shelter consisted of tents, which were pitched against the surviving stonework, and their supply trains were continually harrassed by Mormon raiders.

Despite these hardships, the Army survived, and when spring came, Carter set to work to build his trading post. He had brought along parts for a crude sawmill, which he set up south of Fort Bridger amidst the timber on the slopes of the Wasatch Mountains. He also quarried rock at a point west of the fort for the building of more permanent structures. As the Army moved in, set up headquarters, and built their barracks, the fort began to take on a more military appearance. At the same time, a truce had been declared between the United States government and the Saints in the Salt Lake Valley, and Brigham Young allowed Johnston's Army to move into the Valley and set up a fort at Camp Floyd. This eased tensions in southwestern Wyoming, then, of course, still part of the Territory of Utah.

Judge Carter had brought in a stock of goods said to total about \$90,000, a huge stock for those days, from the trading centers in St. Louis. His wagon trains carried across the plains such delicacies as smoked oysters, sardines, figs, sausage, jelly, herring, whiskey, cheese, wine, peaches, champagne, nuts, candy, cookies and crackers, and all the portable comforts of the eastern states (see Figure 2). Large wagon trains of emigrants to Oregon and California were again moving across the plains, and, by the time they reached Fort Bridger, most of these wagon trains were in sore need of provisions, work oxen, and other necessities of life.

Carter became a friend of Chief Washakie of the Shoshones, and was soon doing a huge business with the one to two thousand Indians, who were usually camped around the fort. His contacts and friendships widened to include such famous names on the western frontier as Majors Russell and Waddell, the freighters of the Plains; Ben Holladay, who had the contract on the stage lines; Henry Wells and William Fargo of the express company, and many others.



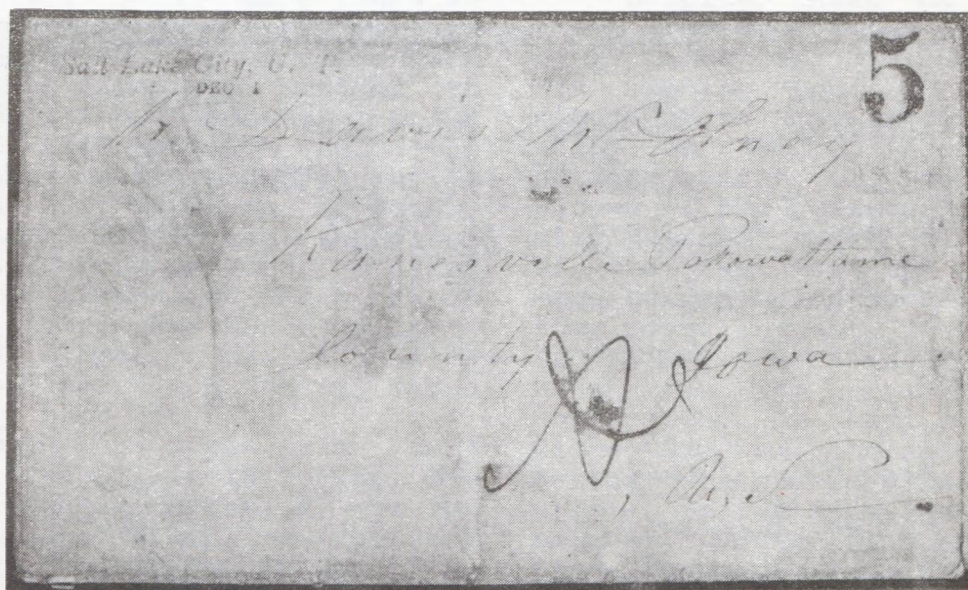
Marks Wagon No 16 3988		
articles from whom		
2 Dbl Box Arves	L P O O	2 40
1 Box Stationary	✓	2 20
# 57 1 Box Boots	A & B Co	64
		4512
Marks Wagon No 11		
1 Bbl Whiskey	✓	3 40
1 Bbl B Whiskey	✓	3 25
1 " " "	✓	3 40
1 " " "	✓	3 40
1 " " "	✓	3 25
1 " " "	✓	3 40
1 " " "	✓	3 25
1 " W	A & B Co	3 60
1/4 " 2 cask Brandy	A & B Co	3 60
2 Kegs Nails	✓	2 80
5 "	✓	5 25
# 24 1 Box Boots	A & B Co	62
11 5 "	do	3
11 7 "	do	7 1
		46

A page from Carter's Wagon Train Loading Book of 1859. The Fort Bridger postmark was applied only to test the handstamp apparently.

A conflict between the United States Post Office and the Wells Fargo Company over transportation of the overland mails led U. S. Postmaster General Montgomery Blair to appoint Judge Carter in 1863 as a Special Agent of the Department to travel the routes of the Wells

Fargo stages to observe and report conflicts between the company and the Post Office Department. The lengthy letter which follows is Carter's first draft of his report to Postmaster General Blair on an inspection trip from Fort Bridger to Sacramento.





*A stampless cover bearing a straight line Salt Lake City, U.T., postmark of Dec. 1, (1851) with 5¢ collect rate to Iowa.*

Hon. Mr. Blair  
P.M. General  
Washington, D.C.

Sir;

In accordance with your instructions of the 5th of December 1863, received through the Hon. A.N. Zeveley, 3rd Asst. Postmaster General, directing me to proceed over the Overland Mail Route from Fort Bridger to California, and investigate thoroughly, and report fully upon the condition of the Overland Mail line in all respects. "The character of the roads, condition of coaches and horses, character of employees, how mails are protected against loss or damage of every sort, and information concerning Post Masters and their Mode of doing business. What changes are required, for the public interest either in Post Offices, Mail Routes, or Mail arrangements connected with the Overland California service, etc., etc".

I left Fort Bridger at 12:45 o'clock P.M. on January 8th 1864, and arrived at Salt Lake City, Utah Territory at 6 o'clock P.M. January 9th, having made the distance in 28 and 3/4 hours. Although the snow

was very deep in many places across the mountains and in the deep ravines, I found the track firm, the stock in good order, and the sleighs, which are used while the snow is deep, comfortable and admirably constructed for the performance of the service, being formed of a bed fixed upon two sets of short runners, heavily shod with iron and capable of adjusting themselves to suit the irregularities of the ground over which they have to pass. By continually passing over the road, the track is kept firmly compressed, and the sleigh moves rapidly and without difficulty. This portion of the road is well provided with comfortable stations and stables, and a sufficient quantity of grain and hay, and, although regarded as the most difficult portion of the Eastern Division of the Overland Route, has caused no detention of the mails during the present winter.

