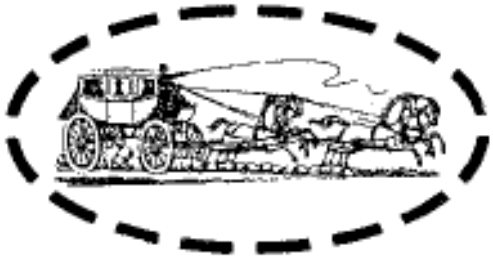

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PUBLISHER'S PAGE

Three Score Years Ago

America lay dozing in the late summer sun. With memories of Labor Day picnics still fresh in her mind, random thoughts of the joys of seeing family and friends at forthcoming holiday parties flitted through her consciousness. She was at peace. Life was sweet.

The baseball pennant races were drawing to a close. The playoffs and the World Series were looming just over the horizon. A brand new football season had just kicked off with promise of some mighty good games in the weeks and months ahead. Radios blared with sounds of the latest pop music interspersed with a few golden oldies. Movie theaters were doing land-office business rolling out Hollywood's latest blockbusters week after week. Amusement parks competed for crowds by promising the biggest thrill rides on their shiny new roller coasters.

News reporters and commentators assured her nightly that the troubles in Europe and Asia were indeed unfortunate, but everyone knew that those places were a long way off and America could sleep securely protected by her isolation of distance. She was, after all, the land of the free and the home of the brave.

The year was 1941.

Few among us have clear memories of those last shining days of the summer of 1941. Many more of us have caught glimpses of what they must have been like in the movies and newsreels recollecting the days. We all know that America's peace was soon to be shattered by a heinous and horrific sneak attach on her citizens at Pearl Harbor, and we know that what followed was four long years of fighting and dying and personal sacrifice. The question on all of our minds today is, of course, what will be the consequences of this latest terrible sneak attack by fundamentalist Islamic madmen?

There can be no doubt that our own carefree days of the summer of 2001 are over. The unimaginable death and destruction wrought by terrorist attacks on the World Trade Center and the Pentagon has shocked the entire world. Americans and people from over sixty other nations died in numbers we could not imagine in our most frightening dreams. As I write these words, the United States and its many allies are preparing to go to war. Troops, planes and ships are being deployed to positions that will permit them to conduct strikes against the enemy.

But who is the enemy? Unlike 1941, when we knew for certain that the enemy was a nation that had attacked our people and territory, today's enemy is believed to be the followers of a shadowy Islamic zealot. Our leaders have broadened the definition of our enemy to include "nations which support or harbor terrorists", but that could lead us onto some very shaky ground.

Obviously, the evidence appears to suggest that Osama bin Laden and his network of fundamentalist Muslims was directly or indirectly responsible for the attack. He has been based and supported by the Taliban regime in Afghanistan in recent years, and few people around the world would argue that the Taliban are anything more than a bunch of religious fanatics consumed by their own warped universal view. There appears to be a great deal of support for punishing the Taliban along with the followers of bin Laden.

Once we move beyond that group to consider terrorists living elsewhere in southwest Asia, the Middle East and north Africa, our enemies become less easy to identify and the nations that house them may include some who we count as friends. For example, an armed struggle for control of Kashmir—that mountainous region of northern Pakistan and India—is now in its fourth generation. The region has long been divided by a ceasefire line, but cross border attacks by both Indian and Pakistani freedom fighters are common. To India, these Pakistani attackers are terrorists, and, indeed, there have been recent reports that many of them have closed their camps in Kashmir and are heading for Afghanistan to help their Islamic brothers repel the Americans. To Pakistan, the men who fight India in the north are defenders of Azad Kashmir. They are respected, and while not officially supported, are certainly tolerated by the government. Does this mean that Pakistan is to be numbered among our enemies?

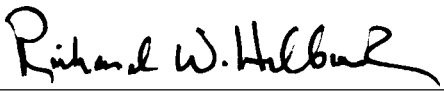
If we take a broader view to encompass the world of turmoil, the situation becomes even more complicated. Name the country and the question of who is a terrorist is pretty much in the eye of the beholder. In Iran, Iraq, Israel, Syria, Lebanon, Jordan, Turkey, Egypt, Sudan, Algeria, Libya and many other nations of this region the ancient homelands of peoples have been fractured and there are hatreds that can be traced back hundreds and perhaps thousands of years. Some of these people have banded together and use methods of terror to make war on their enemies. Are these people and the nations that support them our enemies?

Outside this region of our greatest immediate concern, there are groups using tactics of terror operating in nations of Eastern Europe, Africa, Southeast Asia and Latin America. Even our most reliable international partner, Great Britain, has lands plagued by bands of armed men using tactics of terror. Are the militant Catholic and Protestant gangs of Northern Ireland now our enemies?

Obviously not all terrorist groups are going to be identified as being on our list of enemies in this new war. Our leaders will have to make decisions on a case-by-case basis as to whether this or that terrorist group warrants military, diplomatic or economic action being taken by the United States. However, since we are attempting to wage this war as an international community of nations, I fear it may become very difficult to reach consensus about who are terrorists and who are not once we go beyond action against Osama bin Laden and the Taliban.

We will all watch and wait with concern and trepidation as the drama of coming weeks, months and years unfolds, but one thing is certain, dear readers, America's dreamy summer slumber has once again come to an end. Do not despair. We came through it all before as a wiser and stronger nation, and we can do it again.

Richard W. Helbock



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La Mar E. Peterson 1914-2001

La Mar E. Peterson. the Dean of Utah postal history and long-time dealer, died August 3, in Salt Lake City, Utah, at the age of 87. La Mar was known for his vast knowledge of Utah and Nevada postal history. Because of the large amount of material he handled over the years, it was sometimes said that if La Mar hadn't seen it, it probably didn't exist.

La Mar was raised in Salt Lake City. He served in the Civilian Conservation Corps and then in the Army during World War II. His duties in the Quartermaster Corps found him on the beach at Normandy the day after the D-Day invasion in the Omaha Beach Command. He also served in Northern France, and Rhineland. La Mar worked for Universal Car-Loading until he retired in 1976. In addition to postal history, his other interests included championship checkers, horseshoe pitching, baseball, fishing, and gardening, and photography. He joined the Utah Philatelic Society in 1948, where he won numerous awards and was mentor to many.

Research Request

Jon Krupnick, 700 Southeast 3rd Avenue, Ft. Lauderdale, FL 33316, writes:

My Flight 40 (p. 414, *Pacific Pioneers*) arrived Auckland, New Zealand, Dec. 8, 1941. Does anyone have a cover carried to New Zealand or Australia on that flight with a Dec 8 or Dec 9 arrival cancel?

I have one cancelled in Noumea, New Caledonia on Dec 8 that was on the flight, but I am seeking a photocopy of New Zealand and/or Australian arrival markings.

Please contact Jon Krupnick by mail or e-mail at jonpac@aol.com

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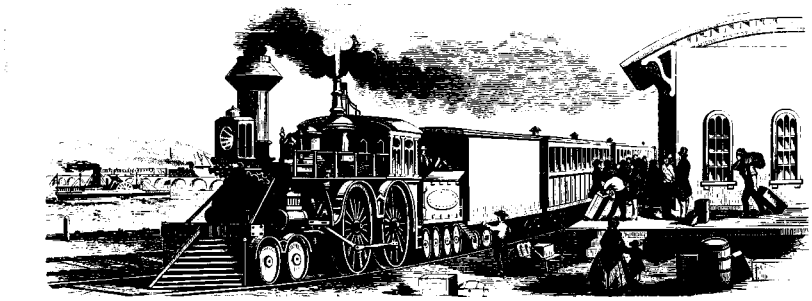

Early Air Mail and Aviation in Southern California

By Don L. Evans

Chapter V: The Airlines Expand and Zeppelins enter the Air Mail Scene (1927-1930)

With Western Air Express and Pacific Air Transport firmly established in Southern California, the West had a large stake in the development of airlines to serve the entire country.

The United States had fallen far behind Europe in the operation of passenger and mail carrying airlines. Congress was adamant in its opposition to granting any subsidies or mail contracts, and early air carriers just could not operate at a profit. European companies had the benefit of generous government subsidies, and many of those grants continue to this present day. The awarding of United States Post Office contracts in 1926 to carry mail, for the first time, provided sufficient income for small domestic airlines to operate in the black.

Western Air Express was one of the most successful of these early ventures and by 1929, more than 40% of the airmail generated in the United States was carried by this airline to or from Los Angeles, California. Harris "Pop" Hanshue had enlarged his operation from its modest beginning in 1926 of four pilots and six aircraft to where it had 39 aircraft and a route that covered 4700 miles of the west as far east as Kansas City and as far north as San Francisco and Cheyenne. It was the largest and most profitable of the early lines, but it would eventually be swallowed by larger companies that were in the making. *Figure 5-1* shows a company distributed map of the Western Express routes with a Fokker trimotor flying over the area.

Between 1926 and 1930, a remarkable surge of airfield construction, airline building, consolidations and acquisitions occurred, and the United States quickly overcame the lead of the European nations, and never again lost it.

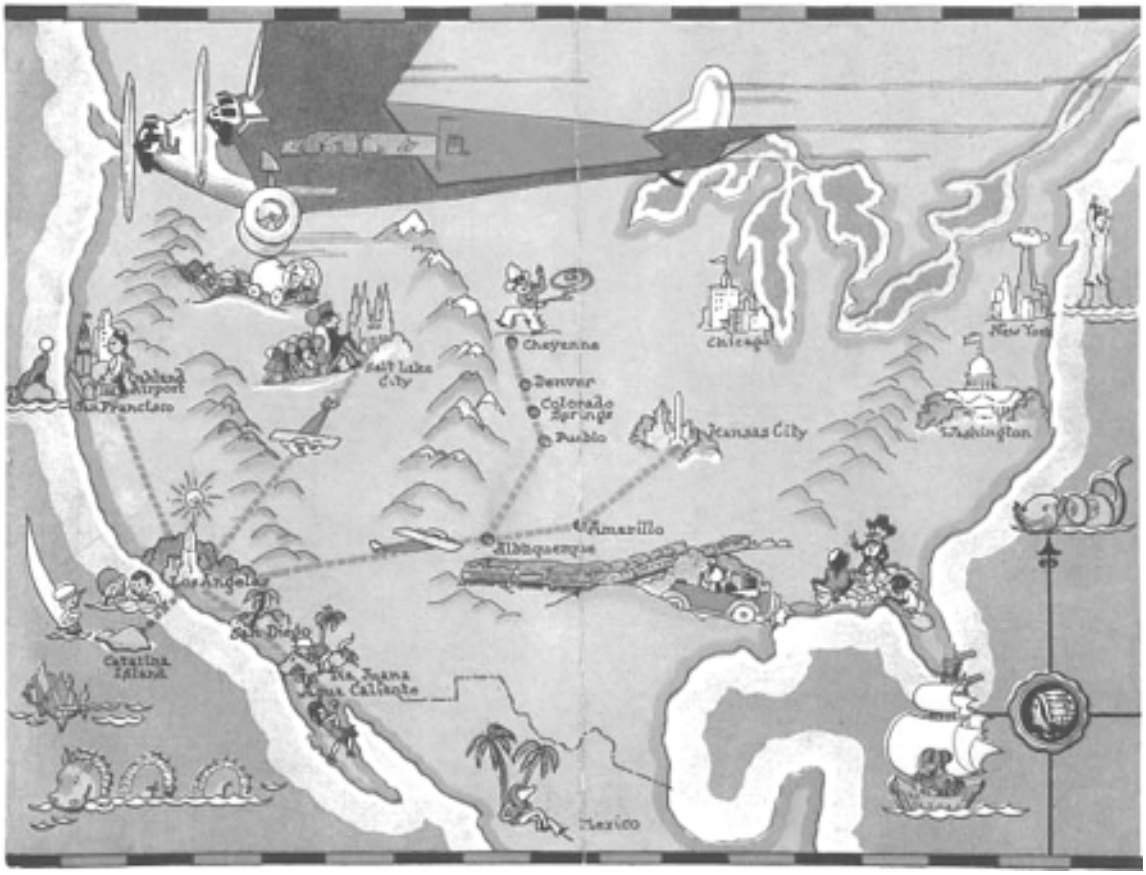

Fig. 5-1 *Western Air Express brochure showing 1929 routes, demonstrating the astounding growth of the company in its three years of operation, from a single route between Salt Lake City and Los Angeles in 1926, to its 1929 network.*

During this period, many new CAM (Commercial Air Mail)routes or extensions, and added service such as night flying schedules came into being. Aerophilatelists had a field day. For the inauguration of each new change, specially designed covers were mailed to become part of philatelic collections. As a result, tens of thousands of collectible covers exist, and the problem is not finding covers, but rather to narrow down the choices to those of greater rarity or commemorating major milestones.

In the aviation industry fortunes were made and lost, but more were made than lost. Airline and aviation stocks boomed. Anything with the word "air" in it became a must buy, something like the dot.com issues of the recent stock market frenzy. Pioneer Pratt & Whitney executive, Fred Rentschler, saw his original $253 stake in 1926, mushroom to an astounding $35.6 million by 1929. Of course, this fabulous profit was one of the highest, but most investors were making substantial gains. Some of these were erased in the stock market crash of October, 1929, and the ensuing economic depression, but the growth of airlines continued.

With the new Postmaster General, Walter Folger Brown, of the incoming Hoover administration of 1929, the future of the airline industry was forced into a more orderly development. Strong powers awarded to Brown by Congress gave him almost limitless control over who got mail contracts. Brown was convinced that the hundreds of small airlines that had emerged during the aviation boom were not an efficient way to handle passenger and mail delivery. He, instead, opted for the establishment of three or four large airlines that would own and control the system, and who, with superior equipment and financing, could create an effective aerial transportation complex for passengers and mail.

Brown was a brilliant administrator, and achieved most of his objectives. By 1930, the skies were controlled by United, American, Eastern and Transcontinental & Western Air, which collectively became known as the "Big Four." Western Air Express was one of the last holdouts in this forced amalgamation of airlines, but Harris Hanshue was finally compelled to join with Transcontinental Airways to form TWA.

The only roadblock in the way of their continued expansion was the trust-busting efforts of the Roosevelt administration, which in early 1934 resulted in a Presidential Order canceling all air mail contracts and turning over the handling of mail to the Army Air Corps. This was a disaster and resulted in a near collapse of mail service and the deaths of five Army pilots, and injury to six others. This unfortunate period will be covered more thoroughly in a succeeding chapter. After three weeks, Roosevelt realized his error, and initiated bidding for new mail contracts. By May of 1934, with new contracts that were not quite as lucrative, the Big Four were back in business. The story of the aviation industry during these formative years is fascinating, and much too lengthy to do more than touch upon in these pages. The reader is encouraged to further investigate the 1926-1934 era of airline and aircraft manufacturing development as it evolved across the nation.

The transition of the small organizations of the early years to the well financed and successful airlines of the Big Four was not without many obstacles and setbacks. Crashes, lack of operating funds and inadequate equipment affected many of the operators, and in the Southern California area, both Western Air Express and Pacific Air Transport had their share of problems.

Vern C. Gorst had won the contract for CAM-8 in 1926. This was the prize feeder-route from Los Angeles to Seattle via San Francisco. Gorst had been a Klondike gold miner and operated bus lines in the coastal states. To obtain funds for an initial survey flight, he sold the idea to a group of bus-company executives and raised enough money to hire a pilot and plane to fly him on an inspection tour of the route. Satisfied that it was feasible, he floated a stock issue and raised $175,000. He then hired pilots, paying them in part with stock shares, and initiated the purchase of aircraft. He now was in place to meet the minimum qualifications for bidding on the route.

When the bids were opened, Gorst had won the contract, and he rapidly began to prepare his company, now named Pacific Air Transport Corporation, to carry the mail. He purchased surplus searchlights to be placed as beacons on dangerous mountain tops, and lobbied towns en route to build airstrips. *Figure 5-2* shows Vern C.Gorst and T.Claude Ryan standing in front of one of the Ryan mailplanes.

For aircraft, he turned to T. Claude Ryan for planes to carry the mail. Ryan had developed a high-wing monoplane, similar in design to the later *Spirit of St. Louis*, used by Lindbergh in his epochal flight across the Atlantic. Gorst's initial years were beset by lack of adequate financing and bad luck. Three of his pi-

Fig. 5-2 *Pacific Air Transport president Vern C. Gorst (left) and San Diego airplane builder T. Claude Ryan in front of a Ryan mailplane used initially on the Cam-8 route. Aircraft is similar to the Ryan, Spirit of St. Louis, flown by Lindbergh on his solo transatlantic flight*

lots were killed in crashes and the income from mail was not sufficient to meet expenses. Eventually, in late 1927, he was forced to sell out to Boeing who had acquired the contract for the profitable route from San Francisco to Chicago. Boeing continued to expand and by 1929, its airline division was operating as United Airlines.

Pacific Air Transport (PAT) continued to operate under its own name, but finding its present location at Vail Field near Alhambra, California lacking, particularly with its transition to larger Boeing A40 aircraft, moved to the new United Airport in Burbank which United Airlines and Standard Oil had built. This large airport through the years has been known by several names, the most well-known being Lockheed Air Terminal. Present plans are to upgrade the facilities and convert it to the Glendale-Burbank-Pasadena International Airport to better serve those large communities.

The first mail flight by PAT from United Airport took place on November 16, 1929, and is commemorated by the cover shown in *Figure 5-3*. This cover was flown by PAT CAM-8 pilot, E. L. Remelin, and is signed by him.

Five months later, Burbank's United Airport was formally dedicated on May 30, 1930. A crowd of 30,000 attended the dedication and dozens of military bombers and pursuit planes roared over in a salute to the

Fig. 5-3 *Commemorative cover signed by CAM-8 pilot E.L. Remelin. Postmarked at Burbank, California, on November 16, 1929. Unusual cachet was probably produced by the mail contractor. Addressed to Robert W. Meinhoff, who was a major aerophilatelist of the period.*

new facility. *Figure 5-4* shows the main tower, and operations building of the field with a number of Boeing P-12 pursuit planes flying overhead. *Figure 5-5* is a picture of one of the P-12 pursuit aircraft, and *Figure 5-6* shows a commemorative cover flown on this day from United Airport to Portland, Oregon. Note the use of an 1890 one-cent stamp and two current plate number singles from the then current Ohio Canalization issue. Signed and flown by the pilot, F. A. Donaldson, who was later to lose his life in an aircraft crash.

Fig. 5-4 *U. S. Army planes fly by in an aerial salute to the new United Airport. Both bombers and pursuit aircraft, comprising the bulk of the west-coast based military aircraft, participated in this demonstration to the delight of the thousands of spectators.*

A few miles to the south, another modern airport had come into existence on the site of the small Glendale Airport. This was Grand Central Air Terminal and it was to become the main passenger facility for the Los Angeles area. It was an architecturally beautiful facility with the latest art-deco design and a Spanish Colonial flavor to the terminal buildings, the control tower was adorned with bas-reliefs on the corners depicting a winged aviator holding a propeller, and it was probably the most visually striking airport terminal in the world at that time.

Fig. 5-5 *As part of a training flight from San Diego to San Francisco, a squadron of Boeing P-12 fighters, scheduled a fly-by at United Airport to help usher in the new terminal with style.*

Airports, both big and small, were being built all over the Los Angeles region during 1929 and 1930. The density of airports was greater than any comparable area in the world, and it seemed like everyone wanted to fly. Grand Central Airport in Glendale, California, became a favorite of the sky-struck pilots of the movie and entertainment industries, Movie stunt fliers operated from the field, and Grand Central was used as the back-drop for many movie scenes. Wallace Beery, who learned to fly in 1927, and based his aircraft at the field, and many other screen notables hosted lavish receptions at the Terminal bar for departing and incoming celebrities.

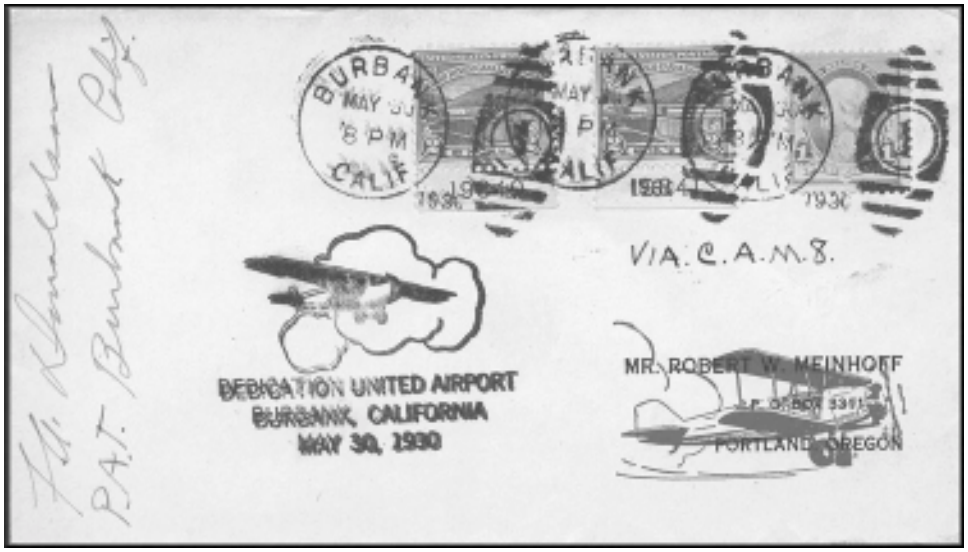

Fig. 5-6 *Souvenir cover with 5¢ air mail postage paid by the combination of a 1¢ 1890, Sc. 219, and a pair of 2¢, Sc. 681. Postmarked on May 30, 1930, with a cachet showing a Ryan monoplane of the type used by Pacific Air Transport on CAM-8. Signed by pilot, F.A. Donaldson.*

Figure 5-7 is a good photo of the main terminal and tower at Grand Central, taken in 1935. The aircraft shown is a Vultee V-IA, Doolittle's Special. The following year this aircraft made a much publicized transoceanic flight to England and back. Its days ended ignominiously as a Nationalist bomber in the Spanish Civil War.

Major Corliss C. Moseley, the original vice-president of Western Air Express, was the manager, and later owner of Grand Central, and a strong factor in its success. Corliss, an ex-WWI Air Corps flyer, was instrumental in many of the aviation achievements in Southern California for over more than a quarter century. He was an excellent flier and an outstanding entrepreneur whose achievements spanned both WWI and WWII. *Figure 5-8* shows Major Moseley who had just completed a record flight

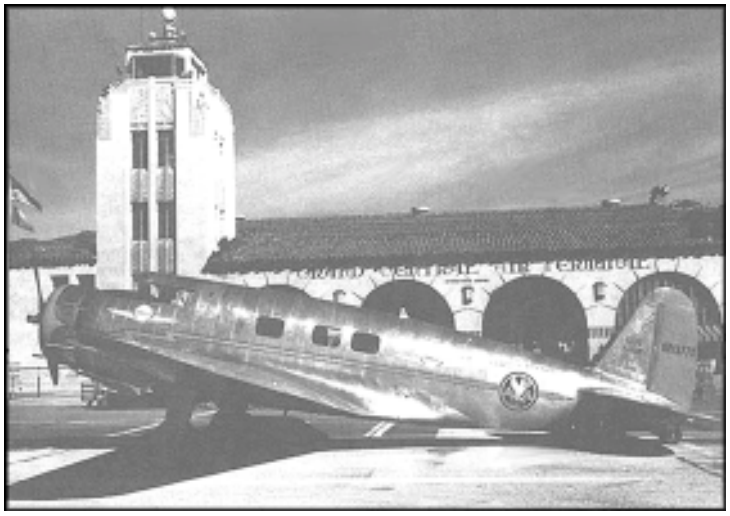

Fig. 5-7 *This photo, taken six years after the opening, shows to advantage the Colonial style buildings, and Art Deco control tower that became backdrops for many movie scenes. The aircraft is an American Airlines Vultee that was flown by Leland Andrews on February 20, 1935, non-stop from Grand Central to Floyd Bennett Field at New York City. The flight established a new record of 11 hours and 34 minutes for transcontinental flight.*

Fig. 5-8 *Major Corliss C. Moseley is seated in a low cost, two seat, tiny aircraft, after setting a slow-speed record by flying the plane around the field at a speed of only 25 mph. The aircraft, called the "depression baby," was a 45hp Curtiss-Wright CW-1 Junior. It was an attempt by Curtiss-Wright to provide an aircraft that was inexpensive to own and to fly. (Courtesy of the Grand Central Company)*

in an ultra-low-cost Curtiss-Wright 45-hp C-W-1 Junior. He flew the small two-seater around the field at the record low speed of 25 mph.

Figure 5-9 illustrates a cover with a commemorative cachet prepared by the Glendale Chamber of Commerce to mark the official dedication of the airport on February 22, 1929.

Fig. 5-9 *Commemorative cachet prepared by the Glendale Chamber of Commerce, and applied at the Glendale post office. 5¢ air mail rate paid by Sc. 650, issued on December 12, 1928, for the 25th anniversary of the Wright brother's first flight at Kitty Hawk.*

On August 1, 1928, the Post Office Department lowered the air mail rate to 5¢ for the first ounce, and 10¢ more for each additional ounce. For the first time, additional weight increments were at an increased rate.

Fig. 5-10 *Maude Campbell, the first woman to fly on Western Air Express, is presented with an armful of flowers upon her arrival at Los Angeles from a 1926 flight. Harris Hanshue, aided by his vice-president, Major Corliss Mosely, capitalized on every opportunity to publicize their fledgling airline.*

The airport has many pleasant memories for your author, who with some friends operated a small air charter service from the field during the post-war years of 1947 and 1948. Regrettably ceasing operations due to a severe lack of profits over a couple of years, but retaining the memories of interesting flights and wonderful experiences.

Western Air Express was eager to develop a passenger-carrying capability, but economic reality and aircraft limitations did not allow early operators the option of flying mail and many passengers. On a per pound basis, mail paid better and a lot more of it could be carried. Just about a month after they started CAM-4, WAE carried their first passenger, reported to be Will Rogers. The company did not yet have authorization to carry passengers so Rogers mailed himself from Los Angeles to Salt Lake City and return. Passengers were crammed into the front cockpit of the Douglas M-2, along with the mail bags, and comfort was minimal**.** *Figure 5-10* pictures Maude Campbell, the first female passenger of WAE, after arriving in Los Angeles and being presented with a gladiola bouquet. Only one or two passengers could be carried on any flight, and these few passengers were carried mostly for their publicity value. Real passenger service would have to wait until larger and more comfortable aircraft could be acquired.

