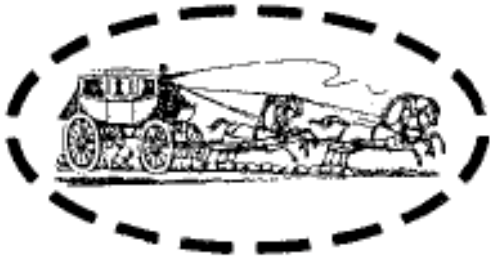

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover illustrates a U.S. Army cavalry man and his mount. It is intended to call attention to the resumption of Cath Clark's transcription of the William Carey Brown Correspondence. We publish herein the field notes of Lt. Brown from his campaigns in eastern Oregon from the summers of 1877 and 1878.

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PUBLISHER'S PAGE

Subscribers' Auction 69

Autumnal greetings, dear friends and readers, as you have undoubtedly noticed, the August-September issue has been packaged with the catalog for our 69th La Posta Subscribers' Auction. Since this is our first subscribers' auction this year and this issue is reaching quite a few new readers, it seems appropriate to address a few remarks to the subject.

History

La Posta began offering our subscribers this service way back in the dark days of history before Ebay and the Internet. At the time, there were very few options available for collectors to sell their duplicate and unwanted postal history items with market values less than about $50; i.e., the overwhelming majority of cards and covers in our collections. The larger auction houses found this low-value material inappropriate for their sales unless it was bulk lotted and the very dealers who had specialized in low-end auctions during the 1970s and 80s had recently retired from the business.

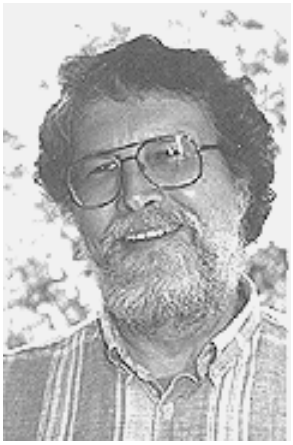
La Posta Subscribers' Auctions proved popular with our readers almost from the beginning, and at times in the late 80s and early 90s, I wondered if the Subscribers' Auction "tail" had begun to wag the *La Posta* journal "dog." We typically offered five or six auctions every year, and they gradually increased in size to number about a thousand lots per sale.

In the mid-90s Jim Mehrer of Rock Island, Illinois, began participating in the under $50 per lot auction market and in the late 90s Ebay and the other on-line auctions began to make their presence felt. As a result, today's collectors have several different outlets available to them through which they can market their duplicates and other unwanted postal history items. A few *La Posta* subscribers, however, still elect to consign material to Subscribers' Auctions, and the result of such consignments over the past year is Auction Number 69.

Consigning

Our current plans call for continuing to conduct Subscribers' Auctions just as long as subscribers keep sending us sufficient material to assemble an auction. We have relaxed our earlier long-standing rule limiting consignments to just 20 lots in order to achieve the 600 lots needed to fill an auction. We currently accept consignments of unlimited size, provided the consignor believes each item meets our minimum $3 lot value and is willing to ship the material via airmail or express post direct to us in Australia. A consignment of 30-40 covers mailed USPS Global Priority will cost $9.00. Interested consignors are urged to write, call or email for suggestions on shipping before making any large consignments.

Bidding



All *La Posta* subscribers are eligible and encouraged to bid on lots in the Subscribers' Auctions. Auction catalogs are shipping to each and every subscriber with a bid sheet on the back cover. Bids may be submitted on this, or any other piece of paper by mail as long as they **are postmarked on or before** the **Mail Closing Date**. The Mail Closing Date for Auction No. 69 is October 25, 2002, about two weekd before the phone & e-mail closing. The differential closing date is to permit mail bids to reach us here in Australia approximately the same time that e-mail and telephone bidding is concluded. That way winning bidders can receive their lots in a timely manner without waiting an additional two weeks after the sale concludes.

Lots are also listed on the *La Posta* website: http://www.la-posta.com/subauc69.htm. Many more lots are illustrated in full color on this site than are pictured in the paper catalog and bidders are encouraged to submit bids via email to helbock@la-posta.com throughout the sale. E-mail and telephone bids are accepted until 10PM Pacific on Sunday, November 10th.

Opening bids on each lot will be posted to the *La Posta* website beginning about November 1st and these will be updated several times during the final week of the auction. In addition, bidders may obtain opening bids on lots during the final week of the sale by telephoning 011-612-6645-1829 between the hours of 5PM—1AM (US Eastern Standard Time) or 3PM–10PM (US PST).

Winning bids will also be posted to the *La Posta* website within a few days after the e-mail and telephone closing date. Winning bidders with whom previous auction activity has been conducted should receive their lots and an invoice approximately two weeks after the closing. Payment may be made by personal checks drawn on a US bank, or by credit card using the Pay Pal feature on the *La Posta* website. Winning bidders who are unfamiliar, or new to our auctions, will receive an invoice requesting payment before lots are shipped.

Scans and photocopies are available upon request for most auction lots. Scans will be provided free of charge, but we request $1 for photocopies of up to ten lots to cover postage costs. Please limit both scan and photocopy requests to a maximum of twenty lots. Both Cath and I want to do whatever we can to facilitate your participation in the Subscribers' Auction. Recognizing the

time delays entailed in international airmail communications, bidders are urged to make requests either by e-mail or telephone calls.

Richard W. Helbock

Solomon Islands to Issue Guadalcanal Campaign Medal of Honor Stamps

On August 7, 1942, the U.S. Marines landed on Guadalcanal, marking the beginning of the momentous struggle that ended in victory on February 9, 1943, when the Japanese withdrew from the island. To mark the 60th anniversary of the Guadalcanal campaign, the Solomon Islands will be issuing a special set of stamps on 7 August featuring the 20 Medal of Honor recipients. The recipients included 11 Marines, one Coast Guardsman, five members of the U.S. Navy and three members of the U.S. Army.

As it was impossible to issue 20 stamps for the occasion, four MOH recipients were selected as being representative of the group: one infantryman, one airman, one coastguardsman and one sailor. They were Plat/Sgt. Mitchell Paige, USMC, Capt. Joseph J. Foss USMC, SigM1c Douglas A. Munro USCG and Rear Adm. Norman Scott, USN. The individual stamp rates (in Solomon Islands currency) are as follows:

Munro: SI $1.00 local internal rate
Foss: SI $1.90 Australia and New Zealand regions
Paige: SI $2.10 the USA and Japan
Scott: SI $2.10 UK and Europe
(airmail rate for 20 gm weight letters)

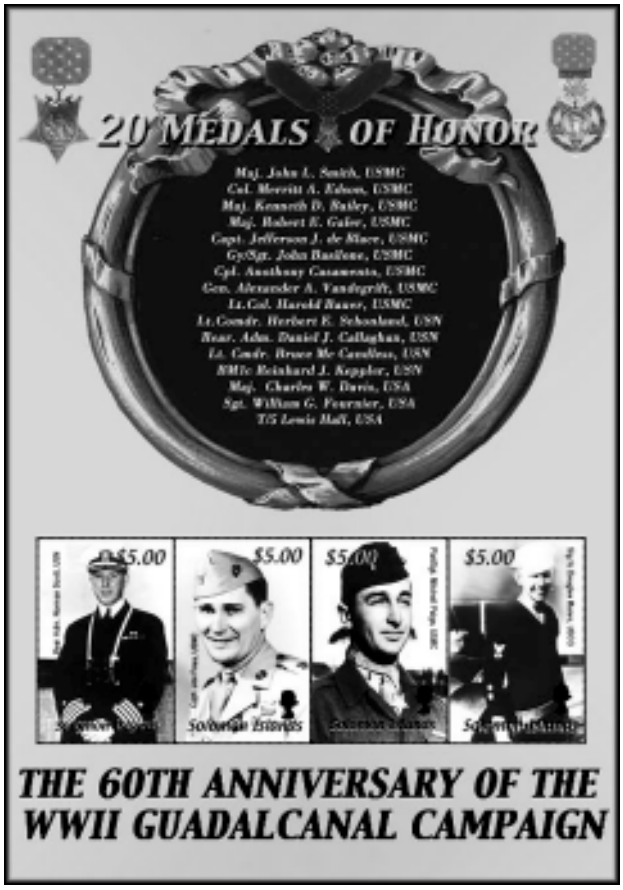
In addition to the four individual stamps there is a souvenir sheet of the four stamps with the names of the other 16 Medal of Honor awardees included inside a wreath. They were:

Maj. General Alexander A. Vandegrift, USMC
Col. Merritt A. Edson, USMC
Lt. Col. Harold W. Bauer, USMC
Maj., Kenneth D. Bailey, USMC
Maj. Robert E. Galer, USMC
Maj. John L. Smith, USMC
Capt. Jefferson deblanc, USMC
Gy/Sgt. John Basilone, USMC
Cpl. Anthoney Casamento, USMC
Rear Adm. Daniel J. Callaghan, USN
Lt. Cmdr. Bruce McCandless, USN
Lt. Cmdr. Herbert E. Schonland, USN
BM1c Reinhard J. Keppler, USN
Maj. Charles W. Davis, USA
Sgt. William G. Frounier, USA
T/5 Lewis Hall, USA

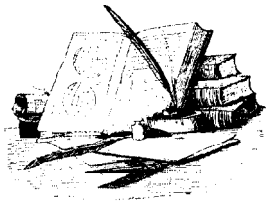
The stamps may be ordered from the Solomon Islands Postal Service, PO Box 1930, Honiara, Solomon Islands.

La Posta subscriber Stanley C. Jersey of Carlsbad, California, initiated a program for the Solomon Islands Philatelic Bureau to issue Medal of Honor stamps to commemorate the 60th Anniversary of the 1942 American landing on Tulagi and Guadalcanal. A veteran of Guadalcanal and a member of the U.S. Air Force, Mr. Jersey is a founding member of the Guadalcanal War Memorial Foundation. In 1992 he was instrumental in organizing the commemorative stamps that honored the Solomon Island's most celebrated citizen, U.S. Silver Star recipient Sir Jacob Charles Vouza, who distinguished himself as a scout for the 1st Marine Division during the Guadalcanal Campaign.

Jersey has written extensively on the history and postal history of the U.S. involvement in the Solomon Islands. His forthcoming book *Hell's Islands: A New Perspective on the Guadalcanal Campaign*, will further the documentation of U.S., Japanese, British, and Australian activities in the Solomons during World War II.



The souvenir sheet features the four individual stamps with the names of the other 16 Medal of Honor awardees included inside a wreath.



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Early Air Mail and Aviation in Southern California

Chapter VI: Aviation Comes of Age, 1930 to 1940

by Don L. Evans

Aviation, at the beginning of the Thirties, was poised on the brink of a rapid improvement in aviation and in the technologies to produce this advancement. The Great Depression slowed the progression to some extent, but aviation was still the darling of the public, and great interest was shown in every new speed and altitude record, or new development. Airlines merged and grew, until they formed a network of routes that served the entire country.

Figure 6-1 *The Lockheed Vega 5, shown in this illustration was one of the faster, early 1930s commercial airliners. This particular aircraft, No. 251, was the personal aircraft of the Transcontinental and Western Air, vice-president, Jack Frye. Note the addition of an engine cowl and streamlined pants over the wheels, an early development that increased speed and engine cooling substantially. Insignia shows the old Western Air Express, Indian warbonnet, and the nose carries the words, Transcontinental and Western Air, Inc. Below the cockpit is "U. S. Mail, AM 34," denoting the CAM (Contract Air Mail) route. (courtesy Philip S. Docktor)*

Figure 6-1, Shows a Lockheed aircraft, warming up at the ramp at Grand Central Airport. This small airliner could carry six passengers and a load of mail. Although its passenger carrying capability was limited, it was a favorite of the flying public because of its speed and comfort. Emblazoned on the side is the Western Air, Indian head logo, and the words, Transcontinental and Western Air, Inc. Below the cockpit is "U. S. Mail, AM 34,"denoting the CAM (Contract Air Mail) route.

Aerophilatelists had a field day, and produced a multitude of commemorative covers and cachets. The Post Office Department, to publicize airmail, encouraged these efforts, and gave advanced notice of official air mail activity. Collectors formed clubs whose newsletters informed members about every new attempt to establish a record or aviation event in sufficient time to prepare mail to be flown, or just to be cancelled on the date of the event. Newspapers carried advanced notices of these up-coming events. Tens of thousands of interesting covers produced during the period exist today, and no development has ever been more completely documented by postal artifacts than the 1930-1940 aviation era.

New or extended airmail routes were being introduced by a number of airlines. The initial flights of these routes were avidly commemorated by the philatelic community, and a new collecting specialty devoted to these first flights came into being.

Figure 6-2 illustrates the first flight of the extension of CAM Route 8 to San Diego. Pacific Air Transport, which was the contractor for CAM 8 had been increasing its service whenever possible to include adjacent cities along its original 1926 route between Los Angeles and Seattle

The first flight to San Diego was piloted by E.L Remelin on July 1, 1930. A special cachet was provided by the POD, and was affixed at the San Diego destination. 278 pounds of mail were carried on the initial flight.

The extension to San Diego was authorized by the Post Office Department despite the fact that Western Airlines was operating their CAM 4 to San Diego concurrently. The POD wanted to encourage compe-

This chapter concludes Don Evans' outstanding series on the early history of air mail and aviation in southern California. It is a lengthy chapter and will be published in two parts. Chapter V appeared in Whole No. 191 (Oct-Nov 2001).

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Figure 6-2 *Cover flown on the inaugural flight for the extension of the Los Angeles-Seattle, CAM 8, to include San Diego. The route was operated by Pacific Air Transport (soon to become a part of United Air Lines). Winged cachet, denoting first flight, provided by the POD. Circular, first day cachet in purple, origin unknown. Postmarked at Los Angeles, July 1, 1930. Piloted by E.L. Remelin who carried 278 pounds of mail on the initial flight. Addressed to General Delivery at San Diego, the cover is stamped with a magenta. "JUL 18 1930," to record the date of receipt by the addressee.*

tition, and when a route had sufficient business to support additional service, contracts were let to competing companies.

On July 15, 1930, Pacific Air Transport inaugurated a limited night service between Seattle and Portland. The illustrated cover in *Figure 6-3* was mailed in Los Angeles with a destination of Portland, Oregon. To acquire a commemorative cover, Robert W. Meinhoff, an ardent aerophilatelist, evidently routed his cover via Rock Springs, Wyoming, as attested by an August 18th back stamp. His effort was in vain. For the cover was postmarked at Los Angeles on August 16th, a day after the first night flight. However, he did manage to get a cachet on the cover, applied by Pacific Air Transport and signed by J. R. Cunningham, one of their pilots.

One of the most compelling forces in aviation at the beginning of 1930 was Walter Folger Brown, President Hoover's Postmaster General. He was convinced that the future of aviation passenger service and airmail resided in the formation of a limited number of large, financial secure and well-equipped airlines.

Mail subsidies were necessary for the financial success of the dozens of small airlines that were then carrying the nation's mail, but few passengers. This made the airlines dependent on the government's selection of airmail contractors. Passenger revenue did

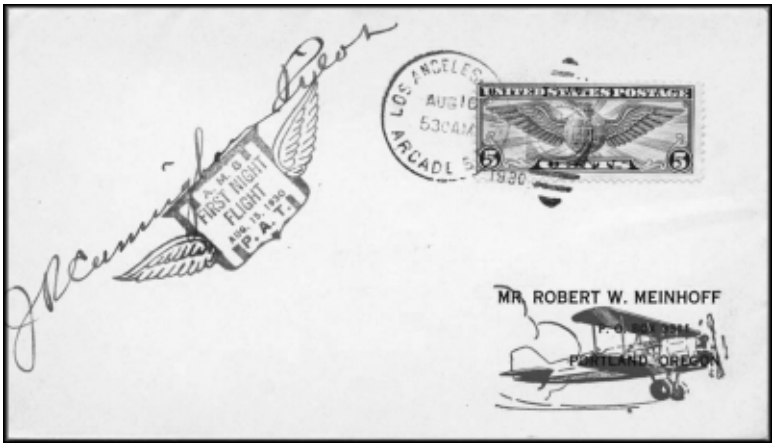

Figure 6-3 *Cover mailed from Los Angeles to Portland, Oregon, on August 16, 1930. Carries maroon, winged cachet, provided by the contractor, Pacific Air Transport, to mark the first scheduled, night service between Seattle and Portland. The sender used a printed addressed envelope with an attractive, red bi-plane logo in the address section. The actual date of the first service was August 15th, so this cover does not qualify as a first day usage. It was routed through Rock Springs Wyoming, as shown by a transit marking on the reverse, dated August 18, 1930. Cover signed by J.R. Cunningham, a P.A.T. pilot. The circumstances behind this unusual routing are unknown*

not equal income from mail contracts until 1935. Without Brown's influence, it is unlikely that passenger service would have matured until much later.