I remained several days at Salt Lake City for the purpose of investigating the claims of Utah to the establishment of New Mail Routes, the extension of those already established, the appointment of Post Masters, etc., etc., all of



which was set forth in my communication of the 13th of January. In addition to the suggestions therein made, I would beg leave further to add that instead of continuing the route recommended from Salt Lake City via Ogden, Huntsville and Richville to Soda Springs, that it extend only to Richville, and connect at that point with the route named in your advertisement from Fort Bridger to Bannack City, and that you decline letting the route proposed, #1462 from Salt Lake City via Ogden, Cache Valley, Snake River Ferry to Bannack City. By this change the trail to the Idaho Mines, both from the east and west, will be accommodated, and the Government thereby saved the establishment of two entire routes to that country. The travel from the East to the mines, all of which turns off at Fort Bridger in consequence of its being 175 miles nearer, will be unprecedentedly large during the coming year, and should doubtlessly be afforded some facilities for travel by the establishment of this route.

Should you decline establishing the route from Provo City via Heber City, Coalville, and Morgan to Ogden City, proposed in my communication, I would earnestly recommend a route directly from Salt Lake City to Heber City in Provo Valley, distance 40 miles. This service could be performed twice a week by a horse mail at little cost to the government, and the people at present have no means of getting mails from any quarter. Heber City and the entire County of Wasatch being entirely destitute of mail facilities.

I left Salt Lake City at 10 P.M. o'clock on the 14th of January, and reached Austin, N.T., at 8 o'clock A.M. having made the distance, 400 miles, including stoppages, in 82 hours. The weather was intensely cold and the snow quite deep in the vicinity of Salt Lake City, but as I proceeded westward the weather grew milder, and, after 75 miles of distance was made, the

snow entirely disappeared, the roads became quite dusty, and on reaching Austin, the thermometer indicated a degree of summer heat, being 69 degrees above zero.

I found the coaches very comfortable, being provided with an inner curtain of drusseting, which when drawn affords a double protection against the cold. There is no large amount of travel on this portion of the road, and the mail sacks are mostly carried in the interior of the coach or in the front boot. I got out of the coach at almost every station along the route in order to make as careful an investigation as possible, and take pleasure in stating, that I found the stock, consisting entirely of horses, of a very superior quality, being well selected, well groomed, fat, and full of life. As soon as detached from the coaches, and while standing in the stalls, they are kept carefully blanketed. The stables are warm and commodious, cleanly policed, and abundantly supplied with hay and grain.

The station houses, built either of stone, logs, or adobies, are very comfortable, and I invariably found bright fires burning in the hearth, at any hour of the night I chanced to stop; the distance between each station being made with so much regularity and certainty, and the telegraph affording a constant means of communication, provision is made for the comfort and accommodation of the passengers. The food served up is abundant and of a wholesome nature. I found all of the employees prompt in the discharge of their duties, well satisfied with their service and compensation. Polite and attentive to the wants of travelers, and in no instance, while on the road, did I hear an oath, a vulgar expression, or a word of complaint against the mail Company from a single employee. They informed me that their wages were promptly paid, and invariably in Gold.

The drivers are intelligent, communicative, skillful in the management of their teams, and take



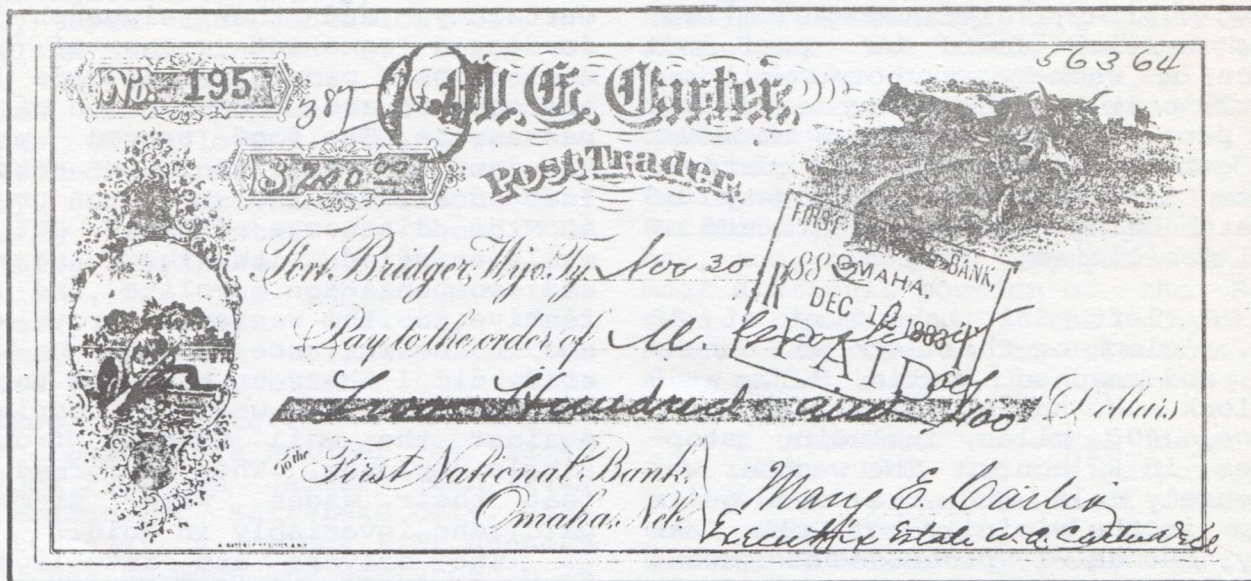
great pride in their stock, and in their occupations. The old driver, like the old soldier, seldom quits his occupation for other pursuits, without at length being compelled for a livelihood to return to it again. I met many of the drivers, who had left the eastern end of the line for the Gold mines of Idaho, driving here.

As soon as a coach arrives at a station, the stocktender is at hand ready to detach the horses and to attach another team which stands ready harnessed in the stable, so that only a few moments are occupied in the change except at the home, or eating stations, where the Coaches, Mails, Baggage are unloaded, which occupies between twenty and thirty minutes.