Western Air Express was also outgrowing its space at Vail Field and in 1930 transferred much of its operation to Grand Central where it constructed a new company terminal. The Los Angeles Postal Airmail facility remained in Alhambra and most airmail continued to be flown from Vail Field by WAE. The new WAE terminal at Grand Central was dedicated in April of 1930, and became a base for their expanded operations and for an initial trial as a passenger-only airline.

Figure 5-11 shows a commemorative cover flown from Grand Central on April 17th, 1930, to mark the dedication of WAE's new facility.

The Daniel Guggenheim Fund for the Promotion of Aeronautics provided grants to universities and for technical research, and in 1928, they sponsored Western Air Express in a venture to demonstrate that passenger-only air service was economically feasible. They provided the funds for WAE to purchase five Fokker trimotor F-10A, twelve-passenger aircraft with which to establish a "Model Airline" to fly passengers between Los Angeles and San Francisco, and in May of 1928, service was inaugurated. The fare was $60 for a one-way ticket, and WAE made the flight in three hours, compared to thirteen hours by train.

Fig. 5-11 *April 17, 1930, fancy souvenir cover flown from Vail Field to Salt Lake City and then, probably by surface mail, to Cantil, California, to commemorate the dedication of WAE's new terminal. Postmarked at the Los Angeles Post Office Air Mail Facility which was located in Alhambra, near Vail Field.*

Lunches and in-flight radio programs were provided, along with limousine service on the ground. In the first year more than 5000 passengers were carried with no accidents and a 99% on-time record. In spite of this excellent showing, the service lost money, and the experiment was abandoned. Air mail, and the accompanying mail income had to included for flights to be economically acceptable. *Figure 5-12* illustrates one of the postcards used to advertise the service.

In 1930, two accidents marred WAE's fine record. Maury Graham, one of the original WAE "Four Horsemen" and a veteran CAM- 4 pilot on the Los Angeles to Salt Lake run, crashed about midnight on January 10, 1930, in the rugged high mountains near Cedar City, Utah. Although he made a safe landing with major damage to the airplane, the crash site was located in uninhabited and mountainous terrain, and Graham elected to hike out. He made only five miles before the severe winter weather conditions caused his death. *Figure 5-13* is a photo of Graham in his Douglas M-2 being loaded with mail prior to a flight.

The wrecked plane and Graham's body were found five months later. All 648 pounds of mail was salvaged and returned to Los Angeles where a green "RETURN TO WRITER/UNCLAIMED" marking was applied along with a magenta rubber stamped notation, "Delay due to wrecked mail plane/January 10, 1930." An example of one of the rescued covers is shown in *Figure 5-14*.

Fig. 5-12 *Advertising postcard describing the new "Model Airline" passenger service. Amenities included lunches and in-flight radio programs, and limousines on the ground.*

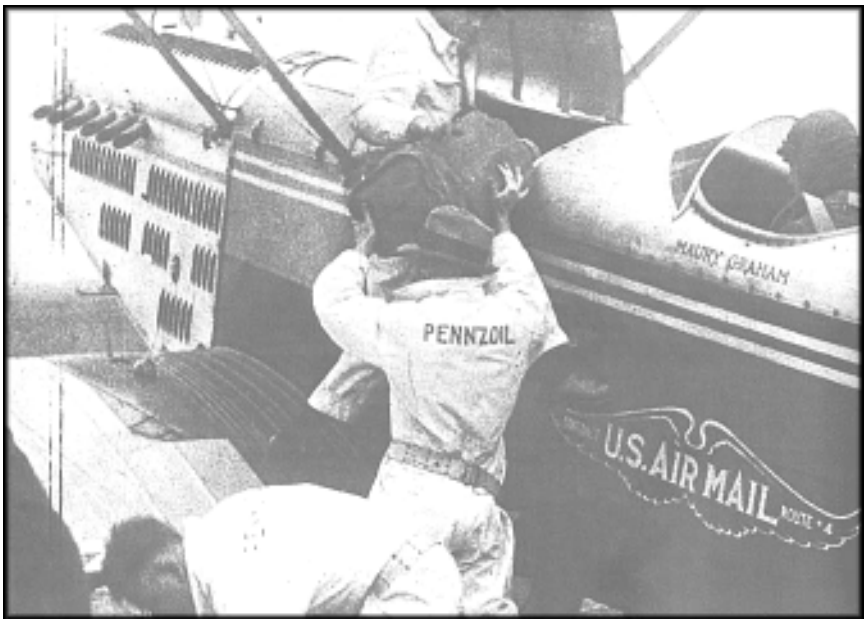

Fig. 5-13 *Photo shows mail sacks being loaded into his plane before flight. Maury Graham is seated in the cockpit.*

Some years later, Graham's widow returned to the site of the crash and erected a monument in his memory. Graham was well liked and was an excellent pilot who had flown with the government postal service before joining WAE. *Figure 5-15* shows Graham at Vail Field.

Later in the same year, on December 22, 1930, WAE pilot, Howard B. Cox, experienced engine trouble while making a night landing at Vail on a flight from Salt Lake City. The aircraft crashed and caught fire. Cox escaped with minor injuries, but the plane burned and the entire cargo of mail was destroyed or damaged by fire and water**.** *Figure 5-16* pictures a charred letter recovered from the plane's cargo.

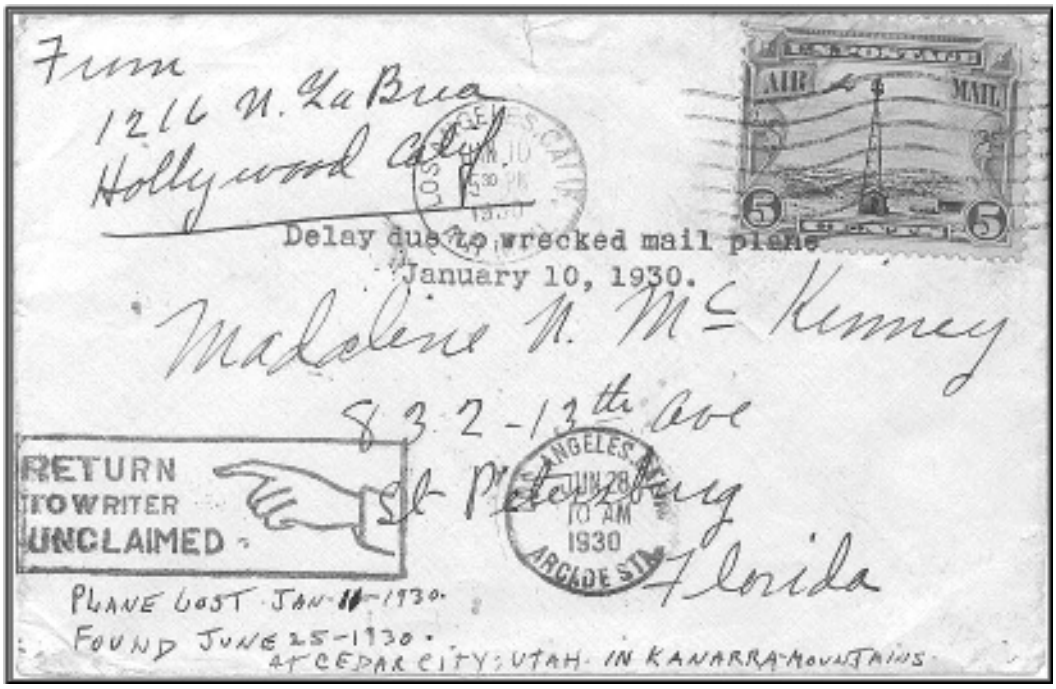

Fig. 5-14 *Salvaged cover, originally mailed from Los Angeles to Florida on January 10, 1930, was recovered from Graham's wrecked aircraft on June 24, 1930, and returned to Los Angeles for remailing. Marked UNCLAIMED in green, and stamped with a magenta "delay" marking. Returned to sender on June 28, 1930. Postmark illustrates the first Los Angeles town marking to have the words "AIR MAIL" included in the design. The flight departed from Vail field at Los Angeles with a stop at Las Vegas, from where it departed at 10:10 PM for Salt Lake City, Utah. Cause of the fatal crash is unknown*

575 pounds of mail was salvaged and returned to the Alham-bra, California post-al facility where it was stamped with a two-line notation in purple, "DAMAGED BY AIR-PLANE WRECK/ DECEMBER 22, 1930," and forwarded on to destination.

Fig. 5-15 *Maurice Graham*

Fig. 5-16 *Salvaged, charred and water-stained cover, saved from the wreck of WAE's CAM-4 W flight from Salt Lake City to Los Angeles on December 22, 1930. The pilot, Howard B. Cox was making a night approach to Vail Field when he experienced engine trouble and crashed. The aircraft burned, and the salvaged mail was trucked to the Alhambra Post Office where mail with legible addresses was stamped DAMAGED BY PLANE WRECK, and enclosed in envelopes to be delivered.*

In the summer of 1929, a foreign carrier entered into the Southern California scene. For some years the highly successful Zeppelin dirigibles had been carrying mail and passengers, and in 1929, the newest and largest of the fleet, the LZ 127, christened the *Graf Zeppelin*, embarked on a world-circling flight that started in Lakehurst, New Jersey and proceeded east with stops at Friedrichshafen, Germany, Tokyo, Japan, Los

Angeles, California, and on to its originating point at Lakehurst. World interest was high for this record-breaking flight which covered 21,200 miles in 21 days, at an average airspeed of 70 mph.

Financial support was necessary to make the flight a reality, and William R. Hearst advanced $100,000 for special rights to news coverage, with a stipulation that the beginning and end of the flight was to be in the United States, All proceeds from postage accrued to the Zeppelin company.

Landing at Mines Field in Los Angles at 5 AM on the morning of August 25, 1929, the airship took on a load of more than 10,000 letters, each bearing a purple cachet showing the world and the route of the record-breaking trip. Mines Field at the time was a grassy field in the midst of barley and beet fields, which shortly thereafter metamorphosed into the Los Angeles Municipal Airport. *Figure 5-17* shows the *Graf Zeppelin* moored at Mines Field after its successful landing.

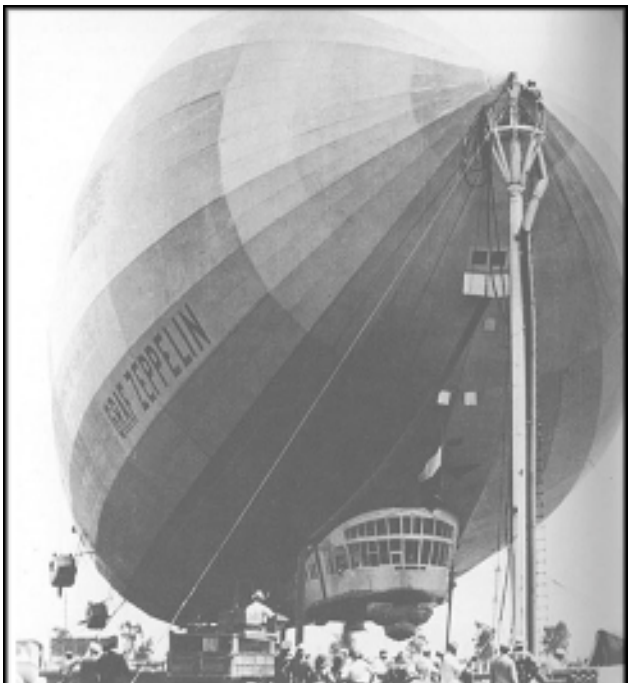

Fig. 5-17 *Graf Zeppelin moored at Mines Field in Inglewood, California. Now LAX, but then, only a grassy field.*

Figure 5-18 shows a typical cover flown on the flight, and posted from Los Angeles with a Denmark destination. Almost all mail carried on the flight received the circular marking showing the world and the route of the *Graf Zeppelin*. Many of the covers from this flight are of philatelic origin, particularly those addressed to United States addresses, however because of the world-wide interest in the flights, many non-

Fig. 5-18 *Mailed from San Francisco, Ca., this cover carried an endorsement indicating it was to be forwarded via the L.Z. 127 (Graf Zeppelin). Sent in bulk by air from San Francisco to Los Angeles where the stamps received double-oval third-class cancellations. The purple "FIRST-ROUND-THE-WORLD-FLIGHT" cachet was applied, and a Los Angeles, August 26, 1929 postmark affixed for the date of departure. A 5¢ blue, Sc. 648, paid the U.S. internal airmail, and the remaining stamps paid the $1.80 zeppelin mail postage to Germany. Backstamped at Friedrichshafen on September 4, 1929. Carried by surface mail to destination at Aarhus, Denmark, at no additional cost.*

Fig. 5-19 *The small, but palatial, dining room of the Graf Zeppelin. Between meals it was converted into a passenger lounge.*

philatelists took advantage of the opportunity to mail souvenir letters to friends and family at foreign locations.

The *Graf Zeppelin* carried 20 passengers on its around-the- world-flight at a fare of $2,500 per person. Ten luxurious staterooms were provided, and scenery that had never before been seen from the air, such as the vast reaches of Siberia, was experienced by the passengers. *Figure 5-19* illustrates one of the amenities provided to the paying guests.

Upon arrival in Los Angeles, the passengers and crew were feted with banquets and celebratory functions. The flight established the reputation of the *Graf*, and it became the most successful of all of the Zeppelins. Until it was retired as a consequence of the *Hindenburg* disaster in 1937, it maintained highly successful scheduled passenger and mail routes between Europe and South America. *Figure 5-20* illustrates another cover from the flight. This one was mailed in Chicago, Illinois, to be forwarded to Los Angeles to await the arrival of the *Graf* and subsequent dispatch to its destination at Friedrichshafen, Germany, with further ground transport to Oberstdorf, Germany.

On the following day, August 26, 1929, the airship departed for its flight to Lakehurst, viewed by a crowd of thousands of cheering spectators.

Philatelists actively supported all of the flights, and the surviving covers today form an important part of many outstanding air mail collections.

Mines Field the site of the *Graf's* landing had been designated in 1927 to be the new official Los Angeles Airport. At the time nothing was there but vegetable farms, but the ground was flat and undeveloped, a critical advantage for airport construction. It was scheduled to be the host for the September 1928 National Air Races and its sponsors fully expected the field to be completed in time. However, bureau-

Fig. 5-20 *Cover was mailed at Chicago, Ill. on August 24, 1929 where it received three strikes of a Chicago postmark which also cancelled the stamps. The cover went by U.S. air mail, paid by the 5¢ Beacon airmail stamp, to Los Angeles where it was placed aboard the Graf Zeppelin. The balance of the postage, $1.80, paid for the Zeppelin postage to Friedrichshafen, Germany. Receiving mark on reverse, dated September 4, 1929. Destination of Oberstdorf is a small German town about 50 miles S.E. of Friedrichshafen. No additional postage was charged for surface transportation on this last leg of the journey.*

Fig. 5-21 *Souvenir cover from the 1928, National Air Races and Aeronautical Exhibition. Mailed September 14, 1928, two days before the close of the two-week event. Cachet shows a stylized picture of a racing aircraft flying around a pylon similar to that shown in the following figure.*

cratic red tape delayed matters, and full construction was not completed prior to the scheduled show. The National Air Races each year were aviation's premier event. Outstanding fliers and aircraft from all over the country attended and competed for prizes and trophies.

In a last minute, almost unbelievable, achievement, the group managing the preparation of the field, in concert with the exhortations of Cliff Henderson, the talented promoter of the races, managed to minimally complete the necessary runways to accommodate the fliers, and to build grandstands for the crowds. In addition, a 4 1/2 acre exposition hall was constructed to display many aircraft and aeronautical items of interest. The hall was built without a roof, and covered only with a translucent fabric to keep out the sun. Fortunately, Los Angeles followed its historic September pattern of no rain, and the 250,000 people who attended the week-long event were not inconvenienced, and held spellbound by a never-ending series of exciting events. *Figure 5-21* pictures a souvenir cover with a cachet depicting an aircraft rounding a pylon in the closed-course race. *Figure 5-22* shows a similar scene in a contemporary photo taken at the event. Marine Lieutenant Herbert Becker banks his Curtiss F-8 around a pylon in a race limited to military aircraft. The show was a fitting sequel to the First International Aviation Meet, held at Dominguez Field in 1910.

Eighteen months later, the Los Angeles Airport was finally completely finished, and formally dedicated on June 7, 1930. As with all airport dedications of the period, it was a festive occasion, and the presence of Army, Navy and Marine aircraft provided additional interest. In the course of years, the name of the airport has changed to reflect its growing importance, and it is now known as the Los Angeles International Airport (LAX),

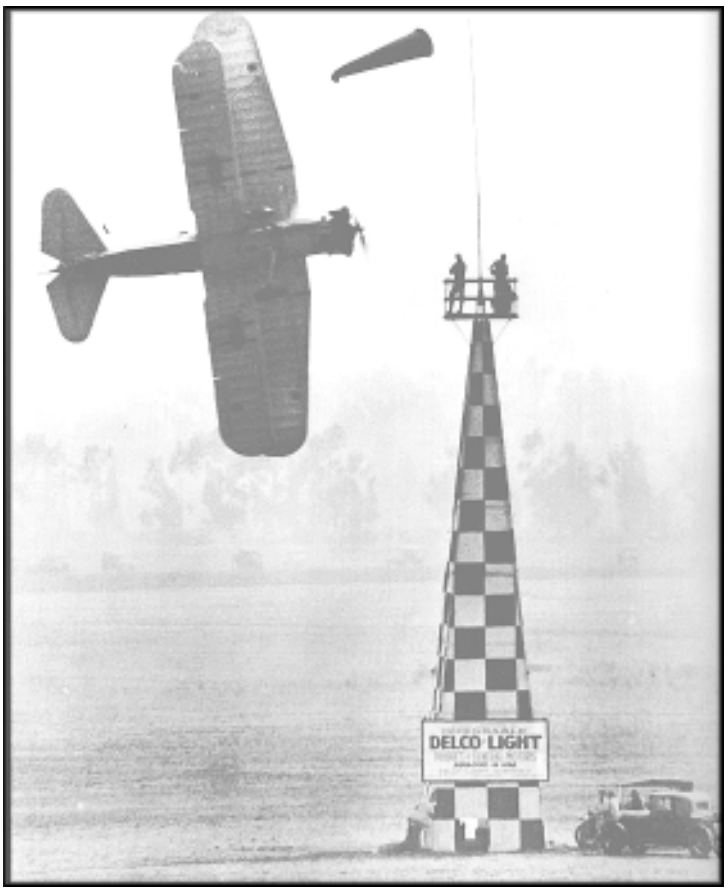

Fig. 5-22 *Spectacular photo of Marine pilot, Lt. Herbert Becker, rounding one of the pylons at the Los Angeles 1928 National Air Races. Becker was flying a Navy Curtiss F-8 in a closed-circuit race limited to military aircraft.*

Although it became the official Los Angeles Airport, the air mail postal facility (AMF) continued to operate from Alhambra until May of 1931, and subsequently from United Airport in Burbank until the AMF became part of the Worldwide Postal Center at LAX. *Figure 5-23* pictures the opening ceremony at the new airport, and shows the terminal and tower building that was constructed after the 1928 National Air Races. Figure 5-24 shows a commemorative cover for the dedication. The official cachet applied by the city of Inglewood, California, lists the 1928 Air Races and the *Graf Zeppelin* stop-over, along with the dedication of the field, as outstanding events in its short history.

Fig 5-23 *The opening ceremony on June 7, 1930, dedicated the new Los Angeles municipal air terminal and tower building. Army, Navy and Marine aircraft parked on the field furnished an impressive display of military air power.*

With the arrival of the decade of the Thirties, our attention in the next chapter of this series of historical aviation vignettes will turn to the record breakers and fast airplanes with their daring pilots, and to the less flamboyant, but more important, developers and testers of new aviation technology, and the picturesque commemorative covers that recorded the events.

Fig. 5-24 *Souvenir cover commemorating the Los Angeles Airport dedication, mailed at Inglewood, California on June 7, 1930. Cachet applied by city of Inglewood*

POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part XIV: Rolette and Sargent County

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

This is the fourteenth 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!

Rolette County

Code	Earliest	Latest	Killer	Notes
Belcourt (1888-Date)				
1 C1GN1B28	12 Jan 1892		target	
Benoit (1886-1889)				
None Reported				
Bollinger (1888-1891)				
None Reported				
Boydton (1886-1888)				
1 C21HN1B32.5	10 Aug 1886		star	
Dunseith (1884-Date)				
1 C41GN1B27	18 Jul 1885		cork	
2 C1GN1B27	15 Nov 1886	28 Jan 1887	target	
Island Lake (1885-1907)				
None Reported				
Laureat (1887-1913)				
None Reported				
Rolla (1888-Date)				
1 C1GN1B27	10 Jul 1890	17 Aug 1891	target	
Saint John's (1882-1892)				
1 C31GN1B27	6 Jul 1886		target	1
2 C1HN1RB27	5 Nov 1886	20 Jun 1889	star	
Twala (1888-1906)				
None Reported				

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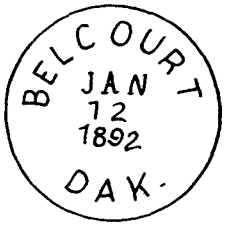

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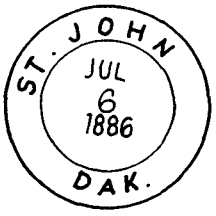

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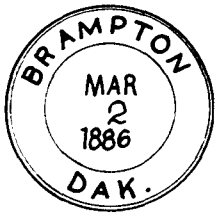

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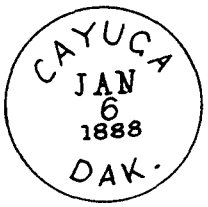

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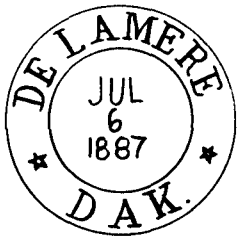

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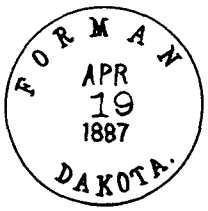

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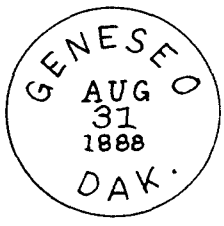

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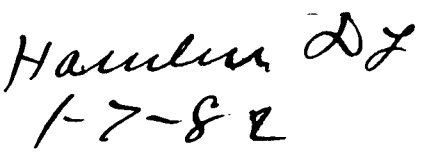

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Sargent County

Code	Earliest	Latest	Killer	Notes
Blackstone (1883-1883)				
None Reported				
Brampton (1884/1984)				
1 C41GN1B28	2 Mar 1886			
Cayuga (1887-Date)				
1 C1GN1B26.5	6 Jan 1888		target	
De Lamere (1886/1965)				
1 C31G11N1R30	16 Mar 1887	25 Feb 1891		
Dunbar (1883-1887)				
1 C21HN1R28	13 Jan 1885		cork	2
Forman (1883-Date)				
1 C1HN1R26.5	22 Apr 1886	27 May 1887	target	
2 C1GN1B27	14 Nov 1887	27 May 1888	cork	
Geneseo (1887-1987)				
1 C51LN1B30	13 Dec 1887		maltese	2
2 C1GN1B28	31 Aug 1888	29 Jan 1889	target	
Hamlin (1881/1905)				
1 MS	17 Jan 1882		pen	
Harlem (1887/1912)				
1 C1GN1B28	11 Jul 1887	15 Aug 1887	target	
2 C21G13S1R33	15 Oct 1888	1 Aug 1889	target	
Havana (1887-Date)				
1 C1GN1B27.5	5 Jun 1890		target	
Kandiotta (1883-1887)				
None Reported				
Millsburgh (1883-1886)				
1 SLEB45	17 Nov 1886			

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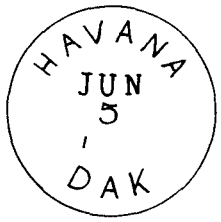

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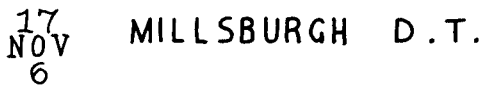

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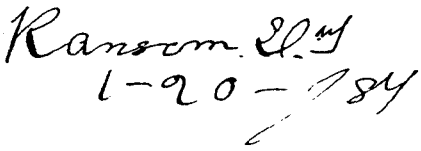

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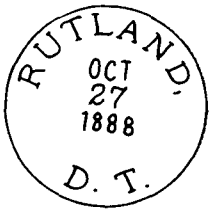

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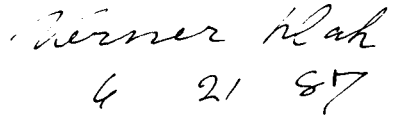

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Sargent County

Code	Earliest	Latest	Killer	Notes
Milnor (1883-Date)				
1 C1GN1B27	12 Apr 1885	5 May 1888	target	
2 C1G'8N1R26.5	12 Jul 1887	22 Nov 1887	target	
3 C1GN1B27	26 Oct 1889		target	
Mohler (1888-1890)				
None Reported				
Nicholson (1886-1922)				
None Reported				
Ransom (1882/1915)				
1 MS	20 Jan 1884	1 Jun 1887	pen	
Ripley (1884-1887)				
None Reported				
Rutland (1887-Date)				
1 C1EN1R26	15 Jul 1887	27 Oct 1888	target	
Sargeant (1883-1883)				
None Reported				
Sargent (1883-1890)				
1 C1GN1B27	24 Oct 1887	14 Nov 1887	target	
Straubville (1887-1984)				
None Reported				
Tewaukon (1883-1903)				
None Reported				
Towanda (1888/1900)				
None Reported				
Verner (1883-1896)				
1 MS	21 Apr 1884	24 Sep 1888	pen	
Vivian (1883-1887)				
1 C1GN1B27	14 Mar 1885			

Notes:
1. Damaged or worn dial. 2. Traceable postmark is not available 3. Date appears to be separate stamping device

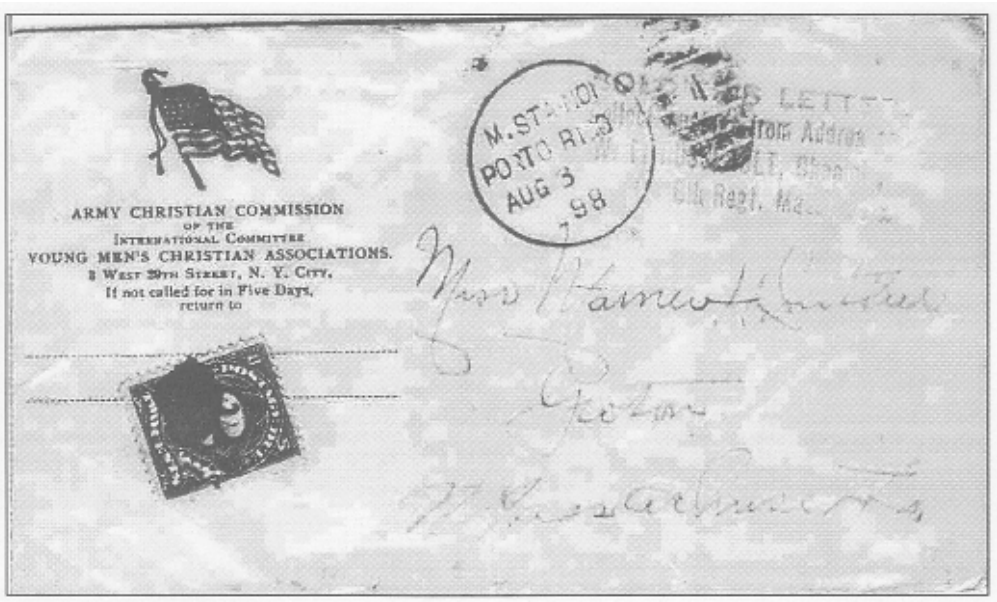


Figure 1 *RPO cancel, Station 1, August 3, 1898, first day of the military postal system.*

Provisional Spanish Markings From Military Stations in Puerto Rico

by Bill DiPaolo

On July 25, 1898 United States troops landed at Guanica, Puerto Rico amid little Spanish resistance. Two days later the south coast city of Ponce was occupied. On August 1 H. M. Robinson, Postal Agent for Puerto Rico landed at Ponce. An employee of the Railway Mail Service, Robinson was authorized to establish a military postal station at Ponce, which would operate as a branch of the Washington, D.C. post office. At 1pm on August 3, 1898, Military Station 1 opened at Playa de Ponce. Quickly and efficiently Robinson established 21 post offices throughout the island.