One problem with the current airmail contracts was that mail was paid for on the basis of weight. This resulted in a cost to the government in many cases where the subsidy exceeded the amount of the postage. This was another of the inefficiencies that Brown wanted corrected.

Another was the proliferation of small operators resulting in many vying for lucrative routes and few, if any, flying the less populous routes. Lack of capital also could reduce a small airline's safety and efficiency. Brown wanted to insure that as much of the populace as possible would have access to airlines and safe transportation.

The normal procedure to select contractors was by competitive bids, with the contract being awarded to the lowest competent bidder. Brown thought that this did not result in the most efficient and effective network for airmail distribution, and for the carrying of passengers. He lobbied for more power to control the selection, and on April 29, 1930, the McNary-Watres Act was passed by Congress. This bill essentially gave the Postmaster General complete control over the selection of allowed bidders for the government airmail contracts.

Brown was now in position to effect the changes that he deemed necessary for the good of the airline industry and the country.

He forced the amalgamation of many of the smaller successful airlines into four competitive giant airlines that would serve the United States. The individual airlines were not all happy with this situation, but they had little option if they wanted airmail contracts. The transcontinental routes between the east and west coasts were divided into a northern route, flying from New York to San Francisco via Omaha, a central route from New York to Los Angeles via St. Louis and Kansas City, and a southern route from New York to Los Angeles via Dallas. A fourth major route was established along the east coast to handle the high density traffic between the eastern cities.

Although United was already operating a coast-to-coast route, Brown during meetings in his office with the heads of the major operators, outlined his vision of three competing transcontinental airlines plus an airline that would handle the eastern coast traffic. These meetings were later to be called the "Spoils Conferences," and led to some unfortunate results.

The northern route was to be given to United Air Lines, which was flying this route from San Francisco to New York City, Eastern, to service the east coast, Transcontinental, to fly the central route between New York and Los Angeles via Kansas City, and American, to fly the route between New York and Los Angeles via Dallas.

Consolidations and takeovers were common in the late 20's as airlines sought to increase their sizes and routes serviced. Brown expedited this process and practically decreed the winners in this contest.

Boeing Air Transport, which had previously absorbed Pacific Air Transport, and Varney Air Service in the northwest, acquired National Air Transport, which had the lucrative route from Chicago to New York, renamed itself as United Air Lines, and became the first fully transcontinental airline. Postmaster General Brown had his first super airline for the northern transcontinental route.

Transcontinental Air Lines, which was Brown's choice for the central route, was not qualified at first to bid because of a lack of night flying experience. This problem was solved when Brown insisted that Western Airlines, Southern California's pride and joy, sell out to Transcontinental. Western had logged more nighttime flying hours, and carried more mail than any other airline at that point.

Harris (Pop) Hanshue, president of Western, waged a hard and contentious battle to preserve his line's independence, but faced with the loss of all of his mail contracts, had to capitulate, and Transcontinental Airways became Transcontinental and Western Air.

This was blow to the pride of Southern Californians who had helped nurture Western, which was then carrying 40% of the nation's total airmail, into becoming the most profitable air line in the United States.

On October 25, 1930, the inaugural flights on the Central Transcontinental route CAM 34, were flown. Because the airway was not fully lighted for night flying, the initial flights required an overnight stopover at Kansas City in both directions. A number of distinctive circular cachets for different cities on the route were designed and furnished by the POD. *Figure 6-4* illustrates a cover with one of these first flight cachets from Los Angeles. Flown by Transcontinen-

Figure 6-4 *First Flight cover for the new CAM 34 route from Los Angeles to New York. This cover carries a POD supplied cachet showing a mail plane flying over Los Angeles with the setting sun and Pacific Ocean in the background. Different scenes were provided for each of the cities on the route. Postmarked at Los Angeles on October 25, 1930. Flown by Transcontinental and Western Air from Los Angeles to St. Louis by pilot, L. Nelson. The aircraft carried 270 pounds of mail on the initial leg of the flight. Reverse shows a purple General Delivery Section receiving mark, dated October 26.*

tal and Western Air from Los Angeles to St. Louis, with pilot L. Nelson at the controls, it carried 270 pounds of mail on the initial leg of the flight.

Figure 6-5 illustrates another CAM 34, first flight cover, with private cachets applied by the Pasadena Chamber of Commerce. Although it is postmarked a day earlier, 11 PM, October 24, 1930 at Pasadena, California, it was most likely delivered to Grand Central Airport for the early departure of the first CAM 34 flight from Los Angeles on the following morning. Addressed to himself at General Delivery in Philadelphia, with a return address to himself at Pasadena, this cover illustrates a aerophilatelist's procedure to provide for return of a desired cover. Evidently, some arrangement had been made with the Philadelphia post office to return the cover in a separate envelope.

Figure 6-6 shows a first flight cover for the new CAM 33, dated October 15, 1930. Flown by Southern Air Fast Express (SAFE). The new route extended from Los Angeles to Atlanta, but since it was not completely equipped for night flying, an overnight stopover at either Fort Worth or Dallas was required. CAM 33 was the new Southern Transcontinental route.

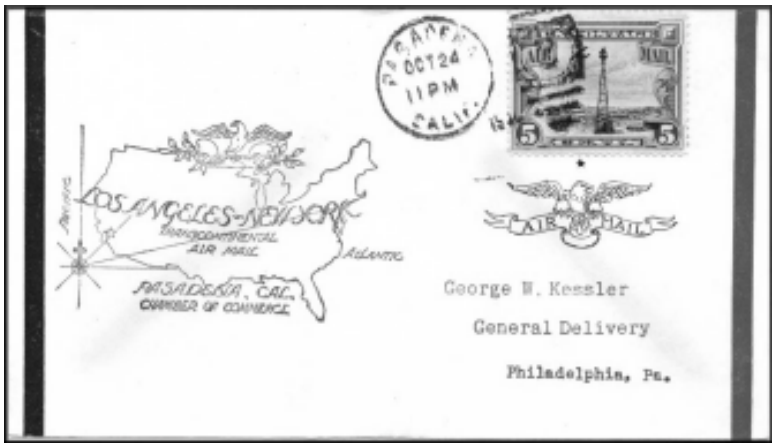

Figure 6-5 *Los Angeles to New York, CAM 34 first flight cover, with a destination at Philadelphia. Postmarked at 11:00 PM, October 24, 1930 at Pasadena, California, the day before the first flight. Cachet furnished by the Pasadena Chamber of Commerce. Cover was dispatched to Los Angeles in time for inclusion on the October 25th first flight. Fancy, and unusual air mail envelope features a blue, eagle emblem, with blue and red vertical stripes at the sides of the cover.*

American Airways, which later absorbed the smaller Southern Air Fast Express and Delta Air operations, became the selectee for the southern route. Both SAFE and Delta fought the take-over by American. Delta was a former crop dusting enterprise that had grown to carrying mail and passengers between Birmingham and Dallas, and SAFE had the route from Dallas to the west coast. Delta was disqualified from bidding because of a lack of night-flying experience, and SAFE was acquired by making its owner, Erle Halliburton, an offer he could not refuse, twice what it was worth.

Figure 6-6 *CAM 33 began service from Los Angeles to New York via Dallas and Atlanta, along the new Southern Transcontinental Air Mail Route. Mail on this flight was flown by Southern Air Fast Express (soon to be bought by American Airways). 229 pounds of mail were carried on the initial leg, piloted by J.W. Martin. Cover was mailed at Los Angeles on October 15, 1930. The Post Office Department furnished the Los Angeles first day cachet depicting a mail plane flying over the mountains with the sun setting in the background. Like CAM 34, different designs were provided for the first flight originating from each major city en route.*

The mail routes continued to expand and proliferate, and the airlines changed to accommodate the new routes. *Figure 6-7* illustrates the opening of a change to CAM 33. The route had added a direct flight from Los Angeles to New Orleans. The cachet was probably provided by American Airways. Hap Russell signed the cover as the pilot for the inaugural flight.

In the east, Eastern had acquired some of the smaller routes and was Brown's selected bidder for the north to south coastal route. One of Eastern's competitors, Luddington Airlines linked New York and Washington, carrying passengers only. It was the only financially successful passenger-only airline in the country at that time. When the bids were opened, Luddington's bid was one-third the cost of Eastern's, but Brown rejected the bid, and awarded the contract to Eastern. His position was that small airlines with very lucrative routes and limited service, could always underbid a large airline that could be forced to extend service to less-profitable communities. This action resulted in later complaints and investigations and eventually the emergency Army flights of 1934.

Figure 6-7 *CAM 33 added a direct flight from Los Angeles to New Orleans on June 14, 1931. This first day cover, was addressed to Auburn, Maine, and postmarked at Los Angeles on the first day of service. The cover is signed by the pilot for the flight, Hap Russell. Large blue cachet provided by American Airways.*

Brown's vision was soon substantiated with airmail costs to the government decreasing by more than 50%, and larger and more efficient aircraft being developed and flown. However, the hopes and dreams of hundreds of small operators were left behind in the debris of consolidation.

In March of 1933, the administration of Franklin D. Roosevelt swept into power, and Folger was gone. An investigative reporter by the name of Fulton Lewis earlier had become aware of the Luddington/Eastern contract dispute, and proposed to his publisher, William Randolph Hearst, that he look into the matter. Hearst agreed, and by January 1932, the results were submitted to Hearst for approval, but were never published. In 1933, Hugo Black, a Senator who was investigating federal subsidies for transatlantic ship mail, read the report, and began his own investigation. Convinced that collusion had been a major factor in the awarding of contracts (the Supreme Court later affirmed Postmaster General Brown's right to make the awards), Black urged President Roosevelt to cancel the private airmail contracts, all of which he deemed to be fraudulent.

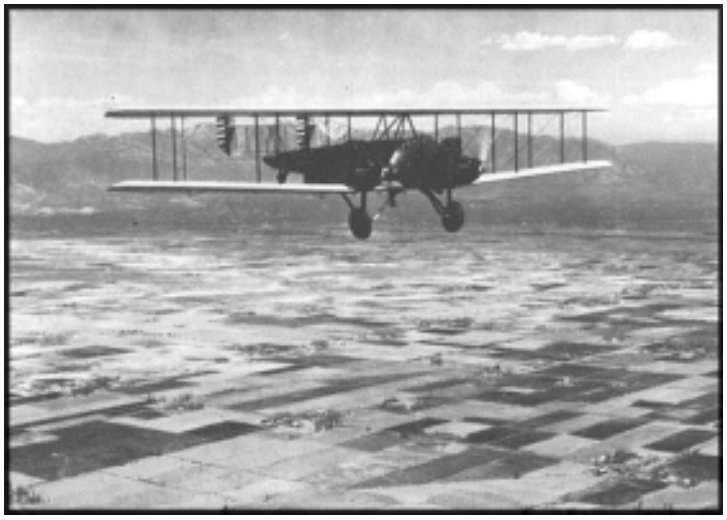

Figure 6-8 *Curtiss B-2 bomber, flying over the fertile valleys north of Los Angeles, with the Sierras in the background. This older bomber, capable of carrying a one-ton load, was ending its useful life in the Air Corps, but it provided a greatly needed service during the Army emergency flights by carrying the majority of the high volume southwest mail.*

Roosevelt did so, and on February 9,1934, peremptorily rescinded all of the air line mail contracts, and ordered the Army Air Corps to fly the mail, starting within 10 days. The Chief of the Army Air Corps, Major General Benjamin Fulois, had reassured him that the Air Corps could do it. This decision was to have fatal consequences,

The Air Corps did not have enough aircraft of the right type to carry the mail, the number of properly trained pilots was inadequate, and night flying and instrument flight was new to many of them. Little time was allowed for preparation, and in total, it was a recipe for disaster.

Fulois and his staff divided the country into three regions, Eastern, Central and Western, and limited the operation to 14 of the 26 routes that were currently being serviced. Two of the three transcontinental routes were discontinued, and service was only offered on the central route. The Army realized that their resources were too meager to handle more.

Captain Ira C. Eaker was commanding the San Diego-Los Angeles-Salt Lake City route, under the Western Division mail commander, Henry H. (Hap) Arnold. Arnold commented that the initial mail loads were many times what they had been led to expect, and "stamp collectors were mainly responsible."

Eaker, based at San Diego, recalled later that the planes he had available could only carry about 50 pounds of mail, and the load for the first day, February 19, 1934, was 1,400 pounds. He prevailed on Arnold to give him a bomber, and Arnold agreed, so most of this southwestern mail was flown in a Curtiss B-2 bomber that could carry two thousand pounds (*Figure 6-8*). Smaller aircraft supplemented the bomber on some trips. A problem still existed. Eaker was the only pilot in his command who could fly a twin-engined aircraft. He, consequently, flew every trip over the route for the first week. His pilots had a week to check out in a multi-engine bomber, and finally were able to support his effort. Eaker stated that during this time, he flew almost continuously, and only got out of his clothes to take a bath.

The new service got off to a creaky start. Three days before the service was to begin, Lieutenants Grenier and White, were flying a familiarization run in a Curtiss A-12 attack plane (see *Figure 6-9*) over the rugged terrain between Cheyenne and Salt Lake City. Getting caught in a snowstorm, they crashed into a mountainside, and both were killed. Another pilot on the same day, Lieutenant Eastham, stalled out and was killed while attempting a landing in a snowstorm at Jerome, Idaho.

Figure 6-9 *Curtiss A-12, state-of-the-art attack aircraft could carry 400 pounds of mail, and was used in the rugged northwest. Type of aircraft in which Lts. Grenier and White lost their lives in the early period of the Army emergency air mail operation.*

Figure 6-10 shows a souvenir cover flown by Lt. A Jackson on the first day of the service. The Air Corps continued to fly the mails for five months, and all cachets are reported to have been privately applied, usually for the first day of operation in each region. Because of the very short notice of the new service, philatelic and cacheted mail is relatively scarce. Most first day covers can be only identified by the time and date of postmarking and backstamps. Departing at 9:30 PM, on February 19, 1934, from Los Angeles, Lt. Jackson inaugurated the emergency service over the old CAM 4 route to Salt Lake City. It is surprising that this initial flight departed at night for Salt Lake City, considering the dangerous terrain that had to be traversed. The flight up to Los Angeles from San Diego, the departure point for the first flight each day on the Army Service, departed there at 5:30 PM.

This cover was obviously philatelically prepared, and carries the signatures of the Los Angeles, Acting P.M., Henry Briggs, and the Acting P.M. of Salt Lake City, J.A. Smoot. Arriving in Salt Lake City, General Delivery, on February 21, 1934, it was held until being picked up on March 3, 1934.

