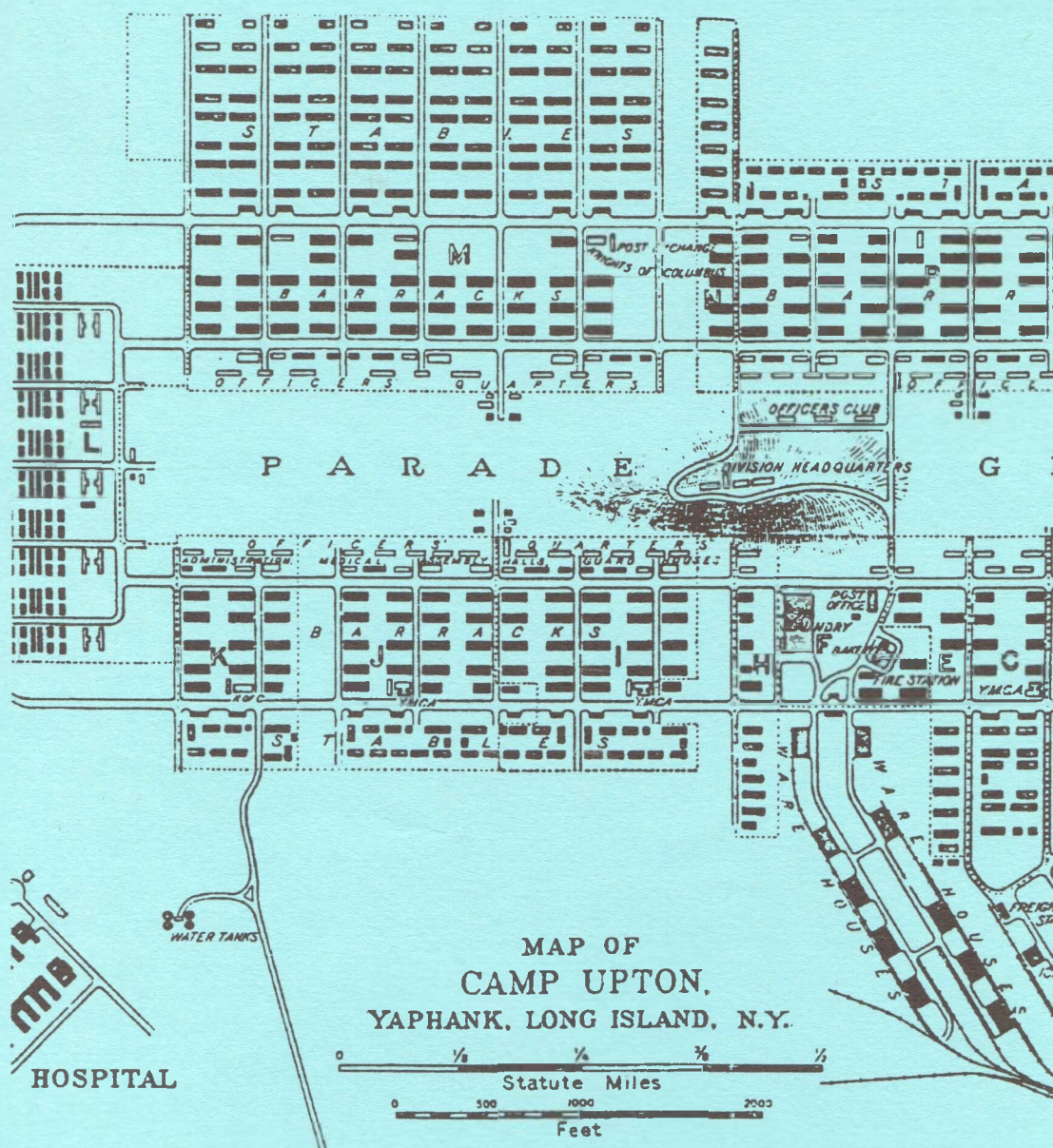


LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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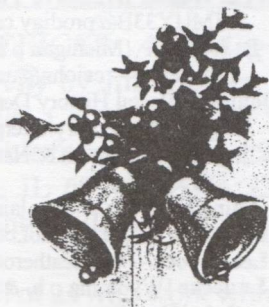
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A
Merry
Christmas.



Holiday Greetings

On behalf of all of those whose work contributes to bringing you *La Posta* every other month, I wish to offer you my best wishes for a happy holiday season and my hopes that 1997 will bring you continuing good health and prosperity. In the coming months you may hear rumors that my wife and I have decided to move from Oregon. It is, after all, a very small and well-wired "world" that we postal historians inhabit. While I am not prepared to go into details of our anticipated life style changes quite yet, let me hasten to assure you that we will make no changes which will adversely effect either publication of the journal or the conduct of future Subscribers' Auctions.

La Posta is about to begin its 28th year of publication, and, God willing, I expect to be involved with its continuing operations for a good many years to come. At this point, I have published *La Posta* for nearly half my life. I know its rhythms and requirements as well as I know my own. I can't imagine my life without publishing the journal. As we progress further into this new year, I will explain in this column the changes that Cathy and I anticipate making, but, let me say once again, there will be no changes in *La Posta* or the Subscribers' Auctions.

We have some very interesting stuffing for your Christmas stockings in this issue. Dan Meschter leads us off with the cornerstone piece of his multi-part series on the First Trans-mountain Mail Contracts. As Dan told me, "Many people have heard something of the Hockaday Contract, but it is a very complicated story." So that Dan might clarify the details and set the record straight for all time, we have expanded his normal ten pages to double size for this issue.

Randy Stehle takes a short break from his on-going series on Non-Standard Postmarks with Doug DeRoest to present us with a discussion and listing of the Independent Post Offices of Puerto Rico. We believe that this is the first publication in English of a listing of the United States post offices on the island. Randy explains that he was unsuccessful in his attempts to find such a listing though the normal research channels, so, if another such listing exists, it is certainly elusive.

Robert D. Swanson has chosen *La Posta* to present the first publication of a portion of his epic study of the postal history of World War I domestic military and naval bases. For the past several years Bob has sorted, sifted, stored and filed thousands of bits of information concerning the U. S. domestic bases of WW I and their postal history. While we do not intend to publish Bob's entire study in *La Posta*, he has allowed us to present his listing for New York State, and we are proud to present the first half of that listing in this issue. Bob would welcome any and all reader responses, and his address appears on the first page of the article.

Bob Munshower, our good friend and long time Associate Editor, provides us with three tasty morsels for the current issue. The subjects of which are Christmas greetings, creamery mail, and, of all things, Charlie Towle's railroad.

Mike Dattolico and Jim Mehrer each present us with short articles dealing with different aspects of postmarks associated with U. S. naval vessels. Mike's article examines a piece of mail from the Great White Fleet, and Jim tells us about a discovery of postcards from the *U.S.S. Maryland*, while the ship was at the Panama-Pacific Exposition.

"Pictorial Postmarks," a couple book reviews, the latest listing of postal historians "on line," mail sales by Randy Stehle and Doug DeRoest, and our latest versions of display and classified advertising fill out the remaining pages of this, our last issue of Volume 27. Thanks for staying with us, we hope you will keep us going strong through 1997 and beyond.

Bill

Richard W. Helbock

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The following individuals have expressed an interest in corresponding with other collectors via e-mail. Names are followed by specific interest (where known) and complete e-mail address. If you would like to join this list in future issues of *La Posta*, send us a note via e-mail at laposta@teleport.com.

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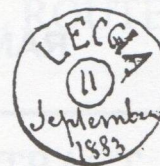
ILLINOIS POST OFFICES: A Listing and Guide to Postmark Scarcity by Jim Mehrer. Published by the author, 1996. Card bound 5.5 x 8.5 format, 198 pages. Available from the author, 2405-30th Street, Rock Island, IL 61201. Price \$25.00 postpaid in US. \$30.00 international. Illinois residents add \$1.69 sales tax.

Jim Mehrer has done all of us who work with post office operation dates a great service. Prior to the publication of *Illinois Post Offices*, the only listing available for the post offices of this great state was the county by county listing published serially by the Illinois Postal History Society. County by county listings are fine for folks collecting postmarks on a county basis, but they can be murder for someone just trying to learn the operating dates for Podunque post office in a state with as many counties as Illinois.

Jim's approach to the alphabetical listing is straight forward. Each office is followed by opening and closing dates -- with month, day & year; a county abbreviation, a Scarcity Indicator varying from "0" to "9", and appropriate notes concerning closing. A table in the introduction equates Scarcity Indicators with current market values, and readers should carefully digest Jim's explanation of "The Problem with Pricing." Based on my own experience, too many people misuse postmark pricing guides such as this by simply ignoring the conditions laid out by the author when it comes to applying his prices to their postmarks.

Illinois Post Offices is a clean, no nonsense kind of book. It does what it says it will do for you in a direct sort of way. The price is fair, and, as is the case with most all postmark pricing guides, should be easily recouped by the knowledge contained in the work. I am pleased to recommend *Illinois Post Offices* to anyone building a library of United States postal history.

RWH



GOING FOR THE MAIL - A History of Door County Post Offices By James B. Hale. Published by the Brown County Historical Society, 1996. Card bound 7 x 9 inch format, 242 pages. Available from the Brown County Historical Society, .O. Box 8085, Green Bay, WI 54308-8085. Phone (414) 465-2446. Price \$15.95 USA; \$16.95 Canada. Postage may be extra - inquire first.

If you think of a map of Wisconsin as your open right hand, palm up, Door County is the thumb protruding into Lake Michigan and separating Green Bay from the larger body of water. I had long heard that Door County was one of the more popular areas of Wisconsin from the postal history perspective -- a bit like Michigan's Upper Peninsula -- but, being largely ignorant of the Badger State's historical geography, I never knew why this was so. Now I have Jim Hale's wonderful little book, and I think I begin to understand the appeal of the place.

Jim Hale has created the kind of book which all of us who collect postmarks from a county or local region would love to leave behind as a guidepost for those who follow. Its organization is simple. Following a brief overview of mail service in the county, Jim presents us with a capsule history of each post office arranged alphabetically. Dates of operation, precise location, name origin, postmasters with dates of appointment and any historical antidotes appropriate to the office add color. The book is illustrated throughout with small maps, cover photocopies and photos of Door County's post offices.

Jim has produced a real work of love which represents his research involvement with Door County during the past 28 years. The market for county postal histories is obviously rather limited, and we are all fortunate that the Brown County Historical Society saw fit to publish Jim's work. This is an excellent book, at a very reasonable price, and I recommend it not only to those with an interest in Badger State postal history, but to anyone thinking of taking on a local postal history writing project.

RWH

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 022 CASTROVILLE, 1906 G+ DUPLEX ON PPC (MOT-335 ECU). EST. \$5
 023 CHINA FLAT, 1907 F TYPE 1 DOANE ON PPC (78-15). EST. \$12
 024 CHUALAR, 1908 VG CDS REC'D ON PPC (MOT-390 LKU). EST. \$6
 025 CHUALAR, 1909 VG 4-BAR ON PPC (MOT-395 ECU). EST. \$6
 026 CHUALAR, 1944 VG 4-BAR ON GPC. EST. \$6
 027 COLLEGE PARK, 1891 G CDS ON CVR RUFF @ RIGHT (88-99). \$15
 028 COUNTY FARM, 1919 G+ 4-BAR ON CVR (08-18). EST. \$10
 029 DALY CITY, 1915 VG 4-BAR ON PPC (13-17 PER). EST. \$10
 030 DEL MONTE/J.S.N.T.S. (RET. ADDRESS=NAVY 10138). 1944 PPC. 8
 031 DONNER, 1910 VG DOANE ON PPC (82-26). EST. \$8
 032 EAGLENEST, 1908 VG 4-BAR ON PPC (08-10). EST. \$20
 033 ECCLES, 1907 F DOANE ON PPC (93-15). EST. \$12
 034 EDNA, 1909 VG 4-BAR ON PPC (87-20). EST. \$12
 035 ELECTRA, 1912 VG 4-BAR ON PPC (00-23). EST. \$12
 036 ESTRELLA, 1911 VG DUPLEX ON PPC (86-18). EST. \$20
 037 FARALLONE, 1913 F 4-BAR ON PPC (09-18). EST. \$12
 038 FELIX, 1912 G+ 4-BAR ON PPC (96-23). EST. \$10
 039 FT. ROSECRANS BR, 1918 G+ DUPLEX ON PPC (18-20). EST. \$12
 040 FREDALBA, 1908 G+ 4-BAR REC'D ON PPC (96-24). EST. \$15
 041 GIBBS, 1911 VG LITE 4-BAR ON PPC (00-16). EST. \$20
 042 GREENFIELD, 1914 VG 4-BAR ON PPC (MOT-585 ECU). EST. \$6
 043 HEARST, 1919 F 4-BAR ON PPC (91-53). EST. \$6
 044 HOLLISTER/NAVAL AIR BASE (RETURN ADDRESS) ON 1943 CVR. 8
 045 HOOKER, 1910 VG 4-BAR ON PPC (85-28). EST. \$12
 046 HUNTERS VALLEY, 1910 VG 4-BAR ON PPC (07-23). EST. \$12
 047 IAQUA, 1910 VG 4-BAR O/S ON PPC (80-20). EST. \$12
 048 INWOOD, 1908 VG 4-BAR ON PPC (87-47). EST. \$6
 049 JAMESBURG, 1908 VG CDS ON PPC (94-35). EST. \$8
 050 JOLON, 1945 VG 4-BAR ON GPC. EST. \$5
 051 KING CITY, 1907 F DOANE ON PPC. EST. \$5
 052 KING CITY, 1913 VG DUPLEX (MOT-775) ON PPC. EST. \$5
 053 LANCHA PLANA, 1916 VG 4-BAR ON PPC (59-19). EST. \$20
 054 LAVERNE, 1911 F 4-BAR ON PPC (09-14). EST. \$20
 055 LEESVILLE, ca1910 (NYD) VG 4-BAR ON PPC (74-20). EST. \$12
 056 LITTLE BEAR LAKE, 1919 VG 4-BAR ON PPC (17-22). EST. \$10
 057 LOCKWOOD, 1915 G+ 4-BAR ON PPC W/STAMP GONE. EST. \$4
 058 LONOK, 1949 F 4-BAR ON GPC. EST. \$5
 059 LOMA PRIETA, 1898 POOR CDS ON CVR RUFF @ LEFT (84/01) \$12
 060 LOVELOCK, 1910 F DOANE ON PPC (71-22). EST. \$12
 061 MARIGOLD, 1911 VG 4-BAR ON PPC (11-29). EST. \$20
 062 MAINE PRAIRIE, 1907 F 4-BAR ON PPC (81-13). EST. \$20
 063 MILO, 1913 VG DUPLEX ON PPC (88-22). EST. \$12
 064 MONTEREY, 1894 VG ECU MOT-1017 ON CVR. EST. \$12
 065 MONTEREY/MILITARY BR, 1924 F 4-BAR ON CVR. SCARCE. \$50
 066 MONTEREY/MILITARY BR, 1931 F DUPLEX ON CVR. SCARCE. \$50
 067 MONTEREY/NAVAL SCHOOL STA, 1955 F DPLX ON PC (49-62). \$6
 068 MOTT, 1906 VG DUPLEX ON PPC (87-10). EST. \$20
 069 MOUNT SIGNAL, 1924 VG 4-BAR ON COVER (18-34). EST. \$15
 070 NEW MONTEREY STA, 1911 DPLX W/STAMP GONE AFFECTING CANCEL 4
 071 NOYO, 1911 VG LITE DOANE ON PPC (72-18). EST. \$10
 072 ORBY, 1911 VG 4-BAR ON PPC (09-24). EST. \$12
 073 OSWALD, 1914 VG 4-BAR ON PPC (14-18). EST. \$35
 074 OWENSMOUTH, 1915 F 4-BAR ON PPC (12-14). 2nd 4-BAR KNOWN 25
 075 PAICINES, 1941 G 4-BAR ON REG'D REC CARD. EST. \$4
 076 PANOCHÉ, 1906 F TYPE 1 DOANE ON PPC (70-15). EST. \$12
 077 (P)ARKFIELD, 1920 VG PARTIAL ECU MOT-1350 ON PPC. EST. \$5
 078 PARKFIELD, 1954 VG LD 4-BAR ON CVR. EST. \$5
 079 PEBBLE BEACH, 1927 G+ ECU MOT-1400 FORWARDED ON PPC. E \$6
 080 PLEASANT VALLEY, 1907 F TYPE 1 DOANE ON PPC (64-17). \$12
 081 PRESIDIO OF MONTEREY, 1916 ECU SL ON RP PC. EST. \$25
 082 PRESIDIO OF MONTEREY, 1917 4-BAR ON COVER. EST. \$15
 083 PRESIDIO STAMONTEREY, 1920 DPLX ON CVR (EQU MOT-1130). \$10
 084 PRESIDIO STAMONTEREY, 1934 F DPLX ON PPC (19-37). E \$5
 085 PRESIDIO OF MONTEREY STA, 1942 F MACHINE ON PPC. E \$5
 086 RELIEF, 1914 F 4-BAR ON PPC (94-21). EST. \$12
 087 RIO BRAVO, 1915 VG 4-BAR ON PPC (12-19). EST. \$20
 088 RITCHIE, 1912 F 4-BAR ON PPC (00-14). EST. \$20
 089 ROLLIN, 1907 F 4-BAR ON PPC (98-27). EST. \$12
 090 RUBICON, ca1910 VG 4-BAR ON PPC ("CAL" UNSTRUCK)(01/13). 30
 091 SAINT JOHN, 1908 G+ DOANE ON PPC (64-16). EST. \$20
 092 SALINAS MILITARY BR, 1941 VG DC ON GPC (41-45). E \$20
 093 SALMON FALLS, 1909 VG 4-BAR ON PPC ("CAL" UNSTRUCK). \$15
 094 SAN ARDO, 1936 VG 4-BAR ON COVER. EST. \$5
 095 SAN JUAN, 1890 G LKU SAB-655 B/S ON CVR W/TORN FLAP. \$10

- 096 SAN JUAN, 1895 G+ ECU SAB-665 FORWARDED ON CVR. \$10
 097 SAN LUCAS, 1887 G ECU MOT-1775 ON CVR W/ENCL & EDGE WEAR 25
 098 SAN LUCAS, 1894 VG MOT-1790 ON COVER. EST. \$15
 099 SCALES, 1908 VG CDS ON PPC (80-23). EST. \$12
 100 SOMERVILLE, 1887 F CDS-2080 ON COVER (63-10). EST. \$30
 101 SPOONVILLE, 1912 G+ 4-BAR ON PPC (03-13). EST. \$20
 102 STENT, 1908 VG 4-BAR ON PPC (95-25). EST. \$12
 103 STONE CANON, 1908 G+ 4-BAR ON PPC (00-32). EST. \$6
 104 SUR, 1908 G DOANE ON PPC (89-13). EST. \$8
 105 THRALL, 1907 F DOANE ON PPC (04/14). EST. \$12
 106 TRES PINOS, 1943 VG 4-BAR ON REG'D REC CARD. EST. \$4
 107 UNO, 1915 F 4-BAR ON PPC (92-20). EST. \$12
 108 URBAN, 1911 VG 4-BAR ON PPC (09-12). EST. \$35
 109 MONTEREY/US NAVAL POSTGRADUATE SCHOOL BR, 1962 G+ DC. \$5
 110 WALDO, 1909 VG 4-BAR ON PPC (98-15). EST. \$20
 111 WOODWARD, 1909 VG 4-BAR REC'D ON PPC (01-13). EST. \$15
 112 WYNOLA, 1910 VG CDS ON PPC (89-13). EST. \$20

COLORADO

- 113 BARR, 1910 VG DOANE ON PPC (83-14). EST. \$20
 114 BETHESDA, 1902 G+ CDS B/S ON COVER (02-09). EST. \$25
 115 EDITH, 1910 VG 4-BAR ON PPC W/STAMP GONE & STAIN (95/17) 12
 116 ELDORA, 1911 F DOANE ON PPC (97-67). EST. \$4
 117 ELKHORN, 1901 G CDS B/S ON COVER (79/17). EST. \$15
 118 GIBSON, 1913 G 4-BAR ON PPC W/LR CORNER GONE (11-23). \$20
 119 HOWARDSVILLE, 1910 F 4-BAR REC'D ON PPC (74/39). EST. \$8
 120 MAJESTIC, 1910 VG 4-BAR ON PPC (00-14). EST. \$20
 121 MOUNT MORRISON, 1934 F 4-BAR ON PPC (08-50). EST. \$4
 122 SILOAM, 1911 F 4-BAR ON PPC (91-43). EST. \$4
 123 THOMASVILLE, 1909 VG LITE 4-BAR ON PPC (90-18). EST. \$15

IDAHO

- 124 ABERDEEN, 1908 VG 4-BAR ON PPC (EARLY USAGE). EST. \$5
 125 COLLINS, 1910 VG CDS ON PPC (95-15). EST. \$20
 126 ISLAND PARK, 1913 F 4-BAR ON PPC (EARLY USAGE). EST. \$5
 127 SOLDIER, 1912 G+ NON-STD 4-BAR ON PPC (88-22). EST. \$6
 128 VALLEY, 1916 VG 4-BAR ON PPC (02/23). EST. \$12

NORTH DAKOTA

- 129 AMOR, 1915 G LITE 4-BAR ON PPC (08-20). EST. \$5
 130 BARLOW, 1908 F DUPLEX ON PPC (84-65). EST. \$4
 131 GARDAR, 1910 VG DOANE ON PPC (83-84). EST. \$4
 132 PICKERT, 1909 F 4-BAR ON PPC (96/51). EST. \$4
 133 SULLY SPRINGS, 1910 F 4-BAR ON PPC (09-22). EST. \$8

SOUTH DAKOTA

- 134 DIAMOND, 1912 VG 4-BAR ON PPC (07-18). EST. \$6
 135 ELLIS, 1910 VG 4-BAR ON PPC (93-42). EST. \$5
 136 FLATIRON, 1913 G+ 4-BAR ON PPC (01/17). EST. \$20
 137 FOLSOM, 1908 G+ DOANE ON PPC (86-48). EST. \$5
 138 KAMPESKA, 1893 G+ CDS ON COVER (82-28). EST. \$6

WASHINGTON

- 139 BREMER, 1909 F 4-BAR REC'D & O/S ON PPC W/NO STAMP. E\$5
 140 COLLINS, 1910 VG DOANE ON PPC (00-18). EST. \$6
 141 GLOYD, 1918 VG 4-BAR ON PPC W/TEAR & LR COR GONE (13-30) \$8
 142 OVIINGTON, 1936 G 4-BAR ON PPC (20-42). EST. \$5
 143 PORT WILLIAMS, 1910 F 4-BAR ON CREASED PPC (90-19). \$8
 144 WALVILLE, 1912 F 4-BAR ON PPC (03-36). EST. \$6

RPO'S (Towle types)

- 145 A. LEA & BURL, 1919 VG (746-E-4) ON PPC. EST. \$6
 146 ALLIANCE & DENVER, 1908 VG (NEW TYPE) ON PPC. EST. \$8
 147 CHAMPAIGN & HAV, 1907 G (715-E-1) O/S ON PPC. EST. \$5
 148 FAIRMONT & RICH, 1908 VG (286-D-1) ON PPC. EST. \$5
 149 GREELEY & DENVER, 1910 VG (951-L-2) ON PPC. EST. \$8
 150 (HAR)T & SAYBROOK, 1909 PARTIAL (83-C-3) ON MOURNING CVR. 5
 151 (LAKE) CRYSTAL & ELM(ORE), 1912 PARTIAL (796-A-2) ON PPC 6
 152 LOS ANG & SAN B'D'NO, 1913 G+ (964-X-1) ON PPC. EST. \$6
 153 LOS ANG & SANTA BARB, 1907 VG (980-E-2) ON PPC. EST. \$5
 154 MINIDOKA & BUHL, 1910 VG (896-10-B-3) ON PPC. EST. \$15
 155 NEWELL & CHADRON, 1939 VG (936-P-1) ON PC. EST. \$5
 156 NILES & SAN JOSE, 1908 F (992-9-A-1) ON PPC. EST. \$6
 157 OMAHA & GRAND ISLD, 1909 VG (948-3-B-1) ON PPC. EST. \$6
 158 OWENYO & MOJAVE, 1919 G+ LITE (990-F-1) ON PPC. EST. \$10
 159 PHOENIX & MARICOPA, 1913 VG (968-2-A-1) ON PPC. EST. \$25
 160 PT LAVAC & (SAN AN)TON, 1909 LITE (482-V-1) ON PPC. E \$20
 161 PORTS & CONCORD, 1904 G+ (22-E-2) ON PPC. EST. \$5
 162 PUEBLO & DURANGO, 1909 VG (965-J-2) ON PPC W/CREASE. \$5
 163 S. B'DNO & SAN JACINTO, 1910 G+ (987-J-1) ON PPC. EST. \$12
 164 SEATTLE & SEWARD/St. WATSON, F 1923 ON PPC W/IO STMP. \$15
 165 SEATTLE & SKAGWAY, 1931 F (X-19-d) ON PPC. EST. \$8
 166 (SE)WARD & UNALASKA, 1926 VG PARTIAL (X-19-e) ON PPC. \$8
 167 TONOPAH(& STAG)G, 1910 PARTIAL (977-3-B-2) ON REG'D REC. 15
 168 TRUCKEE & LAKE TAHOE, 1909 G+ (997-4-A-1) ON PPC. \$12
 169 TUOLUMNE & STOCK, 1908 G (989-G-1) ON PPC. EST. \$8
 170 VAUGHN & ALBUQ, 1923 F (928-I-1) ON GPC. EST. \$8
 171 WALLA (WALLA) & PASCO, 1912 PARTIAL (901-5-B-1) ON PPC. \$6
 172 WILLITS & SAN FRAN, 1908 G+ (985-U-1) ON PPC. EST. \$12
 173 WILMAR & SIOUX CITY, 1907 VG (878-B-G-1) ON PPC. EST. \$4
 174 WIN & STORM LAKE, ca1910 G (794-G-2) ON PPC. EST. \$5

Standard rules apply. Minimum bid \$3.00 please

Phone bids accepted: (415) 344-3080

CLOSING DATE: February 13, 1997 (10 PM PST)

THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850 - 1862

PART V(d) - THE HOCKADAY CONTRACT AND THE HOCKADAY & SMOOT AND CENTRAL OVERLAND CALIFORNIA AND PIKE'S PEAK EXPRESS COMPANY ASSIGNMENTS

Route No. 8911
St. Joseph, Missouri to Salt Lake City, Utah
April 1, 1858 to November 30, 1860

by Daniel Y. Meschter

The Post Office Department clearly intended to terminate the contract for Route No. 8911 at the end of June 1858 in conformance with its original four year term when it negotiated an interim contract with S.B. Miles to expire on June 30, 1858. In the meantime the Utah Expedition under the command of Col. Albert Sidney Johnston moved out from Fort Leavenworth during the summer of 1857 and took up a position around Fort Bridger from where it marched down through Salt Lake City to Camp Floyd the next June.

No effort has been made to recover correspondence between the War Department and the Postmaster General, but that the Army wanted weekly service to support its Utah occupation is implied by the reason given for prematurely annulling Miles's contract in the marginal note of April 1, 1858: "The service on this route being insufficient for the public wants . . ." The insufficiency, of course, was the monthly service, no fault of Miles's, and the "public wants" was the Army's need for weekly service. In fact, mail service on Route No. 8911 became viewed as more for the convenience of the Army than the citizens of Utah.

It was to accommodate the Army that the P.O.D. called John M. Hockaday to Washington from Johnston's command at Fort Bridger in February 1858 to negotiate a contract for weekly service on the route. Hockaday was far from the next low bidder after Magraw and Miles for Route 8911 when it was re-offered in 1856 and his bids did not actually propose weekly service (Appendix 8); but he now had some influence in the Buchanan Administration. His experience as Magraw's agent in Salt Lake City and the bid he tendered for the Miles contract on August 1, 1857, the first time that service more frequent than monthly had been proposed for this route, identified him as a potential contractor.

He arrived in Washington during the first week of March. He and the P.O.D. agreed on a new contract by April 1st and the P.O.D. annulled Miles' contract the same day on the pretexts stated in the marginal note and the charge two years later that his service was irregular.

Hockaday's "original" proposal can be deduced from a letter dated March 31st he wrote to the Second Assistant Postmaster General to clarify its substance (Senate Report No. 259, Views of the Minority, Exhibit B, pp 12-13).

Sir: In the event the contract for carrying the mail between St. Joseph, State of Missouri, and Great Salt Lake City, Territory of Utah, is awarded me on original proposal, viz: to convey the mail in carriages or covered wagons drawn by four mules or horses, once a week each way, making the trips in (18) eighteen days, for the annual sum of two hundred and fifteen thousand (\$215,000) dollars, I will leave it to the discretion of the department to adopt either of the following schedules:

1st. To increase the running time to twenty days, and diminish the compensation to two hundred thousand (\$200,000) dollars per annum, for same character and description of service.

2nd. To increase the running time to twenty-two days, and diminish the compensation to one hundred and ninety thousand (\$190,000) dollars per annum, for same character and description of service.

The amount of preparation required to perform the service successfully prompts me to beg your immediate attention to this subject, on the event either of my propositions are accepted, and to ask that you will at your earliest convenience have my bonds prepared that I may go on to make at once the necessary arrangements for the service.

The new contract signed on April 8th to take effect May 1st adopted Hockaday's alternatives by providing for weekly service from St. Joseph, Missouri to Salt Lake City in twenty-two days using four-mule or horse carriages or covered wagons for \$190,000 per annum with the option to reduce the running time to twenty days upon payment of an additional \$10,000 or to eighteen days at an additional \$25,000 per annum. Ominously, the Postmaster General also reserved the right to reduce the service to semimonthly, "whenever the necessities of the public and the condition of affairs in the Territory of Utah may not require it more frequently." As it turned out, the "public" meant the Army and the "condition of affairs" referred to the Army's diminishing need for weekly service.

The text of the contract is reproduced from Senate Report No. 259 (Id, Exhibit C, pp. 13-16) as Appendix 10. It is certain, however, that the phrase, *his sureties*, was inadvertently omitted after the names of David H. Burr, William M. Belt, and A.J. Isacks in the first paragraph (but not in the third) because there is no other reference anywhere else to them having a beneficial interest in the contract and the contract's fiscal history does not allow it, although the *Freedom's Champion* reported that Burr participated in the management of Hockaday's freighting operations in the summer of 1858. The most likely scenario was that Burr was Hockaday's agent at Salt Lake City while, as the *Champion* reported on January 29, 1859, Hockaday himself superintended operations at St. Joseph.

The P.O.D. obviously regarded the situation so pressing that in spite of the fact the original contract had only two more months to run (from May 1st to June 30th) and it would normally have started advertising in March or April for proposals for a new contract to begin on July 1st, the P.O.D. extended the old contract to November 30, 1860, presumably in consideration of the investment Hockaday was going to have to make in mules and rolling stock and in establishing way stations closer to an average of twenty-five miles apart than the 100-mile intervals Magraw used to achieve the 18, 20, or 22 day schedule the P.O.D. wanted.

Hockaday later testified his investment in the Salt Lake route was \$394,000. This was challenged by the Senate Committee (op cit); but it was true that his costs for mules, rolling stock, and wages were inflated by the Utah Expedition so that he had to turn to others for capital. One obvious lender was the banking house of Smoot, Russell & Company of Leavenworth City. Although it is nowhere stated that he actually borrowed from Smoot, Russell & Co., both Luther Smoot and William H. Russell of the merchant firm of Majors, Russell & Company, were deeply involved in everything Hockaday did.

A second source of capital was William Ligget (Liggit, Leggit, Legget), a wealthy farmer, whom he took in as a silent partner in October 1858, styling themselves J.M. Hockaday & Co. A witness for the Senate Committee described him as "*the man of property of the two contractors*," which was taken to mean that Ligget became bound for such expenditures to put the route in running order that Hockaday couldn't raise elsewhere (Senate [Majority] Report No. 259, Exhibit 5, p. 10). As the Senate Committee complained, this change of ownership was never formally reported to the P.O.D., although Ligget's name did appear on the memorial when J.M. Hockaday & Co. petitioned Congress for damages in connection with the curtailment in service the P.O.D. ordered in April 1859 (Id, Views of the Minority, Exhibit L, pp. 24-25).