Often the stations were established in the location of the old Spanish post office and clerks would utilize abandoned Spanish equipment and markings until supplies were received from the Railway Mail Service. These circumstances created a number of truly provisional military station markings that have been for the most part ignored by military collectors. Mistakenly, the standard skeleton ring markings of the RMS have been called "provisional." While the use of skeleton ring station markings at each location in Puerto Rico was temporary, the Railway Mail Service used these devices for the proper cancellation of the mail in many temporary and traveling railway post office locations in the United States and so should not be considered provisional.

These devices were brought from the United States for the express purpose of canceling the mail. The worn appearance of the early cancellations of this type would indicate that the devices had seen service long before arriving in Puerto Rico. That usage was short lived at each Puerto Rico station does not translate to "provisional." The issue is more than semantic. Positioning of these RPO markings as provisional has obscured the true provisional usages of captured Spanish canceling devices in the military postal system of Puerto Rico.

Figure 2 *Provisional marking for Military Sta. 3*

Figure 3 *RPO postmark for Military Sta. 3*

The use of Spanish cancels on U.S. Mail was, in fact, provisional as clerks quickly established station operations before official equipment was received. These cancels are also known well after the establishment of the station, indicating an inadequate supply of canceling devices to process the mails of the military and civilian population. The most frequently used marking was a 28 mm double circle with the date as a straight line in the center. There is a Type II of the Spanish cancel where the inner circle is open on each side (*figure 4*). While a similar but larger marking (31.5 mm) is known on U.S. mail from other Puerto Rican cities, only the smaller marking is known from the military stations.

Figure 4 *Provisional marking for Sta. 6, Utuado, Type II*

The example in *figure 5* is a letter sent from Aguadilla to San Juan on October 9, 1898. The Aguadilla military station had just opened on October 1. The cover uses a provisional Spanish CDS and Spanish killers on the stamps. The cover is addressed to Puerto Rico, which was a customary designation during the Spanish period for San Juan. Puerto Rico was the original name of the city and San Juan was the name of the island. Somewhere in history the names were reversed. Though an intra-island use, the cover shows a 5¢ rate. San Juan was still considered Spanish territory on October 9, so the international UPU rate applied and would be considered "through the lines."

The use of Spanish postmarks was not unique to the military stations. Examples exist of the markings on U.S. stamps from many other Puerto Rican towns through 1899. These were part of the unofficial autonomous postal system that operated with the tacit approval of the military government. Because the military postal system of 21 stations was not sufficient to handle the needs of the entire occupied area of the island, a local system developed in towns apart from the military stations to handle the civilian mail needs of the island. Spanish markings are known on military mail with U.S. stamps from towns outside the military system and from military station towns while under U.S occupation, but well before an official postal office was opened. *Table 1* details the EKU's of RPO and Spanish cancels from the military stations.

Figure 5 *Aguadilla to San Juan October 9, 1898.*

Table 1

	Station	Town Occupied	Military PO Opened	RPO Mark	Spanish Provisional
1	Playa de Ponce	7/27/98	8/3/98	8/3/98	
1	Ponce (moved)		9/17/98		11/1/98
2	Guyama	8/9/98	8/23/98	8/30/98	9/13/98
3	Mayaguez	8/11/98	8/23/98	9/25/98	8/29/98
4	San Juan	10/18/98	10/18/98	10/18/98	9/19/98[1]
5	Coamo	8/9/98	9/9/98	9/28/98	
6	Utuado	8/18/98	9/9/98	9/7/98	8/27/98[2]
7	Yauco	7/29/98	9/9/98	10/3/98	
8	Juana Diaz	8/7/98	9/9/98		
	Aguadilla	10/18/98	10/1/98		10/4/98
	Aibonito	10/18/98	12/1/98		11/98
	Arecibo	10/18/98	10/1/98		
	Bayamon	10/18/98	1/1/99		12/19/98
	Caguas	10/18/98	12/1/98		12/25/98
	Camuy	10/18/98	1/1/98		11/12/98[3]
	Cayey	10/18/98	12/1/98		12/1/98[4]
	Fajardo	8/5/98	12/1/98		11/1/98[5]
	Humacao	10/18/98	10/1/98	[6]	10/14/98
	Lares	10/18/98	10/1/98		
	Rio Piedras	10/18/98	1/1/99		12/1/98
	San German	8/10/98	1/1/99		8/98[7]
	Vieques	10/18/98	1/1/99		Pre 1/99[8]

[1] There is some evidence that a U.S. postal station was in operation for the military before Transfer Day, Oct 18, 1898. The usage of the Spanish cancel was on a special delivery piece sent at U.S. rates.

[2] While both the RPO and Spanish marks are known before the official opening on military mail, a Spanish mark is also known on Sept. 13, 1898.

[3] Used with U.S. stamp at U.S. rate. Though town was occupied, PO was not official.

[4] The Spanish marking is also known on Nov. 12, 1898 with U.S. stamps.

[5] The EKU of the Spanish mark when officially a military station is Feb. 1899.

[6] An RPO marking is known as a routing mark on a local post letter from Arroyo to San Juan.

[7] Though well before the station opening, the cover pays a military rate with U.S. stamp.

[8] While I do not know the exact date, this example was well before the official station with a U.S. stamp paying the civilian rate to New York.

In addition to the town circular date stamps, other Spanish markings including various killers and special service markings are known on military mail. *Figure 5* shows a Spanish killer. The boxed "R" (*figure 6*) was used throughout the military period as a registry cancel as it was used in the Spanish system. The Spanish postage due mark was a bold "T" in a circle indicating that taxe was to be paid (*figure 7*). This became a frequently used due or taxe marking in the military stations.

Figure 6 *Spanish registry mark*

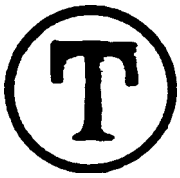


Figure 7 *Spanish taxe due marking*

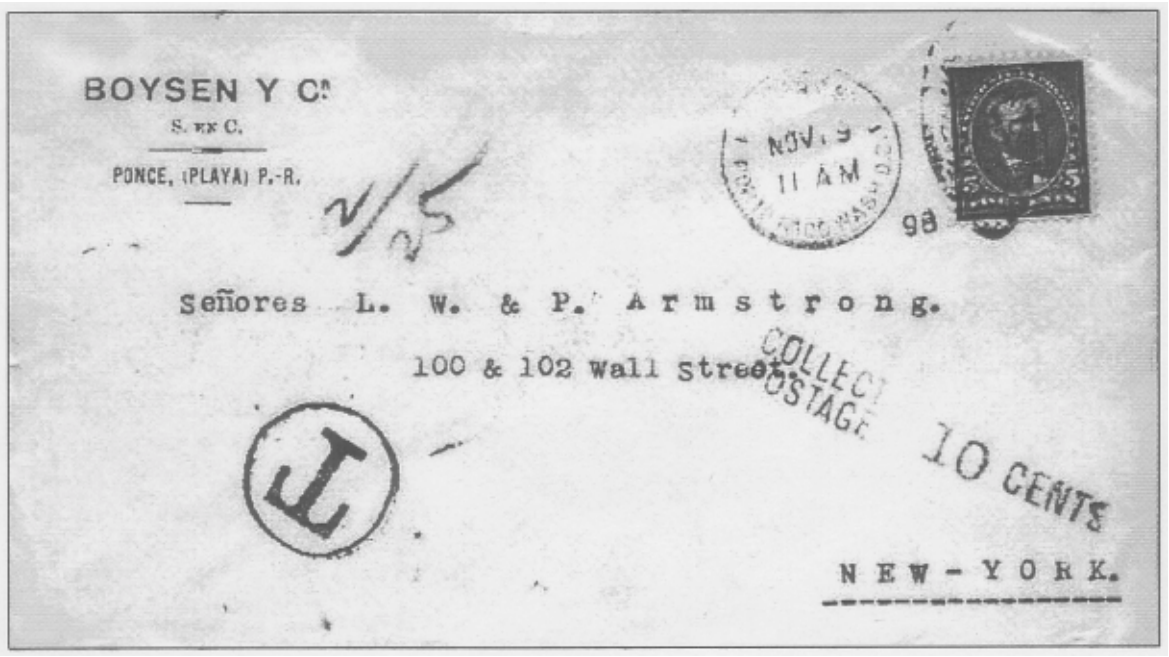
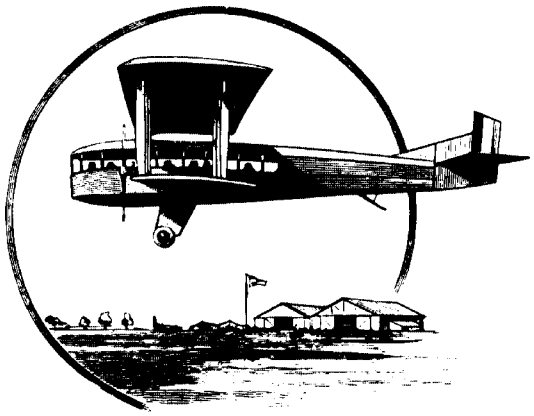


Figure 8 *This overweight cover from Military Station No. 1 (Ponce) was rated postage due and charged a double deficiency for the amount due.*

In *figure 8* the Spanish due mark on a letter from Military Station 1 (Ponce) to New York. This is a double weight civilian letter and so is charged the international UPU rate. Double deficiency is charged for the due.

Long recognized by collectors of Puerto Rican postal history, these Spanish-American War provisionals add another dimension and challenge for the military collector. For the most part, their scarcity is greater than the well-known military markings. This is the first time such an earliest known use listing of these military provisionals has been attempted and I am certain the list is incomplete. I would appreciate additional data and/or scans from collectors.



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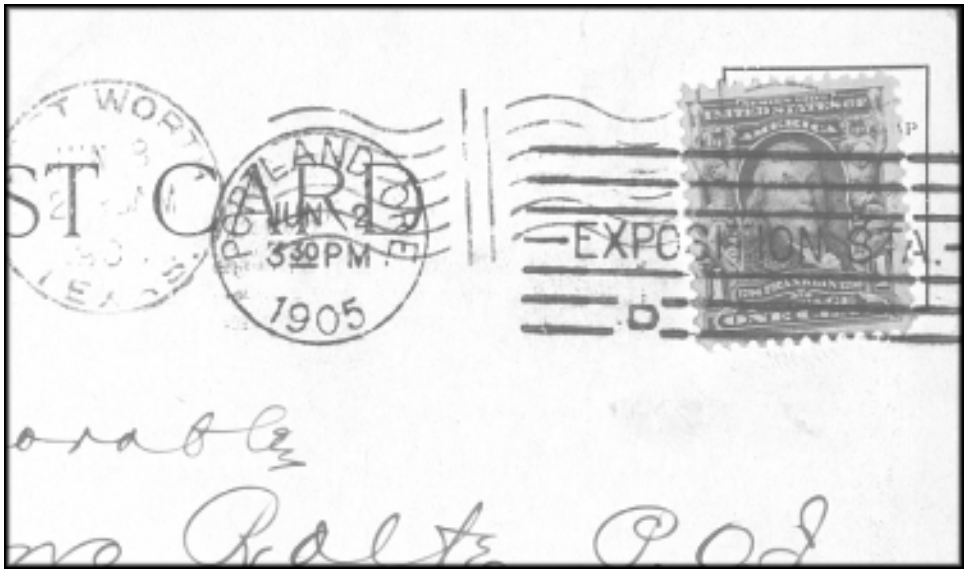

Figure 1 *An enlargement showing details of the discovery copy of a new International machine cancel used at Portland's Lewis & Clark Exposition.*

An Unlisted Variety of the Portland Exposition Station International Machine Cancel

by Kirk Andrews

William Bomar's book *Postal Markings of United States Expositions* illustrates 7 individual Exposition Station cancellations that were used at the post office on the grounds of the Lewis and Clark Exposition in 1905. These being:

- A steel-die duplex handstamp with the words "Portland, Oreg. Exposition Sta." in the CDS. (Bomar ref # P05-01) *(figure 2)*

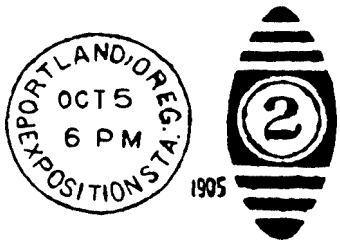

Figure 2 *Bomar's P05-01*

- An International machine cancel with the words "Exposition Station" found within 7 straight horizontal lines (P05-02) (*figure 3*)

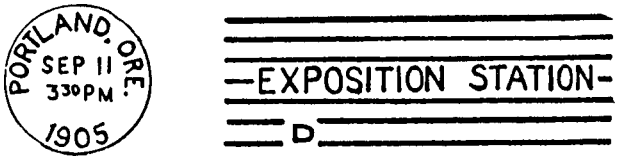

Figure 3 *Bomar's P05-02*

- A Type B-38 American machine flag cancel with the words "Exposition Station" within the body of the flag (P05-03) (*figure 4*)

Figure 4 *Bomar's P05-03*

- A second Type B-38 American machine flag cancel with the words "Exposition Station" within the body of the flag used on a hand-powered canceling machine (P05-04)
- A small rectangular box handstamp with the words "Portland, Oreg. Exposition Sta." inside the box (P05-05) (*figure 5*)

Figure 5 *Bomar's P05-05*

- A rectangular box register mail handstamp with the text "Exposition Station, Portland, Oregon" inside the box. (P05-06)
- A double-circle money order

handstamp with the words “Portland (Exposition Sta.) Oregon” (P05-07)

Of these cancellations, the 7-line International machine (P05-02) is the easist to obtain. Many are still found on Lewis and Clark exposition postcards on E-bay, at flea-markets and antique shows, with prices ranging from a few dollars to around $15.00. Bomar lists the EKU for the strike as being 06-June-1905 and the LKU as 15-October-1905.

A variety of this cancellation, one that has the words “Exposition Sta.” inside the 7-line killer bars, is listed as being used at the St. Louis World’s Fair in 1904 (Bomar ref # ST.L04-05) and at the Jamestown Exposition in 1907 (Bomar ref # N07-04). (*figure 6*)

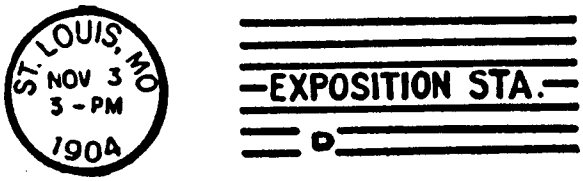

Figure 6 *Bomar’s ST.L04-05*

The author believes that he has found legitimate evidence that the “Exposition Sta.” variety of cancellation was also used at the Lewis and Clark Exposition. (*figures 1 and 7*). Note the date of the strike in the illustration: 02-June-1905 was the second day of the exposition. This new example, unlisted in the Bomar reference book, pre-dates the previous EKU of the P05-02 Exposition Station strike by 4 days.

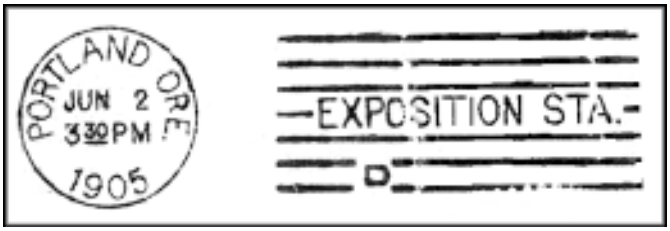

Figure 7 *The discovery copy International machine with background printing & overstrike removed.*

Examination of the strike shows it has the same characteristics as the ST.L04-05 and the P05-02. This evidence being:

- A 20mm diameter dial
- A distance of 9mm from the dial to the beginning of the center killer bar
- A height of 3.5mm for the lettering inside the killer bars

The time of use (3:30pm) does not match any other P05-02 strikes the author has in his collection, but it does match the illustration of P05-02 shown in Bomar. It also matches the time of use of an Exposition Station Type B-38 American machine flag cancel the author has in his posession; showing that the exposition post office did indeed process mail at that time of the day.

The author is interested in knowing if any other collectors of Lewis and Clark exposition postal history have similar samples of this strike in their collections. Please send information to:

Kirk Andrews
321 Main Street
Banks, Oregon
97106

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Figure 1 A view of Nob Hill from Van Ness Ave.

The 1906 San Francisco Earthquake and Fire – Recent Discoveries

Part 2

By Randy Stehle

This article is the second in a three-part series that will continue the presentation of a newly discovered family correspondence from this 1906 event. This part will feature two lengthy letters written in the weeks that followed the earthquake and fire. The first letter was written on April 26, 1906, in San Jose, CA, and is the longest item at eight pages long. The second letter was written April 29, 1906, in San Francisco, and is four pages long.

In order to find out a bit more about the members of the family who wrote this correspondence, the author took a trip to his local branch of the National Archives. Various censuses were consulted to form a picture of this interesting family. All items but one were mailed to either George Williams or Mrs. L.H. (Edith) Gilmore who lived at the same address in Pasadena, CA. The family patriarch was George Williams, a lawyer, born in Maine in 1839. He was the father of three daughters, of which Edith was the youngest. She was born in 1879, and had just married her husband, Lucien H. Gilmore, in 1905. Lucien was a college professor. The oldest daughter, Grace, lived in Oakland, CA. She had been married to Reginald Allen, a dentist, since 1898, and had three children under the age of seven when the earthquake hit. The middle daughter's name was Claribel, was born in California in 1875.

Another member of the family who wrote a letter was George Williams' sister-in-law, Lydia Ludwig. She lived in San Jose at the time of the earthquake, and wrote the first letter shown in this article. Her letter is especially interesting, as it mentions the earthquake that hit the San Francisco Bay Area in 1868. She was 22 years old at that time. Up until the 1906 earthquake, the one in 1868 was called "the great earthquake". It struck on the Hayward fault (just east of San Francisco and south of Oakland) at a magnitude estimated at 7.0. Five people died and property damage was in excess of $300,000. It was felt all over Northern California and Nevada. The newspaper coverage detailed the safety lessons that were learned from this earthquake – the hazards of building on landfill and the dangers of unreinforced masonry. These warnings were ignored, which helped contribute to the wide spread destruction that happened in 1906.

Two dramatic real photo post cards (that were not part of the correspondence) are shown in *figures 1* and *2. Figure 1* shows a view of Nob Hill from Van Ness Ave. Nob Hill is where some of the nicest man-

sions in San Francisco were located. *Figure 2* shows the fire as it burned in the south of Market Street area of San Francisco.

Letter Number Three

This letter was addressed to Mrs. L.H. (Edith) Gilmore in Pasadena, CA. It was mailed from San Jose, CA at 5:30 p.m. on April 26, 1906, and received exactly 24 hours later. Edith's aunt, Lydia Ludwig, wrote it. It reads:

452 S. 3rd St.
San Jose, Thurs. Apr. 26, '06

My dear Edith,

Your letter just rec'd & read. There was a slight quake while I was reading it. I have been wondering why I did not hear from you – Bless your heart, dearest, for sending the enclosed bill [paper money]. I was not just in any way, expecting the fright, but was just as thankful for your kind thought of me. We were very fortunate in this house – I was in some peril as there is a chimney right by my bed and it fell, but fortunately away from me – The business part of town suffered the most – brick & stone buildings almost all injured, while comparatively few from buildings suffered much aside from fallen chimneys & broken plaster – A good many old frame houses collapsed – The underpinning seeming to give away – 19 or 20 are reported killed in San J[ose] –

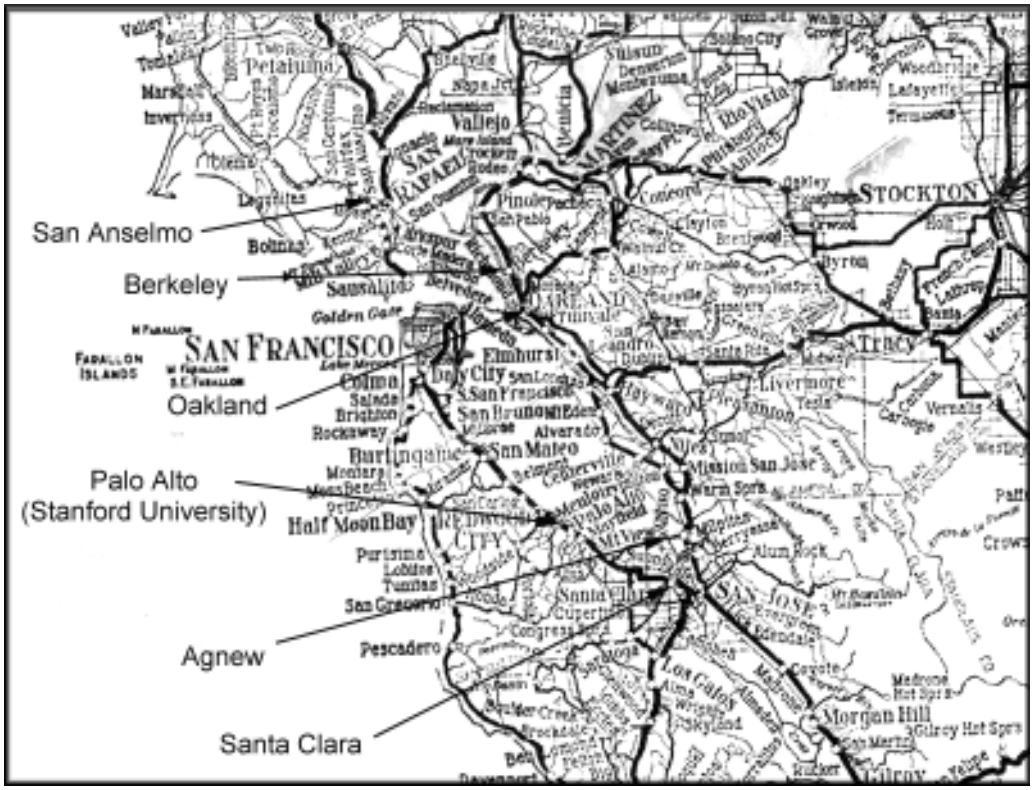
Wed. a.m. just after the big shock, I hastily wrote a postal to Claribel, but she did not get it until Friday – Friday I rec'd a short letter from Grace which relieved my anxiety - & Sat. a.m. a telegram from Cous. Joe saying he was safe – no tongue or pen can adequately describe the awful scenes in San Fran – Grace wrote later that Cous. J. came over to them Thurs. afternoon nearly exhausted from his experiences – with some ("a few") handbags, all he saved from the fire – he was bending every effort to help others – Spent all Wed. night helping some women - The Jones house was just outside the burnt district so they are all right – as nearly as anyone can be in the doomed city – I heard from Mrs. Firebaugh at Palo Alto, & she & family are safe – Mabel's home was not in the burned district – Grace her head has been dizzy ever since - and that C. is pretty well used up – I am a veteran in regard to earthquakes, having passed through the one of 1868 – I do not fear them as many do – It is a good deal like a man going into battle – I remained in bed until the shaking ceased & then got up and dressed – I thought that the safest way as I could not have stood if I had tried –

From a record taken by father Herrara at Santa Clara College it seems there were two shocks. The first 30 seconds, the second 25 secs. in duration, with an interval of 15 secs – Direction N.E. to S.W. & N. to S. We have had a number of slighter shocks since – They are bending every effort [in] O[akland] to relieve the sufferers – The churches full of them & G. wrote she & Dora had been cooking for them – Everyone rides free on the st[reet] cars – Provisions have been sent in so plentifully that they have more than enough to feed all – Bedding seems to be the greatest need here –

The girls wrote me to come to them unless I felt I was better off here – As I am all right here I think it better to remain for the present at least – Thymes nearly wild as they hadn't heard from their father since Wed. The home was injured a good deal G. wrote - & all your father's buildings a good deal – The one on Broadway [in Oakland] entirely collapsed. I think this shock was worse (or no more severe) then the one of '68 – altho more disastrous – It was more disastrous because there are many more high stone & brick structures than there were then – very few in '68 above 3 or 4 stories – and then the motion was different – The quake in '68 was first a lateral motion and then a circular – The chimneys were nicely broken off just above the roofs & then whirled around, not as a rule, thrown down – This one it seems, was intensely lateral and chimneys and walls - crashed down – In '68 the shocks lasted for I think 2 weeks with diminishing force – as they are now –

Dr. Howard Gates & wife had just started for Europe to be gone about a year – They got as far as N.Y. when the quake came & they immediately hurried back –

Figure 2 *View of the fire burning south of Market Street.*



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

They had stored all their office furnishings including static batteries, their instruments, medicines, etc. in the building where their offices were – and that building was burned & they lost all – so they have given up their trip – Dr. Cauch, the dentist – I went to him when I needed one, lost all his outfit as well as a large collection of stuffed birds & animals he had in his office –

The High S[chool] is in ruins & the Normal cracked some & chimneys down – Two brick churches demolished and all of them injured more or less – The City Hall, Court House & Hall of Records in good shape – Post O[ffice] Tower down, otherwise not much hurt – I went downtown yesterday for the first time since the disaster & there seems to be ruin every place – I had a Wells Fargo Money order that I wanted cashed – I went to their office on Market St. [San Jose] & found they had moved to the Broad Gage Depot – so then I walked to St. James Park & rested a while & then walked to the depot - & found the money order department – was a block down town - down there & got my money – walked back to the Park, rested a while & then walked home – Had all the walking I wanted for one day – I rode down as far as I could but the cars cannot run in some places I found, so I had to walk a good deal more than I expected –

We [had] some rain this week - & thunder – which made it a good deal worse for the refugees – G. said there were 10,000 in Diamond Canion [Canyon] without any shelter – I had a letter from Aunt Jan yesterday - She of course very anxious about us all – She said it was the most appalling thing she had ever heard of and said she could hardly write - I to her last Sat – thinking she would be very worried & I presume she was rec'd the letter in this – The girls had a letter from Nora & C. wrote her & told her to forward the letter to her mother – I am glad you escaped so well – a shock like this would have hurt Southern Cal very much I am thinking –

I hope the girls will not be sick after all this – C. alone in that big house, as I suppose she was, must have been dreadfully terrified – I suppose they have written to you about it – They haven't told me yet to what extent the house was injured only G. said it would require several hundred dollars repairs – I have seen a good many houses here that do not seem to be damaged at all- not even the chimneys –

Stanford [University] has suffered terribly – The Memorial chapel in ruins – That alone cost $1,600,000 – They estimate the total loss at between 3 & 4 million – It is early in the day to accurately estimate losses –

At Agnews Asylum it was fearful – over a hundred killed – 2 physicians of the house staff among them – A Dr. Curnow from San J. who has been there for some time as a patient, was they say restored to his normal condition by the shock, and rendered valuable service to the wounded & dying – He has a wife & children living here – I hope his recovery may be permanent –

I might keep on at great length reciting instances, but must close – Help is pouring in in such abundance that much of the sting is taken away and people rejoice that there is so much good in the world after all – Write when you can and tell me – do you wish me to keep the $'s or shall I return it?

