

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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*COVER: Our cover illustrates the busy main street of Helena, Montana, during its territorial days. The image is intended to call attention to the launch of a new series by Wes Shellen and Francis Dunn which will catalog and illustrate the territorial postmarks of Montana*

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## IN THIS ISSUE:

### Montana Territorial Postmarks

#### Part 1: Beaverhead County

By Wesley N. Shellen & Francis Dunn ..... 9

### Early Air Mail and Aviation in Southern California

#### Chapter IV: Airfields and Air Mail Routes (1914-1927)

By Don L. Evans ..... 17

### Postal Markings of Washington, DC Stations Part VII

By Carl Steig..... 27

### The Guam Guard Mail Project

By Michael Dattolico ..... 39

### The 1906 San Francisco Earthquake and Fire—Recent Discoveries

#### Part 1

By Randy Stehle..... 46

### Postal Markings of North Dakota Territory Part XIII: Renville and Richland County

By Mike Ellingson ..... 52

### Microcosms of Life, in a Letter

By Tom Clarke ..... 58

### A Cover with Its Own Postmark Collection

By Dennis Pack and LaMar Peterson ..... 64

### The Hazards of Collecting the Mail “On the Fly”

By Daniel Y. Meschter ..... 68

### Mesilla – Arizona! July 26, 1861 - May 8?, 1862

By Thomas K. Todsen ..... 69

### West Virginia Research Papers (Rippon)

By Alyce Evans ..... 70

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## PUBLISHER'S PAGE

*Our Publisher's Page this issue has been turned over to Associate Editor Tom Clarke for some timely thoughts concerning the trading of postal history and letter communications artifacts over the internet. As this electronic market place continues to grow, we are seeing more and more of the total volume of trade in postal history material shifting away from traditional outlets such as stamp shops and dealer bourses. The broader implications of this new method of doing business have received scant attention in the philatelic press, and we believe it is important to do what we can to shine more light on this arena.*

### eBay and 'broken correspondence'

by Tom Clarke

Anyone familiar with eBay's auction of postal history items recognizes that there is a small and growing market there for everything from 15<sup>th</sup> century Italian folded letters to numerous 1980s' "old and valuable" First Day Covers.

On the dark side, though, is the realization that some sellers see that money is to be made by *removing* letters from their original envelopes. Some remove the communication half from the address leaf of folded letters. This way, each is sold separately amid glowing words of "history in your hands" and other bluster.

For the reader who is a postal historian and who simultaneously collects *for the contents* of their folded letters and covers as well as the exterior postal data, this is a very dismal prospect. The information that a cover-with-letter tells about the postal system is very rewarding, but not so much as when they can tell us also something of the people and ways of life of the sender and recipient. Sadly, it is a concept that the popularity of the Internet would seem bent on destroying as it grows.

### Finding the Real McCoy

One of eBay's categories is "Letters." Once in awhile, on looking through the items we find a letter accompanied "oh, by the way" by its envelope. But, more often than not, "letter" means just that, and we are left pining that the cover was tossed aside. Forever popular is the Civil War letter genre, the envelopes

of which perhaps bore colorful pictorial cachets, or maybe just plain #65's. But they're no longer in evidence. Where are they? Perhaps the seller is not to blame, for the letter may have been embraced on delivery and stored away by a loved one soon after the envelope, markings and all, was discarded into the fire.


On the other hand, sometimes we look up "Cover" and are very pleased to find that the item offhandedly "also contains the original letter." Proof positive that it is difficult for the untrained, as well as some collectors, to decide which is the more important aspect. This is a big disadvantage to the seller, since, undeniably, some feel that covers listed confidently and competently along with their contents, will bring better money out of appreciation for their completeness.

### A Web Site Needed

Is anyone up to building a simple web site whose sole purpose is to reunite enclosures with their covers? The letter portion would contain check boxes for the state (or unknown) along with the important dateline information, along with any proper names or events mentioned. There should also be a set of check boxes for categories of content, such as soldier letter, business-tobacco merchant, doctor, lawyer, bereaved mother, ship captain, student, etc.

The cover portion would equally contain check boxes for states, county, and city, and a fill in area for the addressee's name and also for any docketing data or names. It would be nice to have thumbnail pictures of the covers to help bridge any intangible areas of identification. And while we're at it, why not a column for missing stamps? What frustration to find a cover even with letter but with a stamp removed decades ago. They do show up particularly if a pronounced portion of a postmark is present.

We've all wondered from time to time what treasure might have lain inside our empty covers. Maybe one of these days we will be able, with the help of omnipresent computer power, to reunite our favorite correspondence. But the real fun will begin when each player rationalizes why *his* possession deserves to have the missing portion sold to *him*, and not the other way around! If the web site fails to come to pass, let those of us who desire complete sets of covers plus letters enjoy the pleasure of the ensemble of conveyance and conveyed while there is still time.



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**Civil War/Lancaster, Pa/Letter/Oct 22, 1864**  
 Item #1220996927

Category: [Stamps](#) [United States](#) [Postal History](#)

Currently	<b>\$11.09</b>
Quantity	<b>1</b>
Time left	<b>3 days, 20 hours +</b>
Started	Mar-10-01 13:27:22 PST
Ends	Mar-17-01 13:27:22 PST
Seller (Rating)	(422) ☆
High bid	(146) ☆ me
Payment	See item description for payment methods accepted
Shipping	Seller ships internationally (worldwide). See item description for shipping charges

First bid **\$7.00**

# of bids **5** [bid history](#)


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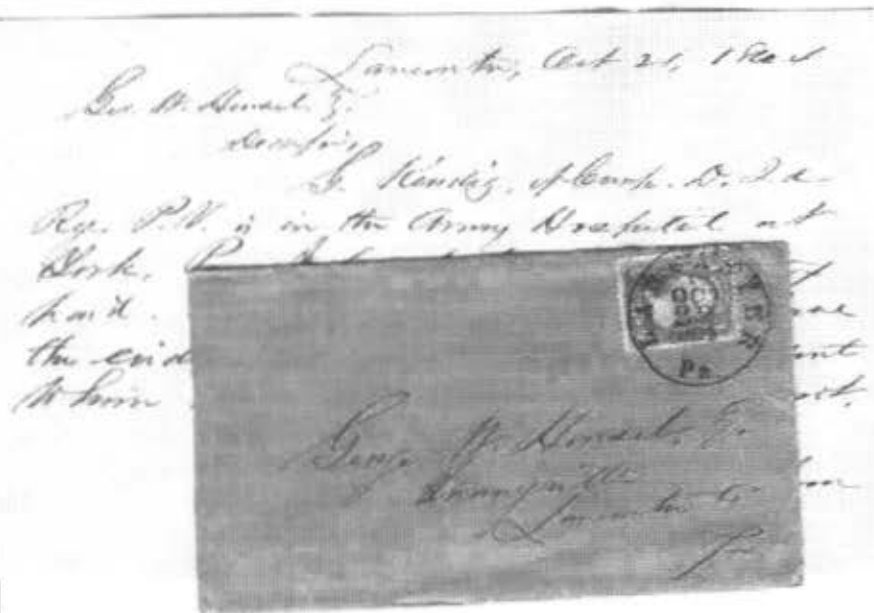


**Description**

The pictured letter was mailed from Lancaster on Oct 22, 1864. They were looking for someone and found him in the Army hospital in York. Sounds like a wounded soldier from the War. The stamp is a #65 and the letter was directed to Hannysville, Pa.

Payment by check in U.S. funds, U.S. money order or cash.

Shipping-.75US/CN or 1.50min elsewhere.



This is a representative page from eBay that shows a "letter" happily also accompanied by its cover, not otherwise mentioned. Of course, to many, a "letter" is the enclosure and envelope. Under "# of bids" in the upper right, so far five collectors had found this item, about halfway through its weeklong eBay existence. The thoughtful seller realized the visual nature of postal history collecting and provided an excellent, carefully arranged illustration, ensuring prospective bidders knew exactly what they are bidding on.

## Gary Anderson to Co-ordinate New Doane Cancel Effort

Gary Anderson, P.O. Box 600039, St. Paul, MN 55106, has agreed to serve as United States Co-ordinator for a project intended to revise and update the listing of Doane cancels which was published in *United States Doanes*.

Doane cancel collecting has grown into one of the more popular specialties of early 20th century US postal history as evidenced by the competition for scarce examples in ebay and other public auctions. Numerous new towns, types and date range extensions have been discovered by collectors during the eight years since the initial publication of the book, and both Editor Richard Helbock and Gary have agreed to work together with the goal of publishing a totally revised edition of *United States Doanes* in 2002.

Several of the original state co-ordinators who helped assemble the first edition are no longer able or willing to participate in the new effort, and to that end Gary is currently attempting to assemble a new team of State Doane Co-ordinators. If you were involved as one of the original co-ordinators, or have an interest in working on the new project in some capacity, please contact Gary at the address above, or through email at [garyndak@ix.netcom.com](mailto:garyndak@ix.netcom.com).

Gary maintains a website devoted exclusively to United States Doanes. The site already includes detailed listings of Doane cancels arranged by state, and, while not all states are currently available, he plans to add more as information comes to hand. Interested parties may visit Gary's Doane site at <http://www.doanecancel.com>.

La Posta Publications will be responsible for publication of the new edition, and, with the help of interested collectors, we anticipate some important improvements over the 1993 edition.

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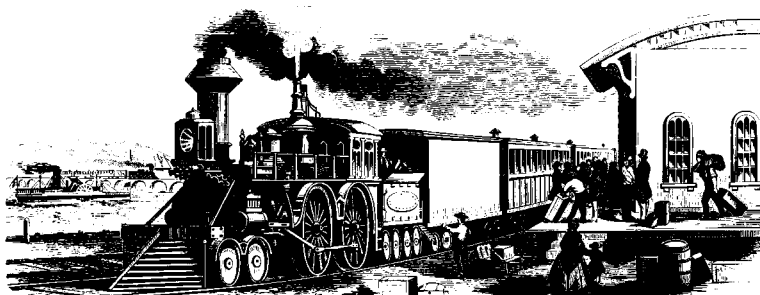
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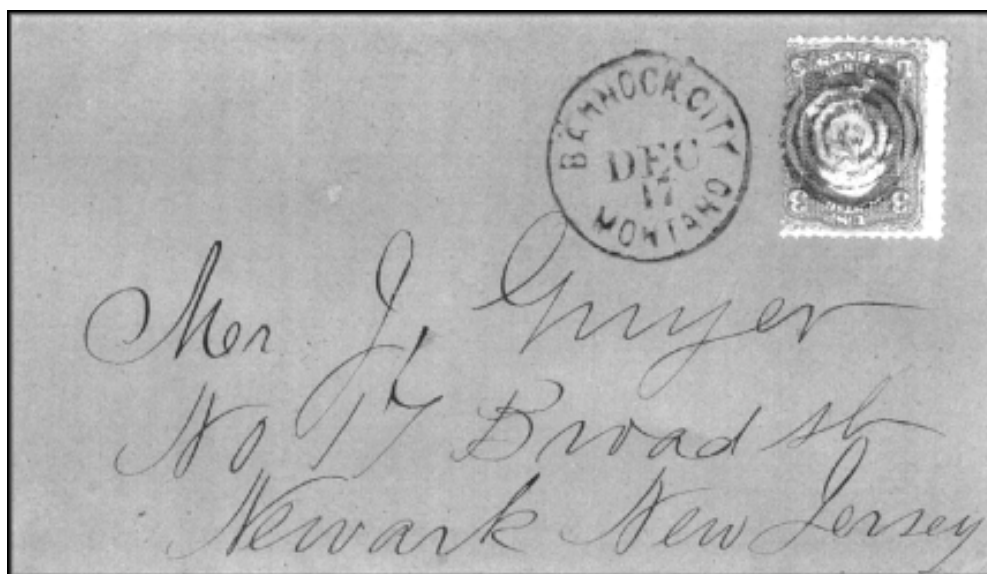
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**Figure 1** Bannack City (spelled Bannock in this postmark) was Territorial Montana's first capital city. The MONTANQ spelling was an unusual postmark used in only three towns.

## Montana Territorial Postmarks

### Part 1: Beaverhead County

By Wesley N. Shellen & Francis Dunn

The Montana Territorial period lasted for a quarter of a century, from 1864 to 1889. During those years, the names of approximately 580 different Montana post offices were recorded, many of which operated only briefly, if at all. Beginning with this article, we intend to publish, on a county by county basis, the first catalog of the postmarks used from as many of these Montana Territorial post offices as possible. Montana Territory's original nine counties, through a complex history of county reorganizations, eventually evolved into today's fifty-six counties. As a result, many post office locations have changed from one county to another as many as three times without moving an inch. For this reason we have chosen to publish our post offices listings according to their *current* county locations. Using current county locations provides a stable point in time for identification and also offers the advantage of agreement with the well-known LaPosta Pocket Guide Montana checklist, and Richard W. Helbock's *United States Post Offices, Volume 1*. Collectors interested in the details

of these post office establishments and operations should consult Dennis J. Lutz' comprehensive study, *Montana Post Offices & Postmasters*.

The format for our postmark study will be familiar to *LaPosta* readers since we are following in the footsteps of similar publications such as Richard Frajola's Colorado, Richard Long's Washington, and Mike Ellingson's North Dakota postmark studies. Our articles will record all known (to us) postmark types, earliest and latest uses, and other details such as cancels and colors. We will illustrate with tracings all of the postmark types except for manuscript postmarks. Omitting the manuscript illustrations was a tough call. We did it partly because handwriting and style variations sometimes exist that make it difficult to choose a single representative example. Also, since manuscripts are much easier to fake than hand struck postmarks, we have decided that our catalog will not provide a template for forgers. Occasionally, the only

postmark available for tracing was a poor or incomplete strike. In such cases we used inference to reconstruct those postmarks, and hope our readers will pardon any that are not perfect.

We have also decided to use descriptive postmark codes in our listings that will remind readers of the relatively simple abbreviations used in auction catalogs. These include:

- MSS (manuscript)
- CDS (circular date stamp)
- DLC (double line circle)
- DLDC (double line, double circle)
- OCT (octagon)
- OV (oval)
- RCT (rectangle)
- RML (rimless)
- SL (straight line)
- T (toothed - fancy cog or sawtooth)

Codes may be used in combination, such as TCDS (toothed circular date stamp), DLOCT (double line octagon), etc. A typical entry will include the size of the postmark in millimeters such as CDS28 (circular date stamp 28 mm in diameter) or OV39x28 (oval date stamp, width 39 mm, height 28 mm).. Measurements are approximate because postmark strikes, especially from rubber handstamps are affected by wear, inking, firmness, and strike angle of the postmarking device. Variations of as much as .5 mm are normal in measurements of similar postmarks.

Our work on the catalog has been collaborative all along, but the first author (Shellen) is primarily responsible for creating the postmark database and the second author (Dunn) is primarily responsible for creating the tracings used to illustrate the postmarks. We sincerely hope that after each installment is published, readers will contact us to report new postmarks and date extenders that will improve the accuracy and completeness of our work (send reports to Wes Shellen, PO Box 9395, Missoula, MT 59807-9395; or email wesndeb@aol.com). Our long term goal is to publish the entire catalog in a single, revised

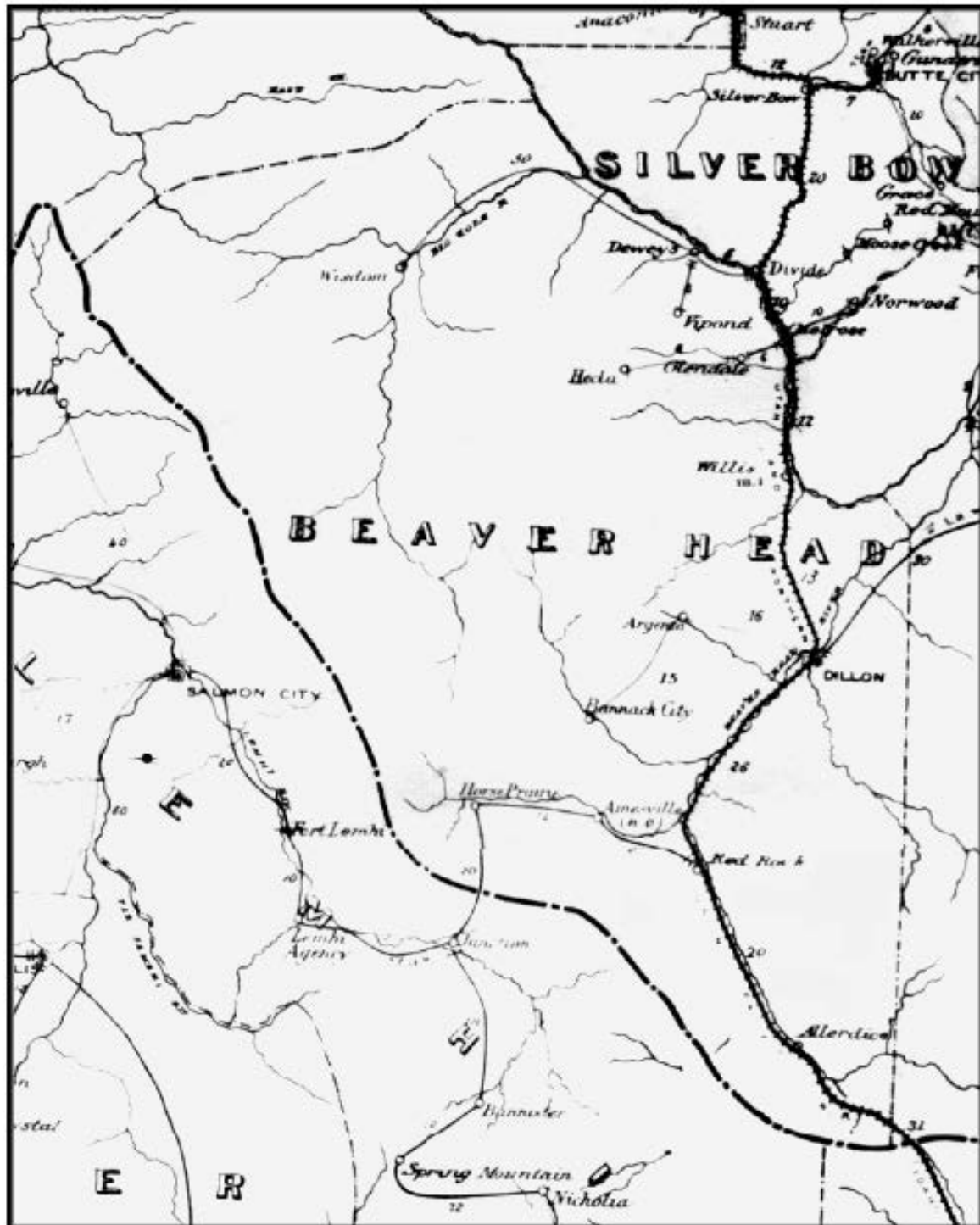
monograph to serve as a useful reference for Montana postal historians and collectors.

**Acknowledgments:** Ever since we started this project, our files have overflowed with photocopies and reports of Montana Territorial covers generously provided to us by friendly and supportive collectors and dealers. We particularly wish to thank the following collectors; Fred Berglund, John Bigart, Jr., Tim Boardman, Giles Cokelet, Stephen Hagerman, Kenneth Hamlin, James Hirstein, John Koehler, Wallace McDonald, Daniel Y. Meschter, J. T. Mould, Tom Mulvaney, Howard Ness, Alan Patera, LaMar Peterson, Roger Robison, and Gray Scrimgeour; also dealers and auction managers; John B. Amberman III., Phil Bansner, Marvin Chase, Lawrence Clay, Roger Gutzman, Richard Helbock, Stuart MacKenzie, Bill McGreer, Jim Mehrer, Thomas Mills, Robert Patkin, John Valenti, Larry Weinstock, Doug Wick, Shreve's Galleries, and Robert A. Siegel Auction Galleries. Thanks are also extended to the Montana Historical Society in Helena and the archives of the Mike and Maureen Mansfield Library of the University of Montana-Missoula.

## **Your Participation in the Project is Respectfully Requested**

If you can expand our knowledge of Montana Territorial postmark types and date ranges, please contact

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Beaverhead County portion of Postal Route Map of the Territories of Montana, Idaho and Wyoming, 1884.

## Beaverhead County

<u>Town</u>	<u>Postmark</u>	<u>Earliest</u>	<u>Latest</u>	<u>Cancel</u>	<u>Notes</u>
<b>ALAMO (1889-1894)</b>					<i>None reported</i>
<b>ALLERDICE (1881-1889)</b>					
1.	TCDS33	3 APR 1887	3 JUN 1889	none/target	purple
2.	CDS28	11 AUG 1889	21 NOV 1889	target	
<b>AMESVILLE (1884-1897)</b>					<i>None reported</i>
<b>APEX (1886/1925)</b>					<i>None reported</i>
<b>ARGENTA (1871/1935)</b>					
1.	MSS	27 NOV 1866	5 JUN 1869	pen	
2.	DLDC28	4 MAY 1887			magenta
<b>BANNACK CITY (1863-1898)</b>					
1.	MSS	26 MAR 1864	6 JUN 1864		
2.	RML37	7 AUG 1864	3 JAN 1865		1
3.	OV39x28	24 JAN 1865	1 FEB 1865	star	blue
4.	OV32.5x25	14 FEB 1865	22 SEP 1865	6 pt star	
5.	CDS27.5	28 MAY 1865	14 APR 1866	target	2
6.	CDS24	18 AUG 1868	1 FEB 186?	target	
7.	CDS26	26 JAN 1880	1 MAY 1883	cork/target	blue, green
8.	CDS29	6 FEB 1888	29 APR 1889	target	
<b>BURNT PINE (1874-1882)</b>					
1.	DLC33	4 NOV 1879	14 NOV 1879		
<b>CENTENNIAL (1889-1892)</b>					<i>None reported</i>



1



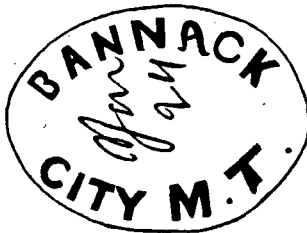
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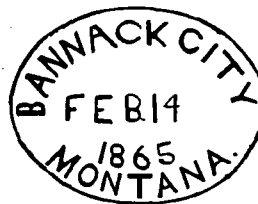
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6



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8



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2



3

**DARLING (1872-1881)**

1. DCDS24.5 21 DEC 187?

**DEWEYS (1878-1894)***None reported***DILLON (1881-Date)**

- |    |         |             |             |                  |                     |
|----|---------|-------------|-------------|------------------|---------------------|
| 1. | CDS29   | 18 JUL 1881 | 12 DEC 1881 | target           | purple, blue, black |
| 2. | DLC33   | 19 JUN 1882 | 5 AUG 1882  | neg star         | grey-blue           |
| 3. | DLC31   | 30 OCT 1882 | 9 JUN 1883  | target           | purple              |
| 4. | DLC30.5 | 26 JUN 1883 | 7 AUG 1883  | target           | blue-black          |
| 5. | CDS28   | 31 AUG 1883 | 10 OCT 1889 | target/star/cork |                     |
| 6. | SL47x24 | 24 JUL 1887 |             |                  |                     |

**EDGERTON (1879-1880)***None reported***GLENDALE (1875/1900)**

- |    |         |             |             |        |                        |
|----|---------|-------------|-------------|--------|------------------------|
| 1. | MSS     | 8 JAN 1878  |             | pen    |                        |
| 2. | CDS27   | 5 NOV 1878  | 16 JAN 1882 | star   | purple, black, magenta |
| 3. | DLC34   | 11 MAY 1882 | 3 AUG 1882  | shield | black, blue            |
| 4. | CDS30.5 | 27 NOV 1882 | 17 AUG 1884 | target |                        |
| 5. | DLC34   | 17 AUG 1885 | 26 MAR 1886 | target |                        |
| 6. | CDS26.5 | 9 APR 1886  | 24 SEP 1887 | cork   |                        |

**HECLA (1881/1914)**

1. DLC28 30 APR 1883
2. CDS27 18 JUN 1886

**HORSE PRAIRIE (1869/1888)***None reported***JUNCTION RANCH (1871-1873)***None reported*



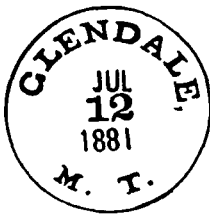
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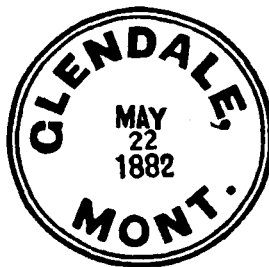
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DILLON.  
JUL 24 1887  
MONTANA.

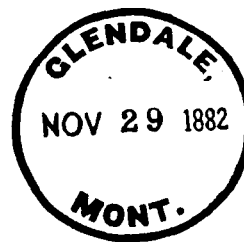
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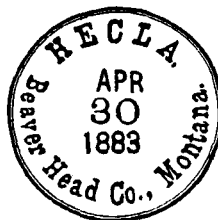
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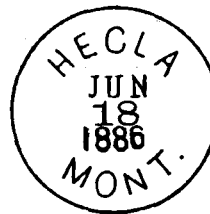
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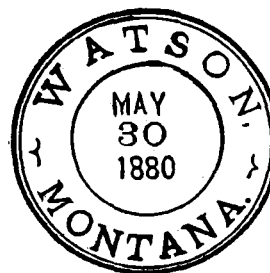
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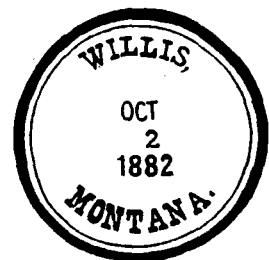
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**MONTANA (1866-1871)**

3

**OLIVER (1872-1874)***None reported***POINT OF ROCKS (1873-1873)***None reported***RED ROCK (1879-1923)**

1. DLC31 13 SEP 1889

**RYAN (1869-1870)***None reported***SHAMBOW (1889-1892)***None reported***STONES PRECINCT (1868-1869)***None reported***STURGIS (1868-1869)***None reported***TERMINUS (1880-1881)**

1. DLC30 3 JUN 1880 9 JUL 1881 target blue, violet

**VIPOND (1878-1888)***None reported***WATSON (1870-1881)**

1. DCDS26 20 ??? 187?

2. MSS 14 OCT 1878 9 NOV 1878

3. DLDC35 14 DEC 1879 23 JUN 1880 cog magenta

**WILLIS (1880-1913)**

1. DLC31 2 OCT 1882

**WILLIS STATION (1878-1879)***None reported***WISDOM (1884-Date)***None reported*

## Notes:

1. This postmark is known on stampless covers from Bannack City
2. The unique MONTANO spelling was used only in Bannack City, Helena, and Virginia City
3. The manuscript ARGENTA postmark appears to have been used in this town since 1866



## Early Air Mail and Aviation in Southern California

By Don L. Evans

### Chapter IV: Airfields and Air Mail Routes (1914-1927)

In Chapter III, we left our tale just prior to the outbreak of WWI in Europe. For the years from 1913 until 1920, air mail was essentially non-existent in Southern California. Even the demonstration flights of airmail over short distances which highlighted many air shows across the country did not take place in Southern California, and consequently did not provide covers and postcards for collectors and postal historians. Regional postal artifacts from this period are scarce.

Other than personal and exhibition flying, no one had come up with a good non-military use for airplanes, and the military was not convinced that the airplane had much of a use in combat. The United States lagged far behind developments in Europe. By the end of 1913, only twenty-eight aircraft had been purchased by the U.S. Army Signal Corps, and nine of these had crashed. Of the forty officers trained as pilots, eleven had been killed.

From this sad inventory, planes were assigned to General Pershing during 1914-1915 to assist him in his actions against Pancho Villa in Mexico. They did not do well, lacking the capabilities to operate in mountainous terrain and without good support facilities. By 1916 only two military aircraft were left in the inventory, and these were judged unfit for service.

Congress finally took note of the situation, and appropriated \$13,000,000 to expand military aviation. This resulted in orders for 366 aircraft, but production facilities were not available for this kind of effort. Most companies were very small and air-

craft and engines were hand-built, one at a time. In response to the orders for 366 aircraft, only 64 were built during 1916.

The United States entered the war on April 6, 1917 with an aerial force consisting of 131 officers and less than 250 airplanes, and only one aircraft factory of any size, that of Glenn Curtiss.

Upon the United States' entry into the conflict, Congress appropriated \$640,000,000 for the acquisition of 22,625 aircraft and 44,000 engines. This, of course, was far in excess of the capabilities of a small industry that had produced less than a thousand planes in the thirteen years since the Wright brothers flew at Kitty Hawk.

The goals had to be scaled back, but the essentially unlimited funds that were available initiated a tremendous and rapid growth of the domestic aircraft industry.

Although no American-designed aircraft ever saw combat, about 5000 of the British designed De Havilland DH-4, and thousands of the Curtiss JN-4 (Jenny) trainers were built in the U.S. Construction



*Figure 4-1 Typical small post-war aircraft manufacturing facility, showing building and employees. Located near Venice airport at Third and Sunset, Venice, Ca. Circa 1920. (Courtesy of Waldo Waterman).*

was farmed out to small companies over the entire United States, and this resulted in the nucleus of the present aircraft industry.

After the war, without financial support from the government to build warplanes, the aviation industry collapsed. Although dozens of small and under-capitalized companies were formed to sell airplanes to well-to-do individuals who became interested in flying, the amount of business was small.

*Figure 4-1* shows a photo of one of these small companies that precariously tried to remain in business during this period.

On November 11, 1918, the war was over, and dozens of contracts were canceled. The inventories of JN4s and DH-4s were much greater than the peacetime requirements of the Air Corps, and although the DH-4 with the American designed and built Liberty engine was kept in service as the country's first-line bomber, surplus aircraft became available to the public at low prices. The aviation industry rapidly shrank to a small fraction of its war-time strength, while barnstormers used surplus Jenny's to entertain and thrill audiences throughout the country, and the Post Office Aerial Mail Service obtained 100 surplus DH-4s and 200 Liberty engines at no cost. The market for new airplanes was exceedingly small.

In the Los Angeles area, only one commercial airport existed. That was Venice Airport, with an ungraded grass field. The entrepreneurs of the Southern California aviation industry went back to filling individual orders, and trying to promote passenger flying. Fortunately, the expanding film industry took an avid interest in using airplanes in movies, both for simulated aerial battles and for action scenes. Aircraft for stunts and dog-fights were in great demand, and the need for pilots to accomplish these dangerous tasks provided employment for many airmen. It was a group that constantly needed replacements for the loss of both aircraft and pilots was substantial. Cecil B. deMille, probably the most influential person in the movie industry at that time, was very interested in flying from a personal and movie production standpoint, and helped advance the fortunes of the local aviation industry.

In 1920, he built two flying fields on the west side of Los Angeles, one at Fairfax and Melrose and another on the northwest corner of Fairfax and Wilshire (deMille Field II) where he based his movie stunt team, Mercury Aviation. *Figure 4-2* is from a contemporary photo of deMille's airport.

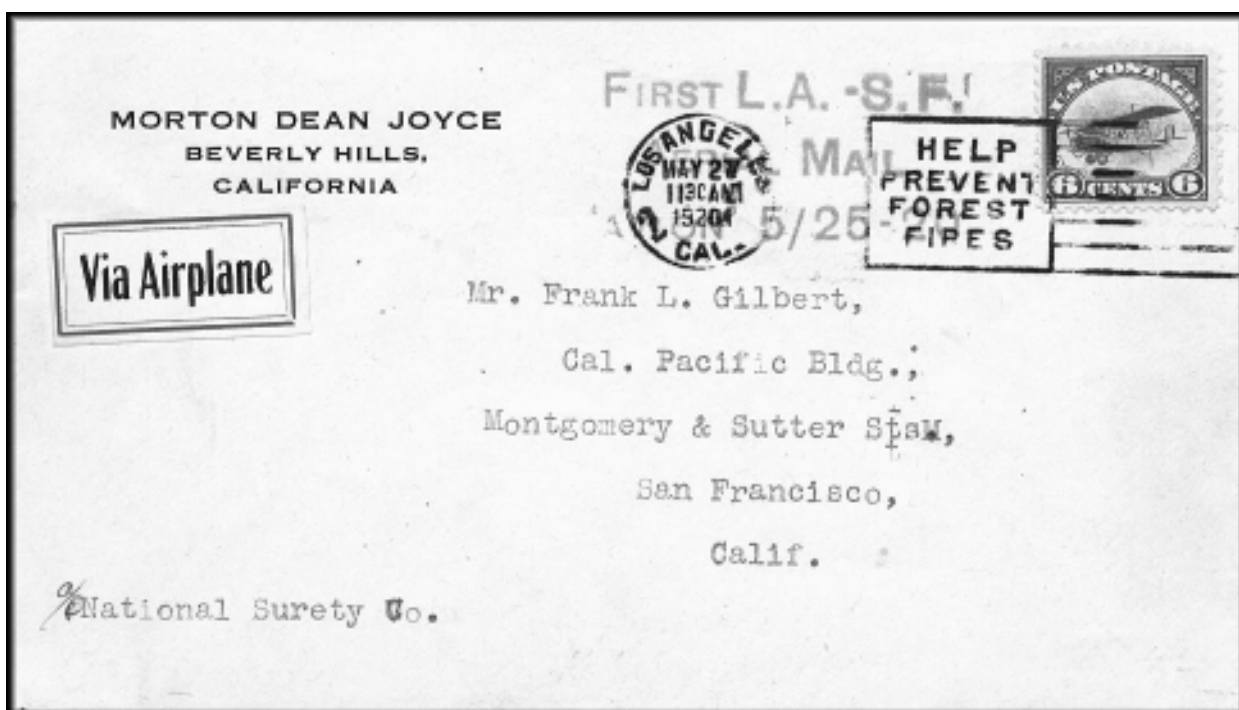
Just across the street, Syd Chaplin, Charlie Chaplin's half-brother, developed another field. Airports were beginning to be added at a rapid pace, and in a few years, Los Angeles would have more airfields than any other city in the world.

New and better aircraft were being designed and built. Small airports had students and private fliers, and some prosperous people in the area had their own private fields. Leslie C. Brand, a founder of Glendale and President of the Title Guarantee Trust of Los Angeles was one of these, and hosted fly-in parties at his palatial Glendale estate.

DeMille operated an air passenger service between Catalina Island and his field. Slowly, but surely, aviation was finding commercial uses for airplanes,



**Figure 4-2** DeMille Field No.2. Located at Wilshire and Fairfax Boulevard. Home of deMille's Mercury Aviation Co. which provided stunt pilots and airplane for the movies. Photo looking north from Wilshire Blvd. toward the Santa Monica mountains. Road on the right going north toward Cahuenga Pass, is Fairfax. Note the large number of oil derricks in the area. Circa 1920.



**Figure 4-3** Commercial first day cover for the inaugural mail flight by the Aero Transportation Co. between Los Angeles and San Francisco on May 27, 1920. Franked by a six-cent airmail stamp that overpaid the 2¢ airmail rate in effect from July 18, 1919 to June 29, 1924. Postmarked at Los Angeles, California, and carrying a three-line green cachet with the words “**First L.A. -S.F./ Aerial Mail / Avion’ 5/25-20**” This marking is in error, and the date should read 5/27-20. A small number of covers with this error were carried along with the correctly marked covers in the single bag of mail that was transported from Los Angeles to San Francisco for the initial flight.

and the scheduled air mail efforts begun by the U. S. Post Office between Washington D.C. and New York contributed to its continued expansion.

In 1918, The Post Office Department started flying mail in the eastern part of the U.S. with the initial aid of Army Air Service pilots. After the first few months, experienced civilian fliers were recruited by the POD, and the U.S. Aerial Mail Service was formed. Although the service was rapidly becoming a fast and dependable way to carry mail, the transcontinental route, when finally extended to the west coast for scheduled use in 1924, only came as far as San Francisco.

This was a bitter pill for Los Angelenos to swallow. Their rivalry with San Francisco to be the preeminent city in California had taken a severe blow. Air mail to and from Los Angeles was transported between the cities by train. This was not satisfactory to the citizens of the southern metropolis, and lobbying to extend the air routes to Los Angeles began almost immediately.

Although large scale, and continuous air mail service did not arrive at Los Angeles during these years, a short-lived effort to fly mail between Los Angeles and San Francisco did occur in 1920.

On May 27, 1920, the Aero Transportation Co. initiated a scheduled service to fly mail in both directions between Los Angeles and San Francisco. The first flight from Los Angeles carried one pouch of mail. Mail flown on this flight received a 3-line cachet in green, dated 5/27-20. A small number of the covers on this flight had the same cachet, but with the date of 5/25-20 in error.

The cover shown here (**Figure 4-3**) is one of the error covers. Very little is known about this mail service except that the company used “Avion.” aircraft in its operation, and that it was discontinued on July 7, 1920, after less than two months of operation.

First-day covers were flown at the old six-cent 1919 rate for airmail. No first flight covers have been seen with the correct 2¢ rate. On July 17, 1919. The Post Office Department had suspended formal airmail while they were developing the transcontinental air routes, and mail was carried by air only on a space available basis at the surface rate of 2¢ per ounce.



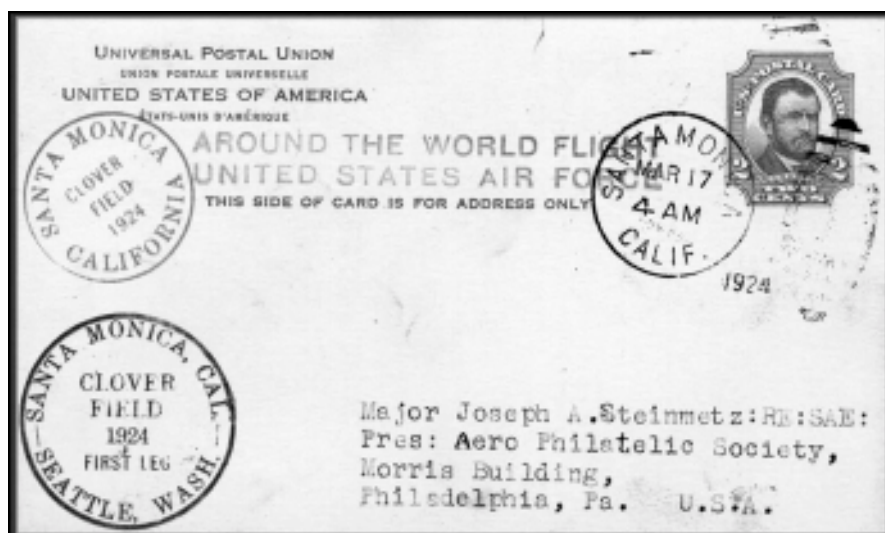
This rate held until June 24, 1924, when the POD formally opened the transcontinental air mail route terminating in San Francisco. The rates then changed to a complex system of three zones, and a charge of 8¢ per ounce per zone traversed was assessed.

The next air mail artifact from this period resulted from the record-breaking flight in 1924 by the Army Air Service to circumnavigate the world for the first time.

To demonstrate its long-range capabilities, and to impress Congress and to gain public support for military aviation, the U.S. Army Air Service purchased five Douglas World Cruisers that had been specially designed for the round-the-world trip. One of the aircraft was used for testing, and the other four were prepared for the flight and given the names of four U. S. cities, Boston, Seattle, Chicago and New Orleans. On March 17, 1924, four Army pilots, each accompanied by a co-pilot/me-



**Figure 4-4** Douglas World Cruiser aircraft on display at Clover Field, Santa Monica, California, March 1924.



**Figure 4-5** Mailed at Clover Field, with two colored cachets and a Santa Monica postmark, dated March 17, 1924, 4 AM, on a UX25, 2¢ international post card. Several covers and cards are reported to have been carried on board one of the aircraft on this leg of the flight. Receiving postmark on reverse, Seattle, Wash. Mar. 20, 1924, 3:30 PM.

chanic, took off from Clover Field in Santa Monica, California, for Seattle, Washington, where they were to depart on the first leg of an ultimately successful 27,000 mile aerial circumnavigation of the globe. **Fig 4-4** shows the aircraft at the Donald Douglas plant, adjacent to Clover Field, and being viewed by an interested public.

Only two of the aircraft completed the journey. The flight leader, Major Frederick L. Martin, crashed on a mountain in Alaska, demolishing his aircraft, but fortunately was able with his copilot, Sgt. Alva L. Harvey, to

**Figure 4-6** Six of the world fliers pose for a group photo on their way to Seattle for the termination of their record-breaking flight in September 1924. From left to right, Sgt. H. H. Ogden, Lt. L.P. Arnold, Lt. Leigh Wade, Lt. L.H. Smith, Maj. L.F. Martin, and Sgt. A.L. Harvey. Lts. Harding and Nelson had been delayed at San Diego for repairs. (courtesy Time-Life)



hike out to safety. Another aircraft flown by Lt. Wade, was forced down in the Atlantic as a result of an oil pump failure. He and his co-pilot, Sgt, Henry H. Ogden, were rescued by a Navy ship stationed along the flight path, but the aircraft could not be salvaged.

No mail was carried during these flights with the exception of a few pieces that accompanied the first flight to Seattle, and it is reported that several covers were carried between Brough, England and Boston. One the scarce postcards from the initial flight to Seattle is shown in **Figure 4-5**.

Near the completion of their 27,000 mile world-girdling effort with 72 stops en-route, the fliers gathered for a group photo shown in **Figure 4-6**.

On March 25, 1934, the tenth anniversary of the original flight, was celebrated at Clover Field, California to commemorate the first complete circumnavigation of the earth by aircraft. Honored at the meet were those Army aviators who had made the record-breaking flights. **Figure 4-7** shows a cover, mailed at the meet, and signed by the aviators and dignitaries. **Figure 4-8** shows the reverse of this cover.

In the fall of 1924, the Post Office Department, in keeping with their goal to turn over responsibility to private operators for as many routes as possible as soon as the experimental phase of the service was completed, advertised for contract carriers to establish feeder routes into their transcontinental route. This was the real beginning of large-scale commer-

**Figure 4-7** Postmarked March 25, 1934. at Santa Monica, California. Mailed at the 8¢ airmail rate in effect from July 6, 1932, to July 1, 1934. Signed by five of the original aviators, Harding, Arnold, Wade, Nelson and Ogden.



**Figure 4-8** Reverse side of the cover illustrated in Figure 4-7, showing cachets, receiving postmark at Rahway, New Jersey, dated Mar 28, 1934, and the signature of Sgt. Henry H. Ogden.

cial aviation, and the cost of contract mail delivery was underwritten by government subsidies. The POD planned to terminate their role in the actual carrying of air mail, and to retain only the transcontinental route, which would be also planned to be turned over to contractors in the near future. Experience had demonstrated that just carrying passengers could not yet be made profitable. The existing aircraft were too small, uncomfortable and unreliable. The public still preferred to go by train.

The “Kelly Bill” that had been passed in Congress authorized new feeder routes to be offered to individual operators to fly scheduled routes for profit by carrying U. S. Mail. These routes were called “Contract Air Mail” routes and the term is usually abbreviated to “CAM” routes. The contract carriers were to receive four-fifths of the postage carried on their flights as their fee. The balance was retained by the POD. This division of income was sufficient to provide a good profit margin to a company operating on a route that carried a reasonable amount of mail.

Los Angeles finally had an opportunity to acquire its own air service. One of the routes for which bids were being solicited was CAM-4. This route ran from Los Angeles to Salt Lake City via Las Vegas, and joined the Post Office’s transcontinental route at that point. Another feeder route, CAM-8, which would be later put out for bids, ran between Los Angeles and San Francisco, and then on to Seattle.

Several prominent business men in Los Angeles (rumored to include W. R. Hearst and Harry Chandler, publisher of the L. A. Times) backed a man by the name of Harris “Pop” Hanshue in his bid for CAM-4. Hanshue had for many years envisioned a capability to carry people and cargo by air over the vast reaches of the western United States. A small company named, named Western Air Express (WAE), was incorporated on July 13, 1925, and four months later, the company’s bid for CAM-4 was accepted.

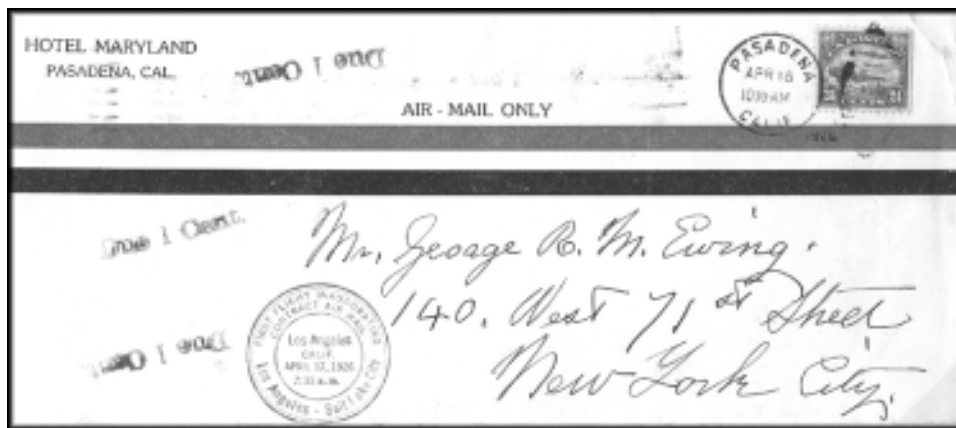
The winners of the competition for the various routes were provided time to set up their operation before beginning mail flights. To meet the equipment and organizational requirements, Hanshue recruited four pilots, who came to be known as the “four horsemen,” and ordered six Douglas M-2 aircraft. The M-2 was ideally suited to the task of flying long legs across mountainous terrain. It could fly high and long and could carry 1000 pounds of mail. **Figure 4-9** shows the “four horsemen” in front of a Douglas M-2 aircraft, along with Major Corliss Mosely, a WWI flier, who was vice-president of the company, and who also served as a back-up pilot.

The route between Los Angeles and Salt Lake was hazardous, High mountains had to be crossed and the route had no emergency fields, few roads or settlements and no navigation aids. The pilots surveyed the route by automobile. Two Dodge panel trucks were loaded with rolls of two foot-wide canvas, and the group set out to find places for emergency landings along the route. For two weeks, the pilots traversed the area, and when they found a location that had enough level ground for the M-2 to land they would roll out the canvas to form a large “V” pointing in the direction preferred for the approach and landing. For locations where a landing might be accomplished, but only with difficulty, a “T” was placed on the ground. The emergency sites proved to be a good precaution. They were used 38 times during the early years of the operation.



**Figure 4-9** Standing in front of one of the Douglas M-2 aircraft is the flying staff of Western Air Express. From left to right, Jimmy James, Fred Kelly, chief pilot, Al De Garmo, Maury Graham and Corliss Mosely.





**Figure 4-10** This cover, showing scarce usage, was mailed from Pasadena, Ca. at 10:30 AM on April 16, 1926, the day before the new CAM-4 service connecting with the transcontinental route at Salt Lake City was scheduled to go into effect. The sender expected the cover to go by train to San Francisco, and then by air cross-country to New York, traversing three air mail zones en-route. The correct postage for this route would be 24¢, and this amount was paid by a 24¢ carmine air mail stamp. The cover, however, was held at Los Angeles for inclusion in the inaugural flight of CAM-4. It received a special cachet and departed at 7:35 AM on the 17th, arriving in New York City at 11:30 PM on April 18th, for an elapsed time of 27 hr, 55 min. Rate was 10¢ for the CAM-4 portion and 5¢ each for three transcontinental zones for a total of 25¢. This resulted in postage due of 1¢ being assessed.

A new and complex rate structure had been put into effect by the POD on February 15, 1926. A combination of government and contract routes now existed across the United States. The newly established rates called for a per ounce postage of 10¢ for each contract route under 1000 miles traversed, and 15¢ for each contract route over 1000 miles. Added to this would be 5¢ per government zone traversed. For mail carried only on the government routes, the rate was 8¢ per ounce per zone. Obviously, this quagmire of rates needed simplification, and Congress began planning for different postage rates.

**Figure 4-10** illustrates a scarce cover that overlaps the old, pre-February 25, 1926 rates, and new rate structure that included CAM segments. It was mailed in Pasadena on April 16, 1926, the day before CAM-4 was initiated. At that time, mail would have been carried to San Francisco by train where it would enter the government transcontinental route. The zones on that route were San Francisco to Cheyenne, Wyoming, Cheyenne to Chicago, and Chicago to New York City. Traversing three zones at 8¢ per zone required postage of 24¢, which was correctly applied. However, the letter was held at Los Angeles until the following day, and became a part of the inaugural flight of CAM-4, and was assessed a postage rate of 10¢

for the CAM-4 section and 5¢ each for the three government zones, for a total of 25¢. The letter was marked "Due 1 Cent."

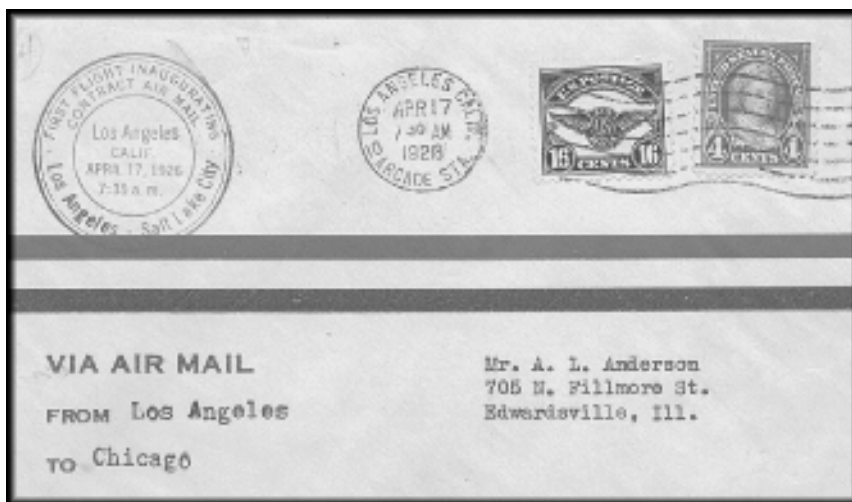
On April 17, 1926, Western Air Express was ready to go with CAM-4, and the first scheduled airmail flights took to the air amidst celebrations that took place at Los Angeles, Las Vegas and Salt Lake City. Finally Los Angeles had its own air mail route.

Service from both ends of the route began on the same day, April 17<sup>th</sup>. Maury Graham took off and headed for Las Vegas and Salt Lake City, and Charles (Jimmy) James

headed west from Salt Lake City. The WAE pilots



**Figure 4-11** Harris Hanshue, president of Western Air Express, hands mail bag to his chief pilot, Fred Kelly, in opening ceremonies for CAM-4, April 17, 1926. (Courtesy Smithsonian Institute)

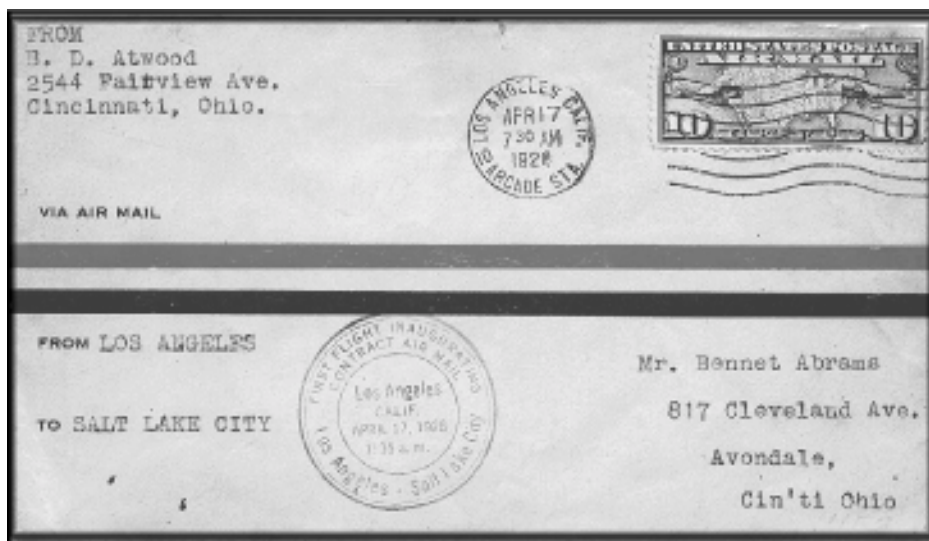


**Figure 4-12** First day flight cover with the standard, post office supplied, cachet in purple. Postmarked at Los Angeles, 7:30 AM, on April 17, 1926. Via air mail from Los Angeles to Chicago, and carrying the proper 20¢ postage for one contract zone via CAM-4 and two government zones. From Chicago the cover went via surface transportation to destination at Edwardsville, Illinois.

had flipped coins for the honor of flying the first flights. A new era in Southern California aviation had begun, and before many years passed the area would become the greatest user of airmail in the world.

**Figure 4-11** shows a publicity photo of the president of WAE, Harris Hanshue, handing a bag of mail to his chief pilot, Fred Kelly. However, Kelly had lost the coin toss, and did not get to fly on the initial flights.

**Figure 4-13** Cover carried on the initial flight of CAM-4 to Salt Lake City. Postmarked at Los Angeles, 7:30 AM, on April 17, 1926. Receiving mark on reverse for Salt Lake City at 8:30 PM, same day. Rates in effect from February 15, 1926 to January 31, 1927, required 10¢ for the CAM-4 segment, and additional postage for continuing air mail legs. The lack of postage due markings indicate that this cover probably traveled by surface transportation from Salt Lake City, Utah, to Cincinnati, Ohio. The 10¢ blue air mail stamp, Sc. C-7, was issued February 13, 1926 to pay for a single zone at the new rate for contract routes. It shows a pair of DH-4 type aircraft in transcontinental flight over a map of the United States.



**Figure 4-14** Las Vegas cowboy hands chief pilot, Fred Kelley, a bag of mail at the opening ceremonies of CAM-4W. However, a toss of a coin gave Jimmy James the honor of being the pilot for the first Las Vegas to Los Angeles mail flight. (Courtesy Smithsonian Institute)

**Figure 4-12** illustrates a cover flown on the initial flight from Los Angeles to Salt Lake City, then via the government transcontinental route to Chicago, and finally by rail to destination. Applied postage of 20¢ is correct for one contract leg and two government zones.





**Figure 4-15** This cover was carried on the first east to west flight of CAM-4, from Las Vegas to Los Angeles, on April 17, 1926. Approximately 28 pounds of mail was carried on the flight. The stamp is canceled with a first day flight cachet, but no town marking was applied. The cover is addressed to Major Corliss C. Mosley, Vice-President of Western Air Express, and a veteran World War I aviator.

An unusual cover is shown in **Figure 4-13**. It is a first flight cover to Salt Lake City, and postmarked correctly at Los Angeles on April 17<sup>th</sup>, 1926. The cover is addressed to Cincinnati, Ohio, but because it does not carry postage for additional air zones beyond Salt Lake City and has no postage due markings, it may be assumed that from Salt Lake City it traveled by rail to its Ohio destination.

**Figure 4-14** shows another publicity photo taken on the first day of flight at the intermediate stop for CAM-4 at Las Vegas, Nevada.

**Figure 4-15** illustrates a first flight cover addressed to the vice-president of Western Air Express, Major Corliss C. Mosely at Los Angeles. It possibly originated at Las Vegas, although this cannot be determined since no postmark was applied. The 10¢ stamp paid the postage for a single CAM zone.

The provision that was included in the original contracts for paying the contractors at a rate equal to four fifths of the postage applied to the mail proved to be cumbersome and inefficient. Each piece of mail had to be handled separately and the amount of postage entered into a record. Although the amount of payment to the contractors was adequate under the system, something had to be done to simplify the handling of the mail. A revision to the Kelly Bill was passed by Congress on June 6,

1926 which authorized the Postmaster General to amend the contracts to provide for payment of a fixed price per pound.

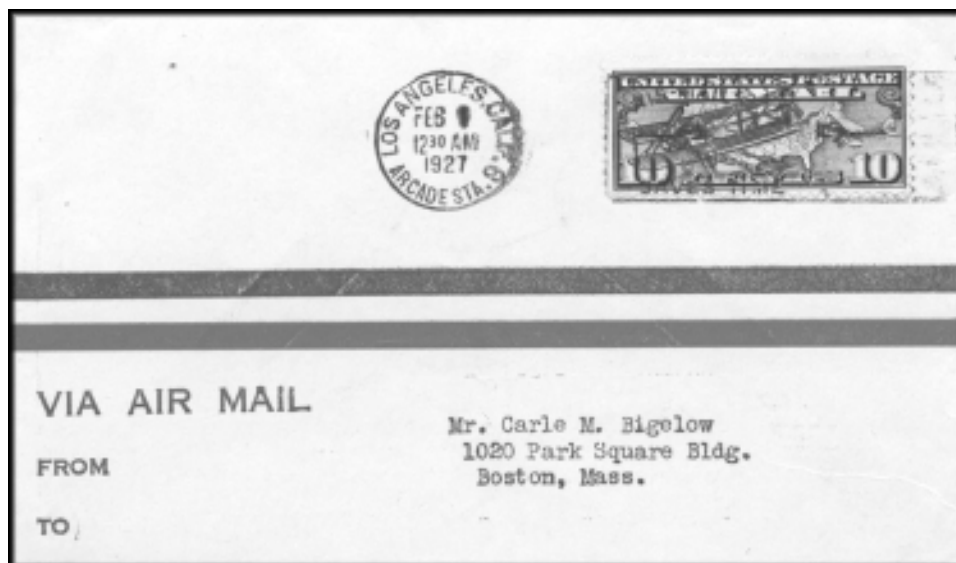
The CAM contracts were amended, and this speedily and effectively solved the problem without impacting the income of the operators.

Following the awarding of contracts in 1925 for the initial five CAM routes, six more routes were assigned to bidders in 1926.

One of these additional routes was CAM-8, which carried mail between Los Angeles and Seattle, Washington. It was the only CAM route over 1000 miles long, and consequently, the only one to require the 15¢ per ounce rate for mail carried over the entire route. Los Angeles was now connected to the East by CAM-4, and to San Francisco and Seattle by CAM-8.



**Figure 4-16** Route was over 1000 miles and required 15¢ per ounce for air mail postage. This was the only CAM route in the United States that required the additional 5¢. Sender franked the government 1¢ envelope with a strip of three Ericsson 5¢ (Sc. 628) stamps. The combination overpaid the letter by one cent.



**Figure 4-17** February 1, 1927, 12:30 PM, Los Angeles to Boston, Mass. Cover traveled via CAM-4 and Western Air Express to Salt Lake City, Utah, then to New York via the transcontinental route which was still being operated by the government, and finally to Boston via CAM-1, flown by Colonial Airways for a total postage of 10¢. The sender took advantage of the new lower rate. If mailed the previous day, total air mail postage for this cover would have been 35¢ (two contract air mail segments at 10¢ each, and three government-operated segments at 5¢ each). Postage paid by 10¢ Sc. C-7, and canceled with the standard air mail marking of the period, a DH-4 with the slogan, AIR MAIL / SAVES TIME. Back stamped at New York City at 6:30 PM on February 2, 1927, for a fast trip of 30 hours elapsed time.

The inaugural flight of CAM-8 departed from Los Angeles on September 15, 1926, for Seattle, via Bakersfield, Fresno, San Francisco, and Medford, Oregon. Pacific Air Transport Inc. had won the contract, and George W. Allen was the pilot on the flight. One of the covers that was carried on that flight is shown in **Figure 4-16**. Both Western Air Express and Pacific Air Transport were progenitors of larger airlines to come, Transcontinental and Western Airlines, and United Air Lines respectively.

On February 1, 1927, The U.S. Post Office Department revised the complicated air mail rate structure that had been in place since February 15<sup>th</sup> of the previous year. A uniform rate of 10¢ per half-ounce, regardless of distance, was put into effect (note the unit of weight is now one half ounce as compared to the previous one ounce). This paid the total air mail postage for domestic air delivery to destination over all routes, private or government operated, and substantially reduced the cost of most long-distance air mail.

**Figure 4-17** shows a cover that was flown on the first day for the new rate, and demonstrates how the new rates could save on postage costs. The 10¢ paid to mail this letter would have cost the sender 35¢ if it had been mailed the previous day.

On June 30, 1927, the government ceased to operate any of the air mail routes, and disbanded the U.S. Aerial Mail Service of the Post Office Department. All subsequent air mail in the United States was to be carried by private airlines under contract.

The Transcontinental Route which had been the last of the government routes, became CAM-17 for the eastern segment from New York to Chicago, and was

operated by National Air Transport Inc., and the western segment from Chicago to San Francisco became CAM-18, under contract to United Air Lines.

The experimental work that had been accomplished by the early Army Air Service pilots and the pilots and staff of the Post Office Aerial Mail Service established a reliable delivery system that would grow rapidly from this time on. From its 1927 volume of 473,000 pounds, the amount of mail would quadruple in 1928, and then quadruple again in 1929.

The pioneering era was now over, and the exceptional feats of the U.S. Aerial Mail pilots would soon go into the history books. The insignia, proudly worn by this exceptional group of fliers, is shown in **Figure 4-18**.



**Figure 4-18** Drawing of the wings worn by the intrepid pilots of the United States Aerial Mail Service.

## Postal Markings of Washington, DC Stations

### Part VII

By Carl L. Stieg

### Alpha Designator Stations (continued)

**Station E** was converted from Tennallytown Station 1 March 1895 and changed to Station 30 on 6 August 1900.

12/9/95	26 ½ mm, WASHINGTON, D.C./E; M-D/T/ Y outside dial	E in circle within barrel ellipse with 3 bars above and below
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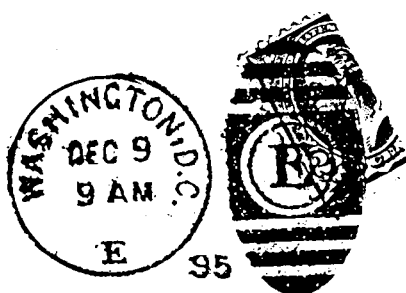


Figure 33 Station E 1895.

**Station F** was established as a limited service station 1 May 1886 at 1921 PA Avenue NW and was converted to Station 3 on 1 March 1895. A new full service Station F was established at 3204 14th St. NW on 12 April 1896 and its name changed to U Street Station on 1 November 1916.

5/18/96 - 11/16/04	25 mm, WASHINGTON, D.C./STA. F M-D/T/Y outside dial. Serif F	F in circle within barrel ellipse
2/11/02	23 mm, WASHINGTON, D.C. STA. F./Year M-D/T (Doremus Machine)	16 vertical lines
10/5/06 - 12/31/10	23 mm, WASHINGTON/D.C. M-D/T/ split year	Flag with STATION/-F-
8/16/08 - 4/5/11	25 mm, WASHINGTON, D.C./STA. F M-D/T, Y outside dial. Sans serif F (seen used as receiver)	F in circle within barrel ellipse
3/24/14 - 5/2/14	22 mm, WASHINGTON, D.C./ STA. F. M-D/T/Y (Universal Machine)	7 wavy lines
3/13/13 - 3/24/14	21 mm, WASHINGTON/D.C. M-D/T/Y (International Machine)	7 Horizontal lines STATION F in middle line

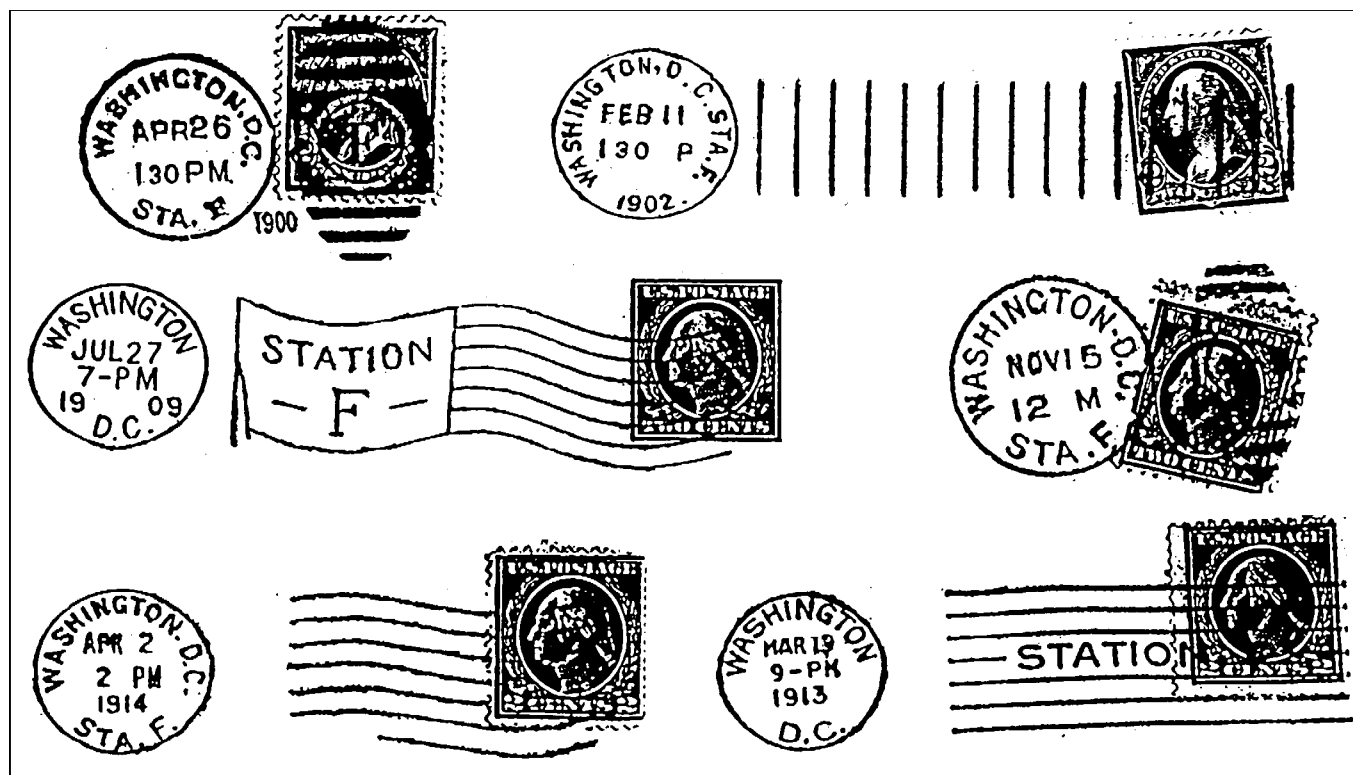


Figure 34 Station F markings.

#### Receivers

4/5/97	28 mm, WASHINGTON, D.C. REC'D./STA. F M-D/T/Y in two digits	NONE
11/24/03	23 mm, WASHINGTON, D.C. STA F/YEAR M-D/T (Doremus Machine)	RECEIVED between 2 horizontal dashed lines
1/10/05 - 8/5/05	23 mm, WASHINGTON, D.C./YEAR M-D/T (Doremus Machine)	STATION F/RECEIVED between 2 hor. lines 4 vert. lines at right
10/15/06	30 mm, WASHINGTON, D.C. REC'D/STA. F; M-D/T/Y	NONE

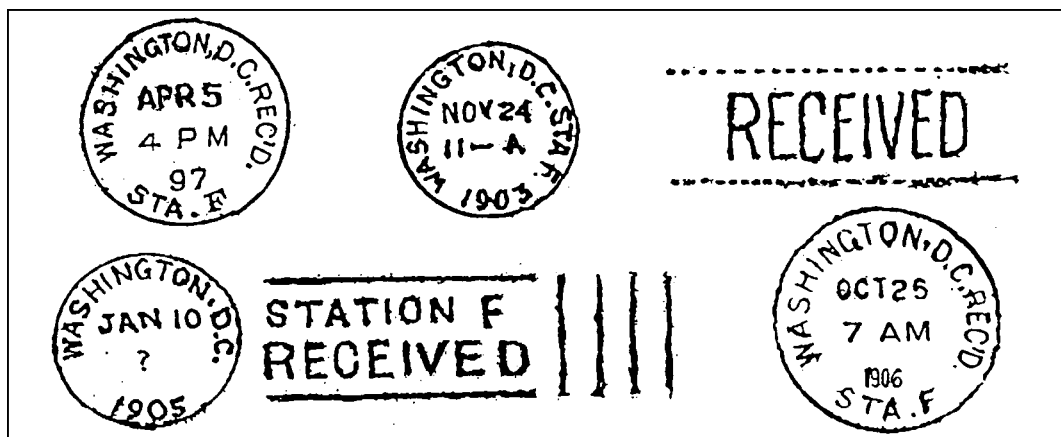


Figure 35 Station F Receivers.

**Station G** was established at Connecticut and L Streets NW on 30 April 1888 as a limited service station and redesignated Station 4 on 1 March 1895. The Station G name was used for a new full service station on 4/22/99 at the Union Building on G Street between 6th and 7th. It was discontinued 1 November 1916.

10/26/99	22 mm, WASHINGTON/D.C.M-D/T/split year	Flag with STATION/ -G-
3/3/00 - 7/3/02	As above	As above, G thinner
1/25/01 - 11/25/01	As above, letters smaller, G & T closer together	As above
2/25/00	Two horizontal lines, WASHINGTON, D.C./M-D-T-Y (Hamden Zare Machine)	7 diagonal lines with STA./G
1/23/00 - 9/10/10	25 mm, WASHINGTON, D.C./STA.G M-D/T, Y outside dial	1 in circle within BARREL ELLIPSE
6/26/01 - 10/17/08	As above, different G	2 in circle within barrel ellipse
6/19/11 As 3/4/13,	20 ½ mm (RECEIVER used for dispatch)	7 hor. Lines with STATION G fourth, R in 6th & 7th
3/4/13	21 mm, WASHINGTON, D.C./Year; M-D/T/—(International Machine)	7 horizontal lines STA. G in 4th line C in 6th & 7th line
4/14/13 - 4/9/14	22 mm, WASHINGTON, D.C./STA.G (Universal Machine)	7 wavy lines, 7th line short at left

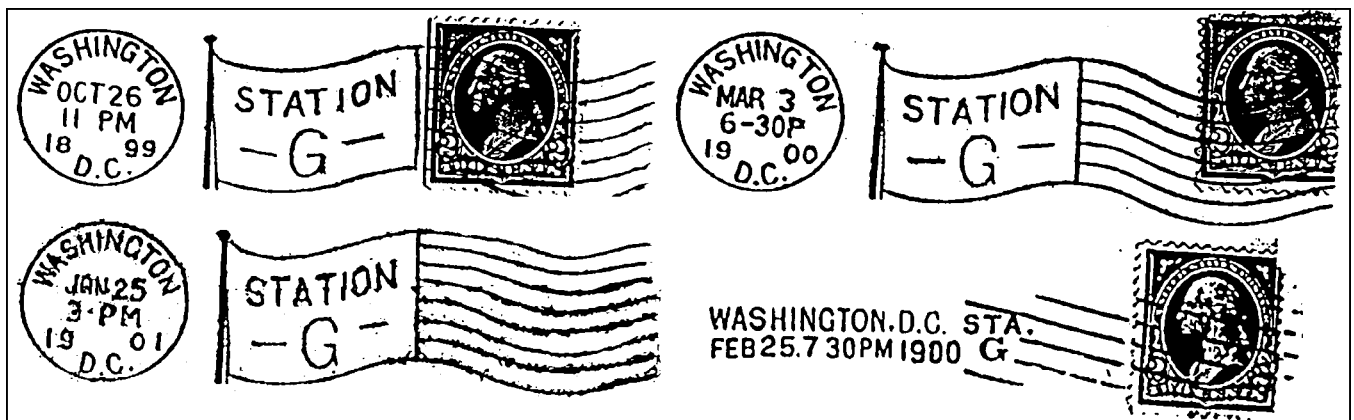


Figure 36 Station G receivers.

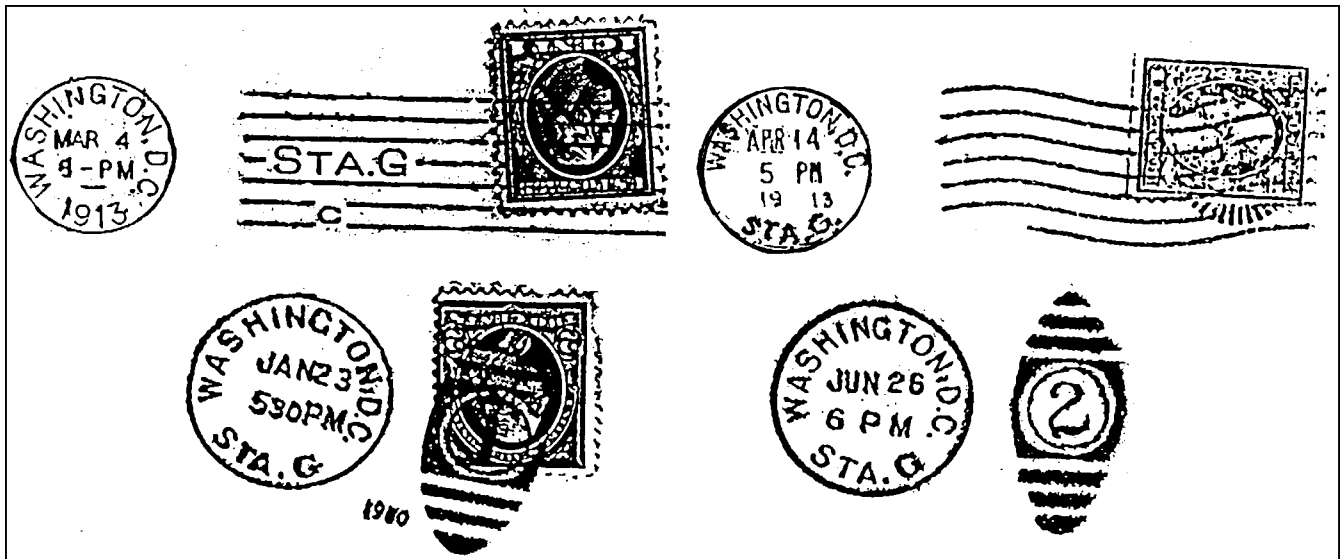


Figure 36 Station G receivers (continued)

### Receivers

5/17/99 - 6/30/00	22 mm, WASHINGTON/D.C. M-D/T/split year	STATION/=G= RECEIVED in 29 x 19 mm oval
11/28/03	20 mm, WASHINGTON, D.C. REC'D/Y M-D/T	7 horizontal lines with STA. G in 4th line R in 6th & 7th lines
1903	As above, except no M, D or T	As above
1/7/03-11/28/03	As above, except "C" instead of "R"	
4/14/04	21 mm, WASHINGTON, D.C./Y M-D/T/—	As 11/28/03
2/1/08 - 6/19/11	20 ½ mm, WASHINGTON, D.C./Y M-D/T	7 horizontal lines with STATION G in 4th line, R in 7th & 6th
1907	As above, but no M-D/T	As above

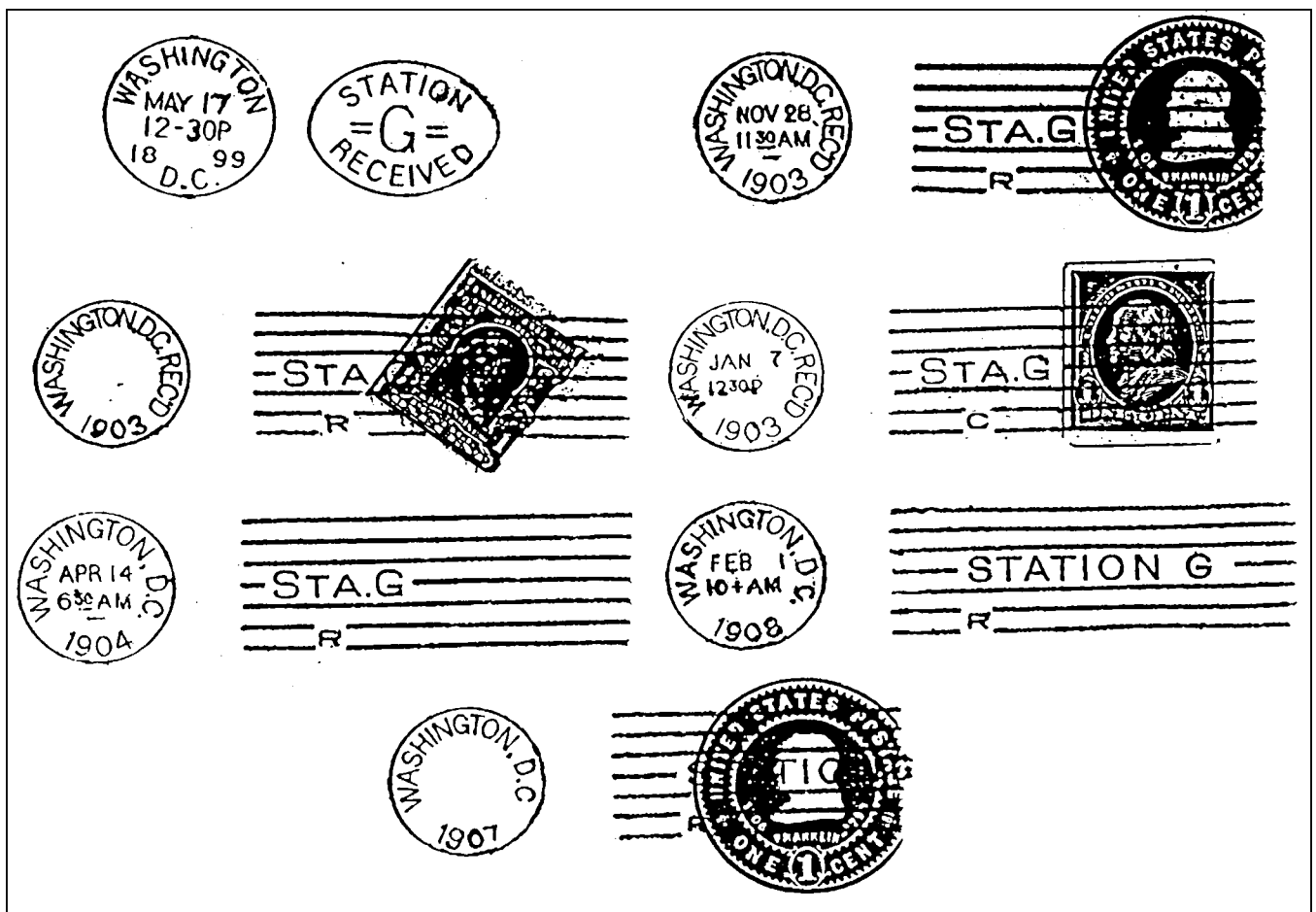


Figure 37 Station G markings.

### Transit

11/11/04

21 mm, WASHINGTON, D.C./Y  
M-D/T/—

7 horizontal lines  
STA. G in 4th line  
“T” in 6th & 7th line

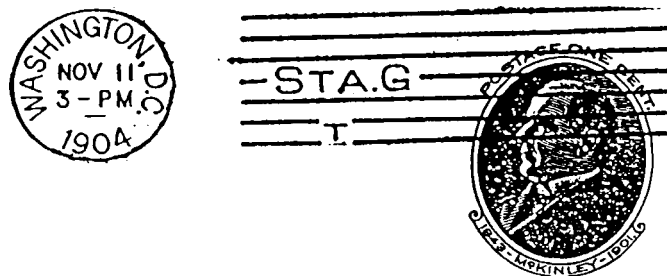


Figure 38 Transit marking 1904.

**Registered**

11/28/03	30 mm, double circle in violet Sta. G, Washington, D.C./REGISTERED M/D/Y	NONE
1/28/04	As above, except in red, larger letters	NONE
6/18/06	29 mm double circle, Sta. G, WASHINGTON, D.C./ REGISTERED; M/D/Y	NONE
2/14/08	33 mm double circle; WASHINGTON, (Sta. G) D.C./ REGISTERED; M/D/Y	NONE
11/15/13	33 ½ double circle, WASHINGTON, (STA. G) D.C./ REGISTERED; M/D/Y	NONE



Figure 39. Station G Registered markings.

**Station H** was established as a limited service station (no postal markings recorded) in June 1888 and its name changed to Sub-station 5 on 3/1/95. Anacostia PO, a full service station, was named Station H as a full service station on 5/26/00 and was renamed Anacostia Station on 11/1/16.

12/4/03	25 ½ mm, WASHINGTON, D.C./STA. H: M-D/T/Year outside dial	Narrow barrel ellipse three bars above and below. H in circle.
8/12/09	23 mm, WASHINGTON/D.C.; M-D/T/ Year split.	Flag with STATION_H_
1/28/10	25 ½ mm, WASHINGTON, D.C./STA. H M-D/T/ Y outside dial. Letters larger than 1903	As 1903 variety



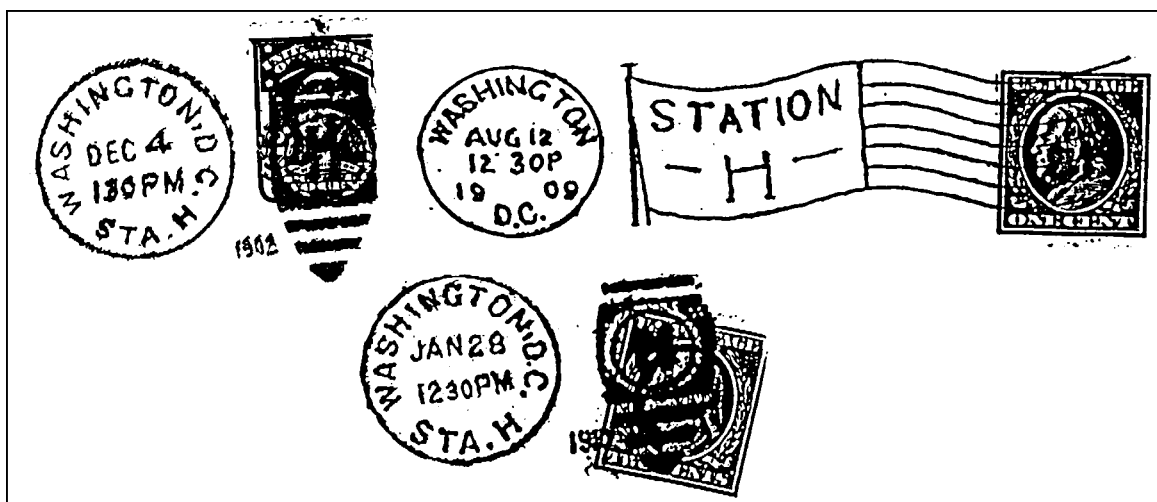


Figure 40 Station H markings.

#### Receiver

4/30/09

29 ½ mm, WASH D.C. REC'D/STA. H  
M-D/T/Y

NONE

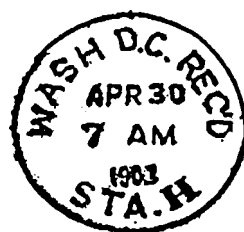


Figure 41 Station H receiver.

**Station I** was established 1 June 1892 as a limited service station and converted to Station 6 on 1 March 1895. It was discontinued 31 January 1909. No postal markings are recorded.

**Station K** was established 1 April 1889 as a limited service station and converted to Station 7 on 1 March 1895. (No postal markings recorded for this limited service station.) Langdon Station was designated Station K in 1903 and re-designated Langdon Station on 1 November 1916. Note two different offices at two different locations were designated Station K.

8/15/07

24 ½ mm, WASHINGTON, D.C./STA. K  
M-D/T, Y outside dial

K in circle within  
barrel ellipse

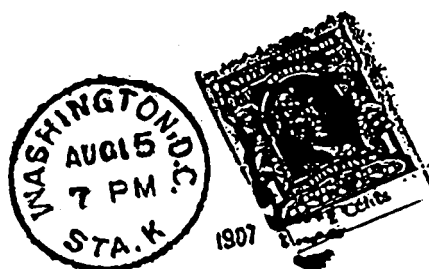


Figure 42 Station K 1907.

**Stations L, M, N, O, P, R, S, T, U, V and W** were all established in the 1889 - 1895 time period and converted to numbered stations on 1 March 1895. No postal markings are recorded. They are considered to have been limited service stations.

### Named Stations with Limited Service

**Eckington Station** was established in 1894 and became Station 16 on 3/1/95. No postal markings have been recorded.

**Fifteenth Street Station** opened in 1881 as a limited service station and was apparently converted to Station C in 1884. Only a single cover has been recorded.

#### Registered

10/4/82	Four horizontal lines in blue. WASHINGTON, D.C./REGISTERED/ M-D-Y/ 15TH STREET STATION	38 mm double oval in blue; 15TH ST. STA./REG./ WASHINGTON, D.C.
---------	--	---

WASHINGTON, D.C.  
REGISTERED  
OCT 4 1882  
15TH STREET STATION.

*Figure 43 15th Street Station registered marking.*

**Fourteenth Street Station** opened in 1882 and was discontinued in 188(6)? No postal markings have been recorded.

**Seventh Street Station** opened in 20 July 1882 at 7th & L Streets; discontinued in 1886; and reestablished 8 January 1919 at 118 7th Street. No postal markings have been recorded.

**Twining** was first in existence for three months in 1891, being serviced by Anacostia. A new Twining office was established 17 April 1894 and converted to Station 50 on 31 July 1900. It is assumed this was a limited service station. Another Twining Station was established 1 April 1910 and re-named Randle Highland Station in March 1912.

**University Station** was established 30 April 1890 at Catholic University and converted to Station 17 on 3/1/95. Only a single postal marking has been recorded.

#### Registered

??/95	53 x 25 mm rectangle - 4 lines; used as killer. REGISTERED/M-D-Y/WASHINGTON, D.C./ UNIVERSITY STATION
-------	---

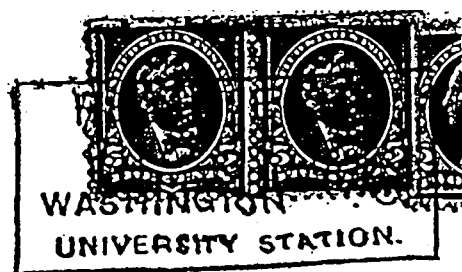


Figure 44 University Station registered marking.

## Numbered Sub-Stations

The first numbered station, or sub-station, Number 1, was established 1 September 1882. Additional offices were added gradually until Station No 81 was reached in 1915. These were all limited service stations and the only postal markings known are for registration, which are scarce, and special delivery and money orders, which are rare. Initially these markings were of horizontal lines, but later they are formed of double circles.

### Registered

No. 1 12/30/95	5 horizontal lines in violet; REGISTERED/ M-D-Y/WASHINGTON, D.C./Sub-station No 1/ No. . . . .; "N" under hyphen	31 x 21 mm double oval; WASHINGTON/D.C.
No. 1 12/8/96	As above, "N under "b"	SAME
No. 2	As above '95	?
No. 3 12/9/96	As above	32 x 26 mm double oval, WASHINGTON, D.C./ REG
No. 4 12/7/96	As '95 No. 1	4 circle target
No. 5 11/18/95	As above	As 1896 #3
No. 6 12/27/95 - 12/16/96	As above	As #1
No. 7 12/17/96	As above	Washington cds (?)
No. 8 12/23/95 - 12/10/97	As above	As #1
No. 11 12/16/96	As above	?
No. 20 5/3/06	29 mm double circle in mauve; Sta. No. 20 WASHINGTON, D.C./REGISTERED; M-D-Y	As #1

No. 26 ?	4 horizontal lines; REGISTERED/ (date missing) WASHINGTON, D.C./Sub-Station No. 26; No. . . . . : "N" under "S"	As #1
No. 29 12/11 - 15/97	As above, except with date	?
No. 31 12/15/96	As above	As #1
No. 34 12/16/95	As above	As #1
No. 34 12/31/02	As #20	As #1
No. 35	As above, except all letters sans serif	As #1
No. 37 4/9/02 - 4/20/04	29 mm double circle; Sta. 37, Washington, D.C./	As #1
No. 37 11/9/04	As above, except Sta. No. 37	As #2
No. 42 3/16/06	28 mm double circle in violet STA. NO. 42 WASHINGTON.D.C./REGISTERED	NONE
No. 57 7/7/09	31 ½ mm double circle in mauve; WASHINGTON, (Sta. No. 57) D.C./ REGISTERED; M-D-Y	NONE

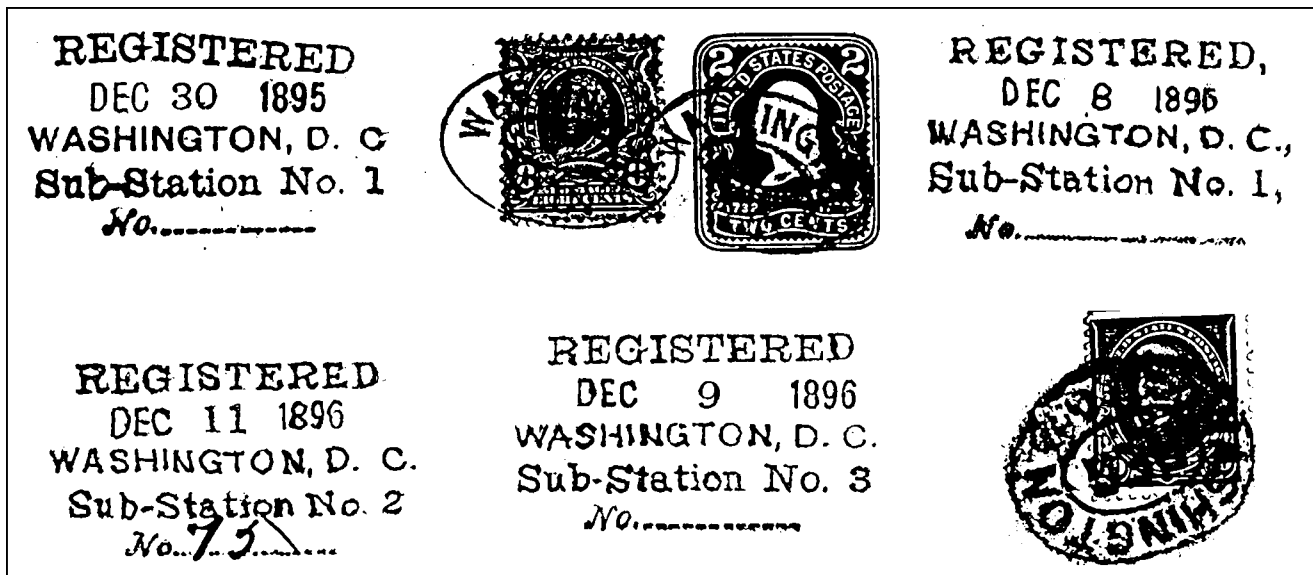


Figure 45 Registry Markings of the Numbered Stations

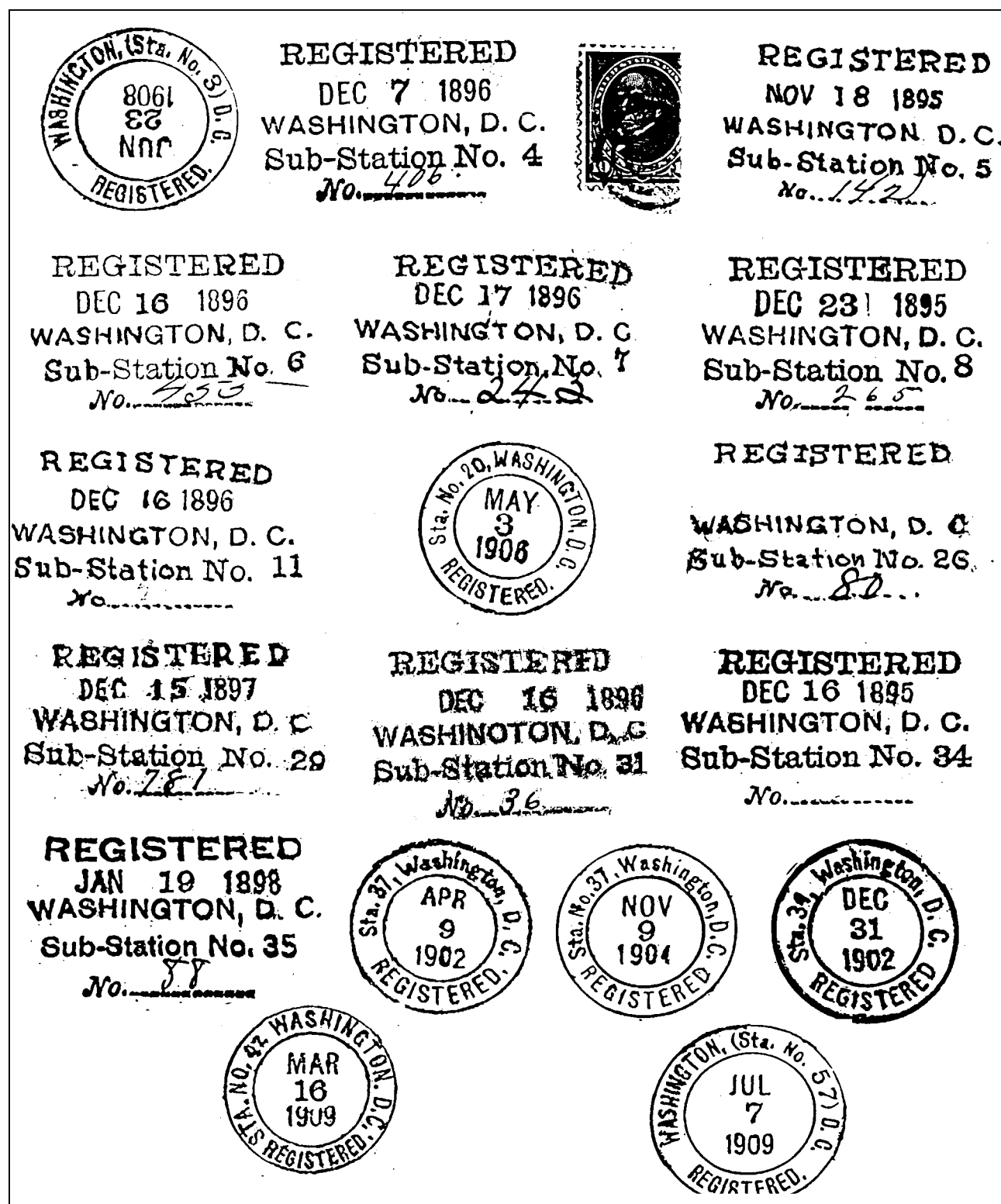


Figure 45 Registry Markings of the Numbered Stations (continued)

## Special Delivery

No. 19	4 horizontal lines in violet;	?
6/2/01	Sub-Station No. 19/M-D-Y/ Special Delivery/ No. ....	
No. 25	4 horizontal lines in dull red;	?
	Sub-station No. 25/M-D-Y/SPECIAL DELIVERY No. ....	

Sub-Station No. 19,  
JUN 12 1901  
Special Delivery  
*No. 374*

Sub-Station No 25  
FEB 22 1902  
SPECIAL DELIVERY  
*No. 246*

Figure 47 Sub-stations No. 19 and No. 25.

I would like to acknowledge the considerable assistance provided by Seymore Stiss in making the Turner collection available to me. Also the assistance of Tom Stanton in clarifying dates and locations.

Corrections, additions or questions are welcome:

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- manuscript editing
- research on US military covers, US possessions and general states postal history



**Figure 1** Guam Guard Mail cover mailed at Piti to an addressee in Agaña. Note the pair of 4-centavo Philippine stamps overprinted with the words, Guam Guard Mail. Also note the gap in the cancellation between the words “Guam” and “Service.” The word “Postal” had been deleted from cancelers due to objections from the U.S. Post Office Department. The cover was mailed on the last day of official Guam Guard Mail service.

## The Guam Guard Mail Project

By Michael Dattolico

As the 1920s came to a close, Guam remained under the control of the U.S. Navy. Captain Willis W. Bradley was the military governor of the island. He was an innovative naval officer who sought to modernize living conditions for the citizens of Guam. One improvement which received a high priority on Governor Bradley’s list was a more complete mail service that would benefit all Guamanians.

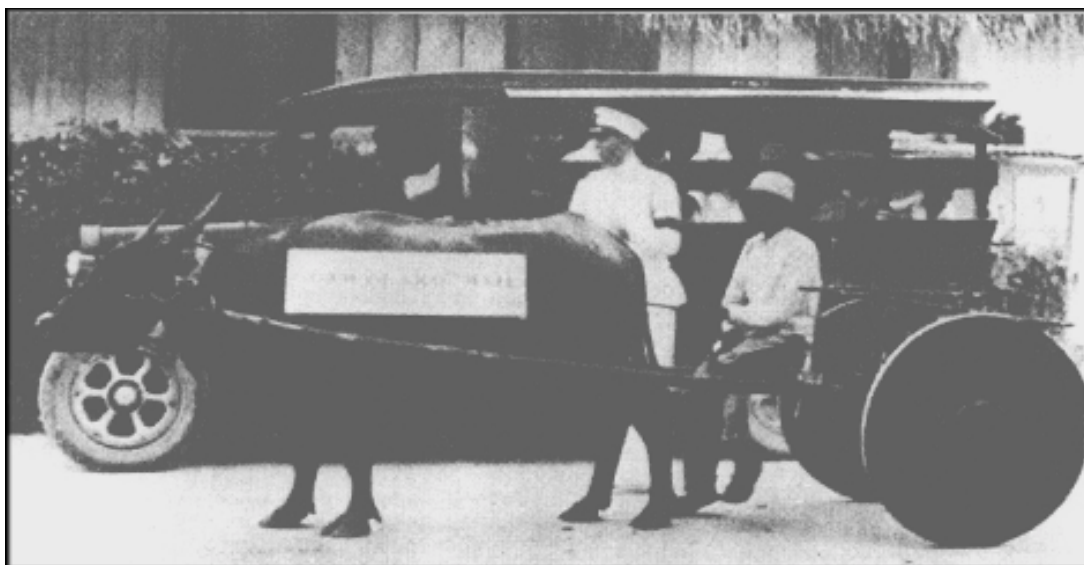
Perhaps Bradley’s greatest achievement was a plan for a system of intra-island mail that would reach most of the towns and villages of Guam. At the time of his decision, the only mail outlet was the post office at Agaña. Many Guamanians living throughout the island had to travel to Agaña to get mail. For many, it was a tedious journey made by oxcart, mule or on foot.

Realizing Guam’s need for a more expeditious mail service, Bradley petitioned Washington for permission to establish an official postal system on Guam so that every citizen would have easy access to mail. His proposal included routes between Agaña and main villages throughout Guam, established distribution

and collection points, and provided for mail carriers. Bradley asked that either special stamps be printed for use on Guam, or that U.S. stamps be overprinted for use there. To help fund the plan, Bradley stated that money would be generated by requiring that every piece of civilian mail be franked with a local stamp and would only be used for internal mail. He called the proposed system the “Guam Postal Service.”

The U.S. Post Office Department denied Captain Bradley’s request for a self-contained Guam postal system. It refused to overprint current U.S. stamps, or print special stamps for use only on Guam. The Post Office Department also objected to Bradley’s title: Guam Postal Service.

Undeterred, the shrewd, experienced bureaucrat shrugged off the Post Office Department’s disapproval and doggedly pursued his plan. To procure stamps, the governor used an “end-run” tactic around the POD. He asked the postmaster of the Manila post office for as many 4-centavo stamps as he could spare. The Manila postmaster sent Bradley a great number of spare stamps.



**Figure 2** A photo of Captain Bradley's inaugural service on April 8, 1930. Both forms of transportation - a motorized bus and a cart pulled by oxen - are visible in the picture.

Remembering the Post Office Department's objection to the name, Guam Postal Service, he called his operation the "Guam Guard Mail Service." He ordered the Philippine stamps to be overprinted with the words, "GUAM GUARD MAIL." He also ordered that the word, postal be deleted from the cancelers. Bradley planned to inaugurate his postal service as soon as the stamps became available, routes were publicized, and carriers were employed. His only logistical snag remained how to transport mail to the village mayors/commissioners' houses, which he intended to use in lieu of post offices. Captain Bradley and his staff came up with a plan whereby a local bus company would deliver and pick up mail at the villages. At first the bus service was provided at no charge. Later, when it was clear that the operation was self-supporting, a contract was negotiated whereas the bus company was compensated \$5 per month. Captain Bradley kicked off his Guam mail service on April 8, 1930. Marine Lieutenant James A. Stuart was appointed mail superintendent. (Figures 1 & 2).

From the start, Bradley's plan was a success. In fact, it was so successful that the initial supply of overprinted Philippine stamps was gone before they could be replaced. The situation was remedied by the printing of a stamp which went on sale on July 9, 1930. (Figure 3). The design featured the official seal of Guam. A third and fourth issue of stamps were available later in 1930. Additional supplies of Philippine stamps arrived from Manila during the period.

That the maverick Guam governor was able to defy the POD's orders typifies the bureaucratic division of powers and responsibilities that existed in those days.

The Postmaster-General, Walter F. Brown, had no authority over the military governor of Guam. Bradley, on the other hand, could not make demands on PMG Brown. That Captain Bradley out-maneuvered the USPOD by using overprinted Philippine stamps was certainly applauded by native Guamanians. By the summer of 1930, no one in Washington could dispute the success of Captain Bradley's postal operations on Guam.

Captain Bradley's work prompted the U.S. Post Office Department to reconsider its position on an independent Guam mail plan. Spurred by Bradley's success, the U.S. POD agreed to provide mail delivery to all major villages by January 1 1931. That date was delayed because a crucial bridge being built near Talofofo was not completed. The last day of 1930, however, marked the official end of Captain Bradley's "Guam Guard Mail." The new POD Guam plan was slated to begin on April 8, 1931.



**Figure 3** An image of one of the stamps issued on July 9, 1930, for local use on Guam.



Undoubtedly, some readers might wonder why the U.S. Post Office agreed to take over postal operations on Guam after initially resisting Bradley's idea. There is much speculation among postal historians regarding the POD's reversal of its original decision. Some feel the Post Office Department implemented a mail plan on Guam because postal administrators were embarrassed by Bradley's success after the POD had first rejected it. Other historians contend that POD administrators realized that Bradley's scheme was a relatively inexpensive one, which appealed to them especially since the country was sinking into a national depression and revenues were dropping. Those who study Guam's postal history speculate that the U.S. Post Office Department had been interested in providing intra-island mail service to Guam before Bradley began his project, but decided to wait to see how Governor Bradley's plan would work and how much it would cost. Then, too, since Guam was located near Japanese-mandate islands which American military intelligence officers suspected were being turned into bastions of Japanese military power, historians suspect that our government wanted the navy to concentrate on purely military matters with less emphasis on civil matters. Some or all of the above theories may be true. After 71 years, they are still pondered.

From the tone of official correspondence between the Guam Governor and the Chief of Naval Operations (CNO) office, things seemed rosy. A letter dated 28 August 1930 gives us a rare glimpse of inter-office navy communications near the time when the POD planned its takeover of Guam's mail system:

NAVAL GOVERNMENT OF GUAM  
GOVERNMENT HOUSE  
GUAM

In reply refer to  
No.

1433-755-3028 August, 1930    WWB/Cz.

From: The Governor of Guam.  
To: The Chief of Naval Operations

Subject: Establishment of Postal Service in Guam.

Enclosure: (A) Copy of my letter dated 27 August,  
(Herewith) 1930, to the Postmaster, Agana.

1. The Governor is gratified to report that matters are progressing rapidly toward the establishment of extensive service throughout Guam by the U.S. Post Office Department.

2. Proposals have this date been posted for the operation of the federal mail route daily, except Sunday; Agana - Asan - Piti - Sumay - Agat. This is one of the identical routes now being operated by the Guam Guard Mail. The Post Office Department proposals are for a period of three and one half years commencing 1 January, 1931 and expiring 30 June, 1934. Guam Guard Mail service over this route will be discontinued on 31 December, 1930.

3. Proposals were forwarded by the Post Office Department for the establishment of an additional route; Agana - Talofofo - Inarajan - Merizo - Umatae, daily, except Sunday service, commencing on 1 January, 1931. The Post Office Department has been informed that such service will not be practicable on 1 January, 1931, owing to the delay in completing the Talofofo bridge, but that it is expected to have a temporary bridge in by 1 March, 1931, and it has been suggested that the date of opening for that route be set for the above date.

4. Upon establishment of the federal service, the Guam Guard Mail will be discontinued to Merizo and southern points, thus turning the entire mail situation, except strictly military mail between naval and marine corps offices, over to the Post Office Department.

Willis W. Bradley, Jr.

In the letter, Bradley courteously stated that the establishment of his system to provide mail service throughout the island was progressing well. He stressed that the U.S. Postal Service would supersede his operations on January 1, 1931, although existing Guam Guard Mail routes would be continued. He reiterated that Guam Guard Mail service would be discontinued on December 31, 1930. The Governor specified that proposals for daily mail service to the southern Guam towns of Talofofo, Inarajan, Merizo and Umatac were included in the federal plan, the only possible delay being the unfinished bridge near Talofofo. The report ends with the statement that Guam Guard Mail would be discontinued to Merizo and other southern points, except for military mail between Navy and Marine Corps offices when the Post Office Department took over in early 1931.

A two-page letter dated 4 October 1930 was written by Commander Charles Moore, an officer assigned to the CNO office, to an official in the Department of Commerce. It is a well-written summary of what the navy was trying to do on Guam and what it hoped the U.S. Post Office Department would continue to do to improve communications throughout the island:

NAVY DEPARTMENT  
OFFICE OF CHIEF OF NAVAL OPERATIONS  
WASHINGTON

In reply refer to initials  
and No.  
EG54/A9-10(301003)

4 October, 1930.

My dear Mr. Isaacs:

Your letter of 3 October, 1930, addressed to Captain Furlong, requesting information on the Guam system of private local post, has been received in this office. Insasmuch as Captain Furlong will be absent from his office until about the first of November with the American Samoan Commission, I am re-plying to your letter, quoting pertinent paragraphs from the Annual Report of the Governor of Guam for the fiscal year 1930.

*"It is most surprising that during the development of Guam no means has been provided for transmission of mail within the island or for the distribution of such as may arrive at Agana, the only United States Post Office. To overcome this condition temporarily, a local service was commenced on 8 April, under the jurisdiction of the Commandant of the Naval Station. This service will be treated more at length in Part II and is mentioned here only in view of its probable inclusion in a division of communications contemplated in the near future. The service now operating, and that contemplated, has no connection with the federal post office system, nor does it handle mail matter arriving via, or destined for, the federal post office. It is hoped that additional offices under the United States Post Office Department may be authorized for the island as soon as local business justifies their establishment.*

*"A Guard Mail service is now being operated on one route, which includes five towns as follows:*

<u>Town population</u>	<u>Municipality population</u>
Agana - - - - 8,689	11,041
Asan - - - - 538	559
Piti - - - - 387	928
Sumay - - - 1,030	1,211
Agat - - - - 609	888

*"This service permits daily local transmission of either mail or packages. It should be borne in mind that lack of service during the last several centuries has prevented the development of correspondence between inhabitants in the different towns and that the growth of such habits must be a slow process. However, if the island is to progress, a communication service of some kind must be maintained locally until it has reached a point where the United States Post Office will deem it worth while to include towns other than Agana in its postal system and will provide for a frequent interchange of mail matter. This service is operating without expense to the Navy Department. Extension of the Guard Mail service to the southern end of the island will be effected during the first part of the fiscal year 1931, and will take in the following additional towns:*

<u>Town population</u>	<u>Municipality population</u>
Merizo - - - - 710	1,101
Inarajan - - - 812	1,176
Umatac - - - - 391	(Merizo municipality)
Talofoto - - - 321	(Inarajan municipality)

*"If conditions warrant the service may also be extended into the northern part of the island."*

Very respectfully,  
CHARLES J. MOORE,  
Commander, U.S. Navy,  
Office of Island Governments

Mr. Grant Isaacs,  
Office of the Assistant Secretary,  
Department of Commerce,  
Washington, D.C.

Other correspondence initiated by Department of Commerce officials about the cessation of Guam Guard Mail service was addressed to Mr. Bruce Bryant, a professor at Stanford University. The text of these letters indicates a great deal of philatelic interest in Guam Guard Mail.

The letters written on Department of Commerce stationery to Bruce Bryant confirm that one topic is air-mail covers to and from Guam. The writer, Mr. Julius Klein, cites an earlier letter he received from Governor Bradley about the unfeasibility of airmail to and from Guam. Bradley told Klein "...I doubt such an opportunity will occur for some years to come. The distance from Honolulu to Guam...makes an air service prohibitive...since air mail has not developed extensively as yet in the Orient...." They could not know that before the 1930s ended, trans-Pacific air-mail would be a reality.

But perhaps the most compelling letter was written on official Guam government stationery by Marine Lt. James A. Stuart, Superintendent of the Guam Guard Mail service, to Mr. Bryant at Stanford University, California. The letter, written on January 29, 1931, begins with an apology to Mr. Bryant for the delay in answering his November 1, 1930 letter:

NAVAL GOVERNMENT OF GUAM  
GOVERNMENT HOUSE  
GUAM

In reply refer to JAS:Cz.  
No.  
29 January, 1931.  
Dear Sir:

Your letter of 1 November, 1930, to the Governor of Guam, enclosing a money order for \$1.00, for the purchase of various postage stamps properly cancelled within the Island of Guam, has been referred to me for reply. The

greater part of my delay in answering your letter was brought about by my waiting to obtain for you the first day covers on the Star Route Delivery which commenced on 1 January, 1931. This Star Route Delivery uses no other cancellation than one of the main post office in Guam. Consequently, although I mailed the letters, one from each of the five post offices taken over by the U.S. Postal authorities, there was no other cancellation than the one you will see on the five envelopes enclosed.

Before the Guard Mail on the above line closed, I also had covers mailed from each of the post offices on the line, which are also enclosed. You were misinformed, however, concerning post offices at Talofofo and Umatac, as there were no Guard Mail post offices opened up in those places. With two of those envelopes, I placed specimens of the two-centavo, third edition, and mailed them in Agana. The rest of the envelopes enclosed have placed upon each one, a copy of the new fourth edition of the Guam Guard Mail stamps. These I had mailed over the remaining line from Merizo and Inarajan respectively to Agana. This does not exactly carry out your instructions, but I have filled your request to the best of my ability, with what was available.

Mr. William Bruce Bryant

You will find enclosed another type of first day cover. These I had made up upon the possibility of such requests as yours, and it was the only way in which I could think of to commemorate the first day of the first U.S. interior postal route.

You also inquired concerning a detail map of the Island of Guam. The enclosed blueprint is all that I am able to supply in that line. If it is sufficient for your purpose you are more than welcome to it.

Thanking you for your interest in our Island activities, I am,

Very truly yours,  
J.A. Stuart,  
First Lieut., U.S.M.C.,  
Supt., Guam Guard Mail.

Mr. Wm. Bruce Bryant,  
P.O. Box 2674,  
Stanford University,  
California.

P.S. ENCLOSED:

Stamped envelopes	\$ .44
3-2 centavo	.03
4-4 centavo	.08
3-6 centavo	.09
4-8 centavo	.16
4-10 centavo	.20
Total	\$1.00
	JAS.

Bryant's topic was a request for philatelic covers. Apparently, he had earlier asked for first-day covers from various towns once the U.S. POD instituted their postal system. Stuart apologized for not being able to give Bryant first-day covers, since all the new

system's mail was postmarked at Agana. As his letter explains, Stuart was able to contrive some purely philatelic covers using Guam Guard Mail stamps for Bryant.

But the highlight of the letter is its enclosure - a map of Guam showing its different provinces or sectors - on which Marine Lt. Stuart penned in the new POD routes. The dotted line on the left side of the map, along with the manuscript mail route information at the bottom of the map, was written by Lt. Stuart. Shown as *figure 4*, the map and Lt. Stuart's notes jotted on it represent a unique glimpse into the internal workings of Guam's mail service in those years.



**Figure 4** A map of Guam showing the various governmental zones into which the island was divided. The most prominent features are Lt. Stuart's personal notes which show the PODs expanded routes and modes of transportation.

One other letter exists between Superintendent Lt. Stuart and Bruce Bryant. It is dated May 21, 1931, and contained a number of stamps that were left over from the Guam Guard Mail period:

NAVAL GOVERNMENT OF GUAM  
GOVERNMENT HOUSE  
GUAM

In reply refer to JAS/Cz.

No.

21 May, 1931.

My dear Mr. Bryant:

Your letter of March 25<sup>th</sup> sending a money order for \$1.50 for the stamps ordered in your amateur radio of April 4<sup>th</sup>, arrived in Guam on the 15<sup>th</sup> of May. From the enclosed notice you will see that your radio arrived just in a neck of time for you to receive the stamps at their face value inasmuch as the Guard Mail service was replaced by the U.S. Postal Star Route delivery on the 8<sup>th</sup> of April. Accordingly, I am enclosing the following:

105	2-centavo stamps	\$1.05
2	4-centavo "	.04
5	6-centavo "	.15
1	8-centavo "	.04
1	10-centavo "	.05
	Postage & registration	<u>.17</u>
	Total	\$1.50

The stamps of the first and second issues are completely exhausted and have reached a very high cash value. In fact some of the bids I have received for them has been preposterous inasmuch as one of them offered \$17.50 a copy.

Hoping that the enclosed stamps are satisfactory to you, I am,

Very truly yours,

J.A. Stuart,  
First Lieutenant, U.S.M.C.,  
Aide to the Governor of Guam.

Mr. Wm. Bruce Bryant,  
P.O. Box 2674,  
Stanford University,  
California.

Bruce Bryant was a relentless collector who was still pressing for stamps and covers as late as May 21, 1930. Lt. Stuart tried to accommodate his request for covers, but stamps were the only commodity left that he could send. Stuart added that the stamps were rising rapidly in value, and demand for them was great.

The U.S. Post Office Department officially began providing mail service on April 8, 1931. It encompassed most of Guam, linking villages and towns

throughout the island. The simple idea of improving communications on Guam via improved mail service was the basis of the modern postal system that serves Guam today.

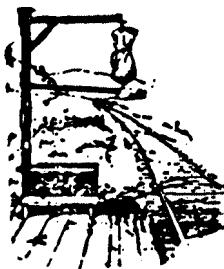
As a suitable epilogue, it should be noted that the Guam's Guard Mail plan was commemorated in 1976 to coincide with America's Bicentennial celebration. The three covers shown as *figures 5-7* are examples of what was produced in 1976 to help celebrate our nation's 200th anniversary.

While collecting Guam postal history may not pique everyone's interests, one can easily be caught in the Island's mystique.

**MAINE NARROW GAUGE R.P.O.  
CANCELS WANTED**

Bangor & Bucksport AGT. (10/9/1879-5/31/1883)  
Palermo & Wiscasset R.P.O. (1895-1896)  
Albion & Wiscasset R.P.O. (1896-1902, 1909-1933)  
Waterville & Wiscasset R.P.O. (1902-1909)  
Harrison & Beidgton Junction R.P.O. (1900-1917)  
Farmington & Rangeley R.P.O. (1892-1903)  
Kingfield & Farmington R.P.O. (1903-1913)  
Phillips & Farmington (1913-1917)

**BRUCE L. COREY, 108 Marilyn Avenue,  
Westbrook, ME 04092**



**AUCTIONS WITH A  
DIFFERENCE**

***H.J.W. Daugherty***

P.O. Box 1146LP  
Eastham, Mass., 02642

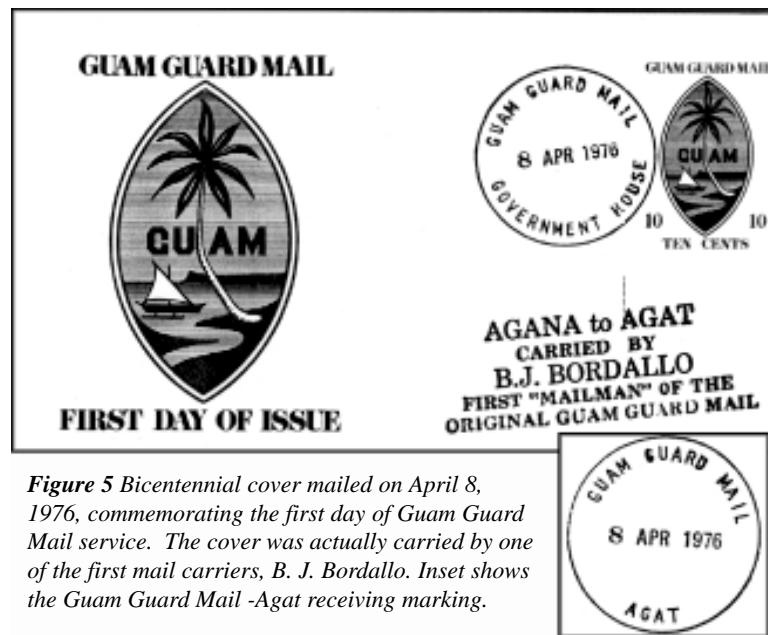
*hjwd@capecod.net*

*hjwdonline.com*

ASDA

Write for Next Catalog

APS



*Figure 5* Bicentennial cover mailed on April 8, 1976, commemorating the first day of Guam Guard Mail service. The cover was actually carried by one of the first mail carriers, B. J. Bordallo. Inset shows the Guam Guard Mail -Agat receiving marking.

*Figure 6* Guam Guard Mail cover sent to a recipient in the United States on July 15, 1978. Usage of themes and devices related to the 1976 Bicentennial Guam Guard Mail commemoration were used for several years after 1976.



*Figure 7* Bicentennial 1976 cover showing usage of a replica copy of the Guam stamp issued on July 9, 1930. It is tied by a double-circle Guam Guard Mail-Agana cds postmark.



**Figure 1a** This recently discovered postal card was mailed from Oakland, California, and is postmarked less than 12 hours after the disastrous 1906 earthquake struck the Bay Area.

## The 1906 San Francisco Earthquake and Fire—Recent Discoveries

### Part 1

By Randy Stehle

The topic of the 1906 San Francisco Earthquake and Fire has been dealt with in three prior articles in *La Posta* by this author. The first article appeared in the January 1990 issue (Vol. 20., No. 6, pp. 7-11), and dealt mainly with the use of the “Burned Out” auxiliary marking. The second article appeared in the July 1998 issue (Vol. 29, No. 3, pp. 54-63), and dealt with the restoration of normal delivery of incoming mail. The third article appeared in the November 2000 issue (Vol. 31, No. 5, pp. 40-48), and dealt with refugee camp markings.

This article is the first in a three-part series that will present some recent discoveries relating to this event. The bulk of this series will focus on a very important family correspondence, which has never been published before. It consists of six letters written from the day after the earthquake (April 19, 1906) to May 13, 1906. These well-written letters vary in length from two to eight pages, and originate in San Francisco, Oakland and San Jose. There are two postal cards, one of which was written on the day of the quake (April 18, 1906). There is also a telegram that

was written on April 20, 1906, and refused transmission due to the prevailing conditions. There is additional material from several other sources as well.

Most of the letters have their original envelopes, though all the stamps have been torn off. There are no auxiliary markings, except for the standard one used on special delivery mail. The spelling and punctuation used on the correspondence has been preserved to the best of the author’s ability. Words that were crossed out on the original pages have been shown here with a double strike through them. Any comments or clarifying notations will be found inside of brackets. Place names have been identified on the two maps shown in the article. The author hopes you enjoy reading them as much as he did.

### Postal Card Number One

This postal card was addressed to Mrs. L. H. Gilmore, 649 Galena Ave., Pasadena, Cal. It was mailed at 4 p.m. on April 18, 1906, less than 12 hours after the earthquake struck. The front and back of it are shown in **Figures 1a** and **1b**. It reads:



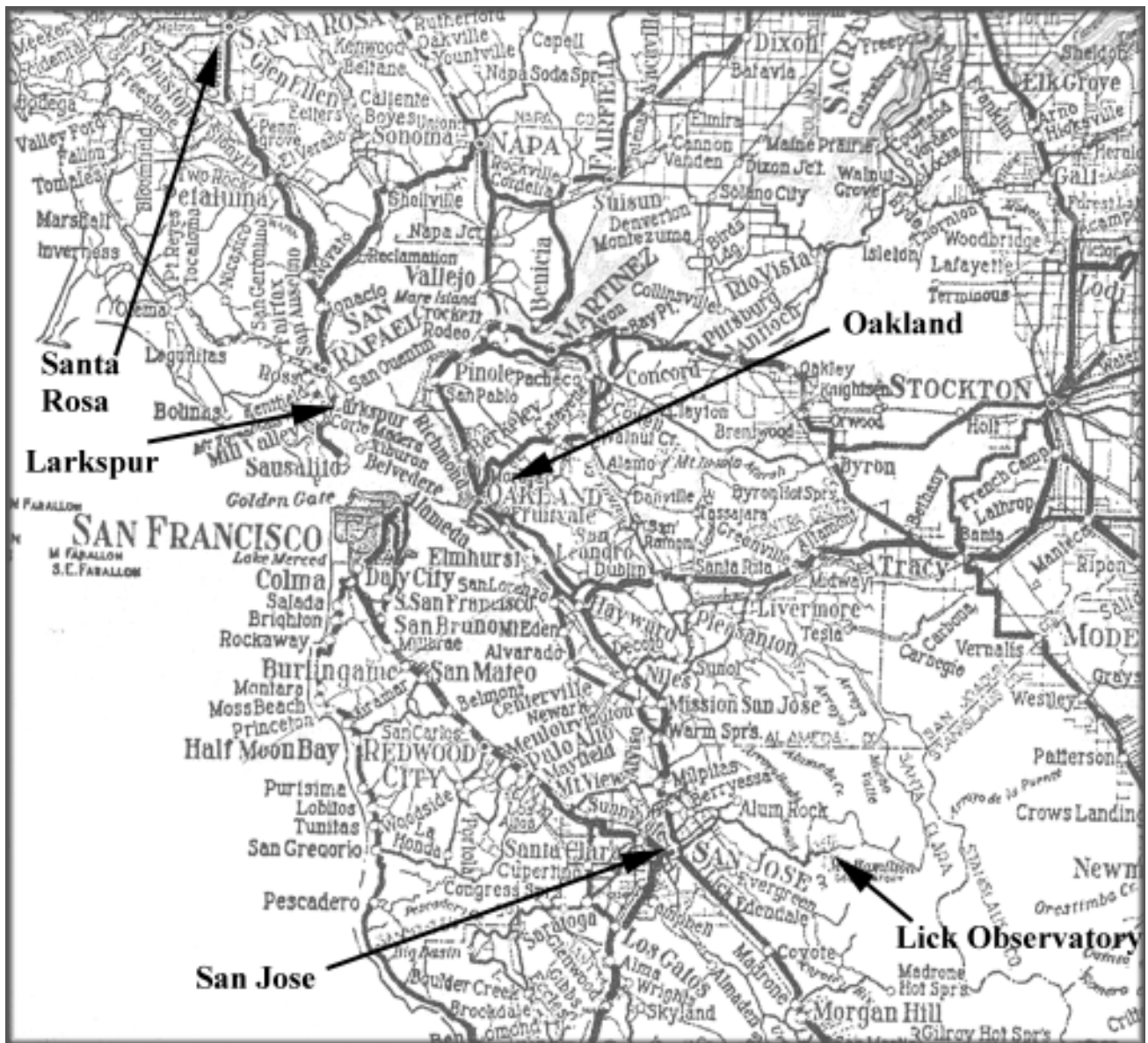
We all trust you have not had  
 The same calamity as we have here - all  
 buildings are safe & sound but much shaken up - Chimneys  
 all down - Your father's buildings  
 received some damage especially  
 21st & Broadway - Oak business property  
 is a terrible sight - & S.F. is beyond description  
 Love to all from all yours Reg.

**Figure 1b** Message side of the postal card illustrated in figure 1a.

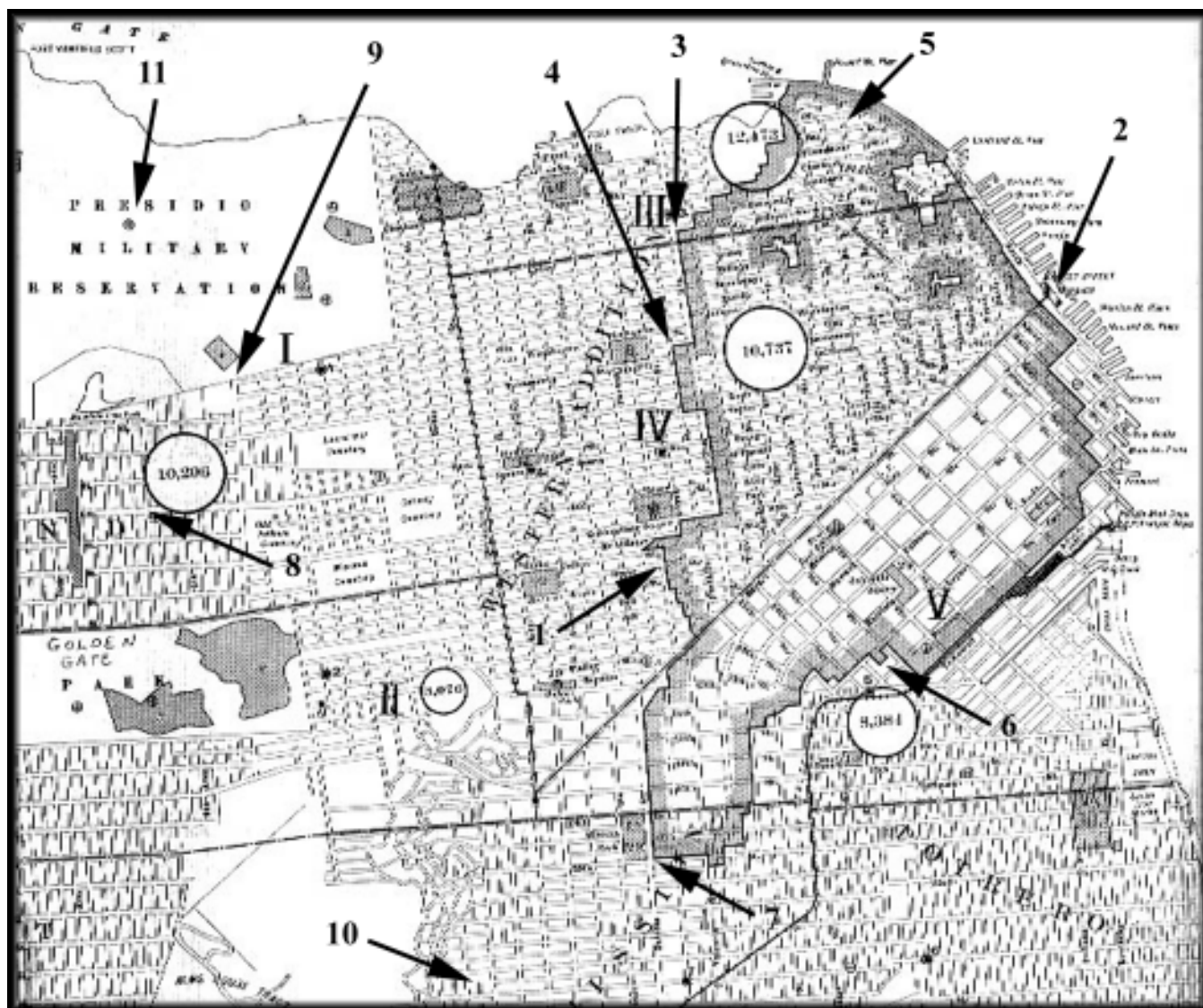
We all trust that you have not had the same calamity that we have here - All at home are safe & alive but much shaken up - Chimneys all down - Your father's buildings received some damage especially 21<sup>st</sup> & Broadway [near Lake Merritt] - Oak[land] business property is a terrible sight - & S.F. beyond description

Love to all from all yours Reg.

The writer of this postal card was Reginald Allen, an Oakland, CA dentist. Please see **Map 1** for the location of the address mentioned above and for all subsequent San Francisco Bay Area locations mentioned in other letters.



**Map 1** The Greater San Francisco Bay area with locations mentioned in the correspondence highlighted by arrows.



**Map 2** San Francisco showing locations referred to in the correspondences as follows: 1) Octavia Street; 2) The Ferry Depot; 3) Van Ness Avenue; 4) Franklin Avenue; 5) North Beach; 6) Potrero; 7) 20th & Dolores; 8) Geary Street; 9) First Avenue; 10) Diamond Canyon and 11) The Presidio.

## Letter Number One

The person who wrote the following letter started it on April 19, 1906. She did not mail it immediately, adding additional sections covering the next several days. It was most likely mailed on Monday, April 22, 1906. Its original envelope is not present. Please see **Map 2** for the San Francisco locations mentioned in it and subsequent correspondence.

East Oakland, Cal –  
Thursday Morning  
April 19<sup>th</sup> 1906

My dear Edith,

We are safe and our home and father's other property are not damaged beyond repair as far as we know of, except his library and office fittings in S.F. and probably the

flats at 21<sup>st</sup> and Broadway – We certainly have a great deal to be thankful for. Beyond this I don't know what to write. It is a most awful calamity. I have read of awful things but little did we dream of such a horrible thing happening to our fair State. Last reports are that the whole of San Francisco is doomed. It has burned now out to Octavia Street. Thousands of people are pouring over here, they say and out to the park and hills in the City. I am wild to get a dispatch to you and to Aunty. San Jose has suffered severely – If I could only hear that Aunty is safe.

First reports were that Los Angeles had felt the shock worse than S.F. but later we learned that the South only felt it slightly. Thank God for that! They say the damage from the earthquake in S.F. is not to be compared by that caused by the awful fire which is raging and raging beyond control.

Cousin Joe has just (about noon) arrived looking as if he had been living through a horrible nightmare – He says words fail to describe the condition of affairs in San F.



They have been dynamiting buildings for the past twenty-four hours trying to check the fire as they cannot get water. They and all the other occupants of the flats have been living in a big tent of Elmer's which the men pitched across the street. There were five young children. One only three weeks old and another ten weeks. Laura was afraid to stay on account of the baby being upset by the food.

They had to walk three miles around by the sea wall to get to the Ferry – Elmer went back late that afternoon and Cousin Joe accompanied them to the City where he went to look up some belongings he had carried out and stored in a house on Octavia St. He looked up the Joneses for me. Found them still in their house which was right on the edge of the burned and dynamited district. He could not prevail upon them to come over here. We're going to stay by the house. Reg had not succeeded in hearing from Harry and Lewis until to-day. Lewis lost everything. Maude & baby at her mother's.

If we could only live like the birds we would be little affected by this dreadful thing. So many of us remarked how beautifully they were singing yesterday morning right after the awful shock.

Saturday eve-

I hadn't the heart to mail you this letter Thursday. In fact was too nervous and dazed to settle down long enough indoors to finish it.

Yesterday about noon Laura arrived with little Everett. Oh, I was so glad to see them and to hear that the rest of her family was safe. Elmer came later as he had stopped off downtown to buy some clean clothes. The fire did not reach their part of the City but their flat was so badly damaged by the shock that they did not dare stay in it. Harry's home was very little damaged but of course his business is all swept out by the fire. Alice and the baby have gone to Larkspur [a ferry still runs between San Francisco & Larkspur, which is in Marin County]. The Allen boys and the Cullen's have gone to the presidio. The City is under marshal law. Gen. Funston at the head.

Sunday Morning.

I am still anxiously waiting for father and Sallie. Why don't they come or write. [Underlining in the original.]

Sallie's letter written on Tuesday and finished up on Wed. just after they had heard of the earthquake was rec'd. Friday morning also a postal from Auntie written the morning after the shock telling of her safety. A postal came from Frank Weeks also telling of their safety. Santa Rosa was almost demolished as far as the business section is concerned. Miss Frear arrived home Wednesday eve from Santa Rosa and she said that judging from the way Oakland looked in comparison with Santa Rosa that we had no conception of what it was there. We trust that Harry and Clara and the children are safe. Miss Frear thinks she would have heard from them before leaving town if they had been victims.

All the Churches here that are safe are being used for refugees. Think of 300,000 homeless people – I have been sending food, bedding etc to the church and various places

where they are caring for the people. Mr. Davis (the contactor) called this morning for anything we could spare in the way of covering for the ten thousand people (he said) sleeping out at Diamond canon [Canyon – I am not positive of this location, but assume it could be where the current Diamond Heights section of San Francisco is.]

I could write chapters but I must stop. I am so thankful that you and Anna have been spared from this. As far as I know there have been no fatalities among our friends and the only one I have heard of being injured is Mr. Will Smith, Ruth's husband having broken his toe by falling through the dining room floor into the basement when he stepped in there after the earthquake.

The letter continues in the margins:

Reg has written and tried to get a dispatch through to you also. Cousin Joe also tried to get a dispatch to you for me. Don't worry about us. Grace has written to Anna and the Janesville [in Lassen County, CA, about 13 miles south-east of Susanville] cousins and I asked Nora to forward my letter to Aunt Jane. I will try to write to the other friends and relatives as soon as possible. Have written Auntie and Frank Weeks. Give my love to all the friends South. Glad father and Sallie had their lovely visit with you before all this happened and that they missed the awful experience. I know there must be some good reason for their not coming home.

It seemed for the first two days as if the universe had been turned upside down and that we never again could get back into normal conditions again – but there is nothing like having to forget [ones] self in caring for others and people are wonderfully brave and cheerful. I now have faith to believe that it is all for the best. We were to[o] much of the earth, earthly and laying up our treasures here instead of in heaven. We have to admit that San Francisco was an awfully worldly, wicked city, but there were also lots of good souls there.

The fire was checked by Friday night saving one fourth of the City. I had a letter from Nora Tobias, who is in Redlands [in San Bernardino County, CA, about 70 miles east of Los Angeles], yesterday anxiously inquiring for us all and it seems so strange we haven't heard a word from our near relatives in the South since Sallie's Wed. letter. They have had four days in which to get home. I know it has been hard for you to believe the reports.

Mr. Heron is anxious to see father. Wants the flats torn down as soon as possible as the land is wanted and there is already a great demand for father's store in E.[ast] O.[akland]. One for \$50 per month.

Dr. & Mrs. Stephens, Mary & Bertha, Emma Davis, Grace, Reg & I had all been to the Orphans concert together the night before. It seems a century ago now – Emma stayed all night with me or I would have been alone with the girl. Emma was wonderfully calm.

Lovingly,  
Claribel

## Telegram

The following telegram was written on April 20, 1906, from Oakland, CA. The notation "could not send message." was written on its upper left hand corner. A copy of this telegram is shown in **Figure 2**. The upside down writing on it was done after it was refused transmission.

Postal Telegraph Cable Company.

Telegram.

Geo. R. Williams

649 Galena Ave. Pasadena Cal

Come soon as possible, bring ready cash.

Banks closed.

Grace

(Underlining appears on the original telegram.)

On the back of the telegram (and continuing onto the front) appears:

Friday 2 P.M.

My dear Edith, -

The telegraph co. will not accept any messages to be sent in California. Tell your father people are after his stores - best offer was \$30.00 per month for 580 - 12<sup>th</sup> St. one year lease by Fairbanks Co, soap people by concern - I took \$10.00 deposit from another concern at \$30.00 but only 3 mo. Lease subject to your father's approval. Banks are still closed here and ready cash is hard to find - I think

things will ease up soon as big shipments of relief come from interior sections south north & east. S.F. is in ashes from Waterfront to Van Ness from North Beach to Potrero and what they have gone through is worse than hell. Marshall [sic] law is supreme & Gen Funston has charge. Elmer & Laura have just arrived at your house with baby - They walked three miles to ferry. Thus far the Williams house is safe if fire is checked - There was no water & had to eliminate buildings for about two days & nights - Relief Committee want[s] my assistance. With love to you all from Reg.

## Letter Number Two

The unsent telegram was subsequently sent in a special delivery letter to Pasadena later that day according to the notes on the plastic protective page housing the envelope. The envelope has the corner card of the sender: Reginald H. Allen, D.D.S., 651 East 14<sup>th</sup> Street, Oakland, California. In addition to the telegraph, the following letter was also enclosed:

Cousin Joe said that if Dante's Inferno & Milton's Paradise Lost - were combined - it would not depict the awful sights and situations in San Fran. We went out to the Jones' & tried to persuade them to go to Oakland - they would not - one of them was sick - which we did not know.

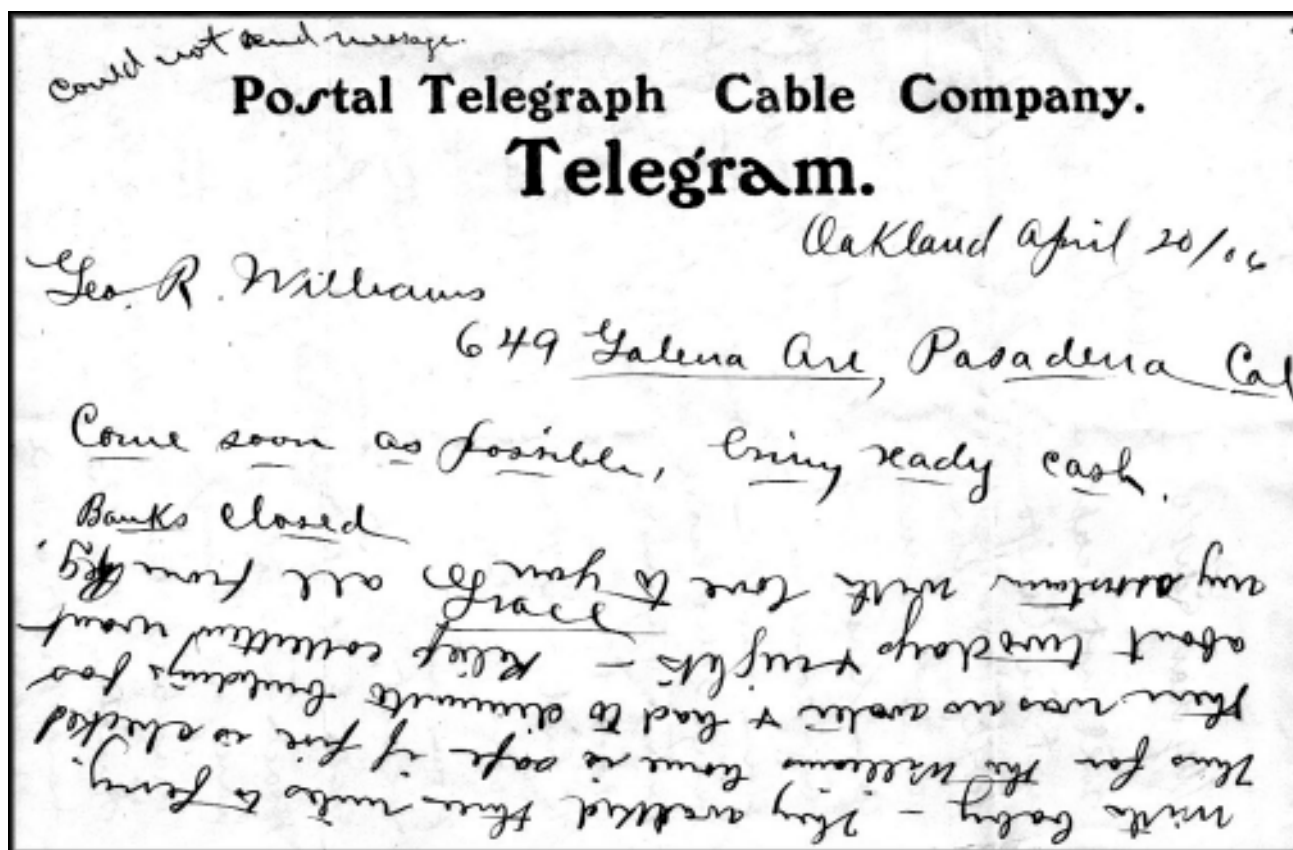


Figure 2 The unsent telegram.

The city is all gone from the Bay to Franklin & Van Ness & from North Beach to 20<sup>th</sup> & Dolores. 2/3 of the city in ruin – Dr. Louis Allen lost house & office – Murry's house all right – Dr. Von Hoffman's house burned. We called at Grace's to inquire for Louis – Pres. Daly of University started east but returned when he heard of quake. The Carnegie Library hurt – but – little chimney down – walls in main room not cracked at all – & very little in other parts – The new Christian Sierra Church not hurt – any – Nor Lick Observatory altho badly shaken. The Vendome Hotel Annex [in San Jose] collapsed – one man killed – St. James [another San Jose hotel] not much hurt-

## Postal Card Number Two

The following postal card was sent on April 20, 1906, at 2 p.m. from Oakland, CA to Pasadena, CA. It was received in Pasadena on April 21, 1906, at 2:30 p.m. [overnight service from the San Francisco Bay Area to Los Angeles is a rarity in 2001!].

The postal card was addressed to Mrs. L.H. Gilmore, 649 Galena Ave., Pasadena, the same address that the telegram was intended for. The postal card reads:

April 20 A.M.

We all trust that the terrible Calamity that has visited us here did not reach you there. We are all safe – Most of the damage done in Oakland is brick walls down & most houses without chimneys – You can't conceive of the disaster that has swept S.F. off. We are all anxious to hear from the Williams as the fire has swept their district. Lewis's portion is gone. Over 300,000 people homeless – I trust your father has started home. Worst calamity world has known – Reg.

In the margins, written vertically on the postal card appear these two separate notes:

This is hell for S.F.  
Will write later

A notice that was posted on the streets of San Francisco just after the earthquake is shown in **Figure 3**. It did not come from the above correspondence. It is in such well-preserved shape because it came out of the Industrial Indemnity Company's library. It reads:

**NOTICE**  
**CITIZEN'S COMMITTEE**  
All Citizens will observe the  
following:

**Don't be afraid of a famine**

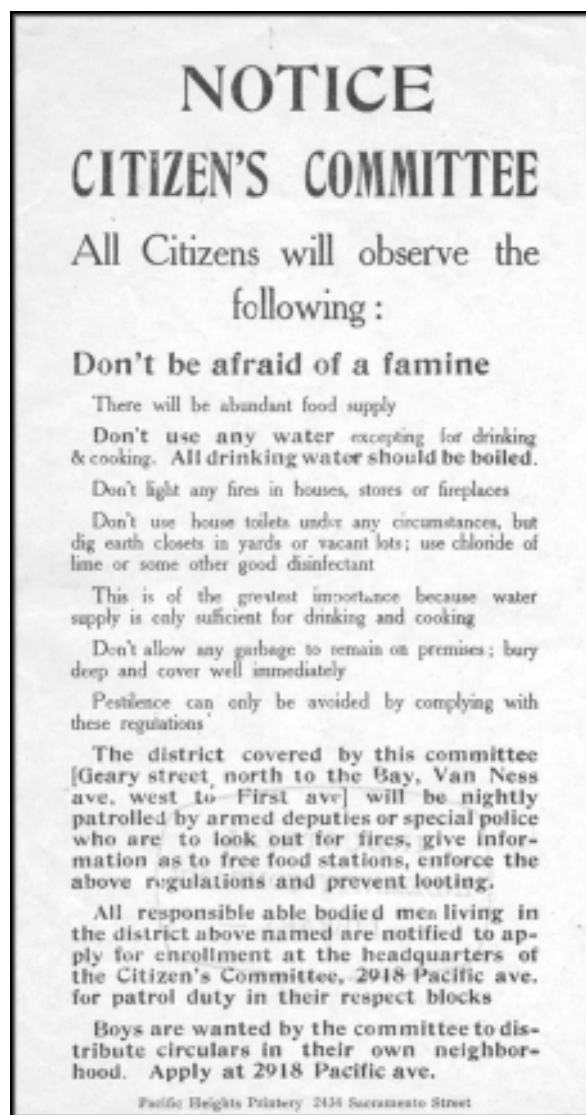
There will be abundant food supply

**Don't use any water** excepting for drinking & cooking. **All drinking water should be boiled.**

Don't light any fires in houses, stores or fireplaces

Don't use house toilets under any circumstances, but dig earth closets in yards or vacant lots ; use chloride of lime or some other good disinfectant.

This is of the greatest of importance because water supply is only sufficient for drinking and cooking



**Figure 3** Citizen's Committee Notice posted on the streets of San Francisco following the quake.

Don't allow any garbage to remain on premises ; bury deep and cover well immediately

Pestilence can only be avoided by complying with these regulations

**The district covered by this committee [Geary street, north to the Bay, Van Ness ave. west to First ave] will be nightly patrolled by armed deputies or special police who are to look out for fires, give information as to free food stations, enforce the above regulations and prevent looting.**

**All responsible able bodied men living in the district above named are notified to apply for enrollment at the headquarters of the Citizen's Committee, 2918 Pacific ave. for patrol duty in their respect blocks**

**Boys are wanted by the committee to distribute circulars in their own neighborhood. Apply at 2918 Pacific ave.**

Pacific Heights Printery 2434 Sacramento Street

*To Be Continued*

# POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part XIII: Renville and Richland County

By Mike Ellingson  
Post Office Box 21402  
Eagan, MN 55121  
E-Mail: mikeellingson@juno.com

This is the thirteenth 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!

## Renville County

Code	Earliest	Latest	Killer	Notes
<b>Joslyn (1888-1905)</b>				
<i>None Reported</i>				
<b>McKinney (1889-1916)</b>				
<i>None Reported</i>				

## Richland County

Code	Earliest	Latest	Killer	Notes
<b>Barrie (1878-1907)</b>				
<i>None Reported</i>				
<b>Berlin (1875-1883)</b>				
<i>None Reported</i>				
<b>Chahinkapa (1873-1874)</b>				
<i>None Reported</i>				
<b>Christine (1884-Date)</b>				
1 C1GN1B27	19 Feb 1887	28 Jul 1891	target	
<b>Colfax (1881-Date)</b>				
1 OV22G1S1R38.5	23 Feb 1882	7 Mar 1883	target	
2 C2H12N1B34.5	4 Feb 1884	10 Apr 188?	target	
3 C1HN1R27	16 Apr 1888		cork	
4 C21GN1R31	22 Apr 1889	26 Apr 1889	'H' in circle	
<b>De Villo (1) (1880-1884)</b>				
1 MS	15 Dec 1880		pen	
<b>De Villo (2) (1888-1895)</b>				
<i>None Reported</i>				



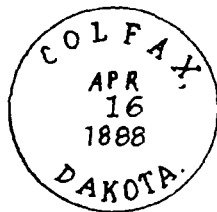
1



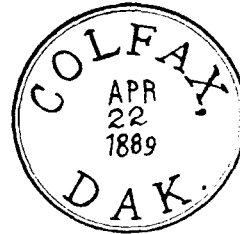
1



2



3



4

*St. John's Dak  
Dec 15-1880*

1

*Dwight St.  
Mar 10 82*

1



2



3



4



5

*Fairmount Dak  
3/12/85*

1



2

## Richland County

Code	Earliest	Latest	Killer	Notes
<b>Dwight (1881-1975)</b>				
1 MS	10 Mar 1882		pen	
2 C1HN1R27	5 Nov 1883		target	1
3 C41HN1B30	14 Apr 1884	21 Apr 1885	shield-in-circle	
4 C1GN1R31.5	3 Nov 1887		star	
5 C1GS1R31	27 Mar 1888	24 Oct 1889	honeycomb	
<b>Fairmount (1884-Date)</b>				
1 MS	12 Mar 1885		pen	
2 C21HN1B27.5	10 Aug 1885	?? ??? 1887	star-in-circle	
3 C1GN1B27	?? Jul 1887	19 May 1892	target	
<b>Farmington (1886-1909)</b>				
1 C2GN1R26	1 Nov 1886	24 May 1888	US Mail-in-circle	
<b>Fort Abercrombie (1860-1892)</b>				
1 MS	30 Mar 1861	12 Apr 1861	pen	
2 C1EA1B26	16 Dec 1862	12 Aug 1868	target	
3 C1JA1B24	27 Nov 1869		cork	
4 C1GA1B25	21 Jan 1871	5 Jan 1873	target	
5 C31E12S3B32	10 Apr 1880		cork	
6 C1GN1B27	26 Jul 1886	12 May 1887	target	
7 C41GN1R32.5	2 Apr 1888		cork	
8 C1G'8N1B28	17 Jul 1890	12 Sep 1892	target	3
<b>Great Bend (1888/1975)</b>				
<i>None Reported</i>				
<b>Hankinson (1886-Date)</b>				
1 C21GN1R28	14 Jul 1887		target	
2 C1GN1B27.5	28 Jan 1888		target	
<b>Jasper (1883-1883)</b>				
<i>None Reported</i>				
<b>Kloeppel (1885-1892)</b>				
<i>None Reported</i>				
<b>Kongsberg (1879-1905)</b>				
1 C1HS1B31	7 Apr 1888		honeycomb	



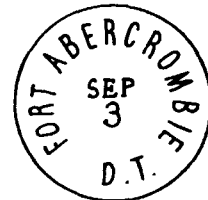
3



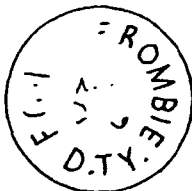
1

*Fort Abercrombie  
12 April 1861*

1



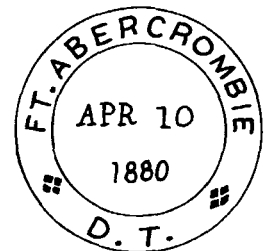
2



3



4



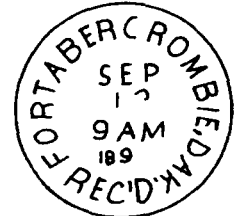
5



6



7



8



1



2



1



**Lidgerwood (1887-Date)***None Reported*

---

**Richland County**

---

	Code	Earliest	Latest	Killer	Notes
<b>Mooreton (1884-Date)</b>					
1	C21G12N1R28	4 Oct 1884		target	
2	C21HN1R32.5	24 May 1887	4 Jun 1890	cork	
<b>Oberweis (1882-1884)</b>					
<i>None Reported</i>					
<b>Power (1886-1915)</b>					
1	C21HN1B30	10 Mar 1887		cork	
2	C1GN1B28	8 Dec 1890			2
<b>Richville (1871-1873)</b>					
<i>None Reported</i>					
<b>Seymour (1888-1902)</b>					
<i>None Reported</i>					
<b>Triest (1882-1884)</b>					
<i>None Reported</i>					
<b>Wahpeton (1874-Date)</b>					
1	C1GA1B26	19 Jul 1881	30 Sep 1887	target	
2	OV22?'9S1B41	23 Jun 1882			
3	C1E1N1B30	3 Jul 1882	7 Aug 1882	target	
4	C1GA1B26.5	2 Jan 1884	5 Dec 1888	cork	
5	C1GN1B26.5	24 Aug 1886	31 Jan 1889	cork	
6	C1GN1B27.5	2 Nov 188?		target	
7	C1GN1B28	12 Oct 1888		cork	
<b>Walcott (1881-Date)</b>					
1	OV1G'1S1RB42	3 Jun 1882		target	
2	C22H11N1B30	7 Mar 1885	30 Mar 1888	star	
3	C1GN1B27.5	18 Jan 1889		target	
<b>Woiwode (1881-1887)</b>					
<i>None Reported</i>					
<b>Wyndmere (1884-Date)</b>					
1	C1GN1B34	30 Jun 1887			

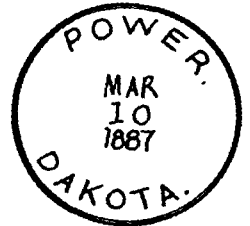
*Notes: 1. Damaged or worn dial. 2. Traceable postmark is not available. Rec'd dial always seen as originating marking.*



1



2



1



1



2



3



4



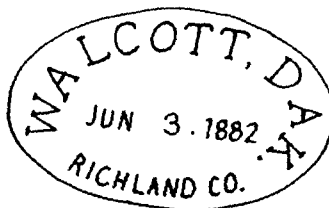
5



6



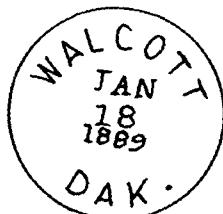
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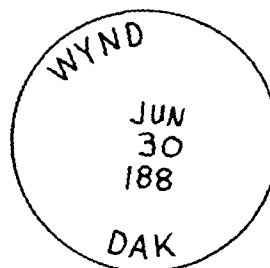
1



2



3



1

## Microcosms of Life, in a Letter

by Tom Clarke

What follow are a handful of letters on no one particular topic, except that they are interesting and cause an attentive reader to pause and reflect.

### Marriage, money and elections

Letter 1 is a small unassuming epistle written in a farm house outside the village of Fontanelle, Iowa. Today it is still a small town, surrounded by featureless farmland geography. The writer and her small family lived about 60 miles equidistant between Des Moines, Iowa and Omaha, Nebraska.

In 1889, probably no more than 100-200 people lived in the surrounding region. The town was a supplier to area farmers and would surely pass for the nearest digs for a fling on Saturday nights.

Since Fontanelle is about 160 miles north of Independence, Missouri, it is not hard to see that the relatives to whom the woman writer is sending the letter lived in Oregon. The famed Oregon Trail began in Independence. It in turn was about 150 miles west of Saint Louis, and both towns had, in succession, become the jumping off point for adventurers seeking the wide-open spaces of the new-found west.

The heading is dated March 3, 1889. Her relative lives in "Macley" (=Macleay, an eastern suburb of today's Salem), Marion County, Oregon. After six additional days of household and barnyard chores, the letter was finally deposited at the post office to

the south, in Fisk, Iowa, on March 9. Farmer or Mrs. Hoyt stamped the letter with a pair of very unremarkable 212's but, on the inside, what a slice of life has been squeezed into four brief pages!

The post town of Fisk no longer exists. A map shows the location only as "Fisk: Historical Post Office," a ghost town about three miles south of Fontanelle, a nice half hour's buggy ride. The cover bears a weak, transit stamp of Orient, Iowa of the same date. The letter was received in Macleay on March 15.

### The Contents

Ella Hoyt, a farmer's wife with a dry wit and doubtless strong back, is writing to Miss Maggie Hartley, her cousin, whom she has never seen before.

Your Ma wrote to my Mother that you had written me a letter and wanted me to answer. I never received the letter for some unknown cause....

When I was a girl I had quite a number of correspondents and I was very prompt in writing but since I am married I have other duties that are more pressing...

Well we never have seen each other have we? Yet we are blood relation. Don't it seem strange how people of one family will scatter all over so far apart? I am sure I should like to visit you in your far Oregon home. I have always thought it would be a delightful place to live, but I suppose here is a better place for poor folks & that is what we are.

I believe Uncle said that you was a school ma'am and I think you might come and spend a summer here with your good looking kin. I used to be a country school marm myself and I could of made some visits then if I had just started but since I am married it takes all our money to get a home for our little ones. I am perfectly satisfied to live as I am. But you take my advice and come and visit us before you get married.

I have two little boys that are just as nice as anybody's boys... Their names are Clarence & Chester.

Tell Uncle Walter that we have bought us a new farm it joins us on the South it is 80 acres well improved with 600 bearing



Figure 1 The cover containing letter 1 is postmarked Fisk, Iowa.

apple trees & a fine grove. That makes us 200 acres all we can handle until our boys get large enough to help. We will move in a short time.

"We have had a very warm winter for this country but a very unhealthy one. I never knew of so much lung disease & sore throat before. I don't see the cause, for it has been very dry all winter.

"Well tomorrow is inauguration day. I suppose it will be a great day of bustle in Washington. I don't think I'll attend because I must wash.

"Mother had a letter from Aunt Mat...she is the only Aunt I ever saw and your Pa the only Uncle & Mollie White the only cousin....

"Now I shall send this letter and trust it'll receive answers accompanied with your photo...tell your sisters to send theirs...."

Ella was tongue-in-cheek about Benjamin Harrison, who would be inaugurated the next day. The encyclopedia says that nearly half a million people stood in the rain to watch. Harrison would prove to be popular with neither the people or with political leaders.

Just like a recent election, Cleveland polled about 90,000 more votes than Harrison but lost the election because the Electoral College gave him the contest. When the Republicans re-nominated Harrison in 1892, the Democrats re-nominated Cleveland, hoping for a second, non-continuous term.

Ella would certainly be more interested in this election, and her husband would have made time after the harvest to vote. There was a new People's, or Populist, Party candidate running: James B. Weaver of their own state, representing the western farmer. They, along with Ella and her mister, were suffering from low farm prices and "tight" money. They wanted "cheap" greenbacks and more silver money to circulate to help raise the prices of their products. What effect would the economic tumble of 1893 have on them?

Harrison (President #23) will lose badly to Cleveland (who will become President #24 as well as #22), will retire, remarry, and write. His youthful new wife will become Mary D. Harrison, and when Harrison dies in 1901, will outlive him by 47 more years. She becomes as a result the most prolific free-franker of all ex-president's wives.

## Rain, ruthlessness, and ruin

On May 31st, 1889, a wall of water over 35 feet high crashed down on the small industrial city of Johnstown, PA. The water was let loose when, 14 miles north of

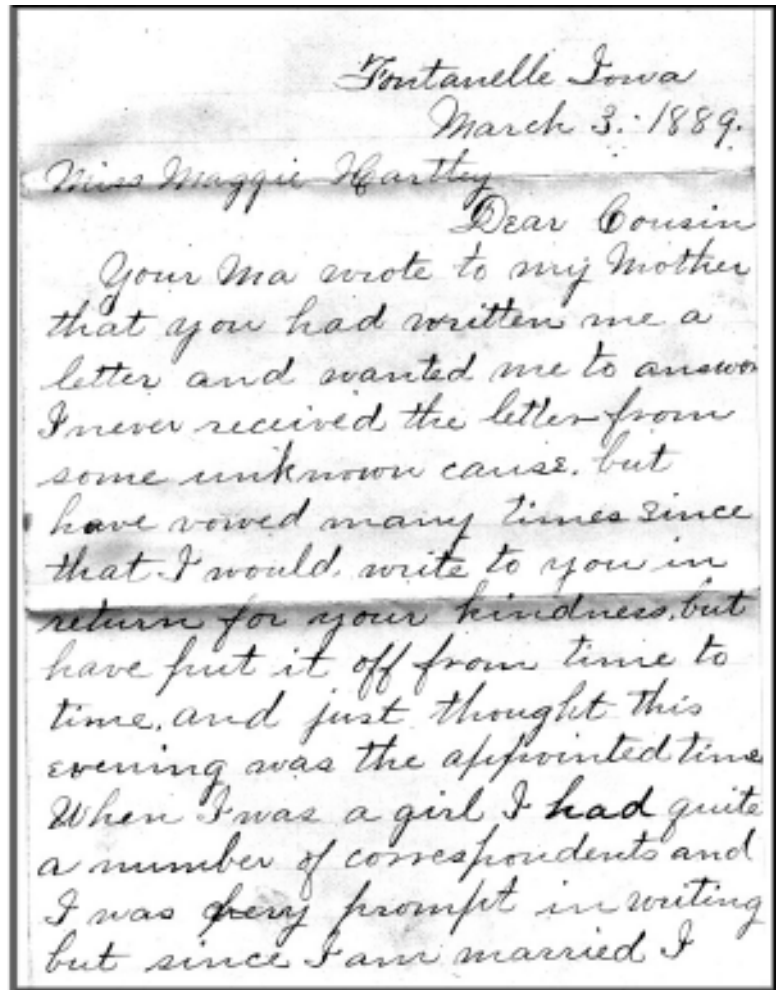


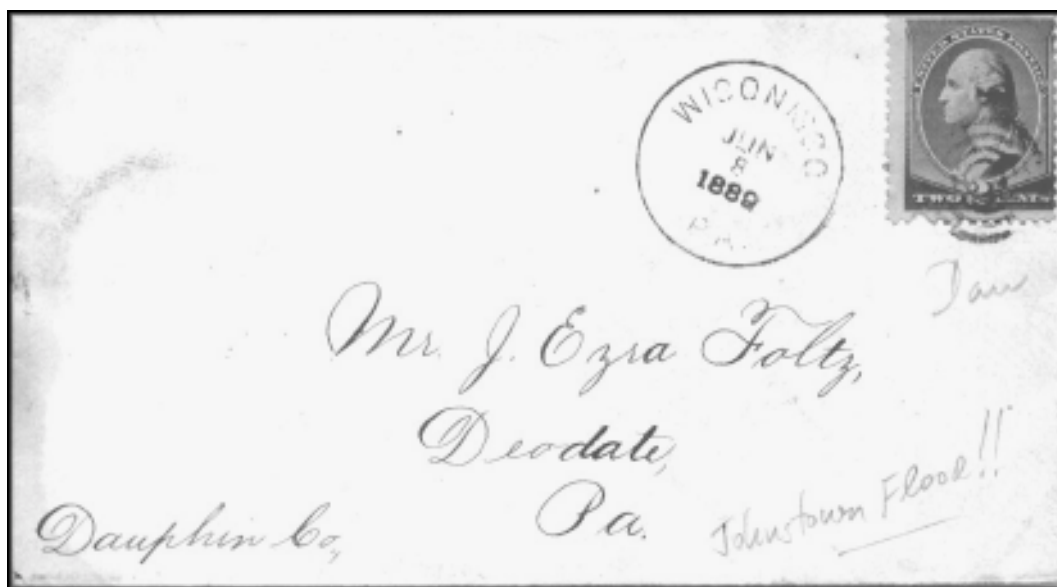
Figure 2 The first page of Ella's letter.

Johnstown, the South Fork Dam failed. In a few short hours, the city was destroyed and 2,209 people became the victims of the worst man-made disaster of all time."

—The Johnstown Flood Museum

The Johnstown Flood of 1889 stands as one of the 20 or so worst floods in history, not so much because of the number of people who died, but because of the completeness of destruction and ferocity of the event.

Johnstown PA was a town about 60 miles southeast of Pittsburgh on Conemaugh River. Andrew Carnegie and other wealthy individuals secured some land surrounding the dammed up Conemaugh and established a hunting lodge there for their recreation. When told of that reducing the threat posed by the weakening dam, they turned a deaf ear fearing the ruination of their fishing and game preserve. (Surrounding townsfolk were forbidden to enter the posted area.)



**Figure 3** This cover postmarked Wiconisco, Pennsylvania, 1889, carried news of the disastrous Johnstown flood.

The event was the peak of disastrous weather that had taken place at the end of May. Across Pennsylvania floods and massive water damage left citizens in a state of shock and frenzy to get things repaired.

As for Johnstown itself, the terror and horror of that day cannot be described in words, though a tasteful and thorough website represents a museum that does its best to recapture all of it: <http://www.jaha.org/flood/index.htm>.

The letters and covers we collect can be mere glimpses into the events that they describe, sometimes in naïve detail, like the preceding letter, or in glib brevity as with this next letter. Still, just holding the letter, which represents the writer's own dread of the past week's events, stand us in distant dread.

The writer, a teacher named A. E. Spangler, is writing to a school chum, a Mr. J. Ezra Foltz down county in Deodate, Dauphin County, PA. The town the writer lives and/or works in is Wiconisco, a mining town in the rolling central hills of Pennsylvania. It is a good 150 miles from Johnstown, but that event had already stamped its mark on everyone.

In a day of very slow news, and of disinterest in little else that happened outside a tight circle of local encounters, the disaster at Johnstown and that at home obligated him to pass his feelings along to his friend, who lived about 15 miles southeast and even further from Johnstown.

Ezra and his town, no doubt, had their own storm-related problems to deal with. Common problems, common misery, and misery shared is misery halved. Can the current drop of weathermen recreate on screen the nature of the widespread early summer downpour that created the awful events across Pennsylvania that year?

## The Letter

Mr. Spangler writes nine days after the Johnstown Flood, on June 8, 1889. The rainstorm damage that had hit all across the state was still in rich evidence. It was still causing widespread disruption in daily routine and work schedules.

Still, in youthful fashion, A. E. Spangler continues to wise crack about the "bells" of his acquaintance as well as empathize with college friends who have got their exams to take.

The note is stamped with an ordinary green #213, and proving that the storm's fury had abated sufficiently for the post office to do its work, it transited Millersburgh PA the same day, and Lebanon PA the next, presumably for delivery before sun down.

Dear Friend (Quaker or acquaintance?),

Work in the mines has been suspended since the storm. Bridges were taken away, railroad tracks buried with coal dirt some places and undermined at other places, water pipes washed out and broken, cutting off the supply from the town and the mines. Some stables washed away, low houses flooded, streets and pavements washed out, etc.



That was the effect of the storm here. Nothing compared with Johnstown and Williamsport, but bad enough.

Have taught summer school two weeks; have four weeks to teach. Examinations of applicants for schools next Wednesday. We who have state certificates are spared the anxiety attendant upon examinations.

But, remembering our experience, we can sympathize with those who must pass through that trying ordeal....

The belles have not bothered me much except one—but that one is spelled with but one e, and I have been paying close attention to it—it is on the top of the school house....

## In sickness and in health

A fragile folded letter is the next item to peruse. It was written on February "Faber the 26 1836 AD / Caroline Seneca County ohio Attica post office" and is duly manuscript marked "Attica Ohio / Feby 27<sup>th</sup>."

It is addressed quaintly to Mrs Jane Gelaspie / Sentrey County / Nitteney Valley / Bellefonte Postoffice P' A'. The Sentrey County is in reality Centre County, the present home of Penn State University, and the Nitteney Valley means Nittany, as in the "Nittany Lions" of Penn State football fame.

The man makes his I's in the old German way, but the name Gillespie seems British. He also seems to be in much worse condition that he intimates. His letter is an internal duplicate, it repeats itself in most ways twice—was John Gillespie's mind affected, was he feverish?

Wiconisco, Pa. 4/6/79  
Mr. J. Ezra Folly  
Dear Friend:—Yours received  
and I will answer this morning.  
Work in the mine has been suspended since the storm. Bridges were taken away, railroad tracks buried with coal dust some places and undamaged at other places, water pipes washed out and broken cutting off the supply from the town and the mines. Some stables washed away, low houses flooded, streets and pavements washed out, etc. That was the effect of the storm here. Nothing compared with Johnstown and Williamsport, but bad enough.  
Have taught summer school two weeks; have four weeks to teach.  
Examination of applicants for schools next Wednesday. We who

Figure 4 The first page of the Spangler letter.

His letter is proof of the need for simple postcards 40 years before their invention! For a man who says he has nothing to say he takes two full pages to say it!

Mrs Jane Gelaspie  
Sentrey County Nitteney valley  
Bellefonte Postoffice P. A.  
Attica Ohio  
Feby 27<sup>th</sup> 1836

Figure 5 An 1836 folded letter from Attica, Ohio, to Bellefonte, Pennsylvania.

## The letter

Dear Sister I take my pen to drop a few Lines to you to let you know a little of My health and my well doing. I am getting pritty wel a gan and am able to work a gan.

I have been verry unwell for Sum time Since I got home. I had three doctors attending on me At one time Since I got home but thee [they] don't know much. if doctor Canfield had been with me it would ben good for me. It would have Saved me a good Sum of money here and on the rode coming out. I Spent A bout forti dollars to docters and landlords.

I feel as if I was at home when I got back to this Place and I have got good friends here and I Purpose to Spend my days in this State but I don't know Just whane yet. I have not much to say onley that I have wated a long time to have A letter from you but none yet. This is my Second letter Since I got home and hav got no letter yet. I gas that I Shal have to Send you Sum paper A gane

turn over to mor

[second page] "here a gane to you my Sister

times is good here but hard for me as I have had bad luck Since I have returned. I ama like to los what I have got but I have got good frends maby. I may get thrue.

I have not much to Say onley that I am getting well a gane thanks be to god for his marsies to me

I have had a hard time of it Since I Leve you and Since I left Sentrey County. I have Spent all my money for Docters bills. I now have to work to pay for my property and am not able to work much yet but I am getting better fast as can be exsected.

No mor at present but remains your onley brother and Sincere frend

John Gelaspie

My pen is poor my ink is pale my love to you Shal never fale.

Ples to rite and let me kno and here from you and from all thee rest of thee people in that Cunterey. Ples to rite with Spede Jane Gelaspie

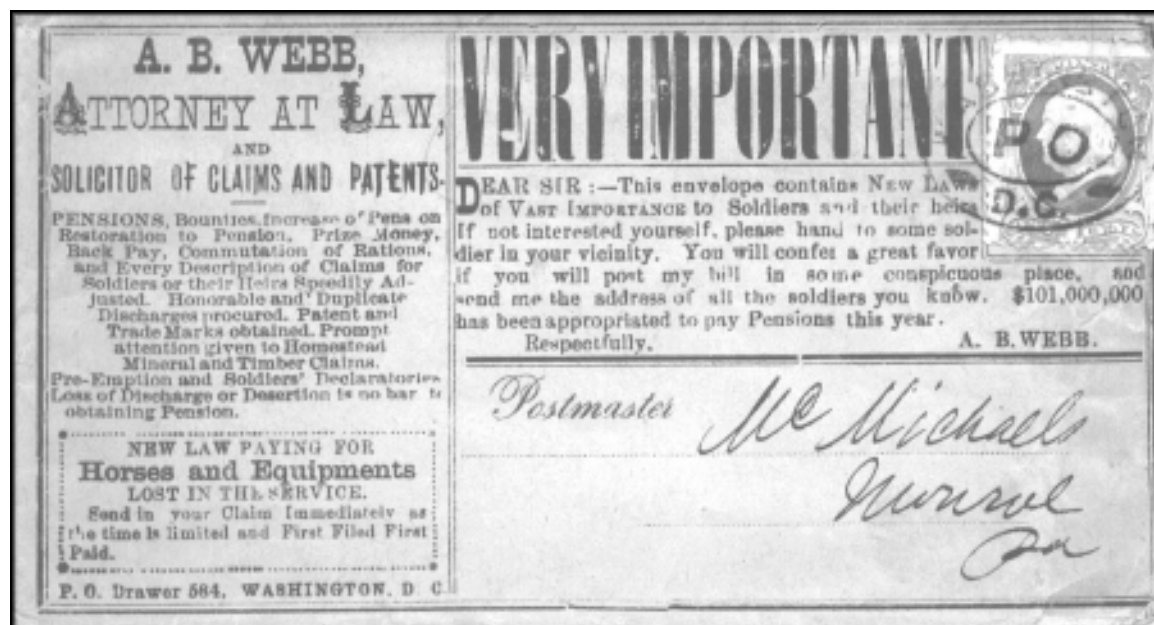
John Gelaspie

## Soldiers and Comrades!

The very attractive all-over advertising cover from Washington screams to be read. Here is one motivated lawyer on the move. Solicitor Webb was one of many who undertook, after the Civil War, to make certain all soldiers and sailors got the rewards coming to them, with the appropriate percentage share going to himself as well. After all, "\$101,000,000 has been appropriated to pay pensions this year [1883]."

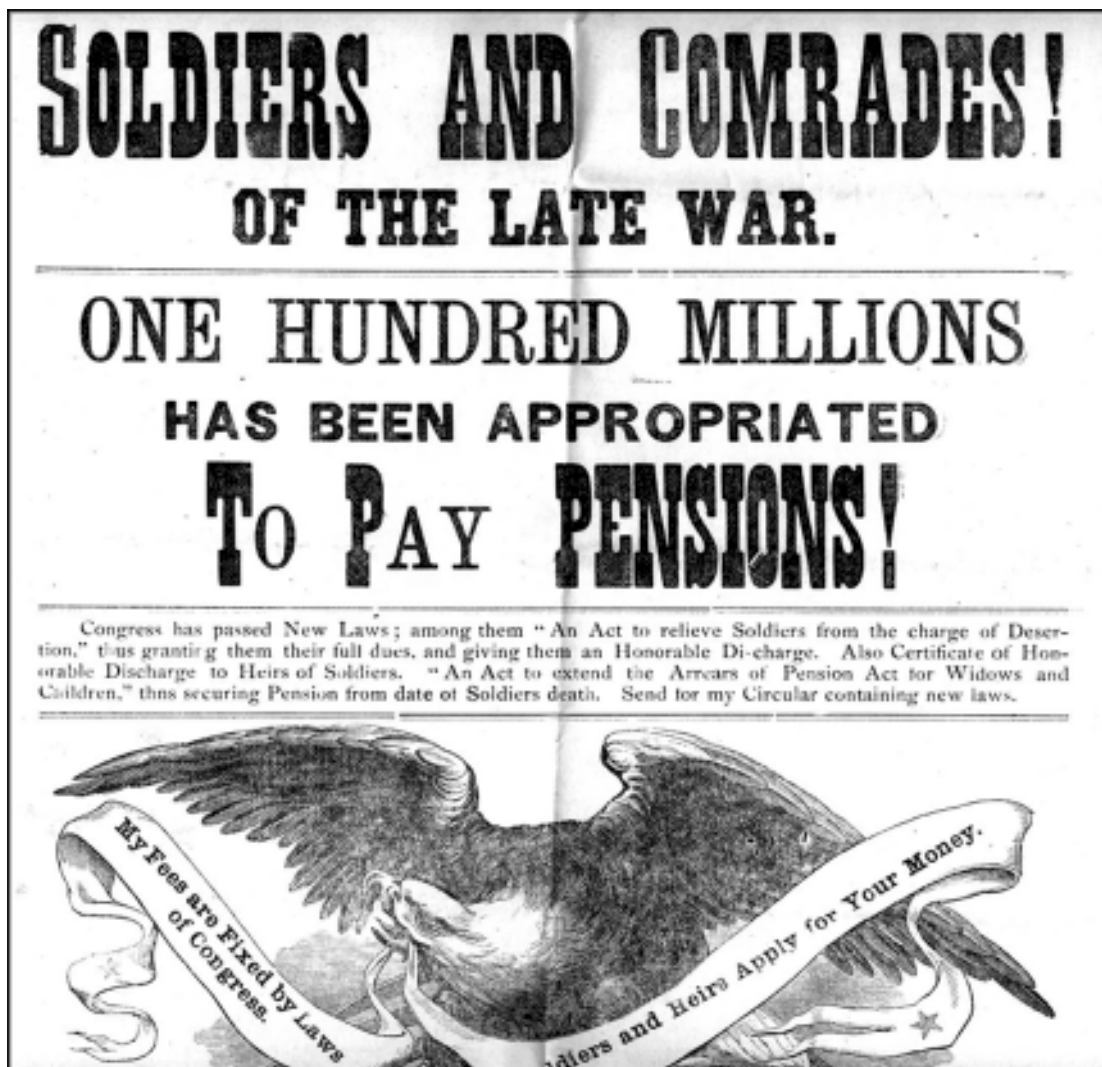
The letter and cover can be dated approximately December 31, 1882, since that is the legislative update appended on the broadside that is enclosed. Squire Webb announces to prospective clients that he can assist in being rewarded money for pensions, bounties, increase and restoration of pensions, prize monies, back pay, commutation of rations, and "every description of claims for soldiers or their heirs.

He can also help obtain honorable and duplicate discharge papers, horses and equipment lost in the war. And, by the way, our lawyer also specializes in patent and trademark cases, and homestead, mineral, and tim-



**Figure 6** An overall advertising cover postmarked Washington, DC. which would have been difficult to ignore.





*Figure 7 A portion of the broadside contained in the Washington advertising cover.*

ber claims. And understand —loss of discharge or desertion problems “are no bar to obtaining a pension!”

Note that the envelope is addressed to Postmaster McMichaels of Monroe PA. The enclosed broadside is intended for the post office wall. Maybe, just maybe, Mr. A. B. Webb might be able to pass along finder’s fees for the right assistance.

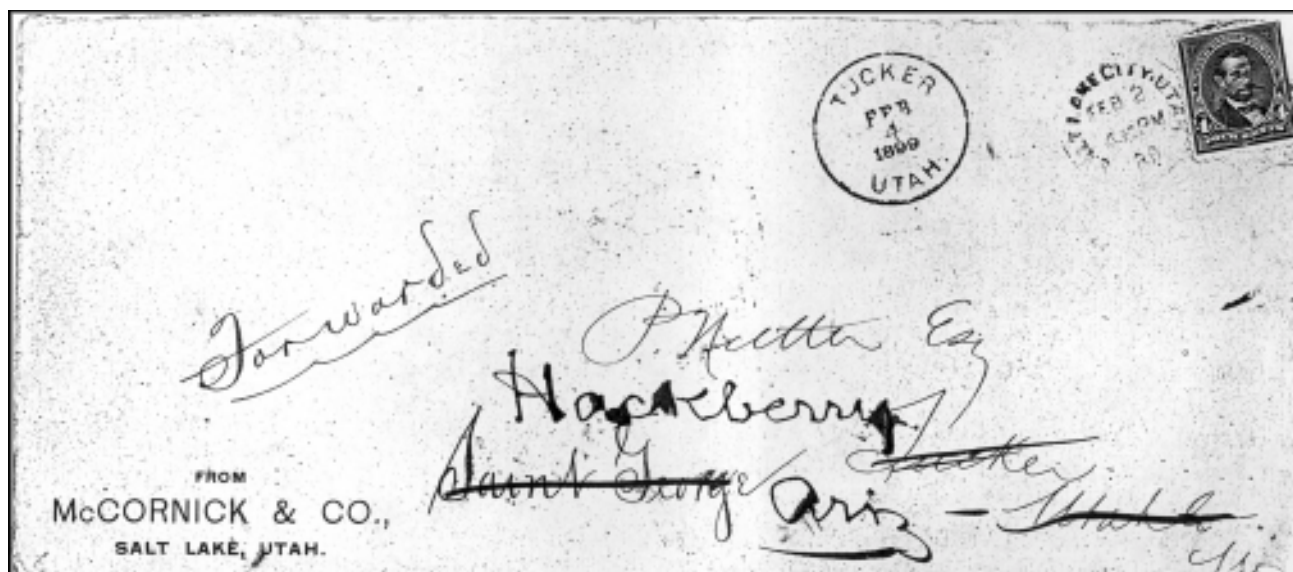
### **The broadside**

An 11” x 17” enclosure is what A. B. Webb sent to probably every postmaster in the land. Virtually everything that is included on this poster has already been stated on the cover front! Except for the attractive large eagle.

The interesting thing about this cover-enclosure combination is that while the cover clearly states all the details under the name of A. B. Webb, the precise same information inside bears the name of George F. Davis! One has P.O. Drawer 584, the second has Lock Box 697. Hmm-mm, can we reasonably ascertain which fellow was the most eager in his pursuits by determining whether a lock box or a drawer would hold the greater contents?

Certainly Postmaster McMichaels could have confused the contents of two different mailings, but that is the point. How many such individuals vied for the job of championing soldiers to line up and wallow at the public money trough? Times they stay the same!

There’s so much more, but we’ll let the covers containing the wallpaper and wig samples go for another time.



**Figure 1** This cover was mailed in Salt Lake City, Utah, in 1899, to Tucker, Utah, a small town about 75 miles away.

## A Cover with Its Own Postmark Collection

by **Dennis H. Pack** and **La Mar E. Peterson**.

When the cover shown in *figure 1* one was mailed, the sender probably expected it would reach the addressee in a day or two. Little did they know that it was starting a journey during which it would collect eleven postmarks in three states over a period of ten days before reaching the addressee.

The journey would not be traceable if the Post Office Department had not required letter mail to be backstamped. Backstamping of all first class mail by the receiving office was required starting in 1879 to determine its transit time. It lasted until 1913, after which only letters that had been forwarded, missent or returned along with special delivery and registered letters had to be backstamped.

The front of the double-weight cover bears the name of McCornick & Co., a private bank in Salt Lake City. Markings and notations tell us it was sent from Salt Lake City, Utah, to "P. Nutter, Esq." at Tucker, Utah, a journey of about 75 miles. At Tucker, it was forwarded to Saint George, Utah. The addressee had moved on, so the envelope was forwarded to Hackberry, Arizona.

The rear of the cover, shown in illustration two, documents the journey. Postal markings from eight communities are visible. Three, Salt Lake City, Tucker and Saint George, are in Utah. Three more, Bunkerville, Saint Thomas and Rioville, are in Ne-

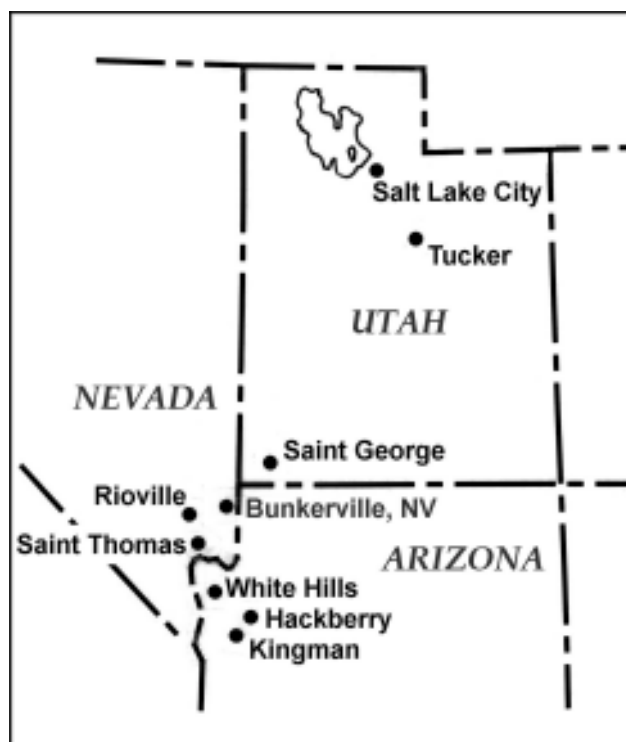
vada, and the last three, White Hills, Kingman and Hackberry, are in Arizona. Five of the eight post offices have been discontinued. The locations of the post offices that applied postmarks are marked on the map.

Tucker was once a prominent junction on the Denver and Rio Grande Western Railroad. When the tracks were realigned to reduce the steepness of the grade, much of Tucker was covered by fill for the railroad embankment. The former site of Tucker is now the beginning of a scenic drive down the Wasatch Mountains.

Rioville, Nevada, was located at a busy crossing of the Colorado River. While much traffic funneled through Rio, not much mail was posted there. The post office was discontinued in 1906, and its site now lies under Lake Mead.

Saint Thomas, a Mormon farming community, was first thought to be in Utah, then in Arizona. Congress ceded Pah Ute County, Arizona, to Nevada, and the post office was moved into Nevada in 1871. The post office was discontinued, then moved and reopened as Nepac in 1938 when the waters of Lake Mead rose after the construction of Hoover Dam.

White Hills was a silver mining boomtown located about 40 miles northwest of Kingman. The town was founded in 1892 and grew rapidly to about 200 residents living in 50 tents and enjoying the luxuries pro-



*Map 1* Location map showing letter's travels.

vided by four saloons, three restaurants, and a store. The mines began to give out after 1898 and a flash flood in 1899 completely flooded the shafts. The post office managed to hold on until 1914.

Hackberry, named for abundant trees found in the vicinity, was a mining town founded in the 1870s. The post office was opened in 1878 and a Wells Fargo

Station was added in 1885. Hackberry was on the AT&SF Railroad about 20 miles northeast of Kingman. The post office was closed in 1962.

The other post offices are still in operation.

The only duplex cancel was applied at Salt Lake City February 2, 1899. Other markings are either circular date stamps (CDS) or received handstamps. Received handstamps were usually only issued to post offices that handled considerable mail. The received handstamps were applied at Saint George, Utah, White Hills, Arizona, and Kingman, Arizona. The markings, their types and dates are shown below.

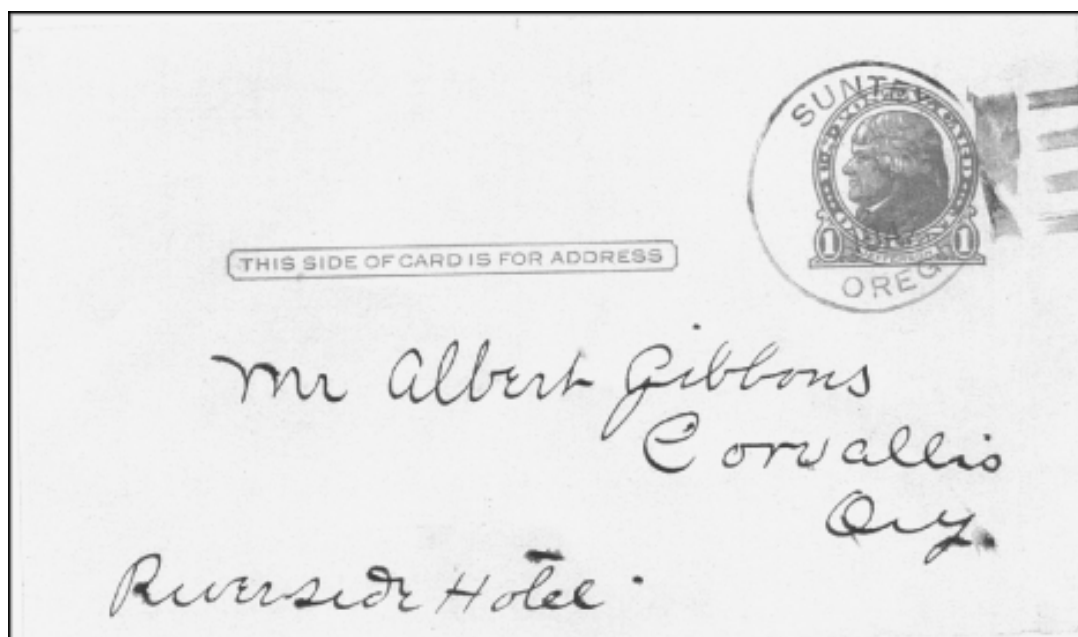
Name of Post Office	Pmk Date	Pmk Type
Salt Lake City, UT	Feb. 2	Duplex
Tucker, UT	Feb. 3 & 4	CDS
Saint George, UT	Feb. 6	REC'D
Bunkerville, NV	Feb. 8	CDS
Saint Thomas, NV	Feb. 9	CDS
Rioville, NV	Feb. 10	CDS
Kingman, AZ	Feb. 11	REC'D
White Hills, AZ	Feb. 11	REC'D
Hackberry, AZ	Feb. 12	CDS

This cover demonstrates that the front of a cover is sometimes not the most interesting side. Postmarks on the back can provide detailed information about the route that a cover traveled and how long it took to make the journey. One can only wonder as to the contents of this cover and whether they were as useful when they reached the addressee in Hackberry as they would have been had he received them in Tucker. One thing is certain: the cover, which is from the collection of La Mar E. Peterson, is more interesting for its prolonged journey.



*Figure 2* The reverse of the cover shown in figure 1 displays postmarks acquired along its route of travel.





*Figure 1 This postal card displays a Suntex, Oregon, four-bar dating from 1942.*

## In Search of Suntex, Oregon

**by Edward Solomon**

The Suntex Post Office was established February 16, 1916 and discontinued on January 1, 1949. It was first called Sturgis. When the postmaster wanted to change the name to Rye, the Postmaster General in Washington, D.C. said "It will be named Suntex". No explanation for that name was given. (An example of a Suntex postmark is shown in the postal card in *figure 1*.)

Off my wife and I went on one of our sojourns to try to find the town or what was left of it. I knew from an old map that it was four miles from Riley. There is a campground named Chickahominy Reservoir and it is four miles from Riley, so I thought maybe the town had been inundated when the dam was built. I asked the host of the camp. He said he had lived in the area al-

most all of his life, and had never heard of Suntex, Oregon, but he would ask a friend who had a ranch nearby, about it.

The rancher hadn't heard of it either, but knew there was a school in the area. They gave us an idea of where to look and we went until we found a fairly new school about four miles from Riley, but not on



*Figure 2 The abandoned Suntex School as it appears today.*

the main highway. There was no name on the school, but there was a flyer taped to the door announcing a board meeting at the Suntex School. There was a house right next to the school so we went and knocked on its door. A woman came out and said she was the schoolteacher's wife and that this was the third Suntex School building. The second one had burned down, but the original schoolhouse was on the property of a Mr. Atkinson about a mile down the road.

So off we went again. We found Mr. Atkinson and asked him about the schoolhouse. He said to come and he'd show it to us. He used it for storage. After passing through two or three gates (and watching where we stepped), there it was (figure 2). He also said he had one of the original houses of Suntex on his property (See figure 3). Mr. Atkinson said if we wanted more information on Suntex, to see Helen Cowan in Hines, 15 miles away. On our way out to the highway, we found a road sign (figure 4) which, as you can see, was pretty old.

When we reached Hines, we gave Mrs. Cowan a call and she invited us over. It turned out she had been a teacher at the school. We think it was the second one. However, she said the original one was open for only three months a year, in the winter time. The rest of the time, the students were needed to work on their parents' ranches. There were no grades in the school. When you finished a course, you went on to the next one until you had completed them all. Then you graduated. She also told us there never had been any businesses in the town.

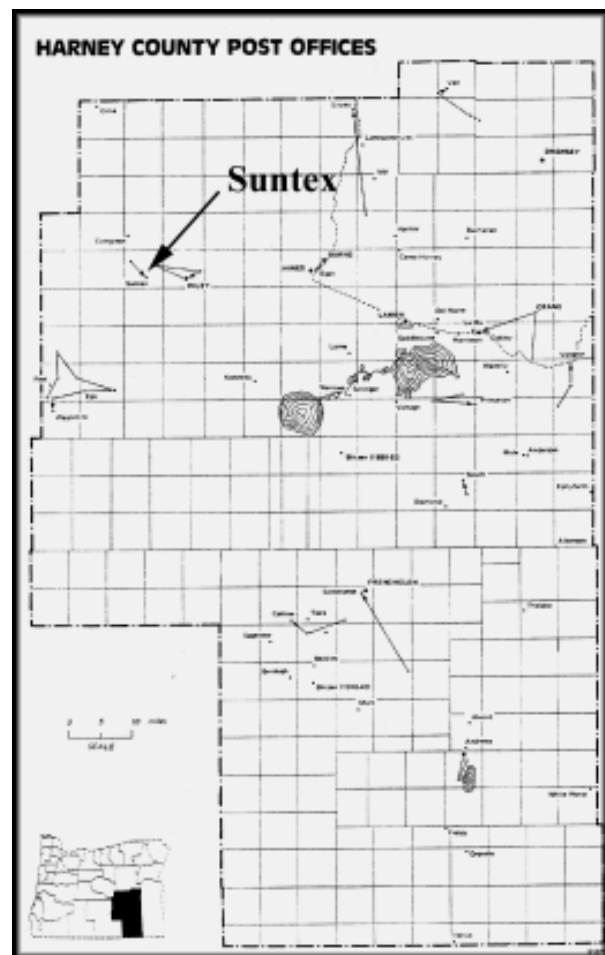


**Figure 3** This building is reported to be one of the original houses at Suntex.



**Figure 4** This weatherbeaten road sign indicates that Suntex lies four miles to the right.

After an enjoyable hour or two, we thanked her and went on our way. It is discoveries like this that make us keep checking out our Oregon DPOs.



**Map 1** The site of Suntex is located in the northwest corner of Oregon's gigantic, empty Harney County. Source: Helbeck, Oregon Post Offices.

## The Hazards of Collecting the Mail “On the Fly”

by Daniel Y. Meschter

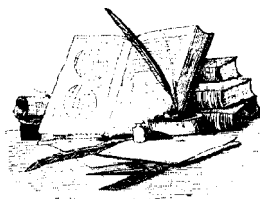
There are getting to be fewer and fewer of us now who remember when Railway Mail Service cars used to pick up mail bags “on the fly” at small stations where the train did not make scheduled stops. The mail bag first was shaped into an hour glass figure by a stout strap. The bag was then hung on the end of an arm or crane along the tracks and swung into position two or three feet from the side of the train as it passed by in such a way it was caught around the middle by a “catcher” and swung into the mail car. It was a moment of high drama at the instant when “now you see it, now you don’t,” but it was not without its dangers as this story in the *Rawlins* (Wyoming) *Republican* (January 3, 1903) relates.

Thursday afternoon as train No. 102 passed through Bitter Creek, Ed Heckel of Cheyenne, a substitute mail clerk, was struck by the mail crane and almost instantly killed. Heckel recently received the appointment of substitute mail clerk and was making his first trip over the road to learn the line when the accident occurred.

He was traveling with the mail crew composed of Clerks Bruce, Haas, Hennessy, and Lavarents and was returning from Ogden on [Union Pacific fast mail] train No. 102. This train does not stop at small stations and just before Bitter Creek was reached Lavarents called Heckel to the forward side door to show him the station.

The mail from this station is taken while running fifty miles an hour by means of an arm projecting from the rear side door, the mail pouch being suspended from an iron crane beside the track. Hennessy was at the mail catcher ready to catch the mail as the train passed the station.

In some manner Heckel leaned too far out of the car door and as the train passed the station was struck by the crane and knocked out of the car. Hennessy was surprised to discover no mail sack on his catcher, and looked out to ascertain the reason, when he saw Heckel’s body rolling over and over on the ground beside the train. This was his first trip over the road.



## Book Review

By Jim Graue

*PAN AMERICAN'S PACIFIC PIONEERS: THE REST OF THE STORY*, by Jon Krupnick. 9" x 12" hardbound, 700 pages illustrated. \$65.95 (including shipping) in USA. Available from: Pictorial Histories Publishing Co., 713 South Third St., Missoula MT 59801.

When I received a copy of this book from the author, I was astounded. How is it possible to put so much into one volume? How is it possible to even begin to locate the type of material that is so generously set out in full color?

My problem was simple: As a specialist in the trans-Atlantic operations of the Deutsche Lufthansa, how would I be able to put this book in its proper perspective? And then came the October-December 2000 issue of *The Bulletin of the Metropolitan Air Post Society* and within it an extensive review. Allow me to borrow from it . . .

The scope of PP 2000 (short for Pacific Pioneers 2000) is so extensive, and the many aspects of Pacific aerophilately and related aviation history are handled in so many interesting ways, that it is difficult to absorb it all.

One of the fascinating things about PP 2000 is its outreach. It has the ability to get – and hold – the attention of readers only casually interested in aerophilately or aviation. The extremely high quality of presentation and production make it a most attractive coffee table book. Yet, it is a serious compendium of information, some familiar, but much of it new and previously unseen in philatelic literature. It will be a major enhancement to the reference libraries of all collectors of early Pacific airmail and related aviation momentos.

Although considerable new material has been added over the first (1997) version, including completely new chapters, the heart and soul is the chapter on “Pan Am’s 50 Historic Pacific Flights.” It begins with the

*Concluded page 69*



Figure 1 Cover sent to Mesilla, Arizona from France in November, 1863

## Mesilla – Arizona! July 26, 1861 - May 8?, 1862

by Thomas K. Todsén

(Today Mesilla is a sleepy southern New Mexico village near Las Cruces, located in the Mesilla Valley for which it was named.)

The invading Confederate forces took Mesilla on July 26, 1861 and Mesilla was named capital of the Confederate Territory of Arizona. After the Battle of Glorieta Pass, the Confederates retreated to El Paso, Texas, abandoning Mesilla in early May. During the occupation period, Pierre (Pedro) Duhalde wrote to his family in France. Apparently by the time the letter in *figure 1* was sent, he had not informed them of the proper address.

The cover was addressed to him Via New York por (for) Santa Fe, N.Mex./Mecille (Mesilla), Arizona dans Le Amerique Septentrional (in North America). It was mailed in Ustarritz, France, on November 7, 1863. The fragment of back flap shows the marking of the day train to Paris on the same day. The large red "PP" for partial payment of postage was added by the foreign mail office in Paris which was pen-changed to "PD" since the 80 centime Scott #20 was actually full payment. The marking "Voie des Etats Unis" directs the letter by American packet, while the red octagonal "Am Service" shows it went that way. The small red "PD" was added in transferring in England. The only American ship departing England in this time frame was the Cunard Line's "Arabia", which left Liverpool on November 14, 1863, arriving in Boston on November 27. The Boston Paid 15

Nov 24 cds must have been added aboard ship. It indicates full payment of the 15 cents fee. In going to Mesilla, it went to Kansas City by train, then to Santa Fe over Route 10547 and on to Mesilla on Route 12851.

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### BOOK REVIEW *Concluded from page 68*

initial trans-Pacific survey flight to Honolulu in April 1935 and continues to the last Clipper flight in April 1946. This chapter on the "historic fifty" has been substantially extended by the incorporation of a great deal of new material. This chapter has grown to more than 370 pages, more than the entire length of the original book!

Along with the large number of choice cover illustrations, photographs of many events related to the Pacific Pioneer story, and illustrations of other kinds of collectibles, there is a wealth of detailed information that Pacific airmail enthusiasts will find useful and helpful in many unexpected ways.

Anyone with even a remote interest in the history of aviation, Pan American Airways, flying boats, the development of trans-Pacific air routes or trans-oceanic airmail would not be without this incredible volume.

(From the **AIRPOST JOURNAL**, March 2001. Used with permission of the author.)



# West Virginia Research Papers by Alyce Evans

## JEFFERSON COUNTY

## RIPPON

FORMERLY NEWBURG

KABLETOWN DISTRICT BERRYVILLE QUAD(J39)  
249200E 4344810N 534'

ESTABLISHED 23 Dec 1852-OP



14th county created

Fr C M Wiest 5 Oct 1898:

SHENANDOAH-3½mi E

BULL SKIN CR-1½mi N

RT 21602 SUPPLIED BY N&W RR COUNTY LINE-2mi BY ROAD

Fr Howard O Wilt 9 May 1942:

NORFOLK & WESTERN RR-RIPPON STA- 3,168'W

CHARLES TOWN -5mi N SUMMIT PT-5mi W CO LINE-1½mi BY AIR SUPPL BY RR MAIL MESSENGER

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PAULINE HEFLEBOWER

(m. name Heskett 2/7/62)

-?

3 Jan 1857

27 Jun 1859

9 Aug 1865

19 Nov 1867

26 Feb 1869

22 Jun 1874

12 Apr 1881

13 Apr 1889

10 Jul 1893

19 Sep 1893

6 Aug 1897

28 Dec 1914

30 Apr 1957

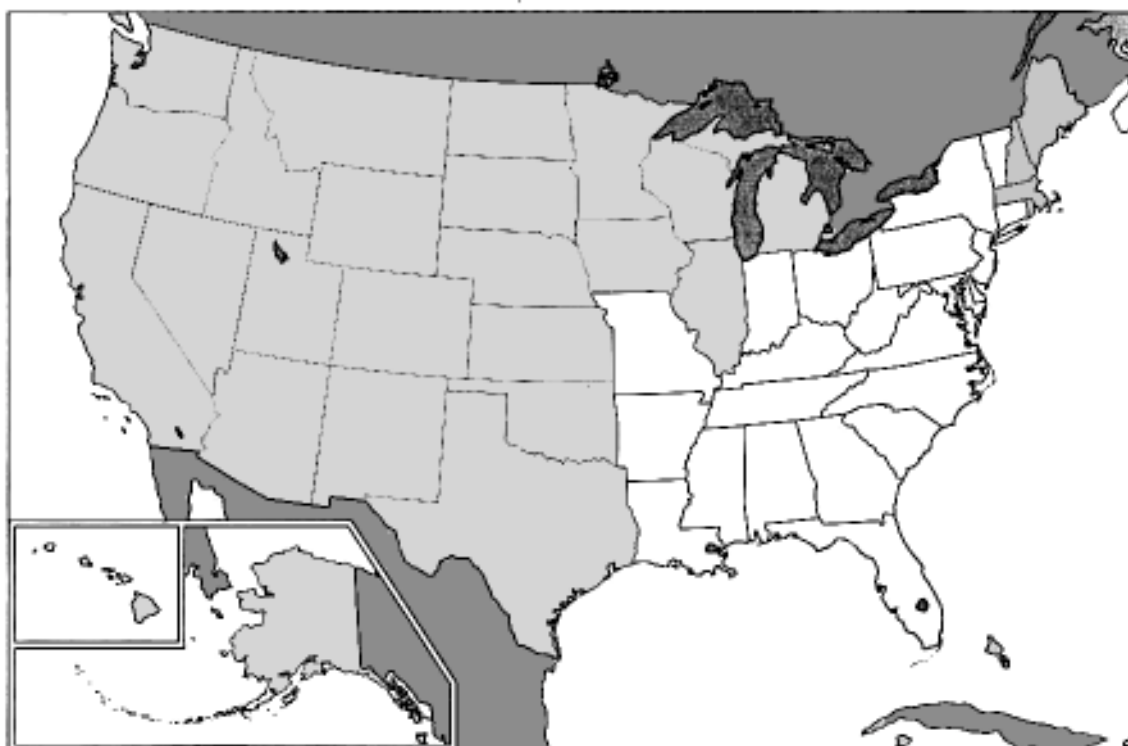
RIPPON, a small town, is situated six miles from Charlestown, on the pike leading to Berryville, and three-quarters of a mile from the Shenandoah Valley Railroad. It contains two stores, blacksmith shop, two churches and several dwellings; also two resident physicians. Beulah Church, Presbyterian, is a frame building, located on Bullskin creek about one mile from Rippon, and has a seating capacity of about 200. The Protestant Episcopal church, at Rippon, was erected in 1875; Rev. A. J. Page, pastor.

Bullskin run rises in the south western part of the county, runs

through Kabletown district, and empties into the Shenandoah river, in the south eastern part of the county. It is a large stream, and furnishes an excellent water-power for the use of the many fine mills and manufactories along its banks. The dwelling house on White House Farm, situated near Summit Point on the Valley Branch of the Baltimore & Ohio Railroad, was built in 1792, on the old road made by Braddock's army, in 1755. It is built of stone, and its walls are of great thickness, which afforded a safe defense from Indian attack. The farm is now owned by R. W. Moorow, and on the place is a large spring, the headwaters of Bullskin run.



Handwritten date 24  
March 1866.



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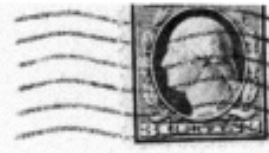
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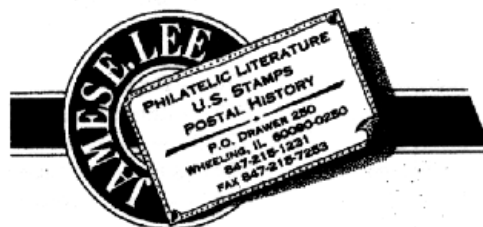
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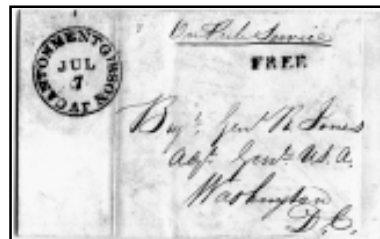
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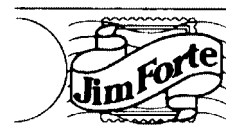
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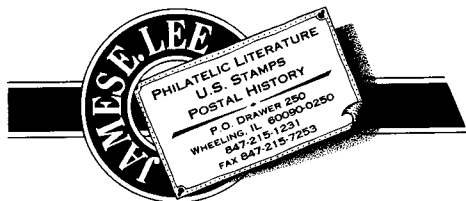
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AIRMAIL COVERS - Commercial Only (No First Flights or philatelic)-United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C9 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 100, Chatsworth Island, NSW 2469 Australia [32-5]

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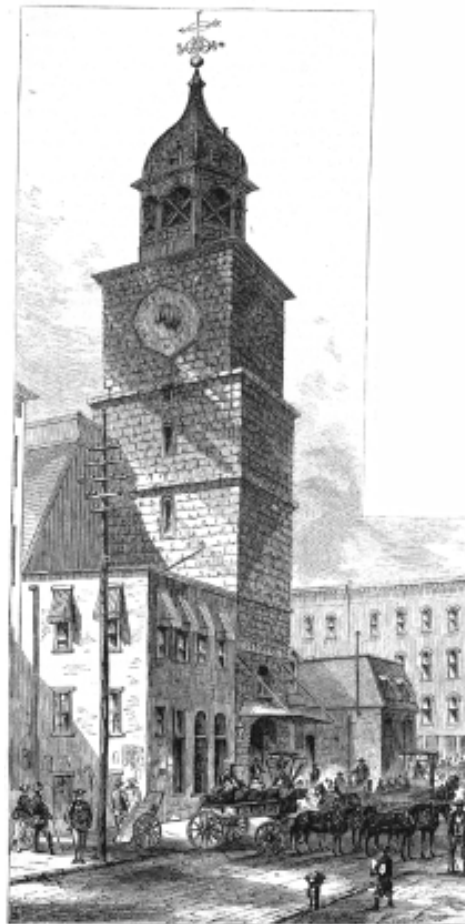
PRE-WWII commercial air covers mailed from one country to another country anywhere in the world. Particularly interested in intercontinental mail, i.e. Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box 100, Chatsworth Island, NSW 2469, Australia or [helbock@la-posta.com](mailto:helbock@la-posta.com)

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NEW YORK POST-OFFICE IN THE 18TH CENTURY

# RANDY STEHLE MAIL BID SALE NUMBER 94

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080; E-mail: RSTEHLE@ix.netcom.com

## CALIFORNIA

- 1 ALAMORIO, 1910 VG 4-BAR ON PPC (09-17). EST. \$20
- 2 ANDRADE, 1919 F 4-BAR ON COVER (09/42). EST. \$10
- 3 AUBURN, 1908 F TYPE 11C RFD (RFD & DATE) ON PPC. EST. \$10
- 4 BALLS FERRY, 1912 G LIGHT 4-BAR ON PPC (75-16). EST. \$8
- 5 BARD, 1911 F 4-BAR ON PPC (10-33 PER.). EST. \$10
- 6 CALIPATRIA, 1916 VG EKU IMP-400 ON PPC. EST. \$10
- 7 COLES, 1903 VG LIGHT CDS ON COVER W/SM TEAR (88-03). EST. 20
- 8 CROWS LANDING, 1885 F ms ON COVER. EST. \$20
- 9 CUPERTINO, ca1913 F TYPE 11F RFD (SCRIBBLE ONLY) ON PPC. \$8
- 10 DEL MONTE, 1904 VG DUPLEX ON PPC. EST. \$4
- 11 DENNY, 1929 F ms ON COVER (90-65). EST. \$15
- 12 DIXIELAND, 1924 VG 4-BAR ON COVER W/SM STAINS (12-35). \$8
- 13 EDENVALE, ca1910 F TYPE 11F RFD (SCRIBBLE ONLY) ON PPC. \$8
- 14 EL CENTRO, 1930 VG MACHINE ON CVR W/HOTEL WORTH COLOR AD. 10
- 15 FELICITY, 1989 F DC ON COVER W/CENTER OF THE WORLD CACHET. 8
- 16 GLAMIS, 1941 F 4-BAR ON PPC (40-67 PER.). EST. \$8
- 17 GLAMIS, 1968 F 4-BAR ON COVER (67-75 RURAL BR PER.). EST. \$6
- 18 GRAYSON, 1900 VG DUPLEX ON COVER (74-06). EST. \$35
- 19 GONZALES, 1908 F 4-BAR ON PPC. EST. \$4
- 20 GONZALES/REC'D, 1907 F CDS REC'D ON PPC. EST. \$5
- 21 HARDWICK, 1911 G LIGHT 4-BAR ON PPC (95/42). EST. \$5
- 22 HART, 1909 F 4-BAR ON PPC (08-19). EST. \$40
- 23 HAYWARD R.D. No. 2, 1911 VG SL MARKING ON PPC. EST. \$15
- 24 HEBER, 1907 VG DOANE REC'D ON PPC. EST. \$5
- 25 IMPERIAL/M.O.B., ca1908 VG DC ON PPC. EST. \$8
- 26 Missent to Imperial Cal, 1909 LARGE MAGENTA AUX ON PPC. E. 8
- 27 IRMULCO, 1915 G+ 4-BAR ON RP OF CUT TREE (11-27). EST. \$20
- 28 KENWOOD, 1936 F DEPR 4-BAR ON GPC. EST. \$4
- 29 MARCH BR., 1935 G+ LKU RIV-2520 ON PPC (27-48 PER.). EST. \$5
- 30 MARTELL, 1911 G+ DOANE ON PPC (05-73). EST. \$4
- 31 MOUNT SIGNAL, 1924 F 4-BAR ON COVER (16-34). EST. \$10
- 32 NILAND, 1915 F 4-BAR ON PPC W/SCRIBBLING. EARLY USAGE. \$10
- 33 OCOTILLO, 1957 F FD 4-BAR ON COVER. EST. \$5
- 34 OGILBY, 6/3/1907 EKU VG BLUE DOANE ON PPC (90/42). EST. \$10
- 35 OGILBY, 1924 F 4-BAR ON COVER (90/42). EST. \$8
- 36 PALO VERDE, 1909 F 4-BAR ON PPC (07-40 PER.). EST. \$5
- 37 PICACHO, 1922 G+ 4-BAR ON PPC (94-26). EST. \$20
- 38 PLASTER CITY, 1925 F 4-BAR ON COVER (26-64). EST. \$8
- 39 QUINTETTE, 1906 F DOANE REC'D & O/S ON PPC (03-12). EST. \$10
- 40 RANGER, 1909 VG 4-BAR ON PPC (07-15). EST. \$12
- 41 ROUTIER STATION, 1894 G+ CDS B/S ON CVR W/COR GONE (73-99) 8
- 42 SALTON CITY RUR STA, 1965 VG 4-BAR ON PPC (61-66). EST. \$15
- 43 SALTON CITY RUR BR, 1974 VG MACHINE ON PPC. EST. \$6
- 44 SEELEY, 1912 F 4-BAR ON PPC. EST. \$10
- 45 SILSBEE, ca1908 VG 4-BAR ON PPC (02-09). EST. \$20
- 46 TELEGRAPH CITY, 1890 VG CD ON GPC W/MAJOR REPAIRS (62-94) 15
- 47 WESTMORELAND, 1921 G+ 4-BAR ON PPC (19-36 PER.). EST. \$8
- 48 WESTMORELAND, 1936 G DUPLEX ON GPC. EST. \$4
- 49 WIEST, 1933 F LD 4-BAR ON COVER (07/33). EST. \$10
- 50 WINTERHAVEN, 1934 VG 4-BAR ON COVER. EARLY 2nd PER. EST. \$8

## COLORADO

- 51 TORRINGTON, 1899 F CDS ON COVER OPENED ROUGHLY (96-03) \$50
- 52 WALLSTREET, 1907 F DOANE ON PPC W/1/2 TEAR (98-21). EST. \$8

## MONTANA

- 53 COMET, 1895 F COGGED DC ON REG REC W/SPINDLE HOLE (77/97) 75
- 54 COWAN, 1908 VG DOANE ON PPC (05-13). EST. \$45
- 55 FORT CUSTER, 1891 VG LIGHT CDS ON COVER (78-01). EST. \$50
- 56 GEER, ca1900 VG CDS ON COVER (96-03). EST. \$75
- 57 GOSSETT, 1912 VG 4-BAR ON PPC (05-13). EST. \$35
- 58 HOGAN, 1910 VG 4-BAR ON PPC (87-19). EST. \$20
- 59 NEW CHICAGO, 1890 VG CDS ON COVER (72-08). EST. \$20
- 60 PIEGAN, 1880 F CDS ON REG REC W/CLOSED HOLE (77-02). E. \$35
- 61 TUNIS, 1912 F 4-BAR O/S AS FORWARDING MARK (10-18). EST. \$35
- 62 WILLS CREEK, 1916 VG 4-BAR ON PPC (10-17). EST. \$35

## SOUTH DAKOTA

- 63 ASHCREEK, 1911 VG 4-BAR ON PPC (03-19). EST. \$20
- 64 DUNCAN, 1909 G+ 4-BAR ON PPC (83-13). EST. \$20
- 65 SPOOK, 1911 F 4-BAR BARELY OFF @ TOP OF PPC (09-12). EST. 40

## WASHINGTON

- 66 BLYN, 1908 F DOANE ON PPC W/SLIGHT CREASE (90-09). EST. \$20
- 67 CHESTER, 1911 F 4-BAR ON PPC (90/43). EST. \$6
- 68 COYLE, 1911 VG 4-BAR REC'D & O/S ON PPC (08-28). EST. \$10
- 69 EPLEY, 1909 VG DOANE ON PPC (06-14). EST. \$20
- 70 LOWGAP, 1910 VG 4-BAR ON PPC (06-21). EST. \$12
- 71 NEW TACOMA, 3/30/81 G+ CDS ON COVER (74-84). EST. \$15

## Railway Post Offices (Towle Types)

- 72 CALEXICO & COLTON, 1921 VG (994.1-B-1) ON COVER. EST. \$8
- 73 CALEXICO & LA, 1935 G+ (994.1-A-1) ON PPC. EST. \$6
- 74 CENTRALIA & SOUTHBEND, 1916 F (901.3-A-1) ON COVER. EST. \$8
- 75 OLD BEACH & CALEXICO, 1910 F (994.1-C-1) ON PPC. EST. \$35
- 76 RENO & SAC'TO, 1924 VG LIGHT (995-M-1) ON PPC. EST. \$15
- 77 SEATTLE & PORTLAND/S.R., 1894 VG (895-H-2) ON PSE. EST. \$18
- 78 SEATTLE & SEWARD/S.S. ALASKA, 1930 VG (X-14-b) ON PPC. \$15
- 79 SEATTLE & SEWARD, 1929 F (X-14-g) ON PPC. EST. \$15
- 80 SEATTLE & SEWARD, 1941 VG (X-14-r) ON PPC. EST. \$8
- 81 WALLACE & TEKOA, 1895 VG (NEW TYPE) ON COVER. EST. \$20
- 82 S. BERNARDINO, CAL./TRS.CLK., 1909 VG (999-H-1) ON PPC. E. \$6

## Streetcar RPOs (Towle Types)

- 83 CHI & MILLARD AVE, 1907 VG (CH-5-a) ON PPC. EST. \$6
- 84 CHI & N CLARK ST/2, 1906 VG (CH-1-b) ON PPC. EST. \$6
- 85 CLEVELAND CIRCUIT R.P.O., 1910 F (CL-1-b) FLAG ON PPC. E. \$3

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

**CLOSING DATE: August 15, 2001 (10 PM PST)**

## HELP!

*La Posta* is in desperate need of articles.

If you have a puzzling cover, an interesting stamp usage or destination, or anything in your collection you find particularly noteworthy, why not share it with our readers?

We prefer color photocopies to better illustrate covers, but good black & whites will do. Color or greyscale scans and .jpg files transmitted via e-mail also work quite well.

Write us direct:

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2469, Australia

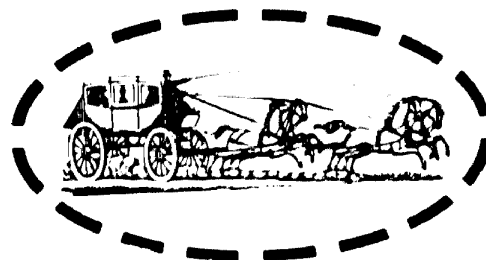
helbock@la-posta.com

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## La Posta Backnumbers

Backnumbers of *La Posta* may be purchased from Sherry Straley, 2214 Arden Way #199, Sacramento, CA 95825. An index of all backnumbers through Volume 28 has been completed by Daniel Y. Meschter and is available on the La Posta website at [www.la-posta.com](http://www.la-posta.com).

To order backnumbers call Sherry at 916-486-9339 or send her an E-mail at [sherjohn@softcom.net](mailto:sherjohn@softcom.net).



## ADVERTISING IN LA POSTA

**La Posta** publishes two types of Ads: Display & Auction/Net Price. Details for placing each are as follows:

**DISPLAY ADS** - May be run on a contract basis for one, three or six insertions. Ad contents may be changed at any time, provided proper notice is given. Contract rates for ads of varying sizes are as follows:

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
1/4-page	\$30.00	\$69.00	\$126.00
1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

These charges include Type setting & Layout

### AUCTION/NET PRICE ADS:

The charge for placing a 1/2-page ad is \$45.00; 1 -page \$90.00; 2-pages \$170.00

These prices are for prepaid camera ready copy. Add \$15 typing charge is for 1/2-page auctions, \$35 for 1-page auctions; and auctions over 1-page must be camera ready, transmitted via E-mail or provided on computer disc.

**Ad Deadlines are as follows: Dec/Jan issue - Nov 20; Feb/Mar issue - Jan 20; Apr/May issue - Mar 20; Jun/Jul issue - May 20; Aug/Sep issue - July 20; Oct/Nov issue - Sep 20.**

**La Posta, 33470 Chinook Plaza, Suite 216, Scappoose, OR 97056**

or

**P.O. Box 100, Chatsworth Island, NSW 2469 Australia**

## INDEX OF ADVERTISERS

### AUCTIONS

RALPH GRUMKE (RLG) - 38

RANDY STEHLE - 79

### DISPLAY ADS

AMBERMAN POSTAL HISTORY - 74

ARIZONA-NEW MEXICO P. H. SOC. - 72

AUSDENMOORE-McFARLANE - 72

COLORADO P. HIST. SOCIETY - 73

BRUCE COREY - 44

JANE DALLISON - 76

MICHAEL DATTOLICO - 38

H.J.W. DAUGHERTY - 44

### DISPLAY ADS

MIKE ELLINGSON - 72

JIM FORTE - 75

ALEXANDER GUNDEL - 75

KIRK'S - 74

LA POSTA BACKNUMBERS - 61

JAMES E. LEE - 73 & 76

BOB NICHOLS - 73

SCHMITT INVESTORS LTD. - 76

STEVE SIMS - 75

ROBERT SWANSON - 72

US CANCELLATION CLUB - 75