Figure 6-10 *First day cover for the new Army emergency air mail service. Departing at 9:30 PM, on February 19, 1934, from Los Angeles, Lt. Jackson inaugurated the service over the old CAM 4 route to Salt Lake City. A philatelic cover, it is signed by Acting P.M.,Henry Briggs of Loa Angeles, and Acting P.M. of Salt Lake City, J.A. Smoot. Arriving in Salt Lake City, General Delivery, on February 21, 1934, it was held until being picked up on March 3, 1934, as shown by the magenta "OUT" handstamp. Eight cents required postage overpaid 1¢ by a strip of three Byrd Antarctic 3¢ blue imperforate stamps, the lower half of a souvenir sheet of six (Scott No.735), issued just eleven days before the flight. Circular cachet with the words "FIRST FLIGHT ARMY PLANE LOS ANGELES TO SALT LAKE CITY, FEB. 10, 1934" Postmarked at Los Angeles on February 19, 1934 at 9:30 PM. with an official-type purple cachet for the first day flight. Backstamped at the Salt Lake General Delivery Office on February 21,1934.*

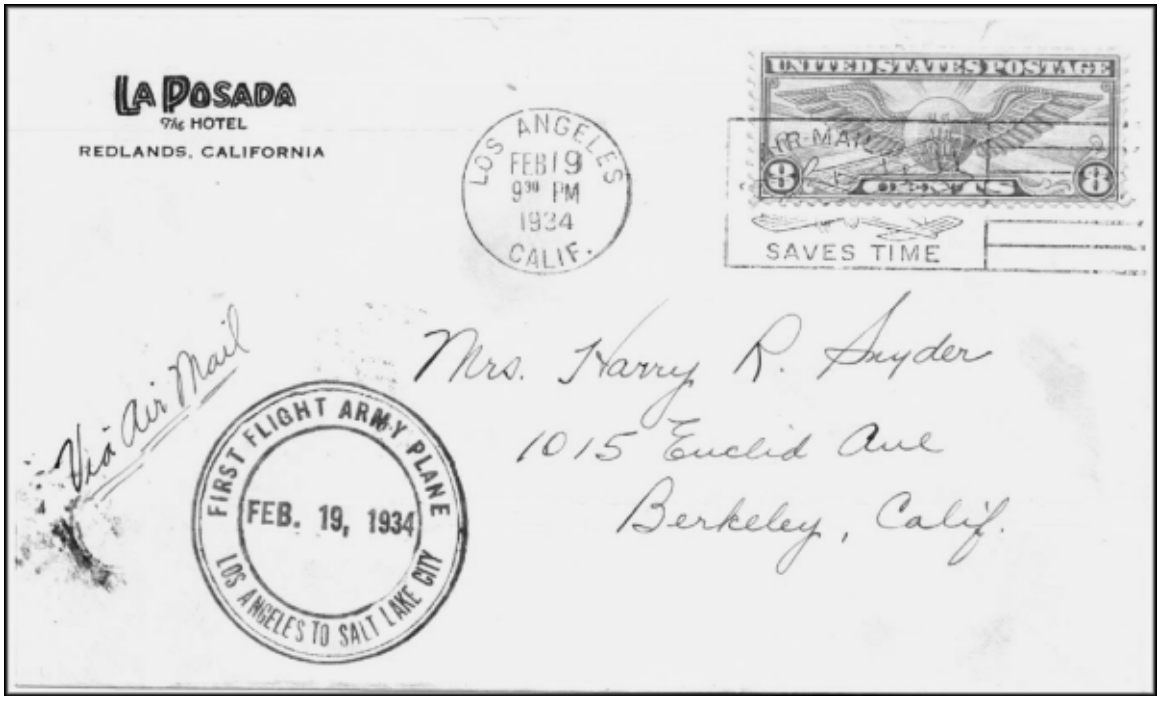

Figure 6-11 *This apparently non-philatelic first day cover departed Los Angeles on February 19, 1934. Addressed to Berkeley, California, it was routed through Salt Lake City because the direct route north was not in operation during the emergency service. Carries a standard purple cachet, and was received at Salt Lake on February 20th, three and a half hours later.*

Figure 6-11 shows a cover also departing Los Angeles at 9:30 PM, on February 19, 1934. It does not appear to be a philatelic cover for it is not enclosed in an air mail envelope, as was normal for philatelic airmail covers, and also is on hotel stationery. It does, however, have the first day cachet. This results in an enigma. The American Air Mail Society (AAMS) states in their research catalogs that only private cachets were applied, but this cachet resembles official post office cachets, and the cover has all of the aspects of normal non-philatelic mail. Further research needs to be done on this particular point. Addressed to Berkeley, California, it arrived in Salt Lake City at 1:00 AM, on the morning of February 21st, as shown by the receiving mark. This would be the expected time of arrival. It was then flown west to Berkeley. The regular direct route from Los Angeles to San Francisco had been cancelled for the duration of the emergency flights.

Philatelic mail, during this period, frequently had strange origin and destination addresses, and improper routing between the two. This was to make it possible for a sender to retrieve the cover to add to a collection.

The cover shown in *Figure 6-12*, is a very good example of this. Carrying a private cachet commemorating the inauguration of the Army Air Mail Service, it was mailed from Newark, N.J. on February 20, 1934, by the sender to an addressee at General Delivery in Los Angeles. A notation on the cover requests that if the letter is not delivered within three days to forward to the addressee at Minter, Ohio. This would be a clever way for a philatelic cover to be mailed to a recipient, via Los Angeles over the Emergency Route, at the Post Office Department's expense for forwarding.

The high rate of fatalities during the initial period of operation of the emergency service, resulted in a public outcry, and President Roosevelt's order to resume contract deliberations with the air lines. Ten Army pilots were killed in just the first three weeks of operation. To drastically reduce this unacceptable loss of life, the number of routes flown were decreased, and operations limited to daylight hours and good weather conditions.

The safety record improved dramatically, but it was realized that the Army could not expected to fly the routes indefinitely. New mail contracts were written with the airlines with more favorable terms to the government and the airlines were forced to make or-

Figure 6-12 *This first day cover from Newark, New Jersey, was postmarked on February 20, 1934, and marked the inauguration of emergency Army Air Mail from Newark. A large, privately supplied green cachet marks the event with the slogan, "The Busiest Airport in the World." Addressed to General Delivery at Los Angeles, where it arrived on February 23rd.*

ganizational changes, and to purge chief operating personnel as a punishment for their part in the alleged conspiracy with PMG Brown. The changes that actually occurred were mostly cosmetic in nature, but the government was satisfied, and 78 days after beginning their heroic flying of the mail, the Army Air Corps passed the responsibility back to the civilian carriers.

During the late 1920s and early 1930s, many ideas for speeding up mail deliveries were tried. One of the more innovative experiments was the use of airships to meet incoming trans-oceanic vessels, pick up the mail bags and deliver them to a mainland post office where the mail could be expeditiously dispatched to its destination. Excessive delays in off-loading the ship mail due to long customs and health inspections could be bypassed.

The first ship-to-air transfer occurred at the West Coast on June 12, 1931. The "S.S. City of Los Angeles" was met about 40 miles off-shore by the Goodyear airship, "Volunteer." The mail bags were hoisted aboard, and deposited 40 minutes later on the roof of the San Pedro Post Office, demonstrating the utility of the idea.

Postal patrons were advised of the planned experiment, and that pre-addressed stamped covers could be sent to the San Pedro post office where they would receive a special cachet, and be transported via closed bags on the "S.S. City of Los Angeles" to Honolulu and back to the coastal waters of Southern California. At this point, the transfer to the airship was made, and covers would be postmarked upon arrival back at the San Pedro post office on June 12, 1931.

*Figure 6-13 i*llustrates a cover carried on this experimental voyage. The attractive large red cachet, shows the route, Good-Year blimp and the ship. Five-cents airmail postage paid for the round trip sea voyage, the 40 mile flight, and the balance of the journey from San Pedro to destination. The San Pedro Postmaster, Capt. C.P. Wright, accompanied the mail on the airship flight.

The demonstration of ship to blimp to shore transfer was successful, however, the procedure was never put into practice. Costs for the transfer outweighed the benefits received.

Figure 6-14 shows the reverse of the previous cover with a green handstamp that was furnished by the San Pedro Chamber of Commerce. The cachet pictures the "Volunteer" flying between the "S.S. Los Angeles," and the Point Fermin lighthouse at San Pedro.

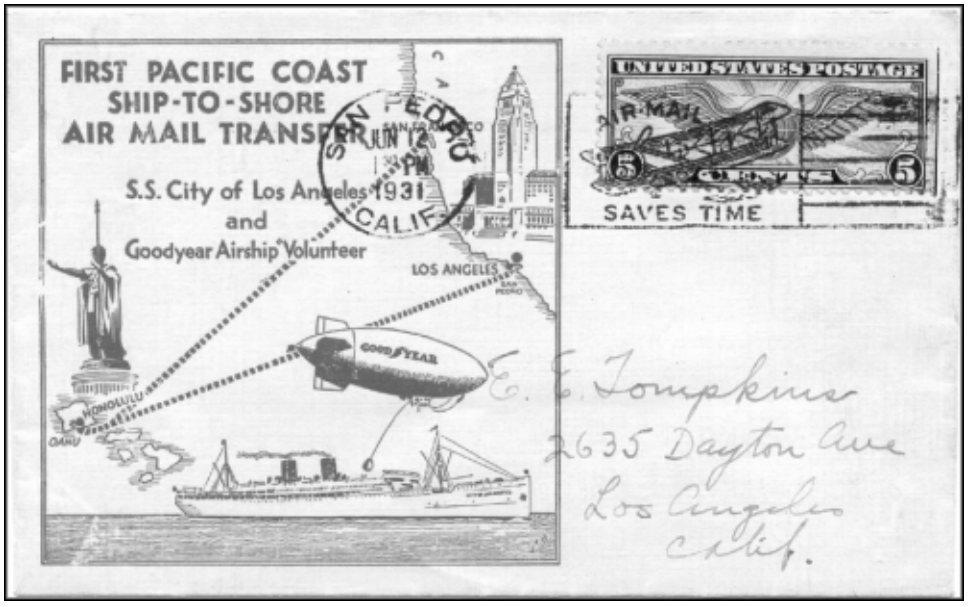

Figure 6-13 *Souvenir cover, carried from San Pedro, California, aboard the "S.S City of Los Angeles" via closed bag to Hawaii and return to a point approximately 40 miles off the Southern California coast. It was met by the Goodyear airship, "Volunteer," which hoisted aboard the mail bags for the forty mile flight to the San Pedro where they were lowered to the roof of the post office, and postmarked on June 12, 1931. Large orange cachet depicts the event.*

Various other schemes for providing better delivery were tried throughout the country. A very few were successful, such as the Adams' aerial pick up and delivery technique. This was used on a scheduled basis to deliver and pick up mail at Appalachian towns in rugged areas inaccessible for normal airmail delivery. For several years, this method of dropping leather mail sacks of incoming mail, and snagging outgoing mail with a hook beneath the mail plane, provided a much needed service.

In 1935, the Navy and POD established a temporary shore-to- ship and ship-to-shore service to provide mail to Naval personnel engaged in maneuvers in the vicinity of San Clemente Island, off the coast of Southern California. San Clemente Island is generally uninhabited and had no airfield or postal service at that time. It was used primarily as a gunnery range.

Flights of a Navy seaplane would depart from the San Pedro Naval Station P.O., and carry mail to Pyramid Cove at San Clemente Island where it would be transferred to the U.S.S. Northampton. A return flight would take mail from the Northampton back to San Pedro. The Northampton was a heavy cruiser that was later sunk during WWII during the 1942 campaign against Guadalcanal at the battle of Tassafronga. Two Japanese torpedoes sent it to the bottom during the first major night naval battle of the war.

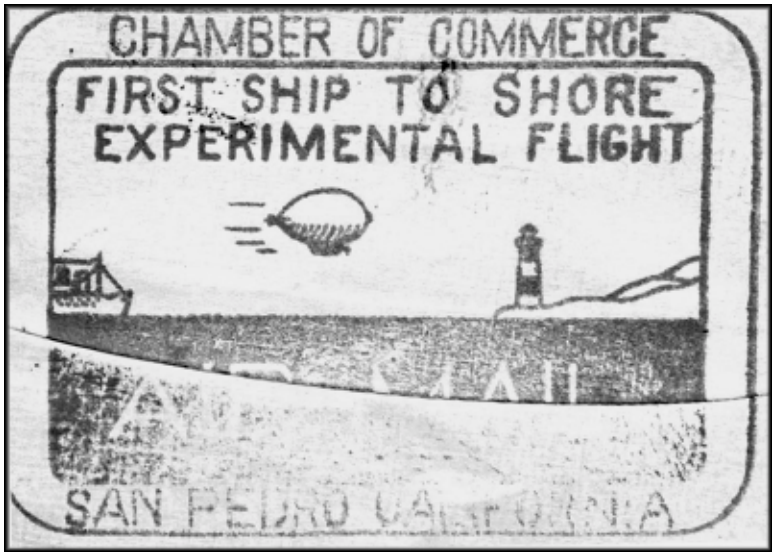

Figure 6-14 *Reduced copy of an unusually large 3 inch by 4 inch, green cachet, which was stamped on the back of the previous cover. Furnished by the San Pedro Chamber of Commerce, it depicts the blimp flying between the ship and the Pt. Fermin lighthouse at the entrance to the harbor at San Pedro*

Figure 6-15 *Souvenir cover from a temporary shore-to-ship air mail service by the Navy between San Pedro, California and San Clemente Island. Cover postmarked at the San Pedro Calif. Naval Station on February 5, 1935. Backstamped for arrival at the U.S.S.NORTHAMPTON, PYRAMID COVE, CALIF, on February 7th. Blue and red cachet shows a stylized drawing of a plane in flight with the words, "SHORE to SHIP" on the wing. Cover signed by Leon L. Dwight, Postmaster.*

Figure 6-15 shows one of the covers flown from shore to ship, postmarked, at San Pedro Naval Station on February 5, 1935. Postage paid at 3¢, the surface rate. Evidently, the Navy paid all costs for aerial delivery. Red and blue cachet depicting an airplane with—SHORE TO SHIP—printed on its wings. Signed by Leon L. Dwight, Postmaster.

The flights were well publicized and many philatelic covers were carried in addition to personal letters addressed to naval personnel. Philatelic covers were evidently addressed in care of a naval recipient with whom arrangements had been made to have the covers returned with the appropriate cachets and cancellations affixed. This cover is addressed to W.G. Crosby, who was a well-known cachet envelope manufacturer of naval event covers. The reverse has a red time-stamped marking showing receipt of the cover by the Northampton Captain's Office at 7:50 AM, on February 7th. Two days transit time for a 30 minute flight seems excessive. In addition to the red and blue stylized picture of a plane, the cover carries the signature of Leon D. Dwight, Postmaster.

The ship to shore segment of this service is illustrated by an exceptionally attractive cover, featuring an embossed black drawing of a Navy float plane flying above a naval vessel and captioned, U.S.S NORTHAMPTON, SHIP TO SHORE MAIL. See *Figure 6-16*. This cover has a *U.S.S. Northampton* fancy duplex postmark, dated February 5, 1935, with the words "PYRAMID COVE CALIF " enclosed by the cancellation bars. It is backstamped, Terminal Island, California,(on which the San Pedro Naval PO is located), Parcel Post, February 7, 1935. The parcel post marking leads one to surmise the covers may have been sent in bulk and possibly enclosed in a package for opening and marking by the parcel post unit. This cover has only a 2¢ stamp affixed. Evidently the postage for these special flights was not carefully monitored.

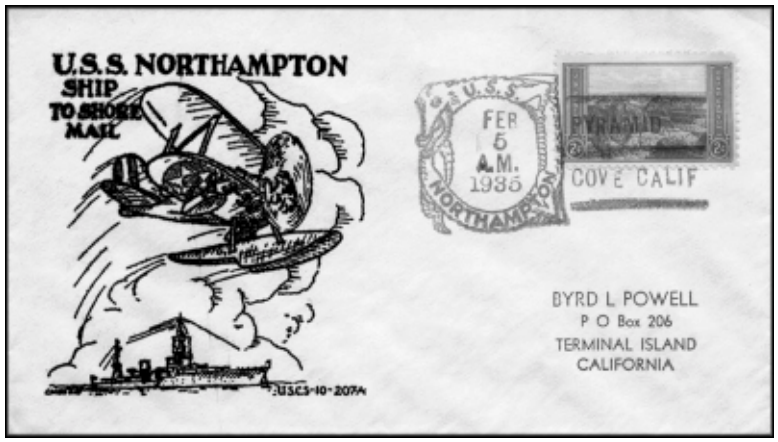

Figure 6-16 *Ornate cover showing the return flight from ship to shore. An intricate date marking from the U.S.S. Northampton was applied on February 5, 1935. It is duplexed with a 3-bar canceling device with the words, "PYRAMID COVE CALIF" between the bars. The large attractive black cachet shows a Navy, single-pontoon, float plane flying over the Northampton. Backstamped for arrival at the Parcel Post section of the Terminal Island Post Office on February 7, 1935.*

In 1931, Los Angeles took the opportunity to celebrate the 20th anniversary of the first official airmail flight in the United States. In 1911, Postmaster General Frank H. Hitchcock authorized mail to be carried from Garden City, where an air meet was being held, three miles to nearby Mineola, New York.

Hitchcock took a great deal of personal interest in the occasion, and hoped to be able to accompany the flight as the first air mail postal carrier. Because of other commitments, he was unable to attend on opening day, and his request to hold up the first mail two days until he could be there could not be accommodated because of the publicity that had been given to the event. It turned out just as well, for only a single place aircraft was available on the first day. Later in the week, he was able to make a mail delivery flight on September 26th with Captain Paul Beck in a Curtiss biplane. Hitchcock carried the mail on his lap, and while not achieving the honor of being the first aerial postman, missed it by only three days.