My kind regards to Mr. Gilman –

Much love from

Aunt Lida

The following was written vertically at the top of the first page of this letter:

I am so thankful that none of us or our friends were hurt -

Letter Number Four

Grace Allen's cousin, Mabel Williams, wrote the next letter to her and her husband, Reginald Allen, in Oakland. Mabel lived in San Francisco at that time. There is no surviving envelope – the letter is datelined April 29, 1906. It was typed, except for the last sentence, ending salutation and signature. It reads:

S.F., Sunday, April 29, 1906.

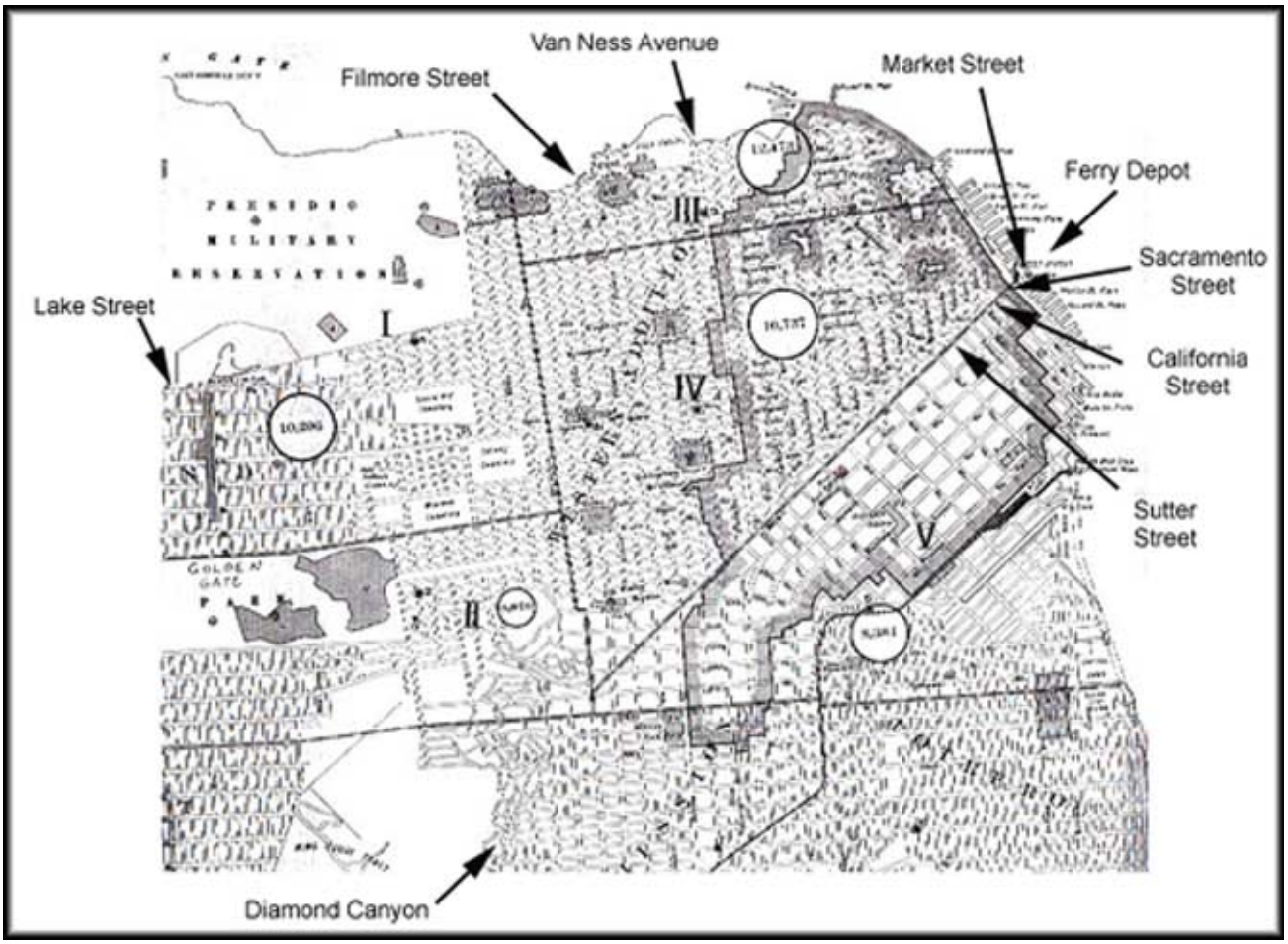
We are still living in the besieged city. That is what it seems to me, though I suppose we have the advantage of a lack of falling bombs – however the earthquakes, gentle ones every now and then, represent them nicely.

Cars are running in some places, and it looked good to see them out in Sacramento & Lake street, wh[en] I walked out with Elizabeth this afternoon. She had walked nearly all the way to our house from the ferry. She had been to Berkeley to see a patient whom she had just located there. Poor girl, it is all she can do to be at all cheerful. She said she foolishly walked up Sutter st. and it used her up to see the wall on her side of the Emerson building standing with her little laboratory almost intact in appearance. Robert found her brass sign that was at the door, and I brought it home with me, to fix up with polish and black paint (the black enamel was all burned off), and tomorrow papa will put it up in front under 2723, for she will have office hours from 2 to 4 every day. We are right in the center of town you know – all the city officials, nearly, are on Fillmore st. A great number of the residences have business and professional signs on them. The Macs have a sign saying that is the office of the Mac Nicoll elevator Co. and the Otis Co.

I hope now that the men are getting to business, they will give less attention to the management of the domestic affairs. This morning when Mrs. Mac. and I were at the stove, Mr. M., Mr. Hovey, and Mr. Fessendon were all offering suggestions.

When you can forget the tragedy, there are many amusing things to see and hear – for instance some of the st[reet] kitchens that are inclosed [sic], somewhat – have some really comical comments and mottoes and names on them. The cars are charging fares from the men and not the women – E. says she was so surprised when the conductor refused her fare.

The water situation is still somewhat serious – none except from the mains in the districts – low pressure in all – and the great danger of typhoid in what we do get. We are told to boil all water, but E. thinks the papers are not making enough of the grave danger. It has been analyzed and found to contain typhoid. E. knows of one man already, among her friends. The food supply is all right now. We have our regular dealers. It took mama's breath away,



Map 2 *San Francisco showing locations mentioned in the correspondence by arrows.*

when our butcher announced that all orders must be paid for in cash. But any one can see, it you think of it, that is the only way to do, for everyone.

I cannot imagine when we shall be able to get our chimneys fixed – It is said that there are to be no more brick ovens, all terra cotta. The bricks were responsible for much of the loss. Miss Tharp, around the corner, told me that they had a narrow escape, as the chimney from the flats came through their roof and piled up by one of their bedsides – we think that Christian Scientist though she be, she must have though[t] that there was something beside mind at that juncture – and that possibly all was not good.

Mama w[e]nt to California st. Church today where Dr. White of Central preached, but Mabel and I did not have the energy – you know mama is younger than we are, anyway. I think there was no service at Simpson. I imagine it may be considered unsafe. It always creaked in a strong wind. The ministers and lawyers and doctors, with a few exceptions, are the most to be pitied as to their outlook for the immediate future.

We are allowed lights now in the house now until eleven o[']clock. Mabel and I are now writing by three candle power. We are getting L's things settle[d] a little so we can get around a little better.

We use no water but what is absolutely necessary and nearly every thing needs washing. We have picked out things that we had put aside as soiled, that look immaculate to us now. A friend of father's, Mr. Murphy, was here today, and asked me if we were trying to keep cheerful, and not to do too much cleaning.

Dr. Filben is still working for the Chinese. Their camp has been moved three times, but it is hoped that they are settled now at Baker's Beach. [Just east of the Presidio on the Pacific Ocean.]

They say that people are coming across the bay in crowds now to see the ruins. E. said it made you resent it, to see them go exclaiming around. Just as though they were pitying you because you were cross-eyed or had some other defect.

You cannot imagine the desolation – When I looked at it all, Dr, Filben took me down one night when he had to go to the ferry – I could hardly realize it when I was right on the spot.

Tuesday, May 1st.- Lollie and Elinor came over yesterday afternoon, to do a little finishing up at the house, having left the son and heir with his kind relatives who seem to like him, Lollie says. She seemed a little blue when she came back from 420 – you cannot help seeing that the wreck of your first home might affect one that way. I had to remind her or poor Mary Turnbull Murphy's household goods all burned. – Things, a good many of them, that she cannot expect to replace in years.

We think our friends the Martensteins must have left town immediately, for E. is a good walker and would have been over here before this, I think, if they were still here. You know it was a three story flat and perhaps it was as badly wrecked as L's. We have had no strength to spare in walking long distances, or we would have been out there. It seems as though we had never been as busy in our lives, and it is just as well, for it gives us less time to think of earthquakes, past and future.

Papa has lost 25 pounds, since the 17th., he discovered on being weighed today. When he and I were at San Anselmo [Marin County] the day before we both weighed on the station platform while we were waiting for the train – 198 and 99 – and today he was 173. We knew by his looks that he had lost just as he used to do when the factory burned. He has never seemed to keep still a minute since the disaster. He says he feels a[ll] right and that it is just as well that he lost some of it. I have been a little anxious about him, but I think now that he will rest more.

I will not write more for the typing isn't very good for my arms, I find.

Much love C.M.W.

[To Be Continued]

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Harrison & Bridgton Junction R.P.O. (1900-1917)
Farmington & Rangeley R.P.O. (1892-1903)
Kingfield & Farmington R.P.O. (1903-1913)
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WANTED:

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Please contact, with a photo and price asked, **D. F. Shea, 4106 S.R. 269, Bellevue, OH 44811; Fax: 419/483-6400. APS #183518; USCPC #3411**

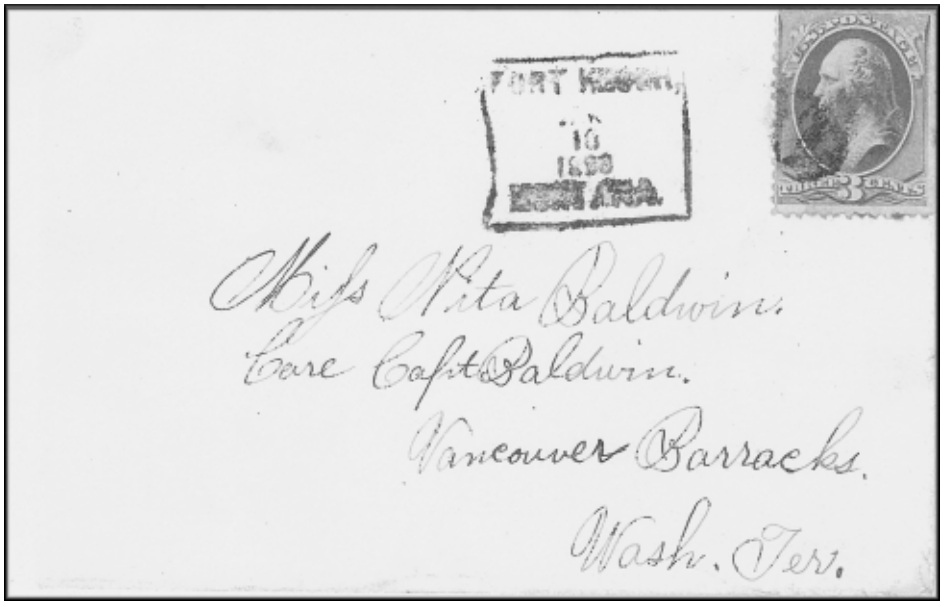


Figure 1 *This unusual rectangular (RCT27x23) postmark was used in the early 1880's at Fort Keogh. Eventually the outer lines of the rectangle were cut away, creating a straight line (SL26x18) postmark. Both postmarks are shown in the tracings accompanying this article (types 3 and 4).*

Montana Territorial Postmarks

Part 3: Chouteau, Custer, Dawson, Deer Lodge & Fergus Counties

by Wesley N. Shellen & Francis Dunn

In this third installment of our series on postmarks of Montana Territory, we continue with our alphabetical record of postmark usages from five more counties. Readers are reminded that post offices are listed here according to their *current* county locations to provide a stable point in time to identify them

Quite a few of the post offices included in this installment were only open for a few years, a few months, or may never have actually operated at all. As a result we have no record of the postmarks used in these short-lived offices. Other post offices, if established shortly before statehood, may have produced an abundant supply of postmarks to collect *after* the territorial period, but few if any examples of territorial usages. A good example in this current issue is a postmark from the town of Champion, in Deer Lodge County, which was recently reported to us. The Champion post office was established less than three months before statehood and the reported example was postmarked just *two days* before Montana became a state! That is a rare find, indeed.

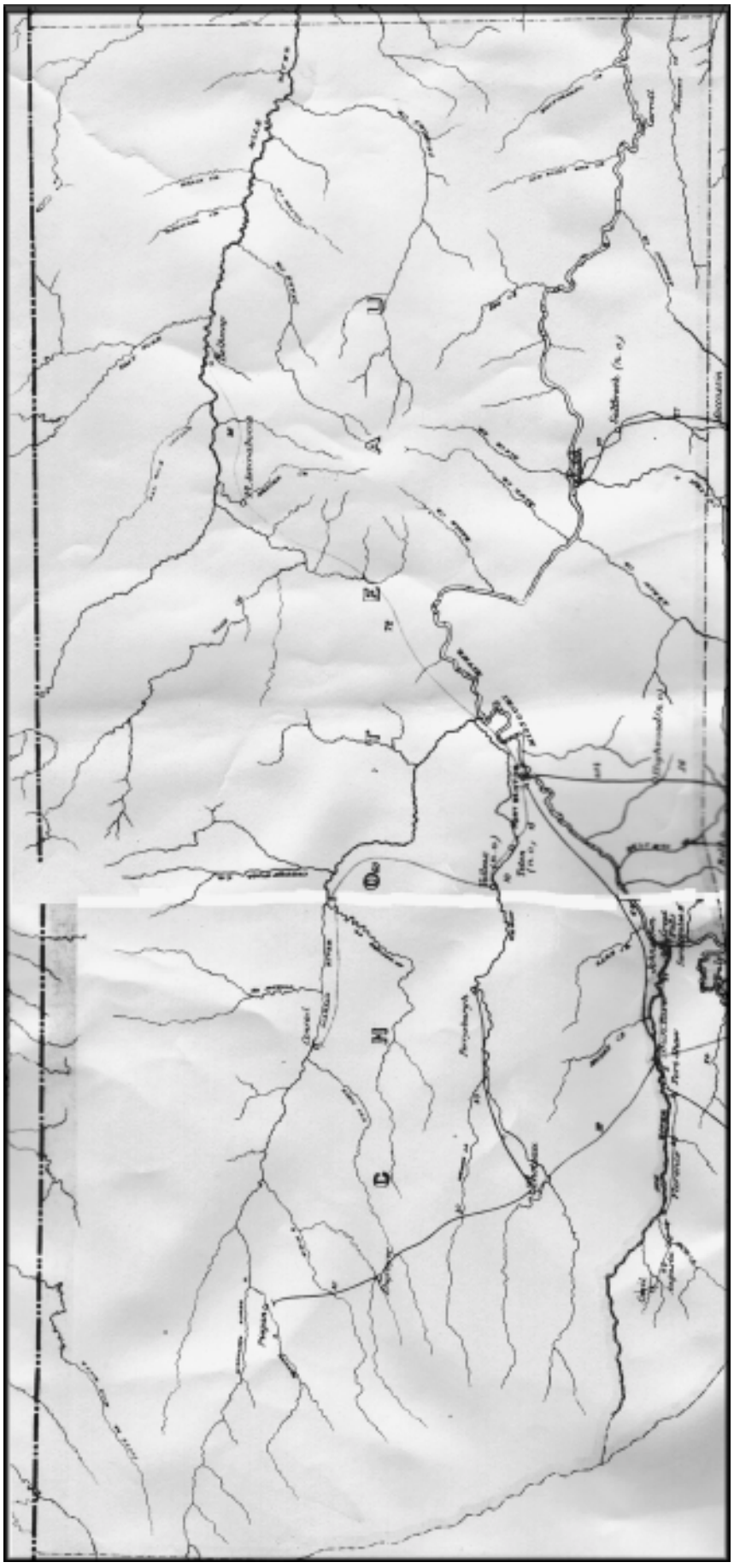
©*Wesley N. Shellen & Francis Dunn*

We appreciate and encourage such reports of 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).

Your Participation in the Project is Respectfully Requested

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

Wes Shellen
PO Box 9395
Missoula, MT 59807-9395
email: wesndeb@aol.com



Map 1 *During the territorial period, Chouteau County occupied a huge expanse of land in north central Montana. Since then it has been divided into smaller counties, including Blaine, Cascade, Hill, Liberty, Pondera, and Teton Counties.*

Chouteau County

Town	Postmark	Earliest	Latest	Cancel	Notes
BELKNAP(S) (1879-1889)					
1.	CDS31	5 AUG 1881	28 JUL 1886	star in circle	
2.	CDS28	25 DEC 1888	4 SEP 1889	target?	
BIG SANDY (1887-Date)					
1.	CDS28	9 SEP 1888			
BREMER (1889-1889)					*None reported*
CONRAD (1884-1888)					*None reported*
DAVIDSON (1888-1889)					*None reported*
FORT BENTON (1867-Date)					
1.	CDS26	5 JAN 1871	20 AUG 1871	target	blue, black
2.	CDS27	25 FEB 1873	2 JUL 1879	cork	blue
3.	MSS	18 MAR 1875			
4.	OCT28.5	23 FEB 1880	16 JUN 1880	star in circle	magenta
5.	DLDC30	28 AUG 1880	23 JUL 1881	wheel of fortune	blue
6.	CDS27	14 AUG 1882	22 JUL 1885	cork	1
7.	CDS27	26 OCT 1886	25 OCT 1889		
HIGHWOOD (1881/Date)					
1.	CDS28.5	19 SEP 1888		target	
LUCILLE (1888/1901)					*None reported*
RUGER (1879-1881)					
1.	MSS	1 APR 1880			
SHEPHERD (1887-1892)					*None reported*
SHONKIN (1886/1974)					*None reported*
STEELE (1888-1914)					*None reported*
TETON (1884-1885)					*None reported*
VALLEUX (1884-1885)					*None reported*

Custer County

Town	Postmark	Earliest	Latest	Cancel	Notes
AINSLIE (1882/1893)					*None reported*
BIG HORN (1877-1878)					*None reported*
BLOOMDALE (1889-1890)					*None reported*
CUTLER (1882-1891)					*None reported*

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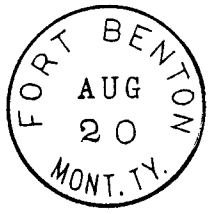

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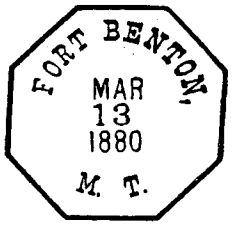

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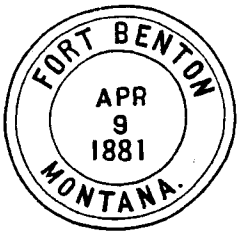

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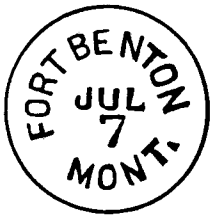

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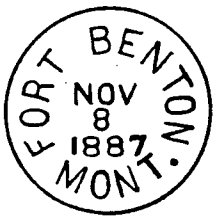

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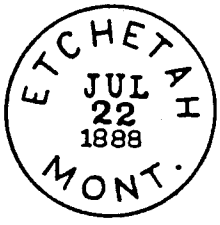

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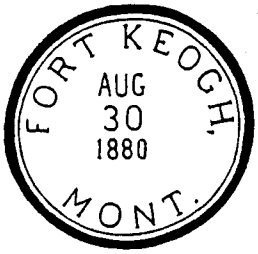

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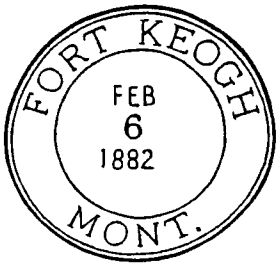

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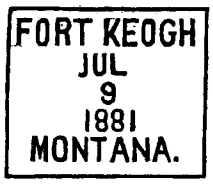

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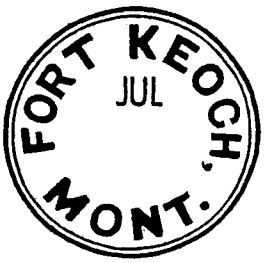

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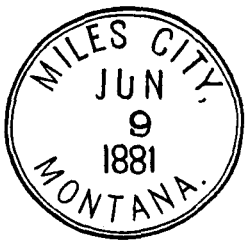
Custer County (continued)

Town	Postmark	Earliest	Latest	Cancel	Notes
DANTON (1879-1881)					*None reported*
DICKSON (1883-1883)					*None reported*
ETCHETAH (1877/1892)					
1.	CDS28	22 JUL 1888			
FORT KEOGH (1878-1908)					
1.	DLC32	1 DEC 1879	4 NOV 1880	cork	magenta
2.	DLDC34	6 FEB 1882		target	
3.	RCT27x23	9 JUL 1881	10 JAN 1883	cork	black, blue
4.	SL26x18	7 APR 1883	8 APR 1883	Indian head	2
5.	DLC33	28 JUL 1883	11 SEP 18??	wheel of fortune	
GARFIELD (1881-1881)					*None reported*
HOCKETT(S) (1889-1912)					*None reported*
MAREWELL (1884-1884)					*None reported*
MILES CITY (1877-Date)					
1.	DLC30.5	10 MAR 1881	12 MAR 1882	segmented star	blue
2.	CDS27.5	7 JAN 1883	9 JUL 1884	cork	blue, black
3.	CDS27	2 AUG 1884	22 APR 1886	cork	
4.	CDS27	31 MAY 1884	28 FEB 1887	cork	
5.	CDS28	4 MAR 1889	25 MAR 1889	cork	
NOLTON (1880-1881)					*None reported*
PORCUPINE (1878-1880)					*None reported*
POWDER (1879-1880)					*None reported*
ROSEBUD (1880-1884)					
1.	MSS	13 MAY 1884	20 MAY 1884		
ROUSE'S POINT (1877-1880)					*None reported*
SADIE (1882/1909)					*None reported*
SAVAGE (1881-1881)					*None reported*
STRADERS (1881-1881)					*None reported*
TERMINUS (1882-1882)					*None reported* 3
TONGUE RIVER (1876-1878)					
1.	DLC34	20 JAN 1878	11 AUG 1878	mss/cork	



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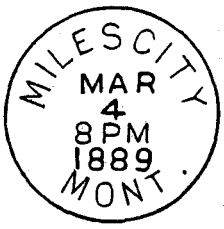

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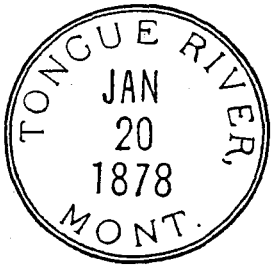