In justice to the stock, and in order to make proper time, stations should never be more than ten miles apart. On portions of this route the stations are often fifteen or eighteen miles distant from each other. The reason for this is the difficulty of obtaining good water. In order to obviate this difficulty the Mail Company has incurred considerable expense in sinking wells often to a depth of 120 feet without success. The stations, at present, are generally in the vicinity of a good spring or stream of running water as their

names indicate. Fuel is abundant along the whole route, but timber for building purposes is very scarce, and many of the station houses, stables, and even corrals are built of stone, which is abundant, or adobes.

The Line is separated into divisions, each of which is under the supervision of a Division Agent, who is provided with a light buggy, and is constantly travelling to and fro over the road, watching the progress of the Coaches, seeing that every employee does his duty, and in order to be ready to provide against any contingency. For the slightest neglect of duty, an employee is immediately discharged, and another substituted in his place. During the day I rode over much of the route, in their buggies with these agents and found them to be intelligent, conversant with their business, and familiar with the character of the country through which their divisions extended, and ready to suggest changes where the distance might be shortened and a more practicable route secured. From one of these agents I ascertained that the distance from Gold Canon to Austin, 155 miles, could be materially shortened by leaving the present road at the former place and intersecting it again at Cape Horn,



Illustrated check of Wm. A. Carter, Post Trader, written by Mary E. Carter, Executrix of his estate, in November 1883.



the second station east of Austin, and that by this change the crossing of Diamond Mountain, the most difficult portion of the whole route, when the road diverges far to the north from its proper courses, could be avoided and the road made much more direct and that an abundance of good water and grass could be obtained. I also learned from him that the road could be shortened fifty miles, by going from Salt Lake City immediately west by way of the West Mountain and intersecting the present road at or near Canon Station, distance of present road, 164 miles. This change was also suggested to me while at Salt Lake City by General P. Edward Conner, Commander of the District of Utah. He stated that in order to shorten the distance for getting his supplies from to west, he would, in all probability, open the road the present summer. The road at present from Salt Lake City leads directly south to Fort Crittenden, 40 miles, when it is evident that it should lead west. I have not been able to ascertain with any certainty whether the road would be well supplied with grass and water, but it is certain that many emigrants pass over it and that the distance from Salt Lake City to California can be shortened by these two changes. at least 75 miles.

While at Austin I examined into the Post Office there and also the one at Clifton, and also endeavored to ascertain the wants of the people in regard to mail facilities and to collect such information as might be of interest to the department. I was much surprised at the unprecedented growth of this place. About twelve months ago the mines in the vicinity of Austin were accidentally discovered by Billy Talcott, an employee of the Overland Mail Co., while occupied in getting wood in the canon. He was an old Pony Express rider, and in honor of that defunct institution, the ledge was called Pony Ledge. In February last a few

tents were pitched by the miners at Clifton, situated at the mouth of the canon. Shortly after the town of Austin, half a mile above the same ravine, was commenced. Still later, and further up, the town of Upper Austin was begun. These towns have since grown most rapidly. The influx of population from California and from the East has already swelled their members upwards of 5,000. The three towns have already united, and extend upwards of a mile and a half in length. The hills overlooking them on each side are pierced with innumerable tunnels. Seven large stamp mills are at work, day and night crushing the rich quartz taken from them. The streets are thronged with a busy population, and merchandise of almost every description is displayed in the numerous stores, some of which would do honor to any place.

Rich mines are daily being discovered and explorations have made for a hundred miles south with the most satisfactory results. Numerous towns have been laid out, and are rapidly being built up in various sections of the country. Amador, 8 miles northwest of Austin, has upwards of one hundred houses; Yankee Blade, some 4 and 1/2 miles north, fifty houses; Jacobsville is 7 miles west; Lander City, Watertown and Canon City on Big Creek 10 miles south are flourishing towns. Washington City in Washington District, 40 miles south, is a rich mining town. Geneva, 13 miles southeast in Smoky Valley is a rich town and situated in a rich mining district. There are also a number of towns still further south in the Union and San Antonio Districts. In addition to the seven stamp mills at work in Austin and Clifton, Jacobsville has one of 10 stamps, Amador one of 40 stamps, and Canon City one of 10 stamps. At Watertown there is one quartz mill, and a large steam sawmill in course of construction. The rich discoveries made in this section of country have created so much excitement in California that the Coaches are loaded down with



passengers, and the emigration this coming summer will swell the population to double its present numbers. The sudden and wonderful change in this barren country is due entirely to the establishment of the Overland Mail Route, and had it not been for this service, the rich leads of Silver might have remained hidden in the sterile rocks for years to come.

The Post Office at Clifton is only a half mile distant from that of Austin, and, being entirely unnecessary and badly conducted, I would recommend that it, Clifton, be immediately broken up and the property turned over to the Post Master at Austin. The towns of Austin, Upper Austin and Clifton, being contiguous, have recently been consolidated, and are at present only known as one town, Austin.

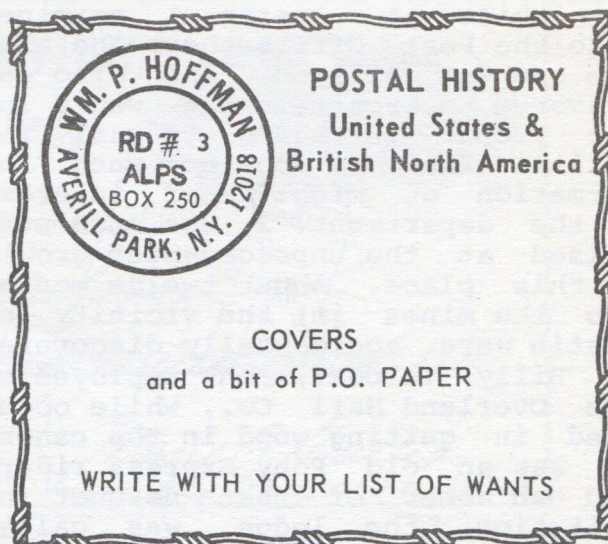
The road leading down the ravine to Clifton is so precipitous and rendered so slippery by the water waste from the mills, that it is almost impossible for the coaches to ascend and descend it, without great hazard. They at present follow a dugway, built by the people of Austin at a cost of several thousand dollars, and which leads by a gentle grade down into the valley, but then, in order to reach Clifton, they are compelled to descend a steep and dangerous hill to reach the mouth of the canon and then to ascend in to Clifton, which detains the mails every day from an hour and a half to two hours.