The total pay over the thirty-one month life of the contract at \$190.00 per annum would have been \$490,833. On the face of it, \$96,833 profit on an investment of \$394,000 over thirty-one months, or about 9½% per annum, would not seem an adequate return in view of the risks; but there

were other revenues to consider, including passenger fares and public services at way stations and the liquidation value of other assets.

One asset accruing to contractors carrying mail through the territories west of the Mississippi was land, if the contractor saw fit to take advantage of the opportunity. The Post Office's Appropriation Act of March 3, 1855, 10 Stat. 684 provided:

... that each contractor engaged, or to be engaged in carrying mails through any of the Territories west of the Mississippi, shall have the privilege of occupying stations at the rate of no more than one for every twenty miles of the route on which he carries a mail, and shall have a preemptive right therein, when the same shall be brought into market, to the extent of six hundred and forty acres to be taken contiguously, and to include his improvement: . . .

This meant that contractors were authorized to occupy up to 640 acres (one square mile) of the public lands of the United States for stations spaced at least twenty miles apart and to preempt or purchase the land from the government for \$1.25 per acre as soon as it was surveyed. The act presumed contractors would not only build station houses, barns, and corrals on this land, but grow crops and pasture their livestock on it. Such claims or preemption rights could be sold and redeemed by purchasers at some later time. These claims, therefore, had real monetary value, especially in remote areas where there was little or no private land. It was about one such claim the Y.X. Carrying Company located at Deer Creek Station under the Kimball contract that the Indian Agent for the Upper Platte so bitterly complained to the Commissioner of Indian Affairs (Whitney, p. 584ff). Two years later the Act of March 3, 1857, 11 Stat. 190, liberalized the grant to 320 acres every ten miles.

Hockaday and Ligget are known to have preempted a number of claims, but how many is not reported. A deponent testifying for the Senate Committee (Senate [Majority] Report No. 259, June 6, 1860, p. 11) said, "They would certainly have done very well with their preemption claims and locations," and asserted they were offered \$10,000 for one such claim before its value was depreciated by the conclusion of the Utah War. With shrewd management western mail routes offered favorable opportunities for profit.

THE HOCKADAY & SMOOT AND C.O.C. & P.P. EXPRESS COMPANY ASSIGNMENTS

Nothing has been found to suggest when J.M. Hockaday & Co. opened negotiations with Jones, Russell & Company for the sale of the contract. If, as is supposed to have been the case, Hockaday obtained his initial financing from Smoot, Russell & Company, augmented by what Ligget paid for a half interest, and probably a lot of management assistance from W.H. Russell, Jones and Russell were involved in the Hockaday contract from the beginning. It might have been that Hockaday had overreached his abilities and realized in early 1859 it was time to turn the contract over to someone like Russell who not only had the ability to manage operations under it, but the vision to perceive how it would fit into the broader scheme of his rapidly developing express and mail operations west of the Missouri and motivation in connection with the Leavenworth & Pike's Peak Express Company he and Jones organized in February 1859. A mail contract - any mail contract - was exactly what Jones and Russell needed to subsidize their express company and to take a step toward fulfilling Russell's ambitions to become a dominant western express company.

The use of the business name, J.M. Hockaday or Hockaday and Smoot, as it became known, as trustee for Jones, Russell & Co. was a provision of the purchase agreement; Hockaday had no further fiscal interest in the contract (Id, Views of the Minority, Exhibit H, pp. 21-23; Appendix 11). The purpose of the provision was to circumvent a standard contract clause that prohibited contractors from "setting up or running an express . . .," upon penalty of fine or annulment of the contract. This provision came into play when Jones and Russell, doing business as the Leavenworth & Pike's Peak Express Company, put their first coach on the trail from Leavenworth to Denver while negotiations were in progress (Meschter, 1994).

The sales agreement was dated May 11th to take effect on the 15th. The compensation was an initial bonus of \$50,000 plus subsequent payments adding up to \$95,000 based upon appraisal of certain of the Hockaday and Ligget assets for a total of about \$145,000. Part of the payment was

\$23,750 due to the contractor for the one and one-half months from May 15th to June 30th at \$190,000 per annum that Jones and Russell allowed Hockaday to collect from the P.O.D.

Service by Hockaday & Smoot beginning on July 1st was semimonthly at \$125,000 per annum. That rate continued even after they obtained the permission previously denied to Hockaday to increase service to weekly in February 1860 upon the condition they not claim pay for the additional service from either the P.O.D. or Congress. Hockaday & Smoot, as the successor to John M. Hockaday, also received \$5,416.67 in April 1860 as the one month's extra pay on the service curtailed ($\$190,000 - \$125,000 = \$65,000 \div 12$) as the damages for curtailment allowed in the contract.

As described in greater detail in "Operations" below, Hockaday & Smoot reassigned their mail contract to the Central Overland California & Pike's Peak Express Company that was chartered by Jones, Russell & Company together with Russell, Majors and Waddell in early 1860 to incorporate their respective contract mail and freighting operations under a unified management. Hockaday & Smoot probably was merged into the new company almost immediately, but the P.O.D. was not notified of the transfer of the contract to the C.O.C. & P.P until November 6, 1860, effective October 1st.

The P.O.D. apprehended that Salt Lake mail route contract No. 8911 would expire by its own limitation on November 30, 1860, but monumental events were taking place on the national scene as its term was drawing to a close. The slavery issue finally and irrevocably was joined by the election of Abraham Lincoln as President on November 6th. The threat of secession by the southern states, no longer simply a political theory, and the imminence of civil war put both the sea routes from New Orleans and New York via Charleston to the Isthmus and the southern overland route from St. Louis to the Pacific Coast across the slave states of Missouri, Arkansas, and Texas at risk.

Anticipating major reorganization of western mail operations in response to rapidly changing conditions, Postmaster General Joseph Holt dodged the issue by negotiating an indefinite extension of route contract No. 8911 with the C.O.C. & P.P. Express Company in November 1860 and left it up to Lincoln's appointee (Montgomery Blair) to make the momentous decisions that would have to be made after Lincoln's inauguration on March 3rd.

THE CONTRACTOR

John M. Hockaday was descended from an old Virginia family whose common progenitor with that peculiarly British surname derived from the Middle English - literally, one born on *hokeday*, or hockday, the second Tuesday after Easter - appeared at the head of the York estuary at least as early as 1642 and spawned a family that favored vocations in law and the military as much as planting. At least two, one killed at Brandywine, were officers in the Continental Army and it was in the exercise of their Virginia military bounty land warrants that two or three Hockaday families moved west to what is now Clark County, Kentucky in the 1790's.

John Hockaday was born in Winchester, Kentucky about 1811. His parentage is obscure. Another Hockaday family, cousins of John M., began moving on to Fulton, Missouri about 1820 where it achieved distinction as public servants, bankers, educators, lawyers, and on the circuit bench. In the meantime, John M. read law in Winchester and learned something about the mercantile trade, because when he and two brothers joined their cousins in Fulton in 1838, he went into business as a merchant, married, and had three daughters (*History of Callaway County, Missouri*, 1884, p. 178-79). He was still living in Fulton in the winter of 1850.

He then turned up in Salt Lake City as early as 1852 and no later than 1854 (House Doc. 71, February 14, 1858, *The Utah Expedition*, p. 168; Senate Report No. 346, February 7, 1871, p. 6, Serial 1443). Gray (1984, p. 12) says he completed a survey of Fort Bridger for Jim Bridger in November 1853 after the Mormons ousted the esteemed mountain man from the premises and that he lost a span of mules to the Sioux at Ash Hollow on his way east the next month. He became W.M.F. Magraw's agent on the Salt Lake mail route in the winter of 1854.

He is not known to have ever practiced law unless it was in his first years in Salt Lake City. Nevertheless, he obtained appointment as U.S. Attorney for Utah from the Pierce Administration on August 16, 1856 (National Archives, personal communication, May 21, 1996). Hockaday's movements after he arrived in Salt Lake City with the mail in November 1855 (Part V(a)) are uncertain.

He probably was back in Washington by August 1856 to bid on the Kimball contract at the same time he was appointed U.S. Attorney. Although he won the approval of at least the iniquitous Judge Drummond (*New York Times*, May 26, 1857), there is no mention in the press that he appeared in federal court in Salt Lake that winter and he probably did not remain in Salt Lake City long during those turbulent times. He almost certainly was in Washington in June 1857 when the Postmaster General canceled Kimball's contract and again around the first of August to bid on the Miles contract. He had to give up his appointment as U.S. Attorney when he became a mail contractor.

The year Hockaday began operations on his mail route was the zenith of his career, only to be followed by the reduction in service and pay and his sale of the contract the next year as discussed below. He apparently was still in Salt Lake City, briefly, in 1859, perhaps as agent for Jones, Russell & Co., the new contractor, until he returned to Independence as a clerk in a store. The 1870 census reported him as a grocer of modest means. His wife apparently died in the 1870's because by 1880 he was living with his eldest daughter and son-in-law and finally was listed in the Independence city directory as city weighmaster in 1889 (Mid-Continent Public Library, Independence, Mo., personal communication, August 30, 1995).

Little has been learned about William Ligget except that he was a farmer of comfortable means. The 1850 census for Andrew County, Missouri shows he was Irish-born, 51 years of age, and living in Nodaway, fifteen miles northwest of St. Joseph with three daughters and a son, all born in Ohio.

THE ROUTE

The most important event in the west in the summer of 1858 was the construction of the Hannibal and St. Joseph Railroad. Stages running between railheads from either end were gradually reducing the usual ten-day steamboat voyage up the Missouri River from St. Louis to St. Joseph to two or three days and finally to less than thirty hours upon its completion in February 1859. St. Joseph, that Twain called "The Prairie Port," dominated trans-Missouri commerce for the next eight years until the Cedar Rapids and Missouri Railroad was completed to Council Bluffs and the transshipment point to the west moved north to Omaha. Moving the eastern terminus of the Salt Lake mail route from Independence to St. Joseph to connect with the Hannibal Railroad was the most significant change in the route. Troy, Marysville, Julesburgh O'Fallon's Bluff, Deer Creek, and Fort Bridger, now occupied by the Army as a military post, were added to the route as post offices were established at those points.

There were several possible routes heading west out of St. Joseph. One was the "old" St. Joseph Road still used by Oregon Trail trekkers that ferried the river to a landing at a hamlet called Elwood and then traced a sinuous route via Hiawatha and Sabetha to St. Marys. Another was the "Pony Express" road that angled west-southwest from Elwood to join the still heavily traveled Fort Leavenworth road at Kennekuk, twenty miles northwest of Atchison (Map 6).

A useful alternative for Hockaday's mail carriers was via Atchison. The Elwood bottom, as it was called, was susceptible to flooding in the spring and deep mud at any time. Both *Freedom's Champion* and *New York Times* suggest that Hockaday favored the "Pony Express" road at first, although he transshipped his equipment and supplies at Atchison. At the same time, westbound mail carriers had the choice of taking a steamboat down to Atchison or crossing the river on the Atchison ferry and taking the Leavenworth road from there to Kennekuk to avoid the Elwood bottom. Eastbound carriers made their choice of routes at Kennekuk.

The sale agreement between Hockaday and Jones, Russell & Co. (Appendix 11) contained a provision the mail would be routed via Atchison effective May 15, 1859, absent the objection of the P.O.D., and so far as is known, the Atchison route was used exclusively thereafter, although this does not explain how Troy, Kansas was supplied after it was added to the route effective April 10, 1860.

There may have been minor rerouting in a few places as the road was gradually improved. Of these the record does not take notice.

One major change was a detour from the old California Trail W.H. Russell made in April 1860 for the Pony Express line. It ran 20 miles further up the South Platte River from the upper crossing

to Old Julesburgh and then 60 or 65 miles across country northwesterly to rejoin the main trail near Chimney Rock (Mattes, 1969). This avoided the difficult terrain down Ash Hollow (Map 7).

It was not reported when the mail coaches began running via Julesburgh. It probably was about the same time the Pony Express began running, because there would have been little point to maintaining separate routes after that. It certainly was before the P.O.D. ordered weekly service to Julesburgh to begin on July 24th to connect with the Denver route, because the marginal note of October 11th stated that weekly service through Julesburgh was in operation as of that date.

At the west end of the route, efforts to develop a route from Fort Bridger to Camp Floyd via Provo did not affect the mail route.

WAY STATIONS

To establish and maintain a 22-day schedule with the ever-present likelihood of its being reduced to 20 or even 18 days on short notice, Hockaday was put in the position of having to establish way stations more closely spaced than ever before. Woodson and his subcontractor (Part II) had at least eight stations spaced at roughly 125-mile intervals and Magraw and Reeside (Part V(a)) used twelve spaced at an average of a little less than one hundred mile intervals.

Hockaday's first efforts was to establish twenty-two way stations at approximate fifty mile intervals. The *New York Tribune* (November 19, 1858, quoted by Gray, 1984, p. 19) described the organization of the line:

. . . This line is thoroughly stocked, and a string of twenty-two stations has been established between St. Joseph and Salt Lake City, averaging fifty miles apart. Drivers are furnished at every station to convey the mail to the next. The route is partitioned into four great divisions: from St. Joseph to Fort Kearny, from there to Fort Laramie from there to the upper crossing of the Sweetwater, and from there to Salt Lake City. To each of these a road agent was assigned, who superintends all the stations and the transit of the mail. On the western division, the services of the most experienced mountaineers have been engaged to conduct the mail across the mountains during the winter.

Hockaday continued to establish way stations that winter and into the spring of 1859 so that by the time he assigned his contract to Jones and Russell, Obridge Allen listed 36 U.S. Mail Stations, as he called them, in his "Table of Distances . . ." (1859, pp. 58-68; Appendix 12), counting Atchison as No. 1 and Salt Lake City as No. 36. Not including the first three miles from Atchison to No. 2 at Mormon Grove, the average interval for the entire route was 32 miles, but this figure is deceptive. The average between No. 2 at Mormon Grove and No. 20 at the upper crossing of the South Platte River, or what Allen called the Laramie Crossing, was a comfortable 24 miles while the rest of the route averaged almost 43 miles with two intervals of 50 and 57 miles totaling 107 miles from No. 22 at Rush Creek to No. 24 at Beauvais' Trading Post (Fort Laramie). Even longer was the 69 mile interval between No. 30 at "Cut Rock" (Split Rock) and No. 31 at Gilbert's and 75 miles from Gilbert's down to No. 32 at Green River, reflecting the absence of settlements along the Sweetwater River or suitable sites on the approaches to the South Pass. Even without those long stretches, the average west of Laramie Crossing still was a daunting 36 miles. With the coming of the Pony Express, however, the number of way stations was more than doubled to an average of around 12 miles, although many of them were no more than a one-room sod house or log cabin with a pole corral.

In the meantime, Jones and Russell reduced the number of divisions to three with C.W. Wiley as agent from St. Joseph to the crossing of the (South) Platte River, the renowned J.A. Slade from the crossing of the South Platte to South Pass, and James E. Bromley from South Pass to Salt Lake City. Additional way stations were established in connection with the curtailment of service to semi-monthly effective July 1, 1859 and its attendant increase of stock, *infra*; but none of these were specifically identified.

OPERATIONS

The first westbound trip left St. Joseph exactly on time on May 1, 1858 and arrived at Camp Scott, Utah on the 27th with correspondents for both the *New York Times* and the *New York Tribune* aboard (*New York Times*, May 13, 1858) and started back two days later. Gray (1984, p. 16) identifies the carrier as James E. Bromley. The next trip reported by the *St. Joseph Journal* (copied by the *Weekly Tribune*, July 2, 1858) and the *St. Joseph Gazette* (copied by the *Freedom's Champion*, July 3, 1858) left St. Joseph on May 22nd, arrived at Camp Scott on June 10th (?), left Camp Scott on June 12th, and arrived back in St. Joseph on June 28. The carrier was T.P. Conner accompanied by C.H. Martin of St. Joseph. This appears to have been the last mail to terminate at Camp Scott.

The twenty-seven days transit outbound by Bromley was five days over schedule, but that was only to be expected of an inaugural trip before Hockaday had time to more than start stocking the line. The time of the return trip was not reported. Conner's outbound time of nineteen days was well under schedule and his inbound time of sixteen days was a record equaled only by one of Kimball's westbound trips under quite different circumstances. Transit times of 15 to 18 days were common during the life of this contract due to inauguration of night travel, at least between some stations, and increasingly closer spaced stations.

The sources are silent whether the two trips scheduled to leave St. Joseph between May 1 and May 22, that is on Saturdays May 8th and 15th, were made. A statement of Hockaday's account with the P.O.D. (Senate Report No. 259, Views of the Minority, Exhibit E, pp 19-20) shows that as of July 31st he was charged with a deduction of \$7,307.68, which is exactly twice the pay of \$3,653.84 per trip or the pay for two trips not made. It is evident from this that the round trips scheduled to leave St. Joseph on May 8th and May 15th were not made. After that, however, mail trips were made within scheduled times with astonishing regularity throughout the life of the contract except for a few trips delayed by winter weather, for which excuse was accepted by the P.O.D.

Although nothing has been found to support it, it can be supposed that Hockaday began sending out parties with teams as early as late April or with Bromley's inaugural trip to begin stocking the stations at Devil's Gate and nearest to Fort Kearney, Fort Laramie, and Fort Bridger as key points on the route. Additional teams probably were sent out with later mail parties to establish and stock new stations at the intervening points Allen listed.

In addition, he sent out four supply trains that year, the first probably in May, the second in June, a larger one in August, and the fourth, and largest, in the third week of September (*Freedom's Champion*, October 30, 1858). The first was made up of 10 wagons carrying 23,000 pounds of cargo with 20 men pulled by 80 mules. The second was similar with 10 wagons carrying 21,000 pounds with 18 men pulled by 85 mules. The third was composed of 57 wagons carrying 204,000 pounds with 69 men pulled by 312 mules, which may have included 4,500 bushels of corn bought in Missouri for the stock at various of the stations. The last that the *Champion* (August 14, 1858) called the largest train ever to cross the plains was composed of 25 mule and 80 ox wagons carrying 465,500 pounds with 225 men pulled by 200 mules and a thousand oxen.

These trains loaded and departed from Atchison because it was the highest port on the west side of the river convenient to one of the main routes, the Leavenworth Road, to the west. Atchison had aspirations of becoming the official terminus of the mail route and the *Champion* asserted more than once that it was the mail contractor's de facto headquarters; but while mail parties regularly passed through it, the P.O.D. never changed the official terminus from St. Joseph.

If it is supposed Hockaday's purpose was to drop off wagons with their mule teams at each new station as it was established, his progress can be estimated by assuming a minimum of two four-mule teams assigned to each. The 80 mules sent out in May would have stocked ten stations and the 85 in June another eleven at an average of about 50 miles apart. The 312 mules with the August train would have more than completed stocking the total of 36 stations Allen found, increased the teams at each to three or four or more in some places, and begun to replace the inevitable losses.

The *New York Times* (May 13, 1858) estimated the requirements of the line as 20 coaches, 20 baggage wagons, 60 to 70 men, and over 300 mules, increasing to 400 at 20 stations.

Affidavits by Division Agents C.W. Wiley, J.A. Slade, and J.E. Bromley (Senate Report No. 259, Views of the Minority, pp. 34-35) taken cumulatively, testify that the number of mules on the line when fully stocked as of July 1, 1859 totaled 358 mules or 89 four-mule teams or, since six-mule teams are alluded to in several places, 59 six-mule teams.

The huge train that started out in September was an indication of Hockaday's shopkeeper mentality. His purpose and its advantages were spelled out by the *Champion* (August 14, 1858):

This mammoth train is owned by Messrs. Hockady (sic), Burr & Co., who design establishing a chain of station stores on the line from Atchison to Salt Lake City, making Atchison the principal depot and outfitting point. Messrs. Hockady, Burr & Co. have the contract for carrying the Salt Lake Mail, and their design is to locate these stores all along the mail route, to supply their trains as they pass, and also to furnish the people of the plains with merchandise. They will thus avoid the necessity of carrying supplies with each mail train, as had heretofore been the custom.

Service was reduced to semimonthly by order of the P.O.D. in a letter dated April 7th to take effect July 1st, *infra*. The same affidavits by Division Agents cited above stated that, consistent with Hockaday's position that semimonthly service required more men, mules, and coaches than weekly service to carry twice the volume of mail per trip, semimonthly operations required an additional 355 mules to a grand total of 739 plus the setting up of at least ten and maybe more new stations, among which it is certain some were established in anticipation of the Pony Express system that went into operation in April 1860.

Hockaday's assignee, Hockaday & Smoot, is indicated to have maintained semimonthly service regularly for the rest of that year and into the next. The marginal note of January 23, 1860 shows that the Postmaster General agreed to Hockaday & Smoot increasing the service to weekly at no additional cost to the government. Reports of arrivals in *Freedom's Champion* and a story copied from the *New York Times* (March 24, 1860) indicate that weekly service was indeed inaugurated, probably in February and was maintained by Hockaday & Smoot and its assignee, the Central Overland California & Pike's Peak Express Company to the expiration of the contract term as of November 30, 1860.

In the meantime the long-anticipated discovery of gold in the Rocky Mountains took place on Cherry Creek along the front of the mountains 175 miles south of Fort Laramie. The news published in the *Kansas City Journal of Commerce* (August 26, 1858) set off the Pike's Peak gold rush that numbered hundreds that year and thousands the next. Mail, mostly eastbound at first and then both ways, from November 1858 to April 1859 was hand carried or taken by individual carriers to post offices at Fort Laramie, Fort Kearney, Council Bluffs, and other points along the Missouri River (see Meschter, 1994 for the postal history of pre-territorial Colorado).

Then Jones and Russell organized the Leavenworth and Pike's Peak Express Company and inaugurated express service from Leavenworth to Denver leaving Leavenworth on April 18th. The L. & P.P. made six trips via the Republican River route across northern Kansas in the next sixty days. In the meantime Jones, Russell & Company bought the Salt Lake mail contract from Hockaday and Liggett and when the P.O.D. declined to allow the L. & P.P. to carry the mail over the Republican River route via Denver and Fort Laramie, they were forced to move their express line north to the Platte River route.

Due to financial difficulties, Jones and Russell changed the name of the Leavenworth & Pike's Peak Express Company to Jones & Russell's Pike's Peak Express Company about the first of July 1859. Jones & Russell offered weekly service until August 22nd when it went to triweekly service on an eight day schedule. It is not clear whether the Jones & Russell Pike's Peak Express ran parallel to the Hockaday & Smoot coaches or whether the Salt Lake passengers and mail were transferred to the more frequent Jones & Russell coaches at some such place as Julesburgh. *Freedom's Champion* began speaking of the "Salt Lake Mail and Denver City Express" as one and the same as early as October 1, 1859 through the next spring. By that time Jones, Russell & Co., together with Russell, Alexander Majors and William Waddell, had chartered the Central Overland California & Pike's Peak Express Company in February 1860 to incorporate the freighting firm of Russell, Majors and

Waddell and absorb Jones & Russell. The C.O.C. & P.P. also integrated the mail and express operations and shifted their terminus to St. Joseph, if they hadn't done so already.

Contract mail service was extended to Denver and the Pike's Peak region in the summer of 1860 when the P.O.D. finally ordered advertisement of Route No. 15151 from Julesburgh, Nebraska to Denver City, Kansas Territory on April 7, 1860. Bids were to be received in the contract office in Washington on June 15th with service to begin on July 1st or as soon thereafter as practicable. A post office was established at Julesburgh on May 29th to serve as a transfer point from the Salt Lake route and Hockaday & Smoot were directed on July 24th to improve service to weekly as far as Julesburgh. Smoot naturally objected to any suggestion that Hockaday & Smoot carry the Denver mail as far as Julesburgh. His position was that Hockaday and Smoot were only required to carry mail between St. Joseph and Salt Lake City with incidental star route service to post offices along the route and not to carry mail for transfer to another route. The P.O.D. apparently agreed and granted Smoot additional compensation of \$25,435 per annum to carry the Denver mail between St. Joseph and Julesburgh, raising the total contract compensation to \$150,435 per annum. The marginal note of October 11th suggests that the P.O.D. in Washington may not have been strictly aware that Hockaday & Smoot already were carrying the Salt Lake mail on a weekly schedule via Julesburgh so that they were able to say they put the new service in operation the day of the order - and begin to collect the additional compensation with no further delay. As it turned out, the C.O.C. & P.P. actually carried the mail on the Denver route until September 13, 1860 after the successful bidder defaulted before inaugurating operations.

There apparently was no attempt initially to coordinate the St. Joseph-Julesburgh and Julesburgh-Denver schedules on account of frequent variances in arrival and departure times due to weather and other factors. The only consolation Denver people had was that delays in transferring the mail at Julesburgh, in theory, could not exceed seven days!

When the P.O.D. directed Hockaday & Smoot to serve Julesburgh weekly, it prescribed both east and westbound schedules and rescheduled the Denver mail from that in the original advertisement to coordinate with the Salt Lake mail. A comparison of the St. Joseph-Julesburgh-Salt Lake City schedule in the marginal note of July 24, 1860 with the Denver City-Julesburgh schedule in the *Rocky Mountain News* (November 19, 1860; Meschter, 1994, p. 79) shows that westbound Salt Lake mail coaches were scheduled to arrive at Julesburgh every Monday evening and the Denver mail to leave Julesburgh every Wednesday morning. Eastbound Denver mail was scheduled to arrive in Julesburgh every Thursday night and the eastbound mail coach to leave Julesburgh every Saturday morning, both transfers allowing a 36-hour layover in Julesburgh. For the first time, the western mails were put on regular schedules.

CURTAILMENT OF SERVICE

A changing state of affairs in Washington in March 1859, as well as in Utah, set off a series of interrelated events which still cannot be fully reconciled. It began innocently enough with a letter of approbation to Hockaday from the P.O.D.'s Inspection Office dated March 7th, apparently in response to a request from Hockaday himself (except as noted, the authority for the following is Senate [Majority] Report No. 259, June 6, 1860 and Senate Report No. 259, June 6, 1860, Views of the Minority):

SIR: The department can safely assure you that you have performed the mail service upon route No. 8911, St. Joseph to Great Salt Lake City, in a manner highly creditable to yourself as contractor, and affording much satisfaction to the department; that you commenced the service upon said route on the 1st day of May, 1858; that there have been no fines imposed for irregular or improper service; and that the mails have been conveyed with great regularity through the most trying season of the year. All of which is evidence to the department that the route is well stocked and in good condition.

Hockaday had reason to be apprehensive because the Thirty-fifth Congress had just adjourned on March 3rd without enacting the Post Office Department's appropriation and post-route bills, thus requiring the Department to operate on current receipts for the next biennium or until Congress

enacted a deficiency appropriation. Obviously, rumors that the P.M.G. was getting ready to curtail service under various mail contracts with corresponding reductions in compensation were rife in the Nation's capital. He probably was not surprised when he was called in by Second Assistant Postmaster General W.H. Dundas on March 26th and requested to submit a proposal, which he declined to do on the strength of his existing contract, for semimonthly service in lieu of his current contract under threat of the contract clause that allowed the Postmaster General to discontinue or curtail service, "in whole or in part, in order to place on the route a greater degree of service, *or whenever the public interests require such discontinuance or curtailment* for any other cause (emphasis supplied)."

Hockaday spelled out his position in a letter of protest to Postmaster General Holt on the 28th:

This request . . . evidently emanated from the belief that a diminution of trips could be attended by a corresponding diminution of compensation, without doing injustice to the contractor. . . . Mr. Dundas's position is incorrect.

The mail . . . at present, makes up a full load or cargo for one six-mule coach . . . varying from 700 to 1,300 pounds per trip. If the mails are allowed to accumulate for two weeks . . . it will require . . . twice the number of men, mules, carriages, and fixtures per trip . . . and that each station on the route must be so provided with double relays of men, mules and appointments. Consequently, no reduction takes place in the current expenses of the contractor.

Hockaday was then informed by a letter dated April 7th that the Postmaster General had decided that the service should be reduced from weekly to semi-monthly after the 1st day of July, 1859 and that the compensation therefore should also be reduced \$65,000 from \$190,000 to \$125,000 per annum (this letter is not contained in Senate Report No. 259). The P.O.D. later prided itself on its generosity by not reducing the compensation pro rata, or to what would have worked out to about \$87,700 (reduction from 52 trips to 24 trips per annum at \$3,653 84 per trip).

Hockaday, of course, demanded to be informed of the Department's reasons for curtailing his contract. Possibly because the Postmaster General was beginning to realize the weakness of trying to use the failure of Congress to enact the Post Office's appropriation bill to justify curtailment or annulment of postal route contracts, Dundas wrote to Hockaday on April 12th:

SIR: The Postmaster General instructs me to say, in answer to your letter of the [10th] instant, that the order to reduce the service between St. Joseph, Missouri, and Salt Lake City, Utah, to semi-monthly, was made not merely in consequence of the failure of Congress to appropriate the necessary sums for the service of the Post Office Department, but because he deemed the weekly service needless for the public wants; that, in fact, the state of things contemplated by the reservation in the contract had occurred. When the contract was made, it was expected that the army would be engaged in active operations in Utah, and that therefore frequent communication between the seat of government and that Territory would be indispensable. Subsequent events having entirely changed the aspect of affairs, he conceives that the reasons which prompted the reservation now apply in full force. He therefore insists that the order for the curtailment be made absolute, and that the postmaster be instructed to send from and after the 1st of July next the mail semi-monthly only.

This, of course, was politics in its rankest form. The troops in Utah never did exceed about 1,500 and the fact that the order for them to withdraw from Camp Floyd was not given until the spring of 1860 (*Freedom's Champion*, April 7, 1860) indicates that the "public wants" was exclusively the need of a commander in the field for strategic communications with his superiors in the War Department.

In connection with his opposition to the Hockaday and Liggett claim the next May, Postmaster General Holt got Secretary of War Floyd to agree with his statement to the Senate Committee:

The postal communication between St. Joseph's, Missouri, and Salt Lake City, Utah, was, in consequence of the threatened rebellion of the Mormon population, improved to a weekly mail, in order that the government might be enabled to correspond regularly and rapidly with the troops engaged in military operations in that Territory. It was expressly provided in the contract that the Postmaster general should have the power to curtail the service whenever the reason which had led to

this improvement should cease to exist, and accordingly, upon the restoration of tranquillity in Utah, the service was reduced to a semi-monthly mail, to take effect on 30th June last. Before making, however, the order for this curtailment, I had an interview with you [Secretary Floyd] upon the subject of the change proposed, in the course of which you stated that a weekly mail to St. Joseph's and Salt Lake City was no longer needed for the purposes of the government, and it was under the influence of this declaration, on your part, that the reduction was made (Senate Report No. 259, Views of the Minority, Exhibit D, No. 1, p. 18).

Under the anti-Mormon policy the Buchanan administration maintained to the end, the average mail load of around a thousand pounds a week, of which only a tiny fraction was military mail addressed to Camp Floyd, and the admonishment of Salt Lake postmaster H.L. Morrell in his letter of August 16th to the Postmaster General, "A population of sixty thousand persons are seriously inconvenienced for the want of this [weekly] mail," counted for nothing. In other words, Buchanan's policy was that in Utah the public interest was solely the government's interest!

After being informed of the Department's decision, Hockaday responded on April 10th by saying, "I shall . . . continue to run my carriages over the line weekly, and if not refused the mail by the postmasters on the route, will convey the same once a week, as heretofore, relying on Congress to allow me the difference between the price fixed by the department for the service ordered and my original contract price, as this is the only method I see of protecting my securities and myself from ruinous loss." However, Representative Craig of Missouri told the House on April 13, 1860: "He [Hockaday] proposed to continue the weekly mail at the reduced rates, but the Postmaster General utterly refused, and directed the postmasters along the route not to deliver the mail to him, except semi-monthly" (*Congressional Globe*, 36th Congress, 1st S., v. 50, p. 1713).

It was at this point he already had or very soon would enter into negotiations to assign his contract to Jones, Russell & Company.