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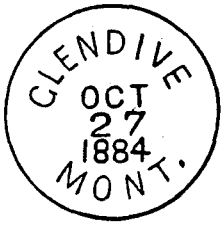

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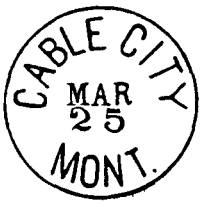

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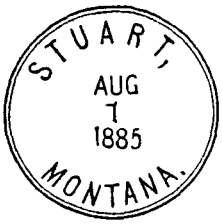

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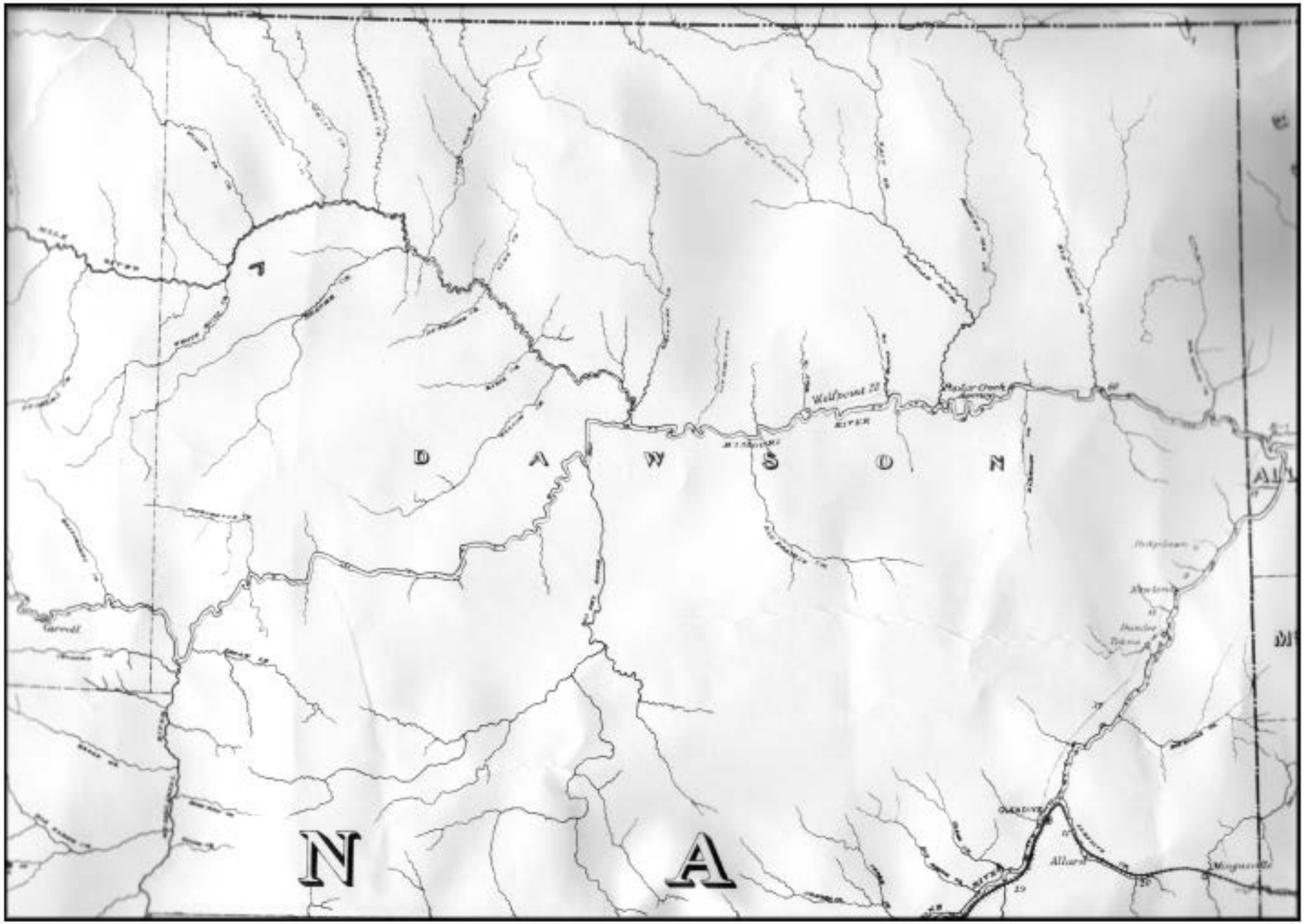
Dawson County

Town	Postmark	Earliest	Latest	Cancel	Notes
ALLARD (1884/1927)					*None reported*
DRY CREEK (1882-1883)					*None reported*
EXETER (1888-1890)					*None reported*
GLENDIVE (1881-Date)					
1.	DCDS32	12 JUN 1882	5 SEP 1882	target	
2.	CDS27	30 MAR 1883	14 MAY 1883	target	
3.	CDS28	27 OCT 1884	30 MAY 1885	cork	
4.	CDS27	17 MAY 1888	25 SEP 1888	cork	
LOVEJOY (1887-1887)					*None reported*
RUSSELL (1887-1887)					*None reported*
TAWOPA (1889-1891)					*None reported*

Deer Lodge County

Town	Postmark	Earliest	Latest	Cancel	Notes
ANACONDA (1883-Date)					
1.	CDS25 .5	22 FEB 1885	10 NOV 1885	cork grid	
2.	CDS25	5 AUG 1887		star in ellipse	
3.	CDS28	30 JUL 1888	20 SEP 1889	target/cork	
BLACK PINE (1887-1890)					*None reported*
CABLE CITY (also CABLE) (1868/1918)					
1.	MSS	31 JAN 1875			
2.	CDS25	25 MAR 1880	15 MAY 1880		magenta, black
CARROLL (1888-1902)					*None reported*
CHAMPION (1889-1893)					
1.	CDS27	6 NOV 1889			
FRENCH GULCH (1869/1913)					*None reported*
GERMAN GULCH (1869-1875)					*None reported*
GOLD CREEK (1866-1870)					*None reported*
GREEN WOOD (1868-1875)					*None reported*
GWENDALE (1872-1878)					*None reported*
LEVENGOODS (1879-1884)					*None reported*
MEDHURST (1884-1885)					*None reported*



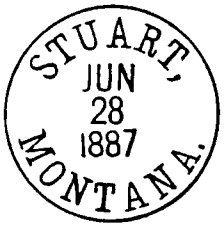
Map 2 *Dawson County once filled the entire northeast corner of Montana Territory. Today it is much smaller and shares its former boundaries with Garfield, McCone, Prairie, Richland, Valley, and Wibaux Counties.*

Deer Lodge County

Town	Postmark	Earliest	Latest	Cancel	Notes
MORRISTOWN (1878-1878)					*None reported*
PYRENEES (1887-1891)					*None reported*
STUART (1882/1914)					
1.	DLC28	10 JUN 1885	9 NOV 1885	target	
2.	CDS28	28 JUN 1887	30 JUN 1887	cork	
SWEETLAND (1876-1877)					*None reported*
WARM SPRINGS (1871-Date)					
1.	CDS26	28 JAN 1880		star	
WILLOWGLEN (1882-1885)					
1.	DLC32	11 AUG 1885			

Fergus County

Town	Postmark	Earliest	Latest	Cancel	Notes
ALPINE (1885-1904)					
1.	CDS29	6 FEB 1889		target	
ANDERSONVILLE (1881/1885)					*None reported*
BRASSEY (1881-1884)					*None reported*
CARROLL (1874/1882)					*None reported*
CHRISTINA (1885/Date)					*None reported*
COTTONWOOD (1883/1904)					
1.	CDS27.5	8 JAN 1885			
2.	CDS25	22 NOV 1886	6 DEC 1886	grid	
3.	CDS27.5	9 MAY 1887		target	
DEERFIELD (1888/1919)					*None reported*
DENTON (1888-Date)					*None reported*
DUDLEY (1888-1891)					*None reported*
FORT MAGINNIS (1881-1938)					
1.	DLOCT31	6 MAR 1882	12 DEC 1882		
2.	CDS28	21 OCT 1883	13 DEC 1883	target	
3.	CDS27	30 APR 1884	18 FEB 1885	none	
4.	CDS24	5 MAY 1887	28 MAY 1889	target	
GRASSRANGE (1883-Date)					
1.	TDLOV38x25	18 MAY 1885		target	



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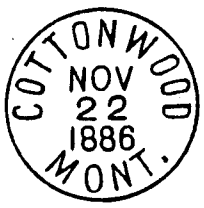

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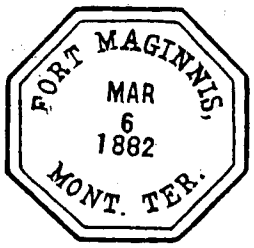

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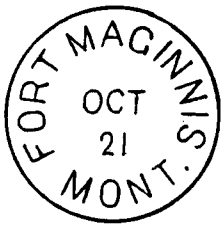

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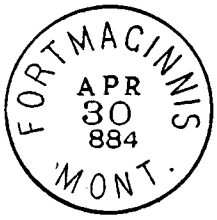

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Fergus County

Town	Postmark	Earliest	Latest	Cancel	Notes
JUDITH (1880-1919)					*None reported*
LEWISTOWN (1884-Date)					
1.	DLC32	6 JAN 1885		purple	
2.	CDS27	25 SEP 1885	2 NOV 1889	target	
MAIDEN (1882/1921)					
1.	DLC33	6 JUL 1883	3 SEP 1886	neg. star	black, magenta
2.	CDS27	9 APR 1885	23 MAY 1888	cork	
3.	DLDC31	27 JUN 1885			gray-black
4.	CDS28	9 SEP 1889		target	
MIKADO (1888-1889)					*None reported*
MOCCASIN (1884-1885)					*None reported*
PARKER (1880-81)					
1.	MSS	14 APR 1881		pen date	
REEDSFORT (1881-1885)					
1.	DLC29	18 APR 1883		none	
2.	CDS27	31 DEC 1884			
SALTBROOK (1884-1885)					*None reported*
TROUT CREEK (1867/1883)					
1.	CDS25	1 FEB 18??		Target	
WILDER (1886-1939)					*None reported*

Notes:

1. Fort Benton 6 might be the reuse of Fort Benton 2 in its worn state.
2. Fort Keogh 4 is Fort Keogh 3 with the rectangular frame cut off on all four sides.
3. Not the same as Terminus, 1880-81 from Beaverhead County.

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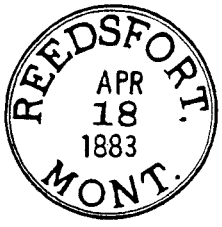

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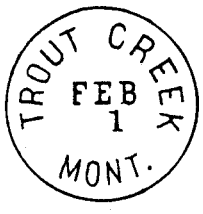

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Figure 2 *Fort Benton, one of Montana's oldest cities, was an essential commercial hub for steamboat trade at the head of the Missouri River. The cover here illustrates its first postmark.*

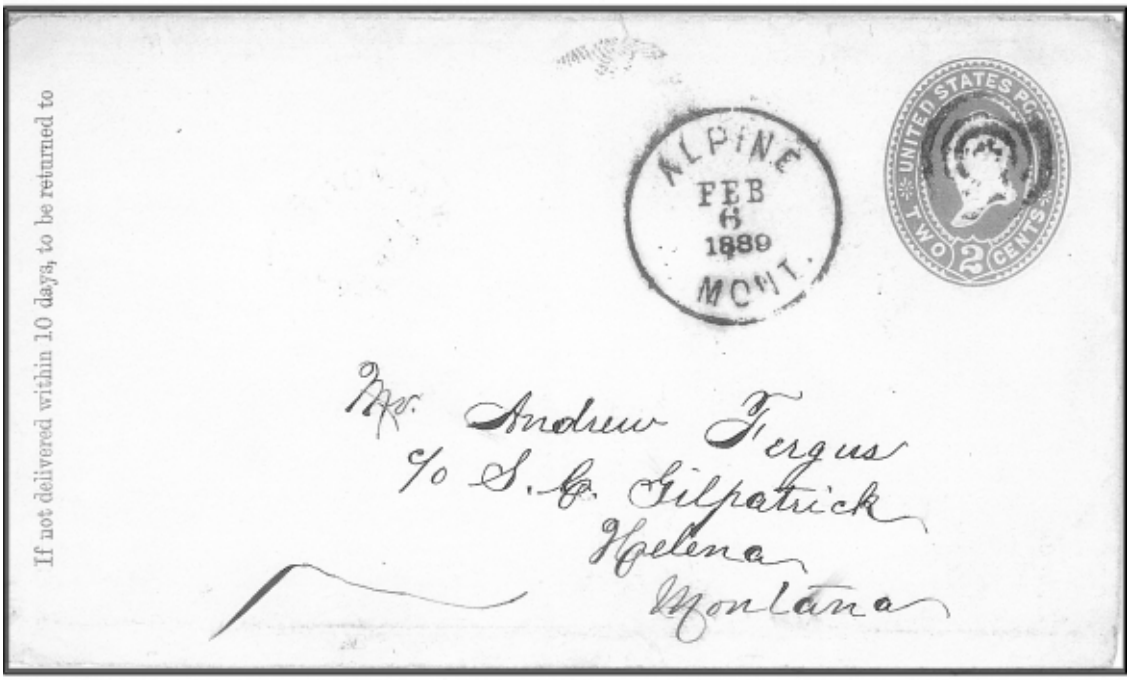


Figure 3 *This cover from Alpine, Montana is addressed to Andrew Fergus, for whom the town of Fergus was named. Fergus County was named after James Fergus, Andrew's father.*

Guardians of the Coast - A Postal History

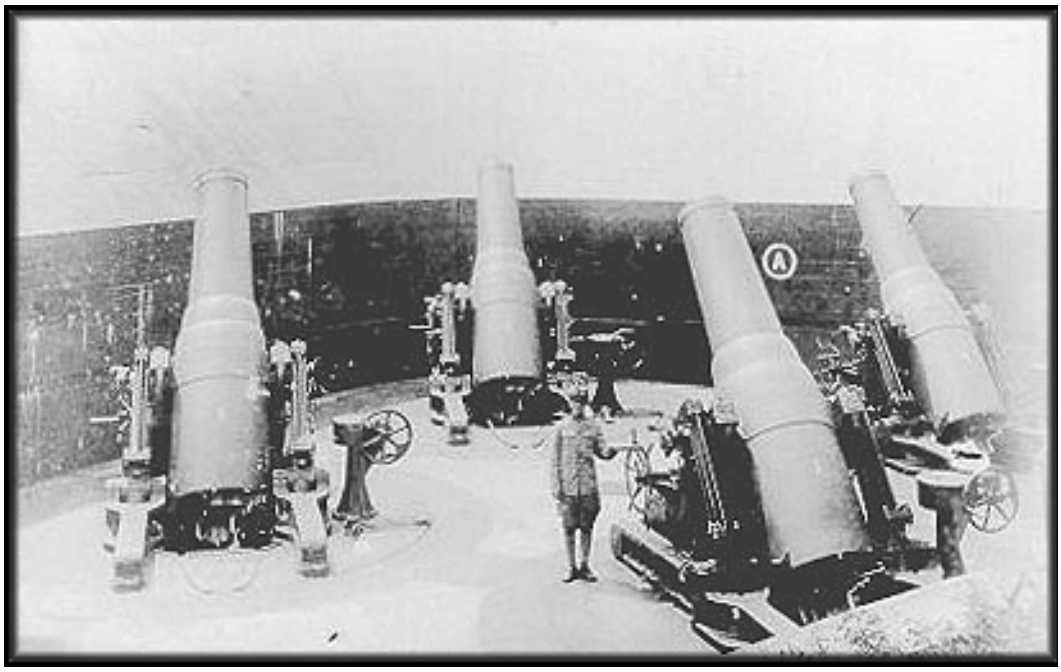


Figure 1 *The mortars of Fort Crockett, Texas, April 1917.*

Part III: The Gulf Coast Forts

by Rod Crossley

The most under defended region of America was the Gulf of Mexico—yet over the years we have fought some of our major battles along this coast. The army recognized the problems and over the years built forts to defend major locations. When the modern coast defense began in 1895 they built batteries at six locations from Key West to Galveston.

In the early 1920s the army looked at upgrading the existing forts and building new fortification along the gulf coast. Instead they closed three of the six forts and made no upgrades to the remaining forts. During World War Two the army did establish Temporary Harbor Defenses operations at many of the sites discussed in the 1920s report.

This part of Guardians of the Coast will look at the three forts from Mobile to Galveston. The forts of Florida will be covered in the next section.

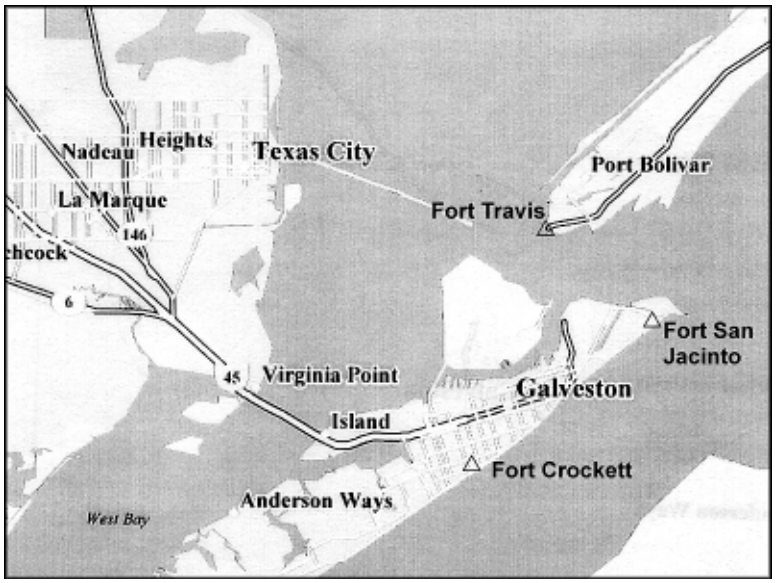
Rod Crossley continues his series on the postal history of US Army Coast Artillery installations which was begun in *La Posta*, Vol. 30, No. 6 (Dec 1999-Jan 2000), Whole No. 180. Part II apeared in Vol. 31, No. 1 (March 2000), Whole No. 181.

Harbor Defense Galveston

Galveston is located on an island between Beaumont and Freeport on the Texas Gulf Coast. The city contains the only permanent coast defense system in Texas, which guarded the city and the entrances to Galveston Bay, leading to the ports of Texas City and Houston. In 1940 Galveston was the only permanent harbor defense location in the United States that had not been established to defend a naval base or shipyard.

Prior to the 1850s there had been several small forts built to protect the bay. The army finally began building two forts in the Galveston area but stopped construction at the beginning of the Civil War. During the Civil, War Confederate force built several small fortifications at these and other locations in the Galveston area. The army began construction on three modern forts to protect Galveston Bay in 1895. On September 8, 1900 a hurricane swept through the region and when it was over the majority of the fortifications had been damaged or destroyed. Though the repairs to the forts were finished in the mid 1900s they remained unoccupied.

The relations along the border with Mexico were very unsettled during the 1900s. In 1911, as part of the concentration of the regular army in Texas, the First



Map 1 *Forts Crockett , San Jacinto and Travis guarded the entrance to Galveston Bay.*

Separate Brigade, made up of 36 Coast Artillery companies, was organized at Fort Crockett. When the brigade was disbanded later that year two companies were retained to garrison Galveston Harbor Defenses. There was no resolution of the border problems with Mexico. In 1913 the army formed the 2nd Provisional Division with two Infantry Brigades located first at Galveston, and later moved to Texas City. From these locations and sub-posts the units patrolled the Mexican border until 1915.

During the First World War construction of two new batteries was finished in 1921. The period between wars saw the three forts maintained in caretaker condition. During the Second World War new construction was started and completed at all three forts. As part of the defense of the Gulf Coast during World War Two the army built Temporary Harbor Defenses (THD) at Sabine Pass, the entrance to Beaumont and Port Arthur; at Port Aransa, Texas, the entrances to Corpus Christi, and Calcasieu Pass—the entrance to Lake Charles Louisiana. The forts were closed in 1947 ending the Coast Artillery presence in Texas.

Fort Crockett

Construction was started in 1895 on Fort Crockett in the center of Galveston along the beach. After the 1900 hurricane the height of the city seawall was increased which meant that some of the fort's batteries were now built into the seawall. It was 1911 before troops were again assigned to Fort Crockett. The army undertook new construction at the fort during World War One. After the war the fort reverted to caretaker status until 1940. During World War Two the new batteries built during World War One were made casemates. The Army closed the post in 1947

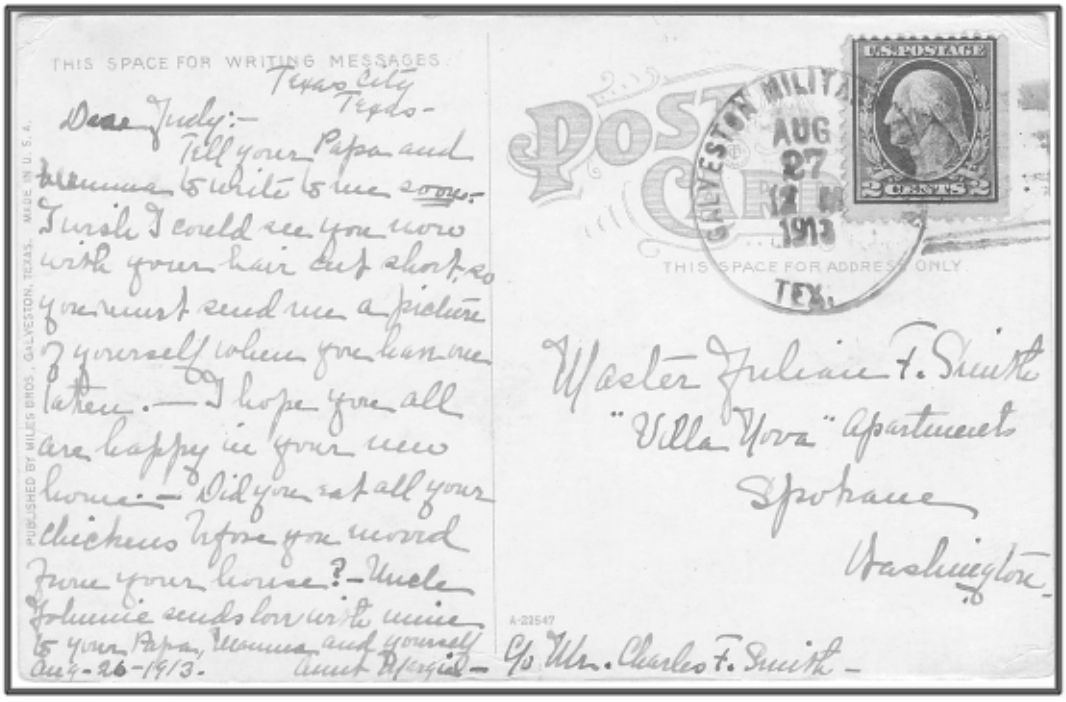


Figure 2 *The Galveston Military Branch serviced mail for troops stationed at Fort Crockett from Feb. 28, 1913 until Oct. 15, 1915.*

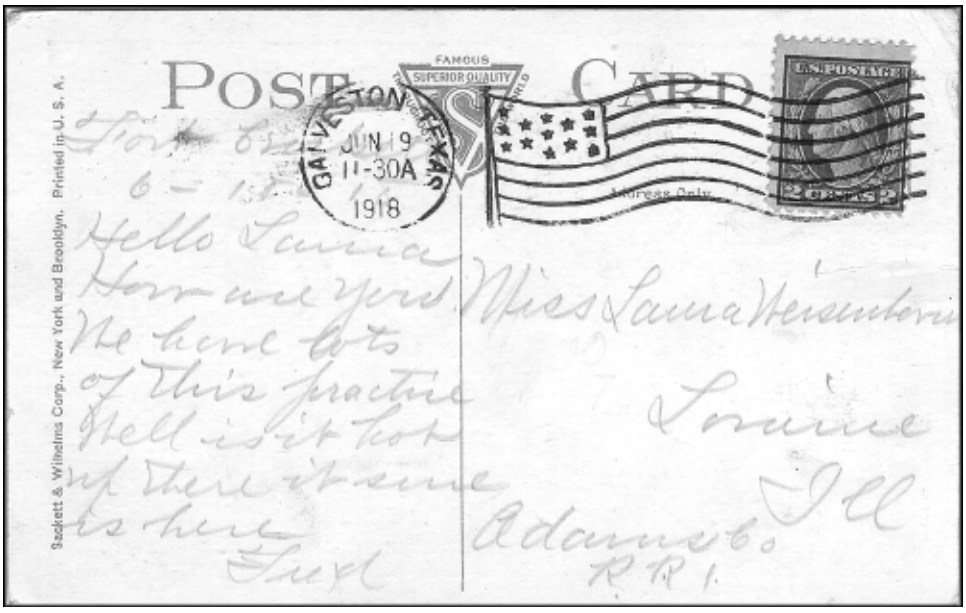


Figure 3 *Much of the mail from troops stationed at Fort Crockett during World War I was postmarked with this Galveston flag cancel. Langford reports its use from 1916 to 1919.*

Fort San Jacinto

The fort was built at Fort Point on the eastern tip of Galveston Island. The 1900 hurricane caused severe damage necessitating the complete rebuilding of the post batteries. The fort was active from 1911 to 1919 when it again reverted to caretaker status. During World War Two a new battery was completed at the fort. Little remains today of Fort San Jacinto as it was located to the west of the new seawall built around the island. Most of the fort was buried by fill.

and declared it surplus to their needs in 1953. The city of Galveston purchased and developed the surplus property.

Mail Service

The Galveston Post Office normally handled the mail from Fort Crockett. In 1911 the post offices established Station A at the fort to handle the mail of the Provinsional Brigade. When the army established its provisional division at the fort, the post office established Galveston Military Branch to handle the mail. This branch was later changed to Texas City Military Station. February 21,1938 saw the establishment by the Galveston Post Office of a classified station at the fort which closed on February 15, 1947.