On September 23, 1911, the first day of the meet, Earle Ovington was sworn in by Warren. W. Dickson, Postal Inspector in Charge, as a postal carrier. At 5:26 PM, he took off with ten pounds of mail between his knees, and headed to Mineola, where he successfully dropped the mail bag to the local postmaster. Ovington flew a small Bleriot monoplane, No.13, named the "Dragonfly." Aboard was his personal good-luck mascot doll, dressed in the uniform of a French mailman, and named, "Treize" (13 in French). It accompanied Ovington on all of his flights, and on this flight was tied between the longerons of the open fuselage.

Figure 6-17 *1911 photo of Postmaster General Frank Hitchcock handing a 10-pound mail bag to pilot, Earle Ovington, seated in his Bleriot monoplane for the first official air mail flight in the United States, at Garden City, New York, on September 23, 1911.*

Figure 6-17 shows a contemporary photo of PMG Hitchcock handing a mail bag to Ovington in 1911, at Garden City, New York. Ovington's unusual pilot's helmet was made in France, and was used by French aviators for crash protection.

Figure 6-18 *Spectacular souvenir cover mailed at Los Angeles, Cal. on September 23, 1931, commemorating the 20th anniversary of Ovington's historic flight. Cachets depict the Wright Flyer and Ovington's Bleriot monoplane, the "Dragonfly." Cover was flown by Ovington from Los Angeles to Tucson, Arizona. Signed by Earle Ovington; Frank Hitchcock, P.M.G. 1909-1913; C.R. Smith, V.P. and later President of American Airlines; Henry Ziff, Postmaster at Tucson; Raymond Buck, Attorney for American Airways; G.H. Benefiel, N.A.A. Governor for Arizona; John Carmody, Lt. Col. USA; and Lt. E.B. Koger, USNR. Hand-written endorsement on reverse: "Messrs. Hitchcock, Smith, Koger & Buck were passengers on the 20th anniversary Fokker F-10 which I flew from Los Angeles to Tucson.Earle Ovington"*

Twenty years later, as a part of a large anniversary airmeet at Clover Field, Santa Monica, Ovington flew an American Airlines Fokker F-10 from Los Angeles to Tucson, Arizona, with Frank Hitchcock as the aerial mail carrier. *Figure 6-18* shows a souvenir cover flown on this flight. Postmarked at Los Angeles Air Mail facility on September 23, 1931, exactly 20 years after the original flight, the cover carries two purple cachets depicting the events, and the signatures of both Ovington and Hitchcock, along with other aviation luminaries of the time.

On the reverse is a hand-written note, signed by Earle Ovington. The text of this note can be found in the Figure 6-18 caption.

Figure 6-19 *Photo of the 1931 re-enactment of Ovigton's historic first air mail flight. It shows PMG Frank Hitchcock standing by, while Earle Ovington loads the mail bags into an American Air Lines Fokker F-10 for the fight to Tucson, Arizona. Difficult to see, but seated on the cart in front of the mail bags is Ovington's good luck mascot doll, "Treize." The Army officer is John Carmody. (Courtesy of Philip Dockter)*

Figure 6-19 shows a photo of PMG Frank Hitchcock standing by while Earle Ovington begins loading the mail into an American Airlines Fokker F-10 for the 1931 re-enactment of the original flight. Ovington is wearing the same leather crash helmet that he wore in the 1911 flight. The Army officer in the photo is Lt.Col. John Carmody. Seated on the mail cart, in front of the mail bags can be seen "Treize," Ovington's good-luck mascot doll. *Figure 6-19a* shows an excellent early photo of "Treize", dressed in his French postman's uniform, and sitting on the Bleriot's wing strut. Treize, in French, means 13, and Ovington's Bleriot carried the number 13 on its tail.

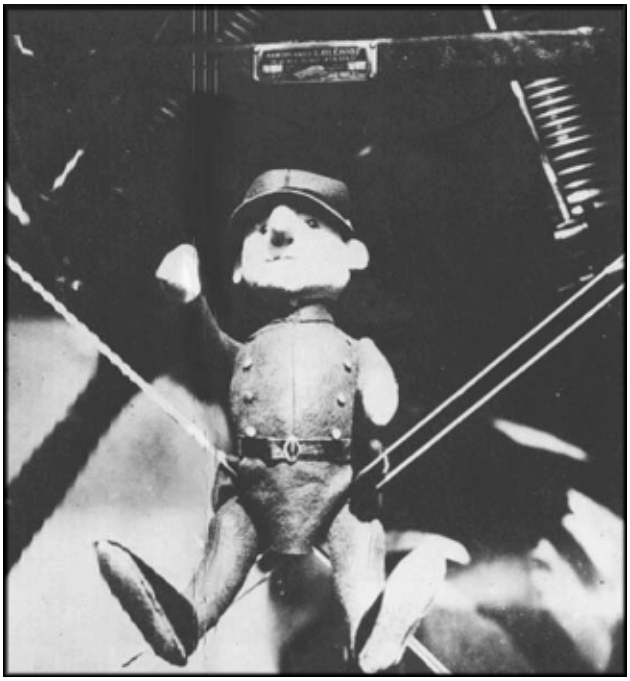

Figure 6-19a*. Contemporary early photo of "Treize," seated on a wing strut of Ovington's Bleriot. During the historic 1911 flight, he was tied between two longerons in the open fuselage.(Courtesy of Donald B. Holmes)*

To be continued

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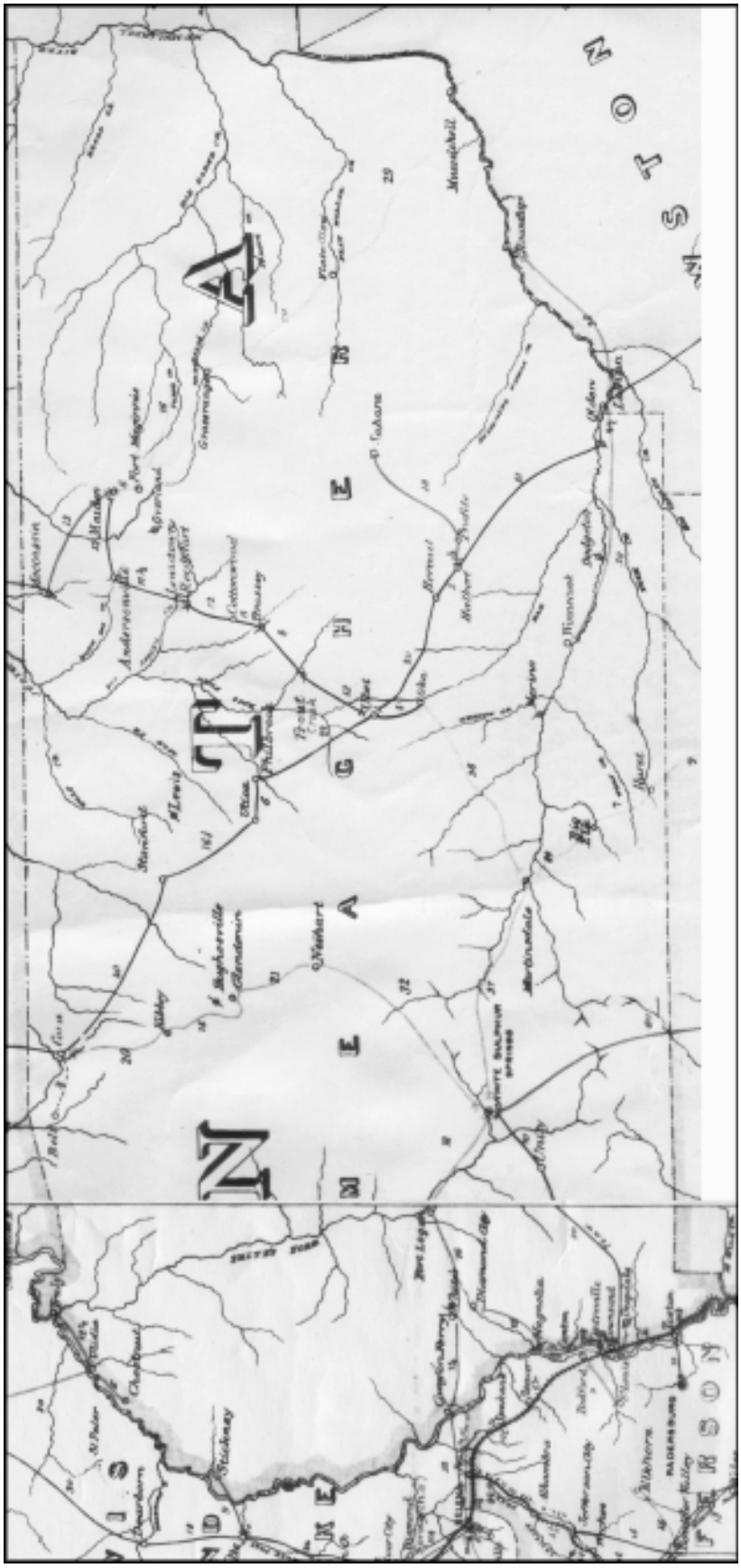

Map 1. *Meagher County (pronounced "mar") was named for Gen. Thomas Meagher, a colorful and controversial acting governor whose mysterious disappearance one night from a riverboat at Fort Benton has never been explained. (From* Postal Route Map of the Territories of Montana, Idaho and Wyoming, 1884, *provided courtesy of Richard W. Helbock.)*

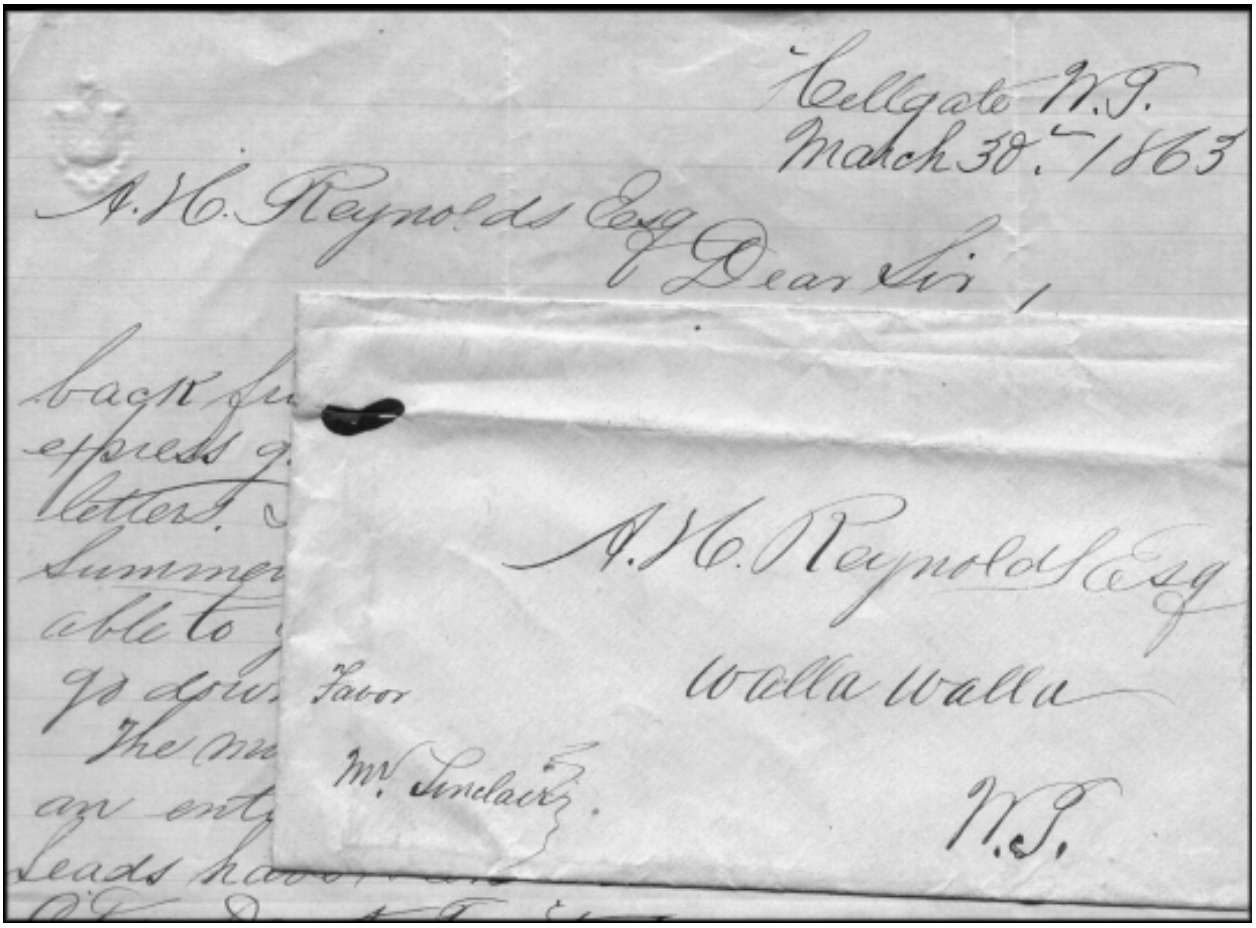

Figure 1 *One of two known covers in private hands from Hellgate, Montana's earliest post office. Originally part of Washington Territory (W.T.), the letter dated March 30, 1863 was sent, apparently unknown to the writer, 27 days after Hellgate became part of Idaho Territory. The cover marking shows the letter was carried by favor rather than posted as U.S. mail. Perhaps this is why no postal markings are known from Hellgate.*

Montana Territorial Postmarks

Part 8: Meagher, Mineral, Missoula, Musselshell, & Park Counties

By Wesley N. Shellen & Francis Dunn

In this installment we add five more counties to our inventory of the postmarks used in Montana Territory. Only three of these counties, Meagher, Missoula and Park, existed during the territorial period. Missoula County was one of the nine original counties when Montana Territory was established in 1864. Meagher (pronounced "mar") was created two years later, in 1866, from parts of Choteau and Gallatin Counties. Maps of the postal routes of Missoula and Meagher Counties are illustrated here as they were in 1884. In 1887, Gallatin County was again divided to create Park County, which comprises the eastern half of the map of old Gallatin County, shown previously in Part 4 (see the January 2002 issue of *LaPosta*). The remaining two counties, Mineral and Musselshell Counties were created much later, in 1914 and 1911 respectively. The towns in Mineral County were originally part of Missoula County and can be found on the map included with this issue.

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Examples of postmarks from many of these towns have proven to be quite elusive. From Mineral County, for example, the only report we have is of one postmark from Cedar Junction, and no reports of any surviving postmarks from the other six towns that existed there during the territorial period. To fill these gaps, we appreciate and encourage reports of new postmarks and date extenders that will improve the accuracy and completeness of this work for the benefit of postal historians and especially those who share our passion for Montana postal history. (Send reports to Wes Shellen, PO Box 9395, Missoula, MT 59807-9395; or email wesndeb@aol.com) We would also like to acknowledge the help and new information we have received following publication of our last installment from John Amberman, Giles Cokelet, Joseph Du Bois, Howard Ness, Kenneth Robison, Roger Robison, and Roger Rydberg.

