# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

\$4

**MAY 1998** 



# LA POSTA: A JOURNAL OF American Postal History



P. O. Box 135, Lake Oswego, OR 97034 PHONE: (503) 543-2606

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COVER: Our cover illustration for this issue shows a majestic sailing vessel and is intended to draw attention to John DuBois' article on a group of American letters from Saint Thomas, D.W.I.

La Posta: A Journal of American Postal History is published six times a year with issues mailed on or about the 20th of February, April, June, August, October and December. Persons wishing additional information about advertising, manuscript submittals or subscription should contact the publisher at P. O. Box 135, Lake Oswego, OR 97034

#### SUBSCRIPTION RATES:

U.S. - \$18.00 per annum (6 issues) CANADA - \$26(US) per annum (6 issues) OVERSEAS - \$30.00 per annum surface - \$50.00 per annum airmail April - May 1998 Volume 29, Number 2 Whole Number 170

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## **PUBLISHER'S PAGE**

#### Toward a Broader Understanding of Postal History

Have you ever been asked by a friend or family member, "Just what is this hobby of yours – postal history – all about?" You answer, trying to choose your words carefully, so as to impart some sense of the attraction the hobby has for you, but not wishing to sound like a complete loony. Sometimes the explanation works. Sometimes your words are met with a blank stare. Well, maybe – just maybe – our hobby is about to experience a broader acceptance and understanding by the general public. Consider the following three news items:

Barbara R. Mueller, in reviewing Rex Stever's new book, *Handling the Mails at Corpus Christi* in the *Postal History Journal* (No. 109, February 1998), notes that book Stever's book and the book by James Hale (*Going for the Mail*) appear to be aimed at "not just philatelists but at the larger public interest in local history."

A major museum here in northern Queensland announced last week that it was actively seeking World War II diaries and *family correspondence* from Australians who were involved in the conflict as either civilians or soldiers. It was unclear from the TV story just how the museum planned to use the material to better inform the public about World War II in northern Queensland, but at least someone on their staff recognized the historic importance of family correspondence.

The recent Kevin Costner movie, The Postman, while not a particular commercial or artistic success, tells the story of a bogus post-apocalyptic letter carrier who unwillingly finds himself carrying the mails among the surviving small towns of Oregon. The story is a bit silly, but the point is made that without mail service communities of people really would be cut off from one another as well as ignorant of all events beyond their tiny communities. This is a point that most postal historians recognize all too well from their contact with the hobby. But in today's world, where all of us are plugged in and wired up to TV, radio, cell phones, faxes, and email, the elemental importance of mail service is largely lost. Indeed, we often disparage the mail by referring to it as "snail mail", and complaining about the glossy catalogues and circulars - junk mail -- that daily fill our mailboxes.

By the way, Kevin Costner has shown a concern for accuracy in postal history detail in his earlier work. In the opening scenes of his award winning *Dances With Wolves*, the hero is shown receiving a letter while at the front during the Civil War. In a brief close-up, it is possible to identify the stamp on the envelope as Scott's #65, or a reasonable approximation thereof.

In summary, do I think that these three news items constitute a trend toward a better understanding by the general public of the importance of postal history? Probably not, but at the very least they must be seen as small positive steps along that path.

We are pleased to welcome two new authors to our pages in this issue of *La Posta*. John L. DuBois launches our May offerings with his tale of "Love and Death in St. Thomas, D.W.I". Later in the program, Tony Crumbley introduces us to "Dated North Carolina Corner Cards Used as Postal Markings". We are always excited about presenting work by new authors, and wish to re-extend our long standing invitation to all readers to become a *La Posta* author.

Fleshing out this May issue, we are proud to present some new work by a few more familiar names. Mike Dattolico recounts "Seaman Favreau's Naval Odyssey" as a member of the Asiatic Fleet in the early years of this century. Martin Margulis illustrates some of his beautiful covers in the context of the postal history of Richmond County, New York. Robert Rennick continues his series of articles on Kentucky post office place names. Randy Stehle presents an update of his 12 year old article on "Not Delivered For Want of Time" auxiliary markings, and Mike Ellingson presents the latest installment in his ground breaking "Postmarks of North Dakota Territory." All in all, a very lively issue. I hope you enjoy reading it as much as we've enjoyed bringing it to you.

Subscribers' Auction Number 60 accompanies this issue of the journal. Please note our new telephone number (503) 543-2606. The mailing address remains P.O. Box 135, Lake Oswego, OR 97034, and our email address is laposta@teleport.com. Bidding in Auction 60 will close June 30 at 5PM Pacific. Phone and email bids are welcome, and photocopy requests accompanied by a stamped, self addressed envelope will be honored promptly.

It is our hope to conduct Auction 61 with a closing date in September, but in order to do so we will need additional material to make up the sale. If you have postal history material which you would like to consign, now is an excellent time to send it along for prompt lotting and auction. All material for Subscribers' Auction No. 61 should be sent to P. O. Box 135, Lake Oswego, OR 97034 to arrive no later than June 15<sup>th</sup>, 1998. Any material arriving after that date will be included in the following auction.



#### THE ATTRACTIONS OF ISLAND LIFE - SIX MONTHS ON

As you read these lines, Cathy and I will (hopefully) be back home in Oregon bobbing about on our little houseboat near Scappoose. But as they are written, it is early March and we are still on Magnetic Island about to embark on a three week journey to get home. The sun is shining brightly today, and there a just a touch of drier air on the breeze. We are just coming out of nine successive days of overcast drizzly weather which was touched off by Cyclone May as it squatted over the Gulf of Carpentaria and dumped torrents of rain on the poor towns and cattle stations of the Gulf Region. Relief is on the way to those folks, but the news reports say many stations may be isolated for *months* in what has become a vast inland sea. People of outback Queensland and the Northern Territory are used to distinct wet and dry seasons, but this year has been exceptionally wet and has brought real hardships to many of the region's small communities. For those of us along the northeast coast, the big wet has brought the one disastrous flood in January, but since that time just many gray rainy days punctuated by brief periods of hot, humid weather. There are many things that Cathy and I will miss about north Oueensland, but the exceptional "Wet Season of 1998" will not be one of them.

One thing high on the list of things I will miss is my nightly kookaburra feeding. Over the past few months, the kookas and I have established a daily ritual whereby they show up on a few particular branches outside the kitchen about 4:30 in the afternoon and begin a round of raucous singing. (If you've never heard a kookaburra sing, it's a bit hard to imagine, but if you think of the semi-maniacal jungle calls in old Tarzan movies, then you are on the right track.) Once the singing starts, I prepare a tray of hamburger – locally called "mince" – pinched into small balls, and open the sliding patio door. Usually, the moment I step out onto the patio, I will have at least one and sometimes as many as three kookas come swooping down directly at the tray in my hand. The tray is small, and the birds are pretty good sized – a bit over a foot tall when standing – so there is only room for one to perch on the edge of the tray at a time. As a rule, the "extras" land at my feet, but I have had birds actually land on my arm and hand. Some birds show almost no fear, and we've speculated that a few may have been raised by humans.

Feeding usually consists of tossing or handing burger bits to the birds on an individual basis. Kookas are a member of the kingfisher family and have very large heads in proportion to their bodies, The first time I hand fed one of them, I was more than a little nervous about coming close to her very large beak with my fingers. They are very dexterous with their beaks, however, and the adult birds that are accustomed to humans can easily distinguish between burger and finger.

Over time, it's become easy to recognize individual birds. These are blue winged kookaburras - as opposed to the laughing kookaburras. Males have blue tail feathers and females have red with black stripes. Adults have very white eyes, while the juveniles have darker brown eyes. There are two family groups among those that come to dinner here, and, while the juveniles are as large as the adults, the adults are still feeding them. I hand a bit of burger to the adult, and he or she – both feed the young – position the meat at the end of their sizable beak and offer it to the juvenile. All the while the feeding is going on, the scene is a mixture of birds patiently awaiting their next bite, birds flying in and out of the feeding site, and birds tilting heads back with beaks aimed to the sky -- cackling, hooting and growling to their heart's content. It's really quite a show, and I shall miss the fun of it. Obviously, the kookas will miss it too, but they enjoy a special place in hearts of Australians and there are many people on Maggie who help them supplement their diet.

In response to a request by one of our readers for a postmark from Magnetic Island, I recently discovered that the island post office has a pictorial handstamp (see above). The pictorial part of the postmark features a hoop pine against a background of the island's rocky headland. Hoop pines look a bit like Norfolk pines, but their branches curve upward as the illustration suggests. They are a prominent characteristic of the rocky headlands along Magnetic's shoreline. While it would have been more convenient if I had discovered the existence of this postmark earlier in our stay. I am sure that anyone who would like an example can obtain one by sending the Magnetic Island postmaster a stamped, self addressed envelope and a polite note requesting a clear impression of the pictorial postmark. Airpost on letters of 20 grams or less to the US must be prepaid by an Australian stamp of A\$1.05. The appropriate address is Postmaster, Magnetic Island 4819, Queensland, Australia.

While it's tempting to write a retrospective on our experiences with life on Magnetic Island, I think it is still too early to do so. I'm still too close to the subject to evaluate the experience with any degree of objectivity. Perhaps in a month or two, after we've settled back into a Stateside pattern, I can offer you an objective evaluation. I can tell you that it has been a marvelous adventure! We have seen things and done things that will stay in our memories for the rest of our lives. Unfortunately, we had only one family visit us from the States during our time here. It would have been fun to share some of what we've been doing with other Americans. Maybe next time...

Richard "Bill" Helbock

#### POSTAL HISTORIANS ON LINE

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 or laposta@teleport.com

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Principle:
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CALLETORNIA
001
ABRAMS, 1901 F CDS ON COVER REDD @ LEFT (95/02) EST \$20

002
ALCATRAZ, 1910 G+ 4BAR ON PPC (74-63) EST \$5
001

003
MARK, 1919 VG 4 BAR ON PPC (74-63) EST \$5
001

004
ASILOMAR, 1919 VG 4 BAR ON PPC (14-35) EST \$6
001

005
BAY, 1ES, 1909 F DDANE ON PPC (14-35) EST \$5
001

007
BUTCHER RANCH, 1910 F 4 BAR ON PPC (17-35) EST \$6
001

008
CAMP ROBERTS 1942 MACHINE ON PPC (14-33) EST \$6
001

001
CARMEL, 1910 F DDANE ON PPC (13-25) EST \$1
001

011
CARRVILLE, 1910 VG DDANE NPC (192-25) EST \$1
001

012
ETHAMAC, 1908 F LWU RV-390 ON PPC (13-25) EST \$1
001

013
ETHAMAC, 1908 F LWU RV-390 ON PPC (13-25) EST \$2
001

014
ETETTS SPRINGS, 1925 G + 4BAR ON COVER [13-39) EST \$2
001

015
FICTHBURG, 1910 G EKU MOT-380 ON PPC (1551 \$2
001

014
FETTERS SPRINGS, 1925 G + 4BAR ON COVER EST \$2
001

015
FICTHBURG, 1910 G + EAR ON PPC (18-43), EST \$4
002

016
MADA ADON **COLORADO** 060 ARRIOLA, 1911 F 4-BAR ON PPC (94/33). EST. \$12 061 CASSELS, 1907 SWOLLEN DOANE O/S ON PPC (99-29). EST. \$8 062 ROSEMONT, 1909 VG CDS ON PPC (03-26). EST. \$12 063 SMUGGLER, 1911 F 4-BAR ON PPC (95-28). EST. \$12 TROUBLESOME, 1917 VG 4-BAR ON PPC (78/35). EST. \$12 064 **IDAHO** 065 MACE, 1911 F 4-BAR ON PPC (99-22), EST. \$6 066 ROCKVILLE, 1910 G+ CDS ON PPC (82-12), EST. \$20 067 RUSSELL, 1912 VG 4-BAR ON PPC (01/23), EST. \$12 MONTANA 068 MIDVALE, 1910 F 4-BAR ON PPC (92/13). EST. \$6 069 MONTFORD, 1913 F 4-BAR REC'D & O/S ON PPC (10-20). E. \$25 070 PIEDMONT, 1912 VG LITE 4-BAR ON PPC (10-23). EST. \$15 **NORTH DAKOTA** 071 CEDAR, 1909 VG 4-BAR REC'D ON PPC (08-18). EST. \$8 072 GRIFFIN, 1909 F 4-BAR ON PPC (81/20). EST. \$6 073 JEWELL, 1897 VG CDS ON COVER (86-06). EST. \$60 074 RIGA, 1907 G+ CDS REC'D ON PPC (02-18). EST. \$6

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SOUTH DAKOTA

# 086 ALDERWOOD MANOR, 1921 VG 4-BAR ON PPC (20-64). EST \$4 087 ARDEN, 1907 F DOANE REC'D ON PPC (90-14). EST \$15 088 DELPHI, 1910 G+ CDS ON PPC (92-23). EST \$12 089 DOLE, 1921 VG 4-BAR ON PPC (98-21). EST \$10 090 BIRMINGHAM, 1911 F 4-BAR ON PPC (10-23). EST \$6 091 HORSEHEAVEN, 1908 G CDS ON PPC (10-33). EST \$6 093 ARED, 1914 VG 4-BAR ON PPC (09-43). EST \$5 093 ARED, 1914 VG 4-BAR ON PPC (09-43). EST \$6 093 ORIN, 1910 F 4-BAR ON PPC (02-44). EST \$6 094 PENRITH, 1910 G+ CDS REC'D ON PPC (01-16). EST \$15 095 TAYLOR, 1909 F 4-BAR ON PPC (09-24). EST \$12 DO's Chavles transport **RPO's (Towle types)**

095 TAYLOR, 1909 F 4-BAR ON PPC (04-44). EST, Sé 096 UNCAS, 1910 F 4-BAR ON PPC (09-24). EST, S12 **IPO's (Towle types)** 097 ABINGTON & WJEFF, 1936 VG (315-B-1) ON GPC. EST, S5 098 ALBANY & PANAMA CY, 1949 F (386-A-1) ON GPC. EST, S5 100 AMORY & PENSA, 1940 F (412-A-1) ON GPC. EST, S5 101 ASHFORK & PHOENKI, 1931 F (637-A-2) ON GPC. EST, S5 102 ATL & FT VALLEY, 1938 F (372-D-1) ON GPC. EST, S5 103 AURCA & SARGENT, 1935 F (639-D-2) ON GPC. EST, S8 104 BAD AXE & SPT HURON, 1937 F (639-D-2) ON GPC. EST, S8 105 BAD AXE & SPT HURON, 1937 F (639-D-2) ON GPC. EST, S8 105 BAD AXE & SAG, 1931 VG (639-H-1) ON GPC. EST, S8 106 BACKERSFIELD & FELLOWS, 1911 VG (932-TA-1) ON GPC. EST, S8 107 BARTOW & RONCEVERTE, 1938 F (283-A-1) ON GPC. EST, S8 108 BASTROP & NATCH, 1931 F (363-D-2) ON GPC. EST, S8 109 BEARDSTOWN & HERRIN, 1936 VG (732-E-1) ON GPC. EST, S8 109 BEARDDFR & NATCH, 1931 F (763-C-4) ON GPC. EST, S8 110 BEDFORD & THAUTE, 1938 F (267-B-1) ON GPC. EST, S8 111 BENN & CHAT, 1930 VG (40-W-1) ON GPC. EST, S8 112 BENTON HARB & 1940 F (475-B-1) ON GPC. EST, S8 113 BERLIN & WR JCT, 1937 F (753-C-4) ON GPC. EST, S8 114 BLYTHE & JONESB 1940 F (475-B-1) ON GPC. EST, S8 115 BUREAU & PEORIA. 1937 F (753-C-4) ON GPC. EST, S8 116 CALISTOGA & VALJ. CT, 1932 F (283-G-1) ON GPC. EST, S8 117 CAB & AMEAGLE, 1938 F (287-B-1) ON GPC. EST, S8 118 CALISTOGA & VALJ. CT, 1932 F (753-H-1) ON GPC. EST, S8 119 CAMAK & (MACON), 1938 PARTIAL (33-D-2) ON GPC. EST, S8 120 CAZDERO & SAN FRAN, 1916 VG (498-H-1) ON PPC. EST, S8 121 CONWAY SPRINGS & LARNED, 1915 F (NEW TYPE) ON PPC. EST, S8 122 CONWAY SPRINGS & LARNED, 1915 F (NEW TYPE) ON PPC. EST, S8 123 DENISON & HILLES, 1916 VG (471-U-2) ON PPC. EST, S6 124 CALES & BURL, 1909 G (638-E-1) ON PPC. EST, S6 125 HORN & BURF, 1909 G (638-E-1) ON PPC. EST, S6 126 CONWAY SPRINGS & LARNED, 1917 VG (224-H-1) ON PPC. EST, S6 127 CLAMAK & (ANCTON), 1907 F (311-V-1) ON PPC. EST, S6 128 MONET & APRIN, 1909 G (638-E-1) ON PPC. EST, S6 139 MILK AN ONTON, 1907 F (314-1) ON PPC. EST **STREET CARS (Towle types)** 

- 158 CHI & N CLARK ST, 1910 F (CH-1-a) ON PPC. EST. \$6 159 CHI & WENT AVE, 1906 VG (CH-7-b) ON PPC. EST. \$6 160 CHI & WENT AVE/STREET RPO, 1911 F (CH-7-c) ON PPC. E 161 PHILA& DARBY, 1910 G (PH-7-a) ON PPC. EST. \$20 162 PITTSBURG, PA STREET, 1907 VG (PI-2-a) ON PPC. EST. \$15 163 FITTSBURG, PA STREET, 1907 VG FLAG (PI-2-a) ON PPC. EST. \$15 164 SEATTLE & \$26ATTLE, 1903 G+ (SE-1-a) ON PPC. EST. \$25 165 TOWSON & CATONSVILLE, 1913 F (BA-5-f) ON PPC W/TEAR. E. \$6

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# Love and Death in St. Thomas, D.W.I.

-- A series of eight American letters

#### by John L. DuBois



St. Thomas. D. W. I.

The port of St. Thomas in the Danish West Indies (since 1917, the U.S. Virgin Islands) was, after 1815, a place of great opportunity. Located at an intersection of trade routes between New and Old Worlds, and possessing a superior harbor, it was perfectly situated to serve as an entrepot and supply depot for commercial shipping in all directions.

Opportunities were all the more appealing, since for fifteen years the rapid growth of maritime

John L. DuBois has been interested in Danish West Indies philately since the mid 1970's. His collecting interests are broad, including dues and due markings, 18th century postal history, postal stationary, and the U.S. and Brazil Mail Steamship Company.

He has published in *The Posthorn* of the Scandinavian Collectors Club (SCC), and has written a history of the Brazil Mail Line which will appear in the *1998 American Philatelic Congress Book*. John is currently working as co-editor on the second edition of the three volume series *DWI Mails*.

commerce, which began in the 18th century, had been stopped and reversed by a series of misfortunes. British occupations in 1801-2 and 1807-15 as well as the 1807-9 embargo in America and the War of 1812 had halted prosperous development of this colorful port.

These disturbances

having passed, rising trade in the Caribbean once again offered potential riches to ship owners, merchants and entrepreneurs with skill and fortitude. St. Thomas possessed natural advantages in addition to liberal business opportunity. The environment of the Leeward Islands was superficially beautiful. Liberal sunshine, temperate weather and island geography all beckoned.

## Danger, drama

Behind the rosy outlook, however, lay many and serious dangers. Storms, unscrupulous customers and partners, privateers, maritime disaster, tropical disease, horrible accidents and crime all threatened to claim property and health from the otherwise successful. Yet, the enormous potential for profits drew entrepreneurs who were sure they could overcome the obstacles and accumulate wealth. Naturally, the juxtaposition of frontier opportunity and danger set the stage for human dramas.

Postal history occasionally permits a glimpse into these dramas. The window, in this case, is a series of letters between St. Thomas and Cape Cod written in the eight year period 1834-42. They were written by merchant Gideon Eldridge and his associates who had established a shipping and commission business on the island, to family members in Barnstable on Cape Cod, Massachusetts. The letters tell a fascinating, but sad, story. Although there are only eight, and one is a duplicate, it is surprisingly complete. Still, one would like to know more details before and after the visible period.

Barnstable had a sizable harbor, but it was shallow and there was a formidable bar at the entrance. The town never became a major shipping port, but rather a comfortable home to families successful elsewhere in the region through maritime related commerce or associated areas such as law and banking.



# The Eldridge family

The Eldridge family had probably settled there in the 18th century. Gideon Eldridge, who is introduced to us in the first letter, written to his mother, clearly knew the business opportunities in the West Indies. He moved from Cape Cod to St. Thomas, with a young wife, sometime before 1835 to open a shipping and commission business, leaving behind an extended family.

Genealogical records from Barnstable provide a little information about Gideon Eldridge and his family. His father, also named Gideon, was born 9 November 1766. His mother's maiden name was Anna Howes, born in 1767. The son Gideon, who was born 9 March 1797, had a younger brother, Waterman, born 11 February 1802. Records show a marriage of Gideon Eldridge and Elizabeth Nickerson on 12 June 1824 as well as a son, still another Gideon, born 3 April 1833 in Chatham.

We encounter Gideon's mother, Anna, and brother, Waterman, in the first two letters. Looking ahead, we find in the fifth letter that Gideon had been previously married and had two children by that marriage. These would have been daughter, Mary Ann, appearing in these letters and the son mentioned in Barnstable records but, curiously, not by name in the letters. His first wife, Elizabeth, must have died since divorce was rare at the time. The new marriage, and move, could not have been before 1833 when the son was born, so we tentatively place it in 1834, not long before the first letter from St. Thomas in November 1835. The close proximity of the son's birth and the new marriage suggest that Elizabeth died in childbirth.

It seems likely that the move to St. Thomas was an attempt to "start over" in the fertile business climate of the West Indies after Gideon's first wife died. Mary Ann, who was probably about ten at the time of the first letter, was perhaps left at home to be assured of good schooling. More details of the new life and business gradually emerge from these letters.

#### May 1998

Three views of St. Thomas from the first years of the twentieth century



# The letters

Although drawn from content of the letters, the following commentary contains much speculation and the reader may come to different conclusions based on the same material. Punctuation and spelling have been transcribed without change from the manuscript.

#### Letter One

[Reasonable modern paragraphing has been added to facilitate letter reading. --Ed.]

St. Thomas, Nov 19 1835 Dear Mother

It is almost 9 months since I have heard from you and I think it very strange as we have had frequent opportunities from Boston and you have only to direct your letters to Joseph Locke Boston and he will forward them by every opportunity. I am very anxious to hear how Sarah is and of you and how you have done the best garden.

I have to inform you that I have a fine little daughter one month old today. Phebe and Virginia as we think of calling her are well and both send their love to you all. My health is now tolerable fair. My business has been good since I dissolve with Captain Perkins. I have not time to say any more at this time as the vessel lays off anchor for a short time. Give my best love to Sarah and her young.

# Affectionately G. Eldridge

Evidently Gideon had started the new business in partnership with a Captain Perkins, probably a ship owner-operator. But, in this letter he speaks of dissolving the partnership, no doubt due to business (and, possibly, personal) problems. This is not surprising since there would be risk in depend-



ing largely on profit from a single ship. Brokering of shipping and merchandise combined with commission sales of products on consignment was the best route to wealth when business was thriving at St. Thomas during the 19th century. Gideon has taken steps to improve his prospects, but a cloud has appeared on the horizon. The statement that his health is "now tolerable fair" suggests that there have been problems. About three and onehalf years pass before we see another letter; this time to his brother Waterman.

### Letter Two

St. Thomas, May 16 1839 Dear Brother

Enclosed you will find an order on Dr. Winslow Lewis for \$474.42 which got accepted and when collected ends the amount of my note. Capt White left here about one week since for New York and will pay you a visit on his arrival. Phebe

Thomas Nortig 1831 It is now almost 9 marth lind I have from man think it Viry Strang). at we had had 120 12 Ma thic

monther.

requesto opportantes from you chan only to denot and Joseph Lock littus The wir forward them but by win Oppertunity - I am very and Lus hear how salad & and Law dime the Tell I how you 5 mon that alorn the hand mon little daughter. me fin I there and la 6 dan of Calling at wi thin = La Lin 600 -nu Chur A My 5' nou all. Seath in had be my · butent fan. de

Letter 1 - Folded ship letter to (Cape Cod) from St. Thomas, 19 November 1835, via the port of Weymouth, Massachusetts 22 December, to Barnstable on "C.C.", Cape Cod. Red manuscript "SHIP 12" and Weymouth circle postmark. The rate consists of ten cents inland postage plus two cents ship fee (30-80 miles, Acts of 1816 & 1825). The letter is addressed to Waterman Eldridge, but directed inside to Gideon's mother.

#### May 1998

Letter |

has written the girls all the particulars about the family. I have not been very well for this last few days on account of a bad cold.

Mr. Ramsay left for Europe this morning on account of the death of his mother. Anne wrote about letting Mary Ann remain home the summer term but I am assuredly against it as the vacation will be sufficient and she will lose half she has learnt. Therefore unless she is actually sick she must devote 2 years longer to her education as it is all important for her to do so. I shall remit a draft for her account by next opportunity.

I hope you are all well. Tell mother that she must give up work and enjoy herself the balance of her days. You have a plenty of time and I want you to write particularly how you get along. What improvements you have made about the house etc. etc. and the company you have.

Phebe sent some things by Capt Baker who married uncle Barney Eldridge daughter a short time since and has promised to call and see you. We have a plenty of business in fact as much as we can attend to particularly in the absence of Ramsay. Give my love to mother and family.

Yours Affection G. E.

We now see more of the family. Daughter Mary Ann is behaving like a typical teenager and trying to escape some time at school. Gideon's brother Waterman is expected to handle financial affairs for him at home. This request hints, but just barely, that

their father may be deceased, especially since Gideon seems to be providing most of Mary Ann's support. Mother's "work" is ambiguous, but this probably refers to housework - employment would be unusual in the upper class to which the family undoubtedly belongs. But, Gideon's health is mentioned again, and although he reports it as "a bad cold", we will see that it was a much more serious symptom.

Gideon has taken a new partner in business: Dundas Ramsay. This probably occurred early in the preceding three years - the firm name becoming Eldridge and Ramsay. It was a good choice. Ramsay was apparently well connected and a man of some means. He, along with a relative, J. Ramsay, had been among the founders of the first St. Thomas bank, in January 1837. Formed to service, and profit from, the burgeoning trade at the port, the bank was capitalized with \$500,000.

## Letter Three

St. Thomas, March 3rd [1840] Dear Waterman

I wrote to Mary Ann about a fortnight since but know you will feel anxious to know how Gideon's health is, so share with you a few lines now, being at leisure May 1998

Letter 2 - Folded ship letter from St. Thomas, 16 May 1839, via Boston, Massachusetts 13 June to Waterman Eldridge in Barnstable. Red Boston circle postmark, type 211, and manuscript "40". This is a triple rate consisting of three times twelve and a half cents inland postage plus two cents ship fee (80-150 miles, Acts of 1816 & 1825). The exact amount should have been 39-1/2 cents, but it was rounded up to 40. The letter is heavy because of a money draft enclosed.

42 en 10, enle



home. It has long been my cry - and live on what little God has given us. And then he can have time to go about and regain his strength. And we can all be happy. He suffers more now from debility than aught else but as his appetite is good, we soon hope to

altho I know of no opportunity home just now. Gideon remains about the same as when I last wrote. His cough does not trouble him so much, but he is very feeble. He rode out two or three mornings this week and took a row in the harbor. He as well as all of us are longing for May to come that he may try his native air and he begs me to say that he is anxious to go home as early as possible. But much will depend on the state of the weather at home and you must keep us regularly informed about the weather at home and if the prospect is for a mild spring or a cold one.

Gideon is about setting up his business here at my urgent request. As if he has enough to live upon. How much better it is to go home and live at ease and take care of his health than to go on doing business and for the sake of making a little more money lose his life. He sees the folly of it now. He says "Oh Phebe if I had only listened to you and not though so much of making money how much better I should have been today." I say let us go see him about again.

The children are well and look forward to coming home with great joy. We have not heard from you for some time altho two Boston vessels arrived last week. I got a letter from Mary Ann by one of them and she says you are all well. We have never received the cranberries or marmalade. I am having some tamarind put up for you now. Fanny sends love to all.

Gideon says he longs to smell old Cape Cod again. Poor soul he is so very thin but "He who is able to raise us" will I trust hear our prayers for his recovery. [missing] his life to bless us for years to come. I seldom leave his side. He will not let a soul do anything for him but me. But oh how thankful I am to God for giving me health and strength to do all. I could not bear the idea of seeing any one else nursing my dear dear husband. Give our love to all and write very often.

Your affectionate Phebe

La Posta **May 1998** 15 1. THE GAL allyman 1 withula a Lunce now lat adie www loling 110-10human Aus Co Nolul. mas well Aula 11

Letter 3 - Folded ship letter from St. Thomas, 3 March 1840 via the port of Wilmington, North Carolina, 7 April, to Barnstable and addressed to Waterman Eldridge. Black manuscript "47", Red "SHIP" and Wilmington circle postmark. This rate consists of twenty-five cents inland postage plus the usual two cent ship fee (over 400 miles, Acts of 1816 & 1825). On the REVERSE of letter three is the only known example of the cachet of the Eldridge & Ramsay business. This is the first letter from Gideon's wife Phoebe, who obviously loves her husband very much. It has been less than a year since the last letter and there is now a serious problem with Gideon's health. Even from the few symptoms described, it is possible to diagnose the illness as tuberculosis, one of the most dreaded diseases in the Caribbean in the period. It ranked with smallpox, yellow fever and malaria which were more virulent and killed faster.

Tuberculosis is a slow illness, spread by person to person contact or aerosols, that is more difficult to acquire than other tropical diseases and takes longer to run its course. (Some strains were spread via unpasturized milk.) Since there were no antibiotics until streptomycin was discovered at the time of WWII, treatments were palliative and largely ineffective. It was not always fatal, however, some people were able to combat the illness and live a normal life expectancy.

Typical symptoms were weight loss and low grade fever, hence the term "consumption." A chronic cough, weakness and malaise were also hallmarks of the illness. Looking back to earlier letters, it seems likely that Gideon may have been infected as early as 1835 and, possibly, even before the move to St. Thomas.

#### Letter Four

St. Thomas, March 18th 1841 My Dear Waterman

It has become my painful and distressing duty to inform you of the death of our beloved and idolized brother Gideon who departed us in peace on the 16th at 6 in the morning. He had his perfect senses until within one hour and spoke as well as he has for some time past, and although he at times thought he never would recover, still, I know he had hopes until the last, and the night before he wished for a consultation of physicians, but when told that it was useless, he said he was resigned and ready for what his God had appointed him, that his conscience was clear as regards any injury he had done his fellow creatures, that he regretted that he could not be able to see once more his dear family but if it was only to see them once perhaps it was wisely ordered that he was spared that pang of parting.

He and all of us hoped that he might live to get to America as he had notwithstanding his being so seduced in flesh an excellent appetite, and nothing distracted him. A week ago today he went out of the harbor for the benefit of the sea air, and was so flattered by his feelings, that he proposed a trip to Barbadoes but of course we could not second it, knowing his weakness better than himself.

He never appeared to suffer at all, but for one hour he breathed gently like a child without a distressed look, or a groan, and from the moment he gave up his spirit, his wife (who had not been in bed for four nights) became insensible, and has been on her bed with the fever ever since and is of course unable to attend to writing at present, but her first care will be to write Mary Ann as soon as she can collect her senses together.

She was devoted to him and his last sensible words were "do not leave me one moment, I cannot die without you". For six months she has never lost sight of him, and both his physicians say that his disease has been coming on for years, and that nothing could have saved him, its the climate here, and the great care taken of him could not do it.

There is no opportunity to send direct to the States now as this will go to Porto Rico, but the first vessel to New York or La Posta

Boston will bring his dear remains, as it was his request that he should be laid by his mother. He has been embalmed in spices and put in a puncheon of spirit, and every thing done to preserve it as perfect as possible.

He made all his arrangements as regards his affairs, but as his wife is left to look out for every thing in confirmation with three executors, it will be impossible for us to leave here perhaps for some months. It would be our wish could it be possible to be there to attend to the last duties, but if it cannot be it is my sisters request that every honor shall be paid, and a funeral take place at home.

All expenses incurred will be paid by her, and you must send out at once all your accounts against him for Mary Anns education. It is too painful to me to enter into any particulars about his affairs, excepting to say, his children are all made equal and it will take a long time to ascertain what is left.

He has been able to ride out on horseback until within three weeks which did encourage us that he might have reached home. It is dreadful for me to have to write so soon, but it is my duty. My sister so ill and you must excuse any omissions I may make, and consider how forlorn it is for us to be here; although he left many friends and those who would interest them-



Letter 4 - Folded ship letter from St. Thomas, 18 March 1841. Carried privately to Guyama, Puerto Rico where it was forwarded by Samuel N. Gott to New York, 12 April and Barnstable. The service of forwarding was most common in Caribbean ports during the 19th century before the establishment of regularly scheduled steam packet lines. Forwarders were often also merchants or shipping agents who had detailed knowledge of the routes and likely schedules of ships. Red "SHIP", manuscript "20~", and New York circle postmark. The rate is eighteen and three-quarter cents inland postage plus two-cent ship

fee (150-400 miles, Act of 1825. This was the only rate step changed, in 1825, from the schedule in the Act of 1816). The letter is addressed to Wa-

terman Eldridge. Note, particularly, the *black* wax seal to acknowledge mourning. Mortality was high in those days and etiquette for dealing with the circumstances well developed. The most common practice on envelopes was to put black stripes around the edges, but for folded letters, black sealing wax was more practical. Poor Mary Ann, say all to her that powers can assure of our pity and say she shall hear from us soon. Give our love to the girls and say that we hope they will be supported through the dreadful affliction awaiting them, and how much we wish that we could have the privilege of saving our last respects to his dear remains. My feelings will not let me write more but as soon as we can get our minds in any way more calm, we shall write every particular. Your own knowledge of what I must feel must excuse whatever is omitted. Please give our love to all, and our sympathies for this bereavement, and accept it the same from your friend.

#### E. F. White

It is a year later and Gideon has died. The description of his last weeks confirm tuberculosis, unquestionably, as the cause. The writer, E.F. White, seems to have been very close to the family, and may be the same Captain White mentioned in letter two. This, and later, letters indicate that he, and others, moved from Massachusetts to St. Thomas in connection with the Eldridge business so he may well have been a relative. The letter also reveals that Gideon's mother has died some time in the six years since 1835. The shipping of his body. back to Cape Cod preserved in rum, was unusual and expensive - a practice normally reserved for wealthy or famous people. The container, a "puncheon", would have held about one hundred gallons (minus the body).

## Letter Five

Per "Star" Via N. York St. Thomas, March 22<sup>nd</sup> 1841

#### Dear Sir

Although I have not the pleasure of your acquaintance I beg leave to wait on you with a copy of the annexed circular since which I am sorry to say your brother departed this life on the morning of the 16th inst accounts of which have been duly forwarded to you via Porto Rico. The state of Mr. Eldridge's health has been so long dubious that any hopes of recovery were vain, but having held out so long we were all of opinion that he might be able to remain with us a little longer but when it pleased the all-wise to call him to himself.

Mrs E's affairs in as far as regards a will are all duly in order. Edward Simmons Esq Ir. merchant of this place Mrs. Eldridge and the writer are placed as Executors to the will - the child Mary Ann Eldridge being provided for along with the two children of the last marriage, and I am now busily engaged in bringing affairs to a close so as to protect the interest of his widow and children to which effect I have with consent of the other Executors assigned your power regarding the 2/3 of Schooner Merchant to James Henry Esq 78 Wall St New York who in case he requires for the power will address you on the subject it being my wish to liquidate all business of the house as speedily as possible.

The body of your brother will be sent on the Schooner 'Orleans'. Capt Eldridge to sail in a day or two for N York and who will perhaps take it on to Boston care of Lombard & Whitmore preserved in spices



Letter 5

& rum.

In haste Yours respectfully D. Ramsay

Apparently, some time between 1836 and 1840. Gideon and Phoebe have had another child. but we never learn the name. This and the following duplicate are the only letters we have from Gideon's partner Dundas Ramsay. From the tone and the first paragraph, we may infer that relations between Ramsay and the Eldridge family were formal and not particularly close. It is unfortunate that we have so few clues to Dundas's contribution to the business, but we may assume that he managed almost single-handed for the last year or two due to Gideon's debilitation. There have been no records found to indicate that Ramsay carried on the business after the 1841 dissolution. This is not a surprise, for, as we will see, there would be no time for that. Note Gideon's fractional "2/3" ownership in a schooner. Shared ownership was very common, the ship's captain often having some part.

Letter Six

Duplicate St. Thomas, March 22, 1841

Mr. Waterman Eldridge Boston Barnstable Mass Dear Sir

[The duplicate body of the letter as above excluded here. --Ed.]

In haste Yours very respectfully D. Ramsay

This is obviously a duplicate of letter five, sent by a different route. It is quite rare for duplicate ship letters of the early 19th century to be preserved and reunited. There is only one other recorded instance among D.W.I. postal history. Particularly interesting, on close study, are the small differences from the first letter brought about by hasty copying of the manuscript.

20 May 1998 La Posta M. Jos 1 March 22 18 and in earlis e n Saint Thomas, March 5, 1811. easie 11 We beg to inform you, that the Business hithers conducted in this Island, by the undersigned, under the Firm of Eldridge, Ramsay & Co., this day dissoleed, by mutual consent .- Owing to the continued indisposition of Mr. GIDEON ELDRIDGE, the settlement of officire devolves on Mr. DUNDAS RAMSAY, who is duly charged, and will only make use of the signature. of said Firm, for the liquidation thereof. We are respectively. Your Obt. Scruts. GIDE ELDRIDGE RAMSAY D En Letter 5 - Folded ship letter from St. Thomas, 22 March 1841, via New York 7 April to Barnstable. Note that the date of Receipt in New York is before the 13 April receipt of letter four which had been dispatched earlier through Puerto

Letter 5 - Folded ship letter from St. Thomas, 22 March 1841, via New York 7 April to Barnstable. Note that the date of Receipt in New York is *before* the 13 April receipt of letter four which had been dispatched *earlier* through Puerto Rico. Evidently the very first vessel which might be able to get mail to New England after Gideon's death went to Puerto Rico. Despite the prompt departure, that first letter must have sat in Puerto Rico waiting for a northbound ship or else gotten on a very slow passage. Red "SHIP", manuscript "20~", and New York circle postmark. The rate is the same as " letter four, also through the port of New York. The letter is addressed to Waterman Eldridge and it, too, has a black wax seal, verso.

Official notice:- The official notice folded into letter 5 announcing dissolution of the firm of Eldridge & Ramsay. It was also published in the St. Thomas newspaper: The St. Thomas Tidende.

Duplicato unt The as March 32 18/1 11- Waterman Eldridge Boston Barristaple Ma Dear Sir. although I have not the please - ture of your acquaintance. - They now to want on you with a Copy of the annexed Circular, since which I am sorry to say your bother departed this life on the morning of the 15th hat, Yets of which have been duly forwarded you via Puerto Kies, The state of Mr. Eldridge health has been so long dutions that any hopes of recovery were vain, but having held out to long we were all of opinion, that he might be able to ren with us a bittle longor, but when it pleased the allevise to call hinito 1 pes, regards Supo Course a will peplaced March ridge as exec The last being rialtit. manu dudas ildun to ach ecutorsal to ich t Mass n'ease fame Li di in in alle he regs rect with being my wish to liquidate all business of the house asy - The body of your Brother a lele - dily as profor Elcans Dapt. Eldricy on pr

Letter 6 - Duplicate folded ship letter from St. Thomas, 22 March 1841, via New York 8 May to Barnstable. Although written as a duplicate on the same day as letter five, this letter was not received in New York until an entire *month* later, a good demonstration of the reason duplicates were sent! There are three strikes of New York circle postmarks, of two different types, and a red manuscript "20". This rate is the same as letters four and five. Addressed to Waterman Eldridge, a trace of black wax seal remains, verso.

## Letter Seven

St. Thomas, May 8th 41 My Dear Sir

As a vessel has just touched in here which goes direct to Boston I send a line merely to inform you that all the business is now being hurried as fast as possible and as soon as the "Dealing Court" give permission we shall return which I assure you we

are most anxious for, for it is very painful for us to be remaining here now and I trust in three weeks we may be discharged.

The executors sent you a copy of the will by the U.S. Ship Leyane which sailed from this place for New York last Monday. We are of course now suffering much

anxiety to know if every thing has been done and how you all are. You must give our best love to Mary Ann and all at home and say we hope soon to be on our way.

Phebe is not well and therefore I made it my duty to send you a line but it must be short as the vessel only stops an hour longer and I must write other friends. Please accept for all my kind regards - The children are well.

Your friend E.F. White

It seems clear, now, that White's original home was Massachusetts and he wants desperately to return. The term "Dealing Court" is no longer used, but appears in D.W.I. records throughout the 19th century. It was the court handling business litigation, probate and other civil matters.

# Letter Eight

St. Thomas Apr 4 1842 Waterman Eldridge & Ebinezer & Eldridge Esqs

Your esteemed favors of 4 January last reached me only a few days since by Brig

> Uncle Sam, its contents have been fully absorbed, -The account against vour late brothers estate which you allude to having forwarded, was accessed to the Executors duly entered on the Protocol of the dealing- In reply your queries, as to "what progress has been made towards the liquidation of

your account & the general settlement of the estate," I beg to say, that owing to the death of the former partner of your brother/ Mr. Ramsay, who as survivor was charged with the liquidation of the business, added difficulties have been thrown in the way, & now time will be exceptionally used on winding the business up - Mr Robert Smiths & Mr. Perkins - have been appointed as administrators of the Estate of Mr. Ramsay & are acting hand in hand with your Brothers Executors, to close the matters of business that belong to the late firm.

As regards the amount which may fall to the account of any one of the heirs, it is impossible at this time to speak. Large La Posta

. ettint . Letter 7 - Folded ship letter from St. Thomas, 8 May SHIP 1841, via Boston 23 May to 11100 Barnstable. Large red "SHIP", manuscript "12", and Boston circle postmark. " la The rate is ten cents inland postage plus two-cent ship fee (30-80 miles, Acts of 1816 & 1825). Mr. Waterman Eldudge + Thomas May 8th 41 Barnistable Mall. 2 Aris environt My Dear Ji as a vessel that fust touch -ed in here which goes direct to Boston I head a live merely to inform you that all the business is now being hurried as fast as possible and as soon as the Decling lout give per-- mission we shall return which I assure you we are most anguins for for it is very painful for us to be remaining here how and I trust in three welks we may be discharged The executors sent you a copy of the will by the U.J. Thip legane which sailed from this place for hew Gook last this -day. We are of course how suffering much from anyiety to know if every thing has been done and how you all are you mush give our best love to thang and and all at house and

La Posta

apl 4 1842 anage Eldudge begos Leatto You estermo afarous of to Inmany last - reaching me only a few days since play anche Sam, is contrash have The account against benfully, abroud ha\_ luch n Conlate bother estate what you Bras accessed by Mucutory. forwards 12 ulting e almo Allal ha Ann estate aun tro From 1100 Lall a Su addia loncon, au he he Mecoponing time Khunn in the Ma; Letter 8 - Folded ship letter from St. Thomas, 4 April 1842, via Boston 26 April to Barn-

stable. Red manuscript "12" (in a very sloppy hand), and Boston circle postmark. The rate is ten cents inland postage plus two-cent ship fee (30-80 miles, Acts of 1816 & 1825). The wax seal on the reverse of this letter is back to red color as the writer, a lawyer, is more distant from the family.

amounts in foreign places are due, the collecting of which are entirely uncertain. Two special agents are now abroad, one in Porto Rico & one among the Madeira Islands, for the purpose of bringing these claims to a successful issue.

In answering that part of your communication, which alluded to your brother's will "having been made and published only six days before his death, & of the existence of a previous will - in which your niece was bequeathed a specific sum of 5000 \$ - and your question - why this change was made - it is perhaps sufficient for me to say - that the former will in giving to one child a certain - & to the others an uncertain sum, was contrary to the Laws of this Country - & if such a document had been in force on your lamented brother's decease - it would not have been confirmed by the dealing court which has taken charge of everything. -

There was ample reason for the alteration to say nothing of the moral injustice of providing a certainty for the comfort of one child, to the injury of the equally dear, & equally entitled to protection - I regret you do not speak of the bereaved Mother of your beloved brother, - who is doubly destitute of the late life of a darling child. In the discharge of the various duties of wife & mother, the excellent lady was most memorably faithful, & tenderly nursed and cherished your suffering brother through a long period of deteriorating health., this of itself should recommend her strength to your kindness & sympathy. - apart from the claim the Mother & Father have an inherent right to.

Very Respectfully E. Simmonds Jr. Another year has passed and Gideon's business partner, Dundas Ramsay, has now died as well. Life in St. Thomas could be short. Sadly, another constant of human nature has asserted itself and financial matters have intruded on the family's bereavement. Gideon's brother, Waterman, has obviously inquired as to when, and in what amounts, the proceeds of his brother's estate will be distributed. It is difficult to tell how demanding the request was, but the lawyer, Simmonds, has clearly taken offense and delivered an indignant lecture under the assumption that Waterman's interest bordered on greed.

At this point the window closes. There was obviously more correspondence and it would be fascinating to learn what happened to Phoebe, Mary Ann and Waterman, but no more have been found.

\* \* \* \* \*

John publishes the Danish West Indies Study Group Newsletter of the SCC and maintains the Internet World Wide Web site for the D.W.I. Study Group at:

http://dwi.thlogic.com email: jld@thlogic.com Or you can correspond via "snail" c/o Thermalogic Corp., 22 Kane Industrial Drive, Hudson MA 01749.

#### Bless the Internet

This article is the outgrowth of a cyberspace conversation (see January's *La Posta*, "The Internet and Postal History") between myself and author John DuBois regarding certain backstamps on several DWI covers inbound to the U.S. via Philadelphia. And most discussion about it came by way of mutual email. And a last minute insert of recently-received data, as were the final corrctions, was handled with immediate ease by downloading and revising the affected paragraphs within minutes. Proof positive that the *Wet* is a desirable, rapid tool for productive communication. Postal historians can profit from the short learning curve required to become proficient in its use.

Happily, for future postal historians, a data disk, illustrations, and proof sheets were sent by USPS. -- Tom Clarke



Figure 1. First cover sent to Fred Favreau from Oliver S. Favreau, mailed at Cavite, Philippine Islands, Januar, y 1904.

# Seaman Favreau's Naval Odyssey

#### **By Michael Dattolico**

In 1903, Anna Favreau, wife of Oliver F. Favreau and mother of two small daughters, died in Toledo, Ohio. Her death devastated their family. In his grief, Oliver drank heavily and struggled to raise two small daughters while

working as a tinsmith. Seeking solace from his grief and trying to meet the needs of his daughters, Oliver Favreau placed young Mildred and Charlotte in a Catholic orphanage in Toledo. With his brother Fred also watching over his children, Oliver F. Favreau joined the U.S. Navy.

After his initial training, Favreau was assigned to the USS WILMINGTON, an Asiatic Station gunboat based at Shanghai, China. From his arrival in the Far East in early 1904 until he returned home in 1907, Seaman Favreau wrote regularly to his brother, Fred, who dutifully saved Oliver's letters. The following is a glimpse at Favreau's stint as an Asiatic Station sailor as seen through his letters home and a look at the distinctive covers that enclosed them.

Favreau arrived at Cavite on January 18, 1904, and immediately mailed the first of many letters to his brother, Fred. (**FIGURE 1**). He told Fred that they would soon leave the Philippines for Shanghai, with a stop at Hong Kong. The January 18<sup>th</sup> letter was upbeat.

"....We just got into Manila after a 30-day run at sea with only stops at Honolulu and Guam. I was ashore at Manila. It is quite a quaint place.



Figure 2. Asiatic Station gunboat U.S.S. WILMINGTON of which Oliver S. Favreau was a crewman.

La Posta



Figure 3. Mao of U.S.S. WILMINGTON's operational area including inland Chinese waters. Area of operations shown on map includes Japanese and Philippine islands.

Old stone walls surround the city, and nothing but bamboo houses are within the walls. From here we go to Hong Kong, China. Then I will be settled on my ship, which will be the USS WIL-MINGTON. Kiss the children for me....'' Oliver S. Favreau U.S.S. Wilmington Shanghai, China

At Hong Kong, Favreau was able to send another letter to Fred. In this letter, Oliver talked about missing his two small daughters and the long sea voyage to the Far East. He also mentioned his problem with alcohol. To Fred he wrote on January 28, 1904:

"....I have kept away from booze so far and hope to keep away from it always...Now, Fred, please see that the children have plenty to wear and try to once in a while take them out for a holiday. Papa is thinking of them always....I put all my trust in vou, Fred. Send me an account of everything you spend on them and I will repay you....It is now 43 days since we left the states, and vou don't know what a tiresome trip it is...water - nothing but water. In my next letter, I'll tell you more about this part of the world .... " Your affectionate brother, Oliver S. Favreau

By February, 1904, Favreau was aboard the Shanghai-based gunboat USS WILMINGTON, which operated from Shanghai up the Yangtze River. (FIG-URES 2 & 3). The Russo-Japanese War was raging, and Favreau witnessed a naval battle between a Russian gunboat and a Japanese warship on the Yangtze River. He wrote an amazing account of the fight to Fred on February 24<sup>th</sup>. Favreau

affixed a booklet pair of U.S. #301c stamps on the cover which was mailed from the Shanghai, China U.S. Postal Agency. (FIGURE 4).

"....When you receive this, I do not know where I will be. There is war on between Japan and Russia....I will tell you about an incident about the war that occurred the other day to show you what kind of mettle the Russians are made of. A Jap gunboat chased a Russian gunboat in here. The Chinese ordered the Russian to get out in 24

An ulfred & Fureau g 732 publicity Str. Toledo Chiv 2. 8. of a.

Figure 4. Cover mailed at Shanghai, China, February 27, 1904. Letter describes naval battle between Russian and Japanese gunboats.

hours....The Russian showed her cowardice by taking off her guns and dismantling her engines, putting the boat out of commission. They sent the crew home on a mail steamer. I tell you, the Japs have got them bluffed....'

Despite the excitement of the Russian-Japanese naval fight, Favreau was also faced with a disturbing problem at home that caused him great anxiety. Apparently, a

newly married acquaintance was trying to adopt Favreau's two daughters. He pleaded for help from Fred in the same letter.

"....I received a letter from Mother the other day. In it she said that Elsie Matthews was married and was trying to get ahold of my children. Now Fred, tell Mother Superior to refuse them an audience with the children. Tell her that she shall have every cent that is coming to her for their keep...Tell Mildred and Charlotte that Papa thinks of them all And Bred & AVIAN 25.18 Burnit ave Dec 25.18 Burnit ave Dela

and Charlotte that Figure 5. Cover postmarked December 31, 1904 at Cavite from the U.S.S. Papa thinks of them all WILMINGTON, while the ship was undergoing engine overhaul.

the time and wishes he was with them....'' Oliver U.S.S. Wilmington Shanghai, China

On March 11, 1904, Favreau wrote a letter to Fred datelined "YanTe-See (Sic) River". Favreau had apparently had shore liberty at Shanghai and was writing to tell Fred the details about things he had seen. In the letter, he stated:

"Hong Kong is owned and operated by the British. It is quite a commercial center which looks more American or British than a Chinese city." Shanghai

is altogether a different place. One half is occupied by Americans and foreigners. The other half...My! What a contrast! It is filthy and disgusting and can make one sick with people half eaten with leprosy and dying of starvation in the streets. People sell their own daughters into slavery and all are taken to sporting houses. Most of them are so diseased that it would take

M.S.S. Rambon Diractic station malfred. S. Farrieni 2518 Summit ane Toledo-4 PM

Figure 6. Cover sent from Favreau after his transfer to U.S.S. RAINBOW, flagship of the Asiatic fleet. The RAINBOW plied the waters throughout the Far East in the early years of the 20th century.

a man of iron constitution to have intercourse with them. I was to see a Chinese execution while there. They chop their heads off with a sword and I don't want to think of it....'' Oliver S. Favreau U.S.S Wilmington Shanghai, China

Throughout the remainder of 1904, Favreau wrote of the need for mail from home, the desire to pay off undertaker Mr. A.C. Waters for his wife's funeral, and additional needs of his two daughters who remained in the Catholic orphanage. Late in 1904, the WILMING-TON sailed back to Cavite for a complete engine overhaul. As he had done the previous year, Favreau asked Fred to get the girls something nice for Christmas. Favreau also asked that his brother buy him a subscription to the <u>Toledo Bee</u>, at least the Sunday edition. The end of 1904 found Seaman Favreau still aboard the disassembled **U.S.S. WILMINGTON**. (FIGURE 5).

During the spring of 1905, Favreau remained at Cavite while the *WILMINGTON*'S general overhaul continued. With little to do, a bored Favreau was feeling abandoned. In his May 14<sup>th</sup> letter, Favreau asked his brother Fred why certain friends and acquaintances were not writing to him. He apologized about angry letters he had written about the absence of mail from friends who had promised to write. He also talked about a chronic medical problem that was affecting American servicemen who had been in the Far East for a long time. Favreau referred to it as "insanity", although in reality it was probably depression exacerbated by homesickness. In his letter, Favreau bitterly commented:

"....I write down what I sometimes do not really mean, so forgive & forget anything that I may have written as this is a very loco country. It is catching out here. No less than 10 to 20 are sent home on every transport out of here for 'Frisco for treatment in an insane asylum....'"

But in the early summer of 1905, Favreau himself was feeling deeply depressed and angry. He hadn't received any answers to letters that he'd written to friends. He was not receiving Toledo newspapers. Thus, Oliver's June 9, 1905, letter was a scathing one with a definite sting. It was also in this letter that Favreau told his relatives that he had been transferred to the U.S.S. RAINBOW, flagship of the Asiatic Fleet. (FIGURES 6 & 7).

"....No doubt you will be surprised to hear that I am on the flagship RAINBOW...I expect the rest of my cruise to be aboard this ship, as we put the WILMINGTON out of commission...Say Fred, why is it you don't send me the papers? Is it that you have no inclination to do so or is it because you don't want to put yourself to the



Figure 7. The U.S.S. RAINBOW circa 1906 in the Philippines.

trouble to do so? I have not received papers since November, 1904. In all my letters, I asked for papers and still do not get them. If I do not get some soon, I will stop the allotment and tend to my own business and ask no favors from any of you. I am angry and have good cause to be so. The mails come and go. Everybody is happy but me. They have papers to read and letters to answer while I stand back and mope...You can take this just as you please for I am angry and damned angry at that and I don't care who knows it. I am so damned mad I don't even know who to write to even express myself. You can read this to all if you want to. From your brother Oliver U.S.S. Rainbow Asiatic Station San Francisco Cal.

By October, 1905, Oliver had been aboard the U.S.S. RAINBOW for several months. It was at this time that a large bundle of Toledo newspapers and a number of letters arrived for Favreau to read, and his mood improved greatly. But trouble

was definitely on the horizon for Favreau, and he waited until after the new year had begun to tell his loved ones at home.

Favreau's January 4, 1906 letter mentions that he had received a summary court-martial in December, 1905. He refers to it as "....a little trouble I had with a warrant officer...." Considering Favreau's embittered state of



Figure 8. Cover sent from Favreau after being transferred to the U.S.S. BALTIMORE, April, 1906.



Figure 9. U.S.S. BALTIMORE circa 1906.

mind while stuck at Cavite in 1905, Favreau may have begun drinking again. In any case, his fine was the loss of 2 month's pay, which left him with little buying privileges at the ship's store. Favreau asked Fred for some money for "....tobacco, toilet articles and the like...."

Possibly to smooth over the news of the court-martial, Favreau wrote home that he had received a permanent appointment as coppersmith "...for life or as long as I remain on this cruise....I could have gotten a position in the navy vard at Cavite for \$6 a day but I would not take

it. I would just as soon be in 'hell' as there. When I come home I will tell you why....'

Favreau's court-martial left him feeling depressed and anxious, and his letters during this period sound desperate. He continued to worry about his two daughters and wondered why his mother was not writing to him. His court-martial had taken his navy pay, and he was in need of tobacco, stationery, pens and ink and stamps.

But in March, 1906, Favreau cheerfully wrote that he had a chance to transfer to the U.S.S. BALTIMORE, which was preparing to sail to Australia and nearby islands. By then, conditions had improved for Favreau. He was still receiving Sunday papers and more regular mail from family and friends, and he had paid for his court-martial. In April, 906, Favreau made the transfer to the U.S.S. BALTIMORE. (FIGURE 8). For the remainder of 1906, Favreau served aboard the cruiser when it traveled to Australia and nearby islands. FIGURE 9 shows the cruiser as she looked when Favreau joined its crew. FIGURES 10 & 11 are covers mailed by Favreau during the ship's Australian cruise.

In January, 1907, Favreau was back aboard the U.S.S. RAINBOW. His January 6, 1907 letter to his brother Fred was a joyous one, as he discussed the itinerary for his trip home. He informed his bother that the trip was to be made aboard the U.S.S. RAINBOW, which was scheduled for major repairs and decommissioning at New York.

The letter also sprung a surprise on Fred, for Oliver revealed that he had maintained a correspondence with a school teacher for some time. Favreau stated that their relationship had become somewhat serious and he looked forward to meeting her. One can only speculate about how Fred took that news!

**Figure 12** is a photo believed to be Oliver (left) and Fred (right) with a friend taken in 1907 after arriving home. Oliver S. Favreau's naval odyssey was over. One hopes that Oliver had a good life.

U.S. CHARUE OCENTS 4. S. S. Batimore Usiactic Station alfred S. Farreau 2518 Summit Cive Toleda OCENTS 1 Sarlanm

Figure 10. Cover mailed by Oliver Favreau from a post office in Australia without prepaid postage. Favreau was a crewman aboard the U.S.S. BALTIMORE at that time.



Figure 11. Illustrated cover showing buildings at Melbourne, Australia, mailed to Olongapo (Subic Bay), Philippine Islands and forwarded to Cavite, October 5, 1906, for mailing to Ohio.



Figure 12. Photo believed to be that of Oliver (left) and Alfred (right) Favreau circa 1907 after Oliver Favreau had completed his Asiatic Station naval tour of duty.

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Illustrated cover from Union Home School, Union Church, NC, on which the postmaster has added a manuscript date and let the printed "UNION CHURCH, N.C." serve as his postmark.

# Dated North Carolina Corner Cards Used as Postal Markings

#### By Tony L. Crumbley

The November 1997 issue of *LaPosta* had a brief article by Robert Munshower on a newly discovered Denison, Iowa corner card postmark. Munshower refers to Frank Mandel's articles on printed postmarks in the *Chronicle of U.S. Classics*, specifically the February and November 1987 issues which covered the other two known such markings.

Those of you who subscribe to the *North Carolina Postal History Society Journal* may recall an article on Glen Anna Female Seminary and the discussion by the editors as to whether or not the embossed corner cards were postmarks or not. This latest article caused the author to go through his collection to see what other such postmarks exist from North Carolina. In total, five covers from four different post offices were found.

Corner card postmarks found were:

Leasburg, NC, Caswell County, November 13 (ca 1859)

Leasburg Seminary corner card

Sassafras Fork, NC, Granville County, July 25, 1873

A.C. Harris General Merchandise corner card

Thomasville, NC, Davidson County, August 1, 1859

Glen Anna Female Seminary - embossed cc

Thomasville, NC, Davidson County, September 21, 1859

Glen Anna Female Seminary - embossed cc

Union Church, NC, Moore County, January 7, ca 1873

**Union Home School - All over advertisement** 

In Munshower's article he speculates on several causes for these postmarks to exist. The war creating shortages, late arrival to the post office after the date had been changed in the hand stamp device.

I submit there could have been multiple reasons; however, the most plausible is a timesaver to the Postmaster. For whatever reason, they had no hand stamp. Regulations required the post office name and date be placed on the envelope by the post office where it was SOLOMON LEA,

1

LEASBURG SEMINARY LEASBURG. North Carolina, -Leasburg, NC, Caswell County, November 13 (ca 1859). return to RIS IN DEALER 100

Sassafras Fork, NC. Granville County, July 25, 1873.

first posted. I expect the Postmaster concluded the existence of the town name in the corner card precluded the necessity for him to add it again. Thus, all that was needed was the date to meet postal requirements.

One could put this in category of laziness or too busy to take the time necessary to do it correctly. Whatever the case is, we will never know. The covers themselves do make for interesting postal history. I do expect, however, if five covers do exist from North Carolina, many more exist than those previously listed.

I do wonder why the majority of those covers from North Carolina are college covers. Could it be perhaps because of the large volume of mail handled by a Postmaster that most likely was also the school master?



Thomasville, NC, Davidson County, August 1, 1859



Thomasville, NC, Davidson County, September 21, 1859






Figure 1. Map of Richmond County, New York. Scale 1:125,000. Copyright De Loreme Mapping, 1993.

## **Richmond County, New York**

#### **By Martin Margulis**

Richmond County is about five miles from the southernmost point of Manhatten. The county seat, Richmond, is about 156 miles from Albany and over 200 miles from Washington, D.C. This article illustrates early uses from towns in Richmond County.

The earliest letter in my collection from Richmond County is a folded letter sheet dated 1817, thus the Postal Act of 1816 is the earliest postal act of interest to us. Mailing rates applicable at the time are shown in Table 1, below:

Table 1 - Postal Act of 1816 -	<b>Mailing Rates</b>
Less than 30 Miles	6 Cents
31 - 80 Miles	10 Cents
81 - 150 Miles	
151 to 400 Miles	
Over 400 Miles	

The 151 to 400 mile rate was 18  $\frac{1}{2}$  cents in 1817, which was shortly changed to 18  $\frac{3}{4}$  cents (Richmond to Albany or Washington). In 1845 the rates were lowered and simplified as follows: up to 300 miles - 5 cents; and over 300 miles - 10 cents. In 1851 the rates were lowered again: 3 cents for up to 3,000 miles; and 6 cents for over 3,000 miles.

The folded letter sheet addressed to Gideon Barber, shown in Figure 2, was mailed from Richmond, shown in the manuscript marking on the lower left hand corner. The letter is dated 1817, the earliest known date posted from Richmond County. The 18 1/2 cent charge covers the 151 - 400 mile rate. The cover undoubtedly went to New York City by the Castleton/Tomkinsville route and was then sent on to Connecticut. The village of Richmond is the county seat and the second-oldest post office in Richmond County. Castleton, further described below, is the earliest post office in the County. Kay and Smith's New York Postal History lists the Richmond (village) post office dates as 1822-1921 and 1921-1940 as a branch post office. As shown by the 1817 letter illustrated, the 1822 date is obviously mistaken.

Other early New York state post offices are listed alphabetically, below:

**Bay View** operated from 1857 to 1863 and was located in Southfield township. It was not a village or hamlet, but a post office opened for the convenience of the neighborhood. When it closed, it disappeared. The first cover, shown in **Figure 3**, is an early use, and the second cover is a beautiful Civil War Patriotic. Both are obviously manuscripts that have no year dates

**Bentley** was another short-lived post office, in operation from 1853 to 1861. The cover in **Figure 4** is another that is listed by C&W as the earliest known from Bentley. It is on a Scott U-1 Nesbitt envelope, seal on reverse. The post office clerk noted that Bentley had recently been Tottenville so the letter must have been sent ca. 1853/54.

*Castleton* was the earliest post office in Richmond County, opening in 1815. Although the township of Castleton was referred to as a 'Post-town', Spafford's *Gazetteer*, 1812 edition, lists no post offices for the



Figure 2.



39

10110/1 Maiss allowor, A. All. = Black Hawk Go Jowa:

#### Figure 5

county. Kay and Smith's *New York Postal History* lists a post office called Castleton as opening in 1815. This became Tompkinsville in 1825.

The *Cityville* post office operated from 1830 to 1840 and became the North Shore Post Office from 1840 to 1870. Then it became the West New Brighton post office (1870-Date).

Long Neck was a convenience post office established in 1852 and discontinued in 1866. It was located near the Fresh Kill in the town of Northfield French, in an area east of Linoleumville and Travisville (*Gazette of New* York - 1860). The cover shown in **Figure 5** is also an early use -- unusual in as much as the postmark is a



Figure 6

printed manuscript rather than script and the postmark includes the year.

Mariners Harbor operated as an independent post office from 1859-1917. It became a branch in 1917 and is still operating. The original spelling had an apostrophe before the 's'. In 1853 both the apostrophe and the 's' were gone. In 1908 it became a branch of the Port Richmond Post Office. In 1911 the 's' reappeared. In 1938 the apostrophe was gone for good. Figure 6 is a War Dept. official Scott UO-54 cover used for filing monthly reports to the department. There is a NY transit mark

and a Washington receiving mark on the reverse.

At one time the waters in the vicinity of *New Brighton* were suitable for bathing and New Brighton had dreams of emulating Brighton, England. New Brighton operated as in independent post office from 1850 to 1917; then as a branch office from 1917 to 1921. The Pavilion at New Brighton is shown on the illustrated cover in **Figure 7** with a fancy cancel of a standard type, franked with a bank note, probably Scott #184. The manuscript receiving mark notes a date of 1880. I also have in my collection a cover from the St. Mark Hotel of New Brighton addressed to Canada franked with two Scott #114's and a large double ring postmark that says NEW BRIGHTON NY with the month and day in the center,

but no year date.

*New Dorp* is just east of Richmond and faces the Narrows and Brooklyn. In full operation 1859 to 1917, it became a branch in 1917 and is still operating. The manuscript canceled cover in **Figure 8** is dated 1861. It is a Civil War Patriotic, with a red and a blue line on the reverse and an embossed Union-Constitution over an eagle.

North Shore is on the north shore of Richmond County opposite Bayonne. It was only in existence as a post office for 30 years, between 1840 and 1870. Prior to that, it had been Cityville. It became West New Brighton on April 1, 1870. The first cover in Figure 9 is a double ring postmark struck in red, from the period 1841-1849 according to the American Stampless Cover Catalogue (ASCC). The date is written in as is the rate

TON NEW BRIG E fare Figure 7 New Dary, Ot 30 7, 1861 Mr. Cha &, Suydes Saw. School albamp ben is and principal fills and the mark is had been Cityville. It becamb West Now Brighten on April 1, 1870. The Instored in Figure 8



Figure 9

next to the hand-stamped PAID. The second cover, docketed 1859, has a green postmark used to cancel the stamp.

**Port Richmond** had been for less than three months Mersereau's Ferry. (The ferry ran from Richmond County to Bayonne, New Jersey across the Kill Van Kull.) The Port Richmond post office was established in 1850. It became a branch in 1917 and is still operating. **Figure 10** shows a Civil War Patriotic cover, postmarked with a double ring device which includes the year date 1862 within it. This type of postmark was very popular during the Civil War. The stamp is pen canceled.

**Prince's Bay**, 1860-Date, is in lower Richmond County and faces lower New York Bay.



Figure 10

chis. - meig 9. Kobinso Smilford Conn. Care of Rew For Tochinson

Figure 11.

The *Richmond Valley* Post Office, near what is now Tottenville, opened in 1829 and operated until 1863.

*Rosebank* was established in 1886, becoming a branch in 1917. It is still in operation.

**Rossville** is in southwest Richmond County and lies on the Arthur Kill. It is connected by road to Totenville from which it is north and west. Established in 1824, it became a branch in 1917, and only operated as a branch until 1919. The postmark shown in **Figure 11** is from the early 1853 issue according to the *ASCC*, on a lady's envelope.

The *Stapleton* straight-line cancel shown in **Figure** 12 is the only straight line cancel known from Richmond County. Stapleton was established in 1847 and is still operating. It is across the Narrows from Brooklyn as is Tomkinsville. The straight line cancel was used during the 1850's according to the *ASCC*, Vol. 1, 1985. Note

STAPLETON, N.Y. JULY 26 5 Mrs PZ Mitaiore Van Deusenville Mafs 12.1

Figure 12

· 11. 1.1.

#### Figure 13.

that the postal rates dropped to 3 cents in 1851, so that should be the latest date for its use.

*Staten Island* was established in 1917 and is still in operation. It is the main post office in Richmond County. All other post offices are now branches.

*Tomkinsville* was established in 1825, becoming a Staten Island post office branch in 1917 to 1933. Prior to 1825 it was Castleton; after 1933 it was Staten Island. In the early days, Mail Route 510 provided for daily mail

service from New York City to Tompkinsville. The mail left New York City at 8:00 A.M., arriving at 9:00 A.M. The seven mile trip took one hour. Mail from Richmond County left for New York City at 9:00 A.M. Once the mail arrived in Tompkinsville, it came under Route 573. The mail went from Tompkinsville to Cityville and to Richmond, and then on to Richmond Valley (later Tottenville). The 17 mile trip took three hours. Figure 13 is a ladies cover from the period after 1845, canceled by two bulls-eve cancels on two Scott #115's which cover the 6 cent rate to Canada. The double ring cancel was popular during the Civil War.

*Tottenville* is near Perth Amboy. It started in 1851 and changed its name to Bentley in 1853. In 1861 it was renamed Tottenville, and remained so until 1910

when it became Benchley Manor for one year, 1910-1911 (Figure 14). In 1917 it became a branch of Staten Island. The first manuscript lady's cover shown in **Figure 15** is an early use, but is not year-dated. The second lady's cover is from the Civil War period, probably early because the postmark is used as a canceling device, a post office no-no by the mid-1860's. The date is written in the center of the postmark (**Figure 16**).

My dear Jesses - i King FOR ADDR Jamaie all im Michigan Cur-Glassker 7 pelso Vicio si ing jod. Turnera

Figure 14.

May 1998

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mile my colt out intern Mail (mail Will and stal vi Paid 3 " Fottomille VM. Man 24 Min Charles of Larson Chanecuille period after 1845, cand.lad by two bulls-eve caucels on two Sent 9115 Monwole the Court which cover the 6 cent m The double time concel wa New Tenser started in 1851 and change Bentley in 1853, In 1861 in Figure 15 Imp Clare -to 27 Ein the Figure 16



#### Figure 17

The consolidation of Richmond County post offices began in 1908, i.e. Mariner Harbor to station of Port Richmond, Midland Beach to station of New Dorp, and Saint George to station of New Brighton. (See Figures 17 & 18). Most of Richmond's post offices skipped this step; however, all the former independent post offices were consolidated under the Staten Island post office in

POST CARL FOR CORRESPONDENCE With hest wiches marquinte marquinte marquinte ed miss dendersond.

1917 except Richmond, which remained independent until 1921. The main Richmond County post office is located in Saint George as are most other county offices. The only ferry service to NYC also comes from here.

Of the pre-1900 independent post offices of Richmond County, nine are left - all branches of the Staten Island post office. They are: Great Kills (1886); Mari-

> ner's Harbor, various spellings (1855); New Dorp (1859); Port Richmond (1850); Prince's Bay, various spellings (1865); Rosebank (1886); Stapleton(1847); Tottenville, including Bently and Bentley Manor two short-term name changes, (1851); and West Brighton Beach (1870).

> Four new branches are also in operation: Eltingville (1910), New Springfield (1977), Saint George (1909) and Staten Island (1917). (There was also a New Springfield from 1855-1910). Staten Island is the same as Tomkinsville - which ceased to exist as a branch in 1933.

Figure 18

#### **POSTAL HISTORIANS ON LINE**

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Figure 1. This cover displays the auxiliary marking, "Not delivered by Carrier/SEP 11/for want of time". It was applied in Oakland, California in 1894 and is the earliest recorded use of markings of this type.

# AUXILIARY MARKINGS -- "NOT DELIVERED FOR WANT OF TIME' - AN UPDATE

#### **By Randy Stehle**

It has been exactly twelve years since the original article on the "Not delivered for want of time" auxiliary markings first appeared in *La Posta* (May 1986, Vol. 17, no. 2, pp.6-10). In this time, the number of cities reported using this marking has doubled from 30 to 60. Likewise, the number of states with reports of this marking has also doubled from ten to 20. The total number of reported types has risen from 39 in 1986 to 92 today. In light of these substantial increases of reported markings an update article seemed in order.

The first *Postal Laws & Regulations (PL&R)* to cover the use of this marking is in the 1902 edition. In section 746, paragraph 2, we find:

"No carrier should be scheduled for more work than he can perform during eight hours. Carriers need not be required to consume exactly eight hours each day, but as nearly as such time is practicable, considering the varying amount of mail to be handled on different days. Postmasters must not direct or permit carriers to work overtime, and will be held accountable therefor." The prior **PL&R** of 1893 (which was published in accordance with the Act of Congress approved March 3, 1891) did not cover their usage at all. As the earliest reported usage is still 1894 (see **Figure 1**), I assumed that the regulation governing their use must have been issued sometime during the period 1891-1894. I searched all the daily Postal Bulletins for this period, but found nothing. As four towns have been recorded using this marking prior to 1900 (Berkeley, Oakland, Pasadena and Stockton, all California offices), I assume that the regulation was enacted sometime in the early 1890's.

The 1913 and 1924 **PL&R's**, which have identical texts on this subject, present a slightly different version than the 1902 edition. They read:

"When carriers are unable to deliver all mail matter taken out on the last trip of the day without making overtime, they shall return to the post office within the eight hours prescribed with the undelivered mail, and such failure shall be reported to the postmaster or the superintendent of the station, and a full statement also be made on Form 1571 of the day."

(Germany.) CAR 8 A.1 Va. 1907 W. Clarksburg. Company. The James & Law nitarium rleansda 8:28

Figure 2.

These two regulations explain the reason behind the use of these markings. Figure 2 shows an example that is probably one of the more straight forward wordings of this usage. The post card was sent to New Orleans in 1907 where it received the marking "RETURNED TO OFFICE TO/AVOID OVERTIME/CARRIER No......" The post card shown in Figure 3 has a marking that while to the point, is not as clear as the New Orleans one. This post card was sent to Santa Cruz, CA in 1910 where it got a "COULD NOT DELIVER IN 8 HOURS" marking. Figure 4 shows a marking that has the least amount of verbiage of any one recorded and is also

Post card -- Postkarte arte postale Correspondenzkarte – Levelező-Lap – Dopisnice – Dopisaida Karta korespondencyina – Cartolina postale – Briefkandt – Breika Korespondenčni listek – Допнска карта – Оскрітов Carta posta Tarjetapo письмо. COULD NOT DELIVER IN 8 HOURS

Figure 3

**May 1998** 



Figure 4.

among the most ambiguous. This post card was sent to Springfield, MO in 1910 where it got the marking "TIME UP NO. 18 3-26-10".

These usages clearly follow the regulations laid done in the PL&R, but why was it applied to mail matter? Why would the Post Office Department want the public to know about their difficulty in delivering the mail? The best answer is still the one Ralph Brown gave in his letter to *Linn*'s Reader Response Column back in 1986. Brown said, and I concur, that use of the marking was not intended to notify the public about the delay in getting their mail. Instead it was used to "placate any postal

JUL DRESS 230PM oun ton draw Nord & messerschmidt. UNABLE TO ctheo. ON SECOND TRIP.

50

CE Failed of delivery for want of time. THIS SIDE IS FOR ADDRESS ONLY.

Figure 6.

inspector who might happen to pull that particular item out of the mail stream to see if it was where it was supposed to be at that particular time." The carrier was using this marking as a form of documentation in order to explain any delay in delivery.

The one factor that still makes this my favorite marking is the many variations in wording used at different post offices. **Table 1** lists all reported markings, along with dates and places of usage. Back in 1986 only seven cities were known to have used more than one type of marking, with two of these cities using three types. Now 19 cities have been recorded using more than one type of marking. This means that almost one third of all cities using this marking had at least two different types. Five cities used three different types, while two cities (Oakland & Santa Cruz, CA) used four types. The record holder, though, is San Antonio, TX, which used five different types! It's still amazing that there are so many different ways to say the same thing.

One interesting wording is shown in **Figure 5**. The post card shown here was mailed in 1907 to Easthampton, MA where it received the marking "**UNABLE TO DELIVER/ON SECOND TRIP**". One must remember that up to the not too distant past there were two mail deliveries per day. This post card arrived at Easthampton at 2:30 P.M., too late for the morning delivery, so it went out in the afternoon. My guess is that most of the mail which received this marking missed the morning delivery.

The grammar used on some of the markings is quite awkward. Figure 6 shows such an example used in San Francisco in 1903. The marking reads "Failed of delivery/for want of time." One spelling mistake has been reported since the original article appeared. Figure 7 shows a post card mailed in 1906 to San Antonio, TX. It received the marking "Returned for unsufficient/time by Carrier No. 19."

The earliest known use of this marking is still 1894 at Oakland, CA (see **Figure 1**). The latest use was 1913, but it is now 1919, at Monroe, LA. Since regulations appearing in the 1924 PL&R still prohibited overtime, later uses of this marking are still anticipated.

There is still a pattern evident in the geographical distribution of this marking. Back in 1986, 14 of the 30 cities reported using it were in California. This skewing to California was most likely due to the fact that I live in this state. Twelve years later California represents 21 of the 60 cities using it. This is still very skewed towards the Golden State, but it is not nearly as bad as it was. I believe that some of the other states may be under represented, but for whatever reason, California offices simply used this marking more than other states. The fact that eleven cities in Massachusetts have been recorded using it is indicative that the coverage of U.S. cities may be more representative than it appears at first glance.

Postkarte - Brefkort levelező-lan - Post card - Briefkaa Carte postale Tarjeta postal - Cartolina postale-Dopisnice Weltpostverein Union postale universelle - Unione postale universale всемирныя почтовыя союзь. Россия OTKPLITOE MICHMO. Pocztówka 210 Stocum Place Sur autom Returned for Hasuffalent. time by Carrier No. 19. Ng. 11961.

Figure 7.

One new aspect of these markings has come to light since 1986. Figure 8 shows a post card mailed to Vallejo, CA in 1909. It received the marking "Not delivered for want of time. C.K.C.3". These initials belong to the city carrier who applied the marking. The government used to publish a document called the *Official Register (O.R.)* that listed all its employees. It was printed every other

ABA This Space For Writing Messages Not delivered for want of time. C. K. C. 3 This side for the Address only. your Made in Germany 35

Figure 8.

year until the final edition in 1911. Consulting the 1909 **O.R.**, we find that there was a city carrier in Vallejo, CA named Clifton Cassady. This must be the C.K.C. in the marking. Interestingly, there were five city carriers back then, with Mr. Cassady being the third one alphabetically. I have recorded markings from Vallejo for C.I.A. 2 and L.C.M. 4, who turn out to be Charles Ashwell and Levi Mallett, respectively. I would expect to find markings for city carriers number 1 and 5 one day, Horace D. Alvord and Elmer E. Spencer, respectively. I can tell by looking at two examples from Santa Cruz, CA that this correspondence between city carrier number and his alphabetical order is not the hard and fast rule. Two of the markings used here refer to "**E.W.A. Carrier No.6**". This turns out to be Everett W. Adams. There were seven city carriers there in 1907 and nine in 1909. In both years Mr. Adams was the first alphabetically.

I am eager to see what additions and new wrinkles are recorded in the next twelve years. I promise another update in 2010. Please send photocopies of any new discoveries to the author at 16 Iris Court, San Mateo, CA 94401.

#### TABLE 1

#### NOT DELIVERED FOR WANT OF TIME

STATE	CITY	YEARS SEE	N MARKING
CA	ALAMEDA	1908-1909	Not delivered for want of time. 58mm
CA	ALAMEDA	1909	Not delivered for want of time. 43mm
CA	BERKELEY	1898-1910	Not delivered by Carrier/for want of time.
CA	LONG BEACH	1907-1909	Returned to office/time up (w/ 24 dots)
CA	MODESTO	1909	Not delivered for lack of time
CA	MONROVIA	1914-1916	<b>"UNDELIVERED,/LACK OF TIME</b>
			/191 (solid lines)"
CA	OAKLAND	1894	Not delivered by Carrier/date/for want of time.
CA	OAKLAND	1899-1905	Not delivered by carrier/date/For want of time.
CA	OAKLAND	1903-1907	Not delivered by Carrier/For want of time.
CA	OAKLAND	1909	Not delivered for lack/of time.
CA	PALO ALTO	1906-1909	Not delivered for want of time
CA	PASADENA	1899	Returned to office for want of time. 62mm
CA	PASADENA	1903	Returned to office for want of time (no period)
			60mm
CA	PETALUMA	1909-1910	"Returned, unable to de-/liver for want of time."
CA	SACRAMENTO	1900	"No time to deliver, H. 14th Dist"
CA	SACRAMENTO	1904-1910	Ret'd to P.O. for want of time.
CA	SACRAMENTO	1906-1909	Ret'd to P.O. for want of/Time to deliver.
CA	SALINAS	1908-1909	"Returned to Post Office/by Carrier No(10 dots,
			space, 4 dots)/Lack of Time to Deliver."
CA	SAN FRANCISCO	1902-1913	Failed of delivery/for want of time.
			(Two minor varities)
CA	SAN JOSE	1903	"RETURNED TO/SAN JOSE, CAL. P.O./TO
			AVOID OVERTIME"
CA	SAN RAFAEL	1904-1905	Undelivered/for want of time
CA	SAN RAFAEL	1908	Not delivered for lack of time
CA	SANTA BARBARA	1905-1907	Failed of delivery for want/of time.
CA	SANTA BARBARA	1909	Failed of delivery for want of time
CA	SANTA CRUZ	1906	Could Not be Delivered in/8 Hours
CA	SANTA CRUZ	1907-1910	<b>COULD NOT DELIVER IN 8 HOURS</b>

# TABLE 1

# NOT DELIVERED FOR WANT OF TIME (Cont.)

STATE	CITY	YEARS SEI	EN MARKING
CA	SANTA CRUZ	1909	"Could not be delivered for want of time
			(w/ nonintegral ""E.W.A. Carrier No. 6"")"
CA	SANTA CRUZ	1910	Could not be delivered for want of time/E.W.A.
			Carrier No. 6 (dots under last part)
CA	SANTA ROSA	1910	Returned for want of time
CA	STOCKTON	1897-1910	Not delivered by carrier/for want of time.
CA	VALLEJO	1907	Not delivered for lack of time. C.I.A. 2
CA	VALLEJO	1907	Not delivered for want of time. L.C.M. 4.
CA	VALLEJO	1909	Not delivered for want of time. C.K.C. 3
CA	VISALIA	1907-1908	Not Delivered/For Want of Time.
CA	WATSONVILLE	1906-1907	DELIVERY DELAYED/BECAUSE
UT A	WINDOW ILLL	1,00 1,01	TIME EXHAUSTED
CA	WATSONVILLE	1908-1914	Time exhausted
CT	MILFORD	1916	No time to deliver
GA	ATLANTA	1906	Returned to post office on/account of lack of time
UII		1700	to/deliver.
IA	MODESTO	1911	Not delivered for lack of time
IA	SIOUX CITY	1909	NOT DELIVERED/For want of sufficient time.
IL	FREEPORT	1910	Delivery Delayed./Carrier Short of Time.
IL	WHEATON	1907	Returned on Account of/Time Limit. No. 3.
IL	WHEATON	1907	Returned on Account of Time Limit. No. 3.
IN	LAFAYETTE	1902	UNDELIVERABLE THIS P.M./For want
RIN	LAFATETTE	1702	of time No 13
KY	LEXINGTON	1909	TIME LIMIT EXPIRED/RETURNED TO OFFICE.
KY	LEXINGTON	1909	Time limit expired/Returned to office.
LA	MONROE	1919	Returned to avoid making over-/time.
LA	MONKOL	1717	Carrier No. (6 dashes)
LA	NEW ORLEANS	1907	RETURNED TO OFFICE TO/AVOID
LA	ILEW URLEANS	1707	OVERTIME./CARRIER No (11 dots)
MA	BEVERLY	1907-1911	Unable to Cover Route in Time Limit
MA	BEVERLY	1907-1911	Unable to cover route in time limit
MA	EASTHAMPTON	1908	UNABLE TO DELIVER/ON SECOND TRIP.
MA	FLORENCE	1907	Delivery delayed./Lack of time.
	LEOMINSTER		CARRIERS TIME EXPIRED.
MA		1906-1915	
MA	LEOMINSTER	1908-1910	"Returned to Post Office,/Carrier's time expired."
MA	READING	1905-1906	Returned by carrier. Time limit.
MA	SALEM	1903-1909	Time up Carrier No.
MA	SALEM	1910	"Time up, Carrier No. (6 dots)"
MA	SPRINGFIELD	1904-1908	Delivery delayed by inability/of Carrier to cover
	WEGT I VANN	1004 1000	entire/route within time limit.
MA	WEST LYNN	1904-1909	Delayed by expiration/of carrier's time.
MA	WESTFIELD	1908	"UNABLE TO DELIVER./ Reason, Lack of Time."
MA	WHITMAN	1908-1909	Returned for lack of time/by Carrier No. (dots)
MA	WORCHESTER	1902	RETURNED/TIME CONSUMED

# TABLE 1

# NOT DELIVERED FOR WANT OF TIME (Cont.)

STATE CITYYEARS SEENMARKINGMAWORCHESTER1905-1907"Returned, Time Consumed. (50mm)"MAWORCHESTER1906-1909"Returned, Time Consumed. (56mm)"MIANN ARBOR1909"Returned to PM by Carrier No. (6 dash ms ""9"")/Reason (24 dashes w/ ms ""tMOSPRINGFIELD1908TIME UPMOSPRINGFIELD1910TIME UP NO. 81 3-26-'10	
MAWORCHESTER1906-1909"Returned, Time Consumed. (56mm)"MIANN ARBOR1909"Returned to PM by Carrier No. (6 dash ms ""9"")/Reason (24 dashes w/ ms ""toMOSPRINGFIELD1908TIME UP	
MIANN ARBOR1909"Returned to PM by Carrier No. (6 dash ms ""9"")/Reason (24 dashes w/ ms ""tMOSPRINGFIELD1908TIME UP	
MO SPRINGFIELD 1908 ms ""9"")/Reason (24 dashes w/ ms ""1 TIME UP	
MO SPRINGFIELD 1908 TIME UP	
	P )
NH LACONIA 1907 "UNDELIVERED FOR LACK OF TIM	E. TRIP No '
NJ RIDGEWOOD 1909 Undelivered for lack of time	L, IIII 110.
NJ WESTFIELD 1909 Returned to office short of time	
NJ SOUTH ORANGE 1905 Delivery delayed by inability of carrier/t	o cover
entire route(partial)	
NY GLENS FALLS 1906 Unable to deliver on account/of lack of the	ime
/Carriers No.(11 dots)	inte.
OH CINCINNATI 1914 COULD NOT BE DELIVERED WITH	N/THE
8 HOUR LIMIT./W.H.H181.	
OH CIRCLEVILLE 1908-1910 Not delivered for want of time.	
OK PERRY 1907 RETURNED/EXCESS 8 HOURS	
PA CORRY 1904-1909 Ret'd to P.O. Delay in/delivery caused b	v lack/of
time. No: (12 dashes)	y IACK OI
RI EAST PROVIDENCE1905-1908 CARRIERS TIME EXPIRED	
RI PAWTUCKET 1913 Failure of Delivery on Account of Expira	a_/tion
of Carrier's Time	a-/11011
RI PROVIDENCE 1899-1900 Failed of delivery on account of expiration	on/of the
Carrier's time.	on/or the
TX DALLAS 1909 Returned to Post Office by/carrier for la	al of
time/ to deliver	ICK UI
TX GALVESTON 1907 "Returned to office by Carrier/No.	
(9 dots w/ ms ""12"") Insufficient time f	for / dolivor
TX SAN ANTONIO 1906 Returned for unsufficient [sic]/time by C	
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May 1998

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### The Post Offices of Fleming County, Kentucky by Robert M. Rennick

Kentucky's twenty-sixth county, Fleming, was taken from part of Mason County by legislative act on February 10, 1798. Its original 3,060 square mile territory included part or all of nine other counties. Its biggest loss of 2,540 square miles came in the winter of 1799/1800 with the formation of Floyd County. Another 180 square miles were ceded to the new Rowan County in 1856. Fleming assumed its current 351 square mile area in 1888 by gaining some additional land from Mason. The 1990 Census counted 12,300 county residents.

Fleming is roughly divided into two geographic sections. The area west of the Pottsville Escarpment is part of the gently rolling Outer Bluegrass, while to the east are the higher and steeper elevations of the Appalachian foothills. The county is drained exclusively by the Licking River, which forms most of its western border with Nicholas and Bath counties, and several key tributaries - Johnson, Fleming, Locust, and Fox creeks and their branches --on which most of Fleming's earlier settlements were located. The county's seat, Flemingsburg, is fifty-seven road miles northeast of downtown Lexington and seventeen miles south of downtown Maysville.

The stream, the town, and the county, in that order, were named for the pioneer surveyor and developer John Fleming (1735-1791). It was on one of his surveys, in June 1784, that Fleming Creek was given his name. Twelve years later, Fleming's half-brother George Stockton laid out the town that was to become the county's seat, and out of affection also named it for Fleming. Michael Cassiday, Stockton's colleague, who was then representing Mason County in the state legislature, is said to have suggested Fleming's name for the new county as well. It is doubtful that Fleming ever spent more than a few months in the county, though with his establishment in 1788 of a station 3  $\frac{1}{2}$  miles west of the county seat, it's likely that he would have moved there permanently if he had not died in the spring of 1791.

The forty-nine post offices within the present boundaries of Fleming County will be located by road miles from the courthouse in downtown Flemingsburg.

The county's largest community, the fourth class city of Flemingsburg, is centered at the junction of Ky 11, 32, and 57. It was founded by George Stockton who, some ten years before, had built and settled a station half a mile north. In September, 1799 Stockton's new town was selected as the county's seat. On or about September 16, 1800 John Faris was appointed the postmaster of what was first called *Fleming Court House* but was renamed *Flemingsburgh* in 1815 and *Flemingsburg* in 1894. Today, what little industry is found in this primarily agricultural county is in Flemingsburg – notably a U.S. Shoe Corporation plant; Randall-Textron, makers of auto and appliance trim; and Fleming Homes, a builder of pre-fabricated houses. Since its completion in the late 1980's, the Ky 11/32 bypass has attracted commercial development from Flemingsburg's downtown. The city's 1990 population was just under 3,100.

Major John Finley<sup>2</sup> and several others, while participants in the Thompson Survey Expedition of 1773, discovered and named the Upper Blue Licks on the south side of the Licking River, near the present Ky 57. Finley later claimed and received a Virginia pre-emption to 1,000 acres on both sides of the river to which he brought his family for permanent settlement in 1796. In 1805 he initiated salt production on the Nicholas County (or south) side of the river and established a small village to serve his work force. On October 8 of that year he opened the Upper Blue Licks post office on the Fleming side, a mile and a half south of the future Battle Run-Sapp post office, and eleven miles southwest of Flemingsburg, which operated until mid-June, 1835. It was re-established by John F. Clark in Nicholas County on January 20, 1864, but in February 1866 Clark's successor Abraham Shrout moved it back to Fleming County where it remained until it closed for good in June, 1873.

Little remains of the once thriving town of Sherburne [shar/ban] on Ky 11 and the Licking River, 11 <sup>1</sup>/<sub>2</sub> miles south south-west of Flemingsburg. This site, part of the 9,000 acre John Fowler grant, was acquired in 1802 by Robert Andrews, a native of Sherburne, New York, who, by 1807, had built there a water-powered grist mill. This was joined later by a sawmill, a carding factory, and other businesses so that when the local post office was established on March 5, 1814 it was called Sherburne Mills. John Andrews, who succeeded his father in the family business, was the first postmaster and is credited with founding the town for his employees. Shortly after its incorporation on February 17, 1847, the town began to enjoy considerable prosperity with hotels, stores, shops, and a furniture factory. In 1879 the post office became simply Sherburne and closed in late April, 1958.

*Elizaville*, which still has its post office, along with several stores and churches, was an early nineteenth century settlement centering at the junction of the present Ky 32 and 170, 5  $^{1}/_{4}$  miles west of Flemingsburg. Its post office may have been established on March 2, 1819 with John St. Clair as postmaster, and is said to have been named for the wife or daughter of an early settler.<sup>3</sup> The town that grew up around the local tavern and post office was laid out in the spring of 1819 but was not chartered until February 27, 1835.

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Sometime before 1792, William Pearce and his family may have settled in the vicinity of the junction of the present Ky 111 and 156, 5 <sup>3</sup>/<sub>4</sub> miles southeast of Flemingsburg. They would have named the town they established there *Pearceville* but for their neighbors who favored *The Poplar Plains*, later shortened to *Poplar Plains*, for its situation in a grove of yellow poplars on a level stretch of land. The local post office opened as *Poplar Plains* in 1823 with William Pearce (a son?) as postmaster. The town, chartered on January 14, 1831, soon became an important trade center with a woolen factory, tannery, bank, and hotel. It also had at least four general stores and several shops, as well as schools and churches. The post office closed in August 1926, and only the churches and a store or two remain.

Several short-lived ante-bellum post offices have not been located. One or more descendants of pioneer landowner William Alexander may have had a mill somewhere on Locust Creek, on part of the 700 acre tract William had acquired before his death in 1810. An *Alexander Mills* post office operated between December 11, 1823 and September 1833 with James Blair and Bennet E. Davis, postmasters.

One of the post offices known to have served communities on Fox Creek was actually called *Fox Creek*. Though its site remains unknown, it operated between December 23, 1845 and August, 1847 with Reason Plummer its only postmaster.

The creek, which heads just northeast of the Fleming-Lewis-Rowan county juncture, is said to have been named for one or more Fox families. We may even be reminded of Arthur Fox, the Mason County surveyor and founder of Washington, who, according to tradition, once fell in the creek, prompting his friend Simon Kenton to suggest that it be named for him on that account. The stream later powered a number of early nineteenth century mills, while the medicinal springs on its upper reaches gave rise to several resorts, each served by some of the post offices discussed below.

The *Pine Flat* post office, operated by William B. Ham from February 20, 1846 until August of 1847, may have been in what became Rowan County in 1856. A number of Hams, including fifty-four year-old W.B. Ham, are listed in the 1860 Rowan County census.

A-post office, unlocated, unexplained, and unknown except for its appearance in the Fleming County Post Office Registers, was *Abel*. James W. Johnson and Jacob Fulkerson were postmasters during its brief tenure between January 4, 1855 and early September, 1857.

The village of *Mount Carmel*, extending half a mile along Ky 57, centers some 7  $\frac{1}{2}$  miles northeast of Flemingsburg. Its first settlers, sometime before 1820, are said to have been reminded of the Biblical Mount Carmel. The town was chartered by the legislature in December of 1825, and the local post office was established by John B. Clark in 1829. At various times during the nineteenth century the place had a tannery, carding and flour mills, tobacco warehouses, stores, hotels, a tavern, cigar, coffin, and shoe factories. It also had watch repair and other shops, along with its schools and churches. The post office closed in late July 1915 but was reopened ten years later by Earl B. Wallingford and closed for good in July, 1932. The school, two churches, three stores, and a volunteer fire department still serve the northeast corner of the county.

Around 1820 William Derrick Foudray, the Philadelphia-born son of Samuel who had brought his family to Fleming County in 1806, purchased and settled on some land south of Poplar Plains. He called his settlement *Foudraysville* [foo/dreez/vihl] and started its first business, a hat maker's shop, while his brother Sacheverell opened the local tavern. Later arriving residents changed the community's name to *Hillsboro* for its site at the western edge of the escarpment.

As Hillsboro the local post office was established on September 19, 1833 with Stephen L. Filson, postmaster; but the town was chartered as Hillsborough on February 18, 1839. The post office name soon adopted the later spelling. Though the town was incorporated as Hillsboro in 1846, it was not until 1893 that the post office name assumed this spelling. By the 1870's the place had become a wholesale center for the region. In 1878 railroad tracks were completed from Johnson (or Flemingsburg) Junction; through Flemingsburg; to Hillsboro as one stage of the projected (but never realized) Convington Flemingsburg and Pound Gap Railroad. Although the town was disincorporated in 1960, it retains its post office, a couple of stores and churches, and a school and is centered at the junction of Ky 111 and 158, 10<sup>3</sup>/4 miles south south-east of Flemingsburg.

About a mile south of John Fleming's Station on the creek bearing his name, the post office of *Martha Mills* was established on March 2, 1836 with H.T. Pearce, postmaster. This was a misnomer for there was but one mill there, a grist mill on Fleming Creek, probably first operated by Robert Andrews, and thus also known as *Andrews' Mill*. He is said to have named the mill for his wife, the former Martha Dougherty (1766-1816).

In December 1851 this post office was moved  $1\frac{1}{2}$  miles south to serve a stage stop and store on the main road between Maysville, Flemingsburg, and Mount Sterling -- roughly the route of the present Ky 11. It was renamed **Pinhook**, a term describing the sharp practices of pioneer storekeepers, <sup>4</sup> and James C. Sousley became its new postmaster. It was renamed **Tilton** on January 4, 1855. By then the town, 5<sup>3</sup>/<sub>4</sub> miles south of Flemingsburg, had been chartered in the name of Dr. Robert Tilton, (ca. 1800-1834), an area physician. The

community has survived the post office's closing in May, 1905 with a store and a couple of churches. Nothing remains at the *Martha Mills* site.

The Fleming County community which was long – and now exclusively – known as *Fairview* had a post office first called *Oak Woods* and then (by 1894) *Oakwood*. It was located at the junction of the present US 68 (the old Maysville-Lexington Turnpike following the main buffalo trace) and Ky 165,  $6^{-3}/4$  miles west of Elizaville. The post office served this mill town and trade center from August 21, 1846 through June, 1918. Hiram B. Burriss was its first postmaster. Local people early remarked on the fair view enjoyed from that site and its many large oak trees. A grocery and two churches remain.

The next post office known to have served a section of the Fox Creek valley was established on February 28, 1849 as Plummer's Mill. Benjamin Plummer (ne 1793), its first postmaster, had acquired the local grist mill from his father-in-law, Henry Severs, and operated it in his name until his death in January, 1866. On January 3, 1862 Samuel Maguire moved this post office about three miles northeast to a site a mile up Stockton's Creek, a Fox Creek tributary, where he was developing a resort to exploit the local mineral waters. He called his new post office Belle Grove (recorded incorrectly as Bell Grove on the postal register). A month later he changed it to the more appropriate Belle Grove Springs. The following September, for an unknown reason, this post office was again moved, back to Fox Creek, to the site of the old *Plummer's Landing*, a short distance below the mouth of Stockton's where, except for several years following the Civil War, it has remained as *Plummer's Landing*.

On March 25, 1865 Samuel R. Phelps established the *Crane Creek* post office at or near the mouth of this Fox Creek tributary.<sup>6</sup> In July of 1867 his successor, James R. Plummer, moved the post office two miles up Fox Creek, back to the site of *Plummer's Mill* where, as *Plummers Mills*, it operated until July, 1877.

Another post office served the *Plummers Mills* vicinity from March 16, 1904 through February, 1907. Hoping to call it *Elmo*, but finding that name in use in Christian County, postmaster Thomas E. Cooper called it *Namo*. This small community on the present Ky 32, just east of Fox Creek and thirteen miles southeast of Flemingsburg, is still officially *Plummers Mills* but has also been called *Butler* for a local school (gone) and sometimes *Watson's Store*. Whence *Elmo* and *Namo* is not known.

**Plummers Landing**, about  $1 \frac{1}{2}$  miles above Plummers Mills, was named for the landing and stopping place for drovers maintained there in the early nineteenth century by Robert Plummer, a brother of Benjamin's. This, the larger of the Plummer communities, also had

at least three saw mills, a flour mill or two, and several factories and stores before the turn of the present century. Shortly after the Belle Grove Springs hotel burned in 1876, the resort was abandoned and not a trace of it remains.

White Oak Hill was another little remembered post office. Lloyd's 1863 map shows it on the Rowan County line, on the road that comes down Crane Creek (the present Ky 32). It would thus have been  $4\frac{1}{2}$  miles south of Plummers Mills. The post office operated here from June 2, 1849 through February, 1862 with Benjamin Johnson and George W. Littleton, postmasters. Area trees of that variety are the probable source of its name.

Austin R. Saunders and Squire A. Day who co-owned Day's Mill on the Licking River, about 1 <sup>1</sup>/<sub>2</sub> miles south of Locust, and 12 <sup>1</sup>/<sub>4</sub> miles south of Flemingsburg, also ran the local post office known as *Pleasant Grove Mills* between September 25, 1849 and mid-December, 1864. Some twenty years later J.B. Day had a store there and continued to operate the mill into the early twentieth century. Nothing marks the site now.

Descendants of Albertis Ringo, a New Jersey born, Virginia-based Revolutionary War veteran, brought his family to Kentucky around 1798 and built another early Fox Creek mill at what, by the Civil War, was called Farmville. To serve the mill and the small community growing up around it, James Gilmore established the Orange post office ' on July 26, 1871 which he operated through January, 1874. On February 11, 1878 Oliver P. Maxey re-established the post office about a mile south and named it **Ringo's Mills**, for by then the Ringo family had added another mill or two to their holdings. The post office closed in late August, 1958. Today the small hamlet of *Ringos Mills* with its two churches and a small store is best known for its ninety foot long covered bridge where Ky 158 crosses the creek, 14 1/2 miles south south-east of Flemingsburg.

Four Fleming County post offices served villages that developed in direct response to the arrival of the Maysville and Lexington (later the Kentucky Central and Louisville and Nashville) Railroad in 1869/70. The first of these, Johnson Junction, served Johnson's Station on land deeded by James Threlkeld Johnson to the railroad which then built the depot and hired him as its first rail and express agent. In the depot Johnson also maintained the community's store and its post office. The office operated from May 9, 1872 until mid-December 1919; and from February 13, 1930 through August, 1944. From 1877 through 1955 this junction also provided a rail outlet for Flemingsburg by way of the narrow gauge Cincinnati Flemingsburg and Pound Gap Railroad.° Thus this place has since been identified as Flemingsburg Junction. Little remains at this site. The depot at the junction of the present Ky 161 and 170, 5  $\frac{1}{2}$  miles northwest of Flemingsburg, now lies in ruins.

The small village of *Cowan* still extends for over a mile west along Ky 32 from the L&N tracks, some 8  $\frac{1}{2}$  miles west of Flemingsburg. It and its station and post office, established on June 13, 1872, were named for John Henry Cowan, on whose land the station was located. Frank M. Allan was the first postmaster. The post office closed in late April, 1958.

*Ewing*, Fleming's only other incorporated place, has one of the county's five extant post offices. It too began as a station on the Maysville and Lexington Railroad, two rail miles northeast of Cowan, and 7 <sup>1</sup>/<sub>4</sub> miles west of Flemingsburg. In May 1871 Robert J. Ewing, Jr. (1815-1884) who had acquired his father's holdings, donated land to the railroad for the depot and right-ofway. On November 10, 1873 he established the local post office which he named for his family. The town, chartered on March 27, 1880, is now a sixth class city with a 1990 population of 270 and the trade center for northwest Fleming County.

The last of the stations to be established on what became the Kentucky Central (L&N) started as *Elizaville Station* for the town it served, 1  $\frac{1}{2}$  miles southeast. When the railroad's local agent, Thomas W. Slicer, petitioned for a post office he successfully submitted the name *Nepton* for Neppie (or Penelope), his recently deceased infant daughter.<sup>7</sup> The *Nepton* post office, with Thomas J. Dillon as its first postmaster, operated from April 13, 1881 through April, 1958. The station too took this name as did the community, incorporated in March of 1886 around its bank, hotel, several stores, three flour mills, tobacco warehouse, school, and churches. The place survives with some homes and a couple of churches just south of where Ky 367 crosses the tracks, 6  $\frac{1}{2}$  miles west of Flemingsburg.

From June 23, 1874 through 1891 the post office of *Franklin's Mills* served Henry B. Franklin's saw and gristmills and his spoke and ax handle factory on the west side of Sand Lick Fork of Fox Creek,  $7\frac{1}{2}$  miles southeast of Flemingsburg. James Kidwell, the local storekeeper, was the first postmaster. Nothing remains of this once important settlement but some homes off Ky 32, on the road to the Mt. Vernon Cemetery.

The 2  $\frac{1}{2}$  mile long Licking River tributary identified on current maps as Sap Branch (sic) has always been called, locally, Battle Run. It was on its banks that, in 1791, a battle was fought between a band of Indians and some Bourbon County settlers under John Fleming in which Fleming was seriously wounded. On December 14, 1874, J. Fleming McCall established the **Battle Run** post office where the present Ky 57 crosses the creek, 1  $\frac{1}{2}$  miles north of the Upper Blue Licks, and 9  $\frac{1}{2}$  miles southwest of Flemingsburg. It lasted but five months, and was re-established on August 15, 1882 as *Sapp* for one or more local families (perhaps George Sapp's), with Benjamin F. Summers, postmaster. From March 30, 1908 through December 2, 1920, when it closed for good, the post office was again *Battle Run*. A church and some homes survive.

Another of the Fox Creek mills to give rise to a settlement and post office was *Muses Mills* where Rt. 1013 crosses the creek,  $15\frac{1}{2}$  miles east of Flemingsburg. The post office was established on May 4, 1876 with George M. Manchester, postmaster. The town was named for the local grain and sawmills which were run by descendants of George Muse, Sr., a Revolutionary War veteran, who died there in 1827. Most of Manchester's successors as postmaster-storekeepers were members of the Muse family. The post office still operates in Compton's grocery.

The American agrarian movement known as the National Grange of the Patrons of Husbandry, founded in 1867, may or may not have been the name source of *Grange City* now at the junction of Ky 111 and 211, located 14 <sup>3</sup>/<sub>4</sub> miles east of Flemingsburg. According to some historians, the local settlement had that name at least by 1865, and a Mr. Grange had been instrumental in its establishment. But no such family has been identified in nineteenth century county records. The first postmaster of this office, in operation from June 27, 1876 through November 1959, was Oliver B. Denton. The place became an actual city when it was incorporated on April 28, 1886. At its peak, before 1900, the town had at least two stores, a flour mill, wagonworks, a tobacco warehouse, and a hotel.

The short-lived *Royse* post office (between February 11, 1878 and early March 1879) was named by the first of its three postmasters, Basil R. Hargett, for his wife Mary's family. Before the end of 1878 he was succeeded by John R. Royse and, in mid-February 1879, by Thomas U. Likes. It is thus very likely that the office was on Rock Lick Creek, just north and east of Tar Branch and the present Ky 158, one mile east of Fox Creek and a mile south of the Ringo Mills post office.

In the summer of 1880 a local storekeeper, Pleasant E. Million, petitioned for a post office to be named *Sugar Loaf* for the hill<sup>10</sup> one mile to the west. The other option was *Foxport* for the landing on the nearby North Fork of the Licking River. *Foxport* it became, and operated from September 20, 1880 through July, 1915. By the end of the nineteenth century, *Foxport*, which may have been named for the Mason County family (not for the stream which is several miles south) had at least three stores, a grain and lumber dealer, and a tobacco house. The viable hamlet now lies at the junction of Ky 344 and 1902, 2 <sup>3</sup>/<sub>4</sub> miles southeast of Mt. Carmel, and less than a quarter

of a mile from the North Fork which forms the Lewis County line.

The community now called *Goddard* had many names. It was based on a Methodist church organized around 1810 by the Virginia-born pioneers John and Joseph Goddard that was always known as Goddards Chapel. Little is known of the early history of the community. By the early 1880's it was identified on records and maps as *Hamburg*, for a local Ham or Hamm family, and may also have been called *Hammond's Store*. On October 27, 1881 John T. Hammond, the storekeeper, opened the local post office as *Sandford*. This office (and later the community itself) took the *Goddard* name on April 14, 1902. The office closed in late April, 1958. Briefly, before the First World War, the community may also have borne the nickname *Tuffy* for the "rough and tough" character of some of its residents.

Sanford is said to have been named for some Fleming County families, though one can't rule out its location some six miles up Sand Lick Fork of Fox Creek. The community, also on Ky 32, eight miles southeast of Flemingsburg, once had as many as three stores and two flour mills at one time but is now notable only for its church, a store, and the sixty-six foot long covered bridge across the creek that one must travel through to get to the church.

Fleming County's famed nineteenth century resort, Fox Springs, was at the head of Brushy Fork (now Park Lake), another Fox Creek branch. More precisely, it was just south of the lake, on or near the present Rt. 1013, a mile south of Ky 559, and 11 <sup>1</sup>/<sub>4</sub> miles east of Flemingsburg. The chalybeate springs and a sixty room hotel and several nearby cottages attracted visitors from the entire upper south and Ohio valley for much of the century. On March 13, 1882 Otho Estill opened the local post office and named it Otho (probably pronounced ohth/oh)<sup>11</sup> for himself. The office closed in June of the following year when Estill moved to the new settlement of Wallingford where he opened a grocery store. The Otho post office was reopened on March 15, 1890 by James T. Bowman, a storekeeper and blacksmith, to serve two local sawmills, his store, and some other businesses until he closed it for good in late January, 1897. By then the resort had also closed.

The settlement to which Otho Estill moved in the summer of 1883 was at the head of Sand Lick Fork, on the present Ky 559,  $6\frac{1}{2}$  miles east of Flemingsburg. This vicinity is said to have been settled by several related families of Carpenter and may have been known before and during the Civil War as *Oak Grove* for the many local oak trees. In 1879 Richard Carpenter built what he called Carpenters Chapel Methodist Church on the site of the present Wallingford Methodist Church. On April 19, 1883 John S. Carpenter opened the local post office.

His first proposed name *Sylvania* was replaced by *Wall-ingford* for one or more of the descendants of the four Wallingford brothers who had pioneered much of the Fleming, Mason, and Lewis county border country. M.P. Wallingford was a justice of the peace in nearby Mt. Carmel. While Otho Estill was postmaster from October 1893 to June 1897, the community had two general stores, including Otho's grocery and several other businesses. The post office still serves most of eastern Fleming County.

Sunset was the name given to a settlement on a ridge from which a beautiful sunset could be seen. By February 10, 1890, when William W. Evans opened its post office, it was already an established community with a mill, school, and Graham's store. The office closed in mid-February 1908, and only some homes now mark the site on Ky 158, two miles southwest of Hillsboro.

The *Crains* post office served the small community of *Craintown* on the present Ky 57, four miles southwest of Flemingsburg. It operated between May 7, 1890 and June 1904, with John W. Shockley, the first postmaster. It was named for one or more nearby Crain families, perhaps John L's.

When George W. Hutton set about to establish a post office in his store across from the mouth of Mudlick Branch of Fox Creek, three miles northeast of Muses Mills, he proposed to call it *Hutton*. Instead it operated as *Ryan* from June 6, 1890 through February, 1939. The Ryans were the family of Irish-born John M. Ryan who arrived in Fleming County in 1865 and became a prominent Flemingsburg and county official and businessman. Among his fourteen children were James H. (ne 1866) who later ran a Flemingsburg grocery, livery stable, and seed business.

The aptly named *Hilltop* post office was located at the junction of the present Ky 57 and 170, nine miles southwest of Flemingsburg. According to postmaster-designate Charles Grant Callahan's Site Location Report, at least four names were proposed: *Central, Hilltop, Sylvan*, and *Cable*. The *Hilltop* office operated from March 3, 1892 through April, 1905. Now a store and Christian church serve the area between Sherburne and Cowan.<sup>12</sup>

Postmaster-designate Thomas J. Call's proposed name *Callville* for a crossroads office three miles south of Mt. Carmel was replaced by *Beechburg* for the local trees. The office operated from October 31, 1892 through April, 1906. Only the local church now marks the site.

Mason and Fleming county pioneer Daniel Peck (1753-1820) early brought his family to the ridge, some 7  $\frac{1}{2}$  miles southwest of Flemingsburg, that has since borne his name. The rural post office of *Peck's Ridge*, established by John W. Borders on August 25, 1893, served a store (gone) at the junction of the present Rts.

1123 and 1325 through June, 1904. There is nothing there now.

Just east of Anderson Branch (of Brush Fork of Fox Creek) and four miles north of Muses Mills, was the *Limerick* post office, established by and named for its first postmaster Albert Limerick (1841-1898). It operated from March 3, 1894 through August 1903.

A family of Dales (probably John Dale) most likely gave its name to the **Dalesburg** post office on the present Ky 57, located 4 <sup>3</sup>/<sub>4</sub> miles northeast of Flemingsburg. This office served a store, church, and school from May 9, 1894 through July, 1915. James H. Morrison was the first postmaster. Only the church survives.

Two relatively short-lived post offices between Pea Ridge and the Licking River's North Fork have not been precisely located. One, *Bowman*, operated by James T. and John S. Bowman from July 14, 1898 through April 1906, may have been in the vicinity of what is given on current maps as *Bowman's Springs*. According to James T.'s Site Location Report, it was four miles from Foxport and five miles from Wallingford.

The other, the inexplicably named *Tacoma*, served first postmaster Thomas R. Steven's store from November 9, 1903 through April, 1906. His Site Location Report located the office two miles southwest of Tharp (in Lewis County). It may have been in the vicinity of Fox Springs, and thus could have been a successor of the *Otho* post office.

When the once crossroads village of *Concord*, on the present Ky 11, three miles north of Sherburne, applied for a post office, its only postmaster, Fletcher M. Hopkins, proposed to name it *Threemile* for its location at the head of Three Mile Run (*Concord* was then in use by a Lewis County post office). Instead the office operated between April 7, 1899 and mid-July, 1904 as **Balm**. Why this name is not known. Perhaps, like Concord, it had a scriptural reference. One recalls the "balm of Gilead", several varieties of a resinous substance with medicinal and cosmetic applications much valued and traded in Old Testament times. The local school and several stores are gone and only the Concord Church remains.

Sometime in the late nineteenth century, Lee Cooper opened a store and sawmill on Crane Creek, a mile or so from the Rowan County line. One of his sons, George Cooper, established the local post office on April 28, 1899. He would call it *Cooper* (then in use in Wayne County) or *Nishi*, but it operated, at several vicinity sites through 1933 as *Nisi* [na:/seye]. County historians have never come to terms with *Nishi*. From the date of its establishment, one could wonder if the office was named for the Japanese foreign minister who, the preceding April, had negouiated with Russia's minister to Japan an agreement to recognize Korea's independence while reaffirming Japan's interest in that county's economic development. But who knows why that would have appealed to Mr. Cooper.

Where the present Ky 559 (the Fox Springs Road) is joined by the McCann Road, nearly four miles east of Flemingsburg, was the *Sutton* post office. With Miles H. Doyle and Frank P. Carpenter as its only two postmasters, it was probably named for Thomas P. Sutton (1814-1900) who lived nearby. It served a rural settlement between June 7, 1901 and mid-March, 1905. The local store and school once located there are now gone.

According to tradition, residents of a community on the present Ky 211, a mile and a half north of the Rowan County line, were seeking a home for their new post office when a stranger named Coldfax (sic) entered upon the discussion and suggested his own name. Thus the office, established on June 12, 1901, with Allen Henderson, postmaster, was called Colfax. In 1903 his successor, James S. Davis, had the office moved some two hundred vards south to serve the community of Spring Hill (whose name was then in use by a Hickman County post office). Over the years, the pronunciation of the name shifted inexplicably from kohl/faex to Kahl/faex. After several more moves, the most recent at a point 18 <sup>1</sup>/<sub>4</sub> miles south south-east of Flemingsburg, this office closed in late May, 1958. Could the office, though, have honored President Grant's first vice president, Schuyler Colfax of Indiana (1823-1885), for whom a number of other communities and several counties in our country were also named?

Luther A. Weir, learning that his family's name was already in use by a Muhlenberg County post office, named his new office *Acme*. He alone operated it at the junction of the present Rts. 597 (the Cherry Grove Road) and 3299, four miles north of Flemingsburg, from March 25, 1903 through April, 1906. The name's derivation is not known.

The short-lived (January 19, 1910 - October, 1911) **Big Run** post office was named for a Fox Creek tributary. It was probably located at or just below the mouth of Henderson Branch of the Run, in the vicinity of the Big Run School and the Hedger Chapel Church,  $3\frac{1}{2}$  miles north of Plummers Landing. Frank P. Henderson was its only postmaster.

Sharkey, Fleming's last named post office, occupied several sites in Fleming and Rowan counties between July 10, 1913 and August, 1958. It was established by Lewis S. Ratliff at or near the junction of the present Ky 158 and 801, some fifty feet north of the county line. It was discontinued in mid-February 1927 but re-established on March 16, 1928 by Samuel N. Sorrell on the Rowan County side of 801, one mile south. On December 9, 1939, for the greater convenience of its patrons, the office was returned by Hiram C. Eldridge to its earlier site where it closed on August 31, 1958, the same day as its neighbor, Ringo Mills,  $2\frac{1}{2}$  miles north.

The *Sharkey* name has long puzzled historians in both counties. According to local tradition, it may have been named for a resident, a professional boxer, who had fought under the name St. Ratliff Sharkey. This was probably an assumed name, they say, since there is no record of a Sharkey family in those parts. Some Rowan County people once came up with the unlikely tale that the place was named for a champion rooster.

Five of Fleming's forty-nine post offices (Flemingsburg, Ewing, Hillsboro, Wallingford, and Elizaville) still operate. The first two continue to serve incorporated places. Twenty-three offices served towns or villages at some time, while most of the others centered on at least a local store, church, and/or mill. Eleven offices bore names that were not those first intended for them. Seven served places with other names. Seven had name changes.

Twenty-one offices bore the names of local or area persons or families. Eight were named for their locations or situations, or referred to geographic features in their vicinity. Two were named for distant places, while four were given the names of local or nearby features (two streams, a ridge, and the Upper Blue Licks). Local mills gave their names to six offices. One (Grange City) was probably named for a local organization (though its name might have been a local person's). Eight name derivations are as yet unknown. Four offices (Alexander's Mills, Fox Creek, Pine Flat, and Abel) have not been precisely located.

#### FOOTNOTES

<sup>1</sup> R.S. Cotterill, "John Fleming Pioneer of Flaming County" *Register of the Kentucky Historical Society*, Vol. 49, July 1951, Pp. 193-201.

<sup>2</sup> Major John Finley (1748-1837), a surveyor and Revolutionary War veteran, was Judge Advocate of the Northwest Territory in 1792 and represented Fleming County in the Kentucky legislature from 1800 to 1804. He is not to be confused with Daniel Boone's friend, the Indian trader John Findley, who maintained a store at Eskippakithiki in 1752-53.

<sup>3</sup>Some say Eliza was the wife of pioneer James Chocan, Sr. (1783-1854), but biographical records indicate that his two wives were Jane and Sophia. Others contend that Eliza was the daughter of the early Fleming County house carpenter John Cochran (1784-1863) who did have a daughter named Eliza.

<sup>4</sup> Rennick, Robert M., "Pinhook as a Place Name in Indiana and Kentucky" *Midwestern Journal of Language and Folklore*, XII, Spring 1986, Pp. 38-42.

<sup>5</sup> This family's name is given as Seaver, Seevers, and even Secors in other historical records.

<sup>6</sup> *Crain Creek* is said to have been named for a local family of which nothing more is known.

' The **Orange** post office name remains a puzzle. Though no families named Orange are listed in Fleming County's 1860 Census, early records show that a John Orange, son of William, was bound to William Goddard in 1806.

<sup>a</sup> Cincinnati Flemingsburg and Pound Gap was the first of several names that a series of owners gave to this rail line that also operated from Hillsboro to the Junction until 1907.

<sup>9</sup> Penelope Slicer, nicknamed Neppie, was born on October 22, 1872 and died on October 12 of the following year.

<sup>10</sup> The hill called Sugar Loaf was named for its resemblance to a loaf of concentrated sugar.

<sup>11</sup> Otho Estill was called "Oath" by his kin and neighbors.

<sup>12</sup> According to Martha Royse, the Fleming County historian, this community may also have been named for an area family of Hills.

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### POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part IV: Cavalier and Dickey County

By Mike Ellingson Post Office Box 21402 Eagan, MN 55121 E-Mail: mikeellingson@juno.com This is the fourth installment in an effort to catalog all known postmarks used in the portion of Dakota Territory that later became North Dakota. Please continue to send updates to the author at the above address. Thanks!

Cavalier County					
Code	Earliest	Latest	Killer	Notes	
Alma (1882-1896)					
None Reported					
Beaulieu (1882-1935)					
1 C41HN1B28	28 Aug 1883		cork grid		
Byron (1888-1904)					
None Reported					
Easby (1884-1957)					
None Reported					
Elgin (1883-1888)					
1 C21HN1B32.5	18 Nov 1884				
Elkwood (1883-1930)					
1 C21HN1R27.5	29 May 1884	15 Dec 1884	target		
2 CIGNIB27	5 Apr 1886	26 Oct 1889	target		
Ellerton (1888-1894)					
None Reported					
Gertrude (1883/1895)		- 102 Log 008 -			
1 C21GN1R27.5	11 Oct 1885	6 Nov 1885	target		
Gresham (1883-1883)					
None Reported					
Hannah (1884-1992)					
None Reported					
Langdon (1886-Date)					
1 C1GN1B27	3 May 1887		cork		

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	Cavalie	r County	
Code	Earliest	Latest	Killer
Lemon (1883-1888)			
None Reported			
Maida (1884-1967)			
None Reported			
AcHugh (1885-1886)			
None Reported			
Milton (1882-Date)			
1 C41HN1B27.5	17 Nov 1883		target
2 CIGN1B27.5	19 Nov 1887		cork
Mona (1883-1935)			
1 CIGN1B27.5	2 May 1892		target
fount Carmel (1887-1967)			607.
None Reported			
lga (1882-1958)			
1 C41GINIR27.5	19 May 1883		target
2 C1GN1B26	? Jan 1888	1 Sep 1893	target
snabrock (1883-Date)			
1 CIGNIB27	23 Nov 188?		target
idgefield (1884-1894)			P YAM
None Reported			
omfo (1882-1895)			
None Reported			
oper (1888-1906)			
None Reported			
ilwell (1889-1920) None Reported			
ang (1887-1935)	14 Mar 1000	12 14- 1000	
1 C1GN1B27	14 May 1889	13 May 1890	target
'oodbridge (1887-1906)			
None Reported			

6	7
v	/

Dickey County					
Code	Earliest	Latest	Killer	Notes	
Boynton (1888-1892)					
None Reported					
Clement (1888-1944)					
None Reported					
Eaton (1883-1887)					
1 C21HN1R27.5	19 Jun 1884	8 Sep 1884	target		
2 CIGN1B26.5	14 Sep 1885	6/	target		
Ellendale (1882-Date)					
1 C1HN1B30.5	19 Dec 1882	1 Nov 1883	star-in-circle		
2 C31HN1B31.5	10 Jan 1884	22 Jan 1884	cork		
3 C1GN1B26.5	14 Jun 1884	5 Oct 1887	cork		
4 C31HN1B33.5	30 Dec 1885	9 Jul 1886	cork		
5 C1GN1B27	? May 1888		cork		
Emma (1883-1887)					
1 C42H3N1BB'B32	20 Aug 1883	6 Apr 1884	target		
Fullerton (1888-1989)					
1 CIGN1B27.5	7 Feb 1889	7 Mar 1895	target		
Glover (1887-1943)					
1 C41E3N1B32.5	3 Mar 1888		star		
Guelph (1887-1990)					
1 C1GN1B27.5	7 May 188?		target		
Hillsdale (1887/1893)					
None Reported					
Hudson (1883-1886)					
None Reported					
Keystone (1882-1886)					
1 C41GN1B27.5	12 Jul 1883	3 Mar 1884	target		
2 C1GN1B26.5	8 Sep 1885	25 Sep 1885	target		



Dickey County				
Code	Earliest	Latest	Killer	Notes
Lorraine (1884-1904)				
1 MS	19 Jul 1887		pen	
Ludden (1884-1986)				
1 C31GN1B26.5	8 Jun 1887	2 Aug 1888	target/grid	
2 CIGS1R31	22 Nov 1887	25 Jan 1888	fancy	
Merricourt (1883-1990)				
1 C1HN1R28	25 Dec 1883			
Monango (1886-Date)				
1 CIGN1B27	10 Dec 1888	24 May 1890	target	
Oakes (1886-Date)				
1 C22G'9N1BBR31.5	5 May 1887	11 Oct 1888	maltese cross	
2 CIGN1B27	22 Jan 1889	17 Dec 1889	target	
Silverleaf (1887-1938)				
None Reported				
Ticeville (1883-1888)				
1 C1HN1R27.5	23 Jun 1884	19 Jan 1886	cork/grid	
Ulness (1883-1887)				
1 C21GN1B32	18 Jul 1885	21 Feb 1887	star	
Westboro (1888-1900)				
None Reported				
Weston (1883-1887)				
None Reported				
Wright (1884-1901)				
None Reported				
Yorktown (1883-1905)				
1 C31GN1B27	12 Sep 1886		cork/grid	
2 C31HN1B26.5	26 Sep 1887	9 Jan 1888	target	
De Diversity and the				



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  47 HERMOSA BEACH, 1907 Fine Ty 2/1 DOANE (Los Angeles 03-69) Est 5.00
  48 HOBART MILLS, 1910 VG tourqoise Ty A1 4-Bar (Nevada 00-38) Est \$ 8.00
  49 JENNY LIND, 1908 G Ty 2/2 DOANE (claiveras 57-51) Est \$ 5.00
  50 KEYSTONE, 1905 FINE TY 2/1 DOANE as recd (Los Angeles 04-06) \$ 25.00
  51 LA PARK, 1905 FINE TY 2/1 DOANE as recd (Los Angeles 04-06) \$ 25.00
  52 LARE CITY, 1883 Registered PSE with 1 ct & 10ct banknotes. no CDS but target cancelled, nib @ nt E \$ 8.00
  53 LATROBE, 1892 FINE Div F 4-Bar, on real photo of P.O. (inyo 09/83) Est \$ 8.00
  54 LUTTLE LAKE, 1949 FINE Ty F 4-Bar, on real photo of P.O. (inyo 09/83) Est \$ 8.00
  55 LIVE OAK, 1882 G+ CDS-Target on CVR (Sutter 74-Op) Est \$ 8.00
  56 LOS GATOS, 1877 VG CDS ties 3d Banknote to cover (Santa Clara 64/Op) Est \$ 6.00
  51 LOLETA, 1907 FINE Ty 3/4 DOANE (Placer 84-28) Est \$ 8.00
  59 MARYSVILLE, 1857 VG blue Balloon CDS + "10" on stamplesscover Est \$ 50.00
  50 MCKINNEY, 1901 FINE TY 3/2 DOANE (Placer 84-28) Est \$ 8.00
  50 MILTON, 1911 FINE Magenta Ty 2/2 DOANE (Madera 84-22) Est \$ 5.00
  50 MCKINNEY, 1907 VG+ TY 3/3 DOANE (Los Angeles 10-37) Est \$ 5.00
  50 MOUNT WILSON, 1909 Fine Ty 3/3 DOANE (Los Angeles 10-37) Est \$ 5.00
  50 MOUNT WILSON, 19

- 75 PRADO, 1909 VG Ty A1 4-Bar part on stamp (Riverside 07-35) Est \$ 6.00 76 PURDYS, 1909 FINE Ty 3/1 DOANE (Sierra 89-11) Est \$ 20.00 77 RIVERSIDE, 1887 G+ CDS/Cork on CVR. Hotel CC (71-Op) Est \$ 8.00 78 SACRAMENTO, 185? Balloon CDS + 10 handstamp on Stampless cover, back wrinkles Est \$ 20.00

75

- Est \$ 20.00 79 SACRAMENTO, 186? DCDS / Cork on PSE Est \$ 12.00 80 SACRAMENTO CITY, 187? CDS on REWARD GPC, for STOLEN HARNESS Est \$15.00 81 SAN FRANCISCO, 186? Balloon on U18 badly damaged @ Rt, affects cancel. Ms "Panama" to Georgia \$ 5.00 82 SAN FRANCISCO, 1862 FINE DCDS W COGWHEEL cancel squarely on #68 on cover
- Ms 'Panama' to Georgia \$ 5.00
  82 SAN FRANCISCO, 1862 FINE DCDS W COGWHEEL cancel squarely on #68 on cover Est \$ 50.00
  83 SAN JOSE, 1857 VG red Balloon tie imperf pair #11 to CVR Est \$ 20.00
  84 SAN LEANDRO, 1967 VG Balloon cds on CVR W/#65 pen canceled Est \$ 20.00
  85 SAN MARTIN, 1908 FINE Ty 2/3 DOANE (Santa Clara 94/Op) Est \$ 5.00
  86 SAN MARTIN, 1908 FINE Ty 2/3 DOANE (Santa Clara 94/Op) Est \$ 5.00
  87 SHASTA SPRINGS, 1909 G+ Ty 24 -Bar (Siskiyou 92-35) Est \$ 4.00
  88 SHASTA SPRINGS, 1929 C+ Ty C1 4-Bar (Siskiyou 92-35) Est \$ 4.00
  89 SMITHFLAT,1911 VG Ty 3/2 DOANE (Clorado 95-Op) Est \$ 5.00
  90 SONORA, VG 1857 smail DCDS on cover with imperf pair #11, stamps damaged Est \$ 40.
  91 STEGE, 1910 FINE Ty A/2 4-Bar (Contra Costa 89-35) Est \$ 6.00
  92 STONEYFORD, 1907 VG Ty 1/2 DOANE (Clousa 91-Op) Est \$ 6.00
  93 STRAWBERRY VALLEY, 1857 G+ RED CDS on U16 (Yuba 55-Op) Est \$ 2.50
  94 SUGAR PINE, 1923 G Ty B 4-Bar, on CVR, off @ top (Madera 07-34) Est \$ 3.00
  95 SULTANA, 1909 VG Ty 2/3 DOANE (Tulare 00-Op) Est \$ 4.00
  96 TAHOE, 1933 VG NON-STANDARD 5 Bar (Placer 96-49) Est \$ 2.00
  97 TAHOE, 1913 VG NON-STANDARD 5 Bar (Placer 96-49) Est \$ 2.00
  98 TAMALPAIS, 1910 FINE Ty 3/1 DOANE (Marin 06-29) Est \$ 4.00
  99 TRINIDAN, 1911 Vg TY 2/3 DOANE (Humbolt 51-Op) Est \$ 4.00
  100 VENICE, 1905 VG Ty 2/1 DOANE (Marin 06-29) Est \$ 4.00
  101 VERONA, 1909 VG+ TY 2/2 DOANE Est Clous 97-41) Est \$ 6.00
  102 WADDINGTON, 1927 FINE TY 4/4-Bar (Slow 97-43) Est \$ 4.00
  103 VEST SAN JOSE STA., 1908 Fine Duplex Est \$ 8.00
  104 WILLIAMS, 1929 Vg FLAG cancel on a clean cover, used 1927-1936 Est \$ 3.00
  105 WODDLEAF, 1913 VG + TY A 4-Bar (value 98-45) Est \$ 4.00
  106 YANKEE HILL, 1909 VG+ TY A1 4-Bar as recd (Butte 56-51) Est \$ 4.00
  107 VARELS FARGO EXPRESS FRANKED COVERS

WELLS FARGO EXPRESS FRANKED COVERS

AD COVERS, MISC.

**IDAHO** 

107 SAN FRANCISCO, 1870 G Blue Wells Fargo Oval on Ty U21 PSE Est \$20.00 108 QUINCY, 187? G+ Blue Wells Fargo Oval on Ty U25 PSE as forward over another indist.

QUINCY, 187? G+ Blue Wells Fargo Oval on Ty U25 PSE as forward over another indis blue oval \$ 45.00
 SAN FRANCISCO, 187? G+ Blue Wells Fargo Oval on Ty U25 PSE to Oregon Est \$ 30.
 SAN FRANCISCO, 187? partial Blue Oval on Ty U25 W/OVERALL YELLOW AD, "J. CERF & CO." "CROCKERY, GLASSWARE, LAMPS.....etc" Wells Fargo frank Vertical @ Left Est \$ 75.00
 NEW ALMADEN, 1894 Fancy DCDS/Target on Columbian Wells Fargo franked entire. Rough @ top \$ 35.00

AD COVERS, MISC.
112 SAN FRANCISCO, 1866 Vg DCDS w/#65, on OVERALL AD cover in Red "BIGELOW & BROTHERS INSURANCE" W/Large Eagle in center Est \$ 50.00
113 SAN FRANCISCO, 1883 G+ CDS/Crossroads Cork on Overall Ad cover in Red of EAGLE ON CROWN and BUILDING. Sideman, Lachman & Co, Cigars, Battery St. W/llustrated letterhead inside. Est 85.00
114 (SAN FRANCISCIO) 1872 Crossroads Cork on Ty U24 PSE W/OVERALL AD "LITTLEFIELD, WEBB & CO" "COMMISSION MERCHANTS" enclosure wiprices Est \$ 50.00
115 SAN FRANCISCO, 1886 VG Duplex on Ty U61 PSE, Red Ad "E GUITTARD IMPORTERS" view of building, Blue/Black ad on Back of Medals won at varoius fairs, W/enclosure Est \$ 50.00
116 TACOMA, WASH 1895 VG+ DUPLEX on cover w/various return marks and OFFICAL SEAL SEAL ON COSS CROSSINGS CAREFULLY" Est \$20.00
117 BOISE, IDAHO, 1922 VG Machine on GPC printed back from Oregon Short Line. Label on fort not lied of Early Auto about to be smacked by steam train and text "CROSS CROSSINGS CAREFULLY" Est \$20.00
118 AUXILLARY, 1912 large purple handstamp "MORNING MAIL" to Lilly Co Seattle, private mark Est \$ 7.00
IDAHO

IDAHO
125 AMERICAN FALLS, 1908 VG+ Ty 3/5 DOANE Est \$ 6.00
126 ANTELOPE, 1892 VG++ CDS/Target on PSE, bit trim @ Rt (Butte 82/02) Est \$ 25.00
127 ARCO, 1907 GT y 2/3 DOANE on PSE Est \$ 5.00
128 ATHOL, 1910 FINE Ty 3/1 DOANE (fremont 04-13) Est \$ 15.00
129 BADGER, 1911 VG+ Ty 2/1 DOANE (fremont 04-13) Est \$ 15.00
130 BASALT, 1914 VG bit life Ty 3/1 DOANE (Bingham 05-0p) Est \$ 5.00
131 BAY HORSE, 1895 G+ CDS/Cork on PSE (Custer 84/27) Est \$ 25.00
132 BAY HORSE, 1995 VG+ Ty 2/1 DOANE on PSE (Custer 84/27) Est \$ 25.00
133 BIG BAR, (RURAL STATION) 1966 FINE ty F 4-Bar, Philat. CVR (Adams 65-66) Est \$ 20.01
135 BRIDEE, 1908 VG+ Ty 3/2 DOANE are read (Cassia 79-71) Est \$ 5.00
136 BURLEY, 1907 VG life Ty 3/1 DOANE (06-0p) Est \$ 4.00
137 BURKE, 1907 FINE Duplex (Shoshone 87-66) Est \$ 4.00
138 BURLEY, 1907 VG life Ty 3/1 DOANE (06-0p) Est \$ 4.00
139 CABINET, 1911 Vg Ty B 4-Bar on GPC (Bonner 04-54) Est \$ 8.00
140 CALDWELL, 1891 G non-standard CDS-Target on CVR rough @ Rt. (Salubria CDS read on back Est \$ 6.00
142 CATALDO, 1906 FINE Ty 2/3 DOANE on PSE rough @ Rt. (Kootenai 93-0p) Est \$ 6.00
143 CATERTRILLE, 1907 Readable Ty 2/3 DOANE (Carboy & St.§ 18 \$ 7.00
144 CHERTERFIELD, 1908 VG Ty 2/2 DOANE on PSE rough @ Rt. (Kootenai 93-0p) Est \$ 6.00
145 CHILY 1909 G+ Ty 2/1 DOANE (Custer 02-58) Est \$ 7.00
146 CLARAWATER, 1908 VG Ty 2/2 DOANE (Carbox 105-56) Est \$ 6.00
147 CLFTON, 1909 VG VG Y 2 DOANE on CSE (Est \$ 5.00
148 CUCK 1912 VG VG VG Y 2/2 DOANE (Carbox 105-56) Est \$ 6.00
149 COCK, 1912 VG VG VG Y 2 DOANE on CSE Recpt card (Est \$ 5.00
149 COCK, 1912 VG VG VB 4-Bar on facing slip (Bannock 17-18) Est \$ 4.000
149 COCK, 1912 VG VA 2-4 Bar as recd & CoX (Strk (Blaine 02-12) Est \$ 5.00
149 COCK, 1912 VG VB 2-4 Bar as recd & CoX (Strk (Blaine 02-12) Est \$ 5.00
140 CORRAL, 1893 Vg

#### **May 1998**

#### DOUG DE ROEST MAIL BID SALE 482 MODELAIRE DRIVE, LA GRANDE, OREGON 97850 FEATURING LYNN LANGDON STOCK, DOANES, DPO's, RPO's & Misc. e-mail: deroest@oregontrail.net

#### **IDAHO (Cont.)**

<text>

238 WEIPPE, 1911 VG Ty 2/2 DOANE (Clearwater 87-Op) Est \$ 8.00 239 WESTLAKE, 1910 G+ Ty A1 4-Bar (Idaho 93/51) Est \$ 5.00 240 WINONA, 1911 Fine Ty 3/1 DOANE (Idaho 06-45) Est \$ 10.00 238 WEIPFE, 1911 VG Ty 22 DOANE (Clearwater 87-Op) Est \$ 0.00
240 WINDNA. 1911 Fina Ty 31 DOANE (Idaho Ge-45) Est \$ 10.00
WASHINGTON
257 ALB(ON, 1906 Fina Ty 25 DOANE (Whitman 01-0) Est \$ 4.00
258 ALDERTON, 1916 VG TY 24 Haar (Idaho Ge-45) Est \$ 5.00
259 ALCONA. 1910 VG Ty 24 Haar (Idaho Ge-65) Est \$ 5.00
250 ALPHA. 1910 VG Ty 24 Haar (Idaho Ge-65) Est \$ 5.00
250 ALPHA. 1910 VG Ty 24 Haar (Idaho Ge-65) Est \$ 5.00
250 ALPHA. 1910 VG Ty 24 Haar (Idaho Ge-65) Est \$ 5.00
250 ALPHA. 1910 VG Ty 24 Haar (Idaho Ge-67) Est \$ 5.00
250 ALPHA. 1910 VG Ty 24 Haar (Idaho Ge-67) Est \$ 5.00
250 ALPHA. 1914 VG Ty B 4-Bar (Idaho Ge-67) Est \$ 5.00
250 ALPHA. 1914 VG Ty B 4-Bar (Idaho Ge-67) Est \$ 5.00
250 BIDLOCKEW. 1910 Fina Ty 24 Haar (Idaho Ge-75) Est \$ 5.00
250 BIDLOCKEW. 1910 Fina Ty 24 Haar (Idaho Ge-75) Est \$ 5.00
250 BIDLOCKEW. 1910 Fina Ty 24 Haar (Idaho Ge-75) Est \$ 5.00
250 BIDLOCKEW. 1913 VG Ty 24 Haar (Idaho Ge-75) Est \$ 5.00
250 CARSON 1990 VG Ty 24 DOANE (Eskamania 94-Op) Est \$ 4.00
270 CLAVTON. 1909 VG-Ty 24 DOANE. PC witchipped corner (Stevens 94-Op) Est \$ 4.00
271 CLAVTON. 1909 VG-Ty 24 Haar (Idaho Ge-47) Est \$ 8.00
272 CLAVTON. 1909 VG-Ty 24 HOANE. PC witchipped corner (Stevens 94-Op) Est \$ 4.00
273 CLAVTON. 1909 VG-Ty 24 Haar (Idaho Ge-47) Est \$ 8.00
274 CORA, 1912 VG Ty A2 Haar (Idaho Ge-47) Est \$ 8.00
275 CORFL 1913 VG Ty 74 Haar (Idaho Ge-47) Est \$ 8.00
276 CORFL 1911 VG Ty 74 Haar (Idaho Ge-17) Est \$ 8.00
276 CORFL 1911 VG Ty 74 Haar (Idaho Ge-17) Est \$ 1.00
277 DAISY 1914 GF TY 8 Haar (Idaho Ge-17) Est \$ 1.00
277 DAISY 1914 GF TY 8 Haar (Idaho Ge-17) Est \$ 1.00
278 DOLEC 1909 VG TY 24 HAAR (Vahik 87-75) Est \$ 2.00
279 DOLE 1900 VG Enter \$ 1.01 CHAR (Idaho Ge-17) Est \$ 2.00
270 DOLES 1900 CHAR (Idaho Ge-17) Est \$ 2.00
270 DOLES 1900 CHAR (Idaho Ge-17) Est \$ 2.00
270 DOLES 1900 CHAR (Idaho Ge-17) Est \$ 2.00
270 DOLES 1900 CHAR (Idaho Ge-17) Est \$ 2.00
270 DOLES 1900 CHAR (Idaho Ge-17) Est \$ 2.00
270 DOLES 1900 CHAR (Idaho Ge-17) Est \$ 2.00
270 DOLES 1900 CHAR (Idaho Ge-17) Est \$ 2.00
270 DOLES 1900 CHAR (Id WASHINGTON 326 WALLA VIALA VIASH, 1676 GP COSICOR Open Todgin Qirki mid 3ct Banknote. Est \$ 15.00 329 WHITE SALMON, 1908 Fine Ty 2/5 DOANE, stamp damaged (Klickatat 70-Op) Est \$ 6.00 330 WICKERSHAM, 1910 Vg Ty 2/3 DOANE, part on stamp (Whatcom 91-57) Est \$ 6.00 331 YACOLT, 1908 Vg Ty 2/1 DOANE, (Clark 95-Op) Est \$ 5.00 **R.P.O.'s (TOWLE TYPES)** 

350 (BAKE)R CITY & AUS(TIN), 1911 Partial 890.2-D-1, eastern Oregon narrow gauge Est \$ 10.00
 351 BUTTE & SALT LAKE CITY, 1932 Vg 890-P-1, (TR30) part on stamp. On cover Est \$ 8.00
 352 CALEXICO&COLTON, 1928 VG 994.1-B-1 (TR45) part on stamp Est \$ 8.00
 353 CHAMP & MILW, 1910 VG (RPO weak) 648-K-3 (TR2) Est \$ 6.00

**Concluded** on page 78

La Posta

# LA POSTA

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			17.76
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#### **ANNOUNCEMENTS**

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DPO's, RPO's, ships, Doanes, machines, military and much more! My bimonthly Mail Bid Sales offer thousands of postal history lots to collectors and dealers around the world. If you're not on our mailing list, why not? Write or call for sample catalog. Also: sell your duplicates and excess material through my sales. Write or call for details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: mehrer@revealed.net [29-4]

#### CARDS & COVERS: FOR SALE

OUR MAIL SALES feature postal history from almost every state. Also machine cancels, military, etc. Free catalog. No buyer's premium. We also welcome consignments. Juno Stamps, 1765A Juno Ave., St. Paul, MN 55116-1467. [29-4]

#### CARDS & COVERS: FOR SALE

CANAL ZONE postal history specialists. Send for our current price list filled with covers and postcards. Want lists forCZ cancels filled (We also have stamps and postal stationery!) Covers also bought. C & H Stamps, P. O. Box 855, Dewitt, NY 13214-0855. Email CZCD@aol.com. [29-6]

U.S.PACIFIC ISLANDS exclusively. Guam, American Samoa, Wake, Midway, US Trust Territory forerunners (German, Japanese & US Administrations only), misc. small islands. I do not carry Hawaii or Philippines. How can I help you? Howard Lee, Box 1705, Plains, PA 18705. [30-1]

#### **TOWNS: WANTED**

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]ALASKA & YUKON & HAWAII postal history oldest to present wanted. APS life member. Steve Sims, 1769 Wickersham Dr., Anchorage, AK 99507 (907) 563-7281. [29-4]

#### **TOWNS: WANTED**

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 [29-4]

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]

D.C. (DISTRICT OF COLUMBIA) postal history. Washington Philatelic Society putting together a postal history of D.C. along with postmarks in various categories. as a preliminary we will publish a D.C. bibliography for which we solicit your input. In addition we would like to hear from collectors of D.C. postal history or postmarks. All letters will receive a response and contributions towards the book will be acknowledged. S.B. Stiss, 436 N. Park Drive, Arlington, VA 22203. [30-1]

HAWAI'I, 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. [29-1]

DOODLETOWN, NY and FLAGG, NY covers, cards – stampless to 1980. Send on approval or photocopies. Will quickly respond. Roger Brody, P.O. Box 722, Westfield. NJ 07091. [30-1]

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 [29-4]

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [29-2], MEANS AD WILL EXPIRE WITH THIS ISSUE

AD DEADLINE FOR NEXT ISSUE:

MAY 10, 1998

#### **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 [29-3]

OREGON, PRE-1950 cancels of all types - operating - and DPOs, especially 19th century. Washington Doane cancels and unusual cancels from any state. Send priced or on approval, or send photocopies for my offer. Doug DeRoest, 482 Modelaire Drive, La Grande, OR 97850 [30-6]

PHILADELPHIA: 1850-1885 outgoing foreign-mail covers wanted for personal collection. Prompt reply and offer promised; no SASE necessary. Please send photocopies only. John Barwis, P.O. Box 4704, Houston, TX 77210-4704. [29-5]

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. [29-4]

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 [29-4]

#### **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 [29-31

#### 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. [29-3]

#### **MISCELLANEOUS:** WANTED

EXPRESS COMPANY LABELS pn or off cover. All types: "Forwarded By ...", C.O.D., Newspaper Stamps, "Return Goods By ...", "Money Package", Parcel Stamps, etc. (Railroad Registered Package labels too). Bill Samis, 436 Thomas Road, Ithaca, NY 14850. [29-3]

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]

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 [29-6]

ABN ISSUES (large/small ordinary postage) on cover from Southern States. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069. PH: (504) 835-9611 [29-4]

#### FOREIGN: FOR SALE

DANISH "WILD WILD WEST" INDIES stamps, covers, postal stationery, etc. Long-time student/collector/exhibitor. Ron Trosclair (APS), 1713 Live Oak St, Metairie, LA 70005-1069. PH: (504) 835-9611. [29-4]

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#### **DOUG DE ROEST MAIL BID SALE**

#### (Continued from page 76)

#### **RPOs(Continued)**

354 COBRE & ELY, 1935 VG 977.1-A-1 (TR3) on Cover w/letter. Est \$ 20.00 355 DENVER & STEAMBOAT SPRINGS, 1911 G+ part on stamp 962.2-D-1 (EAST) Est 18.00 356 (EVERGREEN & W)EISER, 1910 just readable 896.15-A-1 (TR2) spacefiller Est \$ 5.00 357 HERINGTON & LIBERAL, 1901 G+ 922-AL-1 (TR24) on cover rough @ Rt w/letter Est \$

 HEXINGTON & LIBERAL, 1901 G+ 922-AL-1 (1R24) on cover rough @ Rt wiretter Est \$
15.00
 HORICON & PORT, 1887 G+ lite 840-G-1 on PSE Est \$7.00
 JACKSON LAU & MOB, 1934 G+ 427-C-2 (TR2) on Air cover Est \$ 7.00
 KHOSHON & SHOSHONE, 1928 VG 896.8-A-1 (SOUTH) on PSE part on stamp Est \$ 15 00

361 LINC & MANHATTAN, 1908 G+ 944-C-1 (SOUTH) Est \$ 8.00 362 GREELEY & DENVER, 1907 G+ 951-L-6 (TR24) as transit, Est \$ 7.00 363 McCALL & NAMPA, 1928 G+ 896.9-A-1 (SOUTH) on cover w/2ct black Harding scarce Est \$30.00 364 NEW MEADOWS & WEISER, 1931 G+ 904.4-E-1 (TR2) on cover, part on stamp Est \$

364 NEW MEADOWS & WEISER, 1931 GF 904.4-E-1 (TR2) on cover, part on stamp Est \$ 25.00 365 MINIDOKA & BUHL, 1931 GF 896.10-8-1 (TR34) on PSE Est \$ 12.00 366 MILES CITY & SPOKANE WD, 1931 Vg 892-L-2 (TR5) on PSE; part on stamp. Front is clean but back has tire track Est \$ 7 00

- tine track Est \$ 7.00 367 NV & CHI RPO MD / 20th CEN LTD, 1931 VG 115-AJ-3 (TR25) on Air cover Est \$ 12.00 368 ONTARIO & BURNS, 1928 Vg 896 11-A-1 (T370) part on stamp,on PSE, Est \$ 8.00 369 POCATELLO & BAKER, 1930 G++ 898-L-1 (Tr24) on PSE Est \$ 8.00 370 POCATELLO & BUHL, 1928 G+ 896-L0-C-1 (TR84) on PSE Est \$ 15.00
- 371 SALINA & OAKLEY, 1926 G+ 925-C-3 TR86) on cover w /neat railway crossing warning
- lable on back but not tied Est \$ 6.00
- Dut not tied Est \$6.00 372 ST P & SPOK 3rd DIV, 1908 Fine 874-AS-2 (TR3) Est \$6.00 373 WILLIAMS & LOS ANG, 1907 G+ 964-Q-1 (TR2), part on stamp (Arizona Terr.) Est \$6.00 374 BOISE & NAMPA, 1899 G+ 898-E-1 (TR33) as transit on cover back Est \$5.00 375 LEWISTON & RIPARIA, 1928 G+ 904.3-C-4 on cover Est \$4.00 376 ABERDEEN SD & BAKER MONT HPO, 1955 on first trip cover Est \$4.00

#### STANDARD RULES APPLY. MINIMUM BID \$3.00 PLEASE

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