Figure 4 *This utility dater and steel duplex were used to postmark mail from Fort Crockett during the 1938-1947 period of operation.*

Postal Service

The Galveston Post Office handled the mail from the fort.

Fort Travis

Construction of this fort began in 1895 on the tip of "The Bolivar Peninsula" on the eastside of the Galveston Bay entrance. The 1900 hurricane came when the fort was about two thirds completed. After repairing the damage the fort was placed in caretaker status. In 1917 a detachment from Fort Crockett arrived to man the fort's batteries. Following the war the fort was again placed in caretaker status and was not activated until 1940. During World War Two construction of a new battery at the fort was started but not completed. The fort was closed in 1947 and today is a county park.

Postal Service

Prior to the 1900 the Port Bolivar Post Office handled mail from the post. After reconstruction and until the fort closed the mail was handled through the Galveston Post Office.

Harbor Defense of th
New Orleans)

On the Mississippi River, wh
land of America, some 70 mile
in the Gulf of Mexico, stand
leans. Founded and developed
ish influence, it came under
the Louisiana Purchase in 180
ish started defenses of this por
by the Americans.

After the British failed to tal
army began construction to i
New Orleans. They built five
Livingston, Jackson, St. Phil
Macomb) and Pike, between
forts were designed to protect
and pass that lead to or bypas

At the start of the Civil War,
occupied the forts. Following
Mississippi River in 1862 th
Union control. By 1871 all
doned.

Two of the five forts were up
fication standards starting in
tance from Jackson Barrack
Headquarters, these forts
were manned on a part time
basis. During World War
One, New Orleans was a supply and shipping point for the gulf and points further south.

Map 2 *Coast artillery posts operated at Fort St. Philip and Fort Jackson on the Mississippi River some 76 miles south of New Orleans.*

The army's review of coastal fortifications recommended the closing of the Harbor Defense of the Mississippi. All posts were closed by 1928.

The Temporary Harbor Defense (THD) located at Burrwood on the Southwest Pass, and Port Eads on the South Pass protected the mouth of the river and the New Orleans Port of Embarkation during World War Two.

Jackson Barracks

American troops had been in New Orleans since 1803 without a permanent location until construction began in 1834 on New Orleans Barracks. Located some five miles south of the city on the river, the post was first used as a port of embarkation for the Second Seminole War in Florida. During the Civil War it was used as a supply base by both sides. It was renamed Jackson Barracks in 1866 and was later used as the supply and troop depot for the new fortification being built along the river south of New Orleans. It became the Headquarters for the Harbor Defense of New Orleans in 1910. When the army closed the harbor defense system in the 1920's the barracks were turned over to the Louisiana National Guard. The army took over the barracks in 1941 to use as part of the New Orleans Port of Embarkation. Today it is the Louisiana National Guard Museum.

Postal Service

The mail from the barracks was handled through the New Orleans Post Office.

Camp Nicholls

During World War One, the Coast Artillery Corps established Camp Nicholls in New Orleans. The post was used for training of coast artillery troops during the war and was retuned to private ownership in 1919.

Postal Service

Postal records show the establishment of a Military Branch in New Orleans in 1917. This was changed to Nichols Branch in April 20, 1918, which was closed in December 1918. Bob Swanson reports no known postmarks in *Domestic United States Military of the First World War (1917-1919)*.

Fort St. Philip

Located on the Mississippi River some 36 miles from the Gulf and 76 miles South of New Orleans, construction on Fort Saint Philip was begun by the Spanish in 1793. It came under American control in 1803. It was strengthened during the war of 1812 and repulsed one arm of the British invasion army in January 1815. The fort was lightly used after the war and was abandoned in 1831. It was repaired and new armament added in the 1840's.

Confederate forces at the start of the Civil War occupied the fort. Union forces recaptured the fort during the Battle for New Orleans in 1862.

Construction on the new concrete batteries was begun in 1898, being completed in 1902. The fort became a sub-post of Jackson Barracks in 1910. Due to the distance from Jackson Barracks the post was not fully manned except during World War One.

As part of the US Army force reduction the fort was closed in 1922. The land was sold to a private party and today the fort is closed to the public.

Postal Service

In 1899 the Neptune Post Office handled mail from the fort. In 1901 the postal service established a fourth class post office named Fort Saint Philip at the fort. The office was closed when the fort closed in 1922.

Fort Jackson

Located on the westside of the river, basically across from Fort Saint Philips, the army began construction of a "Third System" fort in 1822, which was completed in 1832. The post was named for General Andrew Jackson. The fort was occupied by Confederate troops at the beginning of the Civil War. During the Battle of New Orleans in 1862 the fort was attacked and occupied by Union Troops. The army abandoned the fort in July, 1871.

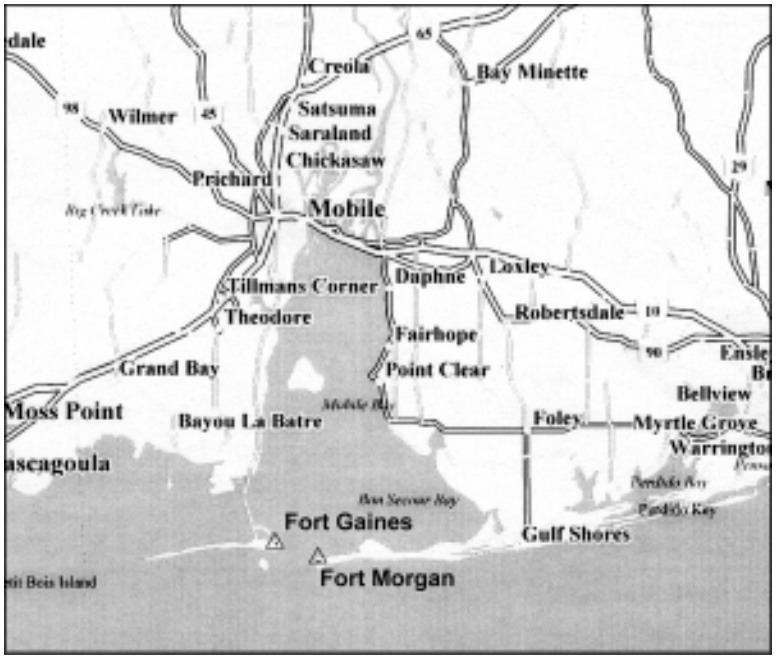
In 1898 construction was started on two batteries on the grounds of Fort Jackson, which were completed by 1901. The fort was never fully manned and the Army abandoned the fort again after 1910. This statement is based on the fact that the listing of the fort in the US Postal Guide was deleted beginning in 1911 and US Army Order of Battle for World War One listed Fort Jackson as an inactive station.

Figure 5 *The Postmark Collectors Club survey reports two Fort Saint Philip postmarks: a steel circular date stamp (left) and a Type 3 Doane cancel (right).*

The fort sold as surplus in 1928 to a private party who donated the fort to the county for a public park in 1960.

Mail Service

The mail from the fort in 1898 processed through Buras Post Office some eight miles to the north. In the early 1900s mail from the fort was handled through the Fort Saint Phillip post office. The fort is not listed in the any *US Postal Guide* after 1911.



Map 3 *Forts Morgan and Gaines guarded the entrance to Mobile Bay.*

Harbor Defense of Mobile

The city of Mobile is located on the largest natural harbor/bay along the Gulf Coast. The French originally settled the area, but after the French and Indian War the Spanish government took control. However the British soon had control of both Mobile and Pensacola. This would last until 1780 when an army of Spanish and French troops drove the British out of both cities. The US claimed the city as part of the Louisiana Purchase, but the Spanish Troops did not leave until 1813 when the British again took control. In 1814 forces under General Jackson took the city only to lose it again after the battle of New Orleans.

The American government began construction of a "Third System" fort some 30 miles south of the city in 1819 at Mobile Point; followed by another fort across the channel on Dauphin Island in 1822. Fort Morgan was finished in 1833 followed by Fort Gaines in 1850. Due to the isolation of the locations the US Army Corp of Engineers could not find private contractors to build the forts, so they built them.

By the 1850s the city had become a major seaport, river port and rail terminal. The government had also built Mount Vernon Barracks north of Mobile. The purpose of the Barracks was to be an assembly plant for guns manufactured in other parts of the nation. After the Civil War the name was change to Mount Vernon Arsenal. The post was closed in 1894.

On January 3, 1861 Alabama state troops took control of Fort Morgan, Fort Gaines and Mount Vernon Barracks. The control of the entrances to the bay allowed for the successful running of the Union Navy blockad. It was not until August 1864 that the US Navy finally was able to capture the two forts. The Union Army tried to capture Mobile but was rebuffed. The army then landed troops to the east of the city in March 1865 and took control after fighting two battles with Confederate troops after the official end of the Civil War.

When the Spanish American War started, troops arrived to garrison the forts for the first time in 30 years. Between the Spanish American War and World War One the two forts were in caretaker status or reduced strength. Only during World War One were the forts at the mouth of Mobile Bay at full strength.

The US Army 1920s reviews of current costal fortifications recommended the closing of the Harbor Defense of Mobil, which was completed by 1925. During the Second World War a Temporary Harbor Defense (THD) was established at Fort Mobile to handle

Figure 6 *The quarantine station at Fort Morgan, circa 1900.*

defense of Mobile Bay. The army also established a THD at Pascagoula, Mississippi, to help protect that port during World War Two.

Fort Morgan

Construction of a "Third System" fort was started in 1819 at Mobile Point, the eastern side of the entrance to Mobile Bay and was finally completed in 1834. After December 1843 the Fort was placed in caretaker status until the Civil War. On January 3, 1861, Alabama State Troops took control of the fort and would remain there until driven out by Union Forces in August 1864.

Construction of new concrete batteries had started in 1895. When the Spanish-American War broke out these were the only modern defense positions on the gulf coast. Construction of the fort was finally finished in 1910. During the WWI period, the post was used as an artillery training camp in addition to protecting the bay entrance.

The Fort was ordered deactivated by the Army in January 1924 as part of the closure of the Harbor Defense of Mobile. When World War II started, the army established a Temporary Harbor Defense post at Fort Morgan. This operation was closed in early 1945 along with most of the other Gulf Harbor Defenses. Today the fort is administered by the Alabama Historical Commission and is open to the public.

Mail Service

When the fort reopened in 1899, the Herndon Post Office handled its mail. The Mobile Post Office soon replaced this office. In 1903 the postal service established a 4th class post office named Fort Morgan to serve the post. The office closed when the fort was closed in 1925. During the Second World War the Gasque, Alabama Post Office handled mail from the post.

Fort Gaines

Fort Gaines is located on the eastern tip of Dauphin Island on the shallow side of the channel across from Fort Morgan. The fortifications of the Island with a "Third System" fort were started in 1819 and were finished in 1853. The fort was always the smaller of the two forts protecting the inlet to Mobile Bay. Confederate forces took control of the fort in 1861. Union units landed on the island in August 4,1864 capturing the fort three day later.

Construction of new concert batteries was started in 1898. During the first part of the 1900s, the fort was mostly in caretaker status. Following the war it fell into disrepair and was closed in 1923. It was not reopened during World War II and today is a county park.

Postal Service

When the post was reopened in 1898 its mail was handled through the Mobile Post Office. It 1901 postal service was provided by the Dauphin Island Post Office. This office would provide service to the fort until it was closed in 1923.

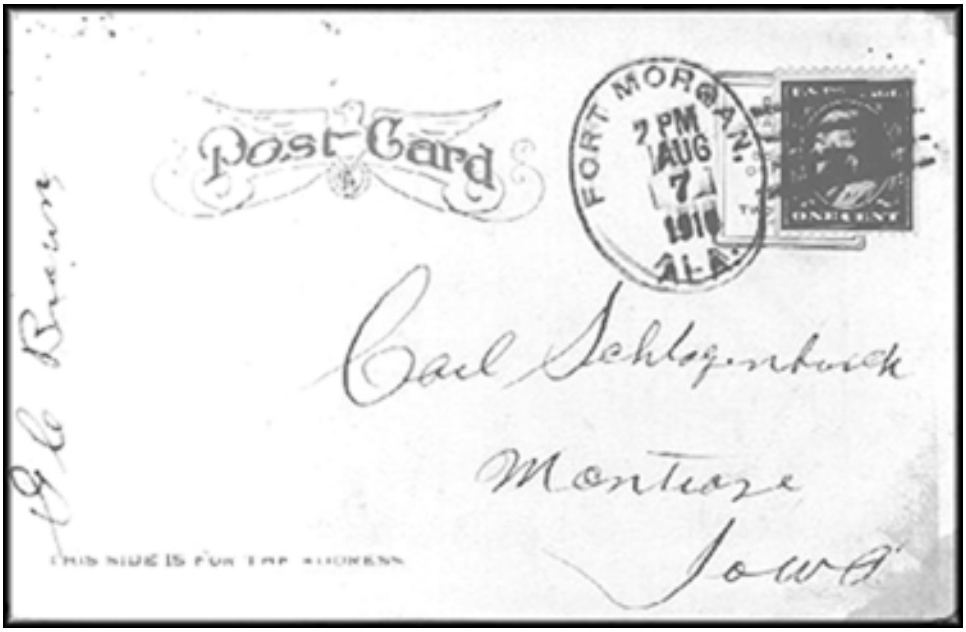


Figure 7 *This postcard displays a 4-bar postmark from Fort Morgan dated 1910.*

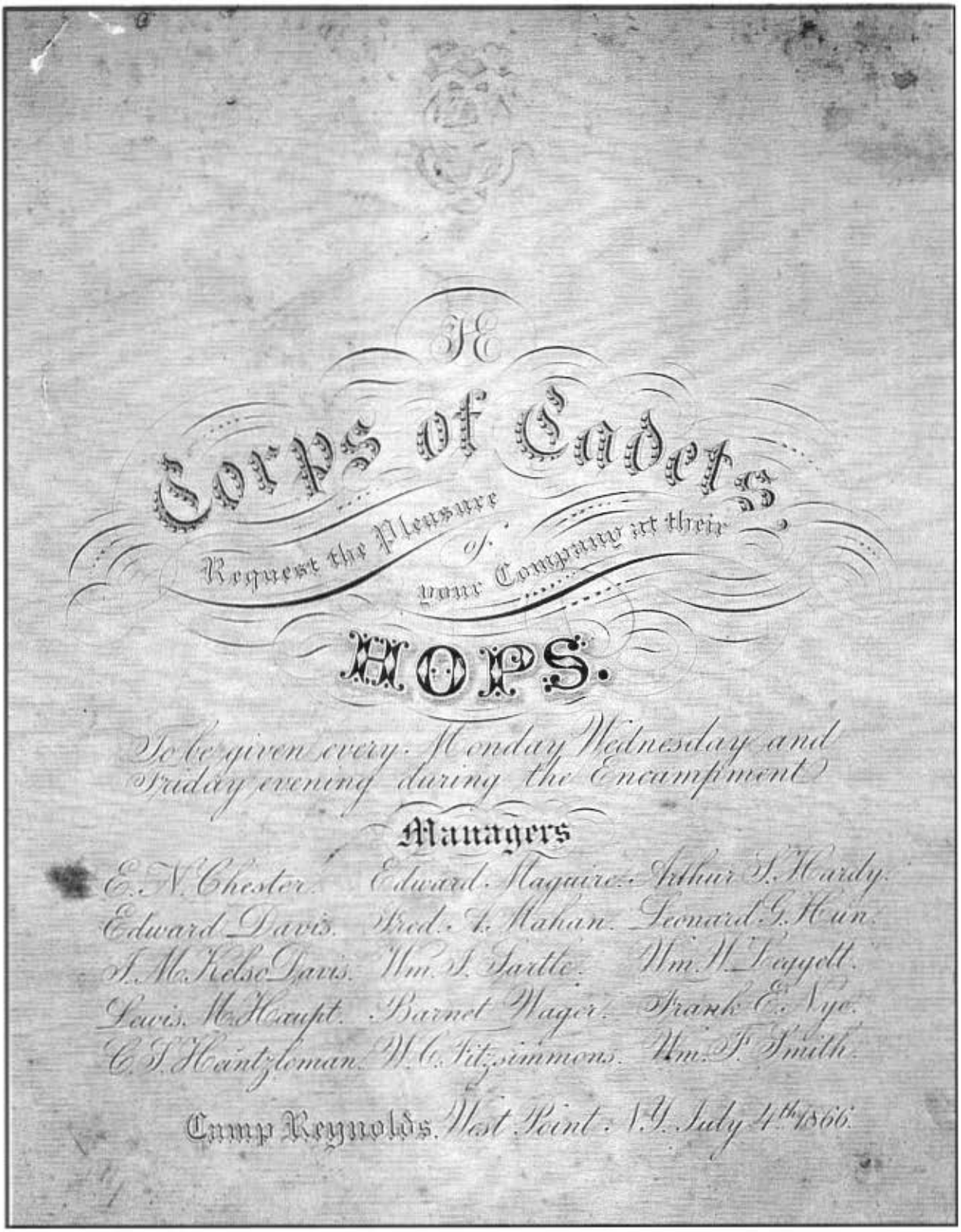


Figure 1 *An invitation card prepared to invite young ladies to attend a West Point "hop" on July 4, 1866.*

A West Point Vignette

by Michael Dattolico

We all know that sometimes non-postal items are found that are related to our collectible interests. Known as 'Americana' or 'Memorabilia,' they are often acquired as back-up material for use when we display our collections, or simply because they are unusual documents with their own charm and historical interest. Such is the case of the item featured in this article.

Shown as *figure 1*, it is an invitation card produced by West Point cadets to entice young ladies to attend "hops," regularly scheduled dances held on the West Point campus. They were distributed to nearby girls' academies, private girls' schools, or other reputable institutions attended by girls. This particular invitation card is dated July 4, 1866, and tells interested ladies that they would be most welcome at Camp Reynolds, located on an open plain some distance away from the barracks.

Camp Reynolds was the introductory summer camp for "plebes," incoming freshmen cadets who were overseen by upper-classmen. Cadets lived in canvas tents at Camp Reynolds until the summer ended, at which time the corps of cadets moved into the stone barracks.

The newly arrived plebes had to survive the stressful demands imposed upon them by upper-classmen, who were tasked with acclimating the new men to academy life. But the older cadets, many of whom were approaching graduation, had a different need. After two or three years of social isolation, they craved interraction with young women. Senior West Point officers informally sanctioned the "hops," but likely dumped the organization of the dances into the laps of the Corps' upper-classmen, who eagerly relished the opportunity to meet and dance with pretty New York girls.

Apparently, every cadet company elected a representative to serve on a committee to organize the hops. They were designated as "managers." Most of them were senior 1st-Classmen, although some committeemen were 2nd or 3rd-year cadets. Since they were chosen by the men of their company, the managers were often selected due to their upper-class status, popularity, leadership qualities, or because of their off-post female connections. The managers had to provide refreshments, assemble musicians, and guarantee the propriety of the occasion. If plebes were included at all, they probably served as attendants during the dances and cleaned up afterwards.

Most of the managers who organized the hops for the 1866 summer encampment were slated to graduate with the class of 1867, although a number of them were part of the 1869 class.

Part of the fun of owning supportive documents is the detective work that can be done. In this case, I was intrigued by the so-called managers. I wondered about the nature of those men—who they were and what they accomplished during their military careers. To say that I was startled at what I discovered about this group is an understatement. Not only did many of these officers not distinguish themselves, but many left the army at their earliest opportunity. I was surprised by the early departure from the army by a number of 1866 'hops' managers after they finished their coursework at the U.S. Military Academy.

Two of the greatest shockers were Lewis Haupt and E. N. Chester. Haupt, ranked 7th in the class of 1867, was selected for the prestigious Corps of Engineers. Yet he abruptly resigned from the army on September 20, 1869 with no reasons given.

Eliphalet N. Chester, an enlisted soldier with the 94th New York Volunteer Infantry who distinguished himself at the battles of Antietam, Chancellorsville and Fredericksburg, was given a "brevet" commission for bravery and was sent to West Point in September, 1863. He graduated as an artillery officer in 1867 but was discharged in 1870. Chester later sold lumber in Florida and was a journalist in New York City.

Like Haupt and Chester, other "hop" managers abruptly left the army soon after receiving their commissions. Army officials were stunned when Leonard Hun, the #2 graduate in the class of 1869, was discharged at his own request in 1870. But perhaps the biggest disappointment was Charles Fitzsimmons, the #6 graduate of the 1869 class. Graduating as an artillery officer, he was assigned to West Point as a gunnery instructor. He served in that capacity for only 5 months before resigning his commission on December 13, 1869. He later became the mayor of Tecumseh, Michigan.

Arthur Hardy, the #10 graduate in the class of '69, was discharged at his own request in November, 1870. It was Hardy who probably achieved the most prominent success in civilian life. He served as a professor of Civil Engineering at Dartmouth College from 1873 through 1878. He was also a successful author, publishing "But Yet A Woman" (1884); "Wind Of Destiny" (1886), and "Passe Rose" (1889), all popular romantic novels.

William Leggett graduated as a cavalry officer in 1869. He resigned from the army on January 10, 1870, and became a successful lawyer and real estate agent in Cleveland.

New Yorker William F. Smith also graduated as a cavalry officer in the class of '69, but created a memorable ruckus by refusing to accept his commission. He later became a successful merchant in New York City.

Frank Nye, a Maine native, graduated as a cavalry officer in the class of '69, but resigned from the army in 1873. He did, however, reenteer the army in 1884 as a captain.

But if a number of the "hops" managers did not stay in the army, just as many remained to forge successful careers.

Edward Maguire and Fred Mahan, class of 1867, were assigned to the prestigious Corps of Engineers due to their high class ranking. Maguire served as Chief Engineer, Department of the Dakotas, from April, 1876 through September, 1882 and remained in the army. Fred Mahan, #11 in the class of 1867, was the son of West Point Professor D. H. Mahan. He also made the army his career.

Like E. N. Chester, another cadet was a certified hero upon arrival at West Point. Edward Davis, a Kentuckian, was tendered a brevet commission at the battle of Chickamauga. Davis arrived at West Point on October 20, 1863, and graduated in 1867. He stayed in the army, and served in the West as an artillery officer.

Two of the managers died at the prime of their army careers. Charles Heintzleman died on February 27, 1881, at the age of 35. Barnet Wager, who saw service in Alaska during the 1870s, died in 1883 at the age of 40.

There was no information available regarding William Lartle and F. McKelse Davis, who were also listed as managers for the 1866 hops.

How were so many new officers able to leave the army so soon after graduation from West Point? Apparently, they did not sign a specific contract for a specified period of service after completion of the Military Academy's course. If they did, it was an easy agreement to break. In fact, there is no evidence that the reputations of any officers who left soon after graduation were besmirched in any way.

Why so many academy graduates in the early 1870s classes left the army soon after graduation was due to several reasons.

First, many officers who distinguished themselves during the Civil War remained in the army and reverted back to their original ranks of lieutenant and captain. With their glowing war records and seniority, they were years ahead of the newly graduated West Point men for promotion. Promotions were slow from the '70s and '80s until the Spanish-American War. Perhaps many academy graduates saw themselves hopelessly gridlocked for advancement in those years, regardless of how heroically they performed fighting Indians in the West.

Second, part of the problem afflicting the post-war army was the austere military budgets passed by Congress. Military appropriations were skeletal to the point of being non-existent after the Civil War. Many of the 1867 and 1869 graduates were engineers and

Figure 2 *West Point hops continue to this day as a pleasant diversion from academics, athletics and drill. This photo shows Miss Lynn Zipser of Red Hook, New York, attending a hop at West Point in 1958 with a very young Cadet Richard W. Helbock.*

artillery officers. Those particular departments of the army may have been hit hard by the non-appropriations that plagued the army in those years.

Third, the new officers may not have liked what they saw in the ranks. The Indian-fighting army consisted of substandard recruits and unsavory elements in the ranks, undermanned units, insufficient supplies, poor communications and long tours of duty at desolate western outposts. A career in the post-Civil War army may not have appealed to some recently commissioned young officers once they got a good look at it.

Finally, the patriotic fervor of the Civil War had passed. The young men reentered a society that was worn thin by war and looked with disdain on military matters. It was not the best time to graduate from the United States Military Academy. Perceptive young officers probably realized the down side of army service in those years and got out.

Finding and researching supportive documents can be as gratifying as finding a superb cover or card. It brings out the detective that is part of every postal historian.

How do we assess their value in our own collections and displays? That's an interesting question that we all must answer in our own ways.