Meagher County

Town	Postmark	Earliest	Latest	Cancel	Notes
BARKERSVILLE (1881-1881)					*None reported*
BREWERS SPRINGS (1875-1876)					*None reported*
CAMP BAKER (1872-1879)					
1.	MSS	18 APR 1873			
2.	CDS25	20 SEP 1875	9 DEC 1877	target	
CASTLE (1887/1917)					*None reported*
DOWNIEVILLE (1868-1869)					*None reported*
FORT LOGAN (1879-1929)					
1.	OCT25	26 JUL 1879	29 ??? 1887	target	
GARDENLAND (1880/1882)					*None reported*
HUGHESVILLE (1881/1892)					*None reported*
LEWIS (1883-1884)					1 *None reported*
MARTINSDALE (1878-Date)					
1.	CDS24	13 FEB 1880	4 NOV 1881	pen	blue, gray
2.	CDS25	25 JUN 1883	8 DEC 1884	cork	
3.	CDS28	17 SEP 1888	19 APR 1889	target	
ONONDAGO (1880-1881)					*None reported*
OVERLAND (1881-1885)					*None reported*
ROBINSON (1888/1894)					*None reported*
THOMPSON (1878-1878)					2 *None reported*
UNITY (1880-1912)					
1.	MSS	5 MAY 1881	24 JAN 188?	pen	
WEST ACRE (1886-1887)					*None reported*
WHITE SULPHER SPRINGS (1876-Date)					
1.	OCT27	28 JUN 1879	12 AUG 1880	target	blue
2.	TDLC30	5 APR 1881	16 JUN 1882	star	
3.	CDS28	17 DEC 1882	4 NOV 1884	cork/target	
4.	CDS28.5	7 JUL 1885	26 DEC 1888	target	
WOLFDENE (1881-1881)					*None reported*

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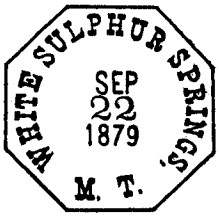

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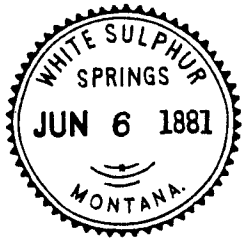

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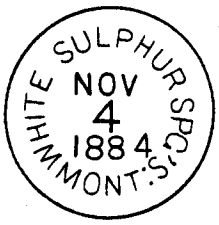

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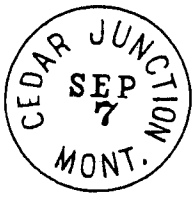

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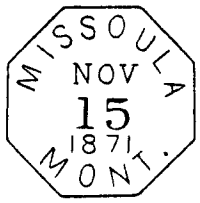

3

Mineral County

Town	Postmark	Earliest	Latest	Cancel	Notes
CEDAR JUNCTION (1870-1871)					
1.		CDS24.5	7 SEP 1870	target	
FOREST CITY (1871-1895)					*None reported*
HALPIN (1883-1883)					*None reported*
LOUISVILLE (1870-1871)					*None reported*
QUARTZ (1872-1916)					*None reported*
QUARTZ CREEK (1871-1882)					*None reported*
SUPERIOR (1871-Date)					*None reported*

Missoula County

Town	Postmark	Earliest	Latest	Cancel	Notes
AGENCY (1872-1874)					*None reported*
ARDRUM (1882-1883)					*None reported*
BONITA (1886/1942)					
1.DLC31		19 NOV 1886	Oct ?? 188?	star	
BONNER (1888-Date)					*None reported*
CABINET LANDING (1867-1867)					*None reported*
CARLTON (1883-1908)					*None reported*
CLEARWATER (1889/1926)					*None reported*
ETNA (1872-1875)					*None reported*
FLAT HEAD (1867-1868)					*None reported*
FLATHEAD LAKE (1873-1875)					*None reported*
FORT MISSOULA (1879/1918)					
1.	MSS	15 JAN 1881		pen	
2.	CDS27	31 MAR 1889		target	
FRENCHTOWN (1868/Date)					
1.	CDS27	8 MAR 1885		target	
2.	DLC32	27 SEPT 1888		circular grid	
GRASS VALLEY (1887-1895)					*None reported*
HELLGATE (1862/1871)					3 *None reported*
LOLO (1888-Date)					*None reported*

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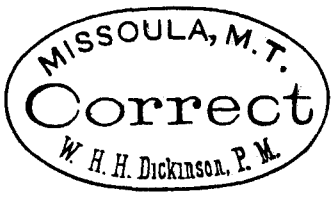

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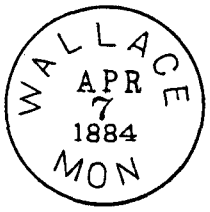

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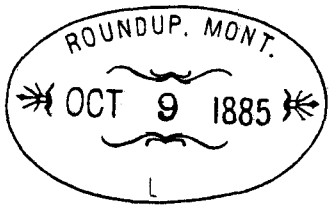

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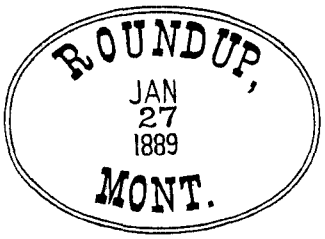

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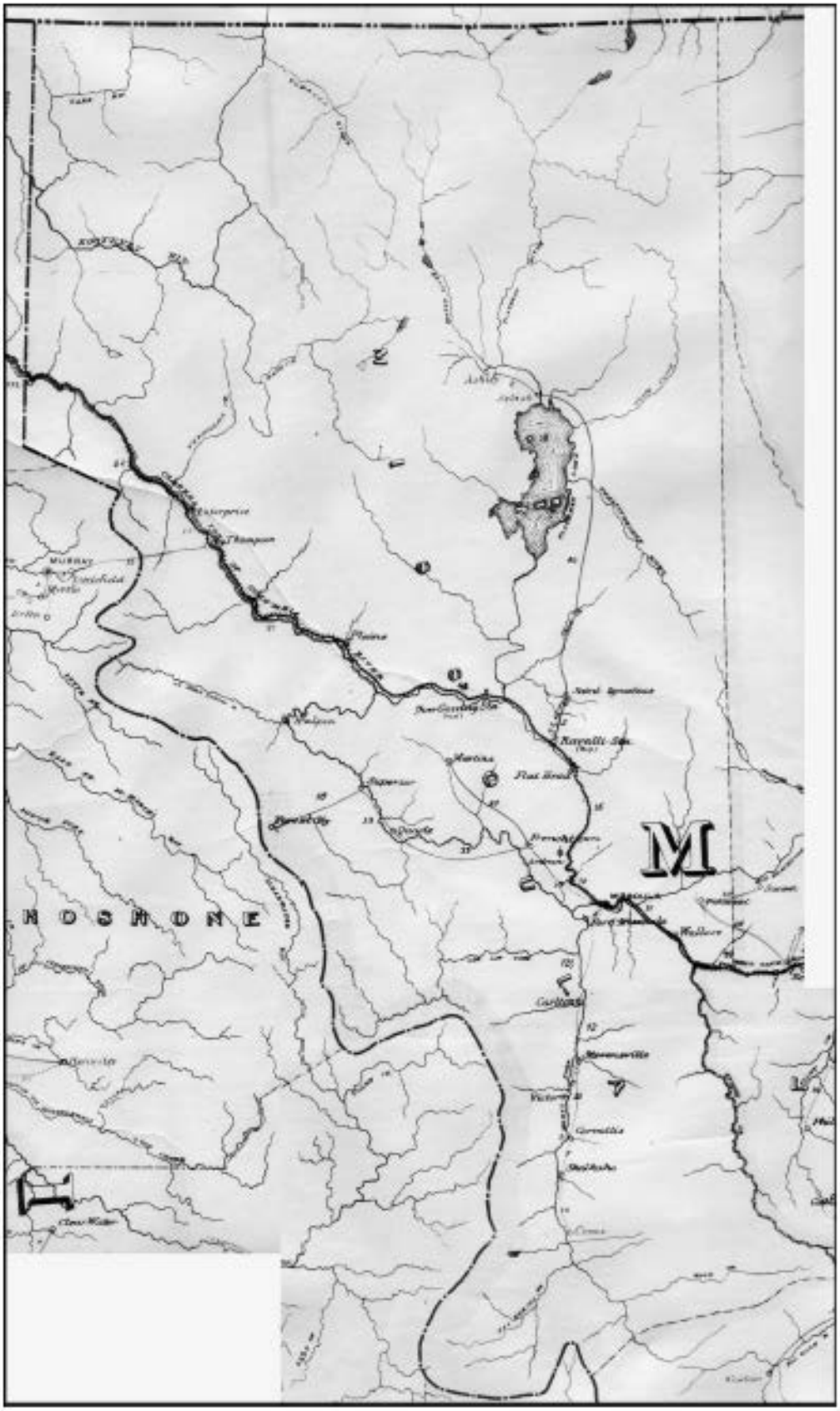

Map 2. *Missoula County, one of the original nine counties in Montana Territory, once stretched to the Canadian border. Over the years, portions of Missoula County were taken to create Flathead, Granite, Lake, Mineral, Ravalli, and Sanders Counties. (From* Postal Route Map of the Territories of Montana, Idaho and Wyoming, 1884, *provided courtesy of Richard W. Helbock.)*

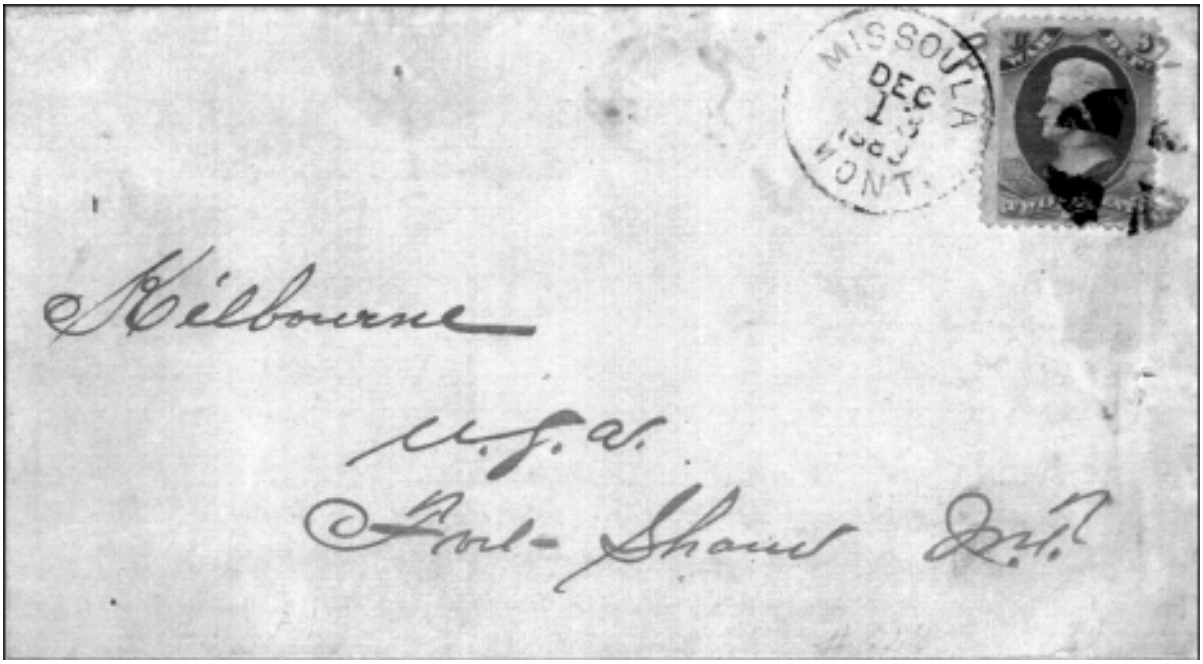

Figure 2 *A relatively common Missoula postmark, but the War Department stamp indicates a far more rare usage from Fort Missoula in 1883, during a period when the Fort's post office was closed.*

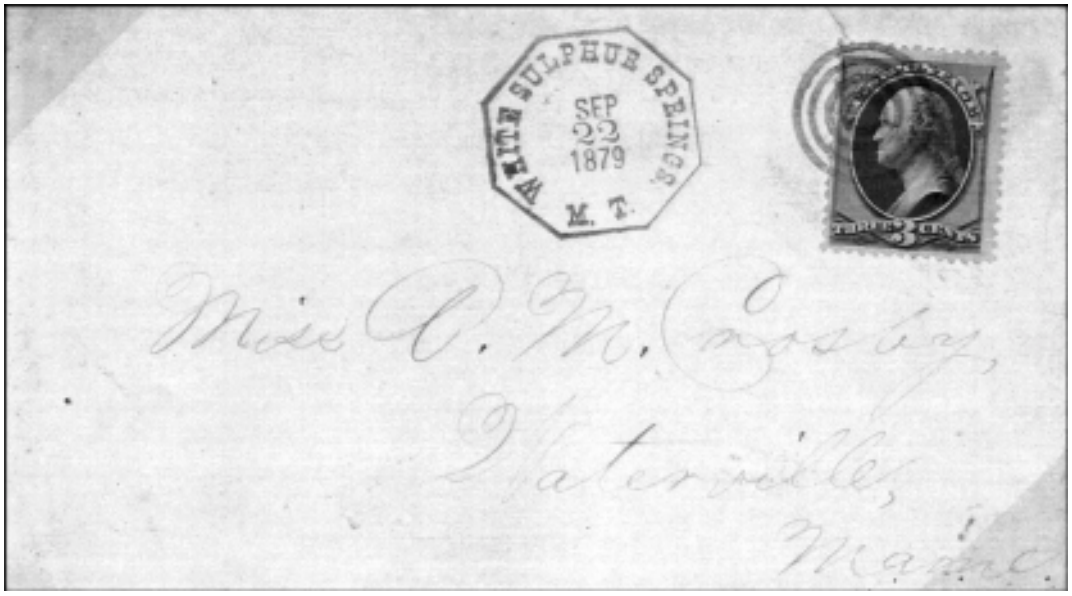

Figure 3 *A clear, bold strike of the blue White Sulphur Springs octagonal postmark.*

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

Missoula County (cont.)

Town	Postmark	Earliest	Latest	Cancel	Notes
MARIPOSA (1873-1874)					*None reported*
MISSOULA (1866-Date)					
1.	MSS	20 AUG 186?		pen	
2.	CDS25	1 MAR 186?	27 MAR 187?	target	
3.	OCT25	15 NOV 1871	17 APR 1880		
4.	CDS26	16 AUG 1879	28 JUN 1881	cork	
5.	DLC30	6 MAR 1882	2 FEB 1884	pinwheel	purple, magenta, black
6.	OCT38x27	15 SEP 1882	5 OCT 1883		purple, black
7.	CDS27	6 APR 1883	30 DEC 1885	cork	
8.	OV43x24	1883			
9.	CDS34	18 OCT 1884	20 MAY 1889	pen	magenta
10.	CDS27.5	26 DEC 1887	21 JUL 1889	cork	
11.	CDS28	18 OCT 1888	7 OCT 1889	cork	
PINELAND (1882-1883)					*None reported*
POTOMAC (1884-1976)					*None reported*
SAVANNAH (1886-1887)					*None reported*
SCRIBNER (1872-1873)					*None reported*
SUNBEAM (1887-1888)					*None reported*
SUNSET (1883-1914)					
1.	MSS	16 JAN 1884	31 AUG 1888	pen	
THOMPSON'S RIVER (1870-1871)					*None reported*
WALLACE (1883-1892)					
1.	CDS26	S7 APR 1884		Maltese cross	
WOODWORTH (1889/1945)					*None reported*

Musselshell County

Town	Postmark	Earliest	Latest	Cancel	Notes
BAROTT (1885-1900)					*None reported*
MUSSELSHELL (1883-OPEN)					
1.	CDS27	28 MAY 1886		grid	
2.	CDS26.5	20 AUG 1887		target	

Musselshell County (cont.)

Town	Postmark	Earliest	Latest	Cancel	Notes
ROUNDUP (1883-Date)					
1.	OV26x44	11 SEP 1885	9 OCT 1885	wheel of fortune	
2.	DLOV44x29	27 JAN 1889		star in circle	
SAHARA (1884-1890)					
1.	MSS	25 OCT 1884			
2.	CDS27.5	21 OCT 1885			
3.	RML26	18 AUG 1886		11-bar grid	

Park County

Town	Postmark	Earliest	Latest	Cancel	Notes
BENSON'S LANDING (1878/1882)					
1.	MSS	8 MAR 1880	8 NOV 1882		
2.	DLDC28	19 APR 1880			
CHICO (1874-1919)					
1.	CDS25.5	1 JUL 1876	22 JUL 1884	6-line grid	blue
2.	MSS	30 DEC 1883		pen	
3.	CDS27	19 DEC 1888			
CLARK (1882-1882)					*None reported*
CLYDE PARK (1887/Date)					*None reported*
COKEDALE (1889-1906)					*None reported*
COOKE (1882-OPEN)					
1.	DLDC33	19 APR 1884	4 SEP 1885	target	purple, blue, black
2.	DCDS27.5	4 AUG 1886		Maltese cross	
3.	CDS28	26 JAN 1887	22 DEC 1888	target	
4.	DLDC31	26 APR 1889			
ELK PARK (1889/1930)					*None reported*
FRIDLEY (1885-1911)					
1.	TCDS29	9 OCT 1885	20 JAN 1886	cir. grid	
2.	CDS27	16 SEP 1889	18 ??? 1889	cork/target	
GARDINER (1880-Date)					*None reported*
HAYDEN (1874-1883)					
1.	DLC27	? FEB 1881	27 NOV 188?	target	
HORR (1889/1904)					*None reported*

Park County (cont.)