THE HOCKADAY AND LIGGET CLAIM

In spite of the fact that Hockaday assigned the mail contract for Route No. 8911 to Hockaday & Smoot effective May 15, 1859 and agreed to "sell, assign, and set over with such contract, all claim or claims on behalf of [J.M. Hockaday and J.M. Hockaday & Co.] before Congress or the department," Hockaday and Ligget memorialized Congress on March 14, 1860 (Senate Report No. 259, Views of the Minority, Exhibit L, pp. 24-25) asking that they be indemnified "to the amount of \$65,000, as that is the sum which will be saved to the Treasury, by the action of the Post Office Department, up to July next [and] also declaring that this sum will not cover their loss by a very large margin" (*Congressional Globe*, v. 50, p. 1711). They claimed that, "Thus at a single blow the accumulations, in Mr. Ligget's case, of a long life of virtuous toil, were swept away, his family beggared, and his partner, Mr. Hockaday, discouraged and disheartened, retired to Salt Lake City, where he now remains in a state of mental and physical disability, which disqualifies him from bestowing any attention whatever to his business." The fact that they never actually operated under the curtailment and were paid a bonus and appraised value for their assets made their memorial questionable, a point of which the unsympathetic Senate Minority took notice.

The substance of the Hockaday and Ligget claim depended on the \$394,000 investment they claimed to have made, but the figure was poorly substantiated. In support of their ex parte declaration Ligget furnished affidavits by Samuel H. Woodson, now a member of Congress; Wm. H. Russell; and L.R. Smoot (Senate Report 268, pp. 8-9). However, all that any of them did was express their *belief* that the amount was "substantially correct." No itemized account was ever produced.

The Senate Minority questioned the figure as tactfully as they might. In support of their doubt, it turned to an "Estimate for stocking and running mail for one year on route No. 8911, from Independence, Missouri, to Great Salt Lake City, Utah Territory, monthly service, in six-mule coach, carrying six hundred pounds mail matter—packing same amount when coaches are impracticable," requiring 92 mules, 10 coaches, and 18 men for an estimated actual cost of service of \$62,029 per annum, that Hockaday submitted to the Post Office Department on June 12, 1857 in connection with his bid for the Miles contract (Senate Report 259, Views of the Minority, Exhibit M, p. 36-37).

After adjusting Hockaday's estimate down to about \$50,500 to account for four-mule teams in lieu of the six-mule teams Hockaday used in his estimate, adding 50% for the increase from monthly to semimonthly service and doubling that for weekly service, the Minority came up with a cost estimate of \$151,500 and concluded on the basis of mail pay for one year and fifteen days of \$197,916.66, the one month's pay upon curtailed service of \$5,416.67 (actually paid to Hockaday & Smoot), the \$145,000 realized from Jones, Russell & Co., and unreported revenues from passenger fares and sales of goods at company stores, that the enterprise had been a highly profitable one, yielding something in excess of \$190,000 in 12½ months.

Hockaday and Ligget's actual receipts reported in the Minority report were mail pay of \$214,532.18 from May 1, 1858 to June 30, 1859 and \$145,000 less \$23,750 credit for mail pay from May 15 to June 30, 1859 = \$121,250 for a total of \$335,782.18.

Hockaday and Ligget's memorial had tortuous journey through Congress. The House Committee never even considered the matter of the \$394,000 investment in its report of March 30 and recommended that Hockaday & Ligget be allowed \$59,576 damages, which was the amount saved to the Treasury by the contract curtailment for eleven months from July 1, 1859 to the 1st of June 1860.

The Senate Committee accepted Hockaday and Ligget's \$394,000 figure from which it subtracted \$197,916.67 mail pay plus \$144,000 (sic) received from Jones, Russell & Company or \$341,916.67 to calculate a loss of \$53,083.33. After assuming "something in the way of passage money," the majority report of June 6, 1860 recommended amending the damages to be allowed to \$40,000. The Minority supported its views with extensive arguments that Hockaday and Ligget had not actually suffered a loss at all and, concurring with the views of the Postmaster General, had no grounds for grievance under the terms and conditions of the contract.

The complex legal and fiscal arguments in the case are discussed at length in the House and Senate reports. The debates on the floor of Congress are reported verbatim in the *Congressional Globe*.

One point worthy of mention, however, was the question whether the contract actually required Hockaday to put on a second coach to carry the mail that accumulated in the two week intervals between dispatches where, he contended, the contract required only one to carry the mail weekly.

The Senate Committee's minority undertook to refute Hockaday's argument that it actually would cost twice as much to convey the mail semimonthly as weekly because it would require duplicate teams and coaches when it took notice of a letter from Second Assistant Postmaster General Dundas that, "... if the amount of mail matter is too great to be carried by such means, the contractor is not bound to carry more than can be conveyed by the prescribed mode" (Senate Report 259, Views of the Minority, Exhibit F, p. 21). Dundas seemed to be assuming the contract required only one vehicle per trip whereas the text of the contract clearly read "service to be performed in carriages or covered wagons," the plural in both cases. He also was ignoring the same "take and deliver clause" under which George Chorpennning was given no option to decline carrying the Independence mail via Los Angeles in addition to the regular California mail on Route No. 5066 because it required him to use wagons where his bid had been for pack trains.

Congress passed the bill for the relief of Hockaday and Ligget on June 21, 1860, awarding them \$40,000 damages, and adjourned on the 23rd. By failing to sign the bill after congressional adjournment, the President "pocket vetoed" it.

The second session of the Thirty-sixth congress again passed the bill on January 15, 1861 awarding the full amount of \$59,576. The President again vetoed it and sent the House a lengthy message largely objecting to the precedent such legislation would set. (*Congressional Globe*, v. 53, p. 572).

Congress once again passed a bill awarding \$40,000 damages on February 16th. This time the President allowed it to become law, 12 Stat 893.

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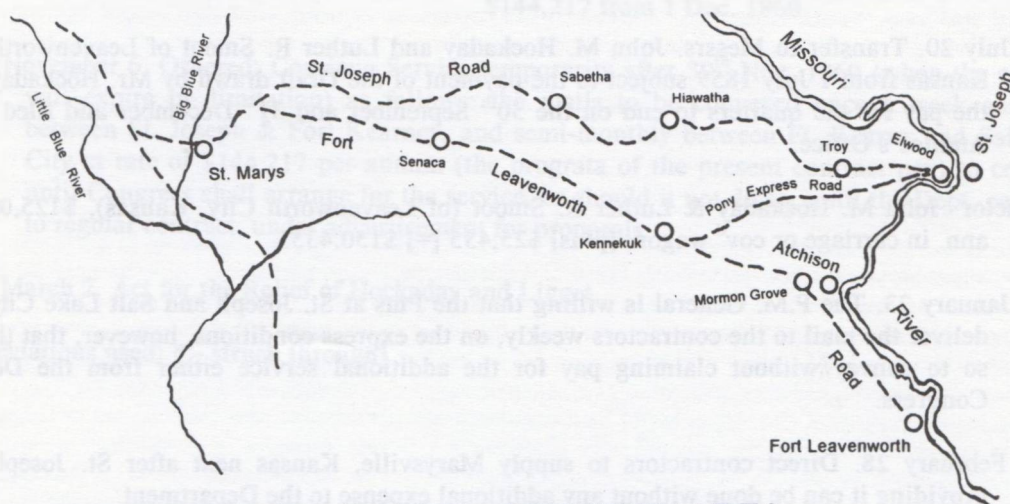
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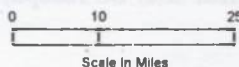
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MAP OF THE ST. JOSEPH - ATCHISON AREA



(CONTINUED FROM PART V(c))

1858, April 1st The service on this route being insufficient for the public mails, and the present contractor having failed to perform the service required by his present obligations, annul his contract and contract with John M. Hockaday of Independence, Mo. to carry the entire mail once a week between St. Joseph, Mo. and Salt Lake City, Utah in twenty-two days each way at \$190,000 per annum, the service to be performed in carriages or covered wagons drawn by four mules or horses; the Postmaster General reserving to himself the right to reduce the running time to twenty days, he allowing therefore the additional sum of ten thousand dollars per annum or to eighteen days for the additional sum of twenty-five thousand dollars per annum.

The Postmaster General reserves the further right to reduce the service itself to semi-monthly whenever the necessities of the public and the condition of affairs in the Territory of Utah may not require it more frequently.

§ Leave Saint Joseph ~~every Saturday~~ semi-monthly on Tuesday at 8 am.

§ Arrive in Salt Lake City in 22 days by 8 am.

§ Leave Salt Lake City ~~every Saturday~~ semi-monthly on Friday at 8 am.

§ Arrive in Saint Joseph in 22 days by 8 am.

Adopted Apr. 2^d, '58

Sch. ch^d. Mar 18, '59

Apr. 12

Contractor	John M. Hockaday, Independence, Mo.,	\$190,000	in carriages or covered wagons,
		<u>65,000</u>	drawn by 4 mules or horses
		\$125,000	from 1 July 1859 semi-monthly.

1858, May 12. P.M. St. Joseph, Mo. reports commencement of service by Mr. Hockaday on the 1st of May 1858.

1858, Oct. 26. Mr. Hockaday wishes his address changed to St. Joseph, Mo.

1859, April 12. Reduce service to semi-monthly and deduct \$65,000 per ann. from the pay to take effect from 1 July 1859.

1859, July 20. Transfer to Messrs. John M. Hockaday and Luther R. Smoot of Leavenworth City, Kansas from 1 July 1859 subject to the payment of the Draft drawn by Mr. Hockaday upon the pay for the quarters to end on the 30th September and 31st December and filed in the Auditor's Office.

Contractor John M. Hockaday & Luther R. Smoot (of Leavenworth City, Kansas), \$125,000 per ann. in carriage or cov^d wagon, [plus] \$25,435 [=] \$150,435.

1860, January 23. The P.M. General is willing that the Pms at St. Joseph and Salt Lake City shall deliver the mail to the contractors weekly, on the express conditions, however, that they are so to convey without claiming pay for the additional service either from the Dept. or Congress.

1860, February 28. Direct contractors to supply Marysville, Kansas next after St. Joseph, Mo. providing it can be done without any additional expense to the Department.

1860, March 17. Order supply of Troy, Kansas next after St. Joseph, it being immediately [added] to the route.

1860, March 21. Allow a months extra pay on the service curtailed by the order of April 1859, viz. one half of \$65,000 which allowance is made, and is to be accepted in full of all claims for alleged damages in consequence of said curtailment.

1860, April 16. P.M. Troy reports service to his office commenced April 10, 1860

1860, July 24. By direction of the President of the U.S. it is ordered to improve the service to weekly as far as Julesburg, 450 miles, at the additional sum of \$25,435 per annum, making the weekly service to Julesburg at the rate of \$74,348 per annum, the prorata of the original rate of \$190,000 for weekly service on the entire route.

Leave St. Joseph Tuesday at 8 am.
Arrive at Julesburg next Monday by 8 pm.
Leave Julesburg Saturday at 8 pm
Arrive at St. Joseph on Friday by 8 pm.
Leave Julesburg Semi monthly on Tuesday at 8 am
Arrive at Salt Lake City in 15½ days
Leave Salt Lake City Semi monthly on Friday at 8 am.
Arrive at Julesburg in 15½ days.

22 August 1860

1860, October 11. It is Shown by reports of PM St. Joseph that weekly Service was in operation between his office & Julesburg on 24 July last (the date of the order to improve to that frequency.

1860, November 6. Transfer to Central Overland California & Pikes Peak Express Company, W.H.Russell, Prest. from 1 October, 1860 - Subject to payment of Draft filed in the Auditor's Office for part Quaaarter to end 30th instant.

Central Overland California and Pikes Peak Ex. Co., W.H. Russell,
Prest., Leavenworth City, K.T. \$150,435 - 4 h.c. &c [less]

6,218
\$144,217 from 1 Dec. 1860

1860, November 6. Ordered: Continue Service temporarily after 30th Nov. 1860 (when the contract will expire by limitation) as follows: the mails to be conveyed once a week and back between St. Joseph & Fort Kearney, and semi-monthly between Ft. Kearny and Salt Lake City at rate of \$144,217 per annum (the prograta of the present contract pay) to continue until Congress shall arrange for the service, or should it not do so, until the Dept. can let it to regular contract, under advertisement for proposals.

1861, March 2. Act for the Relief of Hockaday and Ligget.

[Abbreviations used: § - struck through]

APPENDIX 10

The Hockaday Contract

No. 8911.

\$190,000 per annum.

This article of contract, made the first day of April, in the year one thousand eight hundred and fifty-eight, between the United States (acting in this behalf by their Postmaster General) and John M. Hockaday, and David H. Burr, William M. Belt, and A.J. Isacks, [his sureties,] witnesseth:

That, whereas John M. Hockaday has been accepted, according to law, a contractor for transporting the mail on route No. 8911, from Saint Joseph, Mo., by Fort Kearny, Neb. Ter., and Fort Laramie, to Salt Lake City, Utah Ter., and back, once a week, in twenty-two days, each way, at \$190,000 per annum, the service to be performed in carriages or covered wagons, drawn by four mules or horses; the Postmaster General reserving to himself the right to reduce the running time to twenty days, he allowing therefor the additional sum, of ten thousand dollars per annum; or to eighteen days, for the additional sum of twenty-five thousand dollars per annum; (the Postmaster General reserving the further right to reduce the service to semimonthly whenever the necessities of the public and the condition of affairs in the Territory of Utah may no require it more frequently)—at one hundred and ninety thousand dollars per year, for and during the term commencing the first day of May, in the year one thousand eight hundred and fifty-eight, and ending with the thirtieth day of November, in the year one thousand eight hundred and sixty:

Now, therefore, the said John M. Hockaday, contractor, and David H. Burr, William M. Belt, and A.J. Isacks, his sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

1st. To carry said mail within the times fixed in the annexed schedule of departures and arrivals, except that when more than seven minutes are taken for opening and closing the mail at any office, the surplus time so taken is to be allowed in addition to what is given in the schedule; and so carry until said schedule is altered by the authority of the Postmaster General of the United States, as hereinafter provided, and then to carry according to said altered schedule. 2d. To carry said mail in a safe and secure manner, free from wet or other injury, in a boot under the driver's seat, and in preference to passengers, and to their entire exclusion if its weight and bulk require it. 3d. To take the mail and every part of it from, and deliver it and every part of it at, each post office on the route, or that may hereafter be established on the route, and into the post office at each end of the route, and into the post office at the place at which the carrier stops at night, if one is there kept; and if no office is there kept, to look it up in some secure place at the risk of the contractor.

They also undertake, covenant, and agree with the United States, and do bind themselves, jointly and severally as aforesaid, to be answerable for the person to whom the said contractor shall commit the care and transportation of the mail, and accountable to the United States for any damming which may be sustained by the United States through his unfaithfulness or want of care; and that the said contractor will discharge any carrier of said mail, whenever required to do so by the Postmaster General; also, that he will not transmit by himself or his agent, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that he will not carry out of the mail, letters or newspapers which should go by post; and further, the said contractor will convey, without additional charge, post office blanks, mail bags, and the special agents of the department on the exhibition of their credentials.

They further undertake, covenant, and agree with the United States, that the said contractor will collect quarterly, if required by the Postmaster General, of postmasters on said route, the balances due from them to the General Post Office, and faithfully render an account thereof to the Postmaster General, in the settlement of quarterly accounts, and will pay over to the General Post Office all balances remaining in his hands.

For which services, when performed, the said John M. Hockaday, contractor, is to be paid by the said United States the sum of one hundred and ninety thousand dollars a year, to wit: quarterly in the months of May, August, November, and February, through the postmasters on the route, or otherwise, at the option of the Postmaster General of the United States—said pay to be subject, however, to be reduced or discontinued by the Postmaster General, as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby stipulated and agree, by the said contractor and his sureties, that the Postmaster General may alter the contract, and alter the schedule, he allowing a pro rata increase of compensation, within the restrictions imposed by law, for the additional service required, or for the increased speed, if the employment of additional stock or carriers is rendered necessary; but the contractor may, in case of increased expedition, relinquish the contract, on timely notice, if he prefer it to the change; also, that the Postmaster General may discontinue or curtail the service, in whole or in part, in order to place on the route a greater degree of service, or whenever the public interests require such discontinuance or curtailment for any other cause; he allowing one month's extra pay on the amount of service dispense with.

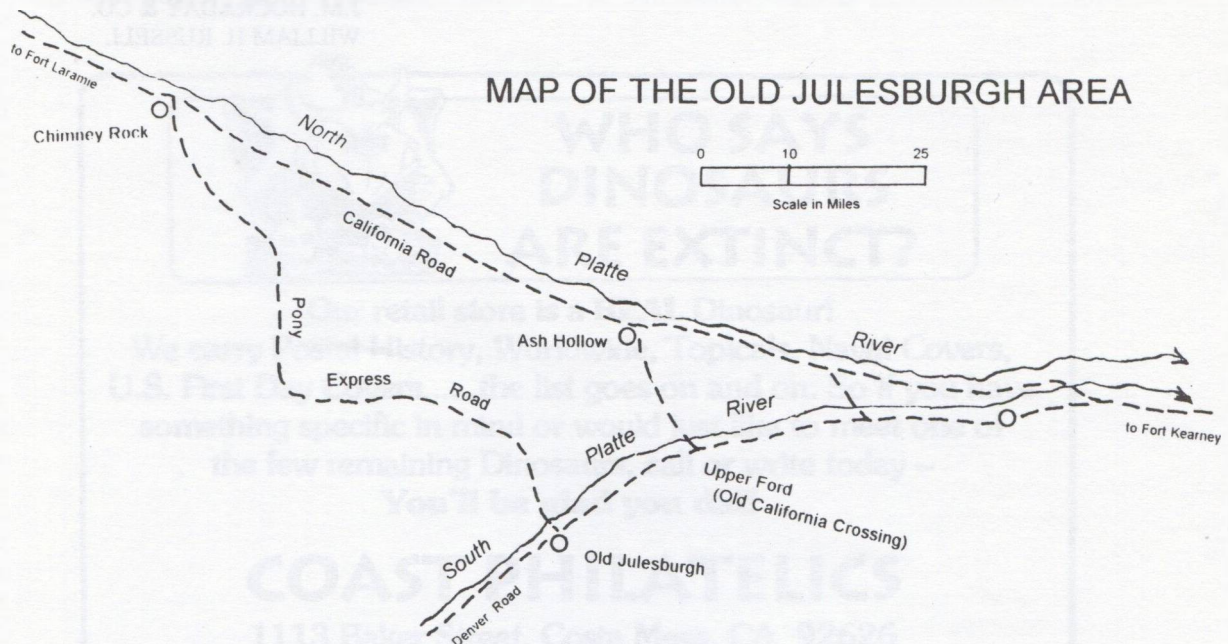
It is hereby also stipulated and agreed, by the said contractor and his sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not run; and of not more than three times the pay of the trip when the trip is not run, and no sufficient excuse for the failure is furnished; a forfeiture of at least one fourth part of it when the running is so far behind time as to lose connection with a depending mail; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to the mode of conveyance above stipulated; and that these forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failure and the importance of the mail; also, that fines may be imposed upon the contractor, unless the delinquency be satisfactorily explained to the Postmaster General in due time, for failing to take from or deliver at a post office the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being went, or otherwise; for refusing after demand, to convey a mail by any coach which the contractor regularly runs or is concerned in running on the route, beyond the number of trips above specified; or for not arriving at the time set in the schedule. And for setting up or running an express to transmit letters or commercial intelligence in advance of the mail, or for transporting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States, a penalty may be exacted of the contractor equal to a quarter's pay; but in all other cases no fine shall; exceed three times the price of the trip. And whenever it is satisfactorily shown that the contractor, his carrier or agent, has left or put aside the mail, or any portion of it, for the accommodation of passengers, he shall forfeit not exceeding a quarter's pay.

And it is hereby further stipulated and agreed, by the said contractor, and his sureties, that the Postmaster General may annul the contract for repeated failures; for violating the post office laws; for disobeying the instructions of the department; for refusing to discharge a carrier when required by the department; for assigning the contract without the consent of the Postmaster General; for setting up or running an express as aforesaid; or for transporting persons conveying mail matter out of the mail as aforesaid; or whenever the contractor shall become a postmaster, assistant postmaster, or member of Congress; and this contract shall, in all its parts be subject to the terms and requisitions of an act of Congress passed on the 21st day of April, in the year of our Lord, one thousand eight hundred and eight, entitled "An act concerning public contracts."

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be hereto affixed, and has attested the same by his signature, and the said contractor and his sureties have hereto set their hands and seals, the day and year set opposite their names respectively.

The schedule of departure and arrivals.

Leave St. Joseph every Saturday at 8 a.m.;
 Arrive at Salt Lake City in 22 days by 8 a.m.
 Leave Salt Lake City every Saturday at 8 a.m.;
 Arrive at St. Joseph in 22 days by 8 a.m.



APPENDIX 11

The Hockaday & Smoot Assignment

Memorandum of agreement between Jones, Russell & Co., and J.M. Hockaday and J.M. Hockaday & Co., made this 11th day of May, 1859, at Leavenworth City, Kansas Territory, as follows:

The said J.M. Hockaday & Co. sell to the said Jones, Russell & Co., his or their contract for carrying the mail from St. Joseph, Missouri, to Great Salt Lake City, to be turned over to them on the 15th instant, on the following terms and conditions, to wit: First, a bonus of fifty thousand dollars, all mules, coaches, wagons, and harness used for transporting for the mail line, and all other things connected with the carrying of said mail, including the cost of all improvements at the stations *en route*, houses, corrals, farming utensils, land broken, &c., at any indefinite sum to be reached by a valuation, which the parties may mutually agree upon hereafter, paid, and to be paid as follows: The said Hockaday & Co receive, as part payment, the balance due upon the present quarter from the 15th instant—being twenty-three thousand seven hundred and fifty dollars. Fifteen thousand dollars in an acceptance of Jones, Russell & Co., payable in New York, four months from the 15 instant; thirty-six thousand two hundred and fifty dollars in case, from the 1st to the 10th day of September, 1859, the balance in the acceptance of Jones, Russell & Co, in three equal installments of four, eight, and twelve months, payable in New York; the second and third of which shall come due and payable in eight and twelve months from the 15th instant; the first in four months from the time of the ascertainment of the valuation to be hereafter made. Further, it is agreed between the parties hereto, that the said mail shall be run through Atchison, Kansas Territory, unless a change is ordered by the Post Office Department unsolicited. It is expressly agree that any failure on the part of Jones, Russell & Co., after they take possession of the line, shall not diminish the amount due as per contract on the 30th of June for said period. The said Hockaday, and Hockaday & Co., both, or either of them, further agree that they will, when called upon, execute any further assignment of the said contract that may be necessary, and agree that the name of J.M. Hockaday shall be used by Jones, Russell & Co., in the execution of said contract, so far as the same may be necessary in its performance, and no further; and the said John M. Hockaday further agrees to give his personal aid and influence to secure the interests of Jones, Russell & Co., before Congress for an increased compensation for carrying said mail, so far as he can, with the convenience of his own business interests, the said Jones, Russell & Co., agrees to pay him a liberal compensation therefore in case of success. It is expressly understood that the said J.M. Hockaday and J.M. Hockaday & Co. sell, assign, and set over with said contract, all claim or claims in behalf of the same before Congress or the department.

Witness our hand and seals this 11th day of May, A.D. 1859, at Leavenworth City, Kansas Territory.

JONES, RUSSELL & CO.

J.M. HOCKADAY

J.M. HOCKADAY & CO.

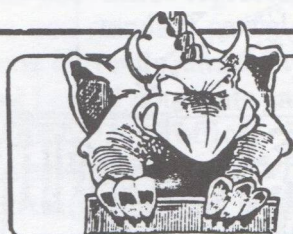
WILLIAM H. RUSSELL

APPENDIX 12

Mail Stations on Route No. 8911 under Hockaday Contract

TABLE of distances from Atchison city on Hockaday & Co's St. Joseph and Great Salt Lake City Overland Mail Route . . . (adapted from Allen, O., *Allen's Guide Book and Map to the Gold Fields of Kansas & Nebraska and Great Salt Lake City*. R.A. Waters, Washington, 1859, 68 pp.).

No.	Station or Place Name	Miles	Total	No.	Station or Place Name	Miles	Total
1	Atchison	0	0	22	Rush Creek	40	498
2	Mormon Grove	3	3	23	Scott's Bluff	57	555
	Kennekuk		(23)	24	Beauvais's Trading Post	50	605
3	Kinney Kirk	29	32		Fort Laramie		(610)
4	Muddy Creek	21	53	25	Horse Shoe Creek	42	647
5	Senaca on Nemaha	20	73	26	LaBonte's Creek	29	676
6	Vermillion Creek	24	97	27	Box Elder Creek	30	706
7	Big Blue (Marysville)	21	118		Deer Creek		(716)
8	Cotton Wood Creek	12	130		Platte Bridge		(738)
9	Turkey or Rock Creek	20	150		Upper Crossing		(743)
10	Big Sandy	19	169	28	Red Buttes	47	753
	Little Blue		(187)		Independence Rock		(790)
11	Oak Grove	38	207	29	Devil's Gate	43	796
12	Fort Riley Road Jct	19	226	30	Cut Rock (Split Rock)	16	812
13	Thirty-two Mile Creek	19	245	31	Gilbert's Station	69	881
14	On Platte River	25	270		Summit South Pass		(890)
	Fort Kearney		(278)		Pacific Spring		(893)
15	Mail Station	11	281	32	Green River	75	956
16	Plum Creek	31	312	33	Ham's Fork	24	980
17	Mail Station	26	338		Fort Bridger		(1009)
18	Cotton Wood Spring	23	361	34	Muddy Creek	42	1022
19	O'Fallon's Bluffs	39	400		Bear River Crossing		(1042)
20	Laramie Crossing	40	440	35	Weber River	54	1076
21	Ash Hollow	18	458	36	Salt Lake City	47	1123



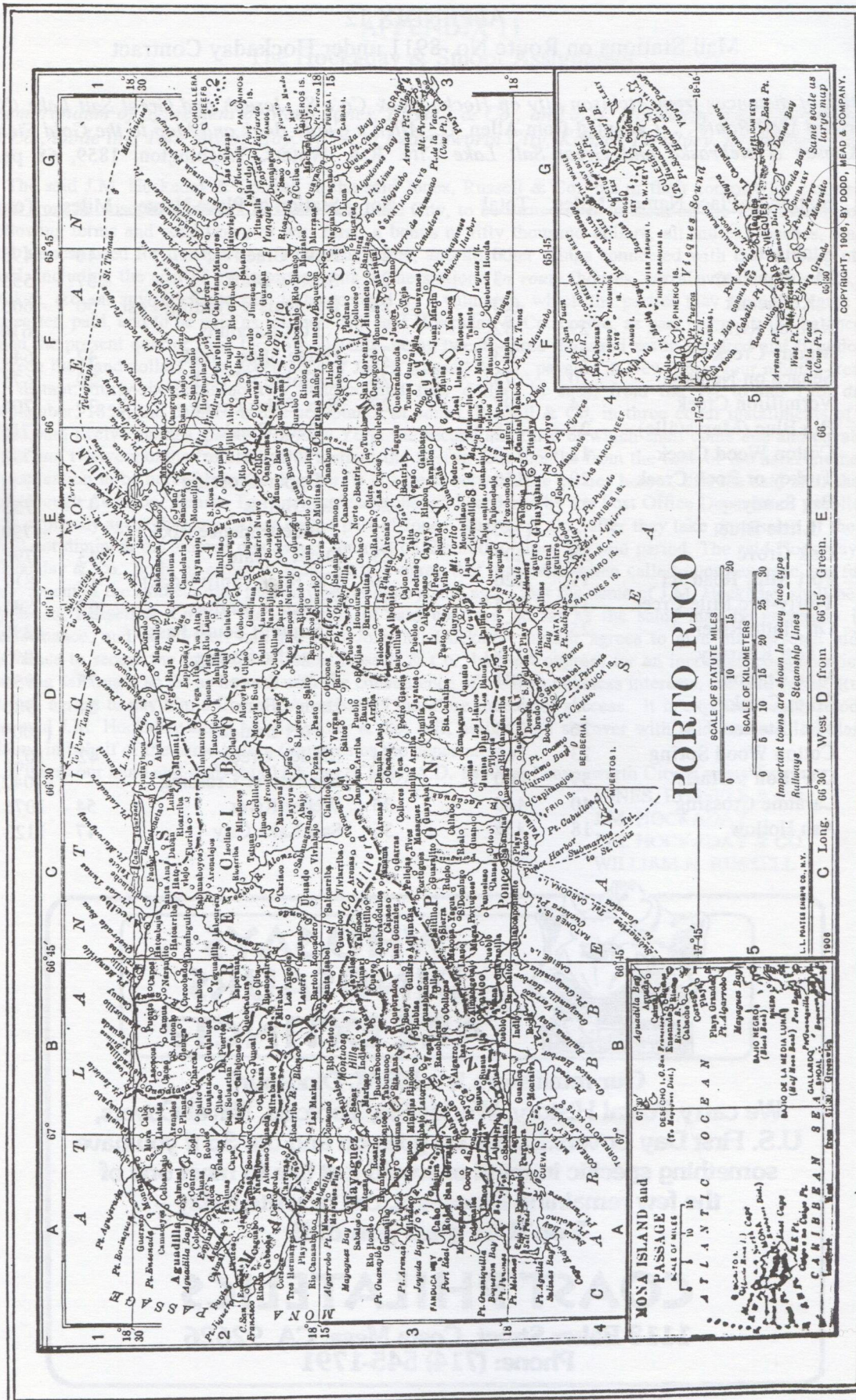
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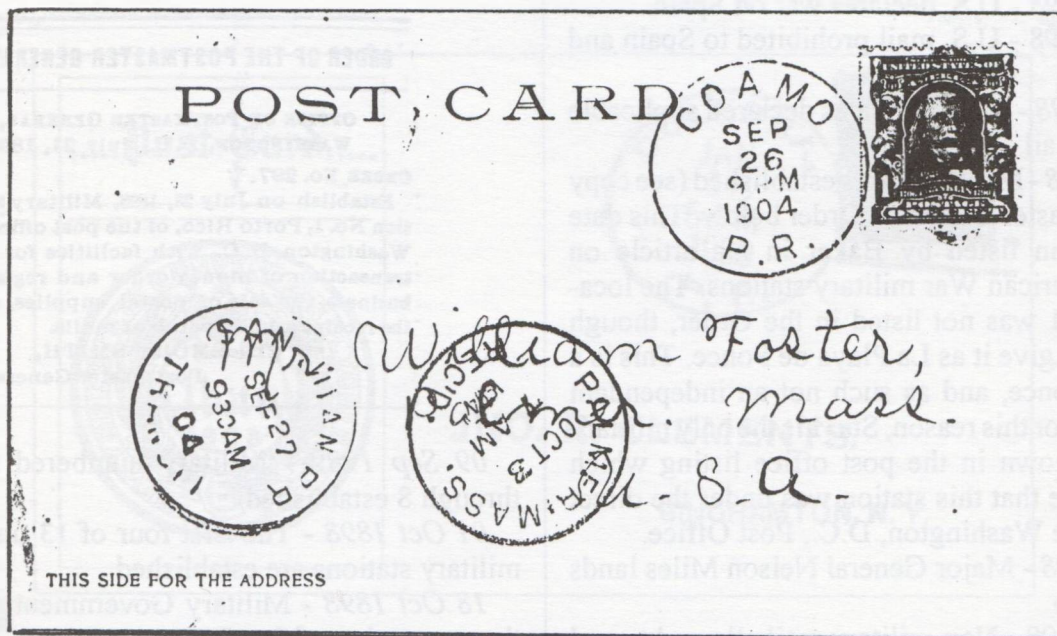


Figure 1. This post card bears an example of the duplex steel handcancel used at Coamo, P.R., in 1904.

THE INDEPENDENT POST OFFICES OF PUERTO RICO

By Randy Stehle

INTRODUCTION

The original impetus for the development of this Puerto Rico post office list was my desire to know the opening date of the post office represented by the lone example of a non-standard cancel in the census of non-standards currently underway. The town is Mayaguez, and I could not locate any published lists of Puerto Rico's post offices. As this goes to press, I still have not located such a list, but I've been told that it exists (in Spanish). Neither the APS Research Library nor the Western Philatelic Library have a citation for this elusive listing.