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.*

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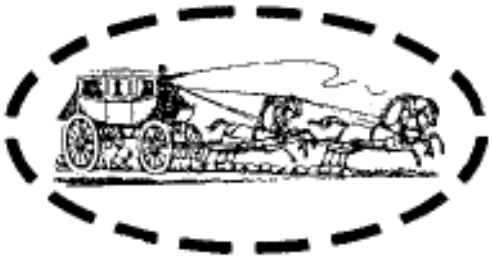

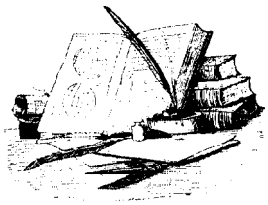

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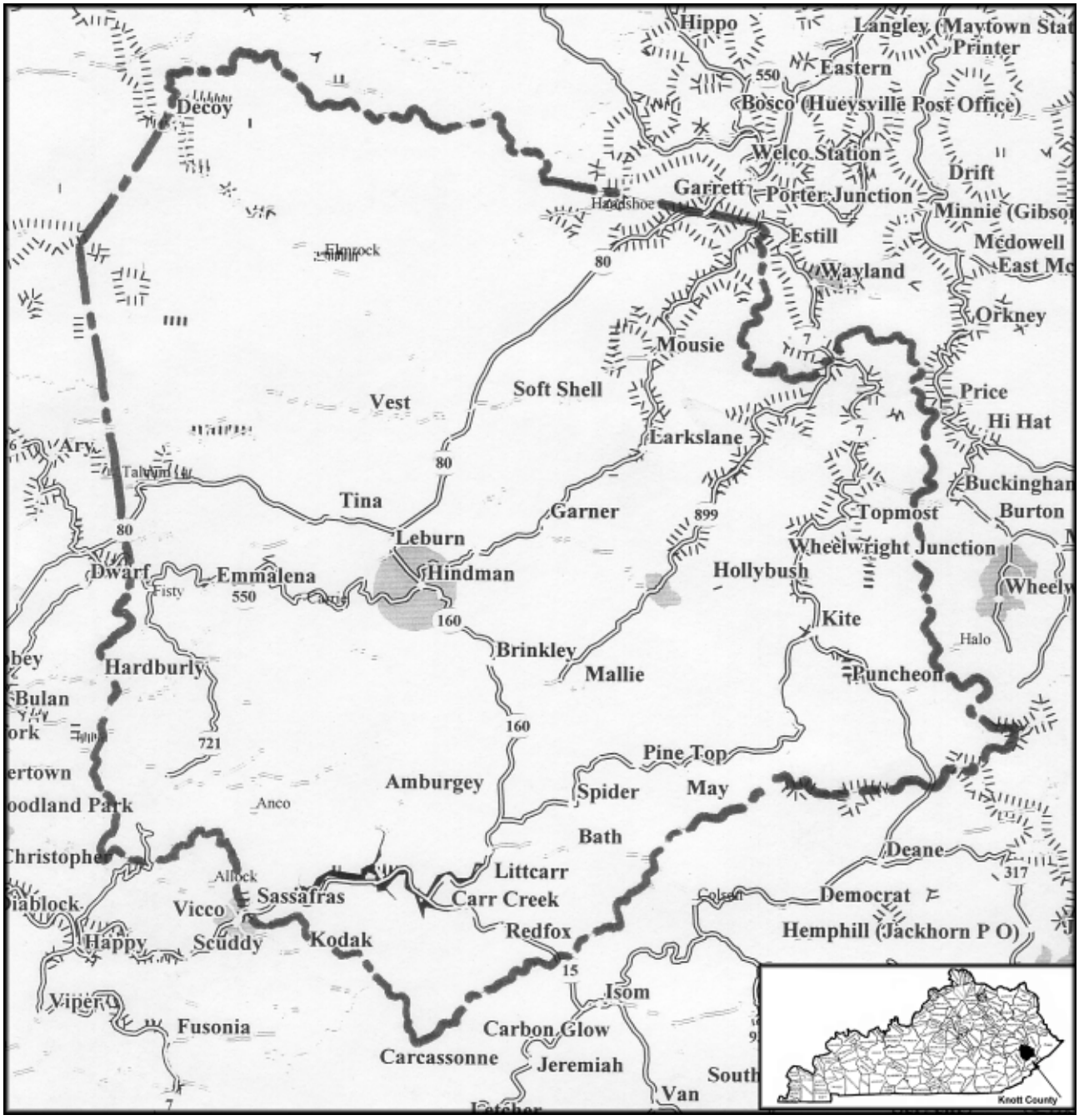


Knott County, Kentucky. *Scale 1:250,000.* *(Source: DeLorme mapping)*

The Post Offices of Knott County, Kentucky

by Robert M. Rennick

On May 5, 1884 the Kentucky legislature created the state's 118th county from sections of Perry, Letcher, Floyd, and Breathitt Counties and named it for then Governor J. Proctor Knott (1830-1911).[1] It assumed its present 352 square mile territory on May 12, 1890 with the addition of ten square miles (the Lotts and Yellow Creek valleys) from Perry County. Like the other counties in the eastern Kentucky coal field, Knott lies in the highly dissected Cumberland Plateau area whose rugged topography limited settlement to the relatively narrow valleys of the branches of the Kentucky River's North Fork and the Big Sandy River's Right Beaver Creek.

Though one of Kentucky's more recently established counties, Knott's settlement history goes back to the late eighteenth century when a family of Johnsons are said to have moved into the Carr Fork valley. By the mid-1820s several families (notably Breeding, Johnson, Amburgey, Francis, Slone, Combs, Jones, Hall, Gibson, and Martin) were well settled in most sections of the future County where their descendants remain the dominant population.

Knott's relative inaccessibility precluded anything but a barely subsistence economy until after its creation. In fact, the development of commercial timber and coal production, its twentieth century economic mainstays, really did not begin until the early 1920s. The first large scale coal mining was in the Carr Fork's Yellow Creek valley, near the Perry line, just before the First World War.

Poor roads until after the Second World War continued to hinder growth and development. The county's first four lane highway, the new route of Ky 80, bypassing the Jones Fork and Troublesome Creek settlements, has, since the 1970s, relieved congestion and facilitated travel through the county, tying it closer to its more economically viable neighbors. Knott's 1998 population estimate of nearly 18,000 is fifteen percent greater than its 1970 population.

The county's eighty-five post offices include thirteen that were established before its creation in May 1884. The pre-county offices will be discussed first, followed by the others in the several stream valleys in which they were located. Precise locations will be by road miles from downtown Hindman, the county seat, twenty-two miles northeast of Hazard, or from other offices in the same valley.

Post Offices Established Before the County was Organized

Of the thirteen pre-county post offices, five operated within the present county boundaries but only before the county was organized. They were thus never really Knott County offices. Little is known of any of them.

The earliest, ***Carr's Fork***, was operated somewhere on that stream between January 9, 1833 and mid-November 1835 by Thomas and Samuel Francis, whose pioneer family had settled that valley some fifteen years before.

On September 11, 1879, the ***Balls Fork*** post office was established seven miles up that Troublesome Creek branch for which it was named. According to the Site Location Report of its only postmaster William G. Grigsby, this Perry County office was eight miles northwest of McPherson (which later became Hindman), and twelve miles northeast of Tunnel Hill (the future Dwarf). It closed at the end of 1881.

The third office was ***Duke***, which Thomas Stewart operated in Breathitt County between October 16, 1882 and mid-May of the following year, and named for an area family. It too was eight miles north of McPherson, on the right-hand fork of Quicksand Creek, and when it closed its papers were sent to Lackey in Floyd County. Stewart's first name preference was ***Newman.***

Then there was ***Raven***, established on March 30, 1882, with Randolph D. Adams, the first of its two postmasters. Its Letcher County location is not known but it obviously was not the ***Raven*** office at the lower end of Caney Creek, in that section of Knott taken from Floyd County. More to the point, when it was discontinued in early January 1884, its papers were sent to the Carrs Fork (sic) post office near the later Smithsboro.

Finally, there was the short-lived ***Baker***, operated by James Wadkins and his son Newton between August 23, 1882 and mid-September 1883 on Laurel Fork of Quicksand Creek, then in Breathitt County. In fact its

first name preferences were ***Laurel Fork*** and ***Baker Camp.*** It was very likely the forerunner of the ***Tester*** and ***Elmrock*** post offices. (see below).

The following seven offices survived the county's organization, though three of them barely did so.

Since its inception, Knott County's seat has been the fifth class city of ***Hindman***. This vicinity may have been first settled in the early- or mid-nineteenth century by pioneer William Cornett's son Samuel whose home and watermill were on the Left Fork of Troublesome Creek, just above the future town. He was later joined by the families of Peyton M. Duke and Anderson Hays. By the 1850s a small settlement had been established in then Letcher County and was, for some time to come, aptly called ***The Forks of Troublesome***. The vicinity's first post office, established by Samuel Cornett on October 12, 1854, was ***Cornett's Valley***. By February 1861, when Peyton M. Duke became postmaster, it was known as ***Cornett's Mill***, and closed in October 1863. On February 17, 1874, to serve Lewis Hays' log store, a nearby mill (Cornett's), and several families, Duke re-established the office there and called it ***McPherson***.

Whence ***McPherson*** is not really known. The late Knott County historian R. Lee Stewart thought it might have been named for a Post Office Department official. But one can't rule out the possibility that it honored James Birdseye McPherson, the popular Union general from Ohio who was killed in the Battle of Atlanta in July 1864. His name had earlier (1867) been given to a county in Kansas and its seat, whose post office was established in early 1873.

Several name derivations have been offered for the forty-mile-long Troublesome Creek which joins the Kentucky River's North Fork some seven miles above Jackson. Most likely it was named for the troubles early settlers had with flooding after heavy rainfalls, or that travelers had in pursuing its treacherous, meandering course, less likely is there credence for the once popular accounts of the marital problems of some local residents.[2]

In April 1884 the new county's seat was established at the Forks and the settlement was renamed ***Hindman*** for then Lt. Gov. James P. Hindman.[3] On October 7th of that year, Franklin Pierce "Chick" Allen took over the post office and it too became ***Hindman***. In 1885 Granville Combs surveyed the area for the town chartered in March of the following year. Today the town, with an estimated (1998) population of 766, centers at the junction of Ky 160 and 550 (old Ky 80), about 1 ½ miles south of the new fourlane Ky. 80.

The second post office on Carr Fork was established in Letcher County on May 17, 1876. Its two postmasters Nathaniel B. Smith and George M. Johnson called it ***Car's Fork*** (sic) and located it on the south side of that stream, five miles above Sassafras and ten miles south of McPherson (probably just below the later Smithsboro.) According to Johnson's Site Location Report, it was serving a locality called ***Three Forks of Carr***. It was discontinued in early July 1887.

Carr Fork, the stream, also at times identified as Carr Creek, is traditionally believed to have been named for Willie Carr, a Mulatto who, in 1794, accompanied a band of North Carolina hunters to that area and was killed in a fall from a high ledge while fleeing an Indian attack. He is said to have been buried by the stream that was then named for him.

Near the head of Carr Fork, at the first site of the later ***Omaha*** post office (see below), was the village and post office of ***Carson.*** It was established on June 3, 1878, with John B. Adams, postmaster, and was soon serving N.R. Craft's store, a flour mill, distillery, cooperage, and other businesses. Its 340 residents, for awhile, even enjoyed their own weekly newspaper. In January 1891, then postmaster John C. Richardson petitioned for a move 2 ¾ miles down the fork, but this may not have come about since the office closed the following August. Whence the name is not known.

The still active and aptly named post office of ***Pine Top*** was established on September 18, 1878 with Randolph B. Smith, postmaster, probably on Branhams Creek (which then may have been called Trace Fork of Carr), seven miles southeast of McPherson and six miles below (west of) Carson. By 1895 it was serving a village of 200 inhabitants with two stores and two mills. In the summer of 1897, S.R. Blair had the office moved to the mouth of Mallet Branch of Carr. By 1939 it was at the mouth of Branham, but in recent years it has been on Carr, half a mile above (east of) Mallet, and seven miles southeast of Hindman.

Several post offices called ***Greenleaf*** have confused historians seeing this name on Floyd, Knott, and Letcher County lists. The first was established on June 5, 1877 on or just east of Right Beaver Creek, in that section of Floyd County that became a part of Knott

on the latter's inception. During its operation by William J. Hall, it served a small village with two stores, a mill, wagonworks, distillery, and saloon. It closed in mid-February 1887, but George W. Wallen re-established it in late December of that year, probably half a mile up Arnold Fork, at the head of Right Beaver, nearly a mile from the later Hall post office. But it too was short-lived, closing the following May. Another ***Greenleaf*** operated at two sites in Letcher County, in or near the Rockhouse Valley, between 1906 and 1912.

Sassafras, main Carr Fork's other active post office, has, since the early 1920s, served a coal town at the mouth of Yellow Creek, just within the Knott-Perry County line, 10 ½ miles south-southwest of Hindman. It was established by Manton Cornett on March 27, 1879 under a large sassafras tree just below the mouth of Sassafras Creek. It was soon serving a fairly prosperous community of some 300 residents and several businesses on both sides of the new county line.[4]

In February 1902 James D. Stacy, a miller and storekeeper, who had become postmaster in 1897, had the office moved some two miles down Carr to a point just below the mouth of Stacy Branch (the later ***Vicco***) in Perry County. It may have been returned to Knott County again in 1908, probably close to its present site, but was soon moved back to Stacy Branch. It was returned to Yellow Creek by the early-mid 1920s, where it remains. The county line divides the viable village from the sixth class Perry County city of ***Vicco*** (see above) though they are essentially the same community. ***Sassafras's*** post office and businesses continue to serve much of the Carr Valley's Knott County area.

From September 11, 1879 through March 1881 John Harvey and Jasper Campbell ran a post office called ***Buckhorn Creek*** for its location up this Troublesome branch, and probably on or very close to the future Knott-Breathitt County line. On January 31, 1888 Harvey re-established the office somewhere on the Knott County side of the creek and called it ***Buck***. But in October 1890, according to his Site Location Report, Harvey's successor Grant Holliday had the office moved four miles north into Breathitt County to serve a community locally known as ***Jones Fork***. Here it closed in late August 1892.

Post Offices in the Main and Tributary Valleys of Right Beaver Creek (in the Big Sandy River System)

The Big Sandy River, more specifically its Levisa Fork, heads in Virginia, some sixty-five miles above Pikeville. It extends for 140 miles to join the Tug Fork at Louisa, Ky., and together, as the main channel of the Big Sandy, they flow to the Ohio River at Catlettsburg.[5] One of the Levisa's principal branches is Beaver Creek whose right fork (locally called ***Right Beaver***) heads just short of the juncture of Knott, Floyd, and Pike Counties, and drains northeastern Knott County and much of southern Floyd County before joining the left fork (called ***Left Beaver***) just above the Floyd County city of Martin. Of the thirty-five post offices serving the main valley and branches of Right Beaver, twenty-one were in Knott County.

The lowest of Knott's Right Beaver tributaries is the aptly named Salt Lick Creek. This stream heads three miles within Knott County and extends for 6 ½ miles to Right Beaver at Hueysville in Floyd County. It was "named in the winter of 1774-75 by its discoverer James Fowler for the salt springs and lick halfway up its valley. The lick was soon known as Fowler's Lick (and later Thornton's Lick, and, simply, The Salt Lick), and by the end of the century had become a noted supplier of salt for nearby mountain settlers."[6]

The first of Salt Lick Creek's two offices was the short-lived (September 25, 1891 through February 1899) and little remembered ***Coburn***. It is known to have been located in J.M. Conley's store, somewhere toward the upper end of the stream, and was named for the family of its only postmaster Joseph L. Coburn.

Another local family gave its name to the ***Handshoe*** post office, established by Andrew J. Coburn on July 6, 1909.[7] Its first site was on the creek some two miles above the Floyd County line, at the mouth of Snag Fork. For a brief time, from November 1923 till early December 1926, Ben Shepherd maintained the office just within the Floyd County line to replace the ***Hippo*** post office which had closed in 1919.[8] From 1944 till it closed in 1972, ***Handshoe*** was on the creek, a mile within Knott County, some five miles from Right Beaver, and 12 ½ miles north-northeast of Hindman.

its head, John M. Bolyn[9] established the ***Bolyn*** [boy/len] post office. This closed in late January 1914 but was re-established by Earnest Moore on November 21, 1916 at the mouth of Brushy Branch, six miles southwest of Garrett. From 1948, when the office was moved several hundred yards down the Fork, till it closed for good in 1965, it served the ***Rockfork*** neighborhood, 9 ½ miles north-northeast of Hindman (via the new Ky 80 fourlane which follows Rock Fork for several miles.)

Post Offices in the Jones Fork Valley of Right Beaver

The 9 ½ mile long Jones Fork, which joins Right Beaver at Lackey (in Floyd County), was named for the family of John Jones who had settled on it in the late 1820s. The first of this valley's five post offices was ***Kezer*** [kee/zer]. According to its first postmaster, John M. Gibson, this was one mile west of Jones Fork (perhaps up Turtle Branch), midway between Hindman and Lackey. It operated between August 26, 1889 and mid-November 1904. Its name application has not been accounted for.

The office was re-established as ***Terry*** on Jones Fork, probably just below the mouth of Martin Branch, eight miles above Right Beaver, and 9 ½ miles northeast of Hindman. Amanda Slone, whose first name preference was ***Ada***, was its sole postmaster, from May 26, 1908 through March 1912. It may have been named for the family of Riley (ne August 1865) and Helen Terry, area residents.

Mousie, the next post office to serve this valley, was established on July 31, 1916 probably just above the mouth of Turtle Branch, eight miles northeast of Hindman. Postmaster Mrs. Ollie Myrtle Gibson's first name choice was ***Estill***, but the office was named instead for Mousie, the twenty-year-old daughter of storekeeper and landowner Clay (and Rebecca) Martin, who had recently married Estill's older brother Mart Gibson.[10] The office lasted only till mid-June 1917. It was re-established on June 10 of the following year two miles below the first site, to serve a developing village at the mouth of Ball Branch. Postmaster Girlie Hayes' first name choice here was ***Woodrow***, but it too took the ***Mousie*** name. The post office still serves the village of ***Mousie*** centering on the Jones Fork Elementary School on Ky 550 (old Ky 80), just above the mouth of Ball Branch.

From 1848 to 1893 the upper end of Jones Fork was again served by a post office called ***Larkslane***. This was named by the first of its two postmasters, Elizabeth Stacy Sloane, for her husband, storekeeper Lark Sloane (1881-1956) and the lane that bordered their home. This section of Ky 550, 2 ½ miles above (south of) Mousie, was once locally called ***Stringtown*** for the arrangement of the houses along the highway.

Betty, Jones Fork's fifth post office, was at the mouth of Triplett Branch, 3 ¾ miles above (northeast of) Mousie. Named for the granddaughter of its first postmaster Hattie (Mrs. George) Cox, it served the small community of ***Porter*** between February 1, 1950 and early May 1956. ***Porter*** was named for the owner of the Porter Mining Company who, in the 1920s, had located there the southern terminus of his 1.8 mile long spur from Porter Junction, just north of Lackey to ship his coal on the C&O Railroad's Elkhorn and Beaver Valley line between Allen and Wayland.

Post Offices of the Caney Creek Valley

Caney Creek heads about two miles above (west of) Pippa Passes and extends for some ten miles to Right Beaver at Dema. First settled by the Slones, still the dominant family of its valley,[11] the creek was named for the abundant growth of cane on its banks. Seven post offices have served its residents.

The earliest was ***Raven***, not the office on Carrs Fork, but one mile and a half up Caney Creek (from Right Beaver), at the mouth of Big Branch. Postmaster Greenville Slone's first proposed name may have been ***Glenlen*** (sic), but he opened it, on April 6, 1888, as ***Raven***, it's said, for the biblical birds. The office closed in 1967 and was, through March 31, 2000, a rural branch of Pippa Passes, eight miles above.

Then there was the inexplicably named ***Dema***, a post office serving the Floyd-Knott intercounty section of Right Beaver. From January 30, 1892 when it was established by Nathaniel Stergil (sic) till 1932, it occupied several sites within Knott County, just above the mouth of Caney, between 1 ½ and 2 miles northeast of Raven. In October 1932 the office was moved half a mile within Floyd County where it continued to operate till the mid 1990s.

also ten miles east of Hindman. This would make it at or very close to the mouth of Hollybush Creek. This barely remembered office and its unaccountable name operated only between October 31, 1892 and early September 1897.[12]

On December 11, 1901, Weissert's last postmaster Milton Owens established the ***Hollybush*** post office at the mouth of this aptly named 4 ¾-mile-long Caney branch, on the road (now Ky 899) between Raven and Mallie. It may have closed sometime before the First World War, but was re-opened by Alamander L. Caudill, on January 15, 1916 to serve a developing village a mile or so up Hollybush. After several moves on that creek, the office was half a mile from Caney when it officially closed in 1995.[13]

At the head of Hollybush was another village and post office. The village, called simply the ***Head of Hollybush***, is said to have been settled in 1881 by Tandy Slone and was served by Green Slone's grist mill, a couple of stores, a school, and probably the inexplicably named ***Sylvester*** post office. This office was established some two miles up the creek by Preston Caudill on February 15, 1900. Four months later Alamander Caudill, who was later to re-establish the Hollybush office, had ***Sylvester*** moved 1 ½ miles up the creek, where it closed in September 1904. The community it served survived, in one form or another, through the Second World War.[14]

Rocks some 700 feet above the Caney valley, in the vicinity of the future Alice Lloyd College and the city of Pippa Passes, gave their name to an office that John C. and Isom B. Slone operated from January 13, 1903 through January 1909. John C. may have had the ***High Rock*** office at the upper end of Hollybush Creek, five miles south of the Hollybush post office. Then Isom, in 1906, had it moved two miles northwest to the mouth of Caney's Trace Fork.

The sixth class city of ***Pippa Passes*** centers at Alice Lloyd College, 0.2 miles below the junction of Ky 899 (the Caney Creek Road) and 1697 (the road from Garner), eight miles east of Hindman. The vision of Boston, Massachusetts native Mrs. Alice Spencer Geddes Lloyd of a school to train the future leaders of Appalachia led, in 1917, to the establishment here of the Caney Creek Community Center. A high school and, in 1923, the two-year Caney Creek Junior College were added.

Among the groups from whom Mrs. Lloyd solicited funds for her school were the Robert Browning Societies of New England. In 1917 they arranged for the building of a post office to serve the community and campus and suggested it be named for the poet's heroine, the devout and simple mill girl Pippa who, as she passes through her town on New Year's Day, innocently touches the lives of those who hear her songs of joy and fulfillment. The office was officially established by Mrs. Lloyd's mother, Ella Mary Geddes, on December 31, 1917, with John Commodore Sloane its first postmaster.[15]

Actually, Browning's poem was not the first name proposed for the office. Mrs. Geddes, in her March 15, 1917 Site Location Report, had suggested ***Caney Civic Center***, a mouthful that the Post Office Department did not think kindly of. Its preference for one word post office names led to its designation of ***Pippapass***, a meaningless name retained until July 1, 1955 when Congressman Carl Perkins, a Caney Junior College graduate, pressured the Department to return to the intended two word spelling. Even so, some local people still call the community ***Caney*** or ***Caney Creek*** as they always have.

After Mrs. Lloyd's death in 1962, the school was renamed for her, and in 1981 it became a four year college. In 1983 the community was incorporated as a sixth class city (with a 1998 estimated population of 186). Almost unique in the country, ninety percent of the municipal area is owned by the college, and about the same percentage of its population are students. But the post office is 150 yards beyond the city's upper limits.[16]

Post Offices on Upper Right Beaver

Six post offices served that part of Right Beaver Creek above the mouth of Caney.

The first was ***Republican***, established on May 21, 1890 by George W. Cook, just across from the mouth of Potato Branch, ten air miles east of Hindman.[17] An attempt, in 1910, to move the office 1 ½ miles up Right Beaver may not have succeeded, for the office closed on the last day of December 1912.

On May 12, 1923 Della Hopkins re-established the office in a small store 200 yards up Potato Branch and called it ***Topmost***. According to local tradition, this was to have been ***Toppost*** for the practice of local letter carriers placing mail for their customers on the top of their fence posts. But on customer ob

jection it was entered as ***Topmost*** instead.[18] In 1927 Ernest Hall moved the office to his home at the mouth of Potato. Several more moves brought it to its present location on Ky 7, just below the mouth of Dry Creek.

The ***Hall*** post office, near the site of one of the early ***Greenleafs***, and the home of William J. "Bolen" Hall, the county's first tax commissioner, was established on July 17, 1890 by storekeeper Joseph Hall. Until it closed in 1976 it served the ***Forks of Right Beaver*** at several locations on Isaac Fork. For awhile in the 1920s it was at the head of its Scip Branch, less than half a mile from the Letcher County line. Its most recent site was on Ky 7, 0.4 miles below the Forks.

In eastern Kentucky's pre-sawmill days, hewed poplar logs, finished on only one side, were used to floor buildings. Many an area stream, on which such floor boards, called puncheons, were fabricated for local use, was thus called Puncheon [punch/en] (or Puncheon Camp) Creek. One such creek, in Knott County, heads just short of the Letcher line and extends 3 ½ miles north to Right Beaver, 2 ½ miles above the present Kite post office. On April 4, 1900 John Franklin established an office in a building with such a floor and named it for the stream. It lasted through May 1901, but was reopened at the mouth of Harrison Hall Branch of Puncheon on May 2, 1908 by Jethro Hall who continued to operate it till the Second World War. It closed for good in the late 1980s.

Three miles below the Right Beaver Forks and at least the same distance above Republican, was the ***Kite*** post office. As Liza C. Martin's first preference ***Olga*** was in use in Russell County, she named it instead for the birds that may early have inhabited that area.[19] Until recently, the office, established on June 21, 1907, was on Right Beaver just below the mouth of Apple Tree (also known as Bates) Branch, but is now just below (north of) the mouth of Mullins Branch, three miles south of Topmost.

The 3 ½ mile long ***Dry Creek***, which heads near the Floyd County line and joins Right Beaver at Topmost, gave its name to the last of the Right Beaver offices, about one mile below its head. The office was established on January 18, 1909 with Geneva C. Bates, its first postmaster, and closed in 1985. In eastern Kentucky a "dry creek" is one in which large sections all but dry up for much of the year except after heavy rains.

Fifty-two post offices were in the valleys of the Knott County branches of Kentucky River's north Fork. These branches are the creeks called Quicksand, Troublesome, Lotts, and Carr.

Post Offices in Quicksand Creek's Laurel Fork

Quicksand Creek, which joins the North Fork just above (south of) Jackson in Breathitt County, has two head forks which drain the northwestern part of Knott County. One of these, Laurel Fork, had four post offices. The other, Middle Fork, shared one of these offices with Laurel.[20]

Laurel Fork, heading in the north flank of Chestnut Mountain, extends west and northwest for sixteen miles to join the Middle Fork near the Decoy School. Like the scores of other such named streams in Kentucky, it was named for local vegetation.

The first post office was the short-lived ***Baker*** at the mouth of Laurel's Bakers Fork, six miles from its Quicksand Confluence. (This is discussed above). Then there was ***Tester***, allegedly named for a big tomcat, which occupied at least two locations on Laurel from January 18, 1902 through 1914. Newton Watkins (sic),[21] its first and last postmaster, may have had it at or just above the mouth of Patten Fork, some 7 ½ miles up Laurel from its Quicksand confluence. Between Watkins's tenures, George Allen maintained the office, he said, in his Site Location Report, four miles east of (above) Baker Fork (sic), which places it between the Big Bend and Joshua Branches of Laurel.

On August 9, 1911 Manford Ritchie established the ***Elmrock*** post office by a big elm tree and a large rock on his Laurel Fork land, half a mile below Big Bend Branch. Rachel Ritchie, the wife of Manford's son Dillard, was its first postmaster. In 1915 it was moved three miles down Laurel to William Compton's store at the mouth of Bakers Fork (shown on most contemporary maps as Baker Branch), 11 ¼ miles north of Hindman. In this vicinity it remained till it closed on April 30, 1988.