Thinking that it would meet with your approbation, I directed the agent of the Company at Austin not to go to Clifton any longer, but to deliver the mail to the Post Master at Austin. W. K. Logan, the postmaster at this place, is a man of high standing in the community, and, I think, will make a very efficient P.M. Since the establishment of this office, the number of letters sent from Clifton have been greatly diminished, and by consolidating the two offices, the Post-

master will be better remunerated, and the office better conducted. On my arrival at Austin, I found the P.M. totally without blanks of every kind, and as soon as I arrived in California, I supplied him from the offices there.

I spent an evening at Jacobsville on Reese River, 7 miles west of Austin, and learned that the P.M., James R. Jacobs, was a Secessionist, and now residing in San Francisco. I found the gentleman in charge of the office, Mr. J. Duff Brown, engaged with a party of his friends, in a game of Poker. This Mr. Brown is very obnoxious to the citizens of Jacobsville. They informed me that many valuable letters sent through his office had never reached their destination, and that he had been often seen to get on a coach, unlock a sack, fill his pockets with newspapers, and close the sack again without taking out the mail for the place. The citizens recommend the appointment of W.W. Felton as Postmaster, but I would advise that the office be discontinued, and that the P.M. at Austin be directed to take charge of the key and property belonging to the office.

TO BE CONTINUED





## THE POST OFFICES OF UTAH

### Part. XIX: Wasatch County

By Dan Meschter

Wasatch County is one of several Utah counties that takes its name from the Indian, meaning "mountain pass" or "low Pass over a high range" in the Ute tongue. The county was cut out of the later abolished Green River County in 1862.

The history of Wasatch County is undistinguished. Sought out for its agricultural opportunities, the upper Provo River Valley was settled at Heber City in 1859 and Wallsburgh in 1862.

Railroads enter the county at two places. The Provo and Timpanogos branch of the Denver and Rio Grande was built up the Provo River gorge around the turn of the century, and the Echo and Park City branch of the Union Pacific was extended to the mouth of a tunnel that was driven from near Keetley under the crest of the mountain to drain the great Ontario Mine at

Park City. The Provo line is now preserved and operated as a scenic steam railroad offering tourists a 3.5-hour round trip during season on what is known as the "Heber Creeper".

The county straddles a watershed divide between the Provo River drainage west into the inland Great Salt Lake Basin and the Strawberry River tributary of the Green River Basin in the southeast part of the county. The Strawberry Reservoir, built in the first decade of this century, is a key element in the great Strawberry Reclamation Project further east in Duchesne and Uinta Counties.

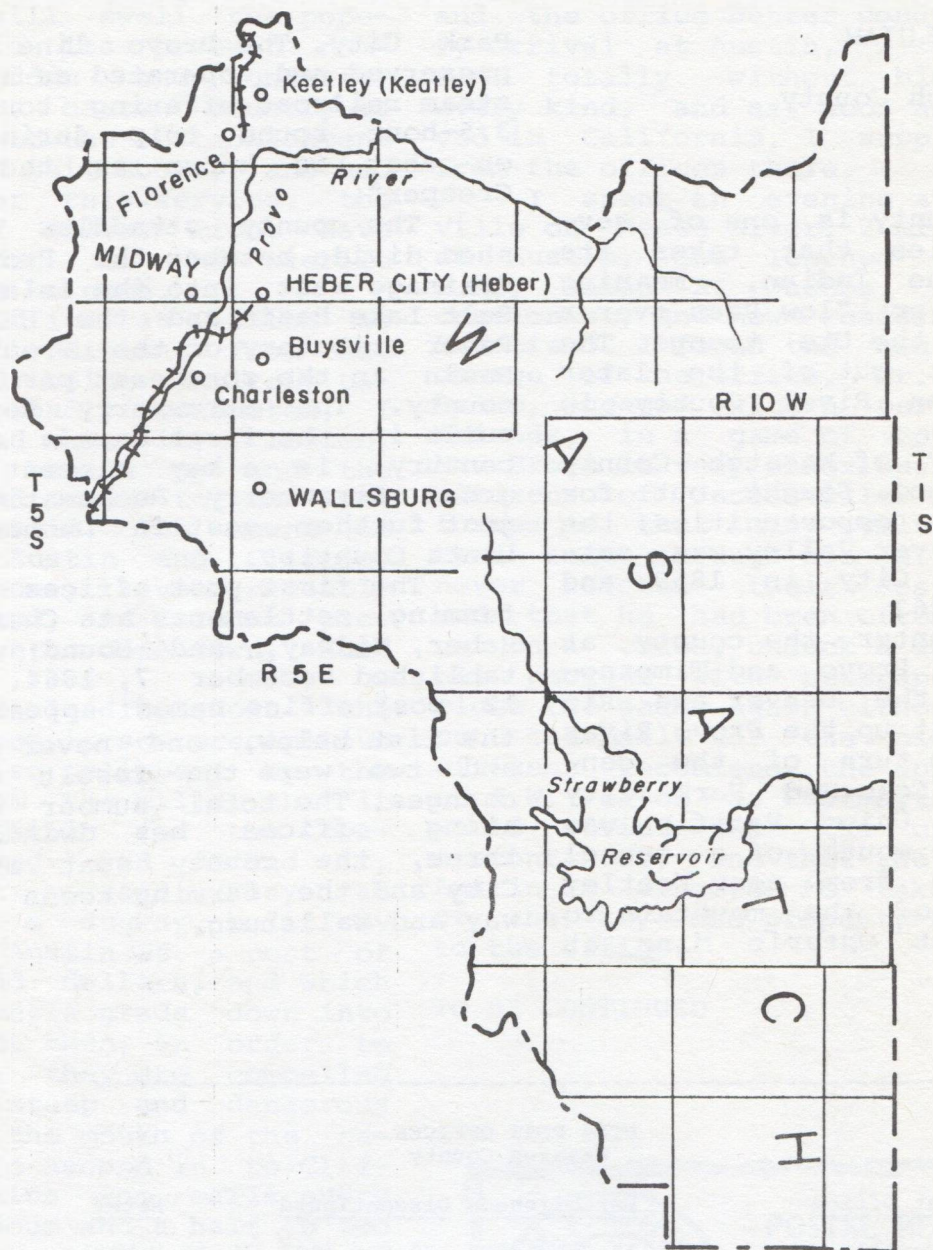
The first post offices were at farming settlements at Charleston, Heber, Midway, and Mound; all established December 7, 1864. Of the 12 post office names appearing in the list below, one never operated and two were the result of name changes. The total number of operating offices has dwindled to three, the county seat at Heber City and the farming towns of Midway and Wallsburg.