Town	Postmark	Earliest	Latest	Cancel	Notes
HUNTER'S HOT SPRINGS (1878-1932)					
1.	MSS	3 MAY 1880		pen	
2.	OCT28	7 JUN 1881	10 SEP 1882	grid	
LIVINGSTON (1882-Date)					
1.	DLDC28	22 FEB 1883	3 SEP 1883	7-bar grid	purple
2.	CDS28	29 JAN 1884	3 MAY 1884	target/cork	
3.	CDS27	4 AUG 1884	23 JUL 1887	cork	
MEYERSBURG (1887-1911)					*None reported*
MISSION (1882-1885)					*None reported*
RICHLAND (1881-1882)					*None reported*
RIVERSIDE (1882-1884)					4 *None reported*
SHIELDS (1882/1911)					*None reported*
SHIELD'S RIVER (1877-1878)					*None reported*
SPRINGDALE (1885-Date)					*None reported*
SUNNYSIDE (1885-1887)					*None reported*
WILLIAMS (1887-1887)					*None reported*
YELLOWSTONE CROSSING (1874-1875)					*None reported*

NOTES:

1. Not the same as the Lewis post office that operated in Madison County, 1873-1883.

2. Not the same as the Thompson post office that operated in Sanders County, 1882/1912.

3. Hellgate was the first post office established in what was to become Montana Territory. As such, it is of considerable interest among Montana collectors, but no Hellgate postal markings have ever been reported. Covers known from two Hellgate letters written in 1861 and 1863 indicate they were carried by favor rather than posted as official U.S. mail.

4. Not the same as the Riverside post office that operated in Ravalli County, 1889-1895.

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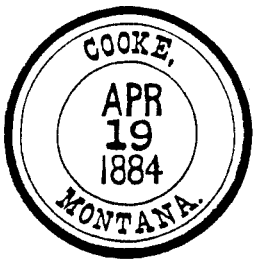

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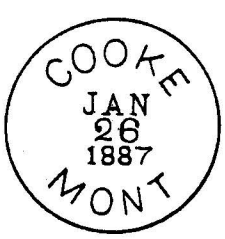

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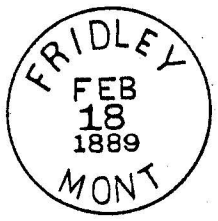

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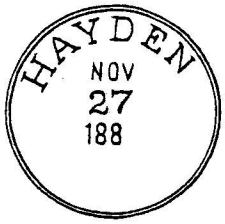

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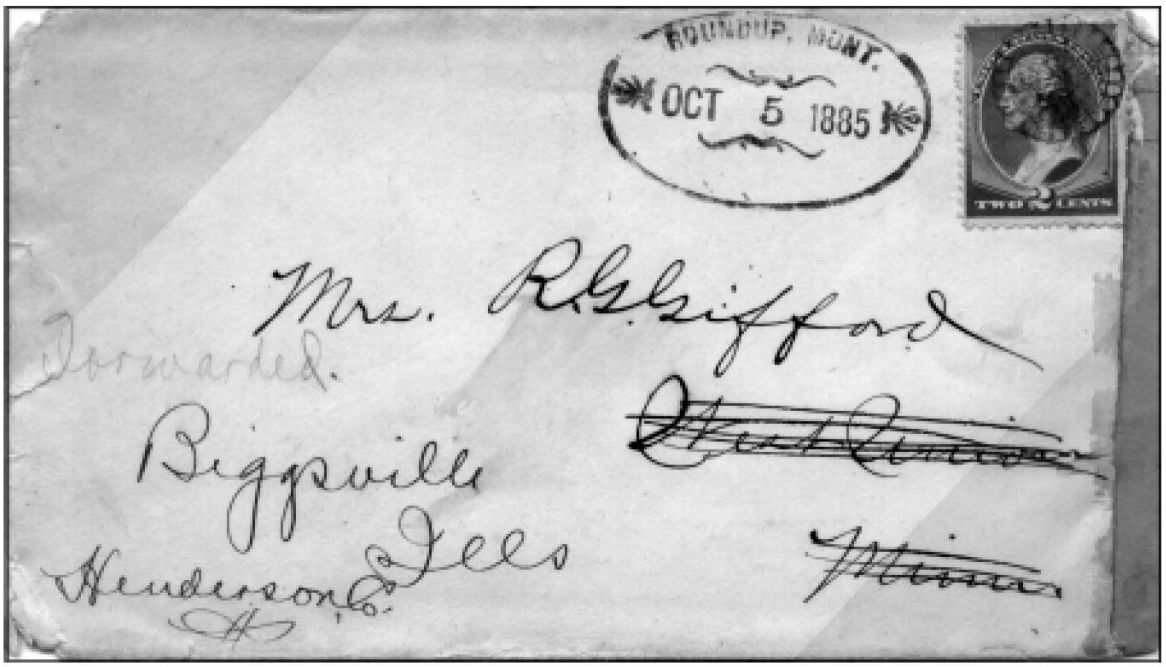


Figure 4 *This fancy postmark from Roundup shows traces of lettering possibly removed from the bottom of the oval. Our theory is that this was once a county type postmark with the wording "Yellowstone County" which was chiseled out by the postmaster when the town became part of Fergus County in 1885. An earlier example is needed to confirm this theory.*

THE POSTMASTERS GENERAL OF THE UNITED STATES

III. Joseph Habersham, 1795-1801

by Daniel Y. Meschter

It can only be speculated why President Washington nominated Joseph Habersham of Georgia for Postmaster General. Habersham's military record as a major in the First Georgia in the defense of Savannah in 1776, his service as an officer in the Continental Army, and his prominence in the Georgia Assembly were positive factors; but he had played no part in shaping the Constitution and was far less well-known in Philadelphia than many others in the new government. Washington might have been influenced by the dominance of Bay Staters and Virginians in the new government to look elsewhere to share appointments in his administration with more remote parts of the nation. What would be more interesting to know was the extent Washington might have been influenced by Habersham's experience as a businessman, for with its rapid growth under Pickering, the application of sound business principles to the postal system was already long overdue.

Joseph Habersham

Beginning with about 80 post offices and a volume of 265,000 letters carried over 1,875 miles of post roads in 1790 managed by Samuel Osgood with a staff of one assistant and one clerk, the Post Office grew by the end of 1794 to 450 post offices with 900,000 letters carried over 12,000 miles of post roads managed by Timothy Pickering with one assistant and four clerks.

Habersham complained soon after taking office that while the business of the Post Office had increased seven-fold—by what standard he did not say—its staff had increased by only three clerks, who obviously were inadequate to manage a business that would grow in the next five years to 677 post offices carrying upwards of two million letters over 16,000 miles of post roads yielding a revenue of $265,000. By that time the political climate augured continued growth as the American frontier pushed west[1].

There also was some question as to what to call the Post Office. Samuel Osgood headed his letter of January 20, 1790 to Treasury Secretary Hamilton, "Plan for Improving the Post Office Department," but datelined it "General Post Office, New York[2]." "General Post Office" was favored for some years while "Post Office Department" was used only incidentally until it finally appeared in the title of the Act of March 3, 1825[3]. However, it was not referred to as an "Executive Department" until the second half of the nineteenth century[4].

Joseph Habersham was the son of James Habersham who came from England to Georgia as an evangelist. He taught school for some years, became a merchant active in civic affairs and is said to have grown the first cotton in Georgia which he shipped to England.

Joseph was sent to school in Princeton, New Jersey as a boy and then to England for three years to continue his education in business administration. Returning to Georgia in 1771, his father set him and a brother up in the mercantile business in which they were eminently successful.

Although their father remained a Loyalist, Joseph and his brothers were ardent patriots. Joseph took part in the siege of the Savannah arsenal in June 1775 and led a band of raiders that commandeered a British vessel loaded with military supplies the next month while a member of the Georgia colonial assembly. He was elected a delegate to the Continental Congress for its 1883-4 term, but did not attend. He was Speaker of the Georgia Assembly in 1785 and again in 1790. Following the Revolutionary War he continued to build his business reputation until his appointment as Postmaster General[5].

Habersham understood from his own legislative experience that the support of Congress would be essential to achieve his management goals. Happily, the Fourth Congress was aware of his problems. The House appointed a committee on the Post Office from which its chairman, Rep. George Thacher (Mass.), reported the Committee's recommendation, among others, that the Postmaster General be allowed another clerk[6].

Congress concurred by authorizing the PMG to expend an additional $500 for "clerk hire" and to charge the government for "occasional hire of extra clerks[7]." At the same time it authorized another lengthy list of post roads reflecting the rapid increase in demand for postal services in the seaboard states and especially in the west as settlers increasingly moved inland. The road from Albany into central New York was extended to Niagara. Further south, the Knoxville road was extended to Nashville.

Habersham advanced his influence in Congress by the spring of 1798 to the point where the House agreed to a resolution by Rep. Thacher "directing the Postmaster General to prepare and report at the next session, such a system as shall comprise in one all the laws heretofore passed on the subject of post offices and post roads, adding to his report such other new roads as he thinks it would be expedient to establish," in effect calling on him to propose legislation for its consideration[8].

Habersham responded with enthusiasm. In a lengthy presentation, he put forward a number of sweeping revisions of existing laws. He also compared the organization of the American post office with that of the British Post Office, with which he was familiar, as justification for redefining the position of Postmaster General[9].

The most far reaching was his expanded definition of the functions of the Postmaster General and his perception of how the Post Office should be structured. "It has often been imagined," he wrote, "that the duties of the Postmaster General were very trifling and simple, even so much so that some have considered it rather a sinecure than an office of business . . ."

As a businessman, he detailed the myriad of duties that made the Post Office a highly "diffuse" business that had long outgrown the two man staff (Postmaster General and one assistant) provided by its first establishment when "the whole number of Post Offices did not amount to sixty and the post roads did not extend two thousand miles," and one clerk as an incidental expense. He was concerned that "the smaller duties have not been properly performed since the first extension of the post roads under the present form of government[10]."

In contrast to Congress's wording in 1789 "That there shall be appointed a Postmaster General . . . subject to the direction of the President . .[11];" in 1792 that "there shall be one Postmaster General who shall have authority to appoint an assistant and deputy postmasters . . .[12];" and in 1794 "That there shall be established at the seat of the government of the United States, a general post-office and there shall be one Postmaster General . . .[13];" in 1799 it adopted Habersham's proposition "That there shall be established at the seat of government of the United States, a General Post-office, under the direction of a Postmaster General[14]."

However subtle the differences among these successive restatements might seem, the last revision in line with Habersham's views for the first time vested the Postmaster General with the powers and duties he considered the PMG needed to manage a growing business. Even more importantly, it recognized the Post Office as an agency of government independent of its original direction by the President and subordination to the Treasury dating back to pre-Constitutional times.

Having gone that far, Habersham then proposed a management structure composed of a Postmaster General "to superintend the business generally, to direct the principal arrangements for carrying the mail, to establish Post Offices, appoint Postmasters, inform them in questions relating to the law and their duty, and attend to the exterior correspondence of the office;" an Assistant Postmaster General in charge of money and accounts; a solicitor to conduct the Department's legal business; a "first" or chief clerk in charge of fiscal matters; a clerk to assist the Assistant Postmaster General; a bookkeeper; a clerk in charge of dead letters; a copyist; and, in the language of the Act, "such clerks as may be necessary for performing the business of his office[15]." This clearly gave Habersham and future Postmasters General authority to organize and staff the General Post Office in Washington in response to changing needs.

Congress, however, did not address Habersham's staffing proposals directly. Instead, at the same time it passed the 1799 Post Office Act it also passed an act that brought the "compensation to the Postmaster General, assistant Postmaster General, clerks and persons employed in the Postmaster General's office" and the "expense of firewood, stationery, printing, rent and other contingent expenses" under the general appropriations act to be paid out of general funds in the Treasury like any other government department[16]. Previously, Post Office salaries and administrative costs were paid out of postal revenues. In this manner, Congress not only could control salaries but staffing as well so that government departments henceforward would be forced to justify their staffing requirements to the House Appropriations Committee.

In the interests of efficiency, Habersham proposed and Congress accepted a new schedule of postal rates. He argued that the nine-step schedule in the Act of 1792 was unnecessarily complex and susceptible to mistakes by postmasters or their clerks rating letters, especially when handed in just before the mails closed, and that six cents charged for a single letter under 30 miles did not cover the costs of handling in any event. He felt that the slight increase in rates up to 90 miles would not be noticed and that the reduction in rates over 90 miles would be welcomed as of some consequence.

The new rates were in six steps[16]:

Up to 40 miles,	8 cents
40 to 90 miles	10 cents
90 to 150 miles	12½ cents
150 to 300 miles	17 cents
300 to 500 miles	20 cents
Over 500 miles	25 cents

In contravention to the House resolution directing him to consolidate the laws on the post office and *post roads* into one, Habersham proposed that the laws containing regulatory provisions important to employees of the Post Office be enacted separately from those on post roads of concern chiefly to the General Post Office in Washington

During Habersham's tenure, the number of post offices increased from 450 in 1794 to over a thousand by 1801 with 2,243,000 letters carried over 22,000 miles of post roads generating revenues of $320,000[17]. And still the demand for postal services continued to grow, especially in the west where U.S. Surveyor General Rufus Putnam in 1797 suggested Zane's Trace as the best line to serve southern Ohio and on west via Vincennes to Kaskaskia on the east bank of the Mississippi[18].

The Post Road Act of 1800 established a post road from Louisville to Vincennes and an even more important one specifically for government correspondence from Nashville to Natchez via the Natchez Trace through the Chickasaw Nation[19] that offered the first overland route to the lower Mississippi and easy access from there to New Orleans that soon-to-be President Jefferson coveted for the United States. Before he left office Habersham saw a post office established at Memphis and biweekly mail service inaugurated from Vincennes to Cahokia, opposite St. Louis, in 1800 and from Nashville to Natchez in 1801[20]. The Post Office was playing a positive role in the opening of the west.

Habersham served almost seven years from his appointment through the Washington, Adams and the first nine months of the Jefferson Administration. He resigned on November 2; 1801 to return to Savannah where (1802) he assumed the presidency of the United States Branch Bank, which post he held until his death.

In retrospect, he ranks as one of the half dozen most effective postmasters general in the history of the Post Office Department. He recognized that the purpose of the Post Office was to provide a service for a fee and was the first to organize it as a business. He understood how the relationships between government agencies and Congress were evolving and used his political skills to obtain recognition of the Post Office as an independent agency and to raise the stature of the Postmaster General to that of a department head. His role in drafting the Post Office Act of 1799 became the model for all future Postmasters General.

Portrait of Joseph Habersham from *The Cyclopedia of American Biography,* 1892, v. I, p. 18.

1 Rich, Wesley E., *The History of the United States Post Office to the Year 1829,* Cambridge, MA, 1924; pp. 117; Appendix C, Tables I and III, pp. 182-4.

2 *American State Papers*, v. 27, p. 1.

3 4 *Stat.* 102.

4 Rich, *ante,* p. 112.

5 See *Biographical Directory of the American Congress, 1774-1961*, Government Printing Office, Washington, D.C., 1961; Vexler, Robert I., *The Vice-Presidents and Cabinet Members*, Oceana Publications, Inc., Dobbs Ferry, NY, 1975; and *The National Cyclopedia of American Biography*, 1892, v. 1, pp. 18-19 for biographical sketches of Joseph Habersham.

6 Report, April 4, 1796, *A.M.S., ante,* p, 16.

7 Act of March 3, 1797, 1 *Stat.* 509.

8 *Annals of the Congress of the United States*, 5th Congress, 2nd Session, June 14, 1798, p.1926]

9 Remarks, Jan'y 8, 1799, *A.S,P., ante,* pp. 17-21.

10 *Ibid.*

11 1 *Stat.* 70.

12 1 *Stat.* 234.

13 1 *Stat.* 357.

14 Act of March 2, 1799, 1 *Stat.* 733.

15 *A.S.P., ante*, pp. 17-18.

16 Act of March 2, 1799, 1 *Stat.* 720]

16 Section 7, Act of March 2, 1799, 1 *Stat.* 734]

17 Rich, *ante,* see note 1.

18 *Ibid,* p. 73.

19 2 *Stat.* 42.