Then there was ***Decoy***, a community of scattered homes along both head forks of Quicksand, centering on a two room school which straddles the Breathitt County line. Though this area was first settled around 1809 by the Virginians George and Elizabeth Briggs

Sheperd). Precisely where he first maintained the office is not known, but it was probably near his home, just above the mouth of Kates Branch of Quicksand, some three miles within Breathitt County. In early 1908, Shepperd petitioned for a site change three miles southeast to the Knott County line, at the forks of Quicksand, to serve a village of some twenty-five families. James Stacy then became postmaster.

According to Lionel Duff, longtime local school teacher, Shepperd was the hero of a most unusual place naming account. His goal of intellectual self-improvement included the systematic study of a mail order dictionary. Therein, one day, he came across the word "decoy," meaning to entrap, and was shortly able to apply this concept when he successfully set a trap for his unfaithful wife and her lover. He was later to say to his neighbors that he had decoyed them. When it came time to establish a post office in the community, Henry was asked to be the postmaster and he requested the office be named ***Decoy*** for the word had much significance to him.[22] From 1912 till it was suspended on January 25, 1990, the ***Decoy*** post office occupied sites half a mile up Middle Fork (at the mouth of Millstone Branch) and at the lower end of Laurel, in the vicinity of its two room school, eighteen miles north-northwest of Hindman.

Post Offices in Knott County's Troublesome Creek Valleys: Balls Fork

The main stream of Troublesome Creek (see above) which joins the North Fork at Haddix in Breathitt County begins at Hindman where its two head forks – Left and Right – meet. Its first major Knott County branch is the 19 ½ mile long Balls Fork, which heads 2 ½ air miles southwest of Mousie and joins Troublesome just above the Ary post office in Parry County. (Balls Fork of Troublesome is not to be confused with Balls Branch of Jones Fork at whose mouth is the Mousie post office. Whence either Balls is not known; no families of this name are recorded in Knott or Perry County. A slim possibility for Balls Fork, at least, rests in the tale of the bald eagle once killed by hunters at its mouth.)

The first of the six Balls Fork post offices was William G. Grigsby's ***Balls Fork*** that operated from September 1879 through December 1881. This was seven miles up the Fork from Troublesome, just above the first site of Talcum.

Any one of three subsequent Balls Fork valley post offices would have been called ***Ball*** if the first choice of their postmaster-designates had been taken. But they weren't.

Instead of ***Ball***, the office at the mouth of Trace Branch, 4 ½ miles north of Hindman, has been ***Vest***. This was established by William Grigsby on January 31, 1886, and is said to have been named for the postal official sent to validate its need and who stayed to assist in its opening. (But postal historians have no record of such a person in the Department's employ.) It continues to serve a store, crafts center, and consolidated elementary school.

The next ***Ball*** was replaced by ***Talcum***, established by Levi Collins on February 25, 1903. It closed in February 1913 but was reopened by Mrs. Ida Francis on April 21, 1917 at its first site by the mouth of Cut-off Branch of Balls, seven miles below Vest. It was then moved several times in that vicinity but was later relocated 3 ½ miles down the Fork at a site less than one fourth of a mile from the Perry County line where it officially closed in 1994. The late area historian Tom Sutton thought that its name had to do with cosmetic face powder but had no idea why or how. No other apparent derivation has been found.

At the foot of its name source was ***Yellow Mountain***. From March 30, 1909 to 1951 it was nearly half a mile up Mill Branch of Balls, 3 ½ miles above (east of) Vest. Reece F. Bolen and his wife Louelzia were its first postmasters.

The third ***Ball***, some three miles above Yellow Mountain, was established on May 4, 1926 by Sarah Triplett Slone in her home above the mouth of Wiley Branch. But instead of ***Ball*** it was named ***Soft Shell*** for her church. This name, for years, had been popularly applied to the Regular Baptists to distinguish them from the Hard Shell or Primitive Baptists (see above). The office closed in 1983.

To distinguish the many branches of the Combs family on Troublesome and other North Fork creeks, several were given nicknames. One of these, the "Bear" Combs, gave their name to the most recent of the Balls post offices. Mrs. Lucinda Combs, ***Bearville's*** first postmaster, established it in 1952, 1 ½ miles up the Big Branch of Balls at a site now just north of the fourlane (new Ky 80), six miles west-northwest of Hindman. It closed in 1984.

Post Offices On And Off Troublesome's Main Knott County Stream

The earliest of the main Troublesome post offices is the still active ***Emmalena*** [ehm/a/leen/a]. This serves a hamlet with store, consolidated school, and church camp on Ky 550 (old 80), 8 ½ miles below (west of) Hindman. Its area was first settled and owned by Jeremiah (Long Jerry) Combs, and, by the time the office was established on October 5, 1894, it was already serving a population of some 300. It was named for Emma Thurman, the wife of an itinerant school teacher who had applied for the office, and Long Jerry's great granddaughter Orlena Combs (Mrs. Robert) Morgan (1873-1967), the local storekeeper and first postmaster. Morgan descendants have been running the post office ever since.

The next post office was the short-lived (October 31, 1898 to late August 1899) and virtually unheard of ***Mink*** which served Silas E. Boggs' country store three miles above Emmalena. (It may have been just below the mouth of Lick Branch.) Postmaster-designate Boggs' first name preference was ***Boggs***. Whence ***Mink*** is not known.

The 5 and ¾ mile long Clear Creek, Troublesome's first major Knott County branch, was served by the ***Ritchie*** post office. It was named for the descendants of pioneers Crockett and Susan Ritchie who had settled at the creek's mouth, and was established three miles up the creek on January 12, 1900 with Abbie Ritchie, the first postmaster. Other Ritchies then operated it at several thickly populated sites down the creek till it closed in 1974, 2 ½ miles from Troublesome and 5 ¼ miles southwest of Emmalena.

The ***Tina*** [ta:/na] post office occupied at least ten sites on the 4 ½ mile long Montgomery Creek which joins Troublesome a mile above (east of) Emmalena. It was first established by Wiley A. Combs on November 10, 1905, 2 ½ miles up Montgomery, and named for Clementina (Tina) (1859-1909), the wife of John Wesley Combs, who was born at the mouth of the creek, but lived on Irishman Creek, and in the 1870s served Perry County in the state senate.[23] In 1910 the ***Tina*** post office was moved a mile down the creek but closed in January 1914. It was re-established on September 4, 1920 with Elvira Everage, postmaster, and with subsequent Everages moved to other locations on that stream. In October 1978, at its last site 3 ½ miles up Montgomery, and 4 ½ miles northeast of Emmalena, it fell victim to the new fourlane (Ky 80) and closed.

The hamlet and active post office of ***Fisty*** has been at the mouth of Clear Creek, one mile from the Perry County line and three miles below Emmalena, since its establishment on August 18, 1906. As noted above, the proliferation of Combses in that section of the county led to their being distinguished by nicknames. One branch of the family was named for "Fisty Sam" who, according to local tradition, suggested that the new office be named for him. Margaret and Joseph R. Ritchie were the first postmasters.[24]

Yet another family of Combses has given us the ***Carrie*** post office on Troublesome, midway between Hindman and Emmalena. Carrie (nee Combs ca. 1876) was the wife of the first postmaster Henry Combs who established the office on February 6, 1912.

Post Offices on Troublesome's Left Fork

The six mile long Left Fork joins the Right Fork in downtown Hindman to form Troublesome's main channel. Two post offices continue to serve this valley's residents.

Leburn [lee/bun], with Minta Pratt, its first postmaster, was established on July 26, 1908 at the mouth of Mill Creek, 2 ½ miles above (northeast of) Hindman. Sometime before 1911, according to then contemporary maps, it was moved 0.4 miles west to its present location at the mouth of Possumtrot Branch. ***Leburn's*** name derivation is not known. There were no Knott families of this name, but some area people recall hearing that name as a late nineteenth century male given name.

Though Mollie Gayhart's first name preferences were ***Farley*** and ***Mollie***, the name she actually gave to her post office was ***Garner***. From its opening in early 1936 to the present it has been at the mouth of Watts Creek, two miles above Leburn. It was named for John Nance Garner (1868-1967), the Texas-born U.S. vice president from 1933 to 1941.

Post Offices on Troublesome's Right Fork

Three post offices have served residents of Troublesome's 6 ¼ mile long Right Fork. The first, ***Brinkley***, was established on September 29, 1892 by Randolph Adams at the head of Trace Branch, some two miles south of Right Fork. In recent years, this has been the route of Ky 160, connecting Hindman with the settlements on Carr Fork. In 1913 this office was moved about a mile down Trace where it occupied several vicinity sites some four miles southeast of Hindman. It was suspended in June 1993. ***Brinkley*** is a family name in many parts of the country,[25] but no such families lived in Knott County at the turn of the twentieth century, and thus we can't account for the name's application here.

The active post office of ***Mallie*** has occupied several sites at the head of Right Fork, in the vicinity of Reynolds Fork and the present Ky 899, which connects it with Pippa Passes and the other settlements in the Caney Valley.[26] It was opened by Thomas J. Craft on April 24, 1895 to serve a store and flour mill five miles above (southeast of) Hindman. We can't account for this name either. It was not named, as many believe, for Craft's daughter who, according to Census records, was born in March 1897. Yet it's fairly certain to have been someone's given name.

Then there was ***Ivis*** [a:/v¶s], also inexplicably named, that operated on Right Fork from March 21, 1902 to 1956. It was opened by Laura A. Hammons just below the mouth of Trace Branch. In 1912 it was moved one third of a mile east to a point midway between Hindman and Mallie. In 1933 it was moved another three fourths of a mile east to its most recent site at the mouth of Calhoun Branch, 3 ½ miles above Hindman and 1 ½ miles below Mallie.

The Post Offices of Lotts Creek

Two post offices served the Knott County section of Lotts Creek (see above). ***Cordia*** was established on October 10, 1899 probably at the mouth of Coles Fork, just below Big Fork, and 2 ½ miles up Lotts Creek from the Perry County line. The first name proposed for it may have been ***Mason***, then in use in Grant County, but it was called ***Cordia*** instead for reasons as yet unknown. (It may have been named for the two-year-old sister of the first postmaster Cora Everidge, or for "Aunt" Cord [for Cordia] Combs [nee 1858], the second wife of "Uncle" Solomon Everidge, the inspiration for the founding of the Hindman Settlement School.) Years later, after the establishment (in 1933) of the Lotts Creek or Cordia Community School, the office was moved down the creek to a site below the school and only three fourths of a mile from Perry County. Here it closed in 1957.

The other Lotts Creek post office ***Elic*** was at two sites, half a mile apart, on what is now Youngs Creek. It began at the mouth of Kelly Fork, three miles above Cordia's first site, on August 4, 1908. First postmaster Adeline Young (who married a Dobson in 1910), named it for her father Alexander Young who was called "Elic." It closed in 1934.

Post Offices in the Carr Fork Valleys: Yellow Creek

Knott County's lowest Carr Fork tributary is the three mile long Yellow Creek. In addition to Sassafras, now at its mouth on the Perry County line (see above), Yellow Creek had three other post offices. The first, ***Yellow Creek*** [yehla Kreek], for the stream, operated only from October 9, 1909 through 1911. With George E. Francis, its only postmaster, it was at the head of the creek, two road miles east of Elic. (The stream, incidentally, had its name at least by the 1840s for it's mentioned on an old Perry County tax list, and may have referred to the then perceived color of its water.)[27]

The post office of ***Anco*** [aen/koh] was established on October 6, 1922 two miles up the creek from Sassafras and served three area coal camps. One of these was operated by the Knott County Coal Corporation whose foreman Anderson Combs ran the local store and was the first postmaster and its name source. The office closed in 1987.

On May 22, 1929 another of the camps served by ***Anco***, midway between Anco and Sassafras, got its own post office. It was called ***Wiscoal*** for the Wisconsin Coal Company that operated it, and Edward H. Griffith was its first postmaster. It closed in 1953 when the company closed its local mine.

Post Offices On Carr Fork's Main Stream

Seventeen post offices served Carr's main valley. The earliest was ***Buncombe*** which, from October 3, 1888 through August 1904, served a fair sized village just above (east of) the mouth of Betty Troublesome Creek, eight miles south-southeast of Hindman.

Though his first preference was ***Melvin***, the first postmaster Samuel Combs, a furniture maker, probably named it for the western North Carolina county.

Dillon was the first of three Carr Fork post offices established in November 1897. Hubbard Francis, its first postmaster, began it on the sixteenth of that month two miles aThough his first preference was ***Melvin***, the first postmaster Samuel Combs, a furniture maker, probably named it for the western North Carolina county.

Dillon was the first of three Carr Fork post offices established in November 1897. Hubbard Francis, its first postmaster, began it on the sixteenth of that monthbove Buncombe (perhaps at the mouth of Steer Fork). In 1900 it was moved half a mile north, and closed in November 1905. Though in the late nineteenth century several Dillon families lived in Floyd County, none were then known in Knott County.

Dillon was the forerunner of the ***Spider*** post office, established on April 21, 1910 by John Banks at the mouth of Smith Branch. In 1934 Mary Pratt had ***Spider*** moved to the mouth of Steer Fork. Thelma B. Richardson became the postmaster in December 1944, but by the summer of 1949 she too had it just below the mouth of Steer where it closed for good in September 1957. Several possible derivations of ***Spider's*** name have been offered. One story is that two names were submitted to the Post Office Department – ***Cricket*** and ***Spider*** – and ***Spider*** was selected. Another recalls one Walter "Spider" Pigman (ne 1887), the son of William and Elizabeth Pigman, who lived on nearby Betty Troublesome.[28] According to the third, as the stream on which it was first located approaches Carr, it "splits in four or five different directions" like a spider whose legs radiate from a single point.[29]

From 1966, when construction began on the Carr Fork Dam, till 1976, when the 710 acre Carr Fork Lake impoundment was completed, the Carr Valley lost some 500 families and the sites of several of its longtime post offices.[30] The earliest of these offices was ***Cody***.

Named for the family of William P. Cody who had acquired land on Little Carr in the early 1830s, the ***Cody*** post office was established on November 18, 1897 with Shade Smith, postmaster. It was probably first located around the site of the later ***Dirk-Carr Creek*** post office. In 1900 it was moved 1 ¼ miles down the creek to the mouth of Breeding and Defeated Creeks (at the junction of Ky 15 and 160), eleven miles south of Hindman, where, after at least half a dozen short distance moves, it closed in 1972.

From November 10, 1905 through July 1913 Henry and John Blair operated the ***Theodore*** post office, probably at the head of Blair Branch of Defeated Creek, three miles south of Cody. According to John's Site Location Report, it was then serving a village of some 250 residents. Its name source could have been then U.S. President Theodore Roosevelt, for no other derivation has been offered.

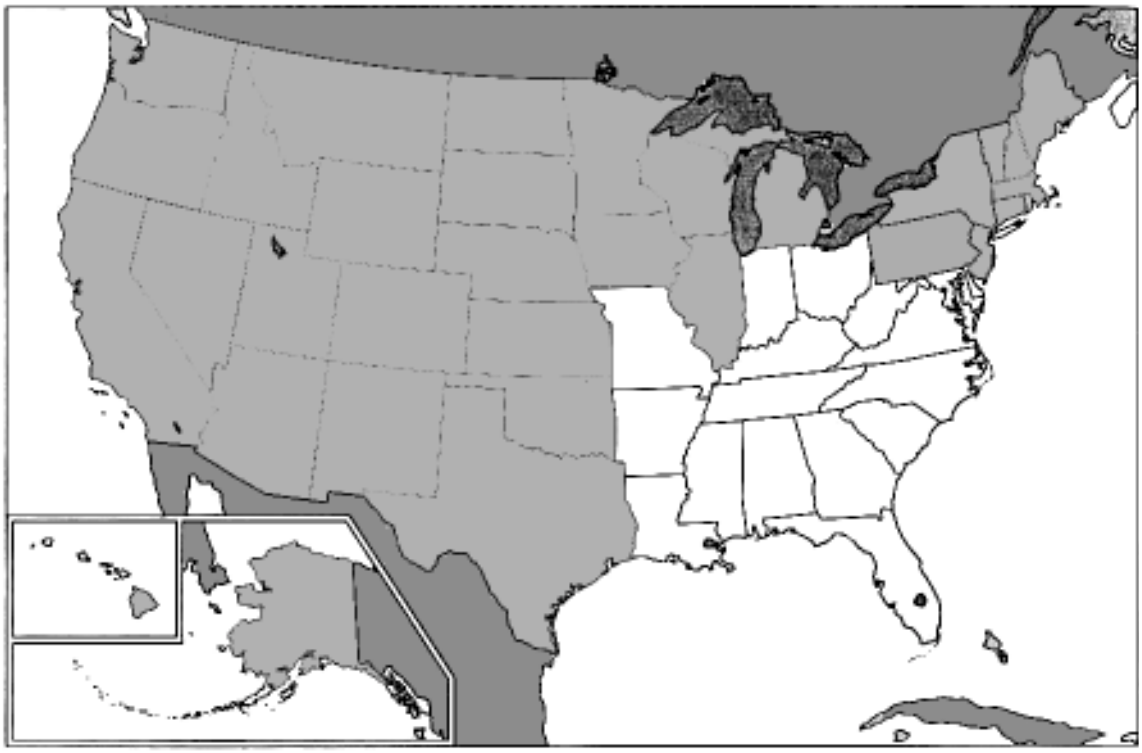
Smithsboro was another office now in the Carr Fork Lake. Established on October 15, 1901, with George Francis, postmaster, it was probably at the mouth of Smith Branch, nearly two miles below Cody. It was named for the brothers Jeremiah and Thomas Smith, local landowning sons of William (ne 1795) and Millie (Combs) Smith, early Carr residents and the name source of the branch. In early 1903 Granville Smith had the office moved down Carr to a site below the mouth of Irishman Creek. Several moves later brought it back to the mouth of Little Smith, just west of its original site, where it closed in August 1973.

Each of the two Smith Branches that meet Carr Fork in the vicinity of the Smithsboro site had its own short-lived post office. Half a mile up Little Smith[31] was the ***Tana*** post office which George Washington Francis alone maintained between May 23, 1906 and mid-January 1908. Though he first proposed the name ***Vina*** for his wife Melvina (nee Smith in 1871), he called it ***Tana*** instead. Whence ***Tana*** is not known.

From August 4, 1906 through March 1912, the storekeeper Sylvester Jent (ne 1869) maintained the ***Jent*** post office one mile up Smith Branch. He had first suggested the name ***Cinda*** for his wife Lucinda.

The third victim of the Carr Fork impoundment was the ***Dirk-Carr Creek*** post office. ***Dirk*** was established on December 22, 1905 by Ida Francis whose first name choice was ***Bell***. This office, she said in her Site Location Report, was to serve a locality called ***Bell*** five miles north of Cody, by then at the mouth of Breeding Creek. ***Dirk*** is believed to be the nickname of one of the many Francises then living in that section of the Carr valley. Two years later Mrs. Francis had the office moved a mile and a half down the fork to a point three miles north of Cody. By 1913 it had arrived just above the mouth of Carr Fork's Deerlick Branch.

(to be continued)



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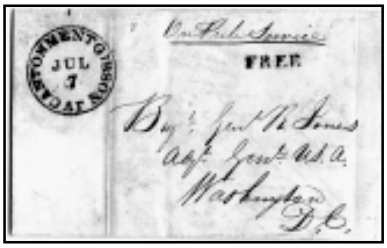

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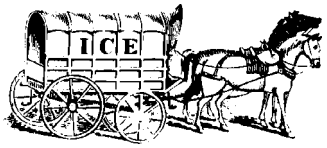

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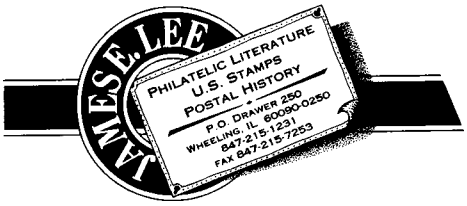

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OHIO-HOLES & COSHOCTON counties. All Postal History, DPOs. Especially want Berlin S/L and CDS on folded letters, Baddow Pass, Clark(s), DeWitts Ridge, Dino, Doughty, Drake's, Humphreysville, Jones Corners, Killbuck, Manning, Morgan Settlement, Mounthope, Palladium, Pictoria, Prairie, Salt Creek, Saltillo, Special, Tuttleville, Ward's and Winesburgh. Larry Neal, 8650 Twp Rd 79, Millersburg, OH 44654. Member APS, OPHS. [33-6]

NOTE:

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [32-5], MEANS AD WILL EXPIRE WITH THIS ISSUE.

AD DEADLINE FOR NEXT ISSUE:

November 20, 2001

E-MAIL US IF YOU INTEND TO RENEW YOUR AD & TIME IS SHORT FOR RENEWAL

TOWNS: WANTED

SOUTH DAKOTA Territorial and Statehood covers wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [33-4]

WACO VILLAGE, TEXAS. Interesting old Texas Covers - especially those from McLennan, Bosque & Coryell Counties. Jim Alexander, Box 21792, Waco, TX 76702-1792. jalexa5943@aol.com [33-2]

WEST POINT, NEW YORK covers -- stampless to 1890 -- wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 100, Chatsworth Island, NSW 2469 Australia [32-6].

WISCONSIN - WAUSAU (1850+) Would anyone have early covers, with special cancels on the letter? Looking for the octagon cancel which was used in 1870s to 1880s. Would you have any DPOs of Marathon County? Advise, with copy of cover or covers and price. APS Life Member. William Grosnick, Sr., 833 11th Avenue, Wausau, WI 54401[32-5]

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [32-5]

ADVERTISING COVERS: WANTED

URGENTLY NEEDED: Pre-1900 Philadelphia, PA advertising covers illustrated with buildings and street scenes. Also any paper memorabilia or postal history from the Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector ,750 S. Main Street, Suite 203, Phoenixville, PA 19460. [32-6]

LITERATURE: FOR SALE

THE AWARD-WINNING 240-page book of Wisconsin postal history - *Going For the Mail, A History of Door County Post Offices* -- is now at a special price: $13.00 postpaid from the author. Jim Hale, 5401 Raymond Road, Madison, WI 53711. [32-5]

LITERATURE: FOR SALE

NOW AVAILABLE: Post Offices and Early Postmasters of Virginia - $49; The Post Offices and Postmasters of Hawaii - $18; The Post Offices of Alabama to 1900 - $18; The Post Offices of Georgia - $18. Coming soon Post Offices of WV and SC. All available from the author, poastpaid: Richard E. Small, 14502 Oak Cluster Drive, Centrevillw, VA 20120. [33-4]

STOCK REDUCTION sale. Great books at great prices. Free price list. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116-1467. junostamps@aol.com[33-3]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings from any US city wanted. Especially interested in legible duplex and MOB markings. Send photocopies with firm price to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [33-4]

WANTED: POSTAL STATIONERY

WANTED: TO BUY, sell or trade, mint or used, US postally stamped cards. List availablke on request. Dick Borkowski, PO Box 118, Edgemont, PA 19028 [33-6]

POST OFFICE FORMS WANTED

HELD FOR POSTAGE -- US Post Office Forms #1543, #3540, #3548 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: dls@library.wustl.edu [32-5]

ADDRESS CORRECTION-- US Post Office Forms #3547, #3578, #3579 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: dls@library.wustl.edu [32-5]

WANTED: MISCELANY

EXPRESS COMPANY & Parcel Delivery Company covers, Corner-Cards, Labels and Stamps. Locals: Forgeries and Fantasies. William Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 E-mail: cds13@cornell.edu [32-5]

FOREIGN: WANTED

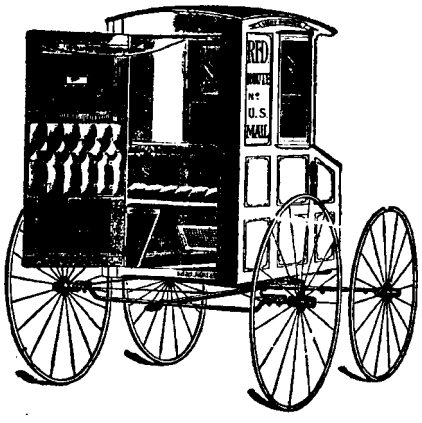
PRE-WWII commercial air covers mailed from one country to another country anywhere in the world. Particularly interested in iintercontinental mail, i.e, Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box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

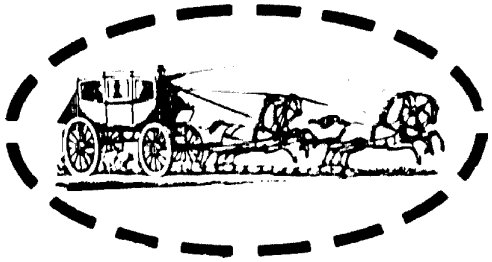
Let a La Posta Classified ad send your message to over 1,100 of North America's most energetic and interested postal history enthusiasts.As simple as 1, 2, 3!!!

1) Write down your ad on a slip of paper;

2)Count words excluding ZIP code and check the rate card on page 77 to find the cost & number of insertions, and

3) Send your ad along with a check to La Posta, 33470 Chinook Plaza, #216, Scappoose, OR 97056 and we'll do the rest.





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33470 Chinook Plaza, #216,
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email: helbock@la-posta.com

We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

LA POSTA is published six times a year and provides over 450 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just $20 per year, most of our readers consider us to be the best bargain in postal history today.

In addition to the journal, *La Posta* conducts regular mail auctions of postal history material submitted by our subscribers. These Subscribers' Auctions typically feature over 600 lots per sale and are mailed as separate booklets. They have proven extremely popular as a way for collectors to acquire moderately priced cards and covers and to dispose of their duplicate or unwanted material.

I hope you will find *La Posta* worthy of your support. If so, please take a moment to fill out the form below and send us a check in the amount of $20, or pay via credit card at *www.la-posta.com/journal.htm* to begin your subscription with our next issue.

Sincerely yours,

Richard W. Helbock,

Publisher

La Posta Publications
33470 Chinook Plaza, #216
Scappoose, OR 97056

Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the January 2002 issue. Enclosed is my check in the amount of $20.00.

Name: _____

Address: _____

City, State, ZIP: _____

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

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