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#### UTAH POST OFFICES Wasatch County

<u>Post Office</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Buysville	17 Jul 1899	29 Nov 1902	M. to Heber
Charleston	7 Dec 1864	11 Jun 1866	
	1 Jun 1875	30 Nov 1955	M. to Heber
Florence	11 Jun 1887	5 Oct 1892	M. to Heber
	21 Mar 1895	4 Oct 1895	No papers
Heber	7 Dec 1864	31 Dec 1964	NCT Heber City
Heber City	1 Jan 1965	Operating	
Keatley	12 Feb 1923	17 Nov 1923	NCT Keetley
Keetley	17 Nov 1923	31 Aug 1953	M. to Park City
Malona	1 Jun 1898	15 Sep 1898	Rescinded
Midway	7 Dec 1864	19 Feb 1868	
	23 Jun 1868	Operating	
Mound	7 Dec 1864	11 Jun 1866	
Timpanogus	11 Feb 1880	2 Jun 1882	M. to Heber
Wallsburg	9 Sep 1870	Operating	Also Wallsburgh





## W. T. McGREER

P. O. BOX 391  
 SELAH, WA 98942  
 (509) 697-4206

MEMBER APS #45832

SEE ME AT THE SHOW:

INPEX in Portland, OR – November 2-4

ARIPEX in Tucson, AZ – January 11-13

WANTED TO BUY:  
 WESTERN COVERS also BETTER  
 U.S. and FOREIGN 1840 – 1920



THE OLD POST OFFICE: A REMINISCENCE OF  
SOUTH BEND, WASHINGTON

By Dhan R. Leach

The interior of the "Old P.O." seemed very long to me at age nine, that is, deep from front to back -- much deeper than our house. The flooring was wood, tounge and groove fir, and it was a rich red-dish brown from years of being cleaned by having had oiled sawdust spread on it then swept up. The whole place had an odor -- fragrance if I may -- from that oiled sawdust. So did our schoolhouse where the floors were cleaned the same way, and that fragrance is now history.

The clerks' windows, four of them, I think, and only one of which I ever saw opened, were on the right as you came in. Farther

back, also on the right, were the patrons' boxes, and they stretched nearly to the rear of the place, then right-angled over to the left wall. It seemed to me that there were thousands of those boxes, but, since only 1,500 people lived in the town, there may not have been quite that many.

Each of those boxes had a little metal door and a little glass window. You could learn a good deal by studying them. Truly impoverished people didn't have boxes. Their mail was handed to them through the clerk's window. My Dad was good at putting on the poor mouth, but I knew things weren't ever quite that bad because we had a box at the "Old P.O." I couldn't use it because I couldn't reach it, so when sent for the mail I had to ask for it at the window just like a bum. I always ask by the box



*Local Boy Scout troop in front of the South Bend Post Office.*



number, though, No. 859, so the kid with me would know that we were at least lower middle class.

Come to think of it, there were two, maybe three sizes of those boxes. The biggest ones didn't have windows, and I think they were hinged at the bottom so they would open out like a bin. The town's richest and most important people got those big boxes. That was reasonable, I decided, because one probably got mail in direct proportion to how rich and important one was. Once, though, I was there when a very important looking man opened one of those biggest boxes, and there wasn't a thing in it! He had to be some kind of phoney, I just knew it. He had coaxed the "Old P.O." into giving him that big box against their better judgement. Or maybe he had something on Dotty Honora, the Postmistress, and had threatened to tell.

On the other hand some poor and unimportant people (like us and as evidenced by their having the small boxes with windows) got surprising quantities of mail. You could see it through their windows. I decided that they were poor and unimportant people who had lots of poor and unimportant relatives who wrote to them a lot.

Near the clerk's window, the only one that ever seemed to be open, there was a large wastebasket. It was brown, made of masonite or something like that, about 18" across the open top, and very nearly as tall as I was. I discovered that there were stamps in there. Some people looked at their mail right there in the "Old P.O." lobby and then threw it away, even the stamps!

I always hit the wastebasket in the evening or on Sunday when the "Old P.O." was closed except for the lobby. The wastebasket was so tall that I had to tip it over in order to reach the bottom. I knew I would get bawled out for making a mess, which was considerable sometimes. Also, I wasn't completely sure I wasn't stealing.

Well, in what now seems to have been but a blurred moment, five years had passed. I was fourteen and we were doing World War II. The men were gone. People were saying to me, "You want to work this summer, kid? We'll pay you \$5 a day." Overnight, I was a plutocrat and my relationship with the "Old P.O." changed dramatically. I was a paying customer and got to know Dotty Honora, the Postmistress, and also "Longsuffering" Bob and "Snarling" George, the clerks. But that's another story. I'd better finish the earlier one, and with a caution.

If your town is similar to the one I grew up in, a lumber mill town, there is a certain hazzard in wastebasket duty at the "Old P.O.", and you should be aware of it before comencing the enterprise. In a mill town many of the men, and probably quite a few ladies, chew snoose. I tried snoose at age eight, and I can tell you that the juice from that stuff, if swallowed, would burn a hole clear through your heels within fifteen seconds. I could certainly sympathize with folks who happened to be in the "Old P.O." lobby when the load became overpowering -- they had to unload it or die. And they did. Guess where!

So listen up. When you're shoulder deep in the wastebasket and you think, judging from a wee visible corner farther down in the heap, that you've just spotted a flown Zepp cover with a \$2.60er on it, well don't get grabby. Extract that thing slowly, carefully, and just by the wee visible corner. Nothing ruins a moment of philatelic ecstasy so thoroughly as does a two-finger gob of soggy snoose.







*Klamath Falls, Oregon, as depicted in a post card view circa 1910.*

#### NINETEENTH CENTURY OREGON POSTMARKS: KLAMATH COUNTY

By Charles Whittlesey

Klamath County was created from the western part of Lake County by the Oregon Legislature on October 17, 1882. The county is among Oregon's largest with 5,973 square miles. Among the earliest settlers in the county was George Nurse, former sutler at Fort Klamath, who in 1867 built a bridge over the Link River, constructed a hotel on the east side, and thus established the nucleus of Linkville, now Klamath Falls.

Fort Klamath was built by two companies of Oregon Volunteers in 1863. It remained an active military post until 1889, and played a significant role in the Indian wars of eastern Oregon and northern California.