20 Rich, *ante,* pp. 71-79.

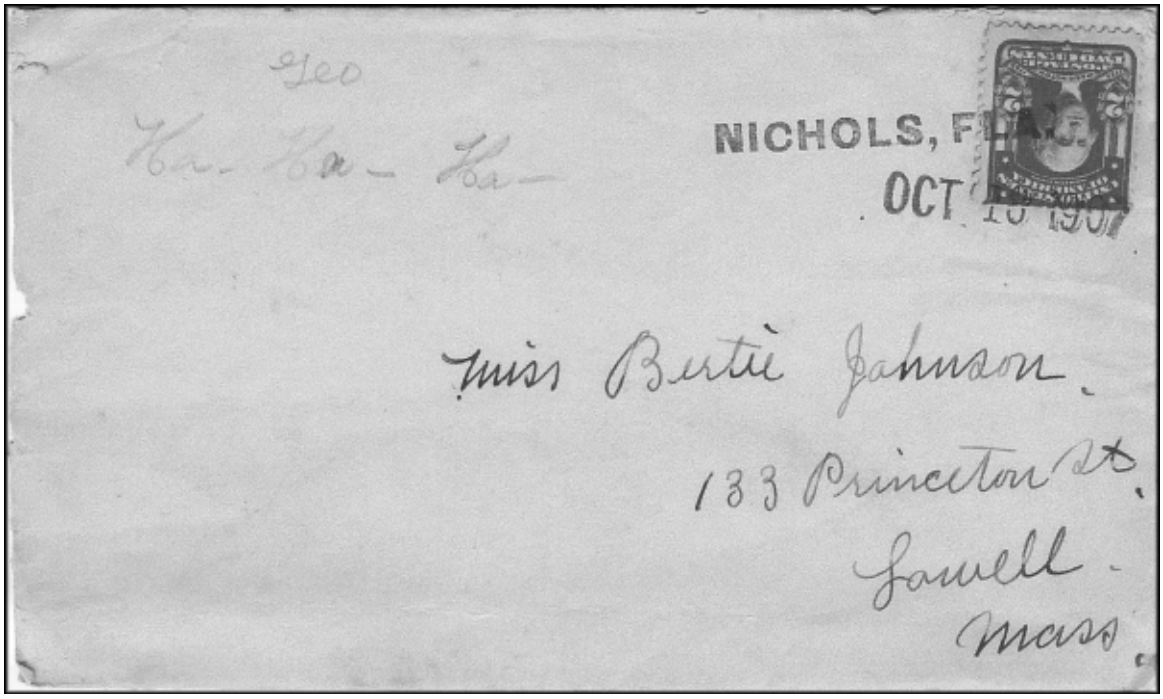


Figure 1 *NICHOLS, FLA. OCT 18 1907 blue straightline typeset "provisional" postmark with 4 and 5 mm. size type which ties #219 on cover to Lowell, Mass.*

Florida "Provisional" Post Marks

By Deane R. Briggs, M.D.

Twentieth Century Florida postal history is a relatively new area of collecting and very rewarding. As the LaPosta "Doane Coordinator" for the State of Florida for the past 15 years, I am convinced of the popularity of collecting Florida "Doane" postmarks and can only marvel at how the interest in Doane and 4-bar postmarks from this state has exploded recently. Florida R.P.O. postmarks and machine cancels have long been a popular area of collecting and Florida R.F.D. postmarks are readily sought as perhaps the rarest of 20th century Florida postal history usages. This article will expose readers to an equally rare type of Florida postmark, the **"provisional"** postmark, used shortly after a post office was established and before a handstamping device was obtained by the postmaster. The definition of "provisional" usage is thoroughly discussed by Richard W. Helbock in his book ***Postmarks on Postcards***. I consider "provisional" as the early use of manuscript postmarks, typeset straightline postmarks, and even the use of a handstamp of a previous post office before the receipt of an official handstamp device with the correct name. I will attempt to demonstrate several of these various usages and encourage readers to submit other examples for publication and documentation.

The Nichols post office was established in Polk County on 21 August 1907 with William O. Pierce the first postmaster. The cover in *figure 1* was postmarked with a pair of different size typeset handstamps, one for the post office name and a second for the 18 October 1907 date. A second slightly different example of "provisional" use from Nichols is shown in *figure 2*. This is a forwarding or routing postmark in the same blue ink but on the reverse of a cover to Plant City, Florida, dated 14 October 1907. What is unusual about this second cover is that both the straightline postmark and date marks are smaller sized typeset, which implies that at least two different devices were used by this small town. Both of these covers reflect "provisional" usage during the first two months of post office operation. The earliest known example of an actual handstamp postmark from Nichols is a type A 4-bar postmark from the same correspondence, dated 10 days later on 28 October 1907. It would be safe to assume that provisional us-

Dr. Deane R. Briggs is editor of the *Florida Postal History Journal*, journal of the Florida Postal History Society. Additional information regarding FPHS is available from Dr. Briggs at 160 E. Lake Howard Dr., Winter Haven, FL 33881.

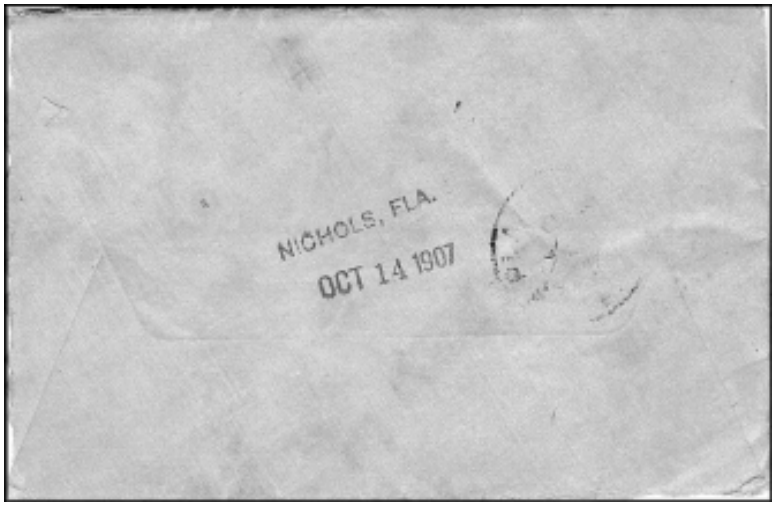


Figure 2 *NICHOLS, FLA. OCT 14 1907 blue straightline typeset "provisional" transit or forwarding marking on reverse of cover to Plant City, Fla. but with smaller 3 and 4 mm. size type.*

age from Nichols, Fla. existed for at most, two months and that the 4-bar handstamping device was received between October 19-28, 1907.

The post card in *figure 3* was written by a young man working for Flagler during construction of the Key West extension of the Florida East Coast Railroad. The Marathon post office was established in Monroe County on 23 February 1909, with Fernando A. Barrett as the first postmaster. This usage is during the first six weeks of operation of the Marathon post office. The period of usage of this "provisional" postmark is unclear as this is the known example. My earliest example of a handstamped postmark from Marathon is a type A 4-bar usage dated 8 November 1910.

The post card in *figure 4* was postmarked with a combination manuscript Hialeah Fla and a straightline typeset date handstamp which tied the 1c Washington stamp to the card. The Hialeah post office was established in Dade County on 31 October 1921, with George R. Millard as the first postmaster. This "provisional" postmark was used during the first three months of operation and is unusual to have a combination of manuscript and handstamp to make up the postmark and cancellation. It would seem more efficient for the postmaster to have a typeset "HIALEAH, FLA" device made and to date the postmark in manuscript rather than to change the date type daily.

Manuscript "provisional" postmarks are by far the most common type of "provisional" postmarks from Florida. They are known from the pre-1856 stampless period with manuscript postmarks preceding the use of handstamp postmarking devices from large towns such as Pensacola and St. Augustine. Stampless manuscript usage is really not "provisional" in reality since handstamping devices were not supplied by the Post Office Department nor were postmasters required to hand stamp the postmark. Manuscript postmarks are fairly common in the early banknote period and in many cases were the only type of postmark used by small post offices in Florida with minimal postal revenue since the postmaster was required to purchase his postmarking handstamps at his

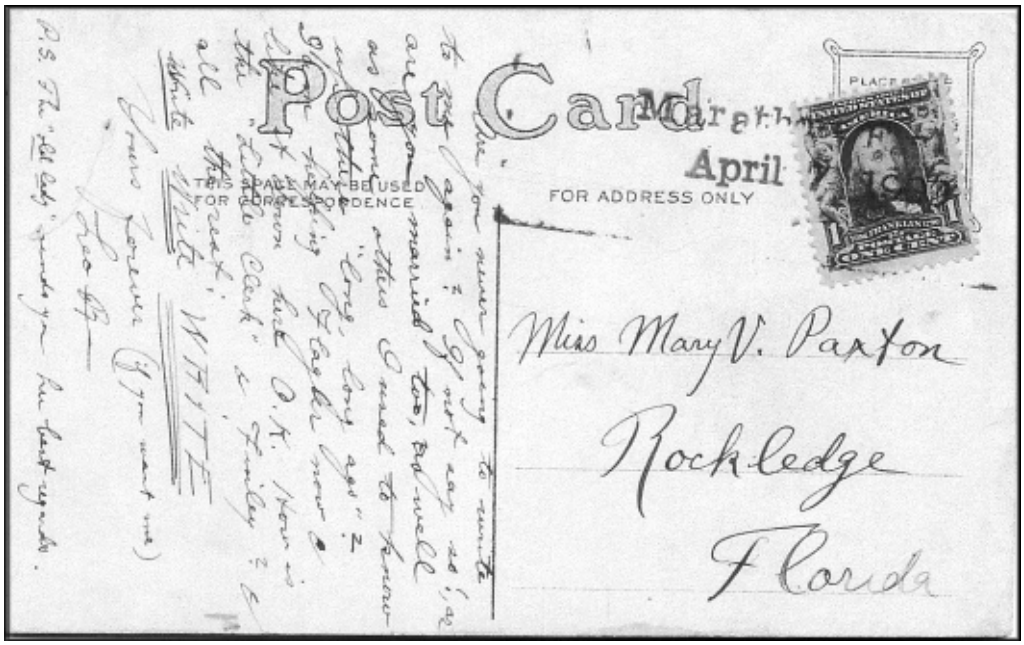


Figure 3 *Marathon Fla April 7, 1909 magenta straightline typeset "provisional" postmark ties # 300 to post card docketed "Quarter Boat #2", Marathon, Fla on front.*

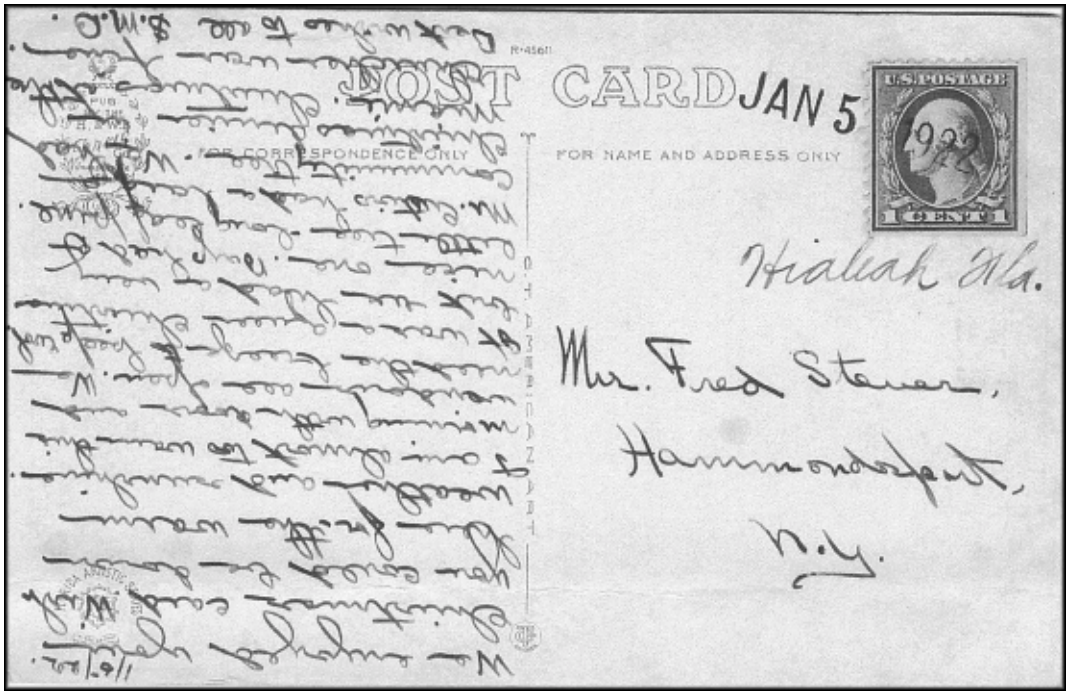


Figure 4 *Hialeah Fla. manuscript with straightline typeset JAN 5 1922 date combination "provisional" postmark.*

expense. Late in the 19th century manuscript postmarks became quite uncommon and use of manuscript postmarks in the 20th century is considered strictly "provisional" in nature. The post card in *figure 5* was postmarked with manuscript "Kendal Fla 12/26/14" and the 1c Washington stamp was pen cancelled. The Kendal post office was established in Dade County on 8 April 1914, with Robert Drummond as the first post master. This usage documents at least an 8 month delay before a handstamp postmarking device could have been used.

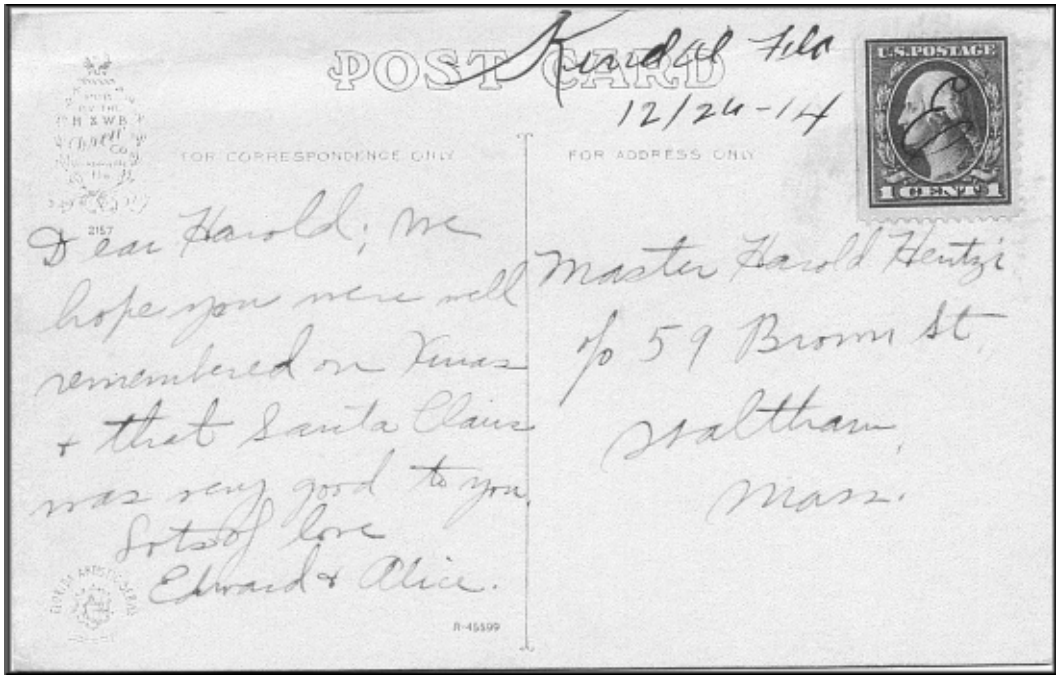


Figure 5 *Kendal Fla 12/26/14 manuscript "provisional" postmark.*

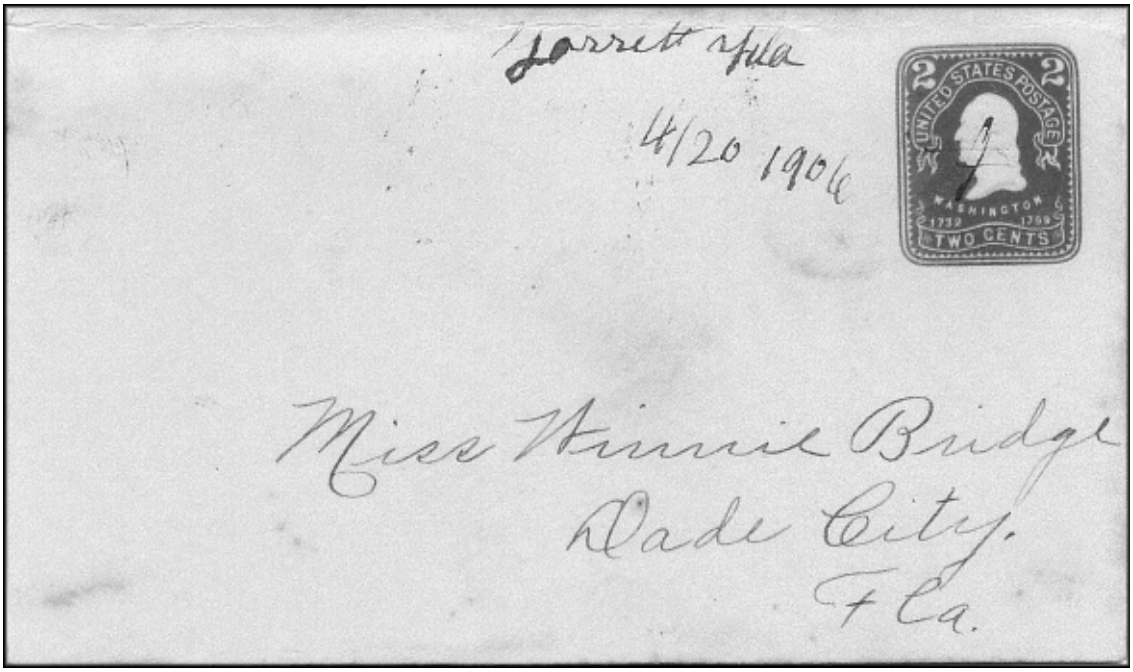


Figure 6 *Garrett Fla 4 / 20 / 1906 manuscript "provisional" postmark on pen cancelled postal entire.*

The cover in *figure 6* has a manuscript "provisional" postmark from Garrett, Fla. and an April 20, 1906, routing handstamp from Seffner, Fla. on the reverse as well as a Dade City, Fla receiving handstamp. The Garrett post office was established in Hillsborough County on 26 February 1906, with Lewis D. Armwood as first post master. The Garrett post office was discontinued on 31 May 1915, with mail handled subsequently by the Seffner post office. This usage is during the second month of operation of the Garrett post office.

