

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: *Our cover this time reproduces an illustration titled "Salt Lake City from the Observatory of the Council House", which appeared in Harper's Weekly on Sept. 25, 1858. It is intended to call attention to Dan Meschter's continuing outstanding series on the first mail contracts in the transmountain west.*

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PUBLISHER'S PAGE

Summer Potpourri

Dust off the barbecues; check out the fishing gear, hiking shoes and camping supplies; lay on the sun screen and insect repellent, for summer is here at last. By the time you read these lines, PACIFIC '97 will be history. Hopefully it was a great show, and hopefully I got a chance to meet some of you in person for the first time and renew old acquaintances with others. Our postal history hobby is only *somewhat* seasonal, of course. We all continue to keep a eye out for this or that long sought cover throughout the summer months, but there is little doubt that the onset of warm sunny weather brings additional distractions and tends to move our indoor interests to the back burner.

Our upcoming sabbatical in Australia [see Publisher's Page of the May 1997 issue] will create some minor communications difficulties this summer. We have sold the house we've been living in for the past 15 years, and will be moving temporarily to our houseboat on the Multnomah Channel sometime during the month of July. The houseboat is located near Scappoose, Oregon, about 40 miles north of our present location. Post Office Box 135, Lake Oswego, OR 97034 will be checked on a regular basis, and will continue to serve as the *La Posta* mailing address, *but once we move to the houseboat, the telephone number will become (503) 543-3035* [please note that this number was incorrectly listed in the May issue].

Those of you thinking of vacationing in the Northwest later this summer might like to consider including a stop in Spokane on the weekend of September 19-21st. Howard Ness has organized a postal history seminar to be held on Friday morning just prior to the opening of the PIPEX '97 stamp show. PIPEX is the Northwest regional show which moves around from city to city in a region that stretches from Alaska through British Columbia, Washington and Oregon and east to Idaho and Montana. This year's site is Spokane, and should be well attended by collectors from throughout the entire region.

The theme of the postal history seminar is "Trends in Western Postal History". A round table discussion format has been selected and members of the roundtable include Gray Scrimgeour, Wes Shellen, Ron Leith, Alan Patera, Peter Larson and Bill McGreer. I have been asked to serve as moderator, and there will be ample opportunity for audience participation. Admission by advanced ticket is \$5 and tickets will be available at the door for \$7.50. The seminar runs from 8:30 AM to Noon and will be held at the Spokane Center in downtown Spokane. Interested persons may contact Howard Ness, South 9 Washington St., Spokane, WA 99204 [phone 509-455-5150 days; fax 509-455-5152 24hours].

La Posta Publications will have a table on the floor of the show and I will be conducting a 300 lot auction of high quality Pacific Northwest postal history material on Sunday at 1 PM in the Spokane Center. A copy of the auction catalog for that sale is enclosed with this issue of *La Posta*. Both the show and the Sunday auction are free and open to all.

In a way, I'm a bit embarrassed to be so blatantly commercial about this Spokane show, but quite honestly Cathy and I are looking at the affair as kind of a postal history "goodbye party". Three weeks after the show closes we'll be boarding an Air New Zealand 747 bound for the South Pacific, and Spokane gives us a last chance to bid farewell to our many friends in Pacific Northwest as well as a opportunity to impress on them in person that we will welcome winter visitors to Magnetic Island. So, come one come all to PIPEX '97 in Spokane! Take part in the Seminar, visit with us at the PIPEX bourse and participate in our auction. Cathy and I look forward to seeing you.

Bill

Richard W. Helbock
Publisher

MOVING SALE

The following publications are surplus to my needs and are hereby offered on a first come first served basis at prices listed:

1) *Philatelic Literature Review*, Vols.20 - 23 (1971-74) & 26-27 (1977-78). Complete and bound in three hardcover volumes. Price \$30.00 ppd.

2) *Ice Cap News*, Vols. 5-29 (1960-84) missing only Vol. 9 and about a half dozen odd numbers. Vols. 14-24 (1969-79 bound in five hard cover volumes. Price \$60.00 ppd.

3) *Catalog of US Perfins* by Joe Balough, 1979. 547 pages 3-hole punched. Price \$30.00 ppd.

4) *Western Express*, Vols. 31-33 (1981-83) complete. 3-hole punched. Price \$25.00 ppd.

5) *The Paquebot Marks of the Americas* by Gustav Lund, 1984, 193 pp., 3-hole punch. Price \$20.00 ppd.

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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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Rocky Mountain Philatelic Library, Denver:

<http://www.collectors-mall.com/philib/RMPL.htm>

BOOK REVIEW

AMERICAN STAMPLESS COVER CATALOG, Volume 1, Fifth Edition, David G. Phillips, Editor in Chief. Published by David G. Phillips, Inc., P.O. Box 611388, North Miami, FL 33261, 1997. Price: \$40.00 plus \$3 postage (softbound) or \$50.00 plus \$3.00 postage (hardbound) in US. International surface mail add \$5.00 to above.

The *American Stampless Cover Catalog (ASCC)* is, of course, one of the basic building blocks of a United States postal history reference library. This latest edition, which includes 480 pages printed in 7 x 10 inch format, replaces the 1985 version.

For readers unfamiliar with earlier editions, *Volume 1* of the *ASCC* is essentially a gigantic list of postmarks, which appear on stampless covers, arranged alphabetically by state and territory and then alphabetically by post office. Each known postmark is represented by a short description -- a few are illustrated -- which includes known dates of use, colors of ink and a valuation. This is obviously exceedingly useful information for anyone interested in early 19th century US postal history.

The *Fifth Edition* improves on the 1985 book by combining all forms of postmarks recorded from a particular post office into one chronological listing. In 1985 the postmarks were separated into circles, ovals and straight-line listings within each state, and it could be a bit confusing at times. Manuscript markings are still treated as separate listings arranged alphabetically under each state at the end of the handstamp postmarks.

Another improvement in the current edition is the inclusion of an "Appendix" section which is a guide to hundreds of townmarks which do not incorporate a state or territory name.

Listed valuations have been extensively revised in the Fifth Edition, and, while such pricing information will always represent the most controversial part of the *ASCC*, the editor assures us he has "re-priced to reflect the latest new discoveries of stampless markings."

A new type face improves the readability of the Fifth Edition, and production appears to be the same high standard used in *Volumes I-III* of the *Fourth Edition*. *Volumes II* (1987) and *III* (1993) of the *Fourth Edition* are still in print, by the way.

La Posta commends David Phillips for his long term dedication to our hobby, and is pleased to recommend his latest edition of *ASCC Volume I* most highly.

RWH

Randy Stehle Mail Bid Sale 72

16 Iris Court, San Mateo, CA 94401 (e-mail: rstehle@ix.netcom.com)

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 004 ASIOMAR, 1919 VG 4-BAR ON PPC (14-35). EST. \$8
 005 BARRA(CKS), 1911 PARTIAL (STAMP GONE) ON PPC (1911 ONLY) 12
 006 BEULAH HEIGHTS, 1908 F 4-BAR ON PPC (07-11). EST. \$12
 007 BIG SUR, 1936 F 4-BAR ON PPC W/PIN HOLE. EST. \$4
 008 BIG SUR, 1941 VG 4-BAR (DIFF TY THAN LOT 007) ON PPC. E 4
 009 BRADLEY, 1908 VG 4-BAR ON PPC. EST. \$4
 010 CAMERON, 1908 VG DOANE ON PPC (98/23). EST. \$12
 011 CARMEL, 1907 F DOANE ON PPC OF PINE INN. EST. \$4
 012 CORAM, 1909 F 4-BAR ON PPC (08-22). EST. \$12
 013 DEL MONTE, 1909 F DUPLEX ON PPC. EST. \$3
 014 DIXIELAND, 1913 G 4-BAR ON PPC (12-35). EST. \$12
 015 GOLDEN GATE, 1899 G T&C B/S ON TONED CVR W/STAMP TORN OFF (88-00). E \$8
 016 GONZALES, 1907 F ECU (MOT-540) ON PPC W/LR CORNER GONE. \$4
 017 GONZALES, 1909 F 4-BAR ON PPC OF ALPINE CREAM CO. E \$8
 018 GONZALES, 1912 G+ DUPLEX ON PPC. EST. \$4
 019 GONZALES, 1929 G+ ECU (MOT-550) ON PPC. EST. \$4
 020 GORDA, 1988 F ECU (MOT-560) ON CVR W/TEACHER'S LETTER. E 20
 021 GREENFIELD, 1918 G+ LKU (MOT-858) ON COVER. EST. \$5
 022 HOLLISTER, 1993 F LKU (SAB-230) AS B/S ON COVER. EST. \$12
 023 JACKSONVILLE, 1913 VG 4-BAR ON GPC W/CLOSED SPINDLE HOLE 10
 024 JAMESBURG, 1910 G CDS ON PPC (94-35). EST. \$8
 025 JAMESBURG, 1911 VG ECU (MOT-665) ON PPC. EST. \$8
 026 JOLON, 1910 G DOANE REC'D ON PPC. EST. \$3
 027 KING CITY, 1899 G LKU (MOT-750) ON COVER. EST. \$12
 028 KING CITY, 1908 F DOANE ON PPC. EST. \$4
 029 KING CITY, 1918 F LKU (MOT-785) ON PPC W/SPINDLE HOLE \$5
 030 KING CITY, 1932 F LKU (MOT-810) ON CVR W/SM TEAR \$5
 031 LLANADA, 1917 VG 4-BAR O/S & REC'D ON STAINED COVER. E \$4
 032 MOSS, 1911 VG LKU (MOT-1145) ON PPC (95-17). EST. \$5
 033 NEW MONTEREY STA, 1909 VG DUPLEX ON PPC (09-13). EST. \$12
 034 PACIFIC GROVE, 1895 VG LKU (MOT-1210) AS B/S ON COVER. \$15
 035 PARAISO SPR(NGS), 1938 PARTIAL 4-BAR ON COVER. EST. \$5
 036 PEBBLE BEACH, 1925 VG ECU (MOT-1395) ON PPC. EST. \$5
 037 PEBBLE BEACH, 1947 F DUPLEX ON PPC. EST. \$4
 038 SAN JUAN, 1899 VG CDS AS B/S ON COVER (51-05). EST. \$12
 039 SAN JUAN, 1906 G+ LKU (SAB-885) (1st 1906 USAGE REPORTED) 12
 040 SAN LUCAS, 1939 G+ 4-BAR ON COVER. EST. \$4
 041 SOLEDAD, 1930 F DUPLEX ON CVR REC'D @ BOTTOM. EST. \$4
 042 SPRECKELS, 1917 VG DUPLEX ON CVR W/BIRTH NOTICE (WILSON) \$8
 043 SPRECKELS, 1914 G+ DPLX ON INFORMATIVE LIBRARY REPLY PC \$10
 044 SPRECKELS, 1912 G+ DPLX ON PPC TO HAWAII. EST. \$8
 045 TASSAJARA HOT SPRINGS, 1917 VG 4-BAR ON PPC (12-44) E \$8

CALIFORNIA RURAL STA. & BRANCHES

- 046 AGUA CALIENTE R.S., 1985 VG 4-BAR ON PPC (57-87). EST. \$8
 047 AGUA DULCE R.S., 1955 F 4-BAR ON GPC (55-73). EST. \$8
 048 ARROYO SANITORIO R.S., 1949 VG 4-BAR ON 3x5 CARD (22-80) 5
 049 BAYLISS R.S., 1959 VG 4-BAR ON COVER (59-88). EST. \$8
 050 BEAR VALLEY R.B., 1980 VG 4-BAR ON PPC (87-). EST. \$4
 051 BERMUDA DUNES, 1981 F FD ON 3x5 CARD (81-88 PER). EST. \$8
 052 BIG BASIN R.S., 1962 F 4-BAR ON PPC (57-86). EST. \$4
 053 BOYS REPUBLIC R.S., 1968 F 4-BAR ON 3x5 CARD (55-73). E. \$5
 054 BRANDEIS R.B., 1973 VG 4-BAR ON UNADDRESSED 3x5 CARD. E \$4
 055 BRICELAND R.S., 1962 F 4-BAR ON 3x5 CARD (82-88). EST. \$8
 056 CACHUMA LAKE R.S., 1957 VG 4-BAR ON GPC (55-88). EST. \$5
 057 CAMP CONNELL R.S., 1974 VG 4-BAR ON WIN ENV (RB PER). E \$5
 058 CAMP CONNELL R.S., 1980 VG 4-BAR ON COVER (CPO PER). E. \$4
 059 CAMP RICHARDSON R.B., 1988 VG 4-BAR STRUCK ON STAMPS. E \$5
 060 CARIBOU R.S., 1973 F 4-BAR ON COVER (73-78). EST. \$12
 061 CASITAS SPRINGS R.S., 1958 VG 4-BAR ON PPC (28-58). E \$5
 062 CASPAR R.B., 1978 VG 4-BAR ON PPC. EST. \$4
 063 CAWELO R.S., 1952 G+ DC ON PPC (48-57). EST. \$4
 064 CEDAR CREST/FRESNO R.S., 1959 G+ 4-BAR ON PPC (57-82). \$10
 065 CHERRY VALLEY R.S., 1958 F 4-BAR ON #8 CVR W/FOLD @ LEFT \$5
 066 CORNELL R.S., 1965 VG 4-BAR ON GPC (85-77). EST. \$8
 067 CORRIGANVILLE R.S., 1962 VG 4-BAR ON CREASED PPC OF SITE \$5
 068 CRESTA BLANCA R.S., 1935 G+ 4-BAR ON COVER. EST. \$5
 069 CROMBERG R.S., 1980 F 4-BAR ON 3x5 CARD (80-88). EST. \$8
 070 CUMMINGS, 1965 F 4-BAR ON PPC (80-88). EST. \$8
 071 DAIRY FARM R.S., 1965 VG 4-BAR ON GPC (85-74). EST. \$7
 072 DARDANELLE R.B., 1979 F DC ON 3x6 PAPER (NO STAMP). E \$3
 073 DEATH VALLEY JUNCTION, 1980 F 4-BAR ON COVER (77-90). E \$4
 074 DELEVAN R.S., 1959 VG 4-BAR ON COVER (59-88). EST. \$5
 075 DELKERN R.S., 1976 G+ 4-BAR ON WIN ENV REC'D @ LEFT E \$3
 076 DEL MAR HEIGHTS R.S., 1953 F 4-BAR ON 3x5 CARD (53-86). \$5
 077 DENNY R.S., 1968 F 4-BAR ON COVER (85-76). EST. \$8
 078 DENNY, 1965 F 4-BAR ON COVER (85-76). EST. \$5
 079 DRYTOWN, 1963 F 4-BAR ON COVER (83-88). EST. \$8
 080 ECHO LAKE R.S., 1985 G+ 4-BAR ON PPC (81-73). EST. \$5
 081 ECHO LAKE, 1974 G+ 4-BAR ON #8 WIN ENV (73-74). EST. \$8
 082 EL DORADO HILLS R.S., 1974 G+ DC ON 3x5 CARD. EST. \$5
 083 EL MACERO R.B., 1979 G+ 4-BAR ON COVER. EST. \$4
 084 FRESHWATER R.S., 1964 F 4-BAR ON GPC (84-88). EST. \$8
 085 GAVIOTA R.S., 1957 F 4-BAR ON 3x5 CARD ("G" STRENGTHENED) 5
 086 GHOST TOWN R.S., 1955 F 4-BAR ON PPC (51-83). EST. \$4
 087 GIANT FOREST R.S., 1974 G+ 4-BAR ON 3x5 CARD. EST. \$4
 088 GLENBURN, 1973 VG 4-BAR ON COVER (88-74). EST. \$5

COLORADO

- 089 CHENEY CENTER, 1928 G 4-BAR ON PPC W/SM TEAR (17-36). \$4
 090 CONIFER, 1911 F 4-BAR ON PPC (84-28). EST. \$12
 091 ELDORA, 1915 VG 4-BAR ON COVER (97-87). EST. \$4
 092 MARBLE, 1911 F DUPLEX ON PPC (90/42). EST. \$8
 093 SKYWAY, 1935 F 4-BAR ON PPC (27-45). EST. \$12

COLORADO (cont.)

- 094 SMUGGLER, 1909 VG 4-BAR O/S & REC'D ON PPC (95-28). E. \$8
 095 WINFIELD, 1909 F 4-BAR ON PPC (81-12). EST. \$20

IDAHO

- 096 CHURCHILL, 1920 VG 4-BAR ON PPC (14-38). EST. \$8
 097 CLEARWATER, 1909 G+ DOANE ON PPC (72-84). EST. \$4
 098 WAHA, 1907 VG CDS ON PPC (79/41). EST. \$8

MONTANA

- 099 HOWIE, 1910 F 4-BAR ON PPC W/ROUNDED CORNER (92-15) \$15
 100 MIDLAND, 1907 G+ DOANE ON PPC REC'D @ LEFT W/GLUE SPOTS. \$3
 101 THOMPSON FALLS, 1919 VG COLUMBIA MACHINE ON PPC. EST. \$4

NORTH DAKOTA

- 102 CEDAR, 1908 VG 4-BAR ON PPC (08-18). EST. \$10
 103 CHANDLER, 1913 F 4-BAR ON PPC (07-29). EST. \$8
 104 HOWARD, 1910 VG 4-BAR ON TONED PPC (08-17). EST. \$5
 105 PURCELL, 1913 G+ 4-BAR ON PPC (08-14). EST. \$15
 106 ROGER, 1909 G+ 4-BAR ON PPC W/STAMP GONE (98-17). E. \$3
 107 SER(GIU)S, 1902 PARTIAL CDS AS B/S ON COVER (00-08). \$8
 108 SILVERLEAF, 1909 VG 4-BAR ON PPC (87-38). EST. \$8
 109 STADY, 1910 VG 4-BAR ON PPC (07-55). EST. \$3

OREGON

- 110 CLINE FALLS, 1907 VG DOANE ON CREASED PPC (04-19). E. \$15
 111 FERNDAL, 1907 F 4-BAR SLIGHTLY O/S ON PPC (08-24). E. \$10
 112 LUTGENS, 1911 G+ 4-BAR ON PPC (90/17). EST. \$10
 113 NOLIN, 1913 G+ DOANE REC'D & O/S ON PPC (85/23). EST. \$8

SOUTH DAKOTA

- 114 BLACKHAWK, 1908 F MAGENTA DOANE ON PPC. EST. \$3
 115 GRAND RIVER, 1909 VG 4-BAR ON PPC (07-14). EST. \$35
 116 HOWELL, 1887 F DC ON COVER W/CREASED COR (83-23). E. \$20
 117 (L)YONVILLE, 1915 VG PARTIAL 4-BAR ON PPC (82-45). E. \$3
 118 SEIM, 1911 G+ 4-BAR ON PPC (01-18). EST. \$12

WASHINGTON

- 119 CATLIN, 1908 VG 4-BAR ON PPC (92-09). EST. \$8
 120 CLEARBROOK, 1910 VG 4-BAR ON PPC W/CREASED COR (88-18) \$12
 121 ELECTRON, 1912 VG DOANE ON PPC (03-43). EST. \$8
 122 LUCAS, 1908 G+ CDS ON PPC (00-30). EST. \$8
 123 SISCO, 1908 G+ CDS ON PPC (02-18). EST. \$15
 124 SEATTLE/STA M, 1908 G+ DUPLEX ON PPC (05-14). EST. \$5

R.P.O.s (Towle Types)

- 125 ALGONA & CHAMBERLAIN, 1928 VG (781-J-3) ON PPC. EST. \$4
 126 (AL)IANCE & GUERN, 1908 PARTIAL (NEW TYPE) ON PPC. E. \$10
 127 BLAINE & SEATTLE, 1914 F (903-A-2) ON PPC. EST. \$8
 128 BROOKINGS & GETTYS, 1909 VG (887-2-A-3) ON PPC. EST. \$8
 129 CALIS & VALLEJO JC, 1907 F (983-F-2) O/S ON PPC. EST. \$8
 130 CARROLL & SX CITY, 1909 F (NEW TYPE) ON PPC. EST. \$8
 131 CHI & NO MCGREGOR, 1898 G (753-N-2) ON GPC. EST. \$4
 132 (DA)WSON & TUCUMCARI, 1930 PARTIAL (NEW TYPE) ON PPC. \$10
 133 DAWSON Y.T. & NENANAH, ALASKA 1936 VG (X-48-a) ON CVR \$30
 134 DENVER & GRAND JUNC, 1908 F (953-L-2) ON PPC. EST. \$8
 135 DENVER & KREMMLING, 1907 G+ (982-2-C-1) ON PPC. EST. \$8
 136 EUG & COOS BAY, 1950 F (900-2-A-1) ON COVER. EST. \$8
 137 EUREKA & SCOTIA, 1912 VG (985-M-2) ON PPC W/1/2 STMP GONE 6
 138 (FAYE)TTE & BENNETTS, 1915 G (324-C-2) ON CREASED PPC. \$4
 139 FOXCROFT & NEWPORT, 1908 VG (181-A-2) ON PPC. EST. \$8
 140 (G)ATE & SOUTHBEN(D), 1908 PARTIAL (NEW TYPE) ON PPC. \$10
 141 GOSHEN & COALINGA, 1907 G+ (992-4-D-1) ON PPC. EST. \$15
 142 HOUSTON, TEX TERM, 1941 F (497-B-3) ON PPC. EST. \$3
 143 LEVSTON & (R)IPARIA, 1911 PARTIAL (904-3-C-3) ON PPC. \$4
 144 LIVERMORE & SAN FRAN, 1913 F (992-10-B-1) ON PPC. E. \$8
 145 MANILLA & MITCH, 1910 F (791-1-B-1) ON PPC. EST. \$8
 146 MILES CITY & BUTTE, 1910 F (871-R-2) ON PPC. EST. \$5
 147 MISSOULA & HAMIL, 1911 VG (891-10-C-1) ON PPC. EST. \$15
 148 MISSOULA & HAMIL, 1908 VG (NEW TYPE) ON PPC. EST. \$15
 149 OROVILLE & SACRA, 1909 VG (982-J-1) ON PPC. EST. \$8
 150 PALMER (& BURWELL), 1913 PARTIAL (NEW TYPE) ON PPC. E. \$8
 151 PITTS & UNIONTOWN, 1908 G+ (214-F-4) ON PPC. EST. \$5
 152 PLACERVILLE & SACTO, 1910 VG (981-C-1) ON PPC. EST. \$8
 153 PORT & SEASIDE, 1908 F (890-2-B-1) ON PPC W/BEND. E. \$4
 154 PORT & SHERIDAN, 1910 G+ (900-5-E-2) ON PPC. EST. \$8
 155 REP CITY & OBERLIN, 1912 F (947-B-A-2) ON PPC W/BEND. \$5
 156 SALT LAKE C & SILVER C., 1909 F (974-2-B-1) ON REG REC. \$20
 157 SAN BDNO & ORANGE, 1908 VG (993-2-B-1) ON PPC. EST. \$15
 158 SHERWOOD & GRANVILLE, 1924 G (878-10-B-2) ON COVER. \$5
 159 SOUTH B & T HAUTE, 1908 VG (888-B-1) ON PPC. EST. \$8
 160 SPOK(ANE & A)DRIAN, 1910 PARTIAL (908-6-A-3) ON PPC. \$8
 161 SYRACUSE & ROCH, 1910 VG (115-X-4) ON PPC. EST. \$4
 162 TRUCKEE & LK TAHOE, 1931 VG (987-4-B-1) ON PPC. EST. \$8
 163 JACKSONVILLE, FLA/TERM RPO, 1928 VG (388-D-11) ON PPC. \$3
 164 OAKLAND PIER/TR CLK, 1918 VG (999-F-3) ON PPC. EST. \$5
 165 SAN FRAN WHARF, 1908 G+ (999-E-1) ON PPC W/STMP 2/3 GONE.
 STILL SCARCE. EST. \$20.

Standard rules apply. Minimum bid \$3.00 please.

Phone bids accepted: (415) 344-3080

CLOSING DATE: August 20, 1997 (10 PM PDT)

Jefferson Barracks, Missouri

by Bob Schultz

I. History of the Post

The United States was moving west! But in the 1790's, west meant moving into Ohio and Illinois and Kentucky and Tennessee. One of the first military posts established in what was to become Illinois was at Kaskaskia - Fort Kaskaskia. This was the source of the troops that supported Capt. Amos Stoddard at the transfer of Upper Louisiana to the United States at St. Louis on March 10, 1804. In May, 1804, the Lewis and Clark Expedition left to explore the new American territory. Meanwhile, back in St. Louis, American troops occupied the old Fort San Carlos on the edge of the city. In the spring of 1805, the army mandated the establishment of a fort near the mouth of the Missouri River and by April, 1806, the military garrison moved to the new Fort Bellefontaine. The site was chosen for both a fort and a factory for indian trade. However, this choice was a not favorable one and the fort deteriorated. In addition, other forts and trading posts were being established further north on the Mississippi and west on the Missouri Rivers so Fort Bellefontaine's importance diminished.

The army decided that it needed a larger area, close to St. Louis that could serve as a base for supply of men and materials to other, more distant posts. On March 4, 1826, Major General Jacob Jennings Brown, the Army Chief of Staff, issued "Special Order Thirteen" directing that a new site be chosen for an "infantry school of instruction." Colonel Henry Atkinson, commander of the Sixth Infantry Regiment of the Army*, selected a 1702 acre site near the settlement of Carondelet, familiarly known as Vide Poche ("empty pockets," because of the poverty of the residents). The site, south of St. Louis, was on bluffs overlooking the Mississippi River. It also had sloping access to the river. Deeds were signed on July 8, 1826 transferring the property. The site was advantageous not only because of the large area available, but also, the officers thought, because supplies could be purchased from the locals at advantageous prices and because the post would be situated far enough from the city of St. Louis to deprive the soldiers of the delights of the "dregs of the population."

Colonel Atkinson was given the assignment of supervising construction of the site which was named Jefferson Barracks. Most of the work was done by soldiers of the First and Third Infantry Regiments. This included carpentry, brick-making and stonework. [Temporary quarters had been built by the First Regiment under Major Stephen Watts Kearny and by the Third Regiment under Lieutenant Colonel Henry Leavenworth. These temporary quarters were called Cantonment Adams in honor of President John Quincy Adams.] In December, 1826, Atkinson was given command of the infantry school to be established. It was planned that soldiers would be given large unit training in tactics, drill and weapons. However, continued calls for troops at other sites made a training program almost impossible and in 1828, the infantry training school was discontinued although less formal training continued at the post. Jefferson Barracks remained as a staging base for supplies and men being sent further west (Fort Leavenworth in Kansas) and north (Fort Winnebago in Wisconsin).

* Henry Atkinson was rated as a Brigadier General, but, in 1821, when the army was reduced in size to 6000 officers and men, Atkinson was reduced in rank to Colonel.

The Barracks continued to grow. A post office, Jefferson Barracks, Missouri, was established on January 9, 1828 and a fire company in 1833. In April, 1832, steamboats transported troops from the barracks up the Mississippi River to prosecute the war against Chief Black Hawk. The hospital at the barracks was well-regarded. Dr. William Beaumont, a well-known surgeon served the post from 1834 to 1840. Later commanders of the barracks included Colonel Zachary Taylor (1836) and Stephen Watts Kearny (1840). Many later-to-be-famous officers were posted to Jefferson Barracks. Robert E. Lee was stationed there while he worked on the engineering problems at the St. Louis Harbor. Second Lieutenant Ulysses S. Grant was posted to the barracks directly after his West Point graduation. Soldiers from the post served in the Second Seminole War (1837) and the Mexican War (1845). At the beginning of the Civil War, the presence of Jefferson Barracks and its military establishment was a key factor in the retention of Missouri in the Union. During the war, Jefferson Barracks also served as a major hospital for wounded brought from the south by steamboat (Figure 1).

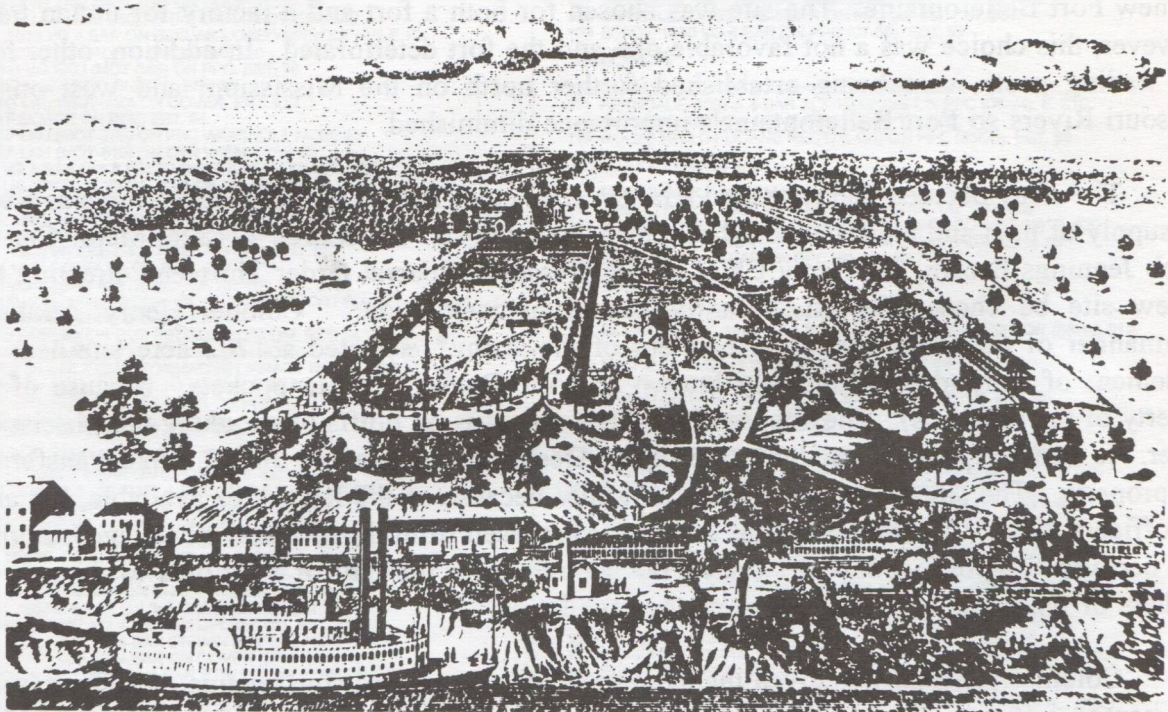


Figure 1

After the Civil War, Jefferson Barracks became a staging area and supply depot for troops fighting Indians and maintaining peace in the west. In the 1890's, the post was expanded and new buildings constructed (Figure 2.) In later years, the barracks served as an induction center for the Spanish-American War and the two World Wars. After World War II, the base was deactivated. Part of the area became a St. Louis County park. Another part remains an Air National Guard facility. The Jefferson Barracks National Cemetery and the Jefferson Barracks Veterans Administration Hospital adjoin the remaining property.



Figure 2.

II. The Postal History of Jefferson Barracks.

The postal history of Jefferson Barracks could be said to pre-date the establishment of the post office there. One precursor is shown in Figure 3. Mailed from St. Louis, it is datelined "Belle Fontaine (Mo), August 26, 1824." The letter, rated "on service" and "free" was sent by Brevet Major Stephen Watts Kearny to Brigadier General Jessup, the Quartermaster General in Washington. The contents concern paperwork returns but do mention Lieutenant William S. Harney (later General).



Figure 3

The next example (Figure 4) carries a manuscript "St. Louis Mo./Dec. 29." The letter is headed "Cantonment Adams / Near St. Louis, Missouri / Dec. 26, 1826." Even though the establishment was to be called Jefferson Barracks, the construction camps were named Cantonment Adams.

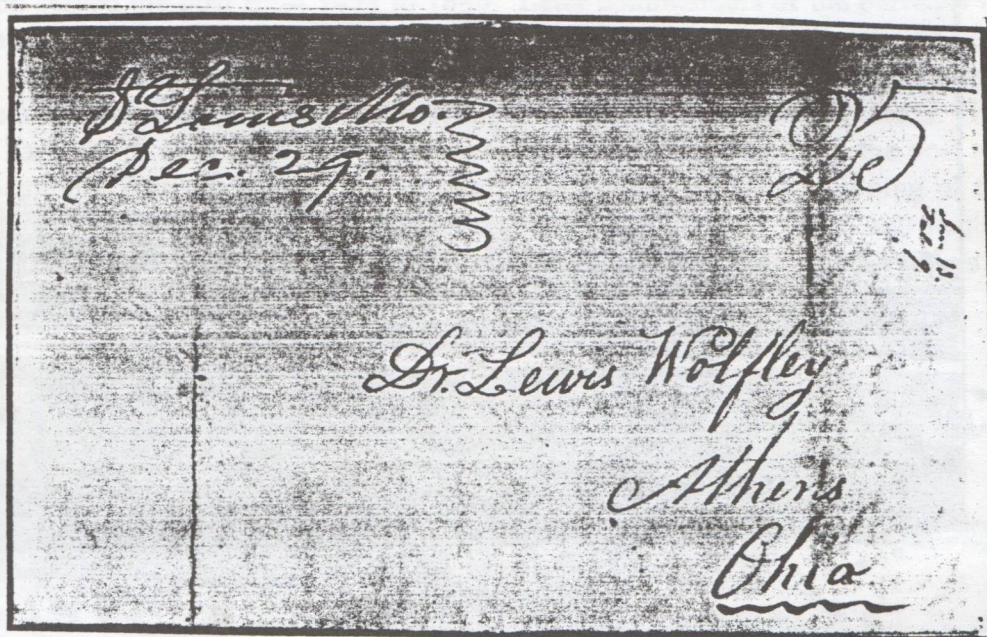


Figure 4.

The last pre-post office letter also is marked from St. Louis, March 15 (1827) and is rated "free" with the inscription "on public service / H. Atkinson / b.g.u.s.a. It was sent to Colonel Jones, Adj. Gen. of the army in Washington (Figure 5).

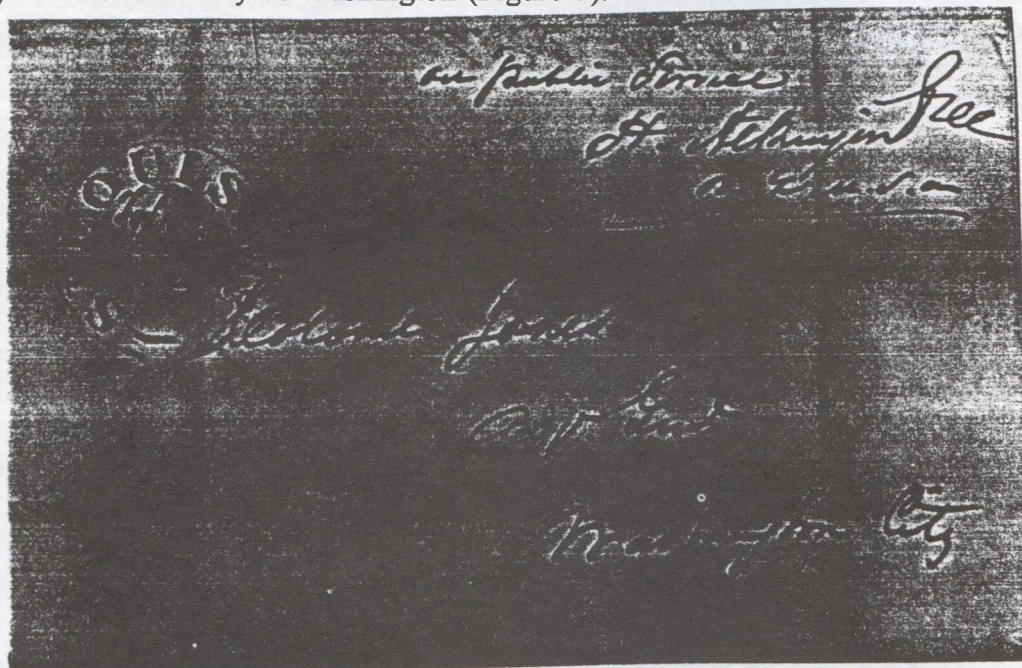


Figure 5

The letter reads:

Right Wing & Brigade Head Qut.
Jefferson Barracks
15 March, 1827

Sir,

I have the honor to report that on the 12th inst. I established my head qut. at and assumed the immediate command of this post.

Every exertion will be made to forward the progress of the public buildings here - an early completion of which may be anticipated with a good prospect of success.

With great respect, Sir, I have the honor to be

your Mo. ob. Serv't.

H. Atkinson, Br. G. U. S. Army

Col. Jones

Adj. Genl.

Washington City.

The first post office for Jefferson Barracks was established on January 9, 1828 and George H. Kennerly was named the postmaster. The two earliest reported Jefferson Barracks markings, in manuscript, are shown in Figures 6 (Feb. 12, 1828) and 7 (March 17, 1828) below. Both are letters from Lt. E. M. Lacy, who was newly posted to Jefferson Barracks.

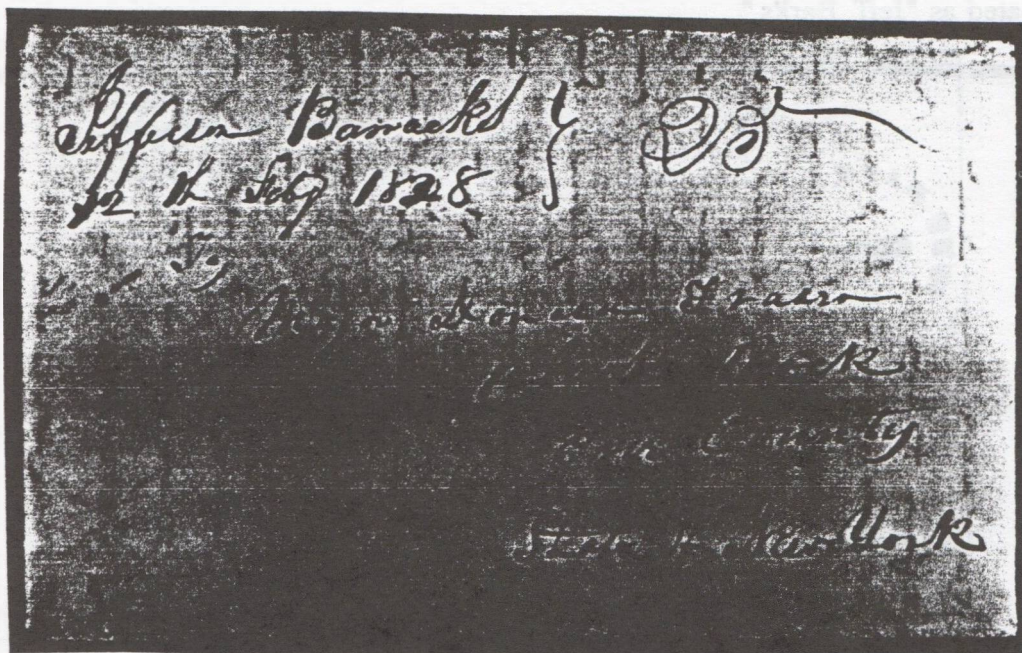


Figure 6

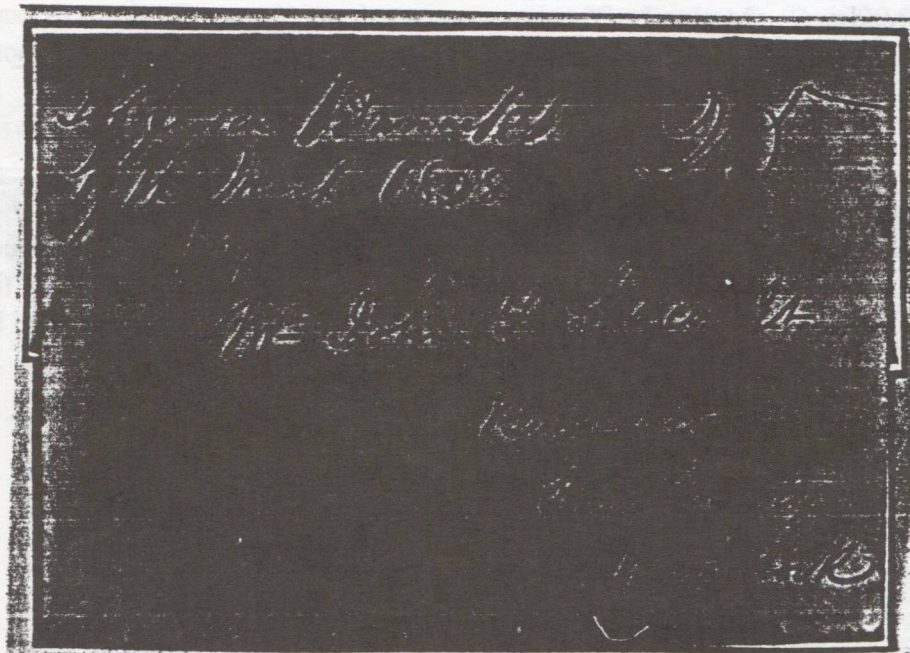


Figure 7

In 1831, the post office instituted use of a rimless "Jeff. Barracks, Mo." marking. Few copies are known and only from 1831 (Figure 8). The postmaster apparently found that writing out the full name was too time consuming. An 1835 cover (Figure 9) shows the office abbreviated as "Jeff. Barks."

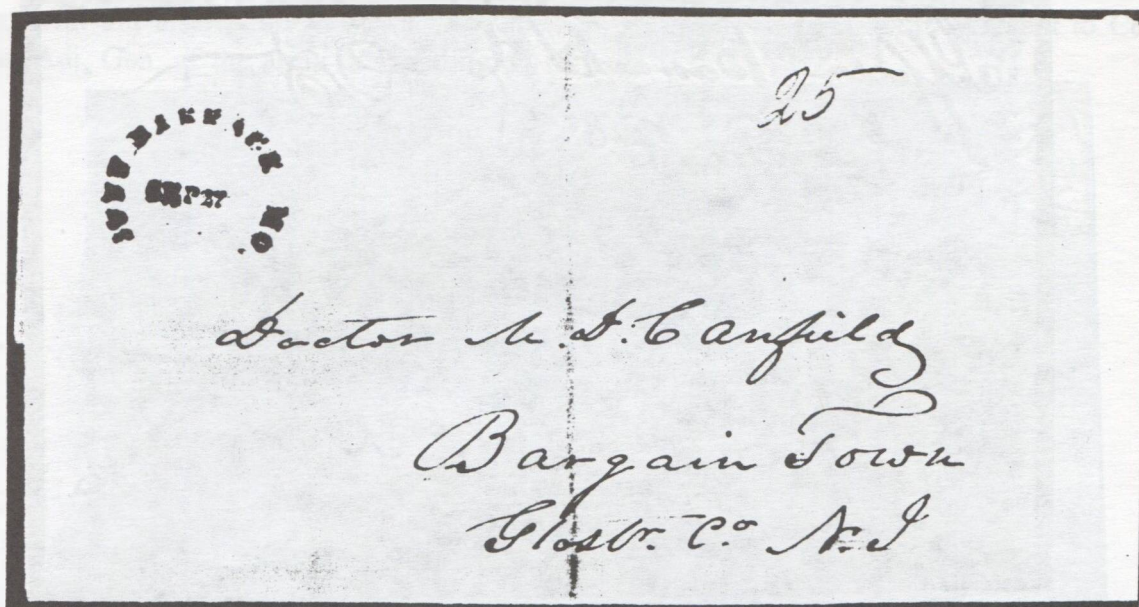


Figure 8

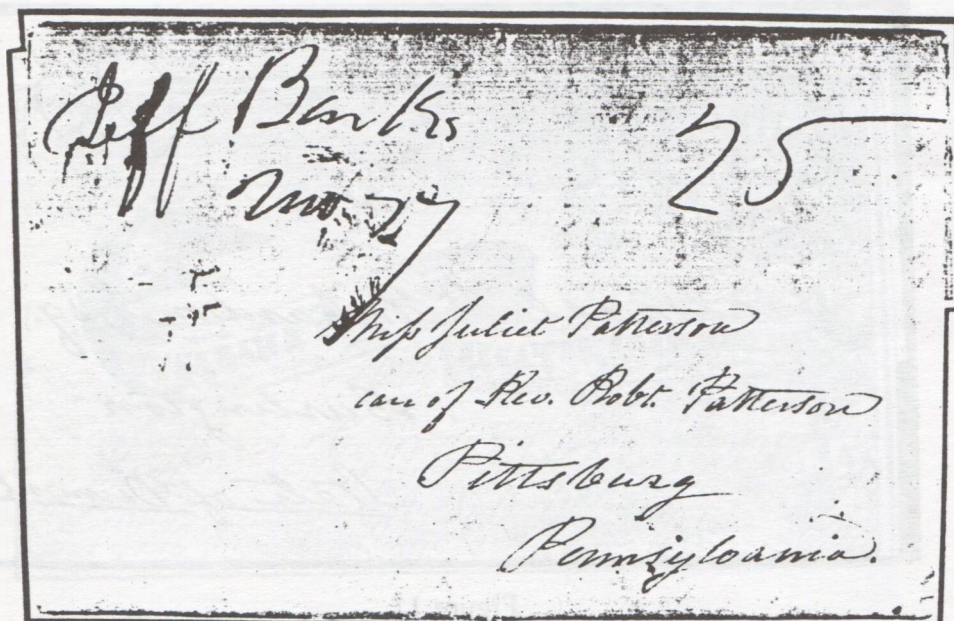


Figure 9

The Post Office Department discontinued the Jefferson Barracks office on December 6, 1836 and reopened it seven months later on July 13, 1837 with a new postmaster, Peter Conoly. Abbreviated postal markings continued, but now read "Jeffrn. Bks." as in the 1838 example shown in Figure 10.

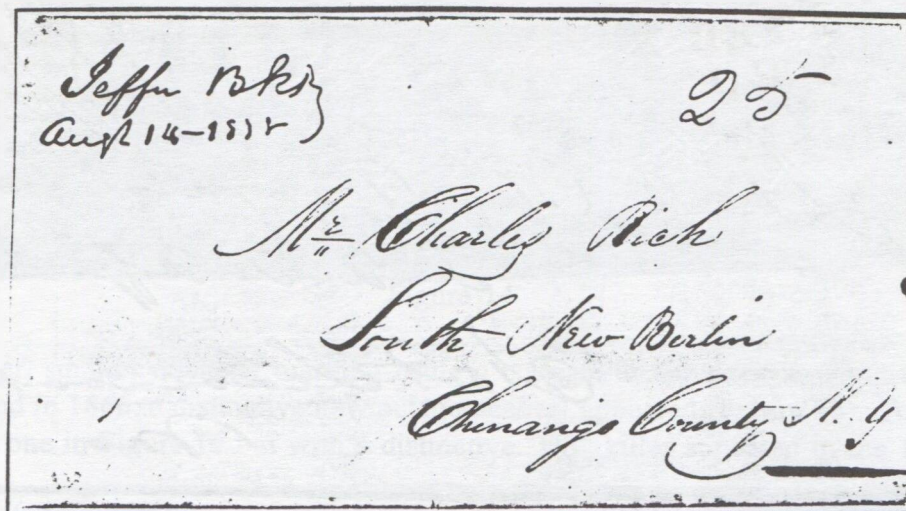


Figure 10

By 1843, the well-known Jefferson Barracks circular cancel appeared (Figure 11) and would remain in use for almost twenty years.

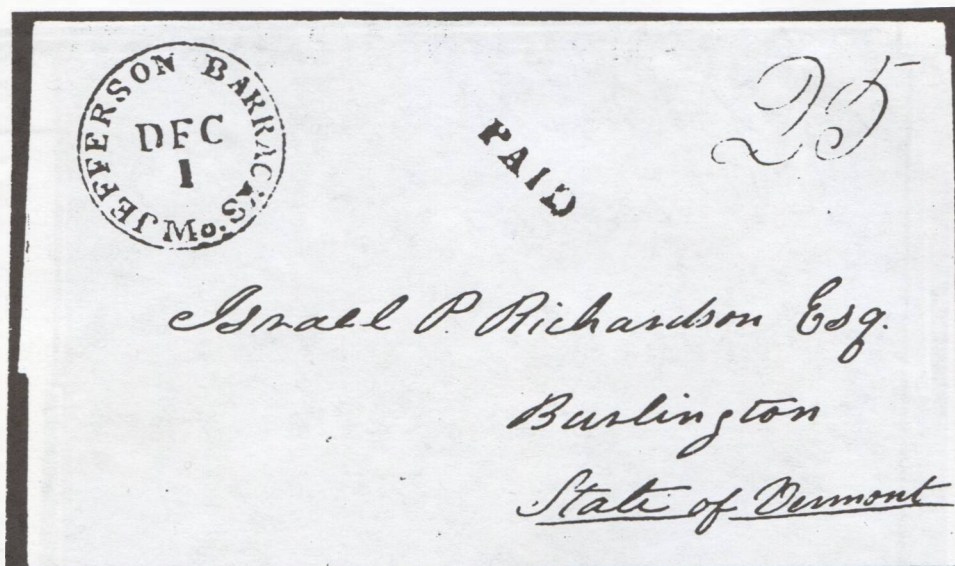


Figure 11

This Feb. 20, 1845 example (Figure 12) exhibits the 18 $\frac{3}{4}$ ¢ rate (150-400 miles) that was lowered on July 1, 1845.

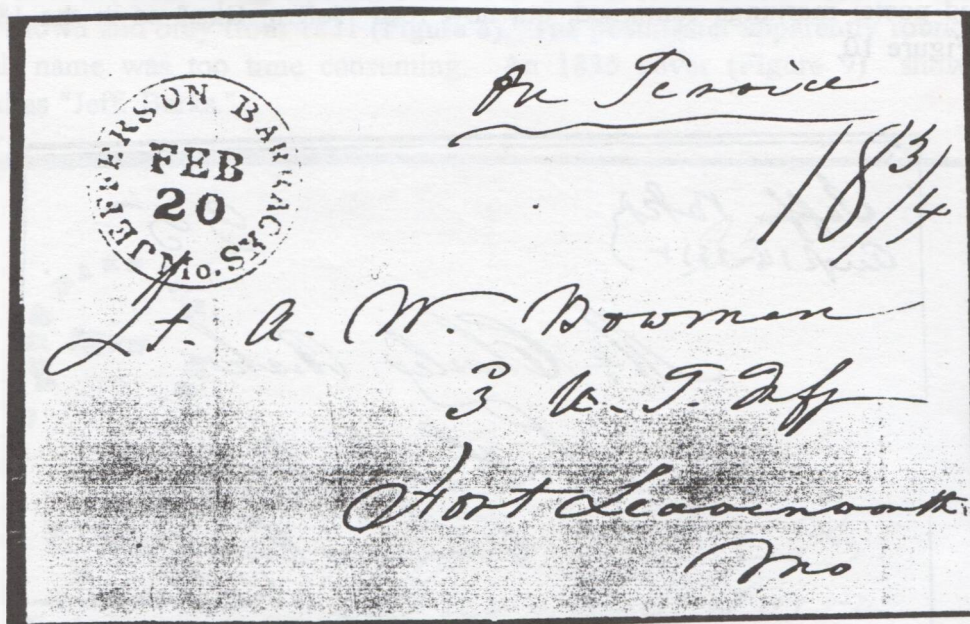


Figure 12

Worn examples of this marking appeared as late as February, 1863, (See for example Figure 13) but by July, 1863 a new marking (Figure 14) was in use. While the size and style is similar to the previous marking, size and shape of the letters differ.



Figure 13



Figure 14

Another, smaller diameter marking using a cork killer appeared at about the same time (Figure 15) and in 1866, a distinctive new octagon cancel appeared (Figure 16). Another cancel, similar to the one in Figure 15 but with a distinctive "US" killer appeared in the 1870's (Figure 17).

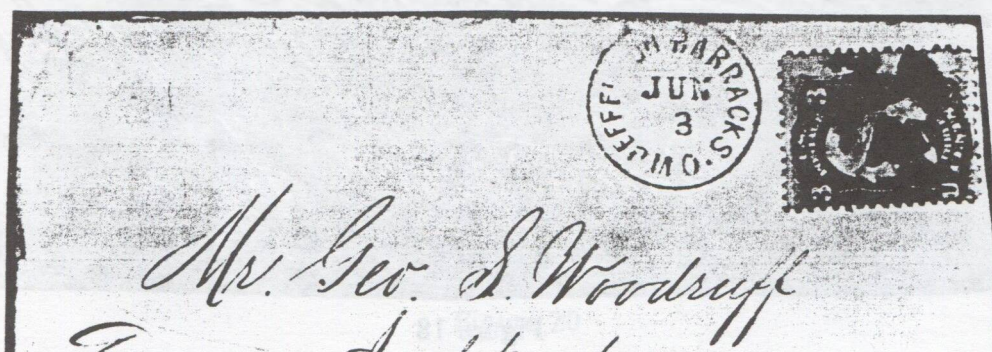


Figure 15

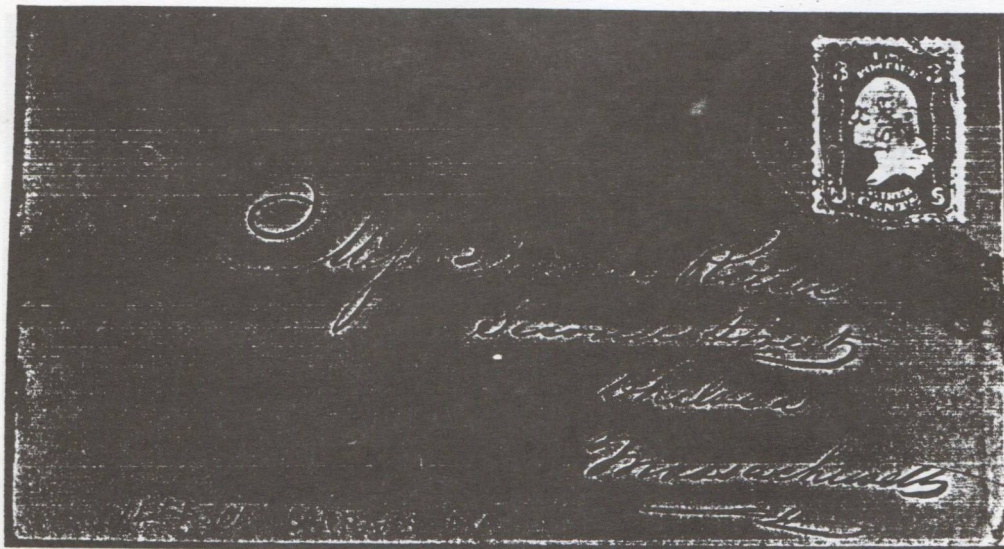


Figure 16

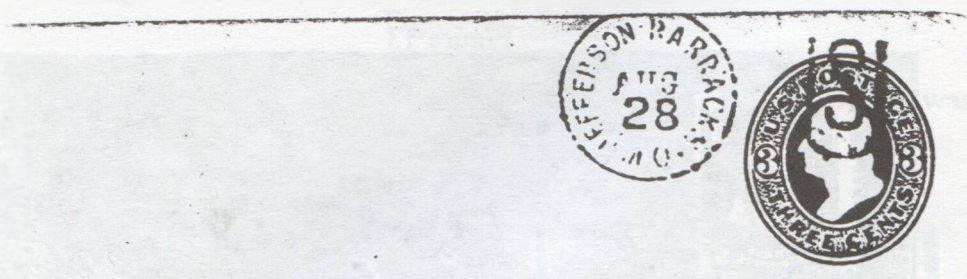


Figure 17

For a short period of time, December 21, 1875 to June 7, 1877, the office name was changed to St. Louis Arsenal but then reverted to Jefferson Barracks. Figure 18 shows an official usage with a 3 ¢ War Department stamp carrying the letter to Fort Clark, Texas.

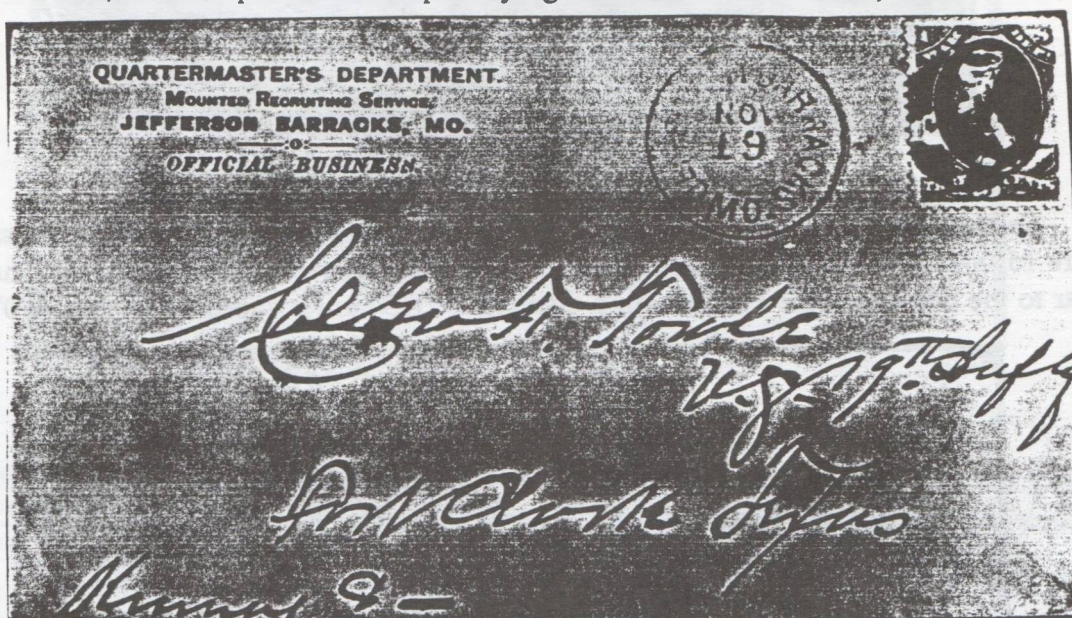


Figure 18

Figure 19 shows a private usage in 1886 from Jefferson Barracks to Whipple Barracks, Prescott, Arizona.

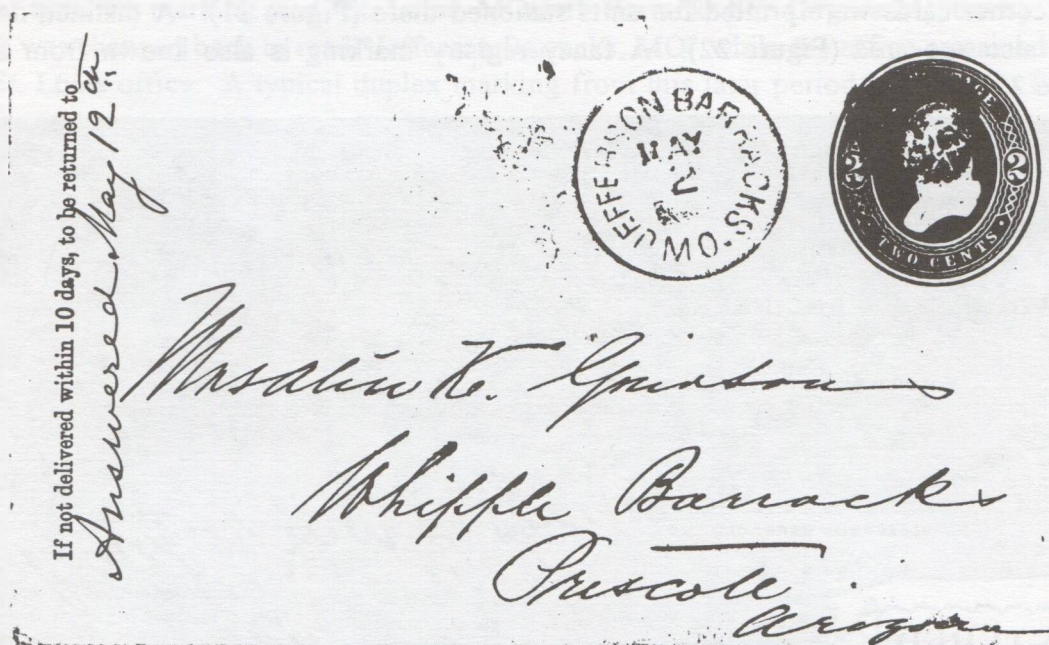


Figure 19

A double-circle duplex marking is known from the 1890's (Figure 20). Later examples of this marking have been seen with both rings distorted in a wavy pattern. Apparently this device was made of rubber and suffered from the heat or solvents. George Kaufman (the return address of Figure 20) was, according to a letterhead in the envelope, a "Dealer in Postage and Revenue Stamps for Collectors."

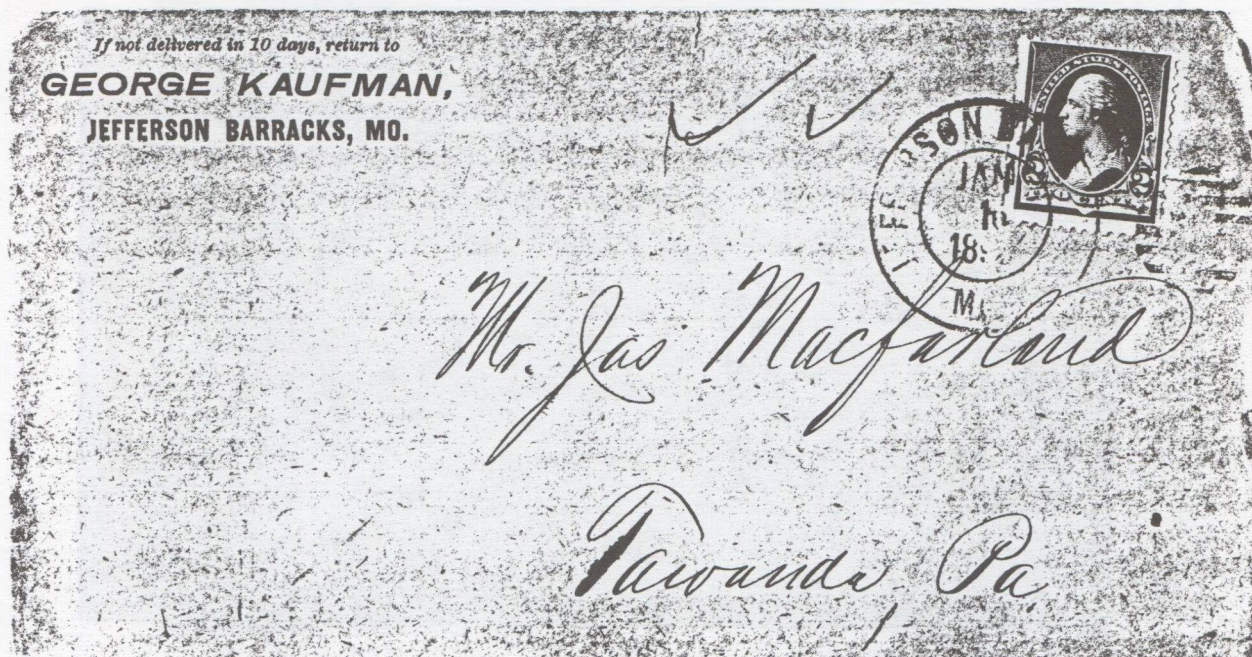


Figure 20

When the Spanish-American War started, Jefferson Barracks became an induction center and staging site for men from the middle west and the new barracks (Figure 2) were put to use. Some corner cards were printed for units stationed there (Figure 21). A distinct, new type of cancel also appeared (Figure 22). A fancy registry marking is also known from this period (Figure 23).

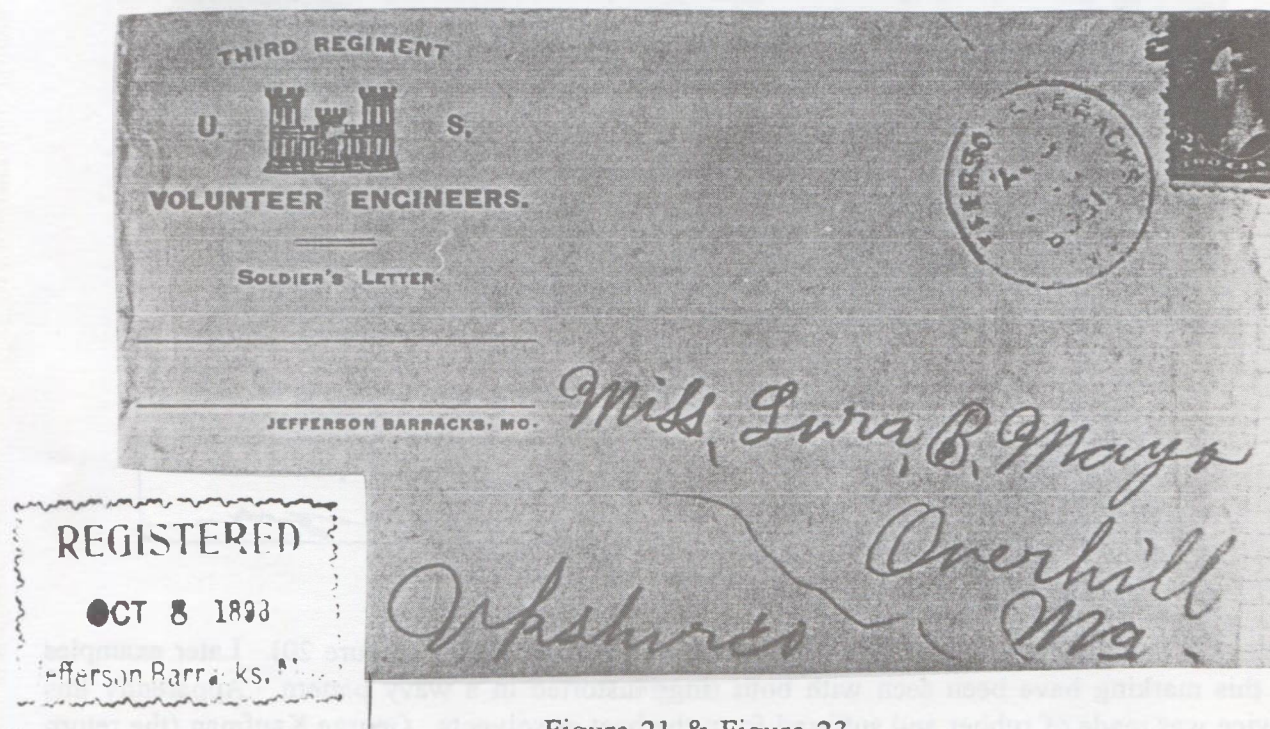


Figure 21 & Figure 23



Figure 22

A major change at the post office occurred on Nov. 30, 1901. The office was converted from an independent office to a branch (station) of the St. Louis City post office. For a short period of time, the marking read "St. Louis, MO/Jeff. Barracks Sta. (Figure 24), but by 1909, the marking was changed back to read "Jefferson Barracks, MO" while the office remained a station of the St. Louis office. A typical duplex marking from this later period is shown in Figure 25.

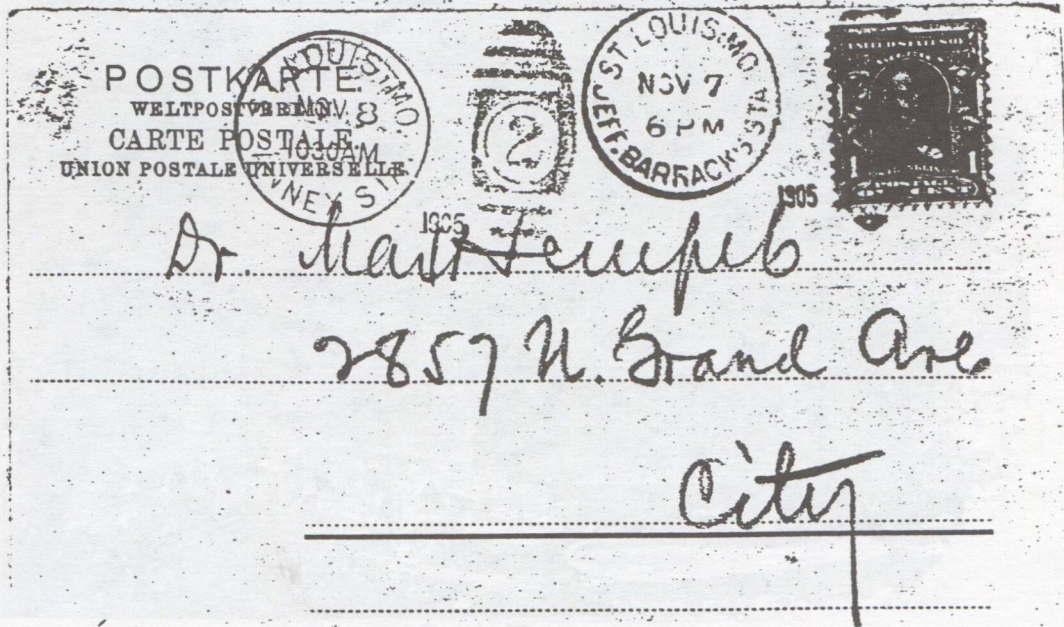


Figure 24

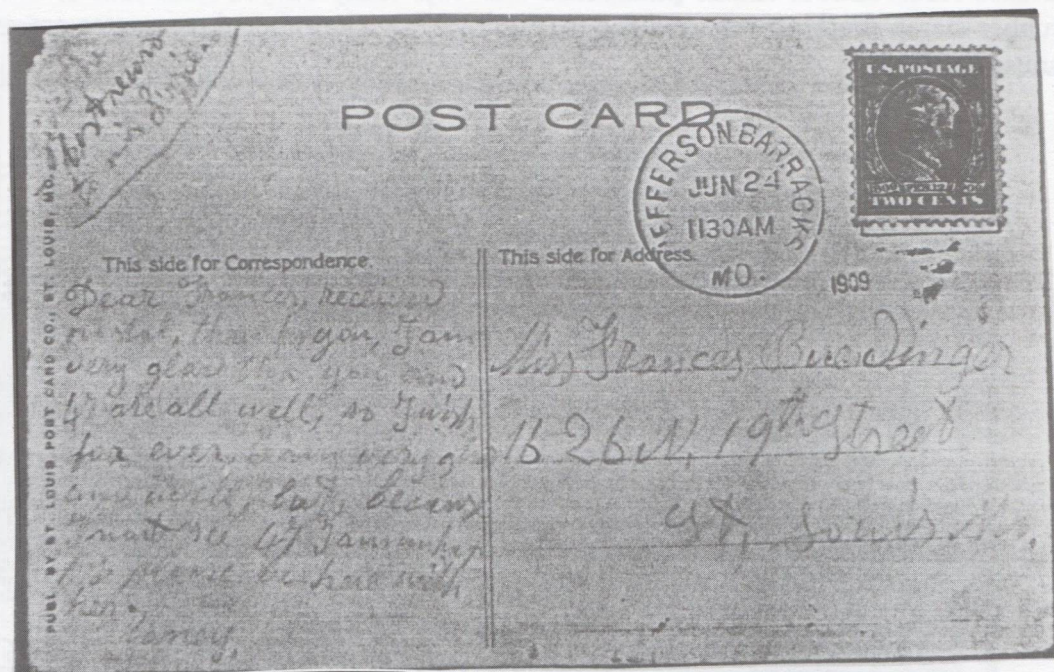


Figure 25.

In early 1900, mail delivery via streetcar began. The route was called "St. Louis, Stations and Jefferson Barracks RPO." The route was renamed in 1901 as "St. Louis, Mail Stations and Post Offices." Figure 26 shows RPO car Number 35 of this route with the buildings of Jefferson Barracks in the background. By 1904, the streetcar mail route had been cut back and terminated in the Carondelet area of St. Louis while trolley service for passengers continued to the barracks.

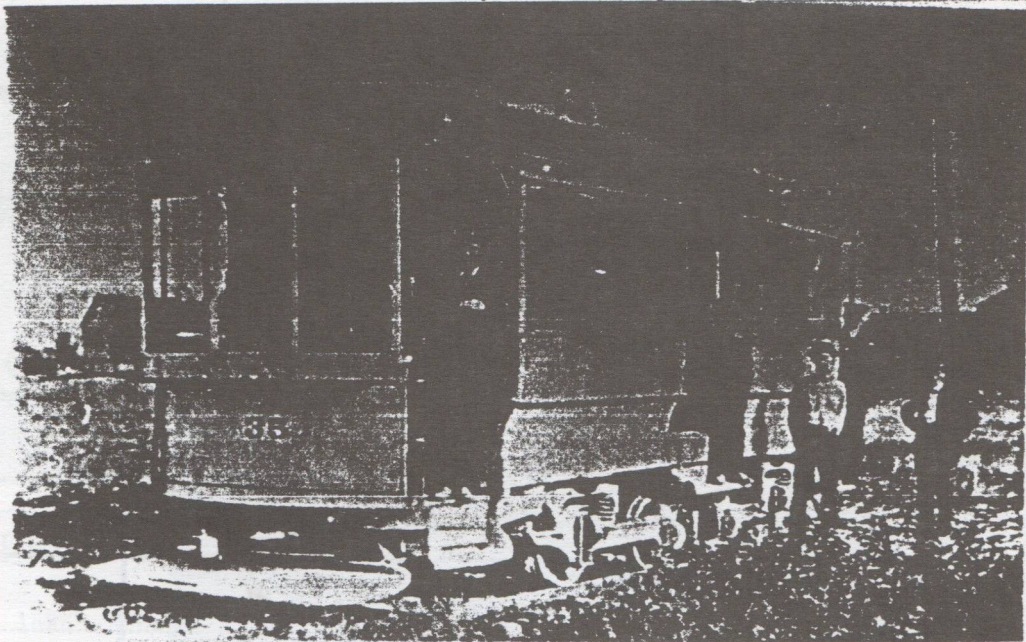


Figure 26

When the county system of RFD service was set up for St. Louis County, Jefferson Barracks received four routes (numbered 7 to 10). Only one of these routes, Route 9, has had a rubber stamp marking reported for it (Figure 27). The other three routes are only known in manuscript form.

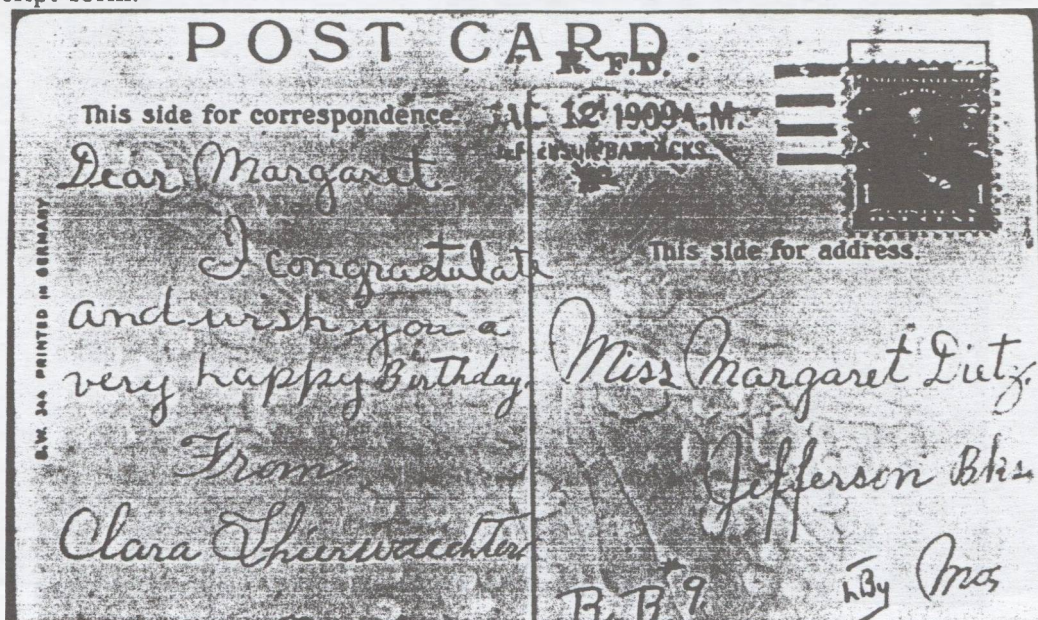


Figure 27

Jefferson Barracks was served by both railroad (Figure 28) and streetcar stations (Figure 29).



Figure 28



7253 Street Railway Depot at Jefferson Barracks, near St. Louis, Mo.

Figure 29

During World War I, troops were trained at and departed from Jefferson Barracks (Figure 30) and an Army YMCA operated at the Barracks (Figure 31). World War II examples of machine cancels are also known (Figure 32). However, shortly after World War II, probably at the time of the Barracks official closure, the post office itself was closed. There is no record of the office in the July, 1947 U. S. Official Postal Guide.

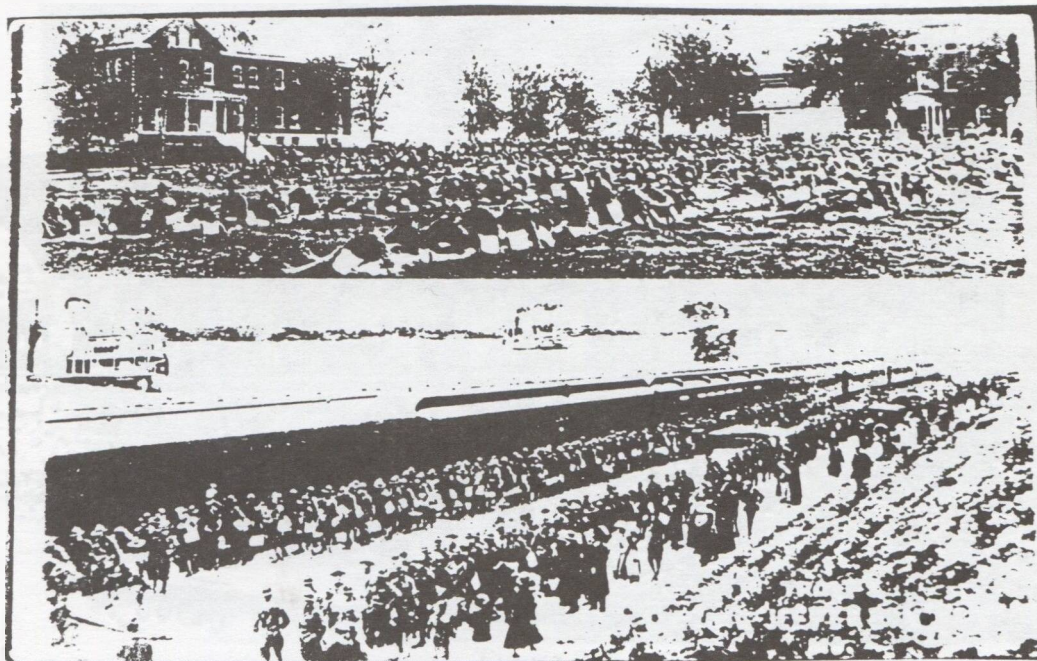


Figure 30



Figures 31, & 32

Bibliographic Notes:

Two excellent articles on the early history of Jefferson Barracks are:

Richard E. Mueller, "Jefferson Barracks, the Early Years" Missouri Historical Review Vol. 67, p. 7, October, 1972.

Roger L. Nichols, "General Henry Atkinson and the Building of Jefferson Barracks" Bulletin of the Missouri Historical Society Vol. 22, p. 321, April, 1966.

The Streetcar RPO service to Jefferson Barracks is covered in

Robert G. Schultz, The Street Railway Post Offices of Saint Louis Mobile Post Office Society, 1984.

The author wishes to thank Bob Metcalf and Ward Parker who kindly shared their materials and information.

Jefferson Barracks, Missouri Postmasters

<u>Postmaster</u>	<u>Date Appointed</u>	<u>Postmaster</u>	<u>Date Appointed</u>
George H. Kennerly	Jan. 9, 1828	Donald C. McVean	April 20, 1867
Discontinued	Dec. 6, 1836	Name changed to St. Louis Arsenal	
Reestablished	July 13, 1837	Dec. 21, 1875; Back to Jefferson	
Peter Conoly	July 13, 1837	Barracks June 7, 1877	
George Stevenson	Dec. 23, 1839	Donald C. McVean	June 7, 1877
Edward Thompson	June 30, 1851	John H. Denny	Dec. 24, 1877
William Ruff	July 27, 1855	Fred C. McVean	Aug. 1, 1889
Discontinued	Dec. 12, 1855	Eva B. Offley	Feb. 1, 1890
Reestablished	June 2, 1858	Jimmie E. Kress	Dec. 3, 1890
Peter H. Kennerly	June 2, 1858	Henry Mackeen	June 20, 1895
Edward Thompson	May 7, 1859	Charles R. Crouse	Nov. 1, 1895
Edward Huther	Jan. 7, 1863	Ernst G. Winter	Nov. 25, 1898
Edward Thompson	Mar. 16, 1863	Discontinued as independent office	
Albert H. Grant	June 30, 1866	Nov. 30, 1901. Continued as station	
		of St. Louis.	

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	\$15.00	\$22.00	\$28.00	\$36.00	\$44.00	\$52.00	\$60.00	\$70.00	\$80.00	\$90.00	\$100.00	\$110.00	\$120.00	\$140.00	\$160.00	\$180.00	\$200.00	\$220.00	\$240.00	\$260.00	\$280.00	\$300.00	\$320.00	\$340.00	\$360.00	\$380.00	\$400.00	\$420.00	\$440.00	\$460.00	\$480.00	\$500.00	\$520.00	\$540.00	\$560.00	\$580.00	\$600.00	\$620.00	\$640.00	\$660.00	\$680.00	\$700.00	\$720.00	\$740.00	\$760.00	\$780.00	\$800.00	\$820.00	\$840.00	\$860.00	\$880.00	\$900.00	\$920.00	\$940.00	\$960.00	\$980.00	\$1000.00	\$1020.00	\$1040.00	\$1060.00	\$1080.00	\$1100.00	\$1120.00	\$1140.00	\$1160.00	\$1180.00	\$1200.00	\$1220.00	\$1240.00	\$1260.00	\$1280.00	\$1300.00	\$1320.00	\$1340.00	\$1360.00	\$1380.00	\$1400.00	\$1420.00	\$1440.00	\$1460.00	\$1480.00	\$1500.00	\$1520.00	\$1540.00	\$1560.00	\$1580.00	\$1600.00	\$1620.00	\$1640.00	\$1660.00	\$1680.00	\$1700.00	\$1720.00	\$1740.00	\$1760.00	\$1780.00	\$1800.00	\$1820.00	\$1840.00	\$1860.00	\$1880.00	\$1900.00	\$1920.00	\$1940.00	\$1960.00	\$1980.00	\$2000.00	\$2020.00	\$2040.00	\$2060.00	\$2080.00	\$2100.00	\$2120.00	\$2140.00	\$2160.00	\$2180.00	\$2200.00
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THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850-1862

PART VII(a) - THE THIRD CHORPENNING CONTRACT

Route 12801

Salt Lake City to San Diego, restated from Placerville to Salt Lake City,
July 1, 1858 to June 30, 1862

by Daniel Y. Meschter

George Chorpenning's expectations the Post Office Department would increase service on Route 12801 (1854) with commensurate compensation when he entered his unrealistically low bid of \$12,500 were not realized. However, his petition to Congress for damages for the P.O.D.'s brief annulment of his contract for Route 5066 in 1852 and for carrying the Independence mail via San Pedro (Part III) did result in an increase to \$30,000 per annum retroactive to the effective date of the contract.

It is not clear how the P.O.D. solicited bids for a new contract when that contract approached expiration in the winter of 1857-58. Advertisements have not been found in either the *Deseret News* or the *Los Angeles Star*, the newspapers in which they most logically would have appeared. The problem with the *Deseret News*, of course, was that Johnston's army was blockading Utah from the east that winter and government agencies, in effect, were prohibited from intercourse with the "enemy" by administration policies.

The procedure adopted by the P.O.D. probably was to publish a notice for the record in one of the official newspapers in Washington, D.C. and to invite Chorpenning and a few others already connected with the mail contracting business on the Pacific coast to submit bids simply to continue the existing monthly service with the stipulation it would consider bids for semimonthly service. This would explain the retention of the same route number and the limited number of bidders (Appendix 19), among whom at least Daniel Taft was a Chorpenning employee. To distinguish the two contracts, the earlier from 1854 to 1858 is given here as "12801 (1854)" and the succeeding one as "12801 (1858)."

Chorpenning himself said he was in Washington during the spring of 1858 discussing the practicability of an overland mail by the central route (1889, p. 23). His presence there gave him an advantage in negotiating modification of the contract after his bid of \$34,400 per annum for semimonthly service through to San Pedro in 20 days was accepted on March 22, 1858. The modification he said he proposed, in line with his other bids to end at Sacramento, was to change the terminus from San Pedro to Placerville and to carry the mail via the central route in four-horse or mule coaches or spring wagons *weekly* through in *twelve days* for \$200,000 per annum!

The contract register contains a notation that the one-trip a month bid by Daniel Taft and James Water initially was accepted as the low bid; but the notation was struck out, probably because the bid appeared to specify San Bernardino as the terminus, as Chorpenning was in a position to point out to the P.O.D.

Chorpenning's voluminous statements (1874, 1889) are full of omissions and half-truths. One is his treatment of his proposal to change the route and service with an increase of pay to \$200,000 as synonymous with acceptance of his original bid. He then asserts he accepted a reduction in pay to \$190,000 at the President's personal request in order to cast it in a more acceptable political light and agreed to a special request from Postmaster General Brown to insert a sliding scale of prices in the contract with the understanding Brown would issue a series of orders *before* service was inaugurated, gradually reducing the schedule from twenty days to sixteen, then fourteen, and finally to through in twelve days at \$95,000 doubled to weekly service at \$190,000. Irrespective of any other consideration or subsequent event, Chorpenning never wavered in his certitude he was entitled to payment at the rate of \$190,000 per annum for the term of the contract and that he in fact performed his contract in accordance with that conviction.

The tangled web so characteristic of Chorpenning's dealings with the government began on April 1st with the drafting of the contract itself (Appendix 20) on the basis of his original bid of \$34,400 for

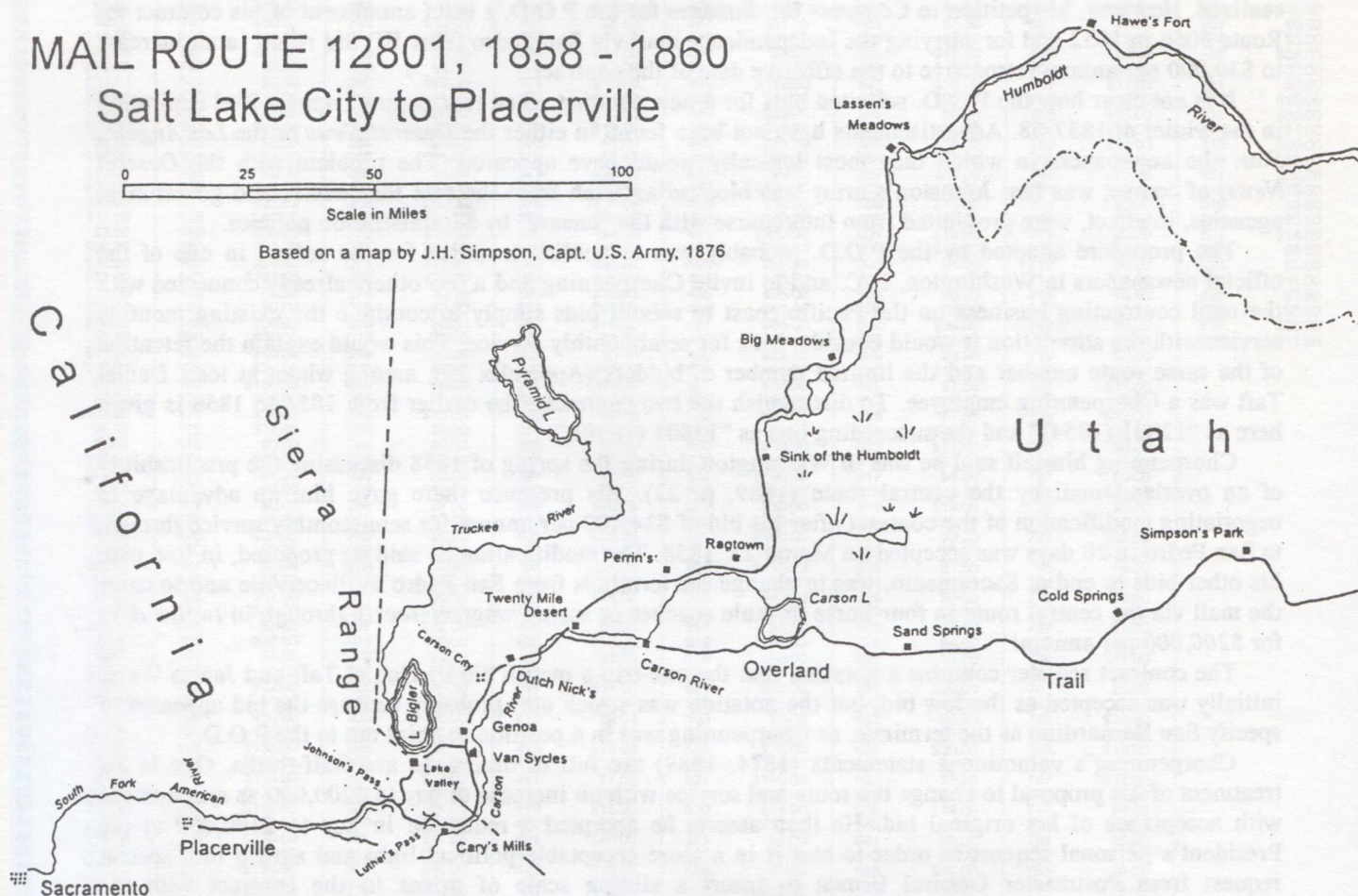
semimonthly service as modified to through from Salt Lake City to Placerville via Carson Valley in twenty days. It did include the sliding scale agreed to, but was not signed until June 1st with James Parson and Samuel Pile as sureties. At the same time Second Assistant Postmaster General William H. Dundas issued the order (marginal note of April 1, 1858) changing the terminus from San Pedro to Placerville and reducing the schedule to *sixteen days* at an additional pay of \$30,600 for a total of \$65,000 per annum. The final step was another order by Dundas on June 19th improving the service to weekly and doubling the pay to \$130,000 (Chorpenning, 1889, Appendix, p. 62).

In the meantime, Chorpenning says he was in Concord, New Hampshire arranging for the purchase and delivery of coaches and harnesses and only sailed for California on August 15th on the oral assurances of Postmaster General Brown that the order reducing the time to twelve days would be forwarded to California by the next steamer (1889, p. 25-26). It never was!

THE ROUTE

Chorpenning's only choice of a route from Salt Lake City to Carson Valley when he inaugurated service on Route 12801 in July 1858 was the same Salt Lake Cutoff around the north end of the Great Salt Lake to

MAIL ROUTE 12801, 1858 - 1860 Salt Lake City to Placerville

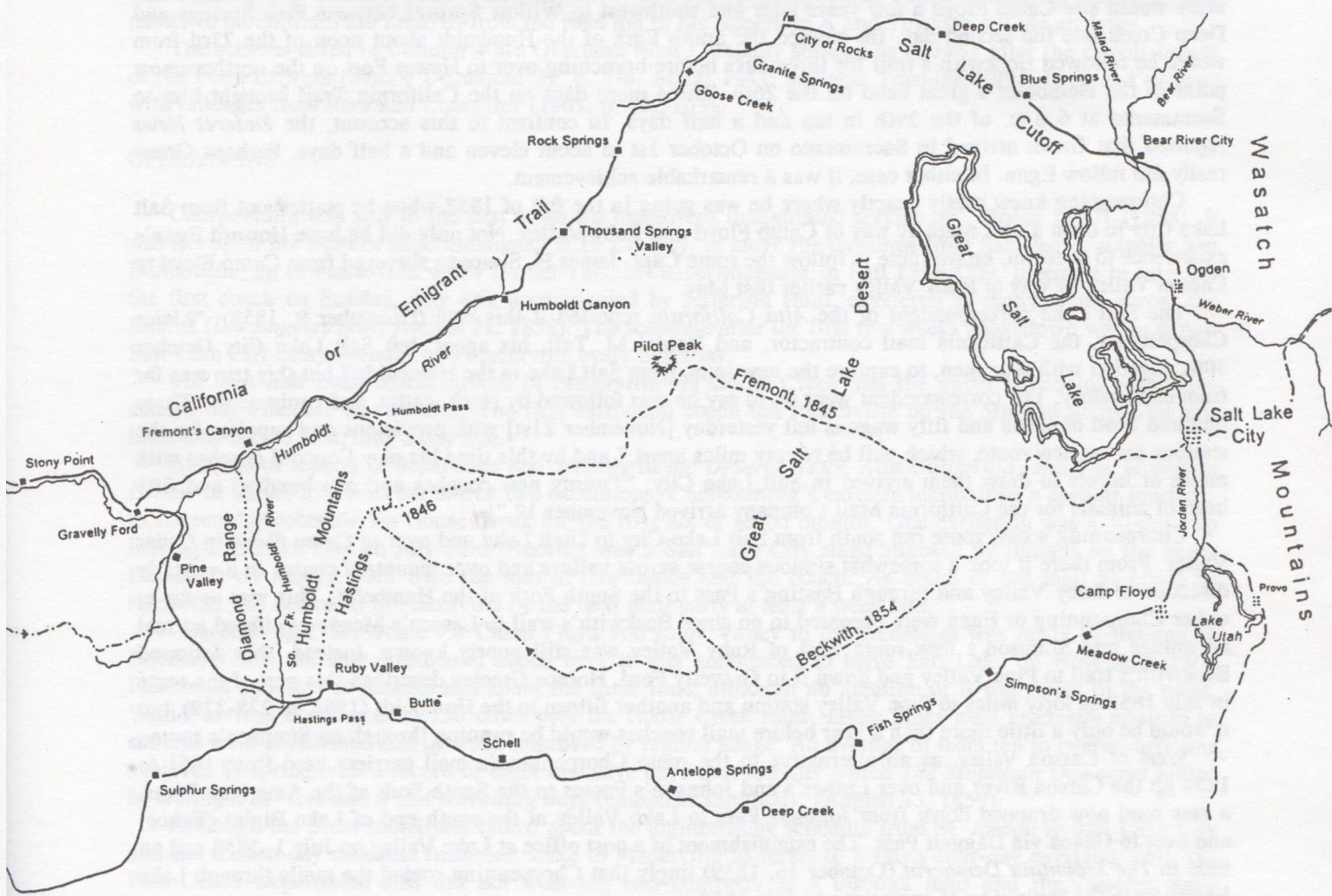


the California or Emigrant Trail at the City of Rocks he used from 1851 to 1854 for Route 5066. However, he would have known of the more direct routes around the south end of the Lake to the Humboldt explored by Fremont and Beckwith and of Howard Egan's travels between Sacramento and Salt Lake City.

West of the Wasatch Mountains the Great Salt Lake is encompassed by the salt flats of the Great Salt Lake Desert stretching to Pilot Peak on the Nevada border. South and west of the desert is the Basin and Range physiographic province consisting of alternating mountain chains and playa valleys. Travelers

through it had an almost endless choice of routes across valleys and around the ends of mountains or through passes. The only natural highway through this wilderness was the Humboldt River beginning with Fremont after he crossed the desert to Pilot Peak in 1845 and through Humboldt Pass to the river (1956).

Emigrants followed Fremont across the desert to Pilot Peak at their peril. One who did was Lansford Hastings the next year; but Hastings blundered far south to a pass through the Humboldt Range named for



him before he could turn back to the California Trail

In 1854 Lieut. E.G. Beckwith explored around the south edge of the Great Salt Lake Desert before angling northwest to intersect Fremont's trail at Humboldt Pass. On his way back from the Sierras later that summer, he was the first to cut across the big bend of the Humboldt from Lassen's Meadows to Pine Valley and through a pass in the Diamond Range to the South Fork of the Humboldt.

Howard Egan's diary documents that he found the first practical route from the Humboldt to Salt Lake City during the course of a trip he made for the Pacific Express (Part VI) from Sacramento to Salt Lake City in the summer of 1855 (1917, p. 196-197). Leaving Sacramento on July 4th he reached Lassen's Meadows on the evening of the 9th. Apparently not finding Beckwith's trail on the 10th, he continued up the Humboldt to Gravelly Ford where he turned up Pine Creek looking for a pass through the Diamond Range. He doesn't say so in so many words, but it seems probable he picked up Beckwith's trail across Pine Valley and followed it into the South Fork Valley on the 17th where, he writes, he "intersected Hastings' trail, bearing east," perhaps in Hastings' Pass. Once in Ruby Valley on the other side, it was only 250 or so miles to Salt Lake City over what, with realignments to incorporate Camp Floyd and bypass difficult places, later became the Overland Trail.

Egan's biographer says it was on the strength of this trip that he wagered he could ride to Sacramento in ten days "a mule-back" (1917, p. 193, 194, 197). Egan's departure from Salt Lake City on September 19th may be confused with the trip the *Deseret News* (November 14, 1855) ascribed to John Y. Green as the Pacific Express messenger leaving Salt Lake City the next day on September 20th.

Egan's route was past the south tip of the Great Salt Lake twenty-five or thirty miles north of where the army would site Camp Floyd a few years later and southwest to Willow Springs between Fish Springs and Deep Creek late the second day. He crossed the South Fork of the Humboldt about noon of the 23rd from where he followed Beckwith's trail for three days before branching over to Hawes Fort on the northernmost point of the Humboldt's great bend on the 26th. Three more days on the California Trail brought him to Sacramento at 6 p.m. of the 29th in ten and a half days. In contrast to this account, the *Deseret News* reported that Green arrived in Sacramento on October 1st in about eleven and a half days. Perhaps Green really did follow Egan. In either case, it was a remarkable achievement.

Chorpenning knew pretty exactly where he was going in the fall of 1858 when he started out from Salt Lake City to open a new route by way of Camp Floyd and Ruby Valley. Not only did he have Howard Egan's experience to draw on, he was able to follow the route Capt. James H. Simpson surveyed from Camp Floyd to Carson Valley by way of Ruby Valley earlier that May.

The Salt Lake correspondent of the *Alta California* reported it this way (December 9, 1858): "Major Chorpenning, the California mail contractor, and Daniel M. Taft, his agent, left Salt Lake City October 30th, together with four men, to explore the new route from Salt Lake to the Humboldt;" but this trip was far from exploratory. The correspondent went on to say he was followed by stock, cattle, and equipment: "Three hundred head of cattle and fifty wagons left yesterday [November 21st] with provisions and supplies for the stations on the new route, which will be twenty miles apart," and by this time his new Concord coaches with mules or horses to draw them arrived in Salt Lake City: "Twenty new coaches and one hundred and fifty head of animals for the California Mail Company arrived November 12."

Chorpenning's new route ran south from Salt Lake City to Utah Lake and over to Camp Floyd in Cedar Valley. From there it took a somewhat sinuous course across valleys and over mountain chains in a westerly direction to Ruby Valley and through Hasting's Pass to the South Fork of the Humboldt. This was as far as either Chorpenning or Egan were prepared to go since Beckwith's trail to Lassen's Meadows offered no real advantage and Simpson's new route west of Ruby Valley was still poorly known. Instead, they followed Beckwith's trail to Pine Valley and down it to Gravelly Ford. Horace Greeley described this part of the route in July 1859 as forty miles to Pine Valley station and another fifteen to the Humboldt (1964, p. 228-229), but it would be only a little more than a year before mail coaches would be running through on Simpson's route.

West of Carson Valley, as an alternative to the route Chorpenning's mail carriers used from 1851 to 1854 up the Carson River and over Luther's and Johnson's Passes to the South Fork of the American River, a new road now dropped down from Johnson Pass to Lake Valley at the south end of Lake Bigler (Tahoe) and over to Genoa via Daggett Pass. The establishment of a post office at Lake Valley on July 1, 1858 and an item in *The Mountain Democrat* (October 16, 1859) imply that Chorpenning routed the mails through Lake Valley from the beginning of operations in July 1858.

STATIONS

The source for Chorpenning's stations on the California Trail route (Table 10, Column 1) is the *Alta California* (August 11, 1858); but it understates the distance by at least 150 miles. The lack of stations east of the City of Rocks junction may have been due to Mormon settlements at Ogden, Bear River City, Blue Springs, and maybe Deep Creek (now Snowville) that would have served the purpose.

The stations in Column 2 down to Ruby Valley are from Chorpenning's own map (1889). Where he does not show a name for a mail station, names are adopted from the route analyses by Townley (1994, p. 214-245). As in the case of the California Trail route north of Salt Lake City, Chorpenning probably arranged for a change of stock at villages or stage stations and Camp Floyd in the 60-mile stretch from Salt Lake City to Meadow Creek. During most of 1859 the route ran northwest from Ruby Valley via Pine Valley to Gravelly Ford and thence west on the California Trail as shown in Column 1.

The stations in Column 2 below Ruby Valley were on Simpson's route from Ruby Valley to Carson Valley established by Chorpenning's agents in November and December 1859. Chorpenning's map does not

name any of these stations, so that the names in the route map are inferred from Townley (1994, p. 243-275).

Column 3 is based on Simpson's report. The mileage figures from his Appendix A (1876 p.151-152) were odometer measurements and the most accurate up to that time. Simpson's station names from Camp Floyd to Ruby Valley are mostly consistent with Townley and Chorpenning's map. He does not identify any mail stations west of Ruby Valley since his survey was before Chorpenning began developing the route. The names in parentheses are inferred from the road log in his Appendix A and Townley's route analyses.

The stations listed in Column 4 are Overland Mail Company stations as of 1861 after the establishment of the Pony Express (Senate Document 21, p. 7-8, Serial 1941; see also Townley, 1994, back end papers) with mileages from Root and Connelley (1901, p. 102-103).

OPERATIONS

Chorpenning was still in the east when his employees inaugurated service over Route 12801 (1858). It was left up to his western superintendent, W.H. Lindsey, to move the terminus from San Pedro, actually San Bernardino, up to Placerville while Daniel Taft, his superintendent in Salt Lake City, prepared to take out the first coach on Sunday, July 4th, accompanied by Jefferson Hunt, a veteran of many a trip across the Sierras (*Los Angeles Star*, August 21, 1858). The schedule after the first few weeks shakedown was to depart Salt Lake City every Monday and Placerville every Saturday.

The first Salt Lake coach arrived in Placerville via Goose Creek and the upper Humboldt within the sixteen-day schedule on the 19th. The first eastbound coach left Placerville on the 5th and arrived in Salt Lake City on the 21st, only a day late.

Analysis of reports of departures and arrivals in the *Deseret News*, *Alta California*, and *The Mountain Democrat* shows that with but one or two exceptions, Chorpenning's carriers maintained a regular fourteen- to sixteen-day schedule via Goose Creek for the first six or seven months. One exception was a 10-day trip leaving Salt Lake City on July 23rd. Another was a Salt Lake City stage attacked by Indians on the upper Humboldt on August 20th with the loss of five mules and the coach. As much of the mail as could be recovered was delivered to Placerville by the next mail party at least a week late.

Chorpenning's new route via Camp Floyd and Ruby Valley to the Humboldt was ready by the end of November and the first westbound coach over it was announced to leave Salt Lake on November 29th. Eastbound service was inaugurated about the same time, although no mention of it was made in the press. With a savings of upwards of 150 miles over the Goose Creek route, faster times were gradually attained as stations were established and the road improved by regular usage. An average of from ten to twelve days was achieved by spring with a record of eight inclusive days that summer which *The Mountain Democrat* gilded by stating it as "five and a half travelling days (emphasis supplied)" (August 13, 1859).

Although the press sometimes talked about the eighteen-day schedule from St. Joseph to Salt Lake City and the sixteen-day schedule from Salt Lake to Placerville in terms of a thirty-four-day overland mail, the Post Office Department still did not treat the two contracts as a through mail and the *Deseret News* complained from time to time that the stages on the two routes often failed to connect at Salt Lake City, the Placerville stage sometimes leaving the day before the St. Joseph stage arrived. Nevertheless *The Mountain Democrat* hailed the stage that arrived on July 19th as "the first overland mail" (July 24, 1858) and the *Alta California* the mail on August 1st as the first "overland mail from St. Joseph" (August 10, 1858).

It was in the interest of better connections at Salt Lake that the St. Joseph mail schedule was revised in March 1859 and the Placerville mail rescheduled to leave every Tuesday instead of every Monday as had been the case previously. This change was in effect only very briefly before both the Salt Lake and Placerville departures were changed to every Wednesday effective about the first of May.

THE MESSAGE EXPRESS

In the meantime, George Chorpenning is remembered almost more than anything else in "old west" literature for a one-time pony express from St. Joseph to Sacramento he set up in December 1858. It was, in his own words (1889, p. 29):

"During the Fall of 1858, while opening the new road south of the Humboldt river, I conceived the idea of stationing a horse at every mail station from Missouri to California for the purpose of carrying President Buchanan's second Message to Congress through to the Pacific. To this end I arranged with the contractors east of Salt Lake for the necessary men and horses, and then sent a man to Washington in the latter part of November with letters to the President, Attorney General Black and others to aid in procuring the message as soon as it should be delivered to Congress, which was done, and in seventeen days eight and one-half hours it was delivered at Sacramento, and for the *first time* in the history of the country Sacramento City had news from the Eastern States before it was received at San Francisco.

The President's Message was delivered to the second session of the Thirty-fifth Congress when it convened on December 6, 1858. It was eagerly anticipated in California in the expectation it would deal with issues of interest to the west: affairs in Utah, commercial treaties with China and Japan, the Pacific Railroad, and the overland mails. The Report of the Postmaster General (December 4, 1858, Serial 1000, p. 718), incorporated by reference, announced that the service on the southern route inaugurated on September 15th was a "conclusive and triumphant success." Californians, of course, already knew that.

The Overland Mail or Butterfield Company accepted Chorpennig's project as a challenge. The best report of what happened then is the story filed by a St. Louis correspondent in the San Francisco *Bulletin* (January 3, 1859, quoted in Hafen, 1926, p. 125-6):

The management of the Washington part of the business of sending the message was intrusted to A.R. Corbin, a lobby agent in that city, whose services were called into requisition during the process of the engineering of the overland mail bill through Congress. He got the necessary copies. Butterfield saw about getting the fast express put through. Hockaday and Company, the Salt Lake mail contractors, are heavy sufferers by some piece of jugglery. These gentlemen long ago made application for a package of the message and documents to be forwarded by a similar express through Utah to San Francisco, desiring to make a test of speed to the Pacific with the Butterfield express. Additional horses were purchased, sent out on the road and disposed along at the stations, so as to form perfect and regular relays. A promise was obtained from Washington that the documents would be forthcoming, and a messenger came down from St. Joseph to St. Louis to await their coming, but strange to say, the President refused them a copy of his message, (so I learn from Washington) and Hockaday's agent instead of getting a fair start with Pardee, (Butterfield's express agent) is still in this city with no prospect of obtaining the document until it appears in our city papers. The enterprise will necessarily be abandoned, although the mail contractors incurred an expense of \$8,000 to consummate it in proper style. As Mr. Corbin is in the interest of the Southern route, he may explain why and how the Northern mail line was deprived of its design of making a trail of speed with the other.

The President's Message was sent to St. Louis by telegraph and put aboard an Overland coach leaving there the same day, December 6th. It was somehow characteristic that Chorpennig's copy took eight days to get to St. Joseph, days after the St. Louis newspapers containing it would have reached St. Joseph over the Hannibal and St. Joseph Railroad even if it didn't get there earlier by telegraph.

The Overland Mail Company delivered the message in San Francisco at 3:45 o'clock in the morning of December 26th in twenty-two days the way the *Alta* figured it; twenty days would have been closer.

In the meantime, Hockaday's rider left St. Joseph on December 14th. His riders reached Salt Lake City on the 25th where the message was transferred to Chorpennig's rider. It arrived in Genoa on December 31st; but since the telegraph line was down, it had to be forwarded to Placerville by pony where it arrived at 9 o'clock the next morning, January 1st, in seventeen and a half days from St. Joseph.

Chorpennig succeeded in proving his point that the central route was shorter and faster than the southern route and the *Alta's* Placerville correspondent lauded his achievement (January 4, 1859): "This is, by far, the most notable arrival which we have ever had from the central, or any other route, to California. It might not be hazardous to say that it is the most remarkable land journey ever performed by man and beast in any country in any age." His success no doubt influenced future decisions on California mail routes; but, as the same correspondent noted, the real issue was not who was fastest but who was first: "Of course the message and news are now of no interest, having arrived in another direction."

CURTAILMENT OF SERVICE

Postmaster General Holt's retrenchment policy that led to the curtailment of Hockaday's contract on the St. Joseph route on April 7, 1859 (Part V(d)) also affected Chorpennig's contract on the California route.

Chorpenning, accompanied by Hockaday, arrived in Washington in February 1859 to demand that Postmaster General Brown issue the order Chorpenning insisted Brown had promised him he would and to collect back pay for the twelve-day service he declared, not quite accurately, he had been performing. Unfortunately, Aaron Brown died on March 8th before Chorpenning could see him.

Second Assistant Postmaster General Wm. H. Dundas blamed Congress for the necessity to curtail operations on Route 12801 in his order dated the next day, April 8th:

SIR: Owing to the financial pressure upon this Department, resulting from the failure on the part of Congress at its late session to pass the Post Office appropriation bills, it becomes necessary, in the opinion of the Postmaster General, to curtail service. He orders that the trips on route 12,801, Salt Lake City to Placerville, be reduced to semi-monthly from the 1st July next. Be pleased to suggest a schedule for the reduced service.

Dundas followed this letter up with another dated May 7th ordering deduction of \$50,000 from the rate of pay for Route 12801, making it \$80,000 per annum. In compensation for the curtailment, Dundas subsequently directed one month's extra pay on the curtailed service

March 20, 1860. Allow one month's extra pay on the service retrenched by the order of May 7th, 1859, viz: one-twelfth of \$50,000, which allowance is made, and it is to be accepted in full of all claim for alleged damages in consequence of said order of retrenchment.

Chorpenning (1889, p. 31) treated these actions as a personal affront. He called it an "arbitrary, unjust, as well as [a] wholly illegal procedure" taken without giving him an opportunity to plead his case before the Postmaster General. Nevertheless, he accepted the one month's extra pay "under protest," which was to say he took the money, but denied it was in settlement of further claims as Dundas clearly intended it to be.

Chorpenning also stated, "I had no course left but to disregard the order of curtailment," and used arguments similar to those advanced by Hockaday to conclude "I was therefore compelled to disregard Mr. Holt's order of curtailment, and continued to run my coaches weekly, driving up to the Post Office doors at each end of the route and demanding the mails regularly every Wednesday, according to the schedule arrangement."

It cannot be said definitely whether he continued to run his coaches weekly or not, but the postmasters plainly did not hand the mail over to him every week. The *Deseret News* reported the Placerville mail arriving regularly in nine days *every other Thursday* beginning on July 7, 1859 and continuing through September. Nor did the press support his assertion his coaches ran over the route weekly from October until his contract was annulled the next May.

THE CHORPENNING FAILURE

The reduction of pay ordered by the P.O.D. from \$130,000 to \$80,000 per annum seriously impacted Chorpenning's operations. Even though he declared in his *Case of George Chorpenning* (1874 p. 30) that at the time of the curtailment he was worth \$300,000 with virtually unlimited credit (a claim he did not repeat in his 1889 Statement), he faced financial failure by October. What actually happened, however, probably will never be known for lack of concordance among the sources.

Hafen (1926, p. 196) states that Chorpenning's imminent failure was noted by the San Francisco *Bulletin* of October 13th which reported that California Senator Broderick had induced George F. Jones, Chorpenning's agent on the division between Placerville and Gravelly Ford, to maintain the service. The *Bulletin* explained: "The line in the meantime became indebted to Jones to the amount of \$30,000 to secure which the latter recently attached the stock. . . The eastern division is in the hands of Howard Egan and other Mormons to whom also the line is indebted for some six months service."

Chorpenning's only reference to the failure of his line was in affidavits in the Appendix to his *Statement* (1889, p. 75-86) in the context of the Post Office Department's annulment of his contract the next spring. The deponents in these affidavits tended to belittle the amount of principal these attachments were meant to secure. Particularly A.J. Schell and G. LeRoy Benford charged that the attachments were the result of a conspiracy "to break Mr. Chorpenning down and get his contract away from him." Actually, the conspiracy theory cannot be rejected out of hand, but Chorpenning's failure began earlier and was far broader in scope than his deponents would have us believe.

Howard Egan's son wrote (1917, p. 211-213):

Father was George Chorpening's agent, or partner, when he had the contract to carry the mail from Salt Lake to California. . . and, as the time came that money failed to come to pay off the men or other expenses, Father was forced to dig up and use every resource to keep the Mail going, expecting every day to receive the money that he had been told by letter from the boss had been sent by a trusty agent by way of California.

Father afterwards learned that this trusty agent was a connection of the boss, and when he arrived in San Francisco he was either robbed of the whole amount or had gambled it away. . . Chorpening had written that he would soon have another payment from the government and for Father to keep the mails running as long as possible, but after a few months there came a change of the contractors.

In the meantime operations began to collapse in the central part of the route. The *Alta California* reported on October 25, 1859 that the stage leaving Camp Floyd on October 6th was stopped at a station west of Gravelly Ford by employees who said they had not been paid since the line started. The *Alta's* Salt Lake correspondent on November 2nd alluded to "the present interruption" of the mails (November 17, 1859).

A semblance of regular service seems to have been resumed by the middle of November as Egan shifted excess stock from the eastern to the western half of the line. He also changed the route to the Simpson Road, abandoning the stations along the Humboldt River and establishing new ones at Sulphur Springs, Simpson's Park, Cold Springs, Sand Springs, and Carson River.

The conspiracy, if indeed there was one, apparently was centered in Placerville. When, as *The Mountain Democrat* reported (October 15, 1859), Chorpening's carriers failed to call at the post office for the mail on Wednesday morning, October 12th, the postmaster had a temporary contract ready to sign with Lewis Brady, proprietor of the Pioneer Stage Company, to carry the mail to Salt Lake City. For his part, Brady just happened to have a stagecoach "in readiness to dispatch it at the appointed hour" so that "the mail was not detained for a moment."

Further, this single failure was all the excuse the Post Office Department needed to order advertisement for proposals to carry the mail on route 12801 from May 1, 1860 to July 1, 1862. The order dated December 1st began to appear in *The Mountain Democrat* on January 7, 1860 and the *Deseret News* on January 25th. It is easy to see that the Post Office Department had already decided to annul Chorpening's contract at the earliest opportunity.

Brady is reported to have made two mail trips through to Salt Lake City leaving Placerville on October 12th and the 28th, the first reaching Salt Lake City on November 5th and the second on November 9th, according to the *Deseret News* (November 23, 1859). The *News* also reported that Brady's carrier brought a contract like the one the Placerville postmaster signed to Hiram Morrell, the Salt Lake City postmaster; but Morrell refused to sign it on the grounds he knew nothing of Brady and there had been no failure at the Salt Lake end of the line. Further, he refused to deliver the California mail to Brady's carrier, saying that if there was a failure at the Salt Lake end, he would sign a temporary contract only with some third party.

In addition to the two Salt Lake trips, presumably via the Humboldt route, the marginal note of August 29, 1860 indicates Brady made one trip from the Big Bend of the Humboldt to Placerville between October 20th and 25th, 1859, probably to bring in the mail interrupted west of Gravelly Ford and eight trips between Placerville and Roberts Creek, a station thirteen miles west of Sulphur Creek, through March 1, 1860. This suggests that with the Placerville postmaster delivering the eastbound mails only to Brady and the Salt Lake postmaster the westbound mails only to Chorpening, Egan and Boliver Roberts, now agent on the western division, had worked out an arrangement with Brady's agent, a Mr. Parker, to exchange the November, December, January, and February semimonthly mails at that point.

The Post Office Department finally directed the Placerville postmaster to resume delivering the mail to Chorpening's carriers effective March 1st, provided it was timely called for and the carrier was prepared to take it in four-horse coaches or covered wagons. The anti-Chorpening *Mountain Democrat* (March 10, 1860) was outraged. It charged that when his carriers called for the regular dispatch on March 6th, they appeared in a rented coach and took the mail out of town only far enough to be able to transfer it to a mule train without being seen. It assumed the mules had been borrowed, too, in the belief that everything owned by Chorpening had been attached and sold. Indeed, it is likely all of the stock on the route now was Howard Egan's personal property.

A remarkable thing about this whole business was that after *Freedom's Champion* (February 5, 1859) reported Chorpenning and Hockaday passing through Atchison on their way to Washington, D.C. on January 30th, no further report of Chorpenning in the west has been found. He seems simply to have abandoned his employees and agents to their fates.

ANNULMENT OF THE CHORPENNING CONTRACT

Chorpenning's contract was doomed the moment the Post Office Department used his failure to call for the mail in Placerville on October 12th as an excuse to advertise for proposals for temporary service. The deterioration of service beginning in March 1860 noted by *The Mountain Democrat* was simply the last straw.

In the meantime, the populace along the central route welcomed the announcement by Jones, Russell & Company in early March of its plan to inaugurate a pony express to carry letters from St. Joseph to Sacramento in ten days.

Stocking the pony express line was quickly accomplished. The ultimate proprietors of the Central Overland California & Pike's Peak Express Company already controlled the mail contract from St. Joseph to Salt Lake City through Hockaday & Smoot as trustees for Jones, Russell & Company and W.H. Russell had begun gathering herds of horses at several places along the route in the fall of 1859, although the band at Ruby Valley suffered heavy losses that winter. Nor, probably, did taking possession of Chorpenning's stations on the Placerville route and filling in new stations at ten to fifteen-mile intervals between them (Table 10) create any problem. Such of Chorpenning's employees as were still trying to maintain a modicum of service in March and April 1860 probably were not disposed to defend their absentee employer's interests very vigorously. In fact, a number of them including Egan and Roberts, wound up working for W.H. Russell and the C.O.C. & P.P. Express Company when it started stage operations in June 1860.

Thus it was no surprise that when the Postmaster General finally annulled Chorpenning's contract on May 10, 1860, effective immediately, for inferior and irregular service due to his failure "to provide the necessary stock," he executed a temporary contract the next day with William H. Russell effective June 1st. After all, Russell already had the line fully stocked and the pony express in successful operation since April 3rd. Adding stage operations using pony express stations would be simplicity itself.

Chorpenning vehemently denied the cause stated for the annulment and later filed affidavit after affidavit to prove that he had always kept more than enough stock on the line to maintain regular, weekly service up until the date of annulment which, he asserted, was totally unexpected. Of course, he himself was nowhere in sight and, so far as can be determined, had no personal knowledge of how the line was being operated.

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				Roberts Creek	320	
				Camp Station	333	
				Dry Creek	348	
		Simpson's Park				
			(Reese River)	356	Reese River	384
		(Cold Springs)	(Cold Springs)	404	Cold Springs	433
			(Middle Gate)	415	Middle Gate	443
		Sand Springs	(Sand Springs)	446	Sand Springs	---
					Sand Hill	---
					Carson Sink	---
					Desert	---
		Carson River	(Carson River)	490	Fort Churchill	---
Twenty Mile Desert	557					
			Pleasant Grove	508		
			Dayton	516		
Dutch Nick's	569					
			Carson City	528	Carson City, via Virginia City	563
		Carson Valley	Genoa	541	Genoa	577
Van Sycles	583					
Cary's Mills	595					
Smith & Douglas's	607					
					Friday's	588
					Yank's	598
					Strawberry	610
					Webster's	622
Clear Creek	622					
					Moss	634
Brocklis Bridge	637					
					Sportsman's Hall	646
Placerville	654				Placerville	658

() Name inferred or supplied.

- (1) *Alta California*, August 11, 1858.
- (2) Chorpenning, Map (1889).
- (3) Simpson, Report (1876).
- (4) Senate Ex. Doc. No. 21, p. 7-8, Serial 1941.

NEW PHILATELIC SOCIETY FORMED

A new philatelic society - **THE WRECK & CRASH MAIL SOCIETY** - has been organized. The Society will be devoted to wreck, crash and disaster related postal history and to the study of all aspects of interrupted mail services. Membership in the Society is Ten Pounds Sterling or Fifteen Dollars U.S. Those interested should send their cheques/checks in either currency indicated, payable to THE WRECK & CRASH MAIL SOCIETY. Mail payment to the Society's Secretary/Treasurer:

Norman Hoggarth
10 Lady Jane Park, Bradgate Road
Newtown Linford, Leicester LE6 0HD
ENGLAND

A year's subscription to the Society's quarterly journal, **LA CATASTROPHE**, is included in membership. The first edition of the journal is planned for the first quarter 1995. Articles on any aspect of interrupted mail service and reviews of books on the subject eagerly are solicited. Manuscripts should be sent to and advertising rate cards requested from the Society's Editor-In-Chief:

H. J. Berthelot
132 Livingston Pl. W.
Metairie, LA 70005

APPENDIX 19 - ROUTE No. 12801†

UTAH

From July 1, 1858, to June 30, 1862

From	Salt Lake City	Salt Lake	Utah
by	Lehi City	Utah	"
	American Fork	"	"
	Provo City	"	"
	Springville	"	"
	Payson	"	"
	Santaquin	"	"
	Salt Creek	Millard	"
	Fillmore City		
	* Corn Creek		
	* Beaver		
	Parowan	Iron	"
	Fort Johnson	"	"
	Cedar City	"	"
	Bringhursts		N. Mex.
	Santa Clara	Santa Clara	Cal
	San Bernardino	San Bernardino	"
	Monte	Los Angeles	"
	San Gabriel	"	"
and	Los Angeles	"	"
to	San Pedro	"	"

917 miles and back once a month week.

Leave Salt Lake City on the 5th of each month.

Arrive at San Pedro by the 1st of the following month.

Leave San Pedro on the 5th of each month.

Arrive at Salt Lake City by the 1st of the following month.

Bids to run twice a month will be considered; also bids for the separate parts to and beyond Cedar City, 280 miles from Salt Lake City.

George Chorpeneing	\$ 27,500,	x x x, or
	34,400,	twice a month; schedule in 20 days. <i>Accepted March 22, 1858.</i>
	64,250,	twice a month, through in 14 days.
	30,000,	x x x, end at Sacramento, through in 25 days.
	60,000,	twice a month, end at Sacramento, through in 20 days.
Thomas S. Williams	108,000,	twice a month, end at Sacramento, through in 14 days.
	37,500,	x x x, twice a month.
	18,665,	x x x
	14,890,	Cedar City to San Pedro.
John H. Ross	4,775	x x x, to Cedar City
	29,994,	x x x
Dan'l M. Taft & Jas. B. Water	13,000,	once a month, four-mule wagon, covered, San Bernardino, Cal.
	22,000,	twice a month, four-mule coach.
Daniel M. Taft	13,000,	four-mule wagon.
<i>(After time bid)</i>		
John M. Bollwinkle	7,800,	once a week, end at Cedar City, two-horse coach. (Received August 13, 1858.)

† Taken from contract register as modified by "Offers for Carrying the Mails - . . ." February 26, 1859, House Executive Document 109, Serial 1013, p. 501" with some rearrangement for sequencing.

1858, Apr. 1. The public interest requiring that route should run to Placerville, Cal, via Carson Valley, Utah, distance rather less, but a more difficult and hazardous road, change the service accordingly without change of pay. Improve mode and speed of service so as to carry in covered carriages, or in wagons drawn by 4 mules or horses, and to run through in 16 days, at prorata additional pay for increase of stock made necessary, and shown to have been used in consequence, not exceeding \$30,600 a year, Department reserving right to increase speed to trips in 14 days each way at prorata increase of pay on accepted bid, for stock made necessary and shown to have been used, not over \$45,600 per ann. - or twice in 12 days at prorata increase on said bid, limited and conditioned as stated, not over \$60,600 per annum.

From	Placerville	El Dorado	Cal.
	* Unionville (Est. 6 March '61)(Dis. 2d Jany 1862)	"	"
	* Lake Vally (Est. 1 Jul. '58)(Dis. 24 Jany '59)		"
68	Carey's Mill, Est. July 1, '58	Carson	Utah
	* Job's Store (Est. 1 Jul. '58)(Dis. 21 Oct. 1858)	"	"
	* Daggett's Run (Est. 1 Jul. '58)(Dis. 21 Oct. '58)	"	"
17	Genoa [Carson Valley]		"
18	Carson City (Est. Nov. 18/58)		"
	* Mineral Rapids (Est. 17 Apr. '60)		"
	* Fort Churchill (Est. 9 oct. '60)(Dis. 19 Dec. '61)		"
and 625	Camp Floyd (Est. 20 Sep. '58)(Dis. 27 Aug. '61)	Salt Lake	Utah
to 40	Salt Lake City	Salt Lake	Utah
768	in covered carriages or wagons, drawn by 4 mules or horses		

[Abbreviations used: * - interlineated; x x x - as advertised]

P.M. Salt Lake City reports distances as follows: Placerville

	To Woodward	78 miles
"	Genoa	20
"	Carson City	13
"	Camp Floyd	642
"	Salt Lake City	<u>45</u>
	Total	798

Leave Salt Lake City on 5th and 20th of each month

Arrive at Placerville in 20 days

Leave Placerville on 5th and 20th of each month

Arrive at Salt Lake City in 20 days

[Abbreviations used: * - interlineated; x x x - as advertised.]

MARGINAL NOTES

1858, June 19. Order improvement to weekly trips at \$65,000 additional per annum, as agreed to by contractor.

(Schedule for expedited Service)

Leave Salt Lake City ~~on the 4th and 19th of each month~~ every ~~Monday~~ Tuesday Wednesday at 8 am.

Arrive at Placerville in 16 days by ~~Thursday~~ Friday at 8 am.

Leave Placerville ~~on 4th and 19th of each month~~ every ~~Saturday~~ Wednesday at 8 am.

Arrive at Salt Lake City in 16 days by Friday at 8 am.

(Sch. Sept 1/58)

(" March 19, 1859)

(" April 2, 1859)

1858, Aug. 16. P.M. of Placerville reports weekly trips began 5th July 1858.

1858, Aug. 21. Modify order of 1st April so as to make the pay for increased stock and speed under the 16 day schedule \$30,600 per annum without condition as to amount of stock required, it being assumed that the pro rata would amount to so much; but, if it should not, the excess of payment to be deducted from contractor's pay in future settlements.

1858, Sept. 2. P.M. at Salt lake City reports weekly trips commenced July 26th, 1858.

1858, Dec'r 9. Report to Auditor that information recently received from the P.M. of Salt Lake City shows that his report setting forth that the weekly trips commenced on the 26th of July 1858 was erroneous and therefore that the allowance therefore should take effect from the 5th of July 1858, as reported by the P.M. of Placerville.

1858, Dec. 9th. Report to Auditor that the proof received shows that the improvement from semimonthly to weekly trips, doubled the amount of stock made necessary and actually used on the route.

1859, May 7. Contractor having been instructed under date of 8th April 1859 to reduced to semi-monthly trips from 1st July 1859, deduct in consequence \$50,000 per annum from that date, from the mail pay, leaving it to stand at \$80,000 per annum.

1859, Dec 3d. Contractor having failed to perform service on 12 October, advertise for proposals.

1860, Mar 20 Allow one months extra pay on the service retrenched by the order of May 7th, 1859, viz, one twelfth of \$50,000 which allowance is made and is to be accepted in full of all claims for alleged damages in consequence of said order of retrenchment.

1860, May 10 It being proved to my entire satisfaction from the testimony on file in this office, as well as from other sources of information that George Chorpenning, contractor on route 12801 between Salt Lake City in Utah and Placerville, Cal. has not performed or caused to be performed the service in accordance with the terms and requirements of his said Contract, but has repeated failed to do so, and

has often if not habitually substituted upon a large part of said route a grade of service inferior to that stipulated for in said contract, and that this irregular and imperfect service has been consequent upon the failure of said Chorpenning to provide the necessary stock on such route, and as the highest interests of the service require that this condition of things should not ~~therefore be~~ continued, therefore by virtue of the power vested in me as Postmaster General, it is ordered that the said Contract of Chorpenning bearing date of 1 date of June '58 stipulating for the performance of the service on said route be and the same is hereby annulled and held for naught from this date.

1860, Aug. 29. Recognize service of Lewis Brady in conveying the mails two trips from Placerville to Salt Lake City arriving at the latter place Novem. 5, 1859 and 24 Jan. 1860, at \$3,333, deducting therefrom \$666 for inferior mode of conveyance; also in conveying the mail eight trips between 12 October 1859 and 1st of March 1860 from Placerville to Roberts Creek, about 384 miles, at \$6,667 in all, deducting therefrom \$1,223 for inferior mode of conveyance. Also one trip from Big Bend to Placerville between 20th and 25th October 1859 at \$333. Chorpenning to be charged with the net aggregate amount, \$8,333.

1869, Feb'y 25. Memoranden. The Postmaster General has this day declined to rescind or modify the order of Aug. 29, 1860 charging Geo. Chorpenning with the sum of \$8,333 paid Brady & Co. for temporary service on this route (See files).

1870, May 7. It being satisfactorily shown by the evidence received since the order of Postmaster General Randall, on the 25th. February, 1869, remitting the sum of \$12,198.65 charged against the contractor, George Chorpening, for "inferior service" in 1858, '59, & '60, and declining to rescind or modify the order of Aug. 19, 1869, charging him with the sum of \$8,333 paid to Lewis Brady for carrying the mail, under instructions from the Postmaster at Placeville, two trips on the whole route in 1859 & '60, and for four months on half the route, and one trip from Big Bend o Placerville in the same years, viz.: by the affidavit of A.J. Schele, agent of Chorpenning at Salt Lake, sworn and subscribed to March 19, 1870; that the line was "most fully and thoroughly equipped, with more men, stock and coaches than was really necessary for the most complete performance of the service required, that the proceeding of the Postmaster at Placerville in employing Brady, was the result of a conspiracy to break Mr. Chorpening down and get his contract away from him;" and also by the affidavit of B.F. Ficklin, Superintendent of the line from St. Joseph, Mo. to Salt Lake City, then resident at Salt Lake, sworn to and subscribed 14th March, 1870, and detailing similar facts, all showing thata no failures on the part of Chorpening occurred, and that the action of the postmaster in employing temporary service was unnecessary and unjust; and the Attorney General of the United States, having given his opinion dated on the 5th. inst.: that it is in the power, and the duty of the Postmaster general "to make a payment to George Chorpening under the circumstances. It is Therefore:

Ordered, that so much of the order of Aug. 29, 1860 as directs that George Chorpening be charged with the sum of \$8,333 paid to Lewis Brady for temporary service on Route No. 12801, Cala: Placerville to Salt Lake, in 1859 & '60, be rescinded, and that it be referred to the Auditor to pay the sum of \$8,333 to said Chorpening, and charge the same to the account of transportation of the mail.

Jno. A.J. Creswell, P.M.G.

APPENDIX 20

Third Chorpenning Contract, 1858 - 1862

SACRAMENTO CITY, CALIFORNIA

No. 12,801 — \$34,400

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 George Chorpenning, Jr., James Parson and Samuel C. Pile.

WITNESSETH:

That, whereas George Chorpenning, Jr., has been accepted according to law, as Contractor for transporting the mail on route no. 12,801 from Salt Lake City, Utah T., by Carson Valley to Placerville, California, and back twice a month, through in 20 days, and to improve the mode and speed of service so as to carry in covered carriages or wagons drawn by 4 mules or horses, and to run though in 16 days at pro rata additional pay for increase of stock made necessary and shown to have been used in consequence, not exceeding \$30,600 a year. The Department reserving the right to increase speed to trips in 14 days each way at pro rata increase of pay on accepted bid for stock made necessary and shown to have been used, no over \$45,600 per an., or trips in 12 days at pro rata increase on said bid, limited and conditioned as stated, not over \$60,600 per annum—with 'certainty, celerity, and security,' using therefor such means as may be necessary to transport the whole of said mail, whatever may be its size or weight, at thirty-four thousand four hundred dollars per year, and during the term commencing the first day of July, in the year one thousand eight hundred and fifty-eight, and ending with the thirtieth day of June, in the year one thousand eight hundred and sixty-two. Now, therefore, the said George Chorpenning, Jr., Contractor, and James Parson and Samuel C. Pile, his sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

[Same as Second Chorpenning contract for Route No. 12801 (See Part VI, Appendix 17), except as follows:]

Paragraph 4, after "free from wet or other injury," delete "under a sufficient oil-cloth or bear-skin, if carried by horse, and"

Paragraph 9, after "by being wet, or otherwise;" delete "for intrusting the mail to a carrier under 16 years of age;"

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 hereunto set their hands and seals, the day and year set opposite their names, respectively.

AARON V. BROWN,
Postmaster General.

Signed, Sealed and Delivered by the Postmaster
General in the presence of DAVID DUNN.
And by the other parties hereto in the presence of
G.M. Pile.

June 1, 1858, GEO. CHORPENNING.

June 1, 1858, JAMES PARSON

June 1, 1858, SAM'L C. PILE

I hereby certify, that I am well acquainted with James Parson and Samuel C. Pile, and the condition of their property; and that after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

H.C. MARKS
Postmaster at Somerset, Penn.

America's Many Wests --Corrections

by Tom Clarke

Into every life a little rain must fall
Wes Leatherock, a man bearing a western-oriented name if I ever heard of one, has gently bounced my nose off of the saloon floor in an email message sent soon after he received his latest *La Posta*.

He rightly takes the previous "America's Many Wests, Part 2" to task for a pair of bone-head mistakes (not including the typos!) which more than one loyal *La Posta* reader surely must have spotted. Chalk them up to 1) haste in meeting a deadline and 2) an Easterner's ignorance masquerading as virtue.

Here is his complete email, a very nice example of courteous writing itself. Enjoy his reasoning and tact.

Date: Thu, 08 May 97 08:44:15 -0500 (CDT)

with added comments (**) on

Date: Sun, 11 May 97 08:28:03 -0500 (CDT)

Subject: America's Many Wests

To: ocl-tom@ix.netcom.com

Dear Mr. Clarke:

I have been thoroughly enjoying "America's Many Wests" appearing in *La Posta*.

However, I wonder about the routing, and even the place of origin, of the interesting letter on page 8 of the May 1997 issue. It may be the postal markings accompanying this letter tell otherwise--they weren't included in *La Posta*.

Texas?

My first question is about the reason for believing this letter originated in Nacogdoches, Republic of Texas, rather than Natchitoches, Louisiana? (Nacogdoches and Natchitoches are indeed variant spellings of the same name.)

The road from Natchitoches, Louisiana, one of the oldest cities in that state, to Nacogdoches, New Spain, later

Mexico, and even later Republic of Texas, was long a path for traders, settlers, adventurers, spies, and assorted armed groups.

If this 1840 letter indeed originated at Nacogdoches, Republic of Texas, the proposal that it went by land to Houston and then in some unspecified manner to the Mississippi River seems curious.

**If the letter was indeed from Nacogdoches, in the Republic of Texas, it would seem the most likely path for it would have been over the established trading route to Natchitoches, Louisiana, and then the straight shot down the established river route directly from Natchitoches to New Orleans.

The travel to Houston would have been more arduous and transport from there to New Orleans much less certain and less direct.**

Nacogdoches is something like 150 miles from Houston, which was not incorporated until the previous year (1839) and was not a seaport for several generations after that. Seagoing trade from Houston had to go down the shallow and swampy Buffalo Bayou in relatively small boats to Galveston to reach ocean commerce. And if the letter went by sea from Galveston to New Orleans, it would be coming up the Mississippi in an ocean-going vessel to reach New Orleans.

On the other hand, it is less than half as far from Nacogdoches, Republic of Texas, to Natchitoches, Louisiana as from Nacogdoches to Houston, and Natchitoches was a well-established river port on the Red River, which flows into the Mississippi above Baton Rouge.

Indeed there seems nothing internal to the letter which suggests it originated in Nacogdoches, Republic of Texas. Natchitoches, Louisiana, as noted, had historical and commercial ties to the Republic of Texas, and certainly a merchant or sales representative in the Louisiana city would expect to keep up on activities in Texas and to expect to trade with Texas.

Wouldn't it be more likely that the writer was in Natchitoches, Louisiana, which had commercial ties with Texas as

well as direct river connections to New Orleans, rather than in Nacogdoches, Republic of Texas?

And the reference to "low waters" seems much more appropriate as a concern about conditions of navigation on the Red River at Natchitoches, Louisiana, and downstream.

St. Joseph?

I am sorry also to have to raise a question about the letter from Madison Payne near St. Joseph, Missouri, to his mother.

Perhaps there is other evidence that contradicts this, but it appears the address on the cover is "Warren, Marion County, Mo.," which is a place a few miles west of Hannibal, and not in the vicinity of St. Louis.

And the counties at which he gives prices are on a more or less direct route across Missouri from the Hannibal area to St. Joseph. All the counties still exist with the names he mentions, although some of the towns no longer appear on the map.

The place in the dateline of the letter does appear to be "Bucklin," Andrew County, Mo. Andrew County is just north of St. Joseph and a location four miles north of St. Joseph would appear to be barely in Andrew County. (The only place named Bucklin shown now in Missouri is in Linn County, interestingly on or very near the route Mr. Payne describes from Hannibal to St. Joseph. But there could have been another Bucklin in 1852.)

******There is one thing we both overlooked about the letter from Madison Payne, writing from near St. Joseph, Missouri, to his mother near Hannibal: The route from Hannibal to St. Joseph is one that all postal historians should remember --it was the first Railway Post Office route in the United State.

Mr. Payne's journey pretty much followed that route. ******

Quackery?

Finally (it seems all I want to do it criticize an extremely interesting series) I would like to take issue with the characterization of the bleeding of George Washington as quackery.

Bleeding was in accordance with the accepted "treatment guidelines" of those days and the best and most well-informed physicians all agreed on this as appropriate therapy.

That we now know they were wrong does not make it quackery; even today we find the medical community finding it necessary to revise and reverse long-held and ac-

cepted beliefs as to causes and treatments.

But we do not say physicians were quacks because for generations they urged tasteless bland diets as appropriate stomach ulcer therapy, even though they have found now that such diets are of no value and are not helpful in treating or curing the ailment.

That's only one example. Research and study continues to bring new revelations and new knowledge, and we hope they will continue to do so and not suppress the facts because of the fear of being accused of being quacks for what they had previously believed.

Thanks again for a very interesting and thought-provoking series.

wes.leatherrock@sandbox.telepath.com

Last first: The Washington reference is strictly one of perception and orientation. From the perspective of contemporary medicine, the first president of course was given the best the profession had to offer. Washington's choice of Elisha Perkins' metal tractors ("Silent Witnesses, A Followup," page 16ff) to cure ills was arguably rational for the late 18th century, too.

Using sterile leeches today the newspapers tell us --for limited, specialized purposes such as bruises -- has again become a reality after many years of disuse and derision by the medical and every other community. But, to remove quantities of blood that is tainted, from today's viewpoint, is certainly backward and shamanistic.

Texas?: The town no doubt is Natchitoches, Louisiana. It was spelled so on the letterhead but the writer thought to 'correct' what he assumed was 19th century phonetic spelling. A little knowledge is indeed dangerous. The wanting letter-front Wes mentions is illustrated next. His explanation is lucid, delightful, seemingly accurate, and very welcome.

And last: the handstamp Wes alludes to (shown next) very obviously is St. Joseph, not St. Louis! Sorry. Mental images first set in place become barriers not easily dislodged. Sort of a 'confabulation' at first glance, and only sometimes straightened out with a sharp slap to the head to rearrange the brain cells.

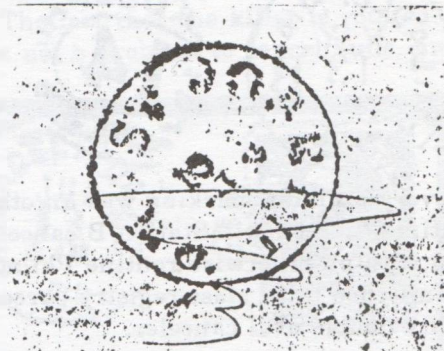
Thanks, Wes, I needed that.

Monsieur
Mr. Blanchard au sein de
M. M. Blanchard Linn & Co

N. O. Delcans
O. B. Bogue House.

Above: the letter front to the article of last issue (May 1997) which misplaced the writer's environment some 250 miles to the west in Texas, rather than 180 miles NW of N.O. along the Red River in Louisiana.

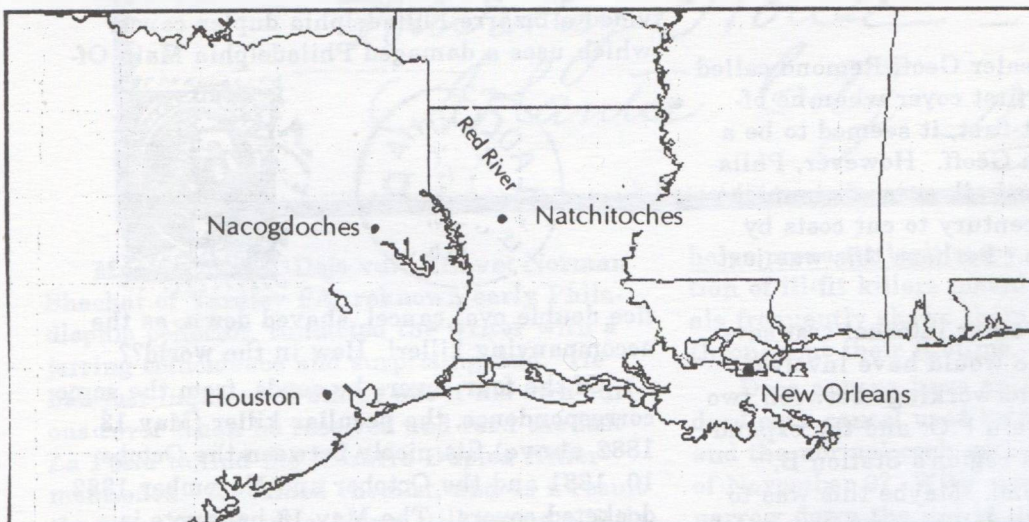
Lesson: The simplest reasoning is usually the best.



The St. Joseph handstamp again, mislabeled by the writer as St. Louis.

Moral: You must open your eyes *and* mind to see.

Xerox PARC Map Viewer



Above: a useful (public domain) map as found on the Xerox-Palo Alto Research Center's web page: a world-wide searchable map showing the Texas-LA region in question. The address for the viewer is <http://pubweb.xerox.com/map>

The Saga of the Station B Mutant

by Tom Clarke

It's been a long time since *La Posta* readers read any more of "A Bizarre Duplex Killer...Can someone help explain?" Bits and pieces about it were described and shown in January 1992, p.48; March 1992, p.64; May 1992, p. 43; and July 1992, p.67f.



This very peculiar marking was an otherwise routine Philadelphia Station B canceler combined with an otherwise routine Philadelphia Main Office third class-registry-parcel mail utility double oval canceler.

Thanks to the unveiling and sale of a huge collection of Philadelphia material (the Ed Harvey collection), a few other examples have been found to help flesh it out and bring more of the pieces of the puzzle together.

First sight

Vermont cover dealer Geoff Remond called attention to the first cover when he offered one for sale. At first, it seemed to be a fake --no reflection on Geoff. However, Philadelphia indeed has used all sorts of gimmicks throughout the 19th century to cut costs by jury-rigging cancelers. Perhaps this was just one more instance.

But, unlike those other internal cost saving measures, this one would have involved collusion and close interworkings between two distinct offices, the Main P.O. and the expanding West Philadelphia region's Station B, many city blocks beyond. Maybe this was to be expected, since Philadelphia and its post office were mushrooming; why wouldn't shrewd post office accounting spread? Multi-office

These are the two cancel types that mutated.



cannibalization just hadn't been discovered before.

The fact is, it can never be known what the circumstances were that brought the two offices' dissimilar devices together, nor who did it, nor what the reasoning was behind the strange marriage.

Here is the gist of the correspondence concerning this odd bird, paraphrased:

1992's thoughts:

From the pages of 1992 *La Postas*:

January 1992 ... Geoff Remond has provided a bizarre Philadelphia duplex cancel which uses a damaged Philadelphia Main Of-



fice double oval cancel, shaved down, as the accompanying killer! How in the world??

Of the four covers he sends, from the same correspondence, the peculiar killer (May 13, 1882 above) fits nicely between the October 10, 1881 and the October and November 1882 docketed covers. The May 13 banknote is clearly tied to the cover, no sign whatsoever of tampering. The heaviness of the killer's ink

blends even lighter, fairly evenly to the left side of the dial. No problem there either. Thus a true cancel.

Earlier it was supposed that the trouble to round a brass marker into a round core was too much bother and therefore the stamper was probably made of rubber. But examination proves that metal it was (see the last section of this article).

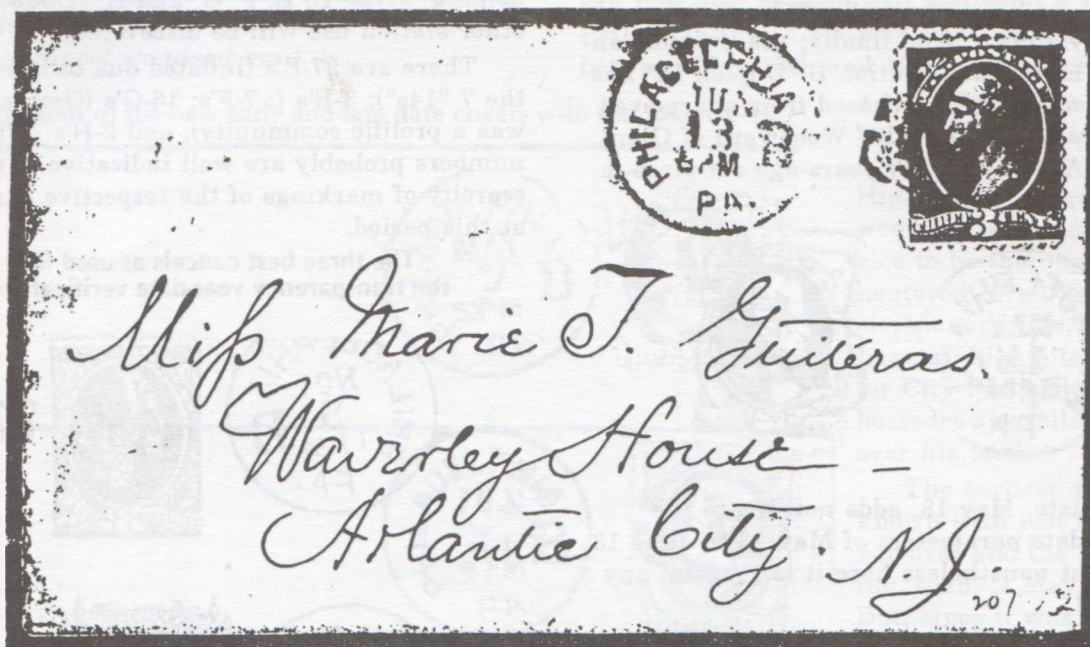
How, who, and why would the Main Post Office's defective (?) hand stamp get to West Philadelphia, and why would anyone go to all the trouble to file away the brass to make it fit the duplex portion of the stamper? A piece of cork would have been so easy to carve and personalize, then insert.

Is this a leftover specialty from Valentine's Day, February 14? Was it the clerk's lucky "lotto" pick? Did someone just hand out their seegars after the blessed 14th event?

Enclosed are two photocopies of the Station B cancel that we discussed by phone last night ... I looks like it could be a duplex, but the angle of the killer relative to the townmark is different than the one you illustrate. It looks like your explanation of a modified double oval is correct. The flat left side with the open space looks exactly like yours. We can now date its use between May 13 and June 13, 1882. My cover does not have a year date, but I am sure it is an 1882. In your book you date the townmark from 7/10/81 to 1/31/83.

... I think your example and mine show how the killer came into use. I don't think we will ever know why. At least the phenomena can be recorded in the event that something similar is uncovered in the future.

Illustrated are the scrape-transparencies of both cancels. They are thus proven identical except for the town name's removal. Sure;y the Main Post Office did not approve of its use as such, *but seemingly allowed its usage anyway*. The fact that the killer is rotated clockwise is not a problem to cancel buffs, and even



March 1992 ... Deja vu! Above: Norman Shachat of Yardley PA, reknown early Philadelphia collector, contacted the writer with a jarring coincidence and surprising find. He had just inquired of others about his own curious cover when he received and read the last *La Posta* to find the "Bizarre Duplex Killer" mentioned. A trained chemist, and as a result the perennial skeptic, Norm still seems a little hesitant to pronounce the cancel a verifiable duplex.

helps prove its legitimacy. The torquing motion of ill-fit killers mated to early duplex dials frequently shows them to rotate either way throughout their lifetime.

Does anyone have an example of the standard cork cancel used between Norm's Jun 13 and the normal cork version shown last issue of November 9? With ophthers we can further narrow down the use of this peculiar cancel mule.

May 1992 ... Another remarkable "14"

cover has appeared. What are the chances of 3 covers being found so readily that were used for so short a period? Perhaps it is because the cancel is so peculiar that they were held onto, whereas the everyday corked covers were routinely discarded as ho-hum.



Anyway, Al McCloskey says, "Your article in the January *La Posta* did not ring a bell with me, but the March did. I found my Station B with "14" on it. Mine is on a 2c vermilion." Bless those bells! Whereas Al's June 1 cover doesn't extend the EKV-LKV parameters (still May 13 to June 13, 1882), nonetheless there is a third one. Any more?

July 1992 ... And finally, yes, friends, another Philadelphia Station B "Duplex 14" has been discovered. Purchased from sharp-eyed *La Posta* subscriber Cliff Woodward of Glenshaw PA, the woefully years-ago cut-piece is as shown.



Its date, May 18, adds nothing to the known date parameters of May 13 to June 13, 1882, but nonetheless here it is. Again, any more??!!

* * * * *

New infusion

That was then end of the flurry of correspondence about the strange cancel, and mention in *La Posta*, until now. Today there are seven known "14" covers, five are locals on either post cards or using 2 cent vermilion stamps. The other two went to central Lewistown PA and Atlantic City NJ. How nice if our Trans-Atlantic collectors could turn one up.

With the unexpected sale of Ed Harvey's gargantuan collection, which was delivered to be sold beginning last Fall, all sorts of expectations danced in area collectors' heads. So comprehensive and detailed were Ed's postal interests that the flush of anticipation left little room for thought for the peculiar "14."

And then just weeks ago two more "Bizarre Duplexes" were abruptly (I get offer via xerox because of the dealer's distance) offered. Among other so many other goodies, I surely jumped for them.

Recent *La Posta* issues have charted the Philadelphia Main Office fancy killers of the 1860-1870s. This prompted a parallel search of Station B's cork output for 1882 cancel killers too. It produced the following results:

Of the 55 covers either owned or known to the writer, only five Stations appear, for now (115 year later!), to have used the "lazy Philadelphia" style: B, E, F, G, and H. Doubtless other station use will be discovered.

There are 27-B's (inflated due to interest in the 7 "14s"); 3-E's (; 7-F's; 16-G's (Germantown was a prolific community); and 2-H's. These numbers probably are well indicative of the scarcity of markings of the respective Stations at this period.

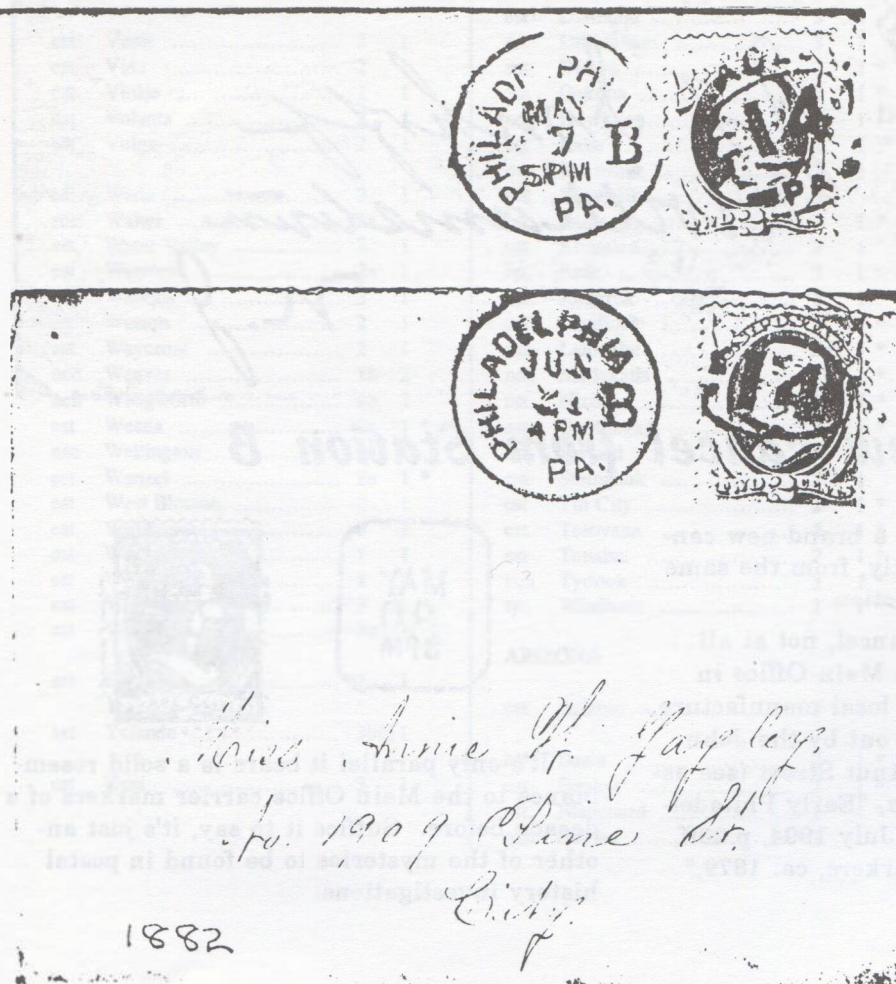
The three best cancels as used for the transparency year-date verification.



There seemed to be a hot possibility of using the tried and true transparency method to distinguish among the Station B townmarks. The pattern for the Main Office was shortly to be for the upcoming numbered-ellipse duplexes (1885-1901) an even for machines cancels for many years to come, to change the dial each year. This indicates the increased use the cancelers were getting and the volume of mail that was passing over the counters. In this way it would be a simple matter to match known year transparency dials with those not otherwise dated.

Unfortunately, the eyes can be deceiving. It seemed that the pattern extended to the enlarged Station B as early as 1881-83, but it didn't. Every one of the covers have identical dials throughout the period, despite the personality given the marking by the angle of strike, amount of ink, or lack of it, etc. *This means that business was such that a single device was sufficient before 1883 in West Philadelphia to cancel standard mail.*

Portions of the new early and late date covers with the "bizarre-14"



Thus, while it seemed possible that an easy method to locate even undated covers with standard cancels that would straddle the "14s" either side of their early and late dates, it didn't come to pass. As a result, the independently-derived date boundaries for the "14" still have yet to be determined. Naturally, there are dozens, even hundreds, of these covers still available, doubtless in dollar boxes; they simply remain to be recognized.

BUT, thanks to Ed's collection, as those in the know might have guessed, the two purchased covers of last month turned out to *both* be the new earliest and latest known usages: May 7, 1882 and June 21, 1882!

The new May 7 killer is precisely identical to the previously known May 13. Happily it is on a more contrasty local 2 cent vermillion.

The full killer, with the appearance of a second example, has now been validated. It can now also be seen that the partial PHILADELPHIA/PA was removed sometime between May 13th and 18th, a little more than

a one week (from approximately May 7th to the 13th+) after its creation. Higher-ups ordered the wounded remainder device to be thoroughly neutered. And if not the clerk's superiors, maybe in retaliation after a Center City Philadelphia horsedrawn trolley ran over his foot!

The earliest date known with just the inner oval and the 14 showing, then, is May 18th. But, since it was probably the 14 that was of importance to the West Philadelphia clerk, the change offered little harm.

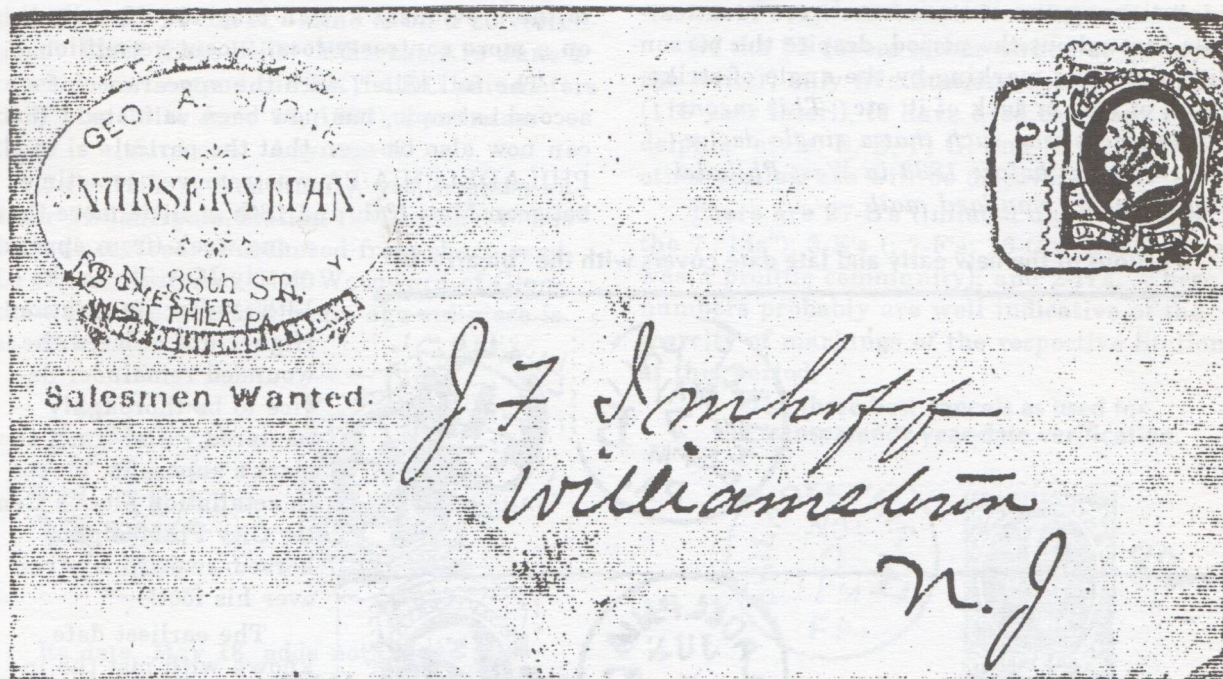
The new early date from Ed also verifies the reason why the "14" was removed from service. The left side of the Philadelphia canceler had definitely become damaged, crushed, mutilated in some way.

The smooth inner curve was mangled and two 'fingers' of twisted metal appear intruding on the number field on both the early and late examples alike.

In the effort to remove the outer, named area, further damage was probably done as a shadowy arc now appears on the lower left, worsening in condition as the remaining four weeks go by. By the new June 21 late date, the killer looks finally ready for the scrap heap.

If anyone has any 1882-definite Station B cancels like those shown (*Philadelphia Postmarks*, S 13), please send xeroxes to the writer at Box 290145, Davie FL 33329-0145.

Below is the so far unique Station B boxed PHILA/B third class mail cancel. Within is a two-page mimeographed letter about nursery products. It is fortunately dated July 3, 1881. Does anyone have another?



A new cancel from Station B

Here we can recognize a brand new cancel, uncovered recently, from the same source: the Ed Harvey collection.

It's a third class mail cancel, not at all similar to those used at the Main Office in Philadelphia. It could be a local manufacture similar to the many turned out by the John Goldsborough firm on Chestnut Street (see associated articles in *La Posta*, "Early Philadelphia Wessons, in Context," July 1994, p.20ff, and "Non-standard Post Markers, ca. 1879," November 1994, p.53ff).



It's only parallel it bears is a solid resemblance to the Main Office carrier markers of a decade before. Suffice it to say, it's just another of the mysteries to be found in postal history investigations.

POSTAL ARCHÆOLOGY ----- § ----- DIGGING FOR DOANES

By Charles Boubelik

Continued from April-May, 1997

THE DAILY BULLETIN DOANE LIST

Table 10 continued

ALABAMA, Summerdale - LOUISIANA, Aloha

act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.
ALABAMA			ALASKA					
nch	Summerdale	3 1	est	Afognak	2 1 *	est	Brayton	3 1 *
est	Teresita	2a 1	est	Amalga	3 1 *	est	Canille	2 1 *
nsc	Theba	2a 1	est	Baldwin	3 1 *	est	Carpenter	2 1
est	Tillman	2 1	est	Catalla	2 1 *	est	Christmas	3 1 *
est	Toinette	2a 1 *	est	Chatham	3 1 *	est	Cochran	2 1
nch	Trinity	1 3 *	est	Chena	2a 1 *	nch	Congress Junction	3 4 *
est	Tuskegee Institute	2b 1 *	est	Chicken	2 1 *	nch	Dome	2a 1
			est	Cleary	3 1 *	est	Don Luis	2 1 *
			est	Dahl	3 1 *	nsc	Duquesne	2a 4
est	Upton	2a 1	nch	Davidson	3 1 *			
			est	Diamond	3 1	est	Franklin	2 1
est	Vesta	2 1	est	Dillingham	3 1			
est	Vida	2 1	est	Dutton	3 1 *	nsc	Gila	2 2 *
est	Virdie	1 1 *	est	Gakona	3 1 *	nch	Goldroad	3 1 *
est	Volanta	2 1	nch	Howkan	3 1	est	Grandview	2a 1 *
est	Volga	2 1	est	Kake	2 1 *			
			est	Kantishna	3 1	est	Harrington	2a 1 *
est	Wade	3 1	ree	Keewalik	3	est	Hereford	2a 1 *
ree	Walter	2a	est	Kiam	3 1 *	nch	Humboldt	3 4 *
est	Water Valley	3 1	est	Klinquan	3 1	ree	Hunt	2
est	Wateroak	2a 1	est	Knik	3 1 *	ree	Huron	2 1 *
est	Watkins	3 1	est	Kugarok	3 1 *			
est	Watson	2 1	est	Landlock	3 1 *	est	Leupp	3 1 *
est	Waycross	2 1	est	Latouche	2a 1 *	est	Lewis Springs	2b 1 *
nch	Weaver	1b 2	nch	Metlakatla	2b 1 *	est	Lowell	2a 1 *
nch	Wedgworth	2b 2	est	Nizina	2 1 *			
est	Weeda	2a 1 *	est	Quinhagak	3 1 *	est	Macdonald	2 1 *
nsc	Wellington	2a 1	est	Seward	2 1 *	ree	McDowell	2 1 *
est	Wenzel	2a 1 *	est	Shungnak	2 1	est	Meteor	3 1 *
est	West Blocton	2 1	est	Tin City	2 1 *	nch	Mohawk	3 2 *
est	Westbrook	3 1	est	Tolovana	3 1 *	est	Mowry	3a 1 *
est	Wiginton	1 1	est	Tonsina	2 1 *			
est	Willford	1 1	nch	Tyonok	3 1 *	est	Nelson	2 1 *
est	Wimberley	3 1	est	Windham	2 1 *			
est	Woodbine	2a 1				est	Oro	2 1
			ARIZONA					
est	Xebec	2 1	est	Arizmo	2 1 *	nsc	Palmerlee	2 1 *
						est	Portal	3bfg 1
est	Yolande	3bfg 1				est	Puntenney	2 1 *
			est	Basin	2 1 *			
est	Zuni	3 1	est	Benton	2 1 *	est	Rillito	3 1 *
			est	Blanchard	1 1 *	est	Roosevelt	2a 1 *
			nch	Boyles	2 1			

act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
ARIZONA			nsc	Carthage	3 1 *	est	Grimmette	2 1
est	Salome	2 1	est	Casteel	3 1	est	Gulf	3 1
nch	San Jose	2 1	est	Chalmers	2 1	est	Haskell	3 1
est	Sasabe	3 1	nch	Cheatham	2 1	est	Heart	2 1
est	Silver Creek	3 1	est	Cherry	3 1	est	Herbine	3 1
est	Silverbell	2a 1 *	est	Chicot	2 1	ree	Heth	1
est	Sorenson	2 1	nsc	Clabbey	3 1	est	Highrock	2 1
est	Sweeny	3 1	est	Cloar	3 1	ree	Homan	2
est	Tolchaco	2 1 *	est	Clobby	2 1	nch	Hon	2 1
est	Tubac	2 1 *	nch	Coaldale	2 1	est	Howard	3 1 *
est	Vivian	2a 1 *	est	Coler	1 1	nch	Huttig	2 1
est	Weldon	2 1	est	Comal	3 1 *	ree	Idell	2
est	Wellton	2 1 *	est	Conable	2 1	est	Ingleside	2 1
est	Wendendale	3 1 *	est	Connor	2 1	est	Ira	2 1
est	Winkelman	2 1 *	ree	Cook	3 1	est	Jeannette	2 1
est	York	2 1	ree	Corot	1	est	Jennie	3 1
est	Yucca	3 1 *	nch	Crabtree	2 1	est	Jett	3 1
ARKANSAS			est	Creola	2 1	est	Joiner	2 1
est	Advance	2a 1	est	Cyclone	3 1	est	Jordan	2 1
est	Alix	3 1 *	ree	Cypress	2	est	Joslyn	2 1
est	Amagon	3 1	est	Damon	2 1	est	Justice	2 1
ree	Amber	2	est	Deans Island	3 1	est	Keifer	2 1 *
est	Arden	2 1	est	Depatee	2 1	est	Kelso	2 1
est	Asbury	2 1	est	Detonti	3 1	est	Kerlin	1 1
est	Avant	3 1	est	Diamond	3 1	est	Keystone	2 1
est	Baker	1 1	est	Dierks	3 1	est	Kilburn	2 1
est	Ballard	2 1	est	Dilworth	2 1	est	Kilgore	3 1
est	Bassett	2 1	est	Doran	2 1	est	King	3 1
nch	Bauxite	3 3	est	Doright	1 1	est	Kingsley	3 1 *
est	Beans Ford	3 1	est	Driftwood	2 1	nch	Kress	2 3
est	Beaton	3 1	est	Eaglette	2 1 *	nsc	Lakeview	3 2
nsc	Bemis	2 3	est	East Sylamore	3 1	est	Leiper	2 1
nch	Ben	3 1	ree	Eaton	2	est	Lena	3 1
ree	Benson	1	est	Eden	1 1 *	est	Leola	3 1 *
est	Bergman	2 1 *	est	Elberta	3 1	est	Lightfoot	3 1
est	Biglake	2 1	est	Ellis	2 1 *	est	Lilac	3 1 *
est	Birdeye	2 1	est	Emery	2 1	est	Limedale	2 1
est	Blackjack	2 1	est	Estico	2 1	est	Lorine	1 1 *
est	Blakley	2 1	nsc	Eudora	2 3	est	Love	3 1
est	Blalock	2 1	est	Eula	3 1	est	Loy	2 1
est	Blanchard	3 1	est	Evert	2 1	est	Luber	3 1
est	Bolding	2 1 *	ree	Excelsior	2	est	Lucetta	3 1
nsc	Booker	3 1	est	Fair	2 1	ree	Lunsford	2
est	Boueff	3bfg 1	est	Fairbanks	2 1	est	Macon Lake	2 1
est	Boykin	2 1	est	Farrell	3 1	est	Marie	1 1
est	Braxton	2 1	est	Felix	3 1	est	Markley	3 1
est	Brewer	3 1	est	Fieldston	2 1	est	McNab	1 1
est	Bridge	2 1	est	Fir	3 1	ree	Medford	2
est	Brink	2 1	nch	Flint	3 1	est	Mellwood	3 1
est	Busch	2 1	nch	Fourche	3 3	ree	Meyers	3 1 *
ree	Butterfield	3	est	Fox	2 1	nch	Midland	2 2 *
est	Cabool	3 1	est	Freck	3 1	est	Mikado	3bp 1 *
est	Calvin	2 1	est	Frenchmans Bayou	2 1	est	Milton	3 1
est	Caperton	3 1	est	Frisbee	3 1	est	Mineral	2 1 *
ree	Cargile	3	est	Gaston	3 1	ree	Moko	2
est	Carl	2 1	est	Gerald	3 1	nch	Monte Ne	3 3 *
			est	Gibson	2 1	ree	Morton	3
			ree	Gin	2	nch	Moscow	2 2
			est	Gladys	2 1	ree	Mountain Top	2
			est	Graceland	2 1			
			est	Green	2 1			

act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.
ARKANSAS			nch	Trumann	2 1	est	Coram	3bp 1 *
est	Murphy	2 1	est	Unionhill	2 1 *	est	Davenport	3 1 *
est	Murta	2 1	est	Urbana	3 1 *	nch	Del Rosa	2 1 x
est	Myron	2 1				est	Diaz	3 1
ree	Nady	3	est	Vaden	2 1	est	Dolgeville	2 1 *
ree	Nady	2	ree	Vaden	3	nch	Dos Palos	3 1 *
est	Needham	1 1	est	Vero	2 1	est	Duffey	2 1 *
est	Nella	2 1	est	Verona	3 1 *			
nch	Newman	3 1 *	est	Viburnum	3 1	est	East Pasadena	2b 1 *
est	Newton	2 1				est	East San Pedro	3 1 *
est	Nimmons	2 1	nch	Walls Ferry	3 1	est	El Centro	3 1
est	Nunley	2 1 *	nch	West Hartford	2 1 *	est	Elinor	3 1 *
est	Nye	3 1	ree	Westover	2	nch	Elmwood	2 1 *
			est	Wharton	2 1 *	est	Emmaton	3 1 *
nch	Odell	2 1 *	est	Whitton	2 1	est	Eubanks	2 1 *
est	Okay	2 1	nch	Wilco	2 1	ree	Fenner	3
nch	Olvey	2 1	ree	Willis	2	est	Floyd	3 1 *
ree	Olyphant	3	est	Wolf	3a 1 *	est	Forest Home	3 1 *
nch	Oneal	2 1 *	est	Womack	2 1			
est	Ovid	2 1	est	Worden	2 1 *	est	Glen Frazer	3 1 *
			est	Wyanoka	3 1	est	Glenblair	2 1 *
est	Pampas	2 1	est	Yancopin	3 1	est	Glenn	2 1 *
ree	Park Place	2				est	Gorman	2 1
est	Pedro	3 1	est	Zeb	3 1	est	Grandview	3 1 *
nch	Penrose	2 1 *	CALIFORNIA			est	Grass Lake	3 1
est	Plunkett	2 1	ree	Academy	3 1 *	est	Greenfield	3 1 *
est	Ponca	2 1	est	Alpaugh	3 1	est	Greenleaf	2 1
nch	Princedale	2 2	est	Altaville	2 1 *	est	Grouse	3 1
est	Proctor	2 1 *	ree	Amboy	2a	nsc	Hackamore	1 1 *
est	Prosperity	3 1 *	est	Amsterdam	3 1	est	Hamilton City	3 1 *
est	Push	1 1 *	est	Andersonia	2 1 *	est	Hammond	3 1
nsc	Pyatt	2 2	est	Arrow Head Springs	3bf 1 *	nsc	Heber	2 1 *
			ree	Artesia	3 1 *	est	Henderson	3 1 *
ree	Ralph	1	est	Athlone	3 1 *	est	Hermon	2a 1 *
est	Readland	1 1	est	Atolia	3 1 *	est	Hermosa Beach	1 1
est	Redbarn	3 1				nsc	Holtville	2 1 *
est	Refuge	2 1	est	Bairdstown	2 1 *	nch	Huntington Park	3 1 *
est	Reyburn	2 1	est	Bay City	2 1 *	est	Hutton	3 1 *
est	Rodney	3 1 *	ree	Ben Hur	2 1 *			
nch	Rohwer	2 1	est	Bern	2 1 *	est	Ibis	2 1 *
est	Rolyat	3 1	ree	Big Trees	2 1 *	est	Ingot	2 1 *
est	Royal	3 1	est	Bighorn	2 1 *	est	Island	3 1
est	Rutherford	2 1	nch	Bodfish	3 2 *	est	Ivanpah	1 1
est	Rye	2 1	est	Bonanza	3 1 *			
			est	Borel	2 1 *	est	Jenner	2 1 *
est	Seals	1 1	est	Bowles	2 1 *			
est	Segal	1 1	est	Bullion	2 1 *	est	Kelso	2 1 *
est	Sloan	3 1	est	Burris	2 1 *	est	Kentfield	3 1 *
est	Snow Lake	3 1				nch	Kerman	3 1 *
est	Stineville	3 1	est	Cahuenga	2 1 *	nch	Keystone	2 2 *
nch	Strong	2 2	est	Camino	2 1 *			
est	Stuart	3 1	est	Careaga	2 1 *	nch	La Honda	2 2 *
est	Summit	3 1	est	Carlotta	2a 1 *	nch	La Jolla	3 6
est	Surprise	2 1	est	Carlotta	2a 1 *	nch	La Manda	2 6
			est	Carmel	2 1 *	nch	La Manda Park	3 6
est	Thelma	3 1	est	Casa Verdugo	3bf 1 *	est	La Park	2 1 *
est	Theo	2 1	est	Chanz	3 1 *	nch	Laguna Beach	2 2 *
ree	Tip	3	est	Cima	3 1 *	est	Lagunitas	3 1 *
est	Tipton	2 1	nch	Clio	2 2	ree	Laughlin	2 1 *
est	Togo	3 1	ree	Collis	2 1 *	est	Lavic	2 1 *
est	Totefair	2 1	est	Colony Center	2 1 *	est	Lawndale	3bp 1 *
nsc	Trigg	2 1	est	Colyear	3 1	est	Lorena	3 1
est	Trull	2 1 *						

act	Town	Typ+(sub)	No.	act	Town	Typ+(sub)	No.	act	Town	Typ+(sub)	No.
CALIFORNIA				est	Stirling City	1	1 *	est	Drake	3a	1 *
est	Los Molinos	3	1 *	est	Sunset Beach	3	1 *	est	Elco	3	1
est	Luffenholtz	2	1 *	est	Tamalpais	3bfg	1 *	est	Embargo	2	1
nch	Lusardi	2	1 *	nch	Temecula	2	4 *	est	Englewood	2b	1 *
ree	Markham	2	1 *	est	Thalheim	2	1 *	est	Espinoza	2	1 *
est	Martell	3	1 *	est	Thrall	2	1 *	ree	Fleming	2a	1 *
nch	Masonic	3	1 *	ree	Thrall	2		ree	Forbes	2	
est	McArthur	2	1 *	est	Throop	3	1 *	ree	Forks	2	
nch	McKinleyville	1a	2 *	est	Tolson	3	1	est	Garfield	2a	1 *
nch	Mecca	2	2	nch	Upper Lake	3	6	est	Gateway	2a	1 *
est	Metropolitan	2	1 *	est	Vacation	2	1 *	est	Glacier Lake	3bfg	1 *
est	Meyers	2	1 *	est	Vantrent	2	1 *	est	Glen	2a	1 *
est	Miranda	3	1 *	est	Venice	2a	1 *	est	Granby	3bfg	1 *
est	Monumental	2a	1 *	nch	Victorville	2	5	nch	Grand Valley	2	6
ree	Moores Flat	2	1 *	est	Wahtoke	3	1 *	est	Grommet	2	1
est	Mount Wilson	2	1 *	est	Wakefield	2	1 *	est	Halfway	2a	1 *
est	Neighbours	3	1 *	est	Wanamina	2	1 *	est	Hancock	2	1
est	Nipton	3	1	est	Warner Springs	3	1 *	ree	Haworth	3	
est	Nogales	3	1 *	est	Watts	2	1 *	est	Hayman	2a	1 *
est	Northwestern	3	1 *	est	Waukena	2	1 *	est	Herard	3	1
est	Old Beach	3	1 *	est	Willowbrook	3	1 *	est	Hermit	2a	1 *
est	Orcutt	2	1	est	Yermo	3	1 *	est	Hermitage	2	1
est	Oriole	3bf	1	est	Yettam	2	1 *	est	Hester	3b	1 *
est	Orloff	3	1 *	COLORADO				est	Hoyt	3bp	1 *
nch	Palo Verde	3	1	est	Albano	2a	1 *	nch	Huggins	3	1
est	Papoose	2	1 *	ree	Allenspark	3bfg	1 *	est	Juanita	2a	1 *
est	Patterson	3	1 *	est	Allison	2a	1	est	Juniper	3	1
est	Perry	2	1 *	ree	Almont	2		est	Kendrick	3b	1 *
est	Phoenix	2	1	ree	Amo	2a	1 *	est	Keysor	3bp	1 *
est	Playa del Rey	2b	1 *	est	Animas Forks	2	1	est	Kline	2a	1 *
ree	Port Kenyon	2	1 *	est	Anthracite	2	1	nsc	Kutch	3bfh	1 *
est	Potholes	3	1 *	est	Arapahoe	3bfg	1 *	est	Lavalley	2a	1 *
est	Pulga	3	1 *	ree	Argo	2a	1 *	ree	Laveta Pass	2a	1 *
est	Quintette	1b	1 *	est	Armel	2a	1 *	est	Leal	2a	1 *
est	Rawhide	2a	1 *	est	Arrow	2a	1 *	est	Lenado	3	1
nch	Redbank	2	1 *	est	Atchee	3	1	ree	Lily	2a	1 *
est	Redwine	2	1 *	est	Austin	3bfg	1 *	nch	Limon	2a	3 *
est	Ridgewood	2	1 *	est	Barbee	3	1	nch	Loma	3a	1 *
est	Roscoe	1	1	est	Bowerman	2b	1 *	est	Lujane	3bfg	1 *
ree	Roselawn	3	1 *	est	Brown Canon	2b	1 *	est	Mack	2	1
est	Roseneath	2	1 *	est	Broyles	3	1	ree	Mainard	2a	1 *
est	Salsig	2	1 *	est	Calcite	2a	1 *	est	Mattison	3bfg	1 *
nch	San Juan Bautista	3	6	est	Cardinal	3bfg	1 *	est	Mayne	3a	1
nch	San Juan Capistrano	3	4 *	est	Castelar	3	1 *	est	McGuire	3bfg	1 *
est	Santa Susana	2	1 *	est	Cedar Creek	2b	1	est	Micanite	2a	1 *
nch	Scott Bar	3	3 *	est	Cedarhurst	1a	1 *	est	Mobley	3	1
est	Seigler	2	1 *	ree	Chicosa	2a	1 *	nch	Molina	3bfg	2 *
ree	Sentinel	3	1 *	est	Coalby	3bfg	1	ree	Muriel	2	
est	Shadyrun	2	1 *	est	Crookston	2	1	est	Muriel	1	1
est	Shively	3	1 *	est	Cuatro	2	1	est	Myrtle	3bfg	1 *
est	Siam	3	1	ree	Dayton	2a	1 *	est	Nucla	2a	1 *
nch	Slatington	2	2 *	est	Dodd	2a	1 *	est	Nunn	3a	1 *
est	Snowden	2	1 *	est	Dora	3	1	est	Paisaje	3bp	1 *
nch	South Dos Palos	3	6	est	Dover	3a	1 *	ree	Pallas	2	
est	Stanwood	3	1 *	est	Downer	2a	1 *	ree	Pando	2a	1 *
est	Stauffer	2	1 *								
est	Stedman	2	1 *								

act Town Typ(+sub)-No.

COLORADO

est Parma 3bfg 1 *

est Pawnee 2a 1

est Paxton 3 1

est Pieplant 2a 1 *

est Pierce 2a 1 *

est Radiant 2a 1

est Radium 3bfg 1 *

est River Portal 3bfg 1 *

ree Russell 2a 1 *

est Saint Peters 3 1 *

ree Salt Creek 2

est Sherrod 2 1

est Sillsville 2b 1 *

est Silver Ledge 2 1

ree Snowmass 2a 1 *

est South Canon 3bfg 1 *

ree Spencer 3

ree Stamford 3b

nch Stratton 3b 3 *

est Strong 2a 1 *

nch Swink 3a 2 *

est Tabernash 3bfg 1 *

nsc Tolland 2a 1 *

ree University Park 2b 1 *

ree Watervale 1

est Waverly 3bf 1 *

est Wellington 1 1 *

est Wild Horse 2a 1 *

est Yeiser 2a 1 *

est Yoder 2a 1 *

CONNECTICUT

nch Crescent Beach 2 4 *

est North Hartland 2 1 *

DELAWARE

est Bethany Beach 2 1

ree Bowers 2 1 *

est Harmony 3 1

ree Little Creek 2

ree Magnolia 2

ree Woodland 2

FLORIDA

est Adna 3 1 *

est Agnes 2 1

est Alton 2 1 *

est Angora 2 1

est Anna Maria 2 1

est Arch Creek 2 1

est Ashton 2 1

est Attica 2 1

est Aurora 2 1

nch Aycock 2 2 *

act Town Typ(+sub)-No.

est Banana 2 1

est Barrsville 1 1

est Bayonne 2 1 *

est Bennett 3 1

est Black Point 2 1 *

est Blount 2 1

est Bokeelia 3 1

est Boyd 2 1

est Bratt 2 1

est Bruce 2 1

ree Bunnell 2

est Byrd 3 1 *

est Cape Sable 2 1

est Carleton 2 1 *

est Caxambas 2 1 *

est Champaign 3 1

est Chason 3 1

est Chubb 3 1 *

ree Clark 3

nch Clarksville 3 2

ree Clayno 3

est Cobb 3 1

est Compass Lake 2 1

est Conlin 3 1 *

est Conoley 2 1

est County Line 2 1

nch Cowan 2 3

ree Crawford 3

est Crescent Beach 2 1

est Cross Bayou 3 1

est Dallas 3 1

est Dawson 2 1

nch Daytona Beach 3 6

est Delph 2 1

nch Dillon 3 1 *

nsc Dowling Park 3 2

est Dublin 2 1

est Durbin 2 1 *

est Ebb 2 1

ree Ebro 2

est Elarbee 2 1

est Elkton 3 1 *

nch Emeraldal 3 2 *

est Eugene 3 1

est Eulalia 2 1

est Evans 1 1

nch Falmouth 3 2

est Felkel 2 1 *

est Fern 2 1

est Fessenden 2 1

est Festus 1 1

est Fishbone 3 1

est Fivay 2 1 *

nch Florence 2 1

nch Florence Villa 2 1 *

est Fort Barrancas 2b 1

ree Fort Green 2

est Fountain 2 1

nch Frostproof 3 2 *

act Town Typ(+sub)-No.

est Garniers 3 1

est Garrett 3 1

est Geiger 2 1

nch Glendale 3 1

est Greenhead 3 1

est Grice 2 1

ree Gulf Junction 3

est Hampton Springs 2 1 *

est Hicks 2 1

est Hoey 2 1 *

est Homestead 2 1

est Horseshoe 2 1 *

est Indian Beach 3 1

est Indian Pass 3 1

est Indian Springs 2 1

est Inwood 2 1

est Jena 2 1 *

est Kalamazoo 2 1

est Kinard 2 1

est Kirkland 1 1

ree La Grange 2

est Lake Jackson 2 1

nch Lake Weir 3 2

est Lakewood 1 1 *

ree Lanark 2

est Laurel 1 1

est Lawrence 3 1

est Light 2 1

est Lillibridge 3 1 *

est Linnie 3 1

nsc Lithia 2 1

ree Livingston 2 1 *

est Loretto 3 1 *

est Lottievill 2 1

est Lovedale 3 1

est Mack 2 1

ree Mango 2

nsc McIntyre 3 1

nsc McKinley 2 1

ree Medulla 2

est Meredith 1 1

est Murfee 2 1

nch Naranja 3 1 x

est Narauja 3 1 *

est Nash 2 1

ree Nesbitt 3

est Northup 3 1

est O'Neil 2 1

est Oak 2 1 *

est Ormond Beach 3 1 *

est Owanita 2 1 *

ree Panacea 2

est Panama City 3 1 *

est Passagrille 3 1 *

est Pavilion 2 1

est Paxton 2 1

act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
FLORIDA								
nch	Pecan	3bhf 1 m	est	Anna	2 1	est	Etowah	2 1
est	Pedro	2 1	est	Ardock	3 1	est	Etris	3 1
est	Perrine	2 1	est	Arley	3 1	ree	Ewing	3
est	Phillippi	3 1	est	Astoria	2 1			
nsc	Pinehurst	2 1	est	Bachlott	2 1	ree	Fawcett	2
est	Pinewood	2 1 *	est	Bamboo	2a 1	est	Fendig	2a 1
ree	Pittman	2	est	Bannockburn	2 1	est	Feronia	2a 1
est	Pope	2 1	est	Barefoot	2 1	est	Floyd	2 1
est	Port Inglis	3 1	est	Barfield	3 1	ree	Fodie	3
est	Potter	2 1	est	Barrows Bluff	2 1	est	Fort Screven	2a 1
ree	Potter	3	est	Batson	3 1	est	Fry	2 1
			est	Bedell	3 1	est	Fuller	2a 1
			est	Belfast	2a 1 *	ree	Funston	2
ree	Quintette	3	ree	Belle	2			
est	Rardins	2 1	est	Bently	2 1	est	Gartrell	2 1 *
ree	Rio	2	est	Bernice	2a 1	ree	Geranium	2
est	Riveria	2 1	nch	Blun	2 1	ree	Gertman	2
est	Rogers	3 1	ree	Bolen	2	est	Giddens	3 1
est	Round Lake	3 1	est	Bonnie	3 1	est	Glenford	2a 1
est	Roy	2 1 *	est	Braselton	3bfg 1 *	ree	Goble	3
est	Russ	2 1	ree	Braswell	2a 1 *	est	Gordy	3 1
			est	Brewer	3 1	est	Granite Hill	2 1 *
ree	Saffold	3 1 *	nch	Bridgeboro	2a 1	est	Greenway	2 1
est	Samville	2 1	nch	Brooks	3 2			
est	Sauble	2 1	est	Bushnell	2a 1	nch	Habersham	3 1
est	Saunders	2 1				nch	Haddock	2a 4
est	Scott	2 1	est	Capel	3 1	est	Haddonville	2 1
est	Silas	2 1	nch	Carbondale	2 1	est	Hammett	2 1
ree	Simmons	3	est	Carlan	2 1	est	Harvest	2a 1 *
est	Sketo	2 1	ree	Carswell	2	est	Helmer	2 1
est	Skinner	2 1	est	Ceylon	2 1	est	Hemlock	2 1
est	Stafford	2 1 *	est	Chatsworth	3 1	nsc	Hinsonton	2a 1
est	Star	2 1	ree	Cheap	2	est	Holcomb	2 1
est	Sullivan	2 1	est	Church	3 1	est	Homeland	2 1
nsc	Svea	3 1	est	Clelland	2 1	est	Horace	2 1
			nch	Clermont	2 1	est	Hornsby	1 1
nch	Terrell	2 2	est	Cliett	2 1			
est	Tioga	2 1	est	Clifton	3bp 1 *	est	Ideal	3bp 1
est	Tyler	2 1	est	Colon	3 1	nch	Irma	2 2
			est	Cortelyou	3 1			
est	Upcohall	2 1	est	Cotton	2a 1	ree	Jamaica	2
			est	Council	2 1	nch	Jenks	3 1
nsc	Vereen	2 1	est	Covert	3 1	ree	Jerusalem	2
nsc	Veteran	3 1 *	est	Crandall	2 1	est	Jinks	2 1
est	Vicksburg	3 1	est	Credit	2 1			
			est	Crumps Park	3 1 *	est	Ketus	2 1
est	Walkill	3 1				est	Kipling	2 1
est	Wallace	2 1 *	nch	Deercourt	3 1			
est	Watson	2 1	est	Delight	2 1	est	Lang	2 1
nch	Wekiwa Springs	3 1 *	est	Delko	2 1	est	Langston	2 1
est	Wiggins	2 1	est	Denton	3 1	est	Lela	2a 1
ree	Wilds	2	ree	Dodd	2	est	Lewis	2 1
est	Woodstock	2 1	est	Dong	2 1	est	Lilly	2a 1
est	Wylly	2 1	ree	Duncan	2	est	Little	2 1
			est	Dunham	3 1	ree	Long Branch	2
ree	Yular	1				est	Lookout	2 1
			est	East Ellijay	2a 1	est	Loving	3 1
GEORGIA			est	Edmund	2 1	nch	Ludowici	2 6
est	Adria	2 1	est	Ellen	2 1	est	Lyken	1 1
est	Ainslie	3 1	est	Ellison Bridge	2 1	ree	Lytle	3
est	Aline	3 1	est	Elmodel	2 1			
est	Amsterdam	2 1 *	est	Enoch	2 1	est	Mahan	2 1
			ree	Erwin	2	est	Malone	2 1
			nsc	Eton	3 1 *	ree	Mat	2a 1 *
						est	Mathis	2 1

act Town Typ(+sub)-No.

GEORGIA

est	McCall	2	1
est	Mears	2	1
est	Mechanics Hill	2	1
nch	Middle Ground	2	2
est	Millerville	2	1
est	Milstead	2a	1
est	Minnie	3	1
ree	Mize	2	
est	Mollie	2	1
est	Moody	2	1
est	Moonlight	2	1
est	Moye	2	1
est	Mullis	3	1
est	Naples	2	1
est	Neon	2	1 *
est	Nest	2	1
est	New Lacy	3	1
est	Newell	2	1
nch	Norman Park	2	3
est	Normantown	3	1
est	Oak Hill	3	1
nch	Oakpark	2	1
est	Omie	2	1
ree	Ophelia	2a	
est	Padena	1	1
ree	Parkerstore	2	
est	Parkwood	3	1
est	Parsons	2	1
est	Passover	2	1
est	Penhoopee	2	1
est	Peru	3	1
ree	Pettyville	2	
est	Phinizy	2	1
est	Plainfield	3	1
est	Pope	2	1
ree	Porterdale	2	1 *
nsc	Pridgen	3	1
est	Purcell	3	1
est	Quaries	3	1
est	Quay	2	1
est	Quill	2	1
nch	Rankin	2	1
ree	Redbud	2	
nsc	Redland	2	1 *
est	Rentz	2	1
ree	Retreat	2	
est	Rose	3	1
est	Rosemont	2	1
ree	Ruskin	2	
est	Sage	2	1
nch	Saint George	3	2 *
est	Sale	2	1
nch	Sale City	2	1
est	Seneca	3	1
est	Shingler	3	1
est	Sikes	1	1
ree	Solomon	2	

act Town Typ(+sub)-No.

nch	Southland	3	1 *
ree	Spot	2	
ree	Stanley	3	
est	Stell	1	1
est	Stokesville	3	1
est	Stoneyhead	2	1
est	Stricklan	2	1
est	Tanner	2a	1
est	Tomlinson	3	1
est	Touraine	2a	1
est	Tower	2a	1
est	Trimble	3	1
nch	Trion	2	8
est	Trudie	3	1
est	Tumlin	2	1
est	Turman	3	1
ree	Tybee	2	
est	Urbana	2	1
est	Vera	2	1
nch	Verdie	2	1
nch	Vinings	2	2
est	Wards	3	1
est	Waterloo	3	1
est	Waters	2	1
est	Wayland	2	1
est	Whitestone	2	1
est	Wilkes	2	1
est	Winona	2	1
nch	Yancey	2	1

HAWAII

est	Kaanapali, Maui Is.	2	1
est	Kaunakakai	3	1
nch	Kurtistown	2	1
est	Maunawai	3	1
est	Paauhau, Hawaii Is.	2	1
est	Pahoa	2a	1
ree	Waihee, Maui Is.	1	

IDAHO

ree	Aden	2	
est	Ashton	3bfg	1 *
est	Badger	2	1 *
ree	Basalt	3b	1 *
ree	Battle Creek	3	
est	Bayview	3	1 *
est	Black Bear	2	1
est	Black Lake	2b	1
est	Bluchner	3	1
nch	Boyer	2	3 *
est	Broncho	3	1
est	Buhl	3	1 *
est	Burley	3bfg	1 *
est	Cabinet	2a	1 *
est	Cache	2a	1 *
est	Carl	3a	1 *

act Town Typ(+sub)-No.

est	Carlin	2	1
est	Carson	3	1 *
est	Casto	2	1 *
est	Chance	2	1 *
est	Chilly	2	1 *
est	Clara	2	1
nch	Clawson	3bp	1 *
nch	Clearlake	2	1 *
est	Comfort	2	1 *
est	Commerce	2	1
est	Crooks	3	1 *
est	Dryden	3	1
est	Eastport	3	1
est	Edie	3	1 *
est	Eight Mile	3	1
est	Eldorado	2	1
ree	Ellis	2	1 *
est	Elo	2	1 *
est	Evans	3	1
est	Evergreen	3	1
est	Filer	3	1 *
nsc	Firth	2	3
est	Glen	2	1
est	Glengary	3	1 *
nch	Glenwood	2a	1 *
est	Green Timber	3bf	1
est	Gross	3	1 *
est	Hansen	2	1 *
est	Hazel	3	1 *
est	Herbert	3b	1 *
est	Heyburn	2a	1
est	Hibbard	1	1
est	Hill	2	1
est	Hurt	2	1
est	Inkom	2	1 *
est	Iron Springs	2b	1 *
est	Ivers	3	1
est	Jackson	3	1 *
est	Jenkins	2	1
est	Joseph	3	1 *
est	Kidder	2a	1 *
est	Kimberly	3	1 *
est	Knox	2a	1 *
ree	Kootenai	2	1 *
est	Kuna	3a	1 *
est	Lacrosse	2a	1 *
est	Lenox	3	1 *
est	Lillian	3	1 *
est	Lindsayville	3	1 *
est	Logan	2a	1 *
est	Lowman	2	1
est	Lucerne	2	1 *
est	Luther	2	1 *
est	Lyondale	3bfg	1 *
est	Manning	2	1

act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
IDAHO			est	Bixby	2 1 *	est	Silvis	3 1 *
est	Meyers Cove	3bfg 1 *	est	Brereton	1 1	est	Techny	3 1 *
nch	Midvale	2 3	est	Bush	2 1	est	Valler	3 1
est	Monitor	3 1 *	ree	Centerville Station	2	nch	Wayside	3 1
est	Moravia	1a 1 *	est	Cherry	3 1 *	est	Welland	3 1
est	Morrison	2 1	ree	Clark Center	3	nch	West Frankfort	2 5
est	Morse	2 1 *	est	Clifford	2 1 *	est	Westervelt	2 1
est	Murtaugh	3 1 *	nch	Colona	3 3 *	est	Whiteash	2 1
			ree	Cravat	3	nch	Willeford	3 1
est	Nettie	3 1	nch	Dixon Springs	2b 2 *	nch	Wrights	3 3 *
est	Newman	2a 1 *	est	Dorrisville	3 1	ree	Yorktown	2 1 *
nsc	Niter	2 1 *	est	Dupo	3 1	INDIAN TERRITORY		
nsc	Notus	2a 1	nch	Fayville	3 2 *	est	Adamson	3 1
est	Payne	2 1 *	est	Federal	2 1	est	Ahlora	2 1
est	Pierson	1 1 *	est	Flossmoor	2 1	nch	Ahloso	2 1 *
est	Pinehurst	1a 1 *	est	Fordville	2 1	est	Ahniwake	2 1
est	Pittsburg	2 1	nsc	Fordyce	2 1	nsc	Alsuma	3 1
est	Ponderay	3bfg 1 *	nch	Frankfort	2 6	ree	Amabala, Cr N.	1
est	Potlatch	3bfg 1 *	est	Fults	1 1 *	est	Amber, Chic N.	2 1 *
est	Rabbit Foot	3 1	ree	Garfield	2	est	Amy	3 1
nch	Remington	3 1 *	est	Grigg	2 1	est	Aquone	2 1
est	Roselake	2 1 *	ree	Grinnell	3	est	Arbuckle	2 1
est	Rosston	2 1	nch	Gross	3 1	est	Asphaltum	2 1
est	Rupert	3 1 *	nch	Hazel Crest	3 1 *	est	Barwick	2 1 *
nch	Saint Joe	2 1 *	ree	Hillerman	3	est	Belzoni	3 1
est	Scherrer	3 1 *	est	Holmes	3 1	est	Blackrock	2 1
est	Severance	2 1 *	est	Horseshoe	3 1	est	Blocker	2 1
ree	Sinker	2	est	Howardton	3 1	est	Blunt	3 1 *
est	Snow	3 1 *	est	Hurst	2 1	est	Bokhoma	2 1 *
est	Spink	3 1 *	est	Jacob	2a 1 *	est	Boss	2 1 *
est	Spirit Lake	2 1	nch	Johnston City	2 6	est	Bryant	2a 1
est	Springfield	2 1 *	est	Karnak	2 1	ree	Cade	3
nch	Starkey	3 1 *	est	La Rue	2 1	est	Cannon	3 1
est	Stricker	2 1 *	ree	Lavergne	2	est	Chambers, Choc N.	2 1
est	Sugar	2 1 *	est	Livingston	2 1	est	Chant, Choc N.	1 1 *
nsc	Sunfield	3bfn 1 *	ree	Marcelline	2	nch	Chockie, Choc N.	2 1
est	Sweetwater	2 1 *	est	Mark	3 1	est	Cobb	3 1
est	Taplin	3 1 *	nch	Matthews	2 1	nch	Copan	2 1
est	Thornton	2a 1 *	nch	Mounds	2 7	est	Copeland, Choc N.	2 1
est	Thunder	2 1 *	ree	Mountain Glen	2	est	Corinne	2 1 *
est	Thunderbolt	3 1	est	Panama	3 1 *	est	Council Hill	3 1 *
est	Thurman	2 1 *	nch	Perdueville	2 2	nch	Craig	3a 1 *
est	Trinity	2a 1 *	est	Pierce	3 1	est	Cravens, Choc N.	2 1 *
est	Turnpike	2 1 *	ree	Pine Grove	2	est	Crowson	2 1
est	Twin Falls	2a 1 *	est	Pottsville	2 1	est	Crusher	2 1
ree	Twin Springs	3 1 *	nch	Raddle	2 1	est	Curty	3 1
est	Waino	3a 1	ree	Raum	3	est	Daisy	3 1 *
est	Wapello	2a 1 *	ree	Raum	2	est	Darwin	3 1
ree	Wapi	2 1 *	est	Reeves	2 1	est	Deese, Chic N.	2 1
nch	Winona	3 1 *	est	Reilly Lake	2 1	est	Delia	3 1
nsc	Woodfell	2 1	ree	Royal	3 1 *	est	Delight	3 1
ILLINOIS			est	Scarboro	3 1 *	est	Dizsang, Cr N.	2 1
nch	Barth	3 2	est	Sesser	3 1	est	Dora	3 1
nch	Beckemeyer	3 1				est	Dot	2 1
nch	Bellewood	2 2				est	Dragger	2 1
est	Benld	2 1 *				nch	Dustin	2 1 *
est	Berts	2 1						

act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.
INDIAN TERRITORY			est	Metory	3 1	est	Townsley	2 1
est	Edwards, Choc N.	2 1 *	est	Micawber	2 1	nch	Trenton	2 1
est	Edwin	3 1	est	Miller	3 1	nch	Tupelo, Choc N.	2a 1 *
est	Egypt	2 1	est	Mohawk	3 1	est	Turkey Ford	3 1
est	Elder	3 1	est	Mulkey	2 1			
est	Elkins	2 1 *	est	Nashoba, Choc N.	2 1 *	est	Vamoosa	3 1
est	Enville	2 1	ree	Nashoba	3bf 1 *	ree	Verdigris Cher N.	2 1 *
est	Eolian, Chic N.	2 1 *	est	Natura	2 1 *	est	Voca	3 1
est	Ervin, Choc N.	2 1	est	Neodesha	3 1			
est	Etta	2 1 *	est	Noah, Choc N.	2 1 *	est	Wainwright	3 1
est	Evans	2 1				ree	Walker	3
			ree	Oberlin	3	nch	Warner	2 1 *
est	Felix, Cher N.	2 1	est	Oneta	3 1	est	Washington	2 1
est	Fisher	2 1 *	est	Oolite	3 1	nch	Wecharty	2 1
est	Forney, Choc N.	2 1				est	Wekiwa	3 1
			est	Payne	2 1	est	Welcome	2 1
est	Glenoak	3 1 *	est	Pirtle, Choc N.	2 1	nch	Welty	3 2
est	Grandview	3 1	est	Pocahontas	2 1	est	Wesley, Choc N.	2 1
est	Gum	3 1	est	Pollard	2 1	est	White	3 1
est	Gunton, Chic N.	2 1	est	Porum	2a 1 *	est	Williams	2 1
			est	Price, Cr N.	1 1			
est	Hadley, Cher N.	1 1				nch	Zenobia	3 7
est	Handy, Cr N.	1 1	est	Raiford	3 1 *	est	Zoraya	2 1 *
nsc	Hanna	2 2	est	Randolph	3 1	INDIANA		
nsc	Haskell	2 1 *	est	Ray	2 1	est	Augusta	2 1
est	Haynes, Cr N.	2 1 *	est	Reams	3 1	est	Bacon	2 1 *
est	Haywood	2 1 *	est	Reevesville	3 1	est	Bandon	3 1
est	Hazel	3 1	est	Rentie, Cr N.	2 1	est	Beardstown	1 1
est	Hisaw	3 1	est	Rentiesville	2 1	est	Carson	1 1
est	Hoffman	3 1 *	est	Rock Island	2 1	est	Citizens	3 1
est	Hollow	2 1 *	est	Roena, Choc N.	2 1	ree	Crane	2
ree	Houston	2	nch	Roland	2 1 *	est	Curby	2 1 *
est	Hughard (sic)	3 1	est	Row	2 1	est	Earlham	3 1 *
			est	Royal, Chic N.	2 1	est	Fairfield Center	2 1
nch	Idabel, Choc N.	2 1 *	est	Rufe, Choc N.	2 1 *	est	Fishtown	2 1
est	Irene, Cr N.	2 1				est	Galey	2 1
			est	Sadie	3 1	est	Gary	3 1 *
est	Jaunita	3 1	est	Sam, Choc N.	1 1	est	Gerald	3 1 *
est	Jenks	2 1 *	est	Santown	2 1	nch	Gilmour	2 1
est	Jimtown	3 1	est	Sardis	2 1	ree	Ging	1
			est	Scales	2 1	est	Grasselli	2 1 *
est	Keefeton	2 1 *	est	Schulter, Cr N.	1 1	est	Helms	2 1
est	Keirse	2 1	ree	Scullin	3	nch	Helmsburg	2 1 *
est	Kent	2 1 *	est	Sequoyah	2 1	est	Iuka	2 1 *
est	Keota	2 1	est	Shakespeare, Cher N.	2 1	est	Judyville	2 1 *
est	Keys	3 1	est	Shoals	2 1	ree	Max	3
est	Kinlock	2 1	est	Shults	2 1 *	ree	Mount Zion	2
est	Konawa	2 1 *	nch	Simpson	2 1	nch	Muren	3 2
est	Konomis	2 1	est	Sleeper	2 1	ree	Noxid	2
			est	Slumpker	2 1	ree	Orange	3
ree	Latham, Choc N.	2 1 *	est	Snow, Cher N.	2 1	est	Pence	2 1 *
est	Legate	3 1 *	nch	Springbrook	3 1	est	Perkinsville	2 1 *
est	Lenox	3 1	ree	Starvilla	2	est	Pinelake	2 1 *
nch	Lewis	2 1	est	Stephen	3 1	ree	Providence	2
est	Lometa	2 1 *	est	Stoner	3 1	ree	Raglesville	2 1 *
est	Lucile	3 1				nch	Saint Joe	3 6
est	Lynch	3 1	nsc	Tabor, Cr N.	2 1 *	est	Sherman	3 1
			nsc	Taft	2 1 *	est	Ubee	2 1 *
est	Malvern, Chic N.	2 1	est	Tate, Sem N.	1 1	IOWA		
est	Mantee	2 1	est	Thrace	3 1	est	Ardon	3 1 *
nch	Marble City	3 2	est	Thurston	2 1	ree	Avon	2 1 *
est	Mark	2 1 *	est	Tiawah, Cher N.	2 1			
est	Mazie	3 1	est	Tiff	3 1			
est	McCarty	2 1	est	Tip	3 1			

act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
IOWA			est	Arnold	2 1	ree	Olcott	2
est	Balfour	2a 1 *	ree	Atwater	3	ree	Penokee	2 1 *
est	Bentley	2 1	est	Bantain	3 1	est	Petrolia	3 1 *
est	Bluff Creek	2 1	ree	Beardsley	3	est	Plum	2 1
ree	Brushy	3	est	Beaverview	3 1	ree	Prattburg	2
			ree	Bellefont	2			
est	Clayworks	2 1	nch	Boyd	2a 2 *	est	Redbluff	1 1 *
est	Cranston	2 1 *				ree	Redwing	2 1 *
est	Cricket	3 1 *	est	Campus	3 1 *	est	Renrew	2 1
			est	Canyon	2 1 *			
est	Everist	3bf 1 *	est	Carona	2 1 *	est	Saint Leo	2 1
			est	Cassoday	3 1	est	Schulte	3 1
est	Farrar	2 1 *	nch	Cedar	3a 4 *	est	Sexton	3 1
est	Fort Des Moines	2 1 *	est	Chance	2a 1 *	ree	Silica	3 1 *
ree	Freeport	2	nch	Clare	3 2	est	Sunbeam	2 1
ree	French Creek	2	est	Clonmel	2 1			
			est	Curranville	2 1	ree	Terryton	2 1 *
nch	Gibson	2 3 *	est	Cutler	3 1	ree	Terryton	3
est	Gladwin	2 1				est	Togo	3 1 *
est	Goddard	3 1	est	Dale	3 1	est	Traver	2 1
			est	Delia	3 1	ree	Twin Creek	3
est	Haskins	2a 1 *	nch	Denton	2 5			
nch	Hospers	3 7	est	Division	2 1	est	Valhalla	2 1
						est	Voda	2 1
ree	Iveyville	2	ree	Elkader	3 1 *			
			est	Ematon	2 1 *	est	Wilkinson	2 1
ree	Kennebec	2a	est	Emmett	3b 1 *	ree	Wilsonton	3
						est	Winifred	2 1
ree	Latty	2 1 *	est	Fairland	2 1	ree	Wright	2
est	Lidderdale	1 1	est	Fargo	3 1			
est	Linby	2a 1 *	est	Ferguson	2 1	KENTUCKY		
est	Loring	2 1 *	ree	Folsom	2	ree	Abigail	3
			est	Forest	2 1	nch	Adeline	2 1
nch	Manhattan	2 1 *	est	Frizell	2 1	est	Adkins	2 1
est	McClelland	2 1				nch	Afton	3 1
est	McPherson	2 1	est	Gallagher	2 1	est	Allen	2 1 *
ree	Middletown	2 1 *	est	Grace	2a 1	est	Alta	2 1
			nsc	Hallet	2a 1 *	est	Amazon	3 1
ree	Newport	1	est	Harwood	2 1 *	est	Andes	1b 1
nch	Prairieburg	3bfh 4	ree	Hawley	2	ree	Andrews	3
est	Readlyn	2 1 *	est	Hopewell	2 1	est	Anthie	1 1
est	Rinard	2 1 *				est	Argo	3 1
est	Roelyn	2 1	ree	Igo	2	est	Arminta	3 1
est	Roseville	2 1	ree	Irene	3 1 *	est	Ary	3a 1
est	Rubio	2 1				est	Aspen	2a 1
est	Rutledge	3 1 *	est	Janssen	2 1	est	Asphalt	2 1
			est	Jericho	3 1	est	Atlanta	3bfg 1
ree	Sandusky	2	nch	Kanorado	2a 3 *	est	Avis	3 1
est	Slifer	2 1	est	Kingery	2 1	est	Azalea	2 1
est	Swisher	2 1 *	ree	Kingsdown	2			
						est	Baden	3 1
nch	Teeds Grove	2 2 *	ree	Ladder	2a 1 *	est	Barthell	2 1
est	White City	2 1	est	Lasswell	2 1 *	est	Basinspring	2 1
est	Wightman	3 1	est	Lyonsdale	2 1	est	Bayfork	2 1
KANSAS						est	Beals	2 1
ree	Alamota	2	ree	Mantey	2	est	Bee	3 1
nch	Amiot	2 2	est	Milberger	2 1	est	Beech Creek	3 1
est	Amy	3a 1 *	ree	Mortimer	3	est	Belfonte	2 1
est	Antonino	2 1				est	Belljellico	2 1
			est	Nettleton	1 1	est	Bimble	3 1
			ree	Niagara	3	est	Bird	3 1
						est	Blake	2 1
						est	Blanche	3 1

act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.	act	Town	Typ(+sub)-No.
KENTUCKY			est	Derwood	3 1	est	Happytop	2 1
est	Bluff Spring	3 1	est	Dewey	2a 1	est	Hargis	3 1
est	Bluster	3 1	est	Dims	2 1	est	Harold	3 1
est	Bobtown	2a 1	est	Dirigo	3 1	est	Hatfield	2 1
est	Boggs	2a 1 *	est	Dirk	3 1	est	Hawk	2 1
est	Bombay	3 1	ree	Dongola	3 1 *	est	Heidelberg	2a 1
est	Bonham	2 1	est	Dorena	3 1	est	Helm	3 1
est	Borah	3 1	est	Doublelick	2 1	est	Hematite	3 1
est	Bowling	1 1 *	est	Dripping Springs	2 1	est	Henrietta	2 1
est	Bradshaw	3 1	est	Drum	2 1	nch	Hensley	3 1
est	Brady	3a 1	est	Dudley	2 1	est	Hill	2a 1
est	Brandy Keg	2a 1	ree	Easy Gap	2	est	Hilliard	3bfg 1
est	Bromo	3 1	est	Ebon	2a 1 *	nch	Hillside	2a 2 *
est	Browder	3 1	est	Edgington	2 1	est	Himyar	3 1
est	Brownlow	3 1	est	Edgoten	3 1 *	ree	Hitt	3
est	Bunch	3 1	ree	Elba	2	ree	Holden	3
ree	Buras	2	est	Eldridge	3 1	est	Holmes	2 1
est	Burfield	2a 1	est	Eli	2 1	est	Honaker	3 1
est	Burr	3a 1	est	Ella	2 1 *	est	Honeybee	3bfg 1
est	Cade	3 1	est	Ellen	3 1	est	Honeygrove	3 1
est	Calla	2 1	est	Eller	3 1	est	Hooker	2a 1
est	Carbondale	2a 1	est	Ermine	2a 1	est	Horsemill	2 1
est	Cary	3a 1	est	Ernst	3 1	est	Hovious	3 1
est	Cassia	1 1	nch	Etty	2a 1 *	est	Hugh	1b 1
est	Causey	3 1	est	Evelyn	2 1 *	est	Hujel	3a 1
est	Cedarbranch	3 1 *	est	Extra	3 1	est	Iberia	2 1
est	Champion	3 1	est	Fairbanks	2 1	est	Icecliff	2 1
est	Chance	2 1	est	Fallsprings	2 1	est	Incline	3 1
est	Charity	3 1	est	Fargo	1 1	nch	Indian Head	3 2
est	Chesley	2a 1	est	Farler	2 1	est	Indianrun	2a 1
est	Chesnutburg	2a 1	est	Fay	2 1	est	Ingle	3 1
est	Childers	3 1	est	Felt	3 1	nch	Institute	2 1
est	Church	2 1	nch	Ferndale	2 1 *	est	Ira	3 1
est	Cirgie	2 1	est	Field	3 1	est	Ivan	3 1
est	Cland	2 1	est	Fisty	3 1	est	Ivel	3 1
ree	Clear Run	3	est	Fitch	3 1	est	Ivor	2 1
est	Clemmons	3 1	ree	Flingsville	2	est	Jagoe	2 1
est	Cliff	2a 1 *	est	Fogertown	3 1	est	Jarad	2 1
est	Cliffdale	1 1	est	Fonda	2 1	est	Jattie	2a 1
est	Clock	2a 1 *	ree	Foote	2	est	Jeston	3 1
ree	Clover Fork	3	est	Foraker	3 1	est	Joel	3 1
est	Coalmont	3 1	est	Fortbranch	3 1	est	Johnetta	2a 1
est	Conaway	2 1	nch	Fredonia	3 3	est	Judd	3a 1
est	Cork	3 1	est	Frew	3a 1	est	Kaut	3a 1
est	Cottagehill	2 1	est	Frogue	3 1	est	Kerns	3 1
est	Couder	2 1	ree	Funston	3bfg	est	Kevil	2a 1
est	Counter	2 1	est	Gad	3 1	est	Kirtley	2 1
est	Crenshaw	2a 1 *	est	Gauley	2 1	est	Klein	3a 1
est	Cress	3a 1	ree	Ginseng	2 1 *	ree	Knottsville	3
est	Creston	2 1	nch	Glenarm	3 1 *	est	Korea	2 1
nch	Crystal	3 1	nsc	Glenmary	2 1	nsc	Kosmosdale	3 1 *
est	Curlew	3 1	nch	Glensboro	2 2	ree	Kyle	2
est	Daisy	3a 1	est	Goldie	3 1 *	est	La Center	2 1
est	Dango	3 1	est	Gosneyville	2 1 *	est	Lamar	3 1
est	Daniel Boone	2 1	est	Graham	2 1	est	Lassiter	1 1
est	Datha	2 1	ree	Greeley	2a	est	Lay	3 1
est	Decker	2 1	est	Grigsby	2 1	est	Lay	3 1
est	Decoy	2 1	est	Gross	1 1	est	Leburn	3 1
est	Dees	3 1	est	Grouse	3 1	est	Leesville	2 1
nch	Delaplain	3 1 *	est	Hacker	3 1	est	Legrand	2 1 *
nch	Dell	2 1	est	Hackley	2 1	est	Lerose	3bfg 1
est	Delta	3 1				est	Letitia	3 1

act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.	act	Town	Typ+(sub) No.
KENTUCKY			ree	Patton	3	est	Tacoma	2 1
est	Lida	2 1	est	Peach	3 1	est	Taft	1 1
est	Lima	3 1	est	Pebble	3 1	est	Tana	3 1
est	Littlejohn	3 1	est	Peth	2 1	ree	Tar Hill	3
est	Loam	3 1	est	Phillipsburg	2a 1	est	Templer	3 1
est	Logville	3 1	est	Pickett	2 1	est	Thelma	2a 1
est	Lonerock	2 1	est	Piedmont	2 1	est	Theodore	3 1
est	Longstreet	2a 1	est	Pinchico	2a 1	est	Tina	3 1
est	Lorain	3 1	est	Pine	3 1	est	Tocsin	3 1
est	Lucile	2a 1	ree	Piso	2 1	ree	Toledo	3
est	Lusk	3 1	ree	Plumbville	2	est	Trap	2 1
est	Lydia	3 1	est	Pritchard	2	ree	Trench	3bfg
est	Lynch	3 1	est	Privett	2 1	est	Trent	2a 1
			ree	Pryse	2a 1	est	Trixie	2a 1
			est	Puckett	3	est	Trust	2 1
			est	Pyramid	2a 1	est	Turin	3a 1
						est	Tyra	2 1
			est	Quicksand	3 1	est	Tyson	3 1
est	Macon	2a 1						
est	Madrid	3 1	est	Rain	3bfg 1	est	Underwood	3 1
est	Malaga	2 1	est	Ralston	3 1	est	Unity	1 1
est	Malone	2 1	est	Redden	3 1			
est	Marvin	3 1	ree	Rice	2	est	Varney	2 1
est	McClure	2a 1	nch	Ricetown	3 2	est	Verna	2a 1
est	McCombs	3bfg 1	est	Rim	3 1	est	Vineyard	2 1
est	McCoy	2 1	est	Rob Roy	2 1	nch	Volga	2a 1
est	McDavid	3bp 1	est	Roberta	3 1			
est	McFarland	2 1	est	Robinet	3 1	est	Wago	2 1
est	McQuinn	2 1	est	Rockgap	2a 1	est	Waldo	2a 1
est	Meek	2a 1 *	nsc	Rodemer	2 1	nch	Wallace	2 2
est	Mell	2 1 *	est	Roff	3 1	est	Waltshoro	3 1
ree	Mexico	2	est	Rolan	2 1	est	Warren	3 1
est	Miami	1 1	est	Rosefork	2a 1	est	Watergap	2 1
est	Middlecreek	2 1	est	Rowe	3 1	est	Webbs Cross Roads	2b 1
est	Mike	3 1	est	Royal	3 1	est	Wentz	3 1
nch	Milner	1 1	est	Rugby	2 1	est	Whiteash	2a 1
est	Mink	2 1	est	Rulo	2 1	est	Williams	3 1
est	Mirty	3 1				est	Williamson	2 1
est	Mistletoe	2 1	est	Safe	2 1	est	Williba	2 1
est	Moon	2a 1	ree	Saffell	3	nch	Willow	3 1
est	Mooreville	2 1	est	Sandlick	1 1	est	Willow Shoals	3 1
est	Mossy Bottom	3 1	est	Sandspring	2 1	est	Willowtree	3 1
est	Moulton	2 1	est	Saul	1 1	est	Wimsatt	2 1
est	Muddy Branch	3b 1 *	nch	Sharon	3 2	est	Witt	2a 1
est	Myra	2 1	est	Shelbiana	3 1	est	Witt Springs	2a 1
est	Mystic	2 1	nch	Shuttleworth	3 1	est	Wolf	3 1
			est	Siler	2 1	est	Woods	2a 1 *
est	Nannie	2 1 *	est	Simers	2 1			
est	Neff	2 1	est	Skate	3a 1	est	Yaho	3 1
est	Nella	2 1 *	est	Slemp	3a 1	est	Yamacraw	3bfg 1
est	Nero	2 1	est	Smithtown	2 1	est	Yessie	3 1
ree	Netty	2a 1 *	ree	Snow	3a	est	Yukon	3 1
est	Newt	1 1 *	nch	South Portsmouth	3 3			
est	Niles	1 1 *	est	Spainey	2 1	est	Zacata	3 1
est	Nippa	2 1	est	Spann	2 1	ree	Zebulon	3
est	Nuby	2 1	est	Speight	2 1			
			est	Spiro	3 1	LOUISIANA		
est	Oil Valley	2a 1	est	Sprule	2a 1	est	Adlar	2 1
nsc	Old Landing	2 2	est	Stambaugh	2a 1	est	Alaha	2 1
est	Olga	2 1	est	Steele	3 1	est	Alice	2 1
est	Orient	3 1	est	Stiles	3 1	nch	Aloha	2 1
est	Orpha	3 1	est	Straw	2 1			
est	Oscro	3 1	est	Subtle	3 1			
			nch	Sudith	2a 1			
est	Pageville	3bfg 1	est	Sunshine	2a 1			
est	Palmyra	3bfg 1						
est	Panama	3 1						
est	Path	3 1						

(To be continued)

WHERE ARE THE COVERS FROM THE 1910 RAILROAD-RELATED MAIL SERVICE INTERRUPTION AT WELLINGTON, WASHINGTON?

By: Henry J. Berthelot

Over the years, many railroad-related mail service interruptions have occurred in the United States. All of those interruptions were unfortunate; some, however, were devastating, owing not only to the number of lives that was lost, but also to the amount of property damage that was involved.

One of the more devastating railroad-related mail service interruptions occurred in Washington State on the 1st of March in 1910. Two separate mail shipments were involved, and although mail was salvaged, no cover has been reported to date from that interruption. The purpose of this article is to describe the events which surrounded the mishap, with the hope of ferreting out a cover that was -- or better yet, covers that were -- involved. Such covers may be found lying dormant in an old family album or unappreciated in a collection -- or maybe undiscovered in a dealer's bargain box!

Seemingly, the philatelic press would have had numerous reports, with examples of covers salvaged and auxiliary postal marking(s) utilized on mail reclaimed from this interruption. Or, the general press would have had various human-interest-type stories about people who either sent or received mail [picturing the mail item] that was involved in the most disastrous avalanche in railroad history. But, no such report or story has been found.

The background on this railroad-related mail service interruption [using the interruption identification number system presented in an earlier series -- see LA POSTA, January 1993, page 50] is presented below.

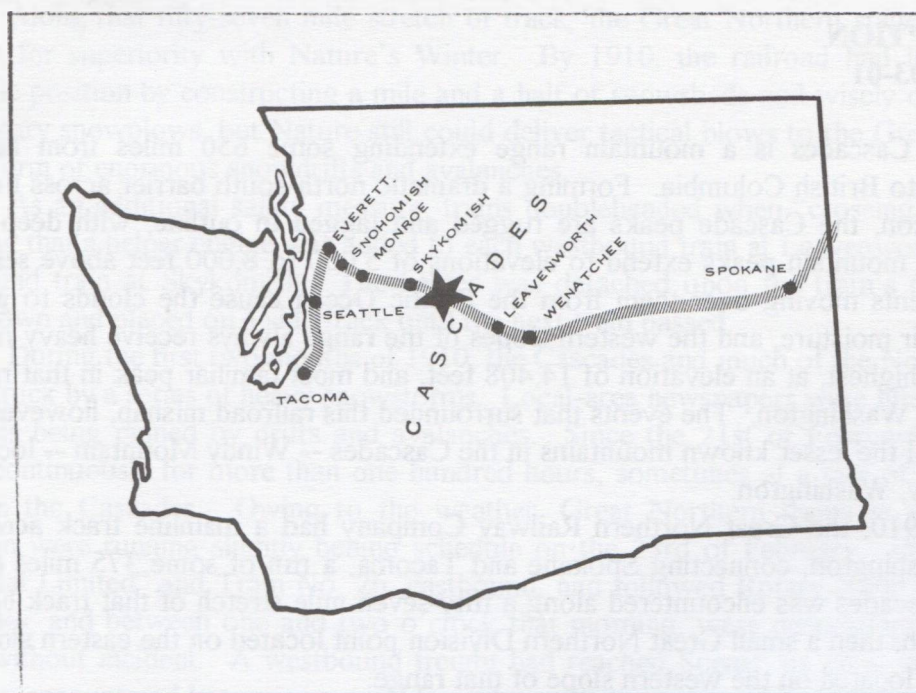


Figure 1. Route across Washington State of the Great Northern Railway Company's mainline track connecting Spokane and Tacoma. The star indicates the area where the mishap occurred, as discussed in the article.

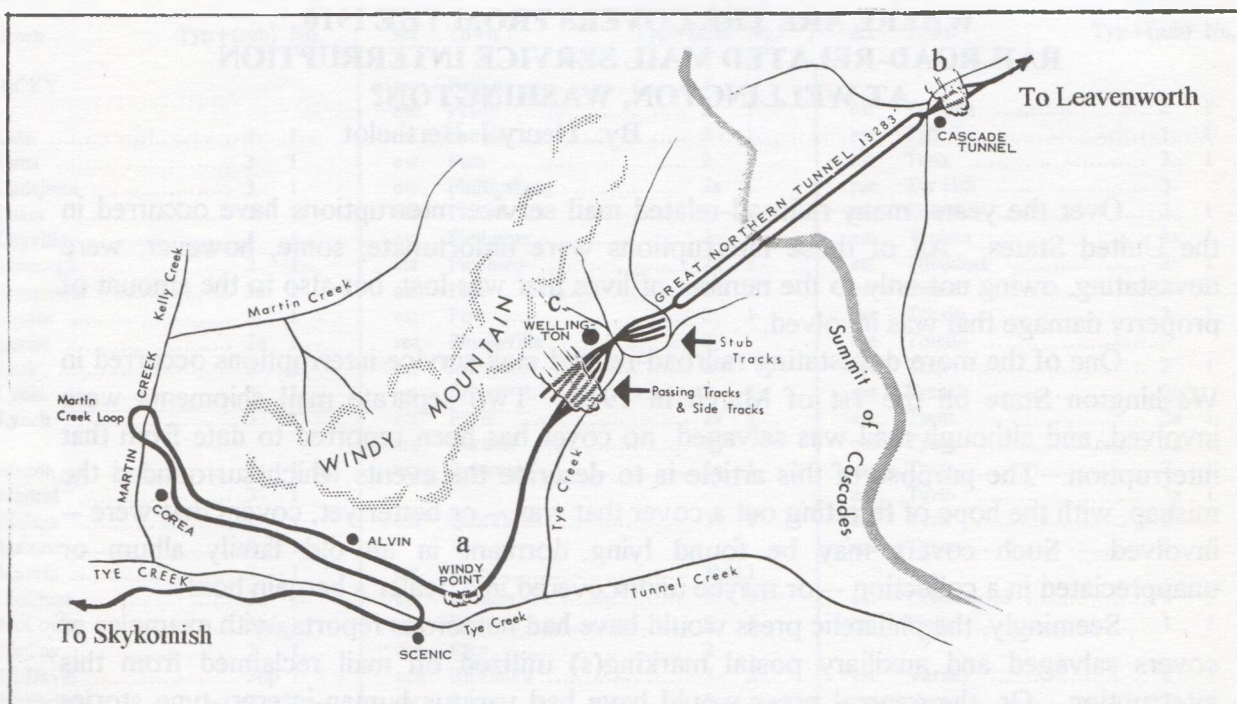


Figure 2. Sketch of the fifty-seven mile stretch of Great Northern's mainline track through the Cascades in 1910. The letters "a," "b," and "c" denote respectively, the slide at Windy Point, the slide at Cascade Tunnel and the slide at Wellington, as discussed in the article.

INTERRUPTION NO. 1910-03-01

The Cascades is a mountain range extending some 650 miles from northern California into British Columbia. Forming a dramatic north-south barrier across the state of Washington, the Cascade peaks are rugged and jagged in outline, with deep clefts. Because the mountain peaks extend to elevations of 5,000 to 8,000 feet above sea level, the air currents moving over them from the Pacific Ocean cause the clouds to give up much of their moisture, and the western slopes of the range always receive heavy rain and snow. The highest, at an elevation of 14,408 feet, and most familiar peak in that range is Mt. Rainier, Washington. The events that surrounded this railroad mishap, however, were set on one of the lesser known mountains in the Cascades -- Windy Mountain -- located in King County, Washington.

In 1910, the Great Northern Railway Company had a mainline track across the state of Washington, connecting Spokane and Tacoma, a run of some 375 miles (Figure 1). The Cascades was encountered along a fifty-seven mile stretch of that track between Leavenworth, then a small Great Northern Division point located on the eastern slope and Skykomish, located on the western slope of that range.

Moving west on that track from Leavenworth, elevation 1,100 feet, a train ascended along steep canyon walls, crossed dark ravines and generally followed the Wenatchee River, then its tributary Nason Creek. To facilitate "crossing the hump," (railroad jargon for crossing the Cascade summit) the Great Northern built the two-and-a-half mile Cascade Tunnel through the mountain (Figure 2). On the eastern portal of the tunnel, elevation 3,340 feet, was a railroad yard also called Cascade Tunnel. On the tunnel's western portal, elevation 3,105 feet, was another railroad yard called Wellington. At Wellington, three stub (spur) tracks splayed across a flat area near the tunnel mouth. Further west, the tracks made a gentle curve past a railroad bunkhouse, a couple of offices and a small depot. A few hundred feet west of the depot, a fifty-foot wide ledge had been gouged from the south side of Windy mountain, on which laid two passing tracks and a couple of side tracks, serviced by a coal shed and chute, a water tank and an engine pit. Below the ledge was a steep, 150-foot drop to Tye Creek; above the ledge, the terrain rose some 2,000 feet to the northeast summit of Windy Mountain.

The Wellington yard served as headquarters for tunnel work and electrification [the Cascade Tunnel had been electrified in the summer of 1909]. Just behind the depot was the small hamlet of Wellington. Consisting of the Hotel Bailets -- three attached wooden buildings that served as inn, dining room, tavern, general store and post office -- six worker cabins and a few "shacks," the hamlet was built against the mountain.

Leaving Wellington westward, the tracks made a gradual nine-mile descent into the town of Scenic by means of long narrow loop around the mountain, which included a "snake-coil turn around." More than half of the loop was designed for a slow descent, since the two towns were a mere four miles apart, but separated by an elevation of 1,000 feet.

Along that fifty-seven mile stretch of track, the Great Northern staged its annual contest for superiority with Nature's Winter. By 1910, the railroad had improved its strategic position by constructing a mile and a half of snowsheds and wisely deploying its four rotary snowplows, but Nature still could deliver tactical blows to the Great Northern in the form of enormous snowdrifts and avalanches.

As an additional safety measure, trains doubleheaded when "crossing the hump," meaning that a helper engine was added to each westbound train at Leavenworth and each eastbound train at Skykomish. The helper was detached upon the train's reaching the other town and placed on a side track until the next train passed.

During the first two months of 1910, the Cascades and much of the Northwest had been struck by a series of heavy snowstorms. Local-area newspapers were filled with tales of trains being pinned by drifts and avalanches. Since the 21st of February, snow had fallen continuously for more than one hundred hours, sometimes at a rate of one foot an hour in the Cascades. Owing to the weather, Great Northern trains in the Cascade Division were running slightly behind schedule on the 23rd of February. But, both the "Oriental Limited" and Train No. 26, eastbound, had followed Rotary X800 through the Cascades, and between one and two o'clock that morning, were descending the eastern slope without incident. A westbound freight had reached Scenic; its crew reported that the train encountered heavy snow and blizzard conditions, but no slides of consequence.

With that setting, we now consider the two trains involved in the interruption on 1 March of 1910; namely, Great Northern's Train No. 25 and Train No. 27. Serving the Great Northern's Spokane to Tacoma run, Train No. 25 was a passenger train composed of an engine and tender, mail car, baggage car, two day coaches, two sleepers (the Winnipeg and the Similkameen) and an observation/smoker car. Train No. 27 was a four-car fast mail train destined to Tacoma out of St. Paul, Minnesota. Having been slowed by snow traveling through the Bitter Root Mountains in Idaho, Train No. 27 was running behind schedule.

Both trains had crossed the 200-mile wide plains of Washington state without incident and were stopped at Leavenworth Station awaiting orders to proceed. Train No. 25 received permission to move forward about 1:30 the morning of 23 February. Accordingly, a helper engine backed up and was coupled to the train, which started west in a blizzard behind Rotary X802 at 2:30 a.m. Train No. 27 also received orders to move forward, and with its helper engine, departed Leavenworth an hour and a half behind No. 25. Before the trains reached Cascade Tunnel, they were sidetracked twice to give the right of way to the rotary snowplow and "Oriental Limited," then to Train No. 26, on their eastward run.

About the same time that Train No. 25 left Leavenworth, Rotary X801 started west from Wellington on its scheduled track-clearing run to Skykomish. There, it was to turn around and return ahead of an eastbound mail train. However, at Windy Point, the rotary snowplow, attempting to clear an avalanche which had brought down large rocks and trees, jammed and was stopped.

Assessing the deteriorating weather situation from Wellington, James H. O'Neill, Superintendent of Great Northern's Cascade Division, ordered both Train No. 25 and No. 27 to stop at Cascade Tunnel. O'Neill knew that neither train had a diner car, so that if the trains stopped, it was better that they stop where he could properly accommodate the passengers and crew. And, since the storm seemed less intense on the eastern slope of the range, he decided the safest place at the time was Cascade Tunnel. There the passengers and crews waited for the next two days, eating their meals in a nearby railroad cook shack.

During those two days, O'Neill and the other Great Northern employees did everything humanly and mechanically possible to clear the tracks. The rotary snowplows were coupled rear-end to rear-end to form a more effective snowplow -- a double rotary -- one that could fight drifts or take slack coming or going. And, extra shovelers were assigned to each double rotary. Nature, however, continued to deliver more snow and larger slides, which thwarted the efforts of the double rotary and the extra shovelers.

Finally, on the night of the 25th, the trains were cleared to move forward. Superintendent O'Neill ordered a double rotary to move west from Wellington to clear the critical stretch of track around Windy Point. He also ordered the other double rotary to move east through the tunnel to help break the trains from the drifts in the Cascade Tunnel yard. When the latter rotary left Wellington, O'Neill and his second-in-command, Trainmaster William Harrington, went along to supervise operations, taking with them a crew of section men. To give readers some idea of the quantity of snow that had fallen,

and was falling, I quote from Ruby El Hult's book, *Northwest Disaster*, of the problem Great Northern personnel had moving the trains from Cascade Tunnel to Wellington:

The double rotary plowed out tracks as close to the cars as it could get, and a large squad of men, including the two big bosses [O'Neill and Harrington] themselves wielded shovels.

An awful havoc had been wrought during the night. Another foot and a half of the white stuff had fallen, making a total of more than three feet while the trains had been held up at Cascade. That depth, piled upon the snow already on the ground, was enough to half bury the trains. The cars all wore heavy white caps, drifts were up to the windows, and, worst of all, slamming winds had driven hummocks and hardened wedges between rails and under wheels. Engines themselves were stalled, and even if free could never have budged the entrapped trains.

Tracks had to be cleared down to the train -- wheels freed one by one -- cars rolled forward by the electric motors -- ice dug from between flanges of the rails.

All day the storm continued. All day there was cursing, trouble and delay. By late afternoon not all the cars had yet been loosened. At 5 o'clock [p.m.] a power line snapped and the electric motors went out of commission.

Shovelers had to dig out the steam engines then, and after complicated switching maneuvers, they stood ready to complete the job. The double snowplow was uncoupled. Rotary X800 went ahead to prepare tracks at Wellington. Rotary X802 remained to help with the trains.

After dark the passenger train finally stood free with full traction under its wheels. The power was still out, but from Cascade to Wellington electric motors were not used anyway, for downgrade the steam engines could "drift" through, throttle cracked, keeping smoke and fumes at a minimum.

About 8 p.m. No. 25 entered the tunnel westbound and drifted down. Inside the west portal it was flagged to a stop. For again at nightfall a fierce wind had risen and drifts were forming with wild abandon. The rotary still struggled to clear the way, while shovelers were busy digging out switches.

In an hour all was ready and the train signaled on. Passing the depot and the few other glimmering lights of the town, it ran in on the No. 1 passing track, next to the main line.

Around 10:30 [p.m.] the mail train followed. It came right through the tunnel but paused briefly in front of the depot while a switch ahead was being thawed out. In those few minutes so

much snow was driven beneath the wheels that Engineer Sweeney had to take the slack three times before he crunched through the drift and got the train in motion again. He ran it on the No. 2 passing track nearest the downhill embankment. [Northwest Disaster pages 24 - 26]

At the opposite end of the Cascade Tunnel, more snow and more bad news greeted the trains' companies as they arrived in Wellington. Not long after the trains had left the Cascade Tunnel Station a fifty-foot-wide slide buried the tracks and the community cook shack, killing the cook and a helper. And, another avalanche had covered the tracks at Windy Point, isolating one of the rotary snowplows. Both Train No. 25 and No. 27 now were trapped between two slides. And the snow continued to fall, unabated! The mail train was situated on the "outer track," near the edge of the shelf, while No. 25 was on the next track inward.

Owing to the number of passengers, crew and additional laborers in Wellington, Bailet's Hotel, the hamlet's only eatery, was running low on food. The Hotel proprietor informed the trains' companies that food would have to be rationed. Some of the passengers, already impatient with the delay and fearing for their safety, banded together and demanded that Train No. 25 be backed into the tunnel to shield it from any avalanche that may occur. Railroad officials balked, reasoning that fumes generated by the coal-heated cars in such cramped quarters would be too hazardous.

Finding the delay too much of an inconvenience, five passengers left Wellington on foot the 25th of February. Their trek took them around two giant slides at Windy Point. Then, sliding down a steep, 800-foot snowfield, they finally reached the small community of Scenic, below.

The delay at Wellington continued into the 27th. That day, being a Sunday, one of the passengers, the Reverend James H. Thompson, held church services in one of the coaches. It was reported that the topic of his sermon was "patience!"

That sermon was forgotten the next day, as thirteen more disgruntled passengers, this time led by J. L. Pettit, the conductor of Train No. 25, walked from Wellington to Scenic. Pettit, who had gone to summon help, returned to Wellington later that day.

During the night of 28 February, the weather in the area changed abruptly. The constant snowfall was replaced by a warm Chinook from the south. An electrical storm struck about midnight and a warm rain soon began to pelt Wellington. A Great Northern engineer, Charles Andrews, was awakened by the thunder a little after one o'clock the morning of 1 March. He got out of bed to check the weather and saw during a flash of lightning the "white mountain" above the trains move downward.

One witness' account described the mammoth snowslide thusly:

Down the steep declivity and across the ledge the snow and crumpled trees poured like Niagara, carrying everything before them. The trains were tossed into the canyon and buried beneath the mountain of snow.

The depot and the lower powder house were crushed like paper boxes and pushed over the side of the canyon. [Seattle Post-Intelligencer, page A3]

A Great Northern conductor, Ira Clary, was asleep in a mail car on Train No. 27. Jarred awake by the snowslide, he survived the mail car's fall into the canyon and related his experience as follows:

I thought the end of the world had come. It was like riding in a storm-tossed ship. The car in which I was sleeping appeared to be picked up and tossed about like a feather. Then it began to roll over and then was thrown from top to bottom . . .

When I realized anything, I felt a sensation of suffocation, and found that I was buried six feet under the snow. Frantically, I clawed my way out. Then came the voice of H. Purcell, another conductor, "Is that you Clary?" he asked.

What a welcome sound. [Ibid.]



HISTORICAL PHOTOGRAPHY COLLECTION. UW LIBRARIES

Figure 3. Picture from the Seattle Post-Intelligencer of rescue workers digging out one of the mail cars from Train No. 27.

Both trains and part of Wellington were carried down into the canyon below by the avalanche. For a distance of some 1,400 feet, "the whole mountainside was swept bare of everything but remnants of clinging snow. Above, along a line that extended upward a thousand feet, snowbanks stood distinct, cut off sharp as though a knife had ripped out the colossal, thirty acre -- or even forty acre -- chunk which had fallen."

Ninety-six people died in this disaster, the largest number of deaths in any snowslide in United States history. Of the twenty-two people who survived, a Canadian passenger named Ida Starrett was rescued from the twisted wreckage after having been buried under the snow for eleven hours.

As word of the mishap was received in other towns in the area, railroad employees and volunteers rushed to Wellington to assist in the rescue efforts. The day following the mishap, the rain again turned to snow, hampering search efforts.

As regards the mails, since Train No. 27 was located on the track nearest the edge, its cars were found at the bottom "of the heap," with the engine and cars, including the mail car, from Train No. 25, rocks, trees, buildings, railroad equipment and countless tons of snow piled on top. Ten of the eleven postal employees on the two trains died; the only survivor among the postal employees was Alfred B. Hensel, a mail clerk on Train No. 27. Sustaining broken bones and bruises, Hensel was one of six survivors who had dug his way out quickly or had been freed almost immediately by others.

The occasional mail sack or postal item recovered here and there in the wreckage was the result of some mail cars being smashed open during the havoc and their contents having been blown and carried about. Rescue workers reached the flattened mail cars of Train No. 27 on the 6th and 7th of March (Figure 3) and began to salvage the mails.

The first through train [on 15 March] took all the mail salvaged from the wreck: nine pouches and four sacks of registered mail and twenty-five pouches of ordinary letters. Most of the registered mail was in good condition with addresses intact. Ordinary mail pouches had not fared so well; some had been ripped open, and all were soaked. For days the Wellington depot had been strewn with soggy letters in the process of being dried out in the hope that addresses would prove decipherable. Newspapers and periodicals were ruined by wetting or had their labels soaked off. In the end, even though 10 of the 11 original couriers were dead, most of the mail went through, in accordance with the best tradition of the post office
[Northwest Disaster, page 92]

As with any disaster of this magnitude, the question arose, "Could the railroad company have avoided this disaster?" At a King County coroner's inquest, held shortly after the disaster, a jury found that while the avalanche was an act of God, the Great Northern, for better protection, should have placed the trains on a spur track located east of the Wellington station. In a 1914 decision, the Washington Supreme Court exonerated the Great Northern, ruling that the slide and subsequent destruction were an act of God.

Among the news reports of this interruption it was noted that an earlier forest fire on Windy Mountain had left the area above Wellington devastated prior to the time of the events described. No one knew if that fire had been started by the railroad as a "slash burn" and the fire got out of control, or by lightning. Everyone knew that those trees normally held the snow in place.

After the disaster, the name of Wellington was changed to Tye. That name remained until 1929, when a new Great Northern route became operational through the Cascades. No longer needed, the railroad yard and station at Tye were abandoned.

The writer believes that mail aboard Train No. 25 was destined to addresses in and around Everett, Seattle and Tacoma, Washington, from locations in and around Spokane, Washington. Since Train No. 27 was out of St. Paul, Minnesota, it more than likely carried mail from all points East. That mail also was destined to addresses in and around Everett, Seattle and Tacoma.

One can only speculate on the number of covers that may exist from this interruption. The writer would appreciate it very much if readers would send to him [at 132 Livingston Pl. W., Metairie, LA 70005-3948] a photocopy of any cover they may have that was salvaged from this mail service interruption. Any response will be reported in a future edition of this journal.

References:

Hult, Ruby El, Northwest Disaster: Avalanche and Fire. Portland: Binford's & Mort (1960).

Seattle Post-Intelligencer, Friday, 1 March 1985 edition.

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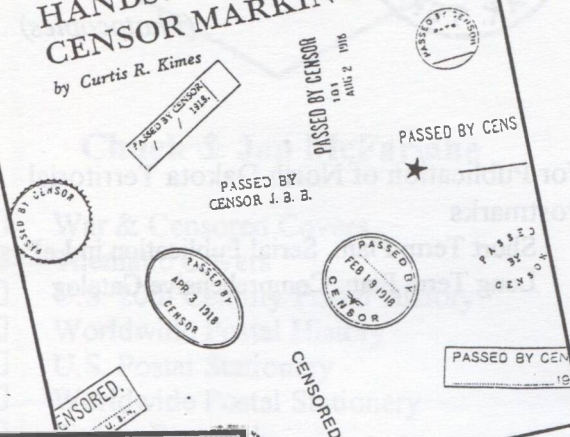
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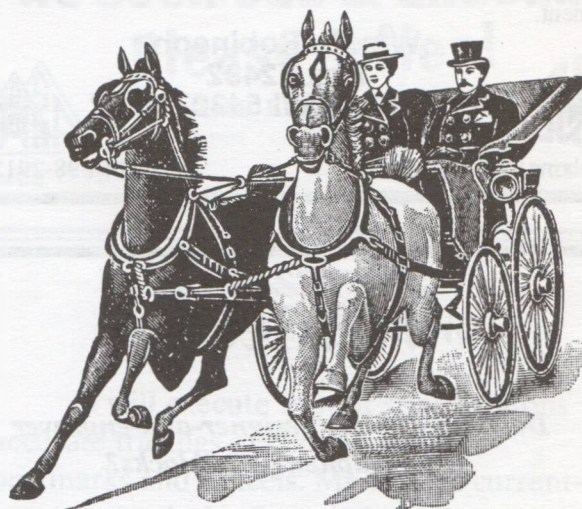
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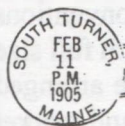
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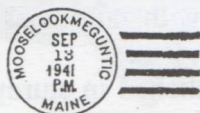
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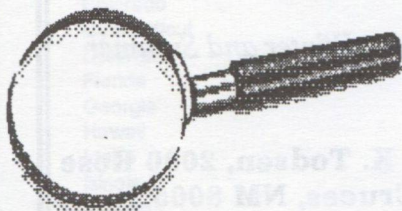
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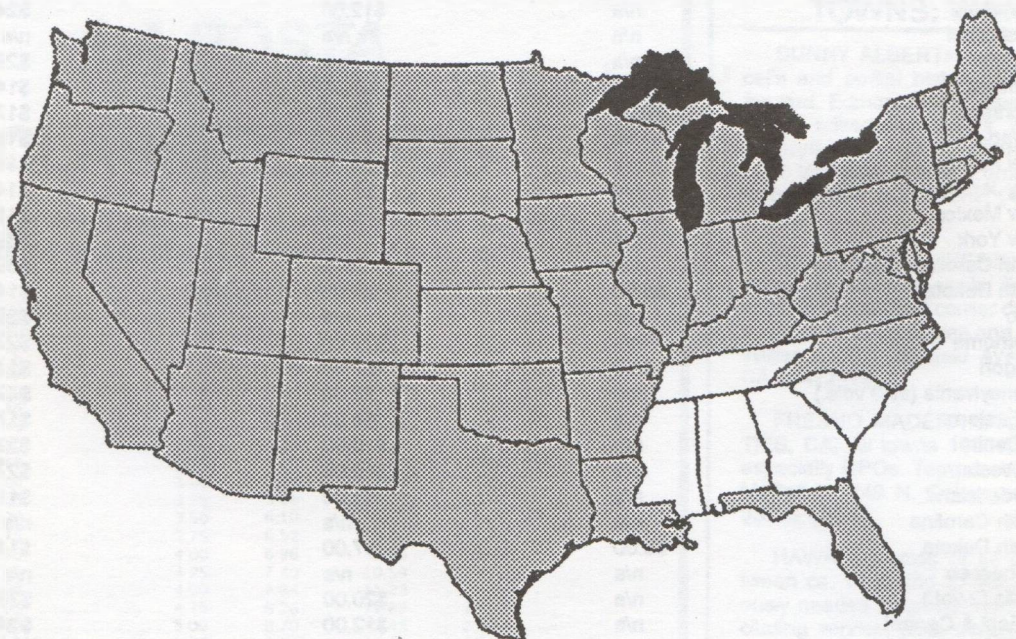
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ALASKA & YUKON postal history 1867 to 1899 wanted. Also Alaska & Yukon corner cards and advertising wanted pre-1959. Richard Reisinger, 2610 Holgate St., Tacoma, WA 98402 (206) 272-7092. [28-6]

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]

TOWNS: WANTED

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. [29-1]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [29-6]

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]

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: PottsPlitt@juno.com [28-6]

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]

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ISSUE**

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

TOWNS: WANTED

MONTANA - CULVERTSON, April 13, 1916 through April 30, 1920. Also, other Montana postal history - try me for your common S/I 1 & 2s. Also documents, checks, correspondence, advertising, pamphlets, books, ephemera. Ken Hamlin, 517 So. 5th Ave., Bozeman, MT 59715. [29-5]

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 [28-3]

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]

WANTED: PHOTOCOPIES of clear postmarks from any of the following 17 post offices no longer active on Vashon-Maury Island, Washington: Aquarium (1892-1914); Camp Sealath (1922-50); Cedarhurst (1912-19); Chautauqua (1888-1912); Colvos (1905-06); Cove (1904-56); Dockton (1903-79 & CPO 79-95); Ellisport (1912-43); Glen Acres (1914-18); Lisabeula (1892-1935); Luseata Beach (1916-22); Magnolia Beach (1908-53); Maury (1888-1908); Portage (1903-68); Quartermaster (1890-94); Raeco (1907-11); Spring Beach (1913-43). I'll pay for photocopies and credit sender in Vashon history *The Past Remembered III*, to be published in 1998. Send copies to Garland B. Norin, 9326 SW Harbor Drive, Vashon, WA 98070. [28-4]

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

WWII ARMORED Division APO's 251-263, 412, 444, 446 all usages wanted. Send photocopy or item with price. Rich Martorelli, 3855 Albermarle Ave., Drexel Hill, PA 19026 [29-1]

SEEKING AIR FORCE Base or flying field cancellations on cover, (no APOs), 1947-1997. Jerome C. Jarnick, 108 Duncan Drive, Troy, MI 48098-4613. [29-2]

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]

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]

AIRMAIL 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]

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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]

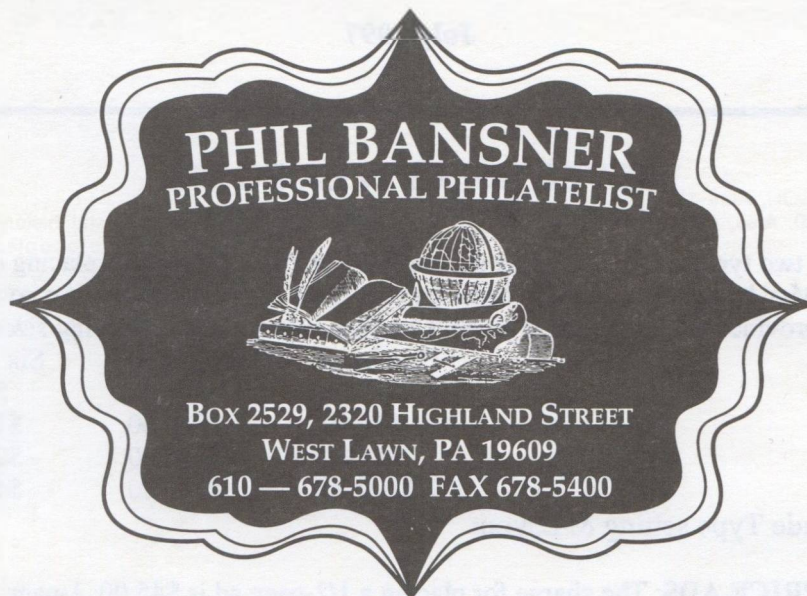
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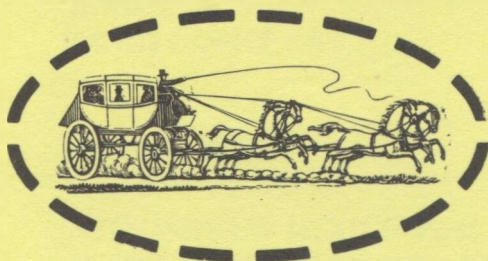
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