The Census of 1890, the first to return Klamath County separately, showed a population of 2,444,

with 364 residing in the town of Linkville. No other localities in the county had sufficient population to be returned separately. By the turn of the century Klamath Falls -- the name change was made in 1892 -- had a population of but 447, and no railroad connection with the outside world. County population, on the other hand, swelled to 3,970 in 1900, but most of this increase appears to have been due to the fact that 1,136 residents of the Klamath Indian Reservation were counted in 1900, while they were not in 1890.

The railroad finally reached Klamath Falls in 1909, being built north from Weed, California. A clear population impact was reported in the 1910 Census, as the town's population stood at 2,758, and the county jumped to 8,554.

Before the California & Northeastern Railroad reached Klamath Falls from Weed, it was purchased by the Southern Pacific, and eventually the line was extended on



to Eugene via Oakridge to become known as the Cascade Line. This rail line, probably more than any other single feature, has allowed Klamath Falls to mature into an important lumber products center with a metropolitan population today of nearly 40,000.

Other early Klamath County settlements were made in Langell's Valley, near Tule Lake, and at Plevna (later Keno). None of these produced any major towns, with Bonanza (current population 270) being the largest. Chiloquin (777) is the second largest community in Klamath County today, and it dates only from 1912. The county's third town, Malin (537), was founded in 1909 by Bohemian families who had

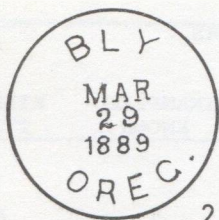
come to till the soil of the reclaimed bottom of old Tule Lake.

As might be expected from the foregoing introduction, the number of surviving examples of 19th century Klamath County postmarks is on the paltry side. Our records thus far list postmarks from 19 different Klamath County offices. Linkville is represented by nine different types. Fort Klamath and Klamath Agency are represented by four each. No other office is yet known to have used more than three different postmark types prior to 1900. If anyone has information which might extend or expand our coverage of 19th century Klamath County postmarks, please contact the author in care of LA POSTA.

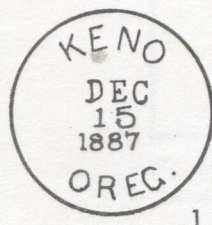
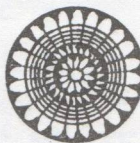
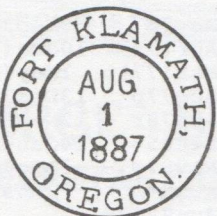
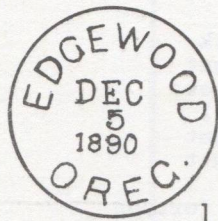
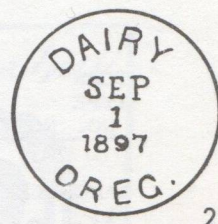
#### KLAMATH COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO. NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
BLY (1883-Date)						
1.		C41JN1RBB27.5	17Oct87		1	
2.		ClEN1BBR27	29Oct89		1	Target
3.	(1)	SL	2Jan98			
BONANZA (1875-Date)						
1.		ClJN1?26.5	10Mar97		1	?
DAIRY (1876-78 & 1883-1967)						
1.		M	19Jun77		1	M
2.		ClEN1BBR27	1Sep97		1	?
EDGEWOOD (Aug - Dec 1890)						
1.		ClEN1BBR27.5	5Dec90		1	?
FORT KLAMATH (1879-Date)						
1.		M	5Apr80		1	M
2.		C21BN1RRB27.5	10Sep81r	6Oct82	9	Target
3.		C31JN1RRB27.5	25Jun86	15Aug87	3	wheel of fortune
4.		ClJN1BBR28	2Jun90	10May95	2	Target
HAYNESVILLE (1887-1894)						
1.		ClEN1BBR27	2May90		1	
KENO (1887-Date)						
1.		ClEN1BBR27	15Dec87	1Aug88	2	Target
2.		ClJN1BBR27	12Feb99		1	Target
KLAMATH AGENCY (1878-1965)						
1.		M	27Nov78		1	M
2.		C21JN1RRB26.5	31Oct82	14Apr84	2	Target
3.		ClEM3B26.5	7Mar88		1	Target
4.		ClEN1B28	11Feb99	30Oct99	2	Target
KLAMATH FALLS (1892-Date)						
1.	(2)	SL	17Sep93r	3Sep95r	4	
2.		ClEN1B27.5	25Sep93		1	Cork
3.		ClET1B26.5	22Oct95	4Jun99	7	Cork

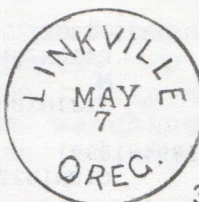




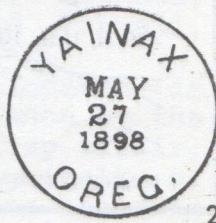
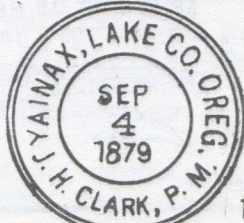
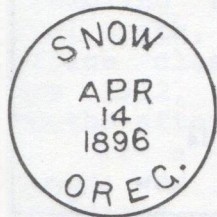
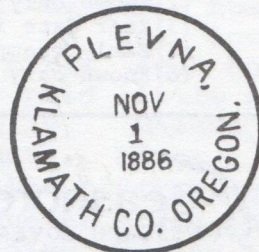
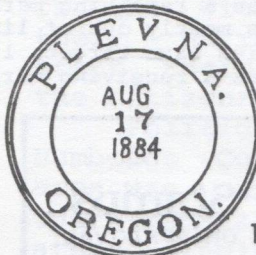
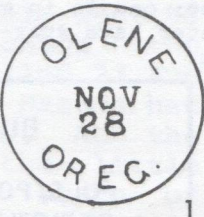
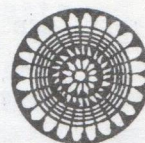
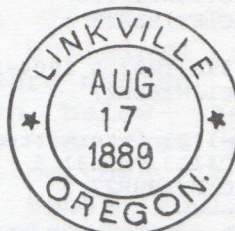
◇ BLY ◇  
JAN 2 - 1898  
OREGON  
3