The cover in *figure 7* is postmarked with a manuscript "provisional" post mark from the small DPO town of Ellis, in Jackson County, near the border of Alabama. The only postmaster was Elisha D. Ellis, presumably the owner of the town store where the post office was located. The post office was discontinued six years later with mail handled by the post office at Crosby, Alabama. This usage is from the third month of operation. I am unaware of any other postmarks from this small town.

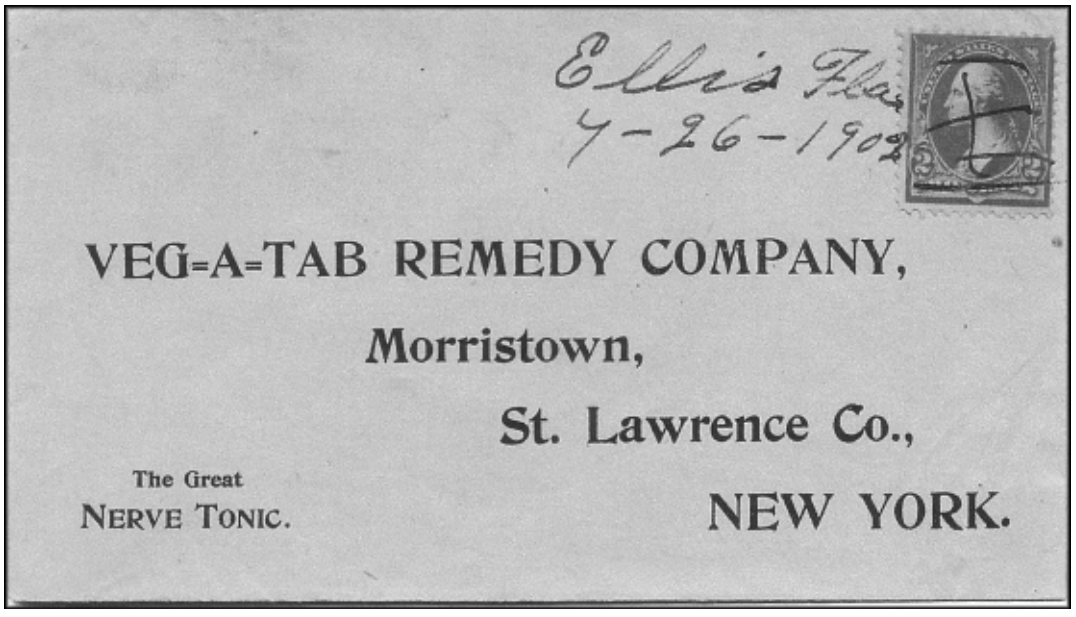


Figure 7 *Ellis Fla. 7-26-1902 manuscript "provisional" postmark with pen cancelled 2 cent carmine on cover to New York.*

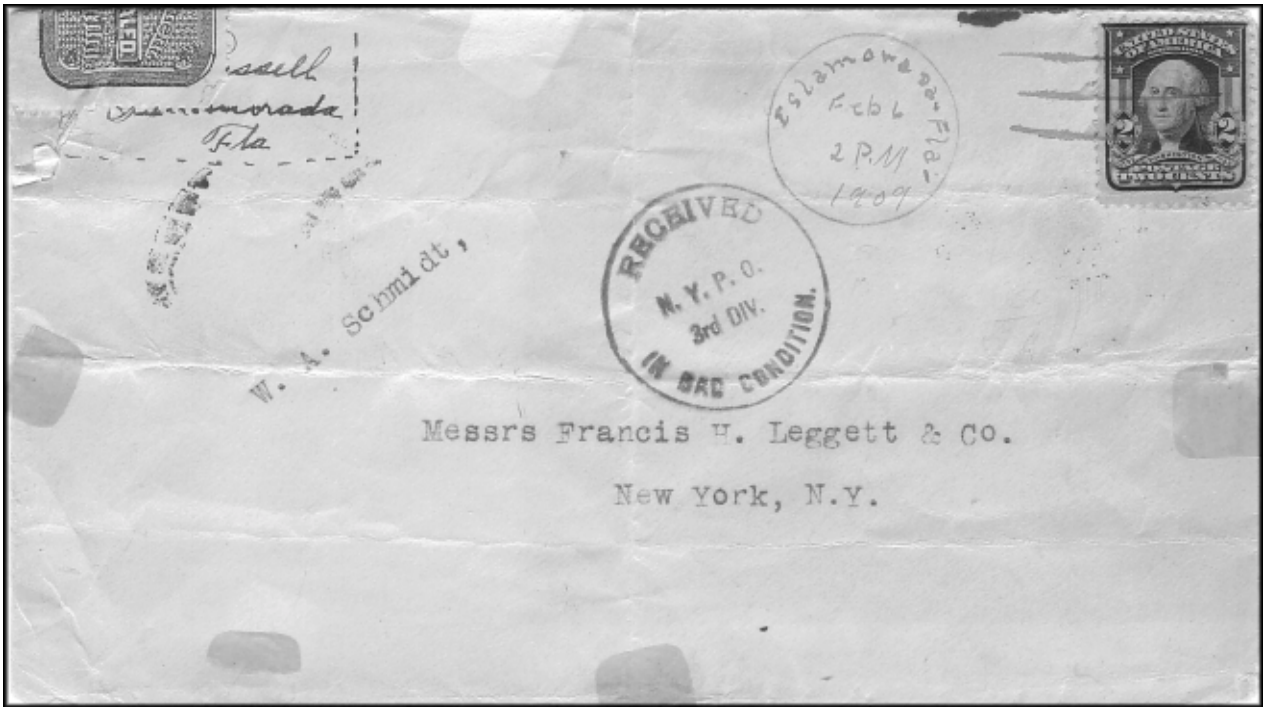


Figure 8 *Islamorada Fla Feb 6 2 P.M. 1909 manuscript "provisional" mimic of a 4-bar postmark which ties #319 on damaged cover to N.Y. with Feb 8 New York receiving mark.*

The cover in *figure 8* is from the collection of Richard W. Helbock and represents a most unusual example of a manuscript "provisional" postmark. It is a manuscript postmark made to mimic a 4-bar handstamped postmark, complete even with the 2 P.M. time slug. Upper case lettering was not used and only 3 killer bars were added to cancel the stamp. This obviously took a considerable amount of time for the postmaster to produce such a mimic. There must not have been much postal activity at Islamorada at this time. The post office was established the preceding year on 01 June 1908 with John H. Russell as postmaster. Apparently no handstamping device had been obtained by him in over 9 months. The cover also has an "Officially Sealed" stamp at the upper left and a handstamp "Received in Bad Condition" and New York receiving mark of Feb 8. Two days transit time from Islamorada, Florida to New York even today is outstanding.

The post card in *figure 9* most likely represents a "provisional" post mark but could be an R.F.D. postmark picked up on a route and brought back to the post office at St.Cloud where the manuscript date and handstamp killer was applied. I feel, however, that this is not an R.F.D. usage since it was not delivered along the route but sent to Michigan. It is certainly a "provisional" usage during the second month of operation of the Saint Cloud post office. The Saint Cloud post office was re-established on 10 September 1909, after having been discontinued on 20 September 1905, following a prior period of operation. The killer used on the post card most

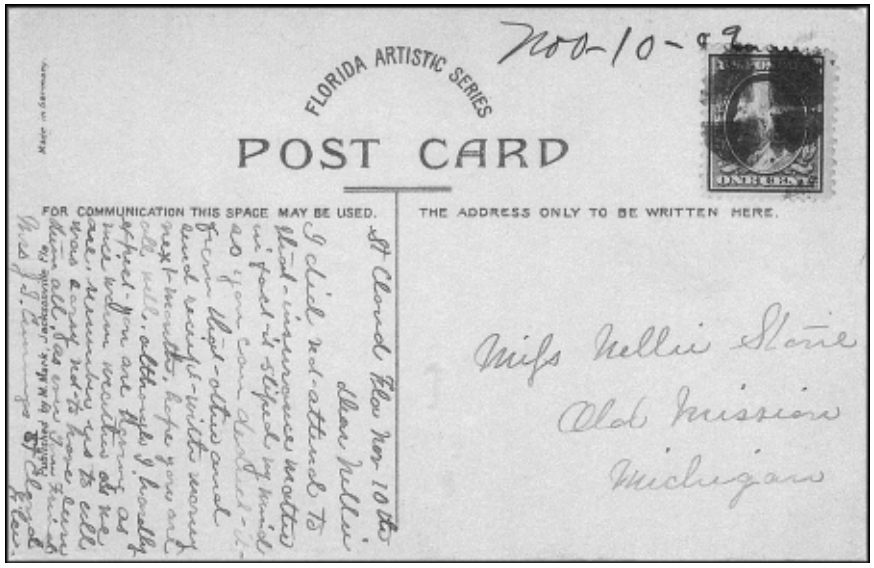


Figure 9 *(Saint Cloud, Fla) Nov-10-09 manuscript "provisional" postmark with killer handstamp cancel on post card.*

likely remained from the earlier period of operation, but a handstamp postmarking device must not have been available. The earliest St. Cloud handstamped postmark I have recorded is a 4-bar A from 16 February 1910.

The post card in *figure 10* represents an example of the last type of "provisional" postmarks. This card has a DETROIT / FLA. MAR 27 1915 4-bar handstamp postmark with ties the 1c Washington stamp to the post card. The card is also datelined: Detroit, Fla. The Detroit post office was established in Dade County on 10 December 1910, and was discontinued on 4 November 1914, by name change to Florida City. This represents usage by the Florida City postmaster with the earlier Detroit handstamp postmarking device five months after the discontinuation of the Detroit post office and before a Florida City handstamp had been obtained.

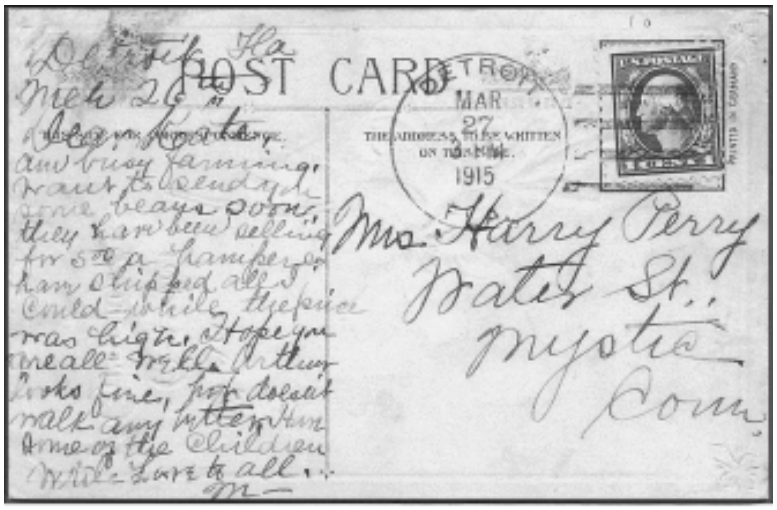


Figure 10 *DETROIT / FLA. MAR 27 1915 four bar "provisional" postmark used by the Florida City post office.*

Figure 11 represents yet another type of handstamp postmark used provisionally until a proper handstamp postmarking device was available. The NARAUJA / FLA. JUL 13 1907 doane type III (1) postmark is a misspelled postmark for the town Naranja which was established in Dade County on 9 January 1906. The post office name was incorrectly spelled in the official postmaster appointment and a misspelled doane postmarking handstamp was supplied by the POD. This error was corrected by the POD and the town named changed to Naranja on the official records on 11 April 1906, but apparently the new correctly spelled handstamp was delayed in use for over a year. Type III doane handstamp postmarking devices were issued until the fall of 1906. There should have been adequate time for the correctly spelled device to have arrived well before 13 July 1907. The earliest known example of the type III(1) doane postmark with the correctly spelled NARANJA / FLA is 12 Jun 1909. How long the Narauja "provisional" handstamp was used is unknown as the example in figure 11 is the known usage.

The author is sure that several other "provisional" postmarks from Florida are in readers collections. Please submit examples for publication to aid in formulating a census of known usages.

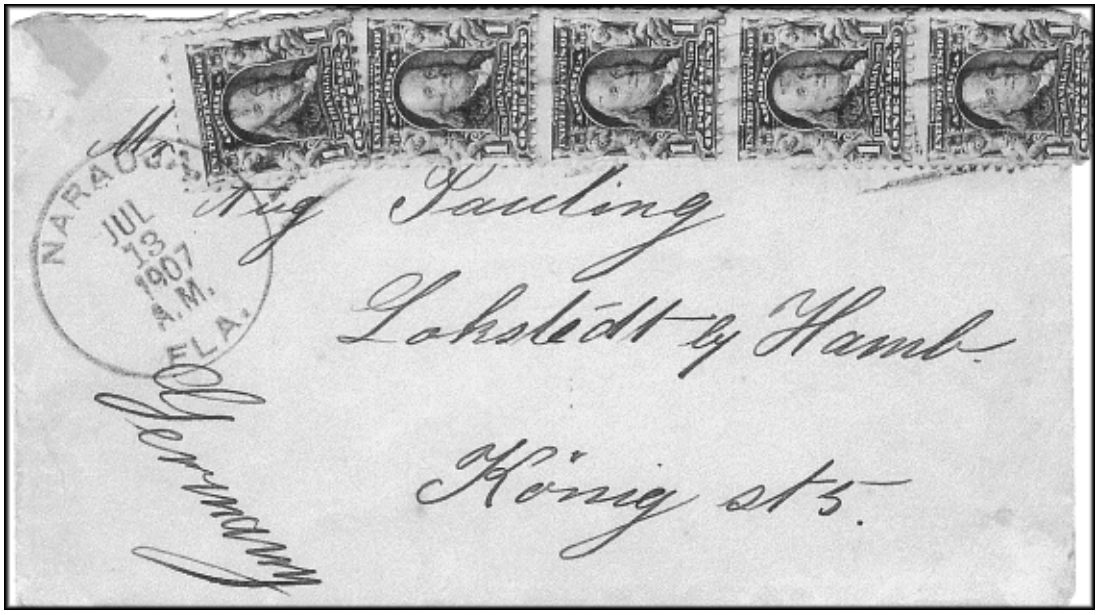


Figure 11 *NARAUJA / FLA. JUL 13 1907 doane type III (1) misspelled postmark ties #300 x5 on cover to Germany. Postmark used "provisionally" after correctly spelled NARANJA device was available in 1906.*

My Dakota Favorite