Fortunately, I live near one of the branches of the National Archives, and was able to gain access to the "Appointments of Postmasters". I thought it would be an simple task to extract the Puerto Rico information as there were only about 100 different post offices. As it turned out, the research took quite a bit longer than expected. Up to 1971 the records are quite good. But when the Post Office Department was converted to the U. S. Postal Service in that year, the microfilmed records stop. From 1971 onward the only available records of changes in post

office status are to be found in the *Postal Bulletin*. Unfortunately, the records of post office establishment and discontinuance published in *Postal Bulletins* of the past two decades is woefully incomplete. Similar problems exist with the *National ZIP Code Directory (NZCD)*. Published annually, these massive volumes are full of "holes" and the information is far from reliable. Therefore, one must approximate some operating dates due the dearth of reliable information from recent years. I am indebted to Jay Lounsbury for his help in filling in the holes in the *Postal Bulletin* and *NZCD* holding of the Government Document sections of the Stanford and UC Berkeley libraries. (In fact, the *Postal Bulletin* is now being routinely tossed after 6 months at these two libraries).

PUERTO RICO - U.S. POSTAL HISTORY

Puerto Rico's United States postal history is an interesting subject because the island passed into United States hands from Spain as a result of the Spanish-American War. In outline form, here are the important events of this war and its aftermath as they relate to Puerto Rico:

25 Apr 1898 - U.S. declares war on Spain

26 Apr 1898 - U.S. mail prohibited to Spain and its colonies

07 Jun 1898 - Domestic rates declared applicable to military mail

23 Jul 1898 - Military Sta. 1 established (see copy of the Postmaster General's Order below. This date is earlier than listed by Baker in his article on Spanish American War military stations. The location of Sta. 1 was not listed in the Order, though Baker, et. al, give it as La Playa de Ponce. This is a branch of Ponce, and as such not an independent post office. For this reason, Sta. 1 is the only military office *not* shown in the post office listing which follows. Note that this station was under the direct control of the Washington, D.C., Post Office.

25 Jul 1898 - Major General Nelson Miles lands in Porto Rico

02 Aug 1898 - Non-military mail allowed to and from Ponce at foreign rates paid in U.S. stamps. "Ponce" was defined as any place within the territory occupied by U.S. forces in the vicinity of the town. Mail was subject to military inspection.

12 Aug 1898 - Spanish American War ends

23 Aug 1898 - Military numbered stations 2 through 4 established.

ORDER OF THE POSTMASTER GENERAL.

OFFICE OF POSTMASTER GENERAL,
WASHINGTON, D. C., July 21, 1898.

ORDER No. 297.

Establish on July 23, 1898, Military Station No. 1, Porto Rico, of the post office at Washington, D. C., with facilities for the transaction of money order and registry business, the sale of postal supplies, and the receipt and dispatch of mails.

CH. EMORY SMITH,
Postmaster General.

09 Sep 1898 - Military numbered stations 5 through 8 established.

01 Oct 1898 - The first four of 13 unnumbered military stations are established

18 Oct 1898 - Military Government starts with the occupation of San Juan

01 Dec 1898 - The second group of four unnumbered stations established

10 Dec 1898 - Porto Rico ceded to U.S. under terms of the Treaty of Paris (Approved by the U.S. Senate 06 Feb 1899).

01 Jan 1899 - The last group of five unnumbered military stations established

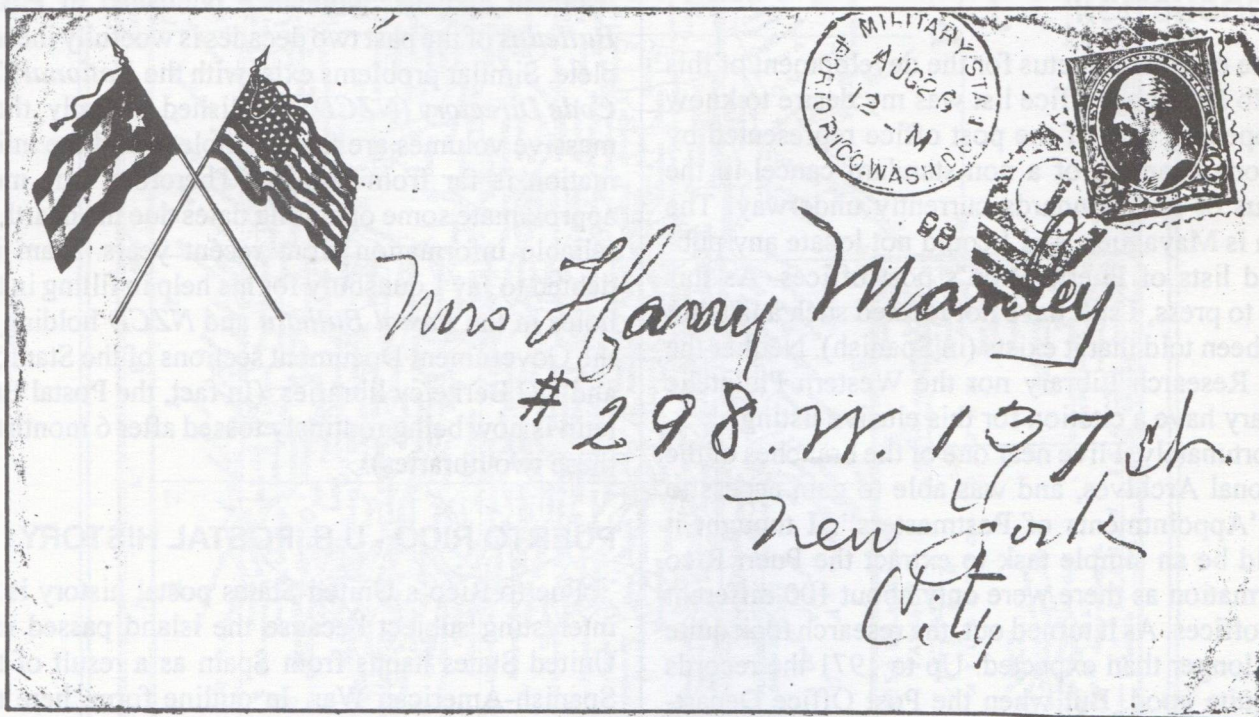


Figure 2. This patriotic cover with crossed US and Cuban flags bear a MILITARY STA. 1 postmark of Aug. 26, 1898. This station served all US occupied territory in the vicinity of Ponce in southern Puerto Rico.

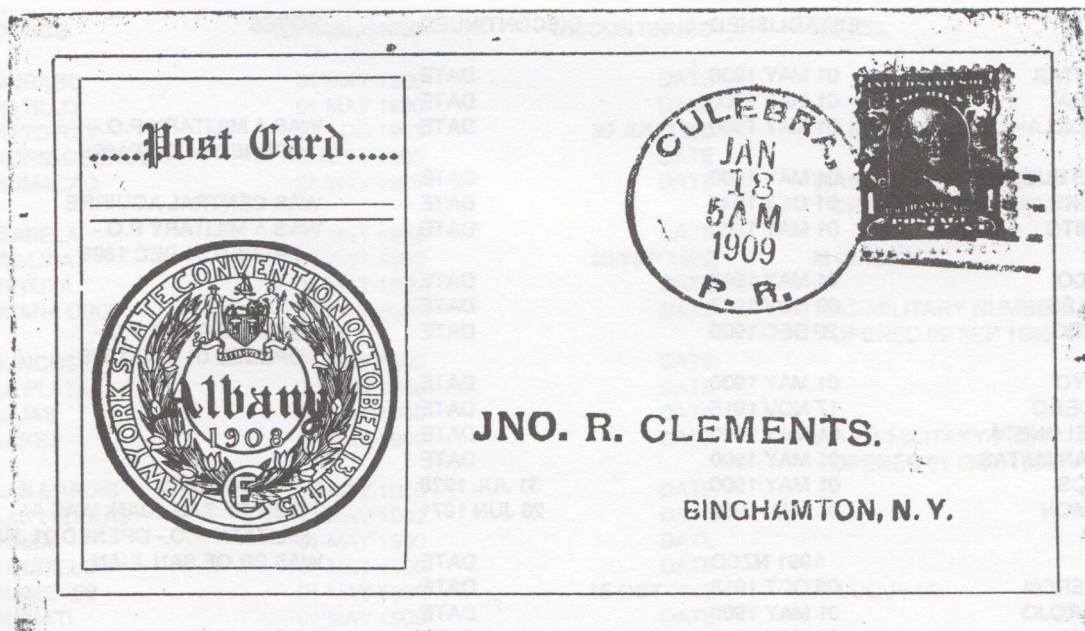


Figure 3. Some Puerto Rican post offices are known to have used Doane cancels. Although none are common, this Culebra example dates from 1909, and is one of the more commonly seen Puerto Rican Doanes. (Courtesy of Gary Anderson)

15 May 1899 - The Department of Posts begins operation, and military stations are no longer under control of the Washington, D.C., Post Office

23 Sep 1899 - U. S. domestic rates authorized for all Porto Rico mail

30 Apr 1900 - Military control ends under the terms of the Foraker Act. All post offices are converted to civilian control effective 01 May 1900

After the end of military control, two more events are noteworthy:

05 Mar 1917 - The Jones Act is passed by Congress making Porto Rico a Territory

17 May 1932 - The name of the Territory is officially changed from Porto Rico to Puerto Rico by Act of Congress

THE POST OFFICE LIST

Puerto Rico does not have a system of counties. Instead, the island is subdivided into seven districts and 78 towns. The listing which follows is arranged alphabetically without regard for internal political subdivisions.

The list has four columns headed as follows:

Office - the official name of the post office;

Established - either the exact date given in the "Appointments of Postmasters" or the *Postal Bulletin*. Approximate dates are from the *NZCD*.

Discontinued - Exact dates are from the same sources mentioned above. No date was provided for San Felipe after the postmaster declined appointment. Therefore the notation "NRO" (No record of operation) was used.

Notes - For those offices that never operated, the notations "No papers" or "Declined" were used. The other two commonly used abbreviations are "NCT" for "Name Changed To" and "M" for "Mail To" after the office was closed.

If anyone has a copy of the list of Puerto Rican post offices in Spanish, I would love to obtain a copy. Please send any comments to the author at: 16 Iris Court, San Mateo, CA 94401.

INDEPENDENT POST OFFICES OF PUERTO RICO

OFFICE	ESTABLISHED	DISCONTINUED	NOTES
ADJUNTAS	01 MAY 1900	DATE	
AGUADA	01 MAY 1900	DATE	
AGUADILLA	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 OCT 1898
AGUAS BUENAS	01 MAY 1900	DATE	
AGUIRRE	01 OCT 1947	DATE	WAS CENTRAL AGUIRRE
AIBONITO	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 DEC 1898
ANASCO	01 MAY 1900	DATE	
ANGELES	09 NOV 1937	DATE	
ARECIBO	20 DEC 1900	DATE	WAS A MILITARY P.O.- OPENED 01 OCT 1898
ARROYO	01 MAY 1900	DATE	
BAJADERO	17 NOV 1915	DATE	
BARCELONETA	01 MAY 1900	DATE	
BARRANQUITAS	01 MAY 1900	DATE	
BARROS	01 MAY 1900	31 JUL 1928	NCT OROCOVIS
BAYAMON	01 MAY 1900	26 JUN 1971	TO BR OF SAN JUAN; WAS A MILITARY P.O.- OPENED 01 JAN 1899 WAS BR OF SAN JUAN
	1991 NZCD	DATE	
BOQUERON	05 OCT 1918	DATE	
CABO ROJO	01 MAY 1900	DATE	
CAGUAS	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 DEC 1898
CAMUY	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 JAN 1899
CANOVANAS	01 MAY 1900	DATE	
CAROLINA	01 MAY 1900	DATE	
CASTANER	30 MAR 1945	30 JUN 1973	TO BR OF ADJUNTAS
CASTNER	15 JAN 1945	02 FEB 1945	RESCINDED
CATANO	10 FEB 1903	12 AUG 1966	
CAYEY	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 DEC 1898
CEIBA	01 MAY 1900	15 JUL 1900	M NAGUABO
	12 SEP 1902	14 SEP 1905	M FAJARDO
	20 SEP 1912	DATE	
CENTRAL AGUIRRE	05 OCT 1900	30 SEP 1947	NCT AGUIRRE
CENTRAL SAN VICENTE	02 JUL 1927	30 JUN 1972	TO BR OF VEGA BAJA
CENTRAL SOLLER	30 JUN 1945	30 JUN 1972	M CAMUY
CIALES	01 MAY 1900	DATE	
CIDRA	01 MAY 1900	DATE	
CITRUS	03 JAN 1908	02 MAR 1912	NCT GARROCHALES
COAMO	01 MAY 1900	DATE	WAS MILITARY NUMBERED STA. 5 - OPENED 09 SEP 1898 TO RB OF AQUADILLA
COLOSO	27 JUL 1912	23 SEP 1966	
COMERIO	01 MAY 1900	DATE	
COROZAL	01 MAY 1900	DATE	
CORRAL VIEJO	17 DEC 1919	03 MAY 1957	M PONCE
COTO DEL LAUREL	24 MAY 1900	14 JUN 1900	M PONCE
COTO LAUREL	07 JAN 1919	DATE	
CULEBRA	22 MAR 1902	DATE	
DORADO	01 MAY 1900	DATE	
ENCARNATION	11 JAN 1923	02 JUL 1923	RESCINDED
ENSENADA	26 MAY 1908	DATE	
FAJARDO	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 DEC 1898
FLORIDA	01 MAY 1900	15 OCT 1904	M MANATI
	24 NOV 1905	DATE	
FORTUNA	14 DEC 1909	30 JUN 1972	TO BR OF JUANA DIAZ
FORT BUCHANAN	1993 NZCD	DATE	WAS BR OF SAN JUAN
GARROCHALES	20 APR 1912	DATE	WAS CITRUS
GUANICA	01 MAY 1900	DATE	
GUAYAMA	01 MAY 1900	DATE	WAS MILITARY NUMBERED STA. 2 - OPENED 23 AUG 1898
GUAYANILLA	01 MAY 1900	DATE	
GUAYNABO	17 OCT 1912	DATE	

INDEPENDENT POST OFFICES OF PUERTO RICO

OFFICE	ESTABLISHED	DISCONTINUED	NOTES
GURABO	01 MAY 1900	DATE	
HATILLO	01 MAY 1900	DATE	
HATO REY	19 AUG 1915	30 JUN 1960	TO BR OF SAN JUAN
HORMIGUEROS	24 FEB 1905	DATE	
HUMACAO	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 OCT 1898
ISABELA	01 MAY 1900	DATE	
ISOLINA	05 OCT 1900	30 SEP 1902	M CIALES
JAYUYA	01 MAY 1900	DATE	
JUANA DIAZ	01 MAY 1900	DATE	WAS MILITARY NUMBERED STA. 8 - OPENED 09 SEP 1898
JUNCOS	01 MAY 1900	DATE	
LA PLATA	01 JUN 1946	DATE	
LAJAS	01 MAY 1900	DATE	
LARES	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 OCT 1898
LAS MARIAS	01 MAY 1900	DATE	
LAS PIEDRAS	13 MAY 1902	DATE	
LOIZA	01 MAY 1900	DATE	
LUQUILLO	01 MAY 1900	DATE	
MAMEYES	01 MAY 1900	15 OCT 1912	M LUQUILLO
MANATI	01 MAY 1900	DATE	
MARICAO	01 MAY 1900	DATE	
MAUNABO	01 MAY 1900	DATE	
MAYAGUEZ	01 MAY 1900	DATE	WAS MILITARY NUMBERED STA. 3 - OPENED 23 AUG 1898
MERCEDITA	01 OCT 1936	DATE	NOTE 1
MOCA	01 MAY 1900	15 OCT 1900	M AGUADILLA
	15 MAR 1901	DATE	
MOROVIS	01 MAY 1900	DATE	
NAGUABO	01 MAY 1900	DATE	
NARANJITO	01 MAY 1900	14 JUL 1900	M COROZAL
	11 SEP 1900	DATE	
NUEVA CAJARRA	08 APR 1932	24 AUG 1933	RESCINDED
OROCOVIS	01 AUG 1928	DATE	WAS BARROS
PALMER	08 NOV 1913	30 JUN 1973	TO BR OF RIO GRANDE
PALO SECO	19 MAR 1904	15 JUL 1927	M JAYUYA
	30 SEP 1927	30 APR 1935	M SAN JUAN
	31 MAR 1944	25 OCT 1963	M CATANO
PATILLAS	01 MAY 1900	DATE	
PENUELAS	01 MAY 1900	DATE	
PIEDRAS	01 MAY 1900	22 MAY 1900	NO PAPERS
PONCE	01 MAY 1900	DATE	
PUERTO REAL	02 APR 1938	DATE	
PUNTA SANTIAGO	01 MAY 1900	28 FEB 1902	M HUMACAO
	31 MAR 1902	DATE	
QUEBRADILLAS	01 MAY 1900	DATE	
RINCON	01 MAY 1900	DATE	
RIO BLANCO	21 AUG 1903	08 APR 1904	RESCINDED
	07 DEC 1931	DATE	
RIO GRANDE	01 MAY 1900	DATE	
RIO PIEDRAS	01 MAY 1900	30 APR 1957	M SAN JUAN; WAS A MILITARY P.O.- OPENED 01 JAN 1899
ROOSEVELT	01 JUN 1946	30 APR 1961	M SAN JUAN
ROSARIO	31 OCT 1933	29 JUN 1935	M SAN GERMAN
	02 FEB 1937	30 JUN 1973	TO BR OF MAYAGUEZ
	1991 NZCD	DATE	WAS BR OF MAYAGUEZ
SABANA GRANDE	01 MAY 1900	DATE	
SABANA HOYOS	01 JUL 1949	DATE	
SABANA SECA	08 NOV 1934	DATE	
SAINT JUST	18 JAN 1943	30 JUN 1973	TO BR OF SAN JUAN
	1991 NZCD	DATE	WAS BR OF SAN JUAN
SALINAS	01 MAY 1900	14 FEB 1906	M CENTRAL AGUIRRE
	10 AUG 1906	DATE	
SAN ANTONIO	09 FEB 1922	DATE	
SAN FELIPE	08 NOV 1913	NRO	DECLINED

INDEPENDENT POST OFFICES OF PUERTO RICO

OFFICE	ESTABLISHED	DISCONTINUED	NOTES
SAN GERMAN	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 010JAN 1899
SAN JUAN	01 MAY 1900	DATE	WAS MILITARY NUMBERED STA. 4 - OPENED 23 AUG 1898
SAN LORENZO	01 MAY 1900	DATE	
SAN SEBASTIAN	01 MAY 1900	DATE	
SANTA ISABEL	01 MAY 1900	DATE	
SANTA RITA	24 MAR 1902	31 MAR 1903	M YAUCO
SUMMIT	12 AUG 1910	01 JUL 1911	RESCINDED
TALLABOA	01 MAY 1900	31 OCT 1900	M GUAYANILLA
TOA ALTA	01 MAY 1900	DATE	
TOA BAJA	01 MAY 1900	14 JUL 1900	M DORADO
	05 OCT 1900	DATE	
TRUJILLO ALTO	01 MAY 1900	30 JUN 1972	TO BR OF SAN JUAN
	1991 NZCD	DATE	
UCARES	13 JUN 1908	09 JUN 1909	RESCINDED
UTUADO	01 MAY 1900	DATE	WAS MILITARY NUMBERED STA. 6 - OPENED 09 SEP 1898
VEGA ALTA	01 MAY 1900	14 JUL 1900	M VEGA BAJA
	19 SEP 1900	DATE	
VEGA BAJA	01 MAY 1900	DATE	
VIEQUES	01 MAY 1900	DATE	WAS A MILITARY P.O.- OPENED 01 JAN 1899
VILLALBA	08 JAN 1915	DATE	
YABUCOA	01 MAY 1900	DATE	
YAUCO	01 MAY 1900	DATE	WAS MILITARY NUMBERED STA. 7 - OPENED 09 SEP 1898
YUQUIYU	01 FEB 1950	30 JUN 1972	TO BR OF LUQUILLO

NOTES:

1. THE RECORDS FOR MERCEDITA GIVE NO DATE FOR THE DAY PM ASSUMED CHARGE. THE COMMISSION WAS SIGNED ON 01 OCT 1936.

"2. THE NATIONAL ZIP CODE DIRECTORY (NZCD) HAS A PUBLISHING DEADLINE OF OCTOBER OF THE PREVIOUS YEAR. THEREFORE, THE "FIVE OFFICES ON THIS LIST WITH AN ESTABLISHMENT DATE OF EITHER 1991 NZCD OR 1993 NZCD COULD HAVE BEEN ESTABLISHED AS EARLY AS OCTOBER OF THE PREVIOUS YEAR OR AS LATE AS SEPTEMBER OF THE YEAR GIVEN. NO RECORDS OF PM APPOINTMENT ARE M841 & FOUND IN DRAWERS 45 & 46 AT NARA.

AUCTIONS WITH A DIFFERENCE



H.J.W. Daugherty

P.O. Box 1146LP
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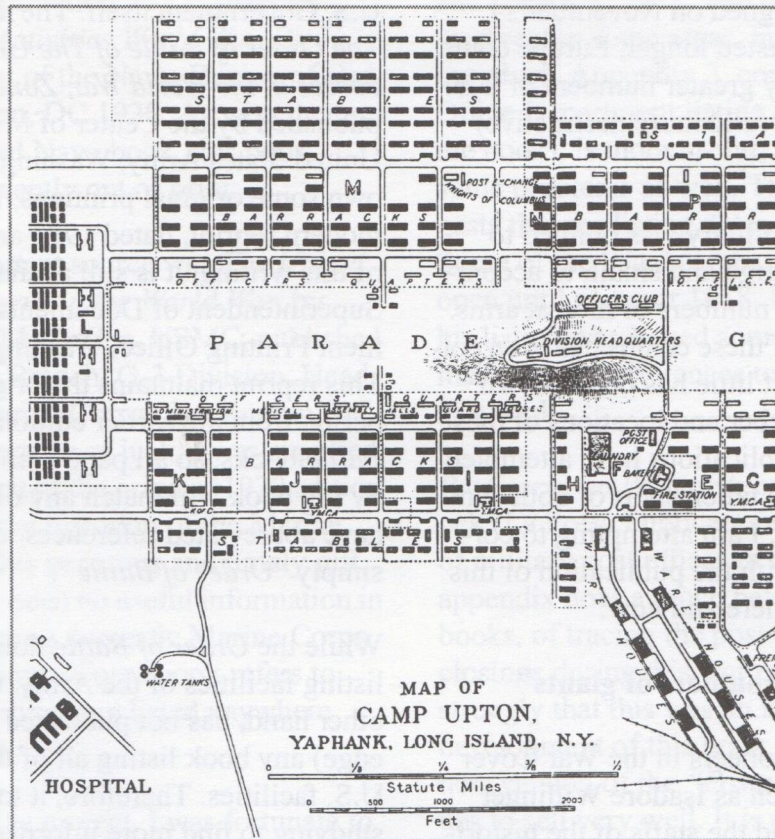
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World Postal History
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Domestic United States Military Facilities of the First World War (1917-1919)

New York State



Robert D. Swanson
P. O. Box 387
Bay City, MI 48707

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Introduction

This book is the result of several years of my studying the history of the United States' involvement in the first of the great destructive wars of the 20th Century. The U.S. arrived late, only mobilizing troops in 1917. The full weight of this nation's great industrial power was only beginning to be felt in Europe when the Armistice was signed on November 11, 1918. Had the war lasted longer, Europe could have been flooded by greater numbers of U.S. troops, and far more (and more destructive) materiel.

As it was, the U.S. military was obliged to open many camps, large and small, to accommodate the swelling numbers of men at arms. The postal history of these camps has been collected in the past, but little has been known about the actual number and locations of these facilities. Several publications have attempted to list them, but have fallen short of both completeness and clarity. I am attempting to correct that oversight with the publication of this book. Let it be said here and now:

"We stand on the shoulders of giants"

Without the many pioneers in the War Cover Club, individuals such as Isadore Willinger and Bill Helbock, and the staffs of the historical branches of the military, it would not be possible to write this book. I wish to especially thank Jim Felton, who has supplied both photocopies of covers, and kind words of encouragement.

Illustrations

Note that ALL illustrations in this book were computer-scanned, usually from original material. THEY ARE NOT DISPLAYED AT ANY PARTICULAR SCALE! Do not try to measure, match, confirm, etc. any real covers or cards against the illustrations! In some cases, the illustrations have been electronically

retouched, but I have tried to minimize this type of alteration as much as possible.

Sources

In the previous paragraphs, I noted that finding the actual camp names and locations is quite difficult. I have been assisted in this search by some very useful material published by the U.S. Government itself. The most important is: *The Order of Battle of The United States Land Forces in the World War, Zone of the Interior*, published by the Center of Military History, United States Army, Washington, DC. While I own some original printings, I have used a modern reprint, dated 1988 and, as of the time of this writing, it is still available from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. This reprint maintains the original page numbering from the earlier editions of the *Order of Battle* books, so all page numbers referenced by my book will match any older edition. I have abbreviated references to this book using simply "*Order of Battle*".

While the *Order of Battle* does a good job of listing facilities of the Army, the Navy, on the other hand, has not published (to my knowledge) any book listing all of their domestic U.S. facilities. Therefore, it took a bit more studying to find more information. One reference I used was: *Activities of the Bureau of Yards and Docks Navy Department, World War 1917-1918*, published by the Navy Department, Washington, DC, 1921. As with most original Navy source material for the war, this book appears to be out of print. It was necessary for me to infer many of the Navy facilities from listings in this book, since there is no comprehensive facility listing known to exist. To my knowledge, this book has not been reprinted.

Included in Navy material was a book of only limited help, *United States Navy and Marine*

Corps Bases, Domestic, Paolo E. Coletta, Editor, Greenwood Press, 1985, ISBN 0-313-23133-8. This book makes a few less-detailed references to the First World War, and primarily points its readers to such original source material as the Navy Yards and Docks book previously noted.

Finally, some information was available in *Navy Ordnance Activities World War 1917-1918*, Department of the Navy, Bureau of Ordnance, Washington, DC 1920. As with the previously-mentioned Navy book, this book appears to be currently out of print.

A critically important source was *The United States Marine Corps in the World War*, by Major Edwin N. McClellan, USMC, published by the Historical Branch, G-3 Division, Headquarters, U.S. Marine Corps, Washington, DC. Through a great stroke of luck, I was supplied with a 1968 reprint of the original 1920 edition by Benis Frank, the historian of the Marine Corps. Without this generous and timely gift, there would have been no useful information in this book concerning domestic Marine Corps facilities. The Marine Corps book refers to several Navy facilities not listed anywhere else.

Near the end of the project, I was fortunate to find a copy of: *Naval Aviation in World War I* by Adrian O. Van Wyen, Historian, Deputy Chief of Naval Operations (Air), and the Editors of *Naval Aviation News*. This book was published by the Chief of Naval Operations, Washington, DC, 1969. It is not clear whether this book is still in print. The GPO stock number is given as 008-046-00011-5, but I haven't tried to order a copy. This book was useful because it pointed out a few aviation sites not listed elsewhere, and gave exact dates for the opening of some facilities.

Non-governmental references include: *The Postal History of the AEF, 1917-1923*, com-

plied by the War Cover Club, Edited by Theo. Van Dam (ISBN 0-933580-03-7). This is a very important work, and is the natural **must use** for all collectors of First World War material. The first edition of this book (not the current edition) contains two appendices of particular use to me. Appendix 2 is based on a listing from the *War Cover Philatelist*, January and February, 1938. The dates and names are incorrect in some areas, but do provide a starting place. Appendix 3, compiled from a Post Office Department listing (also reproduced in the book), is more useful, but suffers from some problems as well. The introduction suggests that the listing dates from mid-1917. Some of the listed camps, however, did not open until summer 1918. It is more likely that his listing was issued sometime in mid-1918. I make several references to these appendices in this book.

Postmarks on Postcards by Richard W. Helbock (La Posta Publications), contains a listing of military post offices in its Appendix D. This appendix does a much better job than previous books, of tracing the post office openings and closings during this war era. I cannot state too strongly that this was an important tool in the development of this book. I understand that a new version of the "Postmarks" book continues to sell very well. It is an excellent handbook for any postal historian interested in U.S. material. Throughout this book, I will mention that *Postmarks on Postcards* indicates some particular date or P.O. branch. My heartfelt thanks to Bill Helbock for providing such a good source of information!

Key to the Facility Listings

Note, first of all, that the listings are by state. In the case of this first listing for New York, only one state is represented. More will appear over time. The state-order decision was not made lightly. The deciding factors were the

continued popularity of state collecting, combined with the regional nature of this type of postal history. I hope to add extensive indexes and cross-references to the final book, in order to assist the search for specific camps or camp types (such as airfields).

A Typical Listing from this Book

Brooklyn

City Park

Source Page: N58

Open: 7/5/17 Personnel: 2,500

This camp was established to handle the overflow from the already-crowded Navy Yard. It housed an Armed-guard camp, among other buildings. It is stated that all Navy Yard personnel messed here, with up to 7,000 being fed at a time.

The city name is underlined to assist the reader in locating the desired city within each state chapter. Each facility name associated with the city is printed in **boldface**. The lines following the facility name may contain additional useful information. Much of this information is taken from a computer database I have used to keep a master listing of camps.

An example of this information is the wording "Source Page:". This reference will send the reader to the original book and page I found for this listing.

The following is a key to the various Source Page references. They refer the reader to the sources previously described in greater detail.

Table 1: Page References

Page Reference	Long Reference
Page Number Only	<i>Army Order of Battle</i>
"N" Before Page Number	<i>Navy Activities of the Bureau of Yards and Docks</i>
"M" Before Page Number	<i>The United States Marine Corps in the World War</i>

More information about these sources can be found under the heading **Sources** in this introduction.

Following a possible source page reference, there may be a line of text containing keywords, such as "Open:", "Closed:", and/or "Personnel:". If the opening date of the facility (not necessarily the establishment of a post office branch) is known, the keyword and date will be included. Similarly, if the closing date and/or any information about the number of soldiers or sailors at this facility are known, they will be listed here. The total number of personnel are rarely available, but these counts do assist in determining the possible rarity of camp mail.

If not otherwise noted, facilities are assumed to be **Army**. Finally, I have attempted to supply additional explanatory material for each facility listed. It is hoped that this information will assist the collector in understanding more about this particular facility, or perhaps give them a "roadsign" leading towards further paths of study. Any postal history information available is also supplied. I have attempted to illustrate, wherever possible, examples of covers or cards from these facilities.

REQUEST TO COLLECTORS FOR MORE INFORMATION!

This book is far from complete (or correct). It is very, very difficult to write this book without first-hand knowledge of each state and county and its local postal history. For instance, most state postal history books do not list post office branches. Quite often, P.O. branches are the primary entities used to handle military camp mail. On the other hand, some excellent monographs on county postmarks, such as those of California published by the Western Cover Society, contain more markings than I have ever seen for these military facilities. Such good work is to be commended.

The National Archives microfilm listings of all P.O. branch openings and closings during the First World War era is said to be available, but I have been quoted a price in excess of \$700 just to procure a set of these reels. To then comb through all the actual branch openings and closings for the war period in these documents could require more time than that allotted to our normal life-span on this planet. Similarly, trying to procure a copy of the many

postal history publications listing all possible post offices in all possible counties in 48 possible states (and some territories) is also beyond my means. Unfortunately, these state books tend to cover the entire history of all these offices, while I am only interested in the period 1917-19.

In the text of this listing, you may often see the phrase "No postal history seen from this facility". This message does not indicate there is **none** to be found anywhere in the world. Frankly, new First World War material is being discovered every day. "Finds" of covers and cards regularly change our listings of EKV and LKV dates, and uncover previously unlisted camps. This is one reason why I want to publish this listing, in hopes of finding more material to help confirm information and assist in new discoveries.

Therefore, I am asking all military, state, and county collectors to help. I have received photocopies from many collectors in the last several years, and this information has been very useful. Any material supplied can aid this project, and will be warmly received.

New York State

New York was its most populous state, when the United States entered the war in 1917. New York was an important state for wartime facilities, due to its excellent transportation features, including the great New York Harbor and fine railway connections. Primarily due to the port, New York City was an important transfer point for both sending troops to Europe, and receiving the returnees. In addition, many important industries were located in New York State, and these industries were quickly harnessed for war work. Finally, the high concentration of port activity in the New York area also made it an important location for military hospitals.

This state alone represents about 10% of all the domestic U.S. First World War military facilities in my database.

Albany

Medical Mobilization Point at

Source Page: 710

This city is listed by the *Order of Battle* as the mobilization point for Base Hospital #33, organized in that area. In most cases, these Base Hospitals were made up of people who had volunteered from the same geographic area before the war, so they could serve as a cohesive unit.

No postal history reported from this facility.

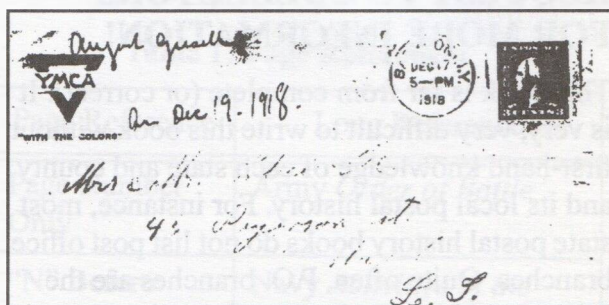
Babylon

Damm Field, Henry J.

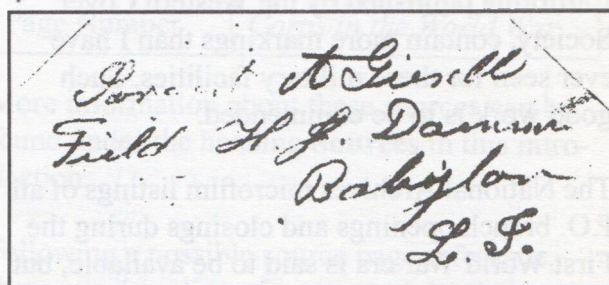
Source Page: 722

Open: 7/1/18

This airfield was used for advanced flying instruction. I have a cover (illustrated) bearing the Doremus machine cancellation of Babylon



Front of a Cover Sent from
Damm Field, Babylon, NY



Back of the Cover from Damm Field, Babylon,
NY

Bay Shore

Naval Air Patrol Station

Source Page: N396

Open: 5/4/17

As described in *Naval Aviation in World War I*, this facility was first a New York Naval Militia station. Early in the war, it was taken over by Navy and used as a training station.

No postal history reported from this facility.

Beacon

Beekman Military

The Postal History of the AEF, Appendix 2, lists a Beekman Branch of Beacon, NY. The only dates recorded for this branch are in 1916. Only one example of a duplex handstamp has been seen, again from the summer of 1916, when the National Guards of several states were mustered to join Pershing's army on the Border. Based on the known information, it must be guessed that this was a New York National Guard camp, and played no part in the First World War.

Bensonhurst

Naval Training Station

Source Page: N55

Personnel: 1,200

This facility, located on Long Island, was officially called Base Six.

No postal history reported from this facility.

Blauvelt

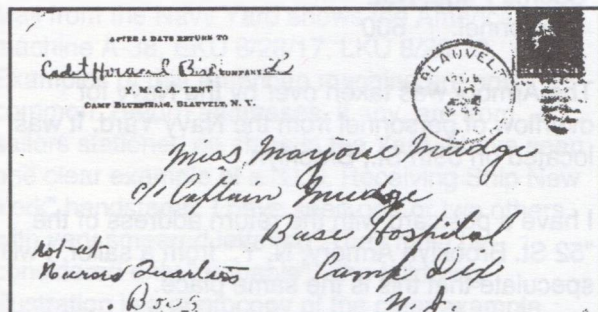
Bluefields, Camp

This camp was only known to me through the existence of two covers showing return addresses of the camp. Private correspondence from a historian at the U.S. Military Academy at West Point indicates that this facility was a National Guard target range, later converted to a POW camp. The post was deactivated shortly after the war.

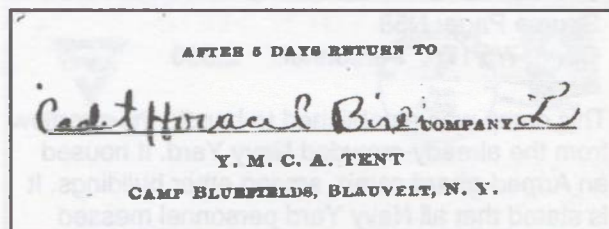
The cover illustrated here, lists the sender's rank as "Cadet". The term "Cadet" could be used to address a man attending the U.S. Military Academy (West Point), an ROTC candidate, or else a pilot in training. Note also that the cover is addressed to a young woman at Camp Dix. It is possible that the soldier who wrote this letter had been previously stationed at Dix.

Attempts to connect this camp with the U.S. Military Academy at West Point have so far proved fruitless.

The illustrated cover is cancelled "JUL 18" with no year slug. The three-cent franking points to the war period. This camp still remains a mystery.



Cover from Camp Bluefields, Blauvelt, NY



Detail of return address from Camp Bluefields envelope

Brooklyn

The primary organization located in Brooklyn was the New York Navy Yard. This extensive facility had many sub-sections and locations, and its postal history could easily be a study in itself.

See also South Brooklyn.

I have a photocopy of a military cover with the duplex handstamp of the "Armed Guard P.O." of Brooklyn. Neither the origin of this branch nor the armed service that used it is known.



Duplex Handstamp from Unknown Facility

Bay Ridge Barracks

This location is mentioned in *United States Navy and Marine Corps Bases, Domestic* as an overflow facility for the New York (Brooklyn) Navy Yard. I have seen one cover with this return address. No other references have been found to this location.

Bush Terminal

Supply Depot

Source Page: 768

Closed: 4/1/19

No postal history reported from this facility.

City Park

Source Page: N58

Open: 7/5/17 Personnel: 2,500

This camp was established to handle the overflow from the already-crowded Navy Yard. It housed an Armed-guard camp, among other buildings. It is stated that all Navy Yard personnel messed here, with up to 7,000 being fed at a time.

No postal history has been reported from this facility, but it is possible that mail from sailors in this camp was cancelled with the Brooklyn, New York, Navy Yard Station, American flag A-38 machine.

See also Brooklyn, Naval YMCA.

General Depot, Purchase and Storage Service

Source Page: 772

This depot was located at Bush Terminal (which see).

No postal history reported from this facility.

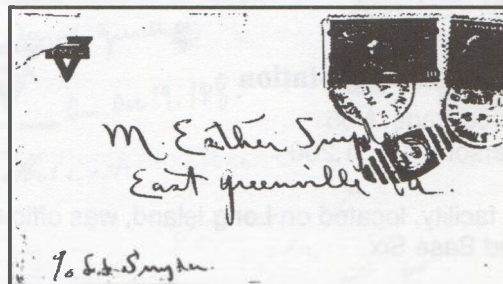
Hamilton, Fort

Source Page: 731

This fort was the Headquarters of Coast Defenses of Southern New York.

The Postal History of the AEF, Appendix 3 lists Fort Hamilton Station of Brooklyn.

I have a cover with the Brooklyn, New York, Fort Hamilton Station Duplex (2) hand cancel, dated July 1, 1918 (illustrated). I also have a letter with the return address of Fort Hamilton, but bearing the stationery and cancellation of New York City. Another Fort Hamilton item (illustrated) shows the International machine of Brooklyn, New York, Times Plaza Station, April 24, 1918, with the return address of Fort Hamilton.



Special Delivery letter bearing the duplex handstamp of the Fort Hamilton Station of Brooklyn, New York



Return address from postcard sent by a soldier stationed at Fort Hamilton

Naval Hospital

Source Pages: M19 and N98

Personnel: 750

The United States Marine Corps in the World War mentions that there was a Marine detachment located here. The hospital is also listed in the Navy material. No other information is available.

No postal history reported from this facility.

Naval Kite Balloon Facility

Source Page: N404

Located on Marginal Parkway.

No postal history reported from this facility.

Naval Militia Armory

Source Page: N52

Personnel: 600

The Armory was taken over by the Navy for overflow of personnel from the Navy Yard. It was located on 59th St., Brooklyn.

I have a postcard with the return address of the "52 St. Brooklyn Armory, N. Y." from a sailor. I will speculate that this is the same place.

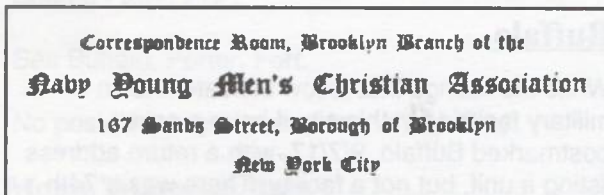
Naval YMCA

Source Page: N55

Personnel: 500

Yet another overflow from the Navy Yard, this facility was located near the Navy Yard, Brooklyn, as the following illustration indicates.

The illustration is of the free stationery enclosed in a cover with the corner card of the Navy YMCA, cancelled by an International machine of Brooklyn, New York, dated 12/4/1918. The enclosed letter, however, notes that the sailor was berthed at City Park Barracks (which see). While staying at the YMCA, he says "the rooms are nice and only 25 cents a night". The return address of the YMCA shows that it was located on Sands Street, probably more "famous" for its many sailor bars, than the YMCA.

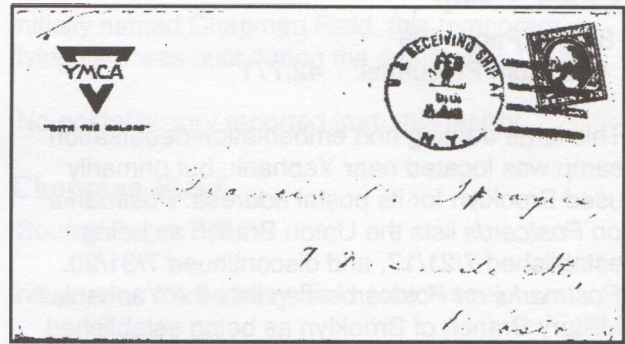


Letterhead from free stationery of Brooklyn Navy YMCA

Navy Yard

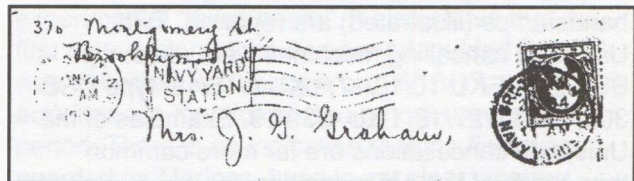
The Postal History of the AEF, Appendix 2, lists the Brooklyn Navy Yard, while other references give it officially as the New York Navy Yard. This facility had a real receiving "ship": the *C.W. Morse*, an old Hudson River night boat. Other "Receiving Ships" were often land-based barracks or offices. The *AEF* book lists the Navy Yard Station of Brooklyn, New York, but no operating dates are given. The Yard employed 18,000 workers as of November, 1918.

Mail from the Navy Yard shows the American flag machine A-38, ECU 8/28/17, LKU 8/23/20. Examples of this American machine are not common. Return addresses, if any, are from sailors stationed on ships in the Yard. I have seen one clear example of a "U.S. Receiving Ship New York" handstamp. I have seen one or two others with very smeared lettering. They must be considered only "probable". The following illustration is a photocopy of the clear example.



Cover with Handstamp of U.S. Receiving Ship at N. Y.

I have also seen a cover with both the American flag machine and handstamp marking of Brooklyn, NY, Navy Yard. The following illustration is of a photocopy of this cover.



Handstamp and American Flag Cancellations of Brooklyn, NY, Navy Yard Station

Radio School, Brooklyn Polytechnic Institute

Source Page: 479

No postal history reported from this facility.

Receiving Ship, Bay Ridge

Source Page: N61

Personnel: 5,000

Built along Bay Ridge Boulevard.

No postal history reported from this facility.

Second Naval Militia Training Field

The Postal History of the AEF, Appendix 3, lists this facility. It must be assumed that this was a training facility for the New York Naval Militia. No other information is available.

No postal history reported from this facility.

Upton, Camp

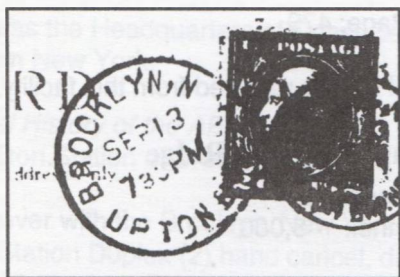
Source Page: 796

Maximum Personnel: 42,771

This large training and embarkation/debarkation camp was located near Yaphank, but primarily used Brooklyn for its postal address. *Postmarks on Postcards* lists the Upton Branch as being established 7/21/17, and discontinued 7/31/20. *Postmarks on Postcards* also lists the Yaphank Military Branch of Brooklyn as being established 7/18/17, but rescinded, and redesignated Upton Branch. Needless to say, no postal history has been seen from Yaphank Military Branch.

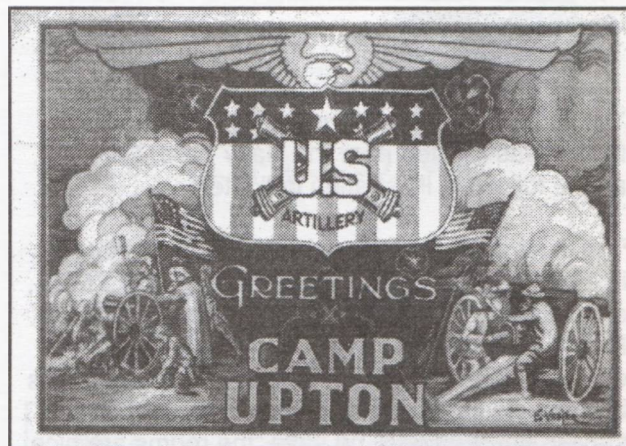
This was a large camp with much postal history. It used an American flag machine, A-38, ECU 9/19/17, LKU 10/20/17. Flag covers are rare, only nine being reported. Numerous duplex handstamps (illustrated) are reported. Two Universal cancelling machines were used: type BSB-200, ECU 10/18/17, LKU 6/16/18; type DSB-300, ECU 6/27/18, LKU 4/30/19. Examples of the Universal cancellations are far more common than those of the American flag.

It should be noted that the Upton Branch machine has been seen on mail returned undelivered from the AEF.



Example of duplex handstamp of Upton Branch, dated 9/13/18.

In the area of "collateral", a particular artist produced some very fine illustrated postcards specifically for Camp Upton. The following illustration shows one of these postcards.



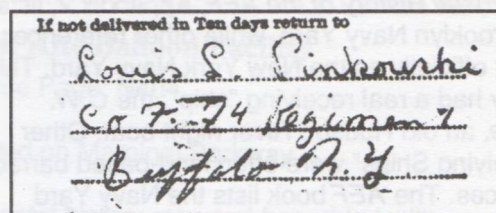
Artist-designed postcard for Camp Upton

Yaphank Military Branch

See Brooklyn, Upton, Camp

Buffalo

While the listings that follow indicate known military facilities in this city, I have a cover postmarked Buffalo, 9/7/17, with a return address listing a unit, but not a facility. There was a 74th Regiment of the New York National Guard that was federalized, but the *Order of Battle* does not indicate any of these units in the Buffalo area. The origin of this cover remains a mystery.



Return address from Buffalo cover, facility unknown

Aviation General Supply Depot and Acceptance Park

Source Page: 717

This Final Testing Field and Aviation Depot was located on Elmwood, Bamsdell, and Hinman Ave's, Kenmore.

No postal history reported from this facility.

Bureau of Aircraft Production District Office

Source Page: 717

Located at 2050 Elmwood Ave.

No postal history reported from this facility.

Gas Plant

Source Page: 165

This was the National Analine & Chem. Co. plant. The *Order of Battle* mentions this facility only as a military construction site.

No postal history reported from this facility.

General Hospital #4

Source Page: 717

See Buffalo, Porter, Fort.

No postal history reported from this facility.

Motor Transport Base

Source Page: 717

This facility was established in 1918 in connection with motor convoy and freight service. The Army, rather than exclusively using the railroads for delivery of trucks, convoyed them to the eastern ports. This may have been a stopping point for such convoys.

No postal history reported from this facility.

Porter, Fort

Source Page: 717

Open: 10/26/17

This was the location of General Hospital #4, a facility that primarily treated mental cases.

I have seen a postcard with the return address of "Camp Porter".

Commack**Brindley Field**

Source Page: 716

Open: 6/1/18

Initially named Chapman Field, this temporary flying field was built during the summer of 1918

No postal history reported from this facility.

Chapman Field

Source Page: 716

Initial name for Brindley Field (which see).

No postal history reported from this facility.

Copiague**Sperry Flying Field**

Naval Aviation in World War I describes this field as the location used to build and test an experimental "flying bomb". It also states that the first test version of the unmanned, guided "bomb" was delivered to Copiague on 11/10/17, and activities are mentioned throughout the war period. There is an indication that the field was guarded by Marines, but it is not clear whether any Navy personnel were located here.

No postal history reported from this facility.

Dansville**General Hospital #13**

Source Page: 722

Closed: 4/21/19

This hospital was operated primarily for the treatment of psychoneurosis.

No postal history reported from this facility.

East View**General Hospital #38**

Source Page: 727

Closed: 9/1/19

Leased from Westchester County Almshouse and Penitentiary.

No postal history reported from this facility.

Ellis Island

For Army references, see New York City, Debarkation Hospital #1

For Navy references, see New York City, Ellis Island.

Far Rockaway

Tilden, Fort

Source Page: 794

This was a station of the Coast Defenses of Southern New York. *Postmarks on Postcards* lists the Fort Tilden Branch of Far Rockaway as being established 10/1/17 and discontinued 9/30/20. *Postmarks on Postcards* also lists a Military Branch of Far Rockaway, established 6/1/17 and discontinued 9/30/17.

No postal history reported from this facility.

Fishers Island

Wright, Fort H. G.

This facility was located in New York state, on Fishers Island. All mail, however, was processed through New London, CT (which see).

Flushing

Totten, Fort

Source Page: 795

This was the Headquarters and Station of the Coast Defenses of Eastern New York. *Postmarks on Postcards* lists Fort Totten Station of Flushing as established 10/1/18 and discontinued after 1920. The Army *Order of Battle* lists Whitestone as the nearest town.

I have a postcard with a duplex hand cancel showing the lettering "FORT TOTTE" (4/29/18) illustrated here. I have seen other examples of this duplex, dated May through June, 1918. I have seen a duplex cancellation with the wording "Flushing, N.Y., Ft. Totten Sta.", dated 12/10/18.



Duplex hand cancellation of Fort Totten, New York.

Fox Hills

See Staten Island.

Garden City

This town, located on Long Island, may have been used for mail handling for some aviation fields in this area. However, Hempstead (which see) has also shown up in facility listings. Both may have been used as mailing locations.

For instance, I have a postcard from an Aero Squadron located at Aviation Field #2, listing Garden City as the return address. This field was later named as Mitchel Field (which see).

Also, the Army *Order of Battle* indicates that Camp Mills was near Garden City, but mail was apparently handled at Hempstead (which see).

Aviation General Supply Depot and Concentration Camp

Source Page: 729

Consolidated with Mitchel Field, 4/5/19

No postal history reported from this facility.

Governors Island

There were a number of facilities on this island in New York harbor. It is listed here, rather than for New York City, since the listings can get rather confused if left under the New York City heading. The principal facility here was Fort Jay.

Postmarks on Postcards lists a Governors Island Branch of the New York P.O., established 11/28/17 and discontinued post-1920. However, no postal history has been seen with this marking.

Expeditionary Depot

Quartermaster Depot
Source Page: 730

No postal history reported from this facility.

HQ Eastern Department

Source Page: 730

Army Headquarters.

No postal history reported from this facility.

Jay, Fort

Source Page: 730

The *Order of Battle* states that the primary activity at this fort was the Army Music Training School. See also: U.S. Disciplinary Barracks.

No postal history reported from this facility.

New York Arsenal

Source Pages: 337 and 731
Personnel: 16

Also called the New York General Supply Ordnance Depot.

No postal history reported from this facility.

U.S. Disciplinary Barracks

Source Page: 730
Personnel: 100

This military prison was part of Fort Jay.

No postal history reported from this facility.

Green Haven**Whitman, Camp**

The Postal History of the AEF, Appendix 3, lists this facility, but it clearly was a New York National Guard camp. For a brief period, this camp apparently used the Poughkeepsie, New York, Military Branch, American flag cancellation, type A-38. Only one example has been reported of this cancellation (7/19/17).

This camp was used to muster the New York

National Guard for Federal service, but the Guard was sent to Camp Wadsworth, SC for actual organization and training.

Hastings-on-Hudson**Gas Plant**

Source Page: 165

The *Order of Battle* mentions this facility only in regards to military construction.

No postal history reported from this facility.

Hempstead

See also: Garden City. While these facilities may have been located nearer to Garden City (per the *Army Order of Battle*), it appears that mail was handled through the Hempstead P.O. These two towns are less than five miles apart.

Aviation

Postmarks on Postcards lists an Aviation Branch of Hempstead, established 8/16/17 and discontinued 10/31/19. It is not clear which of the many airfields or facilities were served by this branch. See also Signal Branch.

No postal history reported from this facility.

Base Hospital

Postmarks on Postcards lists a Base Hospital Branch of Hempstead, established 11/6/18 and discontinued 9/18/19. This may have been the Embarkation Hospital mentioned under Camp Mills, but further information is not available, nor has any postal history been seen with this branch marking.

Hazelhurst Field

Source Page: 733
Open: 1/6/16 Closed: 10/1/19

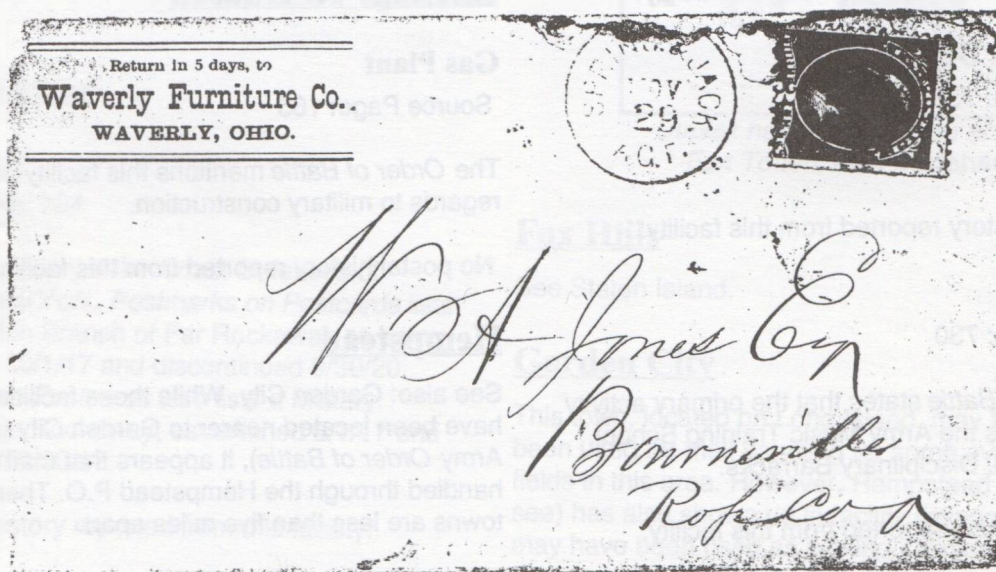
This flying field was also a reception center and concentration camp for Air Service personnel.

No postal history reported from this facility.

To Be Continued

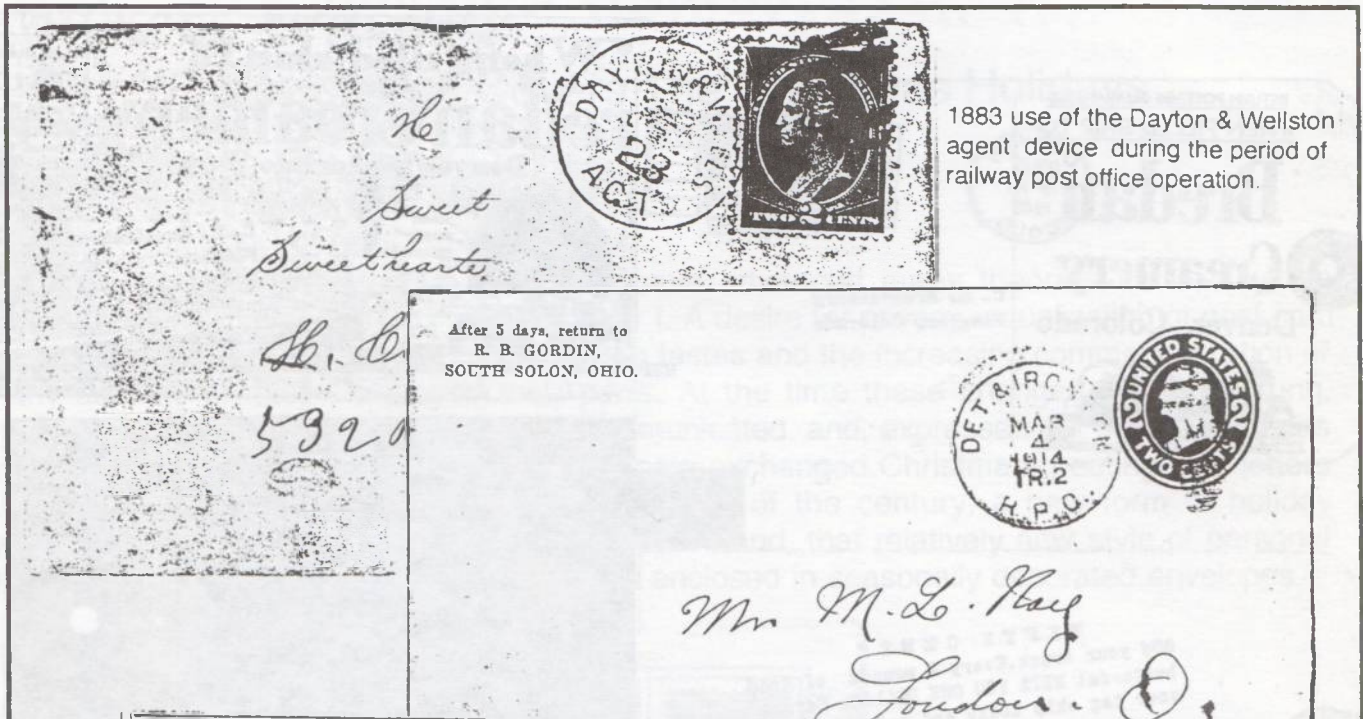
A Most Peculiar Railroad

By Robert G. Munshower Jr.



Blue 1879 Springfield to Jackson, Ohio Agent marking to Brownsville, Ohio.

If there was ever a railroad that shouldn't have been built, and, If the late Charles L. Towle ex-president of both the Detroit, Toledo & Ironton Railroad, and the Mobile Post Office Society had had his way, would not have been, it would have been the Springfield, Jackson & Pomeroy Railroad. Chartered in December, 1874 the Springfield, Jackson & Pomeroy was a narrow guage railroad that ran from Springfield to Jackson, Ohio. Poor planning and even worse construction practices prevented the road from connecting the aforementioned terminals, despite their being only 108 miles apart, until July, 1878. Within a year, the line had forced itself into bankruptcy and was forced to face the fact that standard guaging of the road was its only salvation. It was Charlie Towle's opinion that abandonment of the Springfield - Wellston trackage prior to his assuming the stewardship of the D.T. & I would have been its "ultimate salvation". The job of changing the road to standard guage fell to the heir apparent, the newly chartered (November, 1879) Springfield Southern Railway, and, as was to be expected, the work of standard guaging the line proceeded with as much incompetence and poor planning, as did the original construction. As standard guaging progressed, narrow guage trains met standard guage trains at whatever point the railhead happened to be, thus forcing passengers to change trains at several points since conversion and construction was occurring at several points on the line. When the November 29, 1879 Springfield & Jackson agent cancel was applied to the cover shown above, standard guaging had only been completed as far as Jeffersonville, Ohio twenty-five miles from Springfield. A cover from another, parallel and adjacent narrow guage line, the Dayton & Southeastern Railroad (Dayton to Wellston, Ohio) is also shown, this one bearing the mark of the Dayton & Wellston route agent.



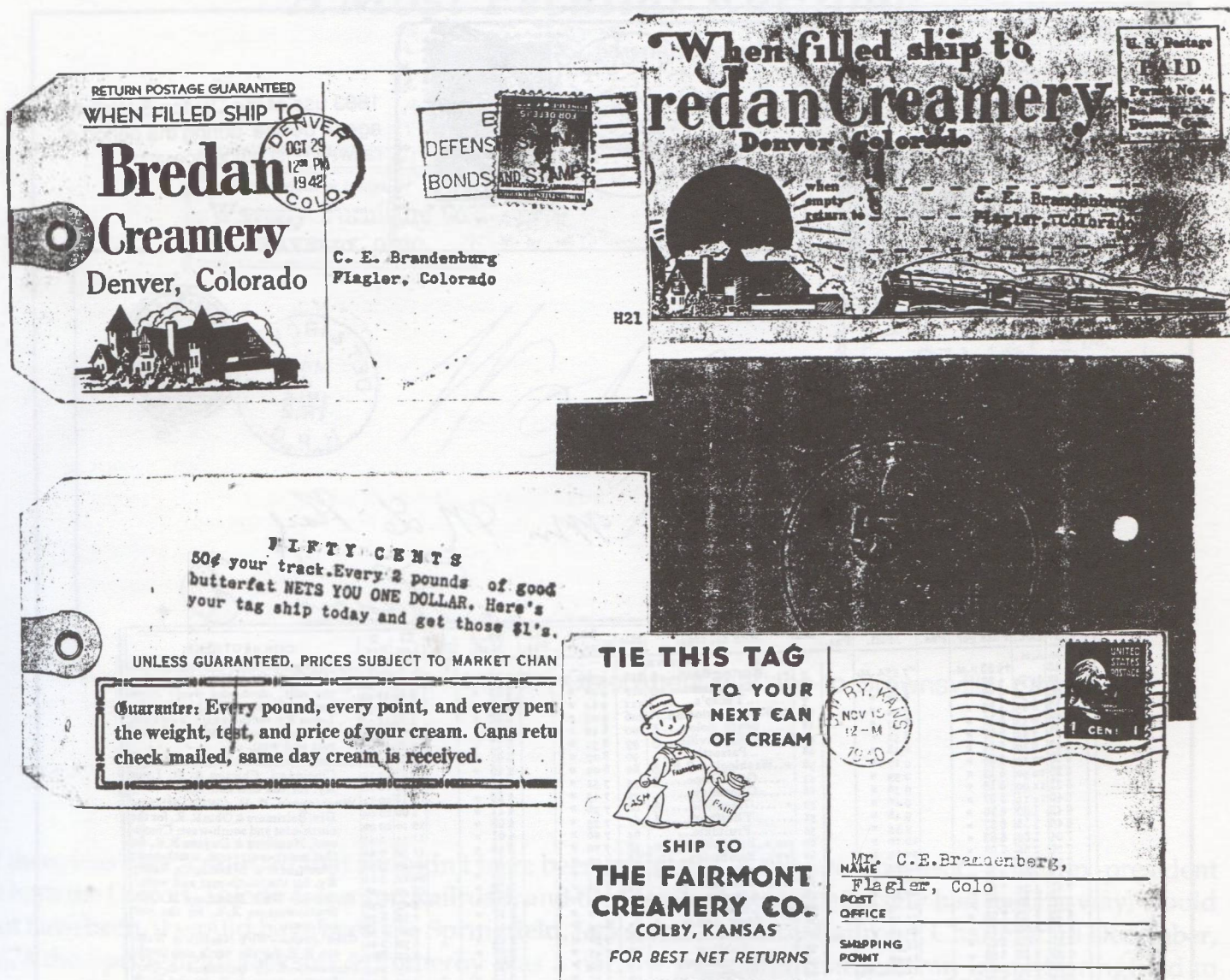
1883 use of the Dayton & Wellston agent device during the period of railway post office operation.

8	22	No. 4	18	No. 2	16	May 14, 1893.		No. 1	17	No. 3	19	23	5	CONNECTIONS.	
Pas.	Loc.	Pas.	ger.	Pas.	Mail.	Pas.	Ms	Pas.	ger.	Pas.	Mail.	Pas.	Loc.	Pas.	
P. M. A. M.															
14 45		+130 P. M.		*7 55 A. M.		0	LEAVE								Springfield.—With Cleveland, Cin-
4 48	7 53	4 33	"	7 58	"	1	Springfield...	12 18	9 30 A. M.		6 05 P. M.				cinnati, Chicago & St. Louis Ry. for
5 02	5 58	4 47	"	8 12	"	7	East Street...	12 17	9 28 "		6 02 "				the east, north and west; Pitts-
5 13	5 59	4 58	"	8 24	"	13	Thorp's...	12 11	9 14 "		5 51 "				burgh, Cincinnati, Chicago & St.
5 25	6 55	5 11	"	8 37	"	18	South Charleston...	12 06	9 03 "		5 38 "				Louis Ry. for the west; New York,
5 41	7 55	6 27	"	8 51	"	25	South Solon...	12 00	8 49 "		5 25 "				Pennsylvania & Ohio R.R. for the
6 08	8 10	6 34	"	9 04	"	28	Jeffersonville...	11 53	8 34 "		5 11 "				east and west.
6 25	9 15	6 55	"	9 17	"	36	Parrott's...	11 46	8 27 "		5 04 "				South Charleston.—With Pittsburgh,
6 31	10 50	6 12	"	9 30	"	43	Washington C. H....	11 39	8 20 "		4 45 "				Cincinnati, Chicago & St. Louis
6 42	11 00	6 18	"	9 38	"	46	Good Hope...	11 32	7 51 "		4 26 "				Ry. for the east and west.
6 49	12 14	6 27	"	9 46	"	51	Ghormleys...	11 25	7 45 "		4 20 "				Washington C. H.—With Midland
7 04	1 02	6 30	"	9 48	"	50	Greenfield...	11 18	7 36 "		4 11 "				Div. Baltimore & Ohio R.R. for the
7 09	1 16	6 37	"	9 55	"	54	Thrifton...	11 11	7 23 "		4 08 "				north-east and south-west; Cincin-
7 24	1 50	6 53	"	10 10	"	61	Fruitdale...	11 04	7 16 "		4 01 "				nati, Hamilton & Dayton R.R. for
7 29	2 55	7 08	"	10 15	"	67	art. Bainbridge...	10 57	7 05 "		3 55 "				the north-west and south-east;
7 40	3 33	7 20	"	10 27	"	74	ive Bainbridge...	10 50	7 05 "		3 45 "				Cincinnati & Muskingum Valley
7 41	4 22	7 41	"	10 48	"	78	Storm's...	10 43	6 53 "		3 33 "				Ry. for the north-east and west.
7 51	4 38	7 51	"	11 08	"	84	Summit...	10 36	6 42 "		3 22 "				Thrifton.—With Baltimore & Ohio
8 06	5 05	8 06	"	11 13	"	85	Denver...	10 29	6 32 "		3 02 "				South-western R.R. for the east
8 08	5 30	8 08	"	11 15	"	84	Waverly...	10 22	6 24 "		2 47 "				and west.
8 21	5 50	8 21	"	11 28	"	91	Glen Jean...	10 15	6 07 "		2 44 "				Glen Jean.—With Norfolk & West-
8 27	6 02	8 27	"	11 34	"	93	Given's...	10 08	6 04 "		2 31 "				ern R.R. for the north and south.
8 33	6 18	8 33	"	11 40	"	96	Robbins...	10 01	5 55 "		2 25 "				Jackson.—With Baltimore & Ohio
8 39	6 27	8 39	"	11 46	"	99	Beavertown...	9 54	5 45 "		2 19 "				South-western R.R. for the north
9 02	7 15	9 02 P. M.	F. M.	12 00	A. M.	100	Whitman's...	9 47	5 33 "		2 13 "				and south.
9 02	F. M.	+130	F. M.	12 00	A. M.	108	art. Jackson...	9 40	5 10 A. M.	A. M.	1 50	P. M.	7 50	7 40	Wellston.—With Baltimore & Ohio
9 02		3 53		6 00		101	ive Jackson...	9 33	5 45		1 50		4 55	7 40	South-western R.R. for the north
9 29		4 02		6 31		102	Coalton...	9 26	5 40		1 40		4 45	7 30	and south; Cincinnati, Hamilton
9 29		4 15		6 45		109	Glen Roy...	9 19	5 34		1 31		4 36	7 15	& Dayton R.R. for the north and
							Wellston...	9 12	5 20		1 20		4 30	7 00	south.
F. M. A. M.															

Trains marked * run daily; + daily, except Sunday; § Sundays only. † Meals. + Coupon stations. § Telegraph stations. — On Sundays train No. 19 will run 5 hours and 30 minutes late.

STANDARD—Central time.

The "Cream" of Rural Direct Mail



Capturing the independent-minded and, often elusive, "rural" or farm market was a constant challenge to agriculture manufacturers, merchandisers, and providers. Prior to the advent (onslaught?) of mass media advertising, radio, catalogues, newspapers and journals as well as direct mail advertising, were the preferred means to both get the word out, and the farmer to buy. A particularly innovative means of direct mail advertising can be seen in the 1930's and 40's creamery shipping tags seen above and used to entice farmers to ship whole milk and butterfat to the creameries. Not only did the post cards carry advertising, but at the same time, they acted as convenient tags to be tied to the cans, and, as seen on the backs of the cards, gave the spot price the creamery was paying at the time. For historians, these post cards show the effect wartime shortages were beginning to have on prices. The card from 1940 shows butterfat at 33 cents a pound, by 1942, it had risen to 50 cents a pound. One must believe that this method of direct mail advertising also had the effect of keeping the creameries and dairies competitive due to the fact that the price quoted on the back of the card could be compared with current prices on the backs of similar cards sent by other dairies. Incidentally, the wires used to attach the post cards to the cans were sent attached to the handles of empty milk cans as it was illegal to ship exposed or unpackaged wires through the mails.

Farm Journal Covers The Christmas Holidays

by Robert Munshower

Postal, as well as social historians have advanced many theories as to why the postcard fell from favor just prior to World War I. A desire for privacy, equalization of post card and first-class letter rates, as well as changing tastes and the increasing commercialization of many aspects of daily life played their parts. At the time these changes were occurring, another aspect of how we, as Americans communicated, and, expressed our sentiments, was also undergoing change. For many years people exchanged Christmas greetings via letters and post cards. At some point just after the turn of the century, a new form of holiday greetings was becoming more and more common, and, that relatively new style of personal greeting was in the shape of Christmas cards enclosed in seasonally decorated envelopes.



Christmas envelopes, commercially printed and sold, perhaps by *Farm Journal*.

Although the Christmas card had been invented in England a half-century before, it took American mass merchandising and advertising to help make the Christmas card the enduring (some say onerous) tradition it is today. One of the forces that helped to drive, if not in part, create this phenomenon was *Farm Journal* magazine. At some point, probably about 1902 or so, the publishers of *Farm Journal* began sending subscription renewal forms out to subscribers in highly decorated envelopes that bore obvious seasonal themes. Santa Claus, holly, mistletoe, and ribbons were some of the themes that were used on these

envelopes. Brightly colored in, you guessed it, red and green, the subscriber could not but help to notice what had arrived in the day's mail.

The success of this type of mailing began to be noticed and ultimately, spread elsewhere. About 1908 or so commercial Christmas envelopes with stationary that bore a

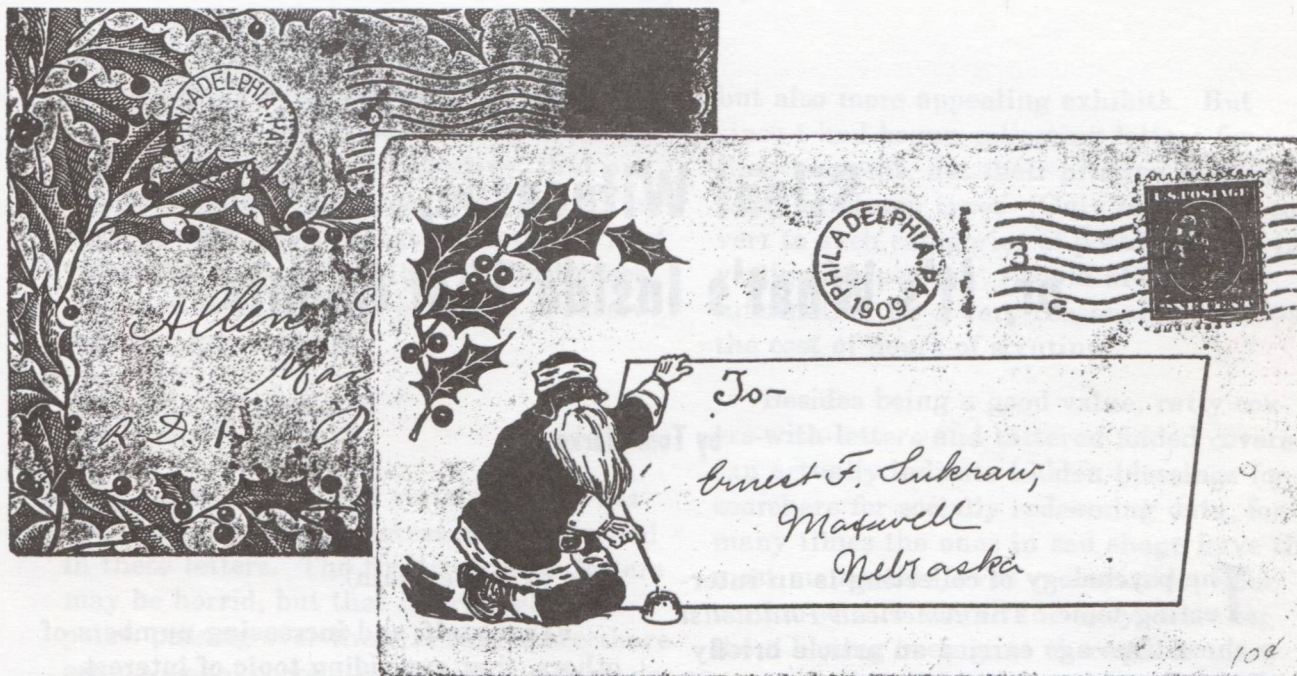


Subscription renewal envelopes sent by Farm Journal, 1908 and 1909.



1910 gift subscription card and envelope sent courtesy of the Farm Journal.

holiday motif that matched that seen on the envelope began to appear in the mails. Christmas cards in commercial quantities and easily available at reasonable prices began to



Christmas renewal notices, 1911 and 1912 sent via unsealed circular rate to Montana.

\$1 FOR TWO

WILMER ATKINSON, Philadelphia:
Enclosed is \$1 (special rate) for which send FARM JOURNAL three years to these TWO names. I have sent the Christmas card to

Name..... R. F. D.

P. O. State

Send another card to

Second Name..... R. F. D.

P. O. State

and sign MY NAME, which is.....

(WRITE VERY PLAINLY WITH INK. Send Dollar Bill at my risk.)

DO NOT use this blank for only ONE subscription; use the coin carrier.

1911 Christmas renewal form and return envelope

be seen about 1913 to 1915. By the 1920's Christmas cards were commonplace although the decorative holiday oriented envelope was in decline. Although consumers had abandoned the ornate holiday envelopes of the gilded age, merchandisers, producers, manufacturers, and advertisers began to employ them more and more. Perhaps the decline in use mentioned earlier was the earliest manifestation of our supposed outrage over "The commercialization" of Christmas? True to the spirit of "Scrooge" our editor, Bill Helbock would not permit this article to be printed in color to best show the spectacular nature of these covers.

Silent Witnesses, or, It's What's Inside That Counts

by Tom Clarke

The psychology of collecting is an interesting topic. The *American Philatelist* a short time ago carried an article briefly discussing this mini-mania that we have, that, in effect, we all gratefully accept as our burden in life.

The gist of the article was that we are all similarly compelled, because of our particular brain setup, to feel the need to complete our collections just as other addictive personalities feel their needs, yes, like alcoholism and even like those people named Mrs. Macbeth who must forever wash their hands! But do not infer that you or I are also destined to drink more than we should, much less contemplate extinguishing our better halves.

A mild-mannered, creative need

To meet this much more mild-mannered, intellectually-oriented need requirement, we spend exorbitant intervals searching for, say, one of every cancel type, or planning exhibits of complete platings of Scott #11, or even perusing cover boxes till we amass every copy of whatever it is we take a fancy to, etc, etc.

Mostly the topics of our time-well-spent derive from combining interests and our occupations (though sometimes we choose just the opposite topics for reasons that probably only the white-jacketed men with

nets could explain).

For myself, and increasing numbers of others, that overriding topic of interest, paralleling postal history very nicely, is letter contents. These eyewitness testimonials to life-as-it-was seem to provide a satisfying life need by providing clues to the attitudes, values, behaviors, and simplicity of older times that we probably wish were still about in the land. Perhaps candidate Bob Dole could have found --probably still can-- an outlet for his abiding interest in those congenial times past by indulging in this side of our hobby too?

Overall, our minds-eye finds great satisfaction and gets a little giddy when peering through these small windows to the past. Our imaginings become clarified and we achieve insight into a more settled (if less sanitary and knowledgable) time, and appreciate in subconscious ways the people who helped bring us to this day.

People back then wrote to maintain simple connection. Today we are suffocating with fast-change culture, things that go beep day and night as well as other vocal and visual electronicals of all types, plus magazines for every taste and the lack thereof. Our population has quadrupled in the past 150-200 years and that puts bodies, with attendant mouths and ears, closer together than many people prefer. Life today seems more alienation than affiliation.

In today's jaded era of data overload, it's refreshing to see, particularly from my high school teacher's perspective, that our ancestors of 150 years ago were so enthusiastic to earn about things via letters. And remember that, before 1855 in most cases, they had to pay for the privilege of receiving that information!

What do we find?

Nothing of profound sociological or historical import is necessarily contained in these letters. The fronts of these letters may be horrid, but that is precisely the point: passing over them is easy since there are no visual carrots to attract a collector's attention. More the allure. And once in a while we stumble across one or two previously lost details that social or local historians are pleased to rediscover.

I decided to review several handfuls of "interesting" postal history items that I have been putting aside over the years. I didn't acquire these with the same systematic compulsion I would later do with Philadelphia items. It was more of a desire to recognize, salvage, and preserve these little kernels of history that, for all their forerlorn look mixed among every sort of envelope type, needed rescue. This review led to the present article, with others to follow.

I had begun to summarize the letters' contents over the years into brief phrases placed onto an archival slip of paper which was slid with the item into non-plasticized polys. Now, using my trusty computer, I have listed and quickly sorted them according to reasonably inclusive categories. Many letters I had forgotten, and others by the dozens remain un-described and will require hours of perusal before they can join the lists.

Many of my items are in "ratty" condition, the bane of dealers and most collectors too since condition means higher price

but also more appealing exhibits. But since I had begun collecting letters for their contents, not their pristine markings, rates, or stamp types (Only later did I convert to such categories of postal history investigation per se), I could always find information for a very reasonable price --at the cost of hours of scrutiny.

Besides being a good value, ratty covers-with-letters and tattered folded covers can actually indicate hidden blessings for searchers for socially redeeming data, for many times the ones in sad shape have the most memorable, even remarkable, information within them --the very cause for them having been gone through so many times and read, and re-read.

Here are the broad categories that presented themselves from the mostly 19th century material:

Boy-girl
Blacks
Deaths
Economics
Health (the topic here)
Military
Politics
Postal history
Religion
Railroad
School
Steamboat
"the Times" -the largest of the
groups[writTravels
the West

Back then many of these topics were wondrous and folks were avid to find out about them through their communications. As with all early letters, the handwriting itself can be very challenging. Some of it ranges from awful to illiterate, while other examples can be astonishingly beautiful tokens of cultured concern. Add to this the nuances of the growth of grammar rules, of spelling, of local dialects actually heard through the choice of phonetic spellings,

etc. --handwriting, a topic in itself.

Of the mere 122 random "social" letters reviewed for the present session, nine were on health topics, the topic for now. Surely they are more common than 7% would indicate in this unofficial poll.

The writer would love to hear from others who share the same interest in such "sociological" (the British term) letters, from any period of US history. Decent copies will be gratefully reimbursed by the writer: Box 290145, Davie FL 33329-0145.

The letters--

This writer knows no more about health than the average layman. He's just an observer at the scene. But he likes to read of outmoded practices, born-of-ignorance adaptations to commonplace events, and "slice-of-life" communications that put an entire world into the palms of your hands.

But, in the present context, the captivating portion for me and my students continues to be the part that reads . . .

[writing in February and having described the Delaware crossing and Princeton raids]

. . . I have gone thro: a great deal of fatigue this year and thank God with good Health I have not had my cloaths off since the month of June . . .

[then he matter-of-factly requests cheeses and a lottery ticket be bought for him!]

Of course, it was the common belief of the time, equally shared by Washington and his cronies, too, that immersion in water increased the chance for water-borne disease. Even so, his successor John Adams relished a cleansing dip in the Potomac near the new capital, and even gave on the spot interviews to non-plussed reporters as he bathed.

*with good Health I have not had my
Cloaths off since the month of June. General*

Fig A: This Brit, writing in February 1777, hadn't had the chance to change his clothes since the previous summer of 1776! Shades of psoriasis, Batman!

Letter A

The writer was drawn to a certain letter twenty years ago or more because of its hallowed year 1777 and momentous, patriotic reportage. Reading it, it was apparent that it also had an odoriferous plot twist.

In this wonderfully historical folded letter a British officer named Lauderdale was sending greetings to his brother, the Earl, in Edinburgh. He wrote of the "rebells [Washington] crossing the De La War" River on Christmas night, the capture of the Hessian soldiers, and of the Battle of "Prince Town" New Jersey, etc.

Letter B

On August 21, 1799, during the early years when Philadelphia was the nation's capital, a local businessman observes the recurring battle with epidemic yellow fever. The wealthy, as well as the Federal Government, had summer homes especially for just such an eventuality. The unlucky poor were the fodder for the man with the scythe . . .

. . . I am short of Cash / I am obliged to pay but cannot get in money [shortage of coin] . . . this is one great [...] prooduced by / ye prob situation of ye City-

The fears of being visited by the yellow fever
 & driven out of the City become stronger every day
 The disorder when once begun we know by sad
 Experience spreads like wild fire - I suppose
 ye Legis under ye powers given by Act of Congress
 will meet at Germantown - Nothing has
 yet been determined

Fig B: Things get out of hand during a yellow fever epidemic in Philadelphia

You will see by the public prints that Phila is again Devoted
 to the ravages of that dreadful Calamity the Yellow Fever, it first made its
 appearance in July when from 20 to 30 died in a particular street in a few days
 this St was then deserted by its inhabitants & none admitted to enter it, this pre-
 caution for a short time seemed to have the wished effect & the Alarm generally
 subsided till the 16 Curr when it again made its appearance in another part

Fig C: Twenty to thirty die in a few days, but that was only prelude to the worst of the 1799 epidemic

The fears of [...] visited by ye yellow fever / &
 driven out of the City become stronger every
 day / The disorder when once begun we know by
 Sad / Experience spreads like wild fire- I sup-
 pose ye Legis under ye powers given by Act of
 Congress / will meet at Germantown- Nothing
 has / yet been determd . . .

Two weeks later the full effects are re-
 told by a touring English engineer(?) in a
 September 3rd 1799 letter out of the west-
 ern suburbs of Philadelphia . . .

You will see by the public prints that Phila is
 again Devoted / to the ravages of that dreadful
 Calamity the Yellow Fever, it first made its / ap-
 pearance in July when from 20 to 30 died in a
 particular Street in a few days / this St was then
 deserted by its inhabitants & none admitted to
 enter it, this pre- / caution for a short time
 seemed to have the wished effect & the Alarm

generally / Subsided till the 16 Curr when it
 again made its appearance in another part of
 the City it almost instantaneously spread like
 wild fire over one half the City / Hurry & Confu-
 sion was in every Street Despair in its liveliest
 Colours seemed / painted in the face of those
 poor people who had not the means to afford
 them / Safety by flight. I continued with Mr
 Simson till the 19th when I accompanied / Mr
 Rofs out here, during those three days Cart &
 Waggon hire rose 200 pr Ct / & hardly to be got
 without quarrelling perhaps with particular
 friends. This season / of confusion continued night
 & day till few people remained the greatest
 number of deaths for 24 hours 21, for some
 days past reduced from 10 to 14

Very large Sums of money has been raised by
 Subscription for supplying the City / with good wa-
 ter from the River Schuylkill. Some years ago
 this was attempted by / a Canal from the falls of

the river about 20 miles above the City this meethod is / so tedious that another plan is adopted which is to have a large Steam engine to raise a sufficient quantity of water into an elegant resevoir / to be built in the center of the city . . . the City is at present suplied from wells sunk to a great / depth the water from them is much impregnated with the filth of the necefsarys [privies] and publick Sewers to such a degree that a glaſs filled with / this water will in a few hours will have a kind of yellow [....].

Letter D

The next item in this *ad hoc* selection was penned in 1806 in Chatham, Massachusetts by another Tom to his brother and sister in Norwich. He writes, being far from his kin, (see if you can follow this twisted web!) that . . .

"I thought it my duty to devote thime up / in informing you concerning our heath / welfare & prosperity September 26th we / received news by Mr Levy Deming that / Sister Demings Child was dead this was one / Friday about ten o'Clock & bout twelve o Clock / Father set out for Newington this day If you / recollect was rainy & cold & he supposes that he / took cold but rested tolerable well that Night / The next not so well & so the the next whiche / Brings us to Sunday night & on monday night / he returned home with Roseand [?] & informd us / that Brother & Sister were vary mutch cast down / But Enjoyed tolerable Good states of health / Now we must returne back to Sathrday Evening / this evening A Mister Dee came to our house / to inform us that Aunt Hayden Was dangerously / sick At this time you will Recollect that Father / was absent I Cald Mr Seldon down to our House / And he concluded that if Uncle Elias would / go down on the morrow that he would Likewise Accordingly / I Went directly down to Capt & he concluded it best / for them both to Make all possible speed the Next Morning / Our parent being Absent at this

time you will observe / But when they Arrived there she was A Lifeless corpse / She Departed this Life Sept 27th about 2 O Clock / at Night Father is now in a Poor State of heath / his Disorder is the disentary but we hope not vary Long / crouſly [?] though in mutch Pain & Distress the rest of our / family are in good Heath Capt Shepherd is at Home in good / Heath Likewise Mr Shepherds family I believe we have not / heard Any thing from you but have A great Desire to / I Wish you to write as oft as possible And inform us what / your Condition [health?] now is

The matter-of-fact demeanor of a man of that day surrounded by death. The average life expectancy was brought down to below 40 due to rampant common ills but with not even the common remedies we take for granted. There were leeches for bleeding to remove the bad humors from the blood. Washington had died due to complications from their use seven years before in 1799, etc.

Letter E

Here is a delectable morsel. Dentistry has been a stepchild to medicine, appearing as a postscript to barbering for centuries and as the prime undercurrent to *MAD Magazine's* Alfred E Neuman character.

It's one thing to apply leeches today (they're back in vogue) to treat bruises and reduce swelling; how would you limit their use? Determine for yourself after reading the next excerpt, from Philadelphia at the turn of the 19th century; see what passed as dental health in 1810 . . .

My Dear Cousin,

Siater Mary and I called on our Friend Hudson today and stated to him the sit / uation of thy teeth, he exprefsd his regret, and advised / that thou should immediately apply leeches all / round the teeth affected, and as high up the

Philad^a. 11th Mo 29 - 1810

My Dear Cousin,

Sister Mary and I called on our friend Hudson today, and stated to him the situation of thy teeth, he expressed his regret, and advised that thou should immediately apply leeches all round the teeth affected, and as high up the Gum as possible. if they are not to be procured, he says thou must have the gums frequently lanc'd by a Physician, as it is indispensably necessary, that the matter, or whatever it may be, that is collected in that spot, should be removed. He wishes the leeches to extract at least three ounces of blood, which I expect will require the application of seven or eight of them, perhaps more.

Fig E: Is a leech in thy hand worth two in thy mouth? Quaker (and everyone's?) dentistry, 1810.

Gum as possible if they are not to be procured, he says thou / must have the gums frequently lanc'd by a Physician, as / it is indispensably necessary that the matter, or whatever / it may be, that is collected in that spot should / be removed, he wishes the leeches to extract three ounces of blood, which I expect will require the / application of seven or eight of them, perhaps more.

Let's see, do I choose the Grade A leech or will generic do? May I eat dinner with them attached or would that be considered too gauche?

Wrentham Jan 9th 1814
 My dear Anne
 Sixth day afternoon

I letter I wrote & sent to Philad^a - some days
 passed will have given thee information that I doubt would
 be communicated also to you in other ways of the alarming
 change in our dear Cousin - I have now the satisfaction
 of seeing her symptoms are much more favourable & there is
 a probability of her recovering from her mental as well as her
 bodily indisposition - On the day subsequent to that on which
 she was taken with fits - the Clerk very much towards evening
 of the doct^r considered her departure in the course of the night
 as most likely to take place - under these impressions & with
 a delicate regard to my feelings Cousin James came down
 about ten o'clock & observed that he believed it would be gra-
 -tifying to me to see his Sister before her death & as that event ap-
 -peared approaching - he had come down to go with me to her
 Chamber - under the most gloomy forebodings I went, after sitting
 for an hour by her she turned round & opened her eyes directly towards
 my face - from these instant change of the appearance more ca-
 -billy felt & known than described I was convinced she knew
 me - Aunt Marshals - Cousin J. Denton's Sister spent the night
 in her Chamber - I laid in my clothes & the doct^r - down the

Fig F: A letter from a Quaker lady of refinement and excellent penmanship concerned for her Friend

Letter F

From Brandywine [DE?] and mailed at
Wilmington DE on 9th month (September),
9th day, 1814 comes the next piece of in-
sight into past times . . .

. . . the alarming change in our dear cousin- I
have now the satisfaction / of saying the symp-
toms are much more favourable & there exists /
a possibility of her recovery from her mental as
well as her / bodily indisposition- Onj the day
Subsequent to that on which / She was taken
with fits- She Sunk very much towards evening /
& the Doctor considered her departure in the
course of the Night as most likely to take place-
Under these impressions & with / a delicate re-
gard to my feelings Cousin James came down /
about ten oclock & observed that he believed it
would be gra- / tifying to me to See his Sister be-
fore her death & as that event ap- / peared ap-

proaching he has come down to go with me to
her / chamber under the most gloomy forebod-
ings I went after Sitting / for an hour by her
She turned once & opened her eyes directly to-
ward / my face- from their instant change &
the appearance more ea- / sily felt & known
than described I was convinced She knew / me-
. . . . I laid in my clothes on the Sopha
observing the pillows were / not entirely under
her head I asked her in a low tone if she / would
have them moved- She Said nothing for a con-
siderable time / then said "what did thee say -
what did thee say" Merrit I can scarcely / con-
vey to thee the gratification I experienced
Since that period She has continued / pretty
easy & hopes as above observed are enter-
tained Joseph [her husband] bent over her
in Speechless agony

Eighteenth and 19th century reliance on for-
mality is clear, last names of relatives with

obtained. I believe our particular friends are
all favoured with usual health except Cousin
Mr Norton who has been indisposed for several
days but was so much better yesterday
as to be down stairs. There have ^{been} several
persons ill with Dysentery here, but remark-
ably few deaths I have heard it observed
for this season of the year, but in different
parts of the country around us it is an an-
ful and distressing time from the prevalence
of that disease. "Blessed indeed is that servant
who is found watching" and consequently ready
for that final change which awaits us all
and from which we cannot feel secure for

Fig G: Dysentery, maybe from "necessaries" placed too close to water wells, was an everpresent and incomprehensible dread.

Springfield Friend March 19th 1844

Dearest and best of Sisters. - When I promised you a letter from Havertham. I had not leaved the residence that has since sent me to Springfield, a little boy was born of the wife on Sunday morning. His name is Charles Whittier with black hair and black eyes and is a very good child. At birth he weighed about twelve pounds. When she had a high fever the fourth day. She was better - her milk came but that day. her nurse was taken sick and went home. The same day. Mr W Pitt Wainwright came up in the boat sent by Lewis. & proposed to take me to Springfield. Providence attended so that I could spare ^{me} as her baby lay at the point of death. and Elizabeth was just ready to go. only waiting for her mother to come to go to bed and give up. - I left the matter entirely with Atarah. who said, go. - but I felt like death about leaving her. without a nurse. with a baby only 5 days old. - But I tore myself away - and arrived in N York just in time to take the Norwich boat expecting and hoping to be in Springfield. but a hurricane commenced as we were near Huntington - just where the Lexington sank. and with great difficulty the Boat

Fig H: A missive to the writer's "Dearest and best of Sisters," concerning an ill baby and more ...

the requisite "mister", etc. We are challenged by such a solemn, somber scene; there were no amenities to distract this woman from constant thought of her sister in law. How could she, then, be other than overwhelmed by thoughts for her sick friend?

Letter G

The same woman as above, six years later, shows the continued, constant refrain of heavy religious convictions, common to so many so many letters of the pre-1850s revival era . . .

. . . our particular friends are / all favored with usual health except Cousin / M Morton who has been indisposed for several / days but was so much better yesterday / as to be down stairs. There have been several / persons ill with dysentery here but remark / ably few deaths. I have heard it observed / for this season of the year, but in different / parts of the country around us it is an aw / ful and distressing time . . . "Blessed indeed is that servant who is found watching" and consequently ready / for that final change which awaits us all / and from which we cannot feel secure for / a single hour . . . desirous to hear respecting brother and sister Biddle as thy last letter mentioned their having been indisposed . . .

Letter H

" . . . but I felt like death about leaving her . . ." comes from the next item from Springfield, MA, March 19, 1851. These words may also be derivative of the fact that the US had just undergone in the past generation a religious revival movement not dissimilar to the one that began for us in the 1970s through today's Christian Coalition politics . . .

Infant mortality: some letterwriters of the day seem numb to it, jaded by deaths seemingly everywhere. It is reassuring from a modern perspective to find one that expresses remorse and true loss.

Recall that medicine had changed little between Caesar's birth and 1851. Pasteur's scoffed-at homogenization and rabies studies and Semmelweise's discovery of the germ theory (wash your hands before an operation!) of the 1860s-1880s are the bell-weather precursors of modern health. Life was as precarious in the 1790s-1850s United States as it still is in Rwanda or Somali refugee camps today, without U.N. inoculations or anyone else's . . .

. . . Arubah's little boy was born was born the 7th inst. on Sunday morning. his name is / Charles Whittlesby - with black hair and black eyes / and is a very quiet child- Arubah was very Smart / until the third day, her nurse was taken sick and went / home- The same day Mr W Pitt Warrince [?] came / up in the boat sent by Lewis exprefs to take / me to Springfield provided Arubah could / spare me as her baby lay at the point of death / and Elizabeth was just ready to fail only waiting / for her Mother to come to go to bed and give up.- I left thje matter entirely with Arubah who / said, go,- but I felt like death about / leaving her without a nurse with a baby only 5 days old- But I tore myself away . . . but a hurricane commenced . . . just when the Lexington sunk. and with great difficulty the boat / put back into Huntington harbor . . . [finally on board] I was suffering with a severe influenza and all day Staurday was very seasick . . . [I] did not get to Springfield until Monday noon . . . found the baby alive but not out of danger . . . we do expect him to recover. I suppose there never / was a child harder sick than he has been. He has had three Physicians already as the case was a very difficult one - they had a council. I feel very thankful that I can be with Libby- I hope you will be able to mind your Grandchildren when they are sick . . .

Bibliography

Clarke, Tom. "A Timeless War Letter from 1776-77." *LaPosta* #113, Nov 1988, p. 66-68.

Panama-Pacific Ship Cancels Discovered

By Jim Mehrer

Long-time *LaPosta* readers may recall an article that I wrote in November, 1991, entitled: "U.S. Navy Presence at the Panama-Pacific International Exposition, San Francisco, California, February 20 - December 4, 1915." That article addressed the fact that U.S. Navy ships had been known to attend the U.S. Expositions from 1907 forward, and that this could be documented by the ships' postmarks (after 1908) on covers and postcards from the various cities during the appropriate time periods.

The mysterious exception to this "rule," however, was the 1915 Panama-Pacific International Exposition (P.P.I.E.) in San Francisco. After discovering a message on a postcard (dated July 10, 1915) which verified the presence of four unidentified Navy ships at the P.P.I.E., I attempted to determine which ships these were, and whether any others had attended the event. By November, 1991, I had been able to verify the names of five ships that had been at San Francisco during some part of the Expo. They were: *U.S.S. Missouri*, *Ohio*, *Oregon*, *St. Louis* and *Wisconsin*. In addition, I offered the names of six other ships which I felt were likely to have been in attendance during at least part of the Expo period. Among these six ships was the *U.S.S. Maryland*.

At the time, I posed several questions concerning the lack of ship postmarks from this Exposition. Simply, if several battleships attended the event, why was there not an abundance of postmarks from these ships, particularly on souvenir postcards mailed by the sailors? Not only was there not an abundance, but I had never seen a solitary example of a P.P.I.E.-related Navy ship cancel. Since publication of that article, virtually no additional information has come to light, but there are two important exceptions.

Recently discovered in an old postcard collection were two postmarks from the aforementioned *U.S.S. Maryland* while in attendance at the Expo. The two postcards contain all of the elements that one finds so frequently on sailors' correspondence: a message back home, to the sailor's mother, on locally obtained postcards (one San Francisco, one P.P.I.E.) postmarked on the ship. This is exactly the

combination that one would expect to find on hundreds of postcards from the period. Nonetheless, these are the first two examples that have been reported since the previous article appeared.

Unfortunately, both items have been damaged. The first, dated March 22, 1915, has had the stamp corner torn away (**Figure 1**). Along with the stamp went an important part of the cancel's slogan, showing the location of the ship. All that remains are the remnants of the letters "SA" on the top line and "C" on the bottom. This by itself is hardly conclusive evidence that the ship was in San Francisco. Luckily, the postcard's picture shows a San Francisco street scene, which bears a nicely struck example of the Model Post Office machine cancel. This machine was used only in the post office on the grounds of the Exposition, and it supports the fact that the ship was at San Francisco at the time of mailing.

The postmark on the second item is dated September 8 (**Figure 2**). The slogan in the killer bars reads "San Francis/Calif," and the card itself shows the Palace of Horticulture at the Expo. This, too, is unquestionably an Expo-related postmark. As with the other, the card is damaged. The postmarked side had been glued to an album page and now has several surface scrapes which resulted when it was removed from the album.

Whatever their condition, these two *U.S.S. Maryland* postmarks are arguably among the most significant P.P.I.E.-related discoveries in recent years. Time and experience have suggested that they are indeed rarities. Any readers having additional information about other Expo-related ship cancels are invited to contact me at the address shown. These two items will be offered in my January-February (1997) Postal History Mail Bid Sale. A copy of the catalog may be obtained by writing: 2405-30th Street, Rock Island, IL 61201

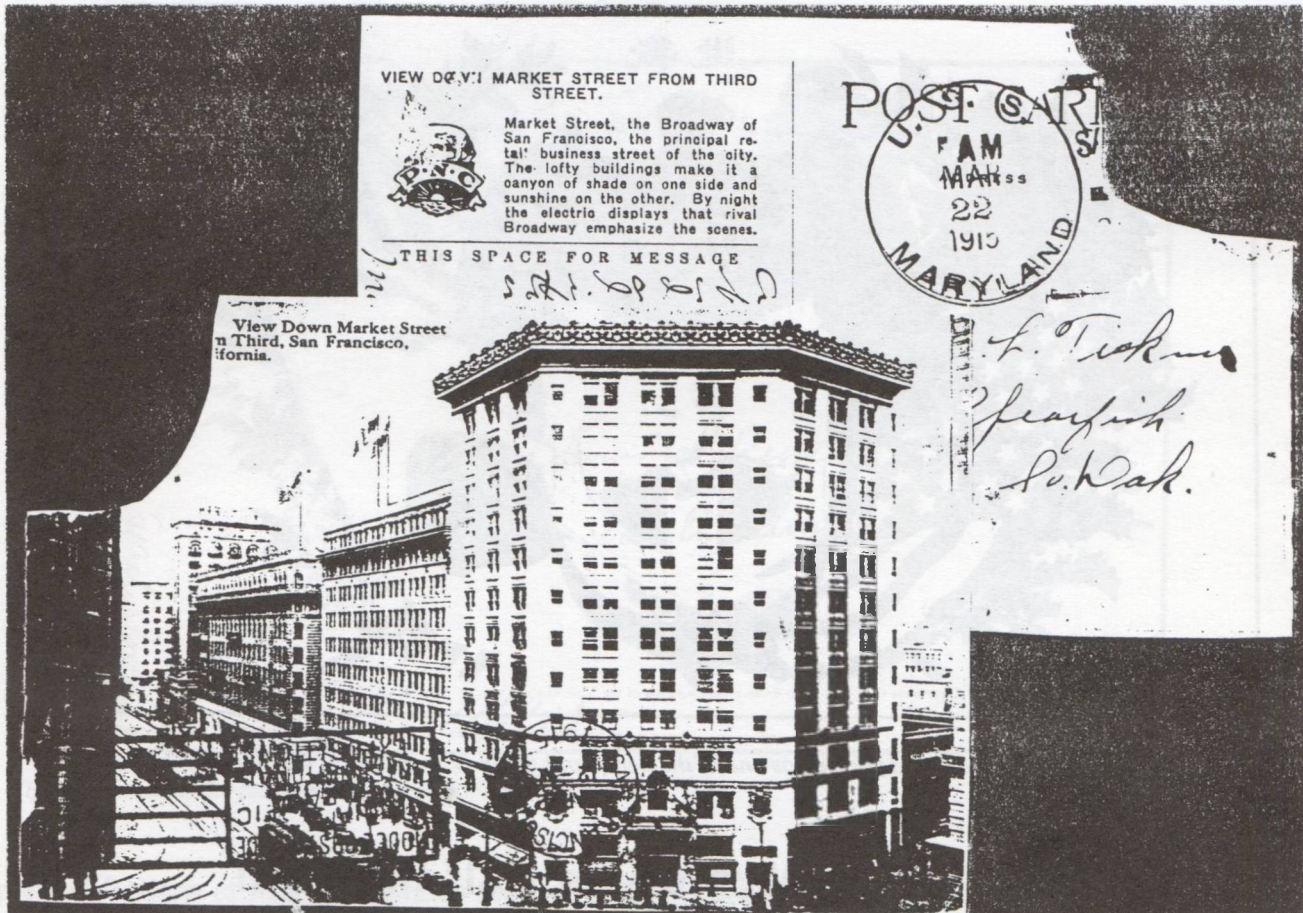


Figure 1.

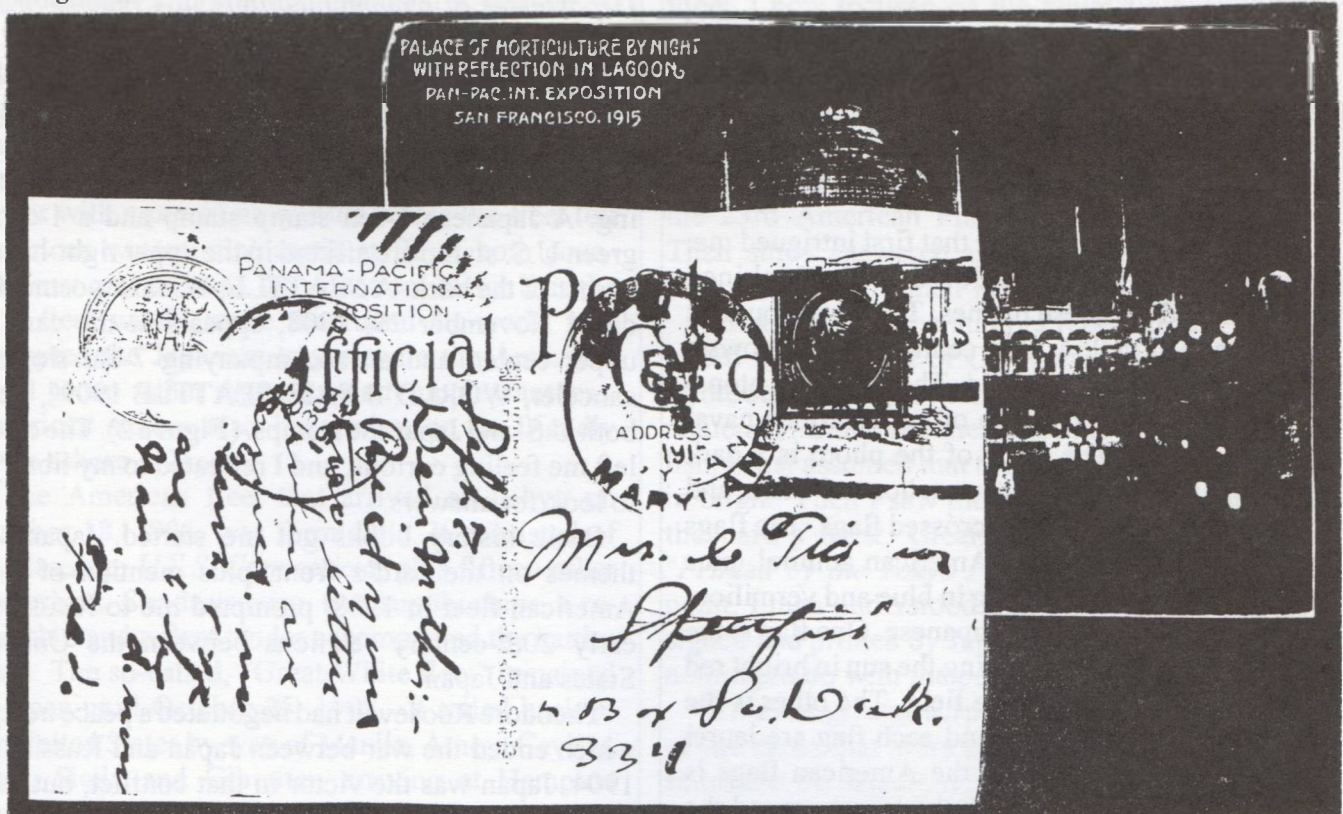


Figure 2.

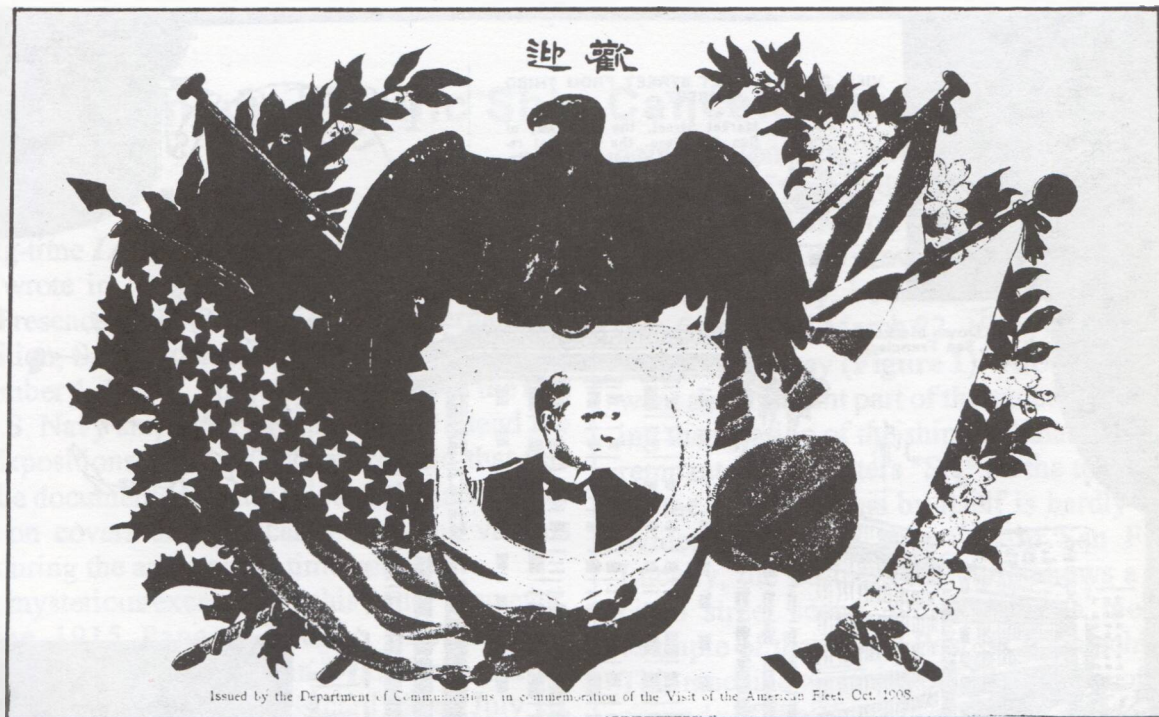


Figure 1. Copy of "Sperry" postcard which was one of the depictions given U.S. sailors of the "Great White Fleet".

Solving the Mystery is Half the Fun!

By Michael Dattolico

I've always believed that every postal historian is part detective, and simply acquiring a cover becomes secondary in importance if there is a story to be discovered about it. That "Sherlock Holmes" part of me became aroused when I found the featured postcard.

It was the postcard's front that first intrigued me. (Figure 1) It is multi-colored with combined American and Japanese themes. The background is a pale shade of yellow. The central design shows a large American eagle in gold. The eagle sits atop a shield with a circular photo of an American naval officer enclosed. The color of the photo is a dark sepia. Behind the shield is an anchor and chain, and both sides of the card show crossed flags. The flags on the left are those of an American admiral, plus the traditional American flag in blue and vermillion. Both flags on the right are Japanese. One flag is the Japanese naval ensign showing the sun in bright red with sixteen rays on a white field. The other is the national flag of Japan. Behind each flag are laurel wreaths. The laurel around the American flags is intertwined with holly, while the laurel around the Japanese flags is mixed with cherry blossoms. At

the bottom of the card are the words, "Issued by the Department of Communications in Commemoration of the Visit of the American Fleet, Oct. 1908".

The front of the card was intriguing, and the back of the card also seemed unusual. The postcard was mailed to Walhonding, Ohio. A partial Doane Type II cancel of that town appears as a receiving marking. A Japanese 4-sen stamp and a 1-cent green U.S. stamp are affixed in the upper right-hand corner of the back. A SEATTLE, WASH. postmark dated November 29, 1908, appears at the card's upper center, and an accompanying 7-bar slogan canceler, WORLD'S FAIR SEATTLE 1909", ties both U.S. and Japanese stamps. (Figure 2). The card left me feeling curious, and I retreated to my library to look for answers.

Basic history books got me started. Japanese themes on the card's front, plus mention of the American fleet in 1908, prompted me to focus on early 20th-century relations between the United States and Japan.

Theodore Roosevelt had negotiated a peace treaty which ended the war between Japan and Russia in 1904. Japan was the victor in that conflict, but the Japanese were not satisfied with the treaty. Japan

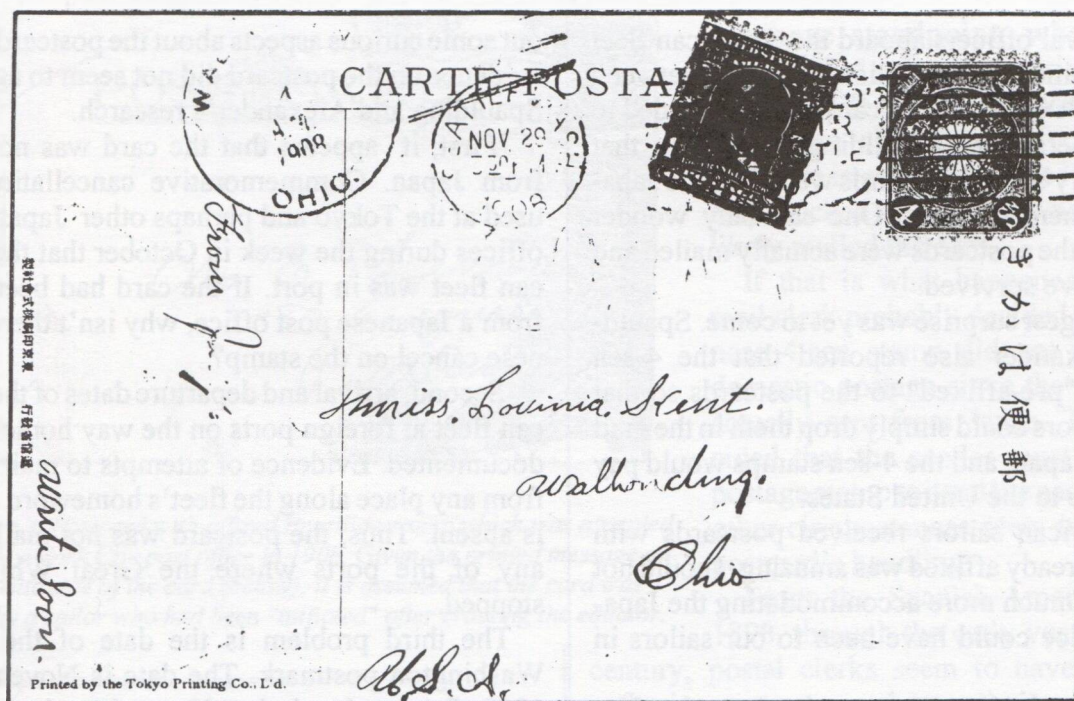


Figure 2. Back of the featured postcard to Walhonding, Ohio.

expressed feelings of hostility towards the United States through diplomatic channels, and the U.S. State Department informed President Roosevelt.

Roosevelt decided to quell any hostile intentions of the Japanese government with a display of U.S. naval power. He sent a fleet of U.S. naval vessels on a world tour with a deliberate stop at Japan to let that government know that we were also a military power with a potent navy. But before the fleet left American waters, diplomatic staffs of both countries met and defused the situation. News that the U.S. fleet would make the round-the-world tour prompted the Japanese to welcome the American naval group rather than cause any unpleasantness. American sailors also had orders to be friendly while ashore at Japan.

The American fleet that arrived at Tokyo on October 18, 1908, was formidable. It consisted of the flagship, *U.S.S. Connecticut*, plus fifteen other battleships. Six destroyers, two supply ships, a repair ship and a fleet tender accompanied the battleships. The so-called, "Great White fleet" remained at Japan until October 25, 1908. It sailed back to the United States by way of Manila, Amoy, Ceylon, Suez, Sicily and Gibraltar, arriving at Hampton Roads, Virginia, on February 22, 1909.

Having studied the history of U.S.-Japanese relations in 1908 and movements of the Great White Fleet, I now focused on the philatelic aspects that applied to the postcard. I could find nothing that had been recently published on this subject. But luckily I did find a study written on this subject in the 1950's by Robert M. Spaulding and Mr. R. P. Alexander. Those postal historians presented their research to the 23rd American Philatelic Congress in 1957. Their study answered all my questions about this postcard. Some of their information surprised me.

To begin with, the authors reported that the so-called "Department of Communications" was part of the Japanese government, not the American bureaucracy. Since the message was written in English, I first assumed that the postcard was American in origin. Then I saw the lower left-hand corner of the card's back. Clearly stated are the words, "Printed by the Tokyo Printing Co., L'd". At that point, I then understood that this postcard was designed and printed by Japan. The United States had nothing to do with the postcard.

An even greater surprise was the sheer number of the cards that were printed in 1908. Spaulding states that the Japanese gave each U.S. naval officer 10 sets of assorted postcards, while 5 sets were given to each enlisted U.S. sailor. As there were

about 800 naval officers aboard the American fleet and the remainder were enlisted sailors, between 200,000 and 300,000 sets of cards were provided to U.S. naval personnel. Spaulding also notes that complimentary sets of postcards were given to Japanese government officials. One can only wonder how many of the postcards were actually mailed and how many have survived.

But the biggest surprise was yet to come. Spaulding and Alexander also reported that the 4-sen stamps were "pre-affixed" to the postcards so that American sailors could simply drop them in the mail anywhere in Japan, and the 4-sen stamps would pay the postal rate to the United States.

That American sailors received postcards with free stamps already affixed was amazing. I could not imagine how much more accommodating the Japanese post office could have been to our sailors in 1908.

Spaulding and Alexander noted a few other bits of trivia about the front of the card that I found interesting. First, the photo at the postcard's center is that of U.S. Admiral Charles Stillman Sperry, who had replaced Admiral Robley D. Evans as fleet commander before the fleet sailed. Sperry was one of few foreigners to be featured on any Japanese postal issues, according to the authors. The second bit of trivia on the postcard's front concerns nationalistic symbols that the Japanese used to highlight each nation's flags. Cherry blossoms intertwined with the laurel wreaths on the right were intended to show a benign, peaceful Japan, while sprigs of holly mixed with the laurel on the American side reflected Japan's hope that America would have peaceful feelings for Japan.

Having digested the historical and specific philatelic information, I now tried to figure

out some curious aspects about the postcard. Visible evidence on the postcard did not seem to agree with Spaulding and Alexander's research.

First, it appears that the card was not mailed from Japan. Commemorative cancellations were used at the Tokyo and perhaps other Japanese post offices during the week in October that the American fleet was in port. If the card had been mailed from a Japanese post office, why isn't there a Japanese cancel on the stamp?

Second, arrival and departure dates of the American fleet at foreign ports on the way home are well documented. Evidence of attempts to mail the card from any place along the fleet's homeward itinerary is absent. Thus, the postcard was not mailed from any of the ports where the Great White Fleet stopped.

The third problem is the date of the Seattle, Washington postmark. The date is November 29, 1908. On that date in late November, the U.S. fleet would probably have been in the Mediterranean Sea area. How could a U.S. sailor serving as a member of the Great White Fleet have mailed the card from that part of the world so that the Seattle post office could have handled it on November 29th?

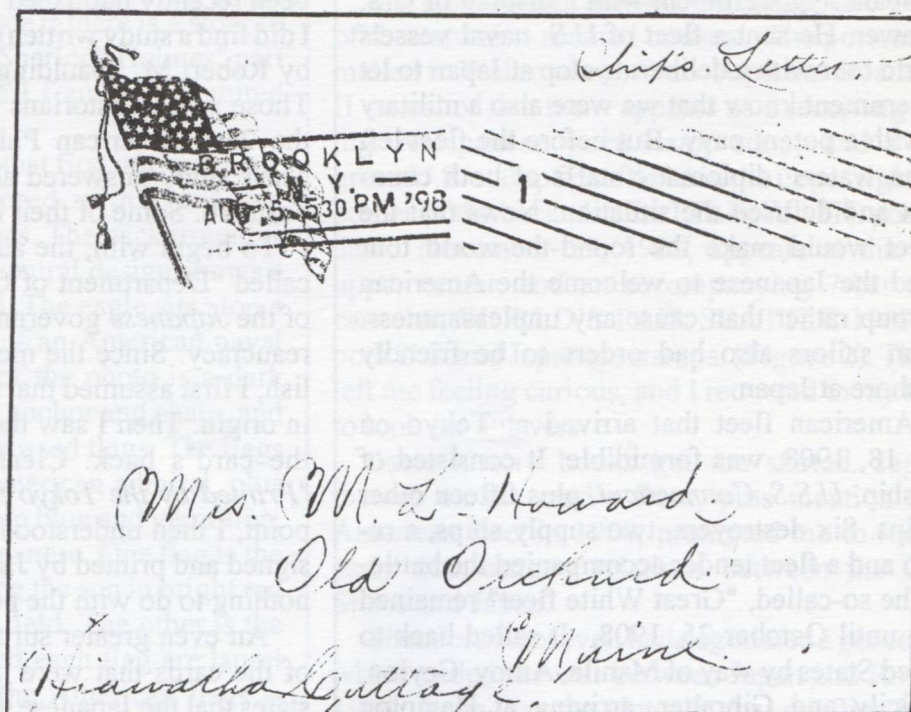


Figure 3. Spanish-American War sailor's letter accepted by the Brooklyn, N.Y. post office in August 1898 without prepaid postage or postage due.

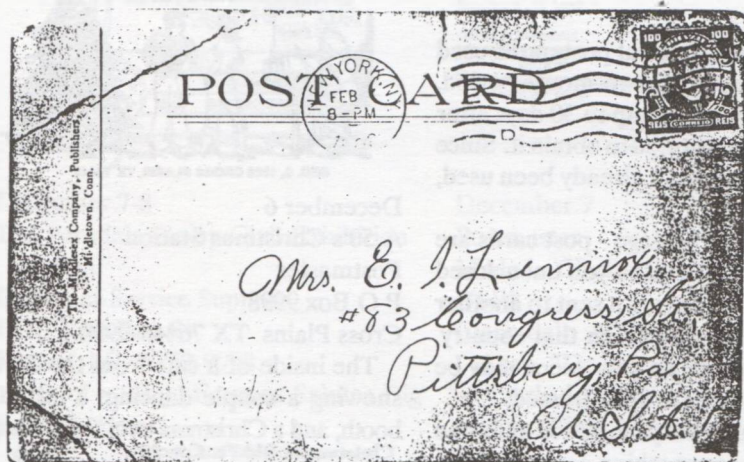


Figure 4. Postcard with affixed Brazilian stamp which was accepted by the New York City post office in 1908. Given the printed message on the opposite side of the card (below), it is assumed that the card was mailed by a sailor who had been "initiated" after crossing the equator.



Finally, the presence of the 1-cent green U.S. stamp presents a problem. Who affixed it to the postcard? One might assume that it was put on the card at the Seattle post office, but by whom?

It may be that the sailor who mailed the postcard was not part of the "Great White Fleet." Other U.S. ships may have been visiting Tokyo at that time, and their sailors might also have received the postcard sets provided by the Japanese government. From the

Japanese standpoint, who could say aboard what ship any American sailor was stationed? If that U.S. sailor was from an American ship bound for the United States, it is possible if not likely that the ship docked at Seattle, where the sailor likely mailed the card.

If that is what happened, the Seattle mail clerk probably decided that the Japanese 4-sen stamp did not pay the U.S. domestic postage since the card was not actually sent from Japan. The clerk decided that the sender must affix a U.S. postage stamp to send the card to Ohio. No other circumstances seem to explain this postcard's handling.

From the Spanish-American War of 1898, through the early years of the 20th century, postal clerks seem to have been lax in enforcing current postal rates on incoming sailors' mail, or were downright indulgent as shown by accepting usages of foreign stamps in place of U.S. stamps. Figures 3 and 4 are examples of such postal phenomena from that period.

Figure 3 shows a sailor's letter mailed at New York City in August, 1898. No postage due markings are visible, and no apparent postal penalty was assessed to the letter's recipient in Maine. Similar covers mailed by naval personnel during this time period showing no prepaid postage or postage due payment required of the recipient have been seen by the author.

Figure 4 shows a postcard handled by the New York City post office in 1908 that appears to have been sent by a U.S. sailor. A Brazilian stamp is affixed to the card in place of a U.S. stamp. The New York post office passed the card to the recipient without postage due. Either the postal clerks did not notice that the stamp was foreign, or they realized that it was from an American sailor and let it go at that.

Finding a unique item for one's collection is always exciting. But equally rewarding can be the research reading to find out the rest of the item's story.

PICTORIAL POSTMARKS

In this feature we give you a sampling of those pictorial postmarks used by the United States Postal Service that are available during a two-month period. There is a 30-day grace period. If your request is postmarked up to 30 days after the date of the postmark that you are requesting, you are entitled to obtain it. Since this listing includes information on some postmarks that have already been used, you will have to act fast to get them.

Be sure that the piece you submit has first class postage - post cards are acceptable. You may have the pieces you are submitting sent to you unenclosed but then it must be addressed. If you do this and you are having it sent to another country then your piece must have the necessary postage to reach that country. You may also enclose a self-addressed stamped envelope so your piece may be returned under cover. If you do that then your piece may be unaddressed.

As there are about 2500 to 3000 of these in any one year, space and time considerations preclude providing you with anything approaching completeness. For that you would have to subscribe to one of the weekly stamp newspapers or, the best source, The Postmark Advisory, a weekly newsletter devoted to just this subject. In any one year it usually has information on over 100 cancels not available elsewhere. And it is extensively illustrated. Within the US rates are: 3-months \$13.00; 6-months \$22.00; and one year \$40.00. Write to: General Image, Inc; P O Box 335; Maplewood NJ 07040. Its editor provides this column.

YAKIMA CHRISTMAS
FESTIVAL STA.
YAKIMA, WA.
98903-9998
DEC 25 1996



December 1-25

Postmaster

Yakima Christmas Festival Station
205 W Washington Ave
Yakima WA 98903-9998

A child is whispering something into Santa's ear. It is snowing.



December 3

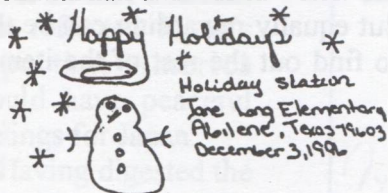
Holiday Station

Postmaster

P O Box 9998

Pollock SD 57648-9998

Child's drawing of two small snowmen with hats and musical notes.



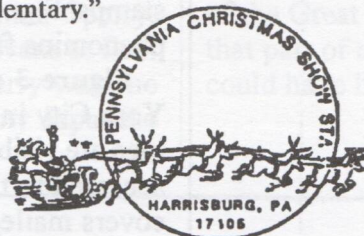
December 3

Holiday Station

Postmaster

341 Pine St
Abilene TX 79604-9998

Child's drawing of snow and a snowman, "Happy Holidays/Jane Long Elementary."



December 4

Pennsylvania Christmas Show Station

Ms Ciny Pugh

Keystone Philatelic Center

813 Market St

Harrisburg PA 17105-9998

Santa in his sleigh with reindeer.



December 5

Albuquerque BioPark Station

Postmaster

1135 Broadway Blvd NE

Albuquerque NM 87101-9998

Two tropical fish, underwater plants, leaf, "Grand Opening/Albuquerque Aquarium and Rio Grande Botanical Garden."



December 6

A 50's Christmas Station

Postmaster

P O Box 9998

Cross Plains TX 76443-9998

The inside of a cafe from the 1950's showing a couple dancing, a girl at a booth, and a Christmas tree, "Malt Shop." Christmas at Old Ft. Concho



December 6-8

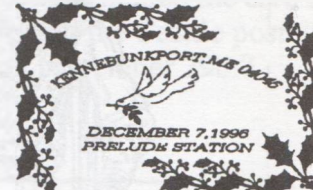
Old Fort Concho Station

Postmaster

One N Bryant Blvd

San Angelo TX 76902-9998

Cowboy on a horse, Christmas tree, "Christmas at Old Fort Concho."



December 7

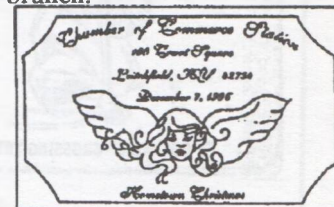
Postmaster

Prelude Station

Five Temple St

Kennebunkport ME 04046-9998

Several sprigs of holly, dove with olive branch.



December 7

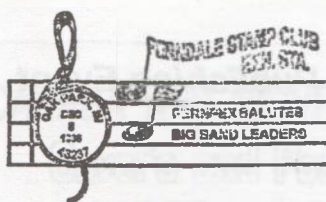
Chamber of Commerce Station

Postmaster

100 Court Square

Leichtfield KY 42754-9998

An angel, "Hometown Christmas/100 Court Square."



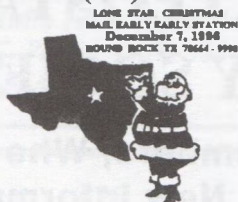
December 7-8
The Ferndale Stamp Club Exhibition
Station
Customer Service Support
1401 West Fort St
Detroit MI 48233-9998
Bar of music, "Fernpex Salutes Big Band Leaders."



LA VERNIA, TX 78121

December 7
La Vernia Station
Postmaster
P O Box 9998
La Vernia TX 78121-9998
Silhouette of horse and rider and tall cactus flower, "The Pony Express." Logo showing the Alamo.

This cancel will also be used in 17 other places in Texas. For the list, please call me at (201)399-0708.



December 7
Postmaster
Lone Star Christmas Mail Early Station
797 Sam Bass Rd
Round Rock TX 78664-9998
Star locates town on map of Texas, Santa Claus.



December 7
Postmaster
Christmas Station
501 S Main St
Big Spring TX 79720-9998
Stylized Christmas tree with a star at

the top, "Big Spring Trail of Lights."

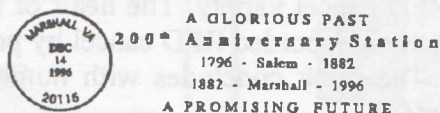
December 4 - 14, 1996

MADE IN CLARKDALE
10th ANNUAL EXHIBITION
STATION
CLARK MEMORIAL CLUBHOUSE
CLARKDALE, AZ 86324



CLARKDALE, AZ 86324

December 7
Postmaster
Made in Clarksdale Station
USPS
Clarksdale AZ 86324-9998
Arch, "December 6-15, 1996/Made in Clarksdale 10th Annual Exhibition Station/Clark Memorial Clubhouse."



December 14
Postmaster
200th Anniversary Station
8361 West Main St
Marshall VA 20115-9998
Not pictorial "A Glorious Past/A Promising Future/Salem 1796-1882/Marshall 1882-1996."



December 14
Postmaster
Main Street Station
P O Box 9998
Aurora PA 55705-9998
Flying Santa with sack of toys, "Twelfth Year/Holiday Heritage Festival."
In past years either green ink or red ink was used on request.



GARRARD COUNTY, KENTUCKY
BICENTENNIAL
1797-1997
December 17, 1996

December 17
Garrard Co Station
Postmaster
USPS
Lancaster KY 40444-9998
Monument, "Celebrate Bicentennial/Garrard County, Kentucky/Bicentennial 1797-1997."

This will also be used on June 2, 1997.



December 24-25
Under the Mistletoe Station
Postmaster
USPS
Mistletoe KY 41351-9998
Under mistletoe there is a silhouette of a couple kissing.



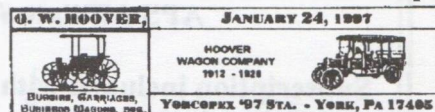
January 12
Computer Genesis Station
Postmaster
USPS
Urbana IL 61801-9998
The solar system out to Saturn. This honors Hal, a computer from the movie, "2001."

PATTON'S NINTH TANK GROUP
DEDICATION OF MEMORIAL
STATION JANUARY 18, 1997



BOUSE AZ 85325

January 18
Dedication of Memorial Station
Postmaster
USPS
Bouse AZ 85325-9998
Tank, "Patton's Ninth Tank Group."



January 24-25
Yorkopex '97 Station
3435 Concord Rd
York PA 17402-9998
A very old automobile, "Hoover Wagon Company 1912-1928," buggy, "G.W. Hoover/Buggies, Carriages, Business Wagons, Etc."

I do not know about this year, but in past years, this club has had a different cancel on each day of its show.

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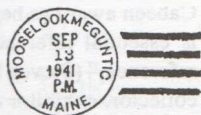
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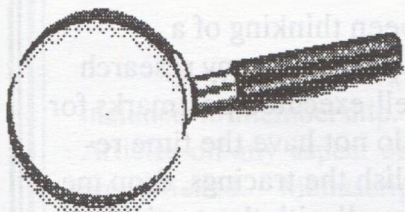
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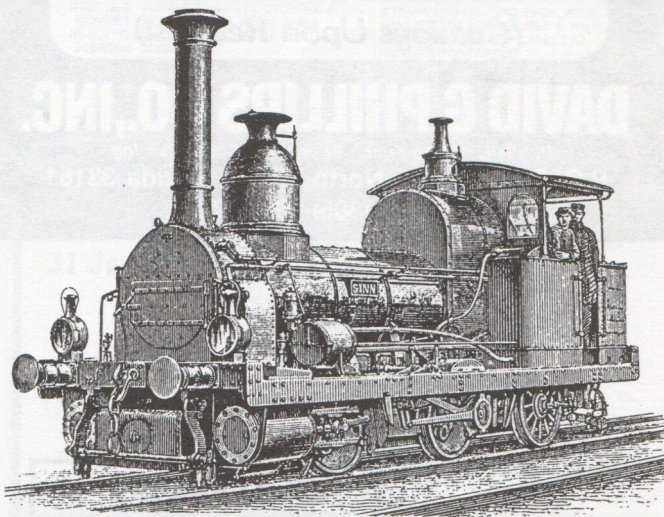
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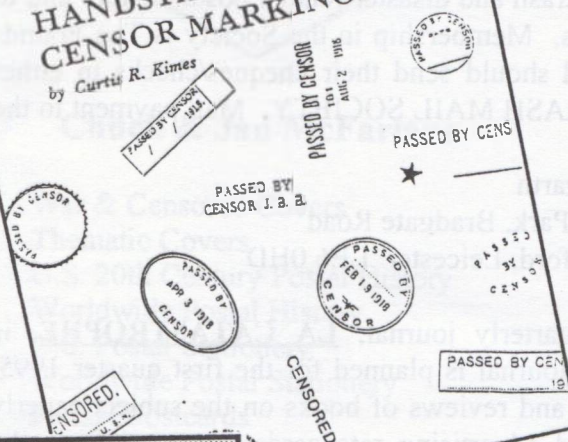
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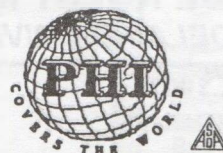
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O'Strk. Many transit cancels on cover back (San Diego 90-96) \$50.00
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- 21 ROSELAWN, 1911 VG Ty 3/1 Doane, O'Strk (Siskiyou 02/18) Est \$10.00
- 22 SHAVER, 1911 G+ Ty A1 4 Bar (Fresno 96-25) Est \$5.00
- 23 SHERWOOD, 1909 VG Ty 2 Doane, part on stamp (Mendocino 83/20) E \$10.00
- 24 SLATINGTON, 1909 G+ Ty A2 4 Bar (El Dorado 03/20) Est \$5.00
- 25 SUR, 1909 just good CDS as Rec'd on Pict. side. Addr to Point Sur Lt. Sta. (Monterey 89-13) Est \$3.00
- 26 TALLAC, 1902 G+ CDS/Target on Cvr (El Dorado 70/27) Est \$5.00
- 27 THRALL, 1906 VG Ty 2 Doane O'Strk (Siskiyou 04/14) Est \$10.00
- 28 TUTTLETOWN, 1915 VG Ty B 4 Bar, "TOWN" on stamp (57/22) Est \$10.00
- 29 UPTON, 1906 VG CDS/Target (Siskiyou 97-07) Est \$30.00
- 30 VANTRENT, 1916 G Ty B 4 Bar, part on stamp (Placer 04-18) Est \$10.00
- 31 WATERFORD, 1907 VG+ Ty 2/4 DOANE (Stanislaus 72-Op) Est \$4.00
- 32 YDALPOM, 1911 G++ Ty A1 4 Bar (Shasta 88-43) Est \$6.00

IDAHO

- 33 ATHOL, 1908 VG Ty 3 DOANE, O'Strk (Kootenai 95-Op) E \$4.00
- 34 CRAWFORD, 1910 G+ lite Ty 2 Doane in magenta, stamp gone (90-15) \$6.00
- 35 DESMET, 1910 G+ Ty 3/2 DOANE (Benewah 90-Op) Est \$4.00
- 36 DRUMMOND, 1913 G+ Ty B 4 Bar (Fremont 11-61) Est \$5.00
- 37 HUSTON RURAL STA. (of) CADWELL (spell error) 1915 Ty B 4 Bar off @ top
Scarce Rural and this is EKU (Canyon 15-20) Est \$30.00
- 38 MOSCOW RFD ROUTE No. 4, C.1908 Ms Ty 11 "X" Est \$12.00 p73
- 39 NOTUS, RFD ROUTE 1, C.1909, Ms Ty 11 scribble (unlisted) Est \$12.00
- 40 PINE, 1914 G++ Ty A1 4 Bar (Elmore 88-55) Est \$4.00
- 41 RAMSEY, 1908 G+ CDS/Target (Kootenai 98-11) Est \$40.00
- 42 RIVERSIDE, 1913 G+ very lite Ty B 4 Bar (Bonner 11-15) Est \$20.00
- 43 TABER, 1916 VG Ty B 4 Bar (Bingham 13-26) Est \$25.00
- 44 WEISER, 1891 G+ CDS/Cork on CVR rough @ Rt. (Wash 71/Op) Est Est 5.00
- 45 WINONA, 1909 VG Ty 3/1 DOANE (Idaho 06-45) Est \$8.00

MONTANA

- 48 ARLEE, 1930 VG+ Ty C1 4 Bar on clean cover (Lake 85-Op) E \$3.00
- 49 BEARMOUTH, 1911 VG Ty A1 4 Bar (Granite 92/49) Est \$6.00
- 50 BELTON, 1935 VG Ty C2 4 Bar (Flathead 00-49) Est \$4.00
- 51 BROADUS, 1930 G++ Ty C1 4 Bar on clean CVR (Powder River 00/Op) \$3.00
- 52 CHARLO, 1930 G+ Ty C1 4 Bar on clean CVR (Lake 18-Op) Est \$4.00
- 53 COLLINS, 1912 VG Ty A2 4 Bar (Teton 91/61) Est \$5.00
- 54 COOKE, 1913 VG+ Ty B 4 Bar (Park 82-57) Est \$4.00
- 55 CRESTON, 1909 G CDS/Target (94-56) Est \$4.00
- 56 DAGMAR, 1908 VG Ty A1 4 Bar, EARLY (Sheridan 07-Op) Est \$4.00
- 57 EDEN, 1911 VG watery Ty A2 4 Bar (Cascade 00-60) Est \$4.00
- 58 HEDGESVILLE, 1911 VG Ty A2 4 Bar "Ville" on stamp (Wheat 10-59) E 5.00
- 59 HUSON, 1915 VG Ty B 4 Bar part on stamp (Missoula 98/83) Est \$5.00
- 60 LAME DEER, 1931 VG Ty C1 4 Bar on clean cover Est \$3.00
- 61 LOTHROP, 1910 G+ but worn Ty A1 4 Bar (Missoula 00-13) Est \$7.00
- 62 MARTINSDALE, 1909 VG Ty 3 DOANE unlisted Est \$6.00
- 63 MC RAE, 1924 VG Ty A3 4 Bar (Big Horn 16-53) Est \$6.00
- 64 MONARCH, 1908 VG Ty 3/4 DOANE as Rec'd (Cascade 89-Op) Est \$4.00
- 65 PABLO, 1930 VG Ty C1 4 Bar on clean cover (Lake 17-Op) Est 4.00
- 66 PINE CREEK, 1910 G+ lite Ty 2/1 Doane as rec'd (Park 04-14) E \$5.00
- 67 RUBY, 1908 G Ty A1 4 Bar (Madison 01-24) Est \$7.00
- 68 STEARNS, 1909 VG Ty A2 4 Bar (Lewis & Clark 91-21) Est \$12.00
- 69 SUPERIOR, 1937 V++ Weird wavy 4-Bar Non-Standard on cover \$5.00
- 70 WEST YELLOWSTONE, 1922 G+ Ty B 4 Bar, bit off @ top, EARLY Est \$4.00
- 71 YELLOWTAIL RUR STA, HARDIN, MONT. 1964 G Ty F 4 Bar on stamp \$4.00

NORTH DAKOTA

- 156 BUTTE, 1909 VG+ CDS/Cork (Oliver 98-13) Est \$18.00
- 157 GRENORA, 1917 FINE, Straight Line PROVISIONAL Cancel (Feb 24th) \$20.00
- 158 GRABER, 1910 VG Ty A1 4-Bar (Hettinger 07-14) Est \$12.00
- 159 HECKER, 1907 FINE Ty 2 DOANE as Rec'd (Ward 05-09) Est \$3.00
- 160 MORRINE, 1908 G+ Ty 2 DOANE, N.DAK indist. (Grand Forks 04-13) \$10.00
- 161 NEWBURG, 1909 VG+ Ty 3/1 DOANE (Bottineau 05-Op) Est \$5.00
- 162 RUDSER, 1908, VG but N.Dak not struck, Ty 3/1 DOANE as Recd. Est \$3.00

OREGON

- 74 ALPINE, 1917 VG Ty B 4 Bar (Benton 12-66) Est \$5.00
- 75 COYOTE, 1908 G+ Ty 3/1 DOANE as Rec'd on cover back. Front torn with stamp gone & separated around edges but looks decent & W/letter \$15.00
- 76 FAIRBANKS, 1909 VG Ty 3/1 DOANE (Wasco 05-09) Est \$40.00
- 77 FREEBRIDGE, 1910 VG Ty A1 4 Bar part on stamp (Wasco 08-10) Est \$18.00
- 78 FREEWATER RFD 1, 1903 G Type 1 HANDSTAMP as rec'd on cover back \$7.00
- 79 GRANT, 1908 G+ Ty A1 4 Bar (Sherman 83-08) Est \$25.00
- 80 GREENHORN, 1915 G++ scarcer duplex with OREGON in dial (02-19) E \$30.00 p73
- 81 GREENVILLE, 1907 VG bit blurry, Ty 3 DOANE (Wash. 71-07) Est \$10.00
- 82 HOOD RIVER RFD 1, 1901 G+ Type 1 HANDSTAMP. Cover w/contents rough at right Est \$30.00
- 83 KUBLI, 1907 VG Ty 2/1 DOANE (Jackson 91-07) Est \$75.00
- 84 REX, 1911 VG Ty A2 4 Bar (Yamhill 01-43) Est \$5.00
- 85 SINK, 1914 G+ lite Ty B 4 Bar (Lake 11-20) Est \$20.00
- 86 SOUTH JUNCTION, 1913 G+ MAGENTA Ty B 4 BAR (Wasco 11-14) Est \$60.00
- 87 TWIN ROCKS, 1915 G+ Ty B 4 Bar, EARLY (Tillamook 14-54) Est \$6.00
- 88 TUCKER, 1896 readable CDS as forward/transit on cvr back, letter 20.00
- 89 WARREN, 1908 G+ Ty 1 DOANE (experimental ?) (Columbia 85/61) Est \$6.00
- 90 WOODLAWN, 1903 VG CDS as forward on entire from Bristol, Indian Terr. rough at right (Multnomah 90-03) Est \$15.00

WASHINGTON

- 93 A.M.F. & FINANCE STA., 1965 G+ Ty F 4 Bar on Philat. CVR Est \$3.00
- 94 ARLETTA, 1910 VG Ty 2 DOANE (Pierce 93-27) Est \$12.00
- 95 EDGEWATER, 1915 VG lite Ty B 4 Bar, damaged lower left edge E \$10.00
- 96 EFFIE, 1909 FINE Ty 2/1 DOANE (Whitman 04-17) Est \$25.00
- 97 EGYPT, 1911 G++ Ty 2/2 DOANE (Lincoln 92-10) Est \$ 7.00
- 98 FERRY, 1908 readable Ty 2 DOANE (Ferry 04-44) Est \$5.00
- 99 FRANEL, 1912 VG purple Ty A2 4 Bar, on stamp (Skagit 03-13) Est \$10.00
- 100 HILLMAN, 1905 VG Ty 2/1 DOANE as Rec'd (King 04-06) Est \$18.00
- 101 HOH, 1909 VG+ Ty 2/1 DOANE as Rec'd (Jefferson 04-34) Est \$8.00
- 102 JONATHAN, 1916 G+, Wash not struck, Ty B 4 Bar (Yak 16-19) E \$10.00
- 103 LAKE CRESNET, 1914 VG, bit lite, purple Ty B 4 Bar (Clall 13-20) \$12.00
- 104 LAMOINE, 1909 VG purple Ty 3 DOANE, stamp removed (Doug 06-10) E \$18.00
- 105 LATONA, 1900 VG CDS/Cork on private mailing card (King 90-01) E \$15.00
- 106 LONGLAKE, 1911 VG, bit lite Ty B 4-Bar (Lincoln 11-16) Est \$35.00
- 107 LOWGAP, 1906 G+ Ty 3/1 DOANE as Rec'd (Grant 06-21) Est \$10.00
- 108 MOORE, 1909 VG+ Ty A1 4 Bar (Chelan 92-11) Est \$6.00
- 109 NEPPLE, 1913 VG Ty B 4-Bar, O'Strk (Grant 11-39) Est \$5.00
- 110 NEWELL, 1904 Readable-Good Cds/Target on Entire (Island 95-04) \$15.00
- 111 POMONA, 1912 VG Ty B 4-Bar (Yakima 10-27) Est \$ 12.00
- 112 RIVERTON, 1906 VG Ty 2/1 DOANE as Rec'd (King 04-07) Est \$50.00
- 113 ROCHE HARBOR RUR STA, 1968 G++ Ty F 4-Bar Est \$3.00
- 114 SISCO, 1909 G CDS/Target (Snohomish 02-18) Est \$12.00
- 115 SILDUC, 1913 VG Ty B 4-Bar, UC on stamp (Clallam 11-16) Est \$22.00
- 116 SULTAN, 1917 VG Ty 3 DOANE, Dot in bars variety, CVR toned edges \$5.00
- 117 TANNER, 1907 VG+ Ty A1 4-Bar, O'Strk (King 07-12) Est \$10.00
- 118 THREE LAKES, 1911 VG+ Ty A1 4-Bar (Snohomish 03-26) Est \$15.00
- 119 TIPSO, 1908 VG, Ty 2 DOANE, Wash spotty (Lincoln 99-09) Est \$12.00
- 120 TUM TUM, 1908 G+ CDS/Target (Stevens 00-66) Est \$4.00
- 121 VANASSETT, 1912 VG Ty 2/3 DOANE "ELT" on stamp (King 92-13) Est \$12.00
- 122 VAN HORN, 1911 VG Ty A1 4-Bar (Skagit 01-25) Est \$12.00
- 123 WILLEY RUR STA, YAKIMA, WASH, 1932 G++ Ty B 4-Bar on Entire \$4.00
- 124 WINESAP, 1910 VG Ty A2 4 BAR (Chelan 09-44) Est \$5.00

R.P.O.'s TOWLE TYPES

- 129 AIRMAIL FIELD, KANSAS CITY, MO. 1949 VG Duplex, Unlisted \$4.00
- 130 ARL & SO BALTO, 1906 VG+ BA-1-g (car 2 in grid) Est \$4.00
- 131 BLAINE & SEAT, 1937 G+ 903-B-2 on CVR Est \$4.00
- 132 B.L. GLENWOOD & ST. PAUL, 1908 G+ 880-1-C-2 (T.113) Est \$6.00
- 133 CHEY & POCATELLO, 1912 G+ 932-Q-3 (Tr.10) Est \$5.00 p73
- 134 CHI CITY CHI & CINC., DUE F.MAIL, MAIL DELAYED / TRAIN LATE, 1892 G++
large DBL CDS as backstamp on cvr, bit rough @ left, UNLISTED \$10.00
- 135 CHI & CARBONDALE, 1907 FINE 708-P-1 (Tr.8) Est \$6.00
- 136 CHI & WENT AVE, STREET R.P.O., 1910 G+ CH-7-C Est \$6.00
- 137 CLEVELAND CIRCUIT R.P.O., 1913 VG CL-1-d (TRIP 1), toned PPC E \$5.00
- 138 ELLS & WATERTOWN, 1907 G+ 748-P-1 (WEST) Est \$6.00
- 139 EUG & COOS BAY, 1953 VG+ 900-2-A-1 (TR 1) Philat. CVR Est \$ 8.00
- 140 G. JUNCT. & OGDEN, 1909 VG 953-AC-1 (TR.1) Est \$6.00
- 141 NEWTON KANS, TRANS CLK. 1899 G+ Unlisted Type, on Entire E \$3.00
- 142 PHILA & WEST PHILA, 1898 G PH-8-a (TR 35) as Rec'd BS on CVR \$15.00
- 143 PHILADELPHIA & WPHILADELPHIA, 1897 VG PH-8-c (TRIP 28) Est \$15.00
- 144 PORTLAND & BEND, 1912 VG 899-1-B-1, (TR 7), flattened creases \$8.00
- 145 PORT & BEND, H.P.O. 1961 VG Commercial cover Est \$6.00
- 146 RENO & VIRGINIA CITY, 1913 G++ 978-F-1 (TR.2) Est \$10.00
- 147 ROL PARK & HIGHLANDTOWN, 1915 VG BA-4-O (1) Street Car Est \$8.00
- 148 ST.P. & HAVRE, 2ND DIV, 1909 VG 869-AE-1 (Tr.6) Est \$7.00
- 149 ST.P. & SPOK. 1ST DIV, 1907 FINE 874-AN-1 (Tr.8) Est \$5.00
- 150 ST. VINCENT & ST. PAUL, 1914 FINE 869-AW-1 (Tr.1) Est \$7.00
- 151 PITTSBURG, PA. STREET CAR R.P.O., 1916 VG+ PI-2-1 (TRIP 7) CVR \$15.00
- 152 TEMPLE & SAN ANGELO, 1912 G 484-L-4, San Angelo spotty Est \$5.00
- 153 WALLULA & PENDLETON, 1910 G+ 901-5-C-1 (TR.5) Embossed PPC Est \$20.00
- 154 WASH & HARRISONBURG, 1905 VG 302-U-1 Est \$5.00
- 155 WHITEHALL & ALDER, 1913 VG 891-1-B-2 (T499) (MONT. R.P.O.) Est \$15.00

STANDARD RULES APPLY, Single item bids reduced to estimate.

Minimum bid \$3.00 please. Phone bids accepted (541) 963-6350 due to call waiting, if no answer keep trying.

CLOSING DATE; TUESDAY, FEBRUARY 18th, 1997

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46 50	2 50	4 36	6 24	11 88
51 55	2 75	4 78	6 84	13 02
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61 65	3 25	5 66	8 10	15 42
66 70	3 50	6 10	8 73	16 62
71 75	3 75	6 52	9 33	17 76
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81 85	4 25	7 40	10 59	20 16
86 90	4 50	7 84	11 22	21 36
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96 100	5 00	8 70	12 45	23 70
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MONTANA, WASHINGTON, OREGON, IDAHO collectors, join the Pacific Northwest Postal History Society. Dues \$10.00 annually includes subscription to the Society journal. To join, or for more information, write: Tom Pomeroy, 1909 Nut Tree Drive NW, Salem, OR 97304-1110. [28-1]

OUR MAIL SALES feature postal history from almost every state. Also, machine cancels, military, etc. Free catalog. No 10% premium. We also welcome consignments. Juno Stamps, 1765A Juno Ave., St. Paul, MN 55116-1467. [28-1]

19TH NAVAL POSTAL HISTORY mail auction - 100's of "real mail" covers. Listing for 55 cent SASE. Paper Marche, 1355 Martin Drive, Auburn, CA 95603. [27-6]

CARDS & COVERS: FOR SALE

US COVERS: States, DPO's, Doanes, machine cancels, RPO's, streetcars, RFD's, auxiliary markings, military, ships, more. Thousands on hand, realistically priced. Let me know what you need. Paul Bourke, PO Box 125, Ashland, MA 01721. [28-1]

DAKOTA TERRITORY and South Dakota postal history for sale. Over 100 territorials and hundreds of statehood, DPO's. Thomas Hayes, Box 2, Aberdeen, SD 57402. [28-5]

CALIFORNIA POSTAL history for sale: DPOs, RPOs, 4-bars, Doanes, Service, PPIE Slogans, Flags, Military, Oddballs, Picture Postcards. Tom Edison, Box 822, Oakland, CA 94604 [28-4]

COVERS FOR SALE - Arizona, Nevada, Colorado, Utah, Montana on approval. References please. General Want List appreciated. LaMar Peterson, Box 17463, Holiday, UT 84117 [28-4]

PREXIE COLLECTION LIQUIDATION over 400 registered covers, many combinations of stamps, etc. Heavy in western states. Send Wants. LaMar Peterson, Box 17463, Holiday UT 84117 [28-4]

NORTH DAKOTA postal history collection for sale. Territorials, statehoods and DPO's individually priced. Thomas Hayes, P.O. Box 2, Aberdeen, SD 57402-0002. [28-2]

CARDS & COVERS: FOR SALE

WWII COVERS: Patriotics, some hand painted, APO's, V-Mail, ship cancels, etc. Send postal card for list. Sanford's, Box 50, Bear Creek, NC 27207. [28-2]

✓ **CHECKOUT** our Website at <http://www.collectors-mall.com/>

TOWNS: WANTED

STILL URGENTLY require covers/cards (even photocopies) from Mole Hill, VA; John, KY; X-Ray, NM. John Forster, Rose Cottage, Grandborough, Rugby, Warwickshire, England, CV23 8DQ. [28-2]

ALL STATES, plus RPO's, classic ships, etc. Use my Mail Bid Sales to sell your duplicates and excess material. Write/call for consignment details. Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: mehrer@revealed.net [28-4]

SUNNY ALBERTA - Alberta town cancel's and postal history. Territorial period forward. Edmonton and Alberta small town views, advertising covers, corner cards - "Everything Alberta". Keith R. Spencer, 5005 Whitemud Road, Edmonton, Alberta, Canada T6H 5L2. Phone: (403) 437-1787. [28-1]

FRESNO, MADERA & TULARE COUNTIES, CA. All towns 1850-1950 on cover, especially DPOs. Top prices paid. Leonard McCabe, 1249 N. Calaveras, Fresno, CA 93728. [28-4]

HAWAII, Copies of all postmarks between ca. 1840 and 21 August 1959 seriously needed for postal history studies; including service, ship, transit and other related markings. I will pay copying and post, and credit each contributor. Phil Kay, P. O. Box 920, Kaunakakai, HI 96748. [28-5]

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**AD DEADLINE FOR NEXT
ISSUE: JANUARY 21, 1997**

TOWNS: WANTED

HAWAII, YUKON and ALASKA postal history wanted to 1959. Also buy Hawaiian stamps with town cancels off cover and fancy cancels and fort cancels on 19th century U.S. officials. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507 [28-4]

MONONA COUNTY, IOWA - 19th & 20th century entire letters and covers with markings of all sorts for post offices in that county. Write, call or e-mail for listing of post offices. Walter Potts (APS & IPHS), Box 1935, Vienna, VA 22183-1935. Tel: 1-800-314-5872; E-mail: PottsPlit@juno.com [28-2]

LOUISIANA and other mid-Gulf Coast states. Stamped/stampless, etc. postal history (1790-1917). Individual items/entire correspondences. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [28-3]

MONTANA - Anyone have an extra cancel of Bowman Lake, Kintla, Paola or Trailcreek? Advise. Milton Sloan, 1013 E. 7th St., Whitefish, MT 59937-2844. [28-2]

RADERSBURG(H), MONTANA March 1, 1870 through 1873. Also, other Montana postal history, documents, checks, ephemera. Ken Hamlin, 517 So. 5th Ave., Bozeman, MT 59715. [28-1]

NORTH DAKOTA: All postal history wanted, from territorial to modern. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [28-3]

NORTH DAKOTA WANTED for personal collection. Territorial to modern also Real Photo cards, towns, depots, machinery in operation, covers with hotel corner cards. Gordon Twedt, Box 280, Maddock, ND 58348 [28-4]

OREGON, PRE-1950 cancels of all types - operating - and D.P.O.'s especially 19th century. Washington Doane cancels and unusual cancels from anyplace. Send priced or approval, or photocopies, or request my offer. Doug DeRoest, 482 Modulaire, LaGrande, OR 97850 [28-1]

SOUTH DAKOTA postal history from territorial to modern wanted for my personal collection. Top prices paid. Ken Stach, 212 E. Woodglen Road, Spartanburg, SC 29301. [28-4]

UTAH BRANCH PO POSTMARKS. Need Salt Lake City branches/stations: Air Base, Army Air Base, Granger-Hunter, Hunter, Kearns 1942-46 only, Pioneer 1920-45 only, Sugarhouse Station 1899-1908 only; Ogden's Station A, NPO 10295; Delta's Topaz Br cds only; Brigham's Bushnell General Hospital Sta. Any numbered station/branch of any Utah PO. Received markings/special delivery/general delivery/ect. for any Utah Branch/Station. Send photocopy or approval with price. Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [27-6]

TOWNS: WANTED

WEST POINT, NEW YORK covers - stampless to WW II - wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 135, Lake Oswego, OR 97034 [28-4]

DOANES: WANTED

DOANE CANCELS: Buy and trade Doane cancels of all states. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [28-3]

ADVERTISING COVERS: WANTED

URGENTLY NEEDED: Pre-1900 Philadelphia, PA advertising covers illustrated with buildings and street scenes. Also any paper memorabilia or postal history from the Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector, 750 S. Main Street, Suite 203, Phoenixville, PA 19460. [28-3]

MISCELLANEOUS: WANTED

CIVILIAN CONSERVATION CORPS covers wanted all states. Send priced photocopies or approvals. Harold Richow, 31552-58 Railroad Canyon Road, Canyon Lake, CA 92587. [27-6]

"LOOK" MAGAZINE COVERS: all envelopes mailed from LOOK magazine are wanted, domestic or foreign destinations, regular postmark or precanceled, anything. Please send priced on approval or photocopies. Thanks! Roland Austin, P.O. Box 2641, Stillwater, OK 74076-2641. PH: (405) 624-9624. [28-2]

SNAKE RIVER of Hells Canyon, Idaho and Oregon; postcards, especially boats, bridges, ferries, post offices, etc. Also most anything in cancels and cachets. Please send photocopies front & back with prices. Thanks! Frank H. Bailey, Fern Hill Sta., Box 12071, Tacoma, WA 98412. [28-2]

WWII ICELAND APOs; Saskatchewan; Assiniboia; Newfoundland military (incl. APOs); Canadian base APO covers, view-cards. Approvals/photocopies welcomed! Dean Mario, Box 342, Saskatoon, Sask., Canada S7K 3L3. [28-3]

DOCUMENTS WITH REVENUE STAMPS. Primarily 1857-72, secondarily 1898-1902. Especially Western Territorial, incl. anything Calif., Nevada or Oregon State revenues. Will also sell, trade, correspond. Michael Mahler, 2721 2nd St. #211, Santa Monica, CA 90405. (310) 399-9304. [28-1]

MISCELLANEOUS: WANTED

POSTAL ARTIFACTS/memorabilia, hand cancellers, cancellation machines, badges, locks, street letter boxes, toys, board games, sheet music with postal logo. Price description. Ifshin, 7134 Byron Ave., Miami Beach, FL 33141. [28-3]

PAIRMAIL COVERS - Commercial Only; No First Flights or philatelic -United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C6 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [28-6]

U. S. OFFICIAL ENVELOPES (U01-U069), covers and early penalty covers. Send photocopy or item with price or phone (903) 784-8777. Schmidt, 4325 Smallwood Road., Paris, Texas 75462. [28-5]

FOREIGN: WANTED

DANISH "WILD WILD WEST" Indies postal history (1874-1917). Approvals or photocopies. Prompt response. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069. PH: (504) 835-9611 [28-3]

POSTAL MARKINGS OF US EXPOSITIONS - 2nd EDITION

I am happy to announce the 2nd edition of this publication which was first released in 1986. In the past ten years, additional data has been gathered, which enlarges the available information by about 30%. This significant increase warrants publication of a major new work. Additional background information on the various expositions is being added, and many, many new earliest and latest uses have been added.

Several sections are expanded, and much of the PPIE is entirely new. A few corrections and some newly found markings will add to the completeness of the work. This edition is expected to be about 300 pages, unbound, printed on plain white paper.

I have appointed Bart Billings as the sole agent to prepare and distribute this publication. Pre-publication orders are now being accepted. Orders received prior to October 15, 1996 will be discounted \$10.00 and offered for \$35.00 postpaid. After that date, the full price of \$45.00 postpaid will be in effect. Distribution is planned for early November.

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1/8-page	\$13.00	\$29.90	\$54.60
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1/2-page	\$55.00	\$126.50	\$231.00
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Ad Deadlines are as follows: Dec/Jan issue - Nov 20; Feb/Mar issue - Jan 20; Apr/May issue - Mar 20; Jun/Jul issue - May 20; Aug/Sep issue - July 20; Oct/Nov issue - Sep 20.

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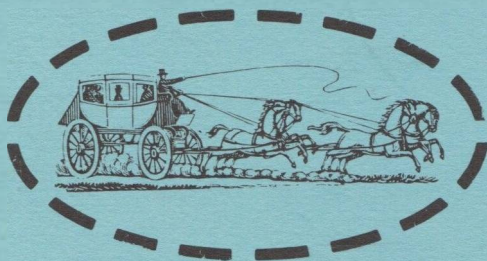
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