Klamath Falls,  
SEP 17 1893  
OREGON:  
1



LINKVILLE  
NOV 11 1887  
OREGON.  
7






# KLAMATH COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO. NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
LANGELLS VALLEY (1871-1930)						
	1.	M	5Apr89	??	4	M
LINKVILLE (1871-1892)						
	1.	M	7Nov72	8Feb74	4	Cork
	2.	C31A1R24	30Apr(75)	10Jun(76)	5	Target
	3.	C1EALBBR25.5	2Mar(77)p	7May(77)p	2	Target
	4.	(3) C1JN1RRB24	11Aug77p	13Dec78r	8	(4)
	5.	C41JN1RRB34	29Aug78r	12Nov84r	15	Target
	6.	C1EN1BBR27	29Dec85	14Jan89	11	Target
	7.	(5) SL	11Nov87p	5Aug90p	8	
	8.	C31J11N1B30	17Aug89b	7Jun91b	9	wheel of fortune
	9.	C1EN1B27.5	16Jun92		1	Cork
LORELLA (1894-1930)						
	1.	C1EN1B27	24Mar99		1	?
MERGANSER (1875-1879)						
	1.	M	18Jun77		1	M
NAYLOX (1881-1896)						
	1.	M	4Sep82	23Apr84	3	M
OLENE (1884-1959)						
	1.	C1EALBBR26.5	ca88		2	Target
PLEVNA (1878-1892)						
	1.	C41JN1RRB34	17Aug84	8?	3	Target
	2.	M	15Jun86		1	M
	3.	C1J1N1B32.5	1Nov86		1	Star
SNOW (1894-1899)						
	1.	C1EN1B27.5	14Apr96		1	Target
TULE LAKE (1875-1890)						
	1.	C41JN1B29.5	22Nov83	8Oct89	7	Target
	2.	C1EN1BBR26	6Nov90		1	Target
TULE LAKE (1893-1902 & 1904-1922)						
	1.	C1JN1BBR27	1Sep95		1	Target
YAINAX (1871-1923 intermittently)						
	1.	C41E3,9N1B31.5	4Sep79p		1	?
	2.	C1EN1BBR27.5	21May98	12Dec98	2	Target

NOTES: (1) Taken from a sketch; measurements may not be exact.  
 (2) Known only as a receiving mark.  
 (3) Year date is mostly out of line; one is in manuscript.  
 (4) Early examples have target; later have star-in-circle.  
 (5) Known only as a receiving mark.




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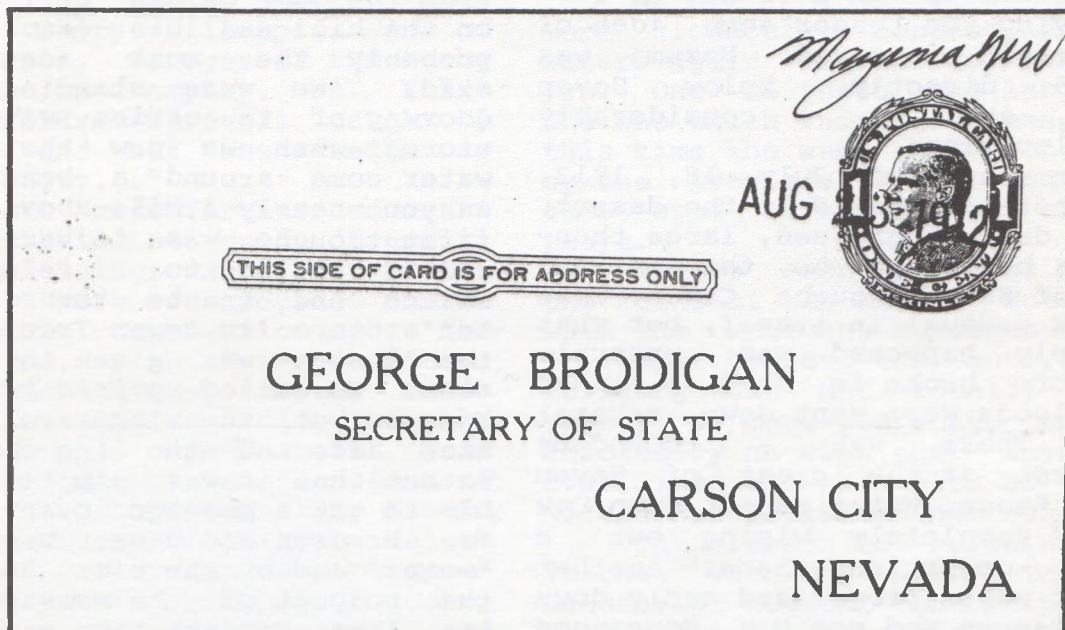
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Postal card bearing manuscript cancel and straight line date stamp of Mazuma, Nevada, Aug. 23, 1912.

## THE TRAGIC FATE OF MAZUMA, NEVADA

By Ernest S. Peyton

It is my belief that, as a collector and dealer, for over 46 years, when one finds a manuscript cancel on a piece of mail dated long after such cancellations were commonplace, it bears investigation. Several years ago we purchased a number of postal cards bearing postmarks of some little known Nevada towns. Among them was the card illustrated above. I had known of the history of Mazuma, Nevada, and, therefore, immediately went to my resource texts to check the date. This card is cancelled 23 Aug 1912, just 36 days after Mazuma had been dealt its death blow. At the time this was mailed, the little town was no doubt in a state of shock, and undergoing the bodily trembling that precedes death. Actual death, as marked by the Post Office closure, took place on 30 Nov 1912, just a bit over three months after this card was mailed.

As a matter of background, Mazuma was a little town of wooden buildings, and a few canvas build-

ings built upon wooden platforms, and sheeted partly up the sides to give them shape. This also kept the neighbors from watching the inhabitants undress at night by lantern light!

There were no trees in Mazuma, no paved streets, no street lights, just a little settlement of about 40-50 buildings scattered in a haphazard manner in the bottom of the wash below the town of Seven Troughs. A vast playa spread out just below town. It would seem that common sense would indicate that such a playa meant the location was fraught with danger, however, in their hurry to get located and start their mines and businesses, the citizenry paid little heed.

Politically, Mazuma was in Humboldt County. After 1919 the area was called "Pershing County". There were several towns in a small area, including Vernon, Tunnel, Mazuma, Seven Troughs and Farrell, to name the major places.

Seven Troughs is located in the upper portion of a Canon by the same name. It is a steep affair, and vegetation consists solely of desert brush. There are no trees in the entire area. Seven Troughs'



main street was on a grade of 10 - 20%, giving the reader some idea of the terrain involved. Mazuma was situated directly below Seven Troughs, and at a considerably lower elevation.

The day of July 18, 1912, dawned hot and humid in the desert. As the day progressed, large thunderheads built up to the west and north of Seven Troughs Canon. This was not unusual in itself, but what ultimately happened was unusual. The storm broke in such a manner that floods were sent down several canons. There was a tremendous cloudburst at the crest of Seven Troughs Range. Water raced down Cow Canyon, completely wiping out a ranching operation there. Another wall of water progressed madly down Burnt Canyon and one Mrs. Foncannon was drowned. Her body was recovered later, miles out in the flat. A third flood went down Wild Horse Canyon, but, there being no residents therei, no damage or loss of life was reported.

A wall of water, reported to be twenty feet high, raced down Seven Troughs Canyon at express train speed. At this point the writer feels it best to quote the July 19, 1912, issue of the Lovelock (Nevada) REVIEW-MINER:

"Mazuma devastated by Cloud Burst - Eight killed and property loss of \$150,000 - By wall of water twenty feet high."

"Yesterday afternoon, at about five o'clock, the town of Mazuma was devastated, eight people were drowned and nine more injured, many fatally, and a property loss estimated at nearly \$200,000.00 by a cloud burst that swept down, unheralded, upon the mountain town..."

Now, let us turn to an eye witness description of the flood as told writer Hugh A. Shamberger, and printed in his book, SEVEN TROUGHS:

"E.H. Bennett, assayer for the Coalition, was watching the storm

from the door of his office high up on the hill and his description is probably the most accurate. He said, 'We were standing in the doorway of the office watching the storm, when we saw the wall of water come around a bend in the canyon nearly a mile above town. My first thought was to warn Mazuma, and I rusted to a telephone. A switch had to be turned at Preston's Store (in Seven Troughs), and the message was given to Mr. Stevens. He called up Fred Preston at Mazuma, but the electrical disturbance affected the line to such an extent that it was almost impossible to get a message over. All that Mr. Preston could hear was the word "water" and by the time he realized the purport of the message, it was too late to warn the people. The water running down the canyon was at least twenty feet high -- some say fifty, but while it seemed that high, it was probably not more than twenty. The Canyon is narrow at this place, and its force is unbelievable. It washed away several cabins in the upper end of the canyon, and in one of these was Mike Whalen. People say they saw Mike wave his hand as the water struck his cabin but that was the last seen of him until his body was picked up on the flat below Mazuma, several miles away. Turning again the flood struck the lower corner of the Coalition cyanide plant, and it just seemed to dissolve into the water. The impact, however, seemed to cause the water to recede for an instant, later a second wave rushed down and this time the huge concrete vault, which had withstood the first onslaught, toppled over and disappeared. The doors weighing thousands of pounds, were found the next day several miles below the plant..."

Mr. Bennett continued, "The torrent rushed down the canyon playing havoc with everything touched until it reached the head of Main Street, Mazuma. At the bend just above Preston's Store, it came upon the home of the Kehoe's. The Kehoe children were in the road in



front of the house playing. With them was Perry Gillespie, son of Mr. Gillespie, manager of the Darby Ore Reduction Company. Mrs. Kehoe and the children were all caught by the flood and but one remains to tell the story..."

Bennett made further comments which I shall not quote directly. All the buildings except for Preston's Store were destroyed. Included in this destruction was the Post Office, Alex McLean's Store, the Banquet Saloon, Mazuma Hills Saloon, the old building of the SEVEN TROUGHS MINER, and the building belonging to the Bank of Mazuma. The flood hit the Mazuma Hotel, turned the Blue Hen Saloon half way around, but did not demolish it. The Trenchard & Carey Mercantile Building went next, and collapsed. Then the water began to fan out. A block further down the canyon, the Mazuma Hotel lost its second story. Not the first!

After that the water began spreading out across the playa, loosing speed, and leaving behind its cargo of boulders, pieces of buildings and bodies.

Fire was the nemesis of so many of the old Nevada mining towns. Thirteen days after the big flood, which had left untouched the plant of the Mazuma Hills Mill, that plant burned down, leaving Mazuma but a shell of its former self. The storage vault that was swept away had over \$10,000 worth of bullion and precipitates within. These were all scattered, and, of course, never recovered. The body of one of the Kehoe children was found five miles away by men working on the road to Vernon.

The people from surrounding towns were quick and decisive in their rendering of aide to the people of Mazuma. At the time of the flood there were only about 50 people in the town out of its total population of 100 souls. In all, eight people were killed outright, and the death toll may have eventually climbed as high as twelve. Different "experts" give different reports.

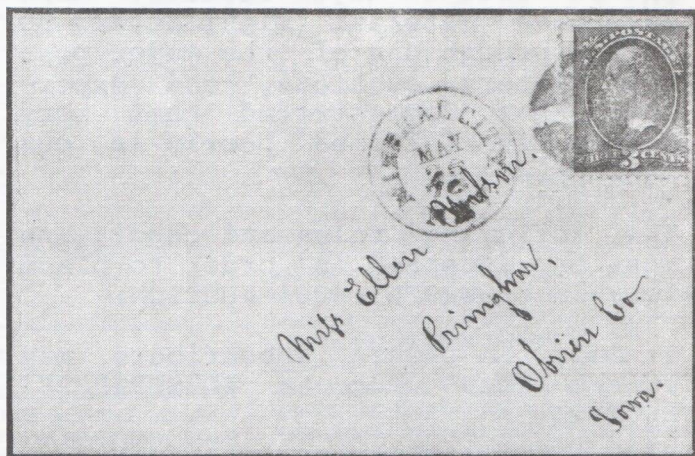
Within the next two days two more cloudbursts occurred, and flood waters again roared down the canyon. One of these was larger than the one which ruined Mazuma, but by this time the wash had been widened by the previous storm and the waters sped harmlessly out onto the playa.

I have seen pictures showing the ruins of the Mazuma Hotel, and, with the wreckage evidenced there, I cannot believe the entire frame building was not totally ruined. Twenty or more years ago there was absolutely no sign that anybody had ever lived at the site of Mazuma. Nature has reclaimed her own.

The lesson to be gained here is that when one has a latter-day manuscript cancel on a piece of mail, retain the piece and do a little research on the date on it. Old newspapers and various local historical societies will be helpful, and you may wind up with a very interesting story.

---

#### PEYTON'S ONE-LOT MAIL BID SALE NO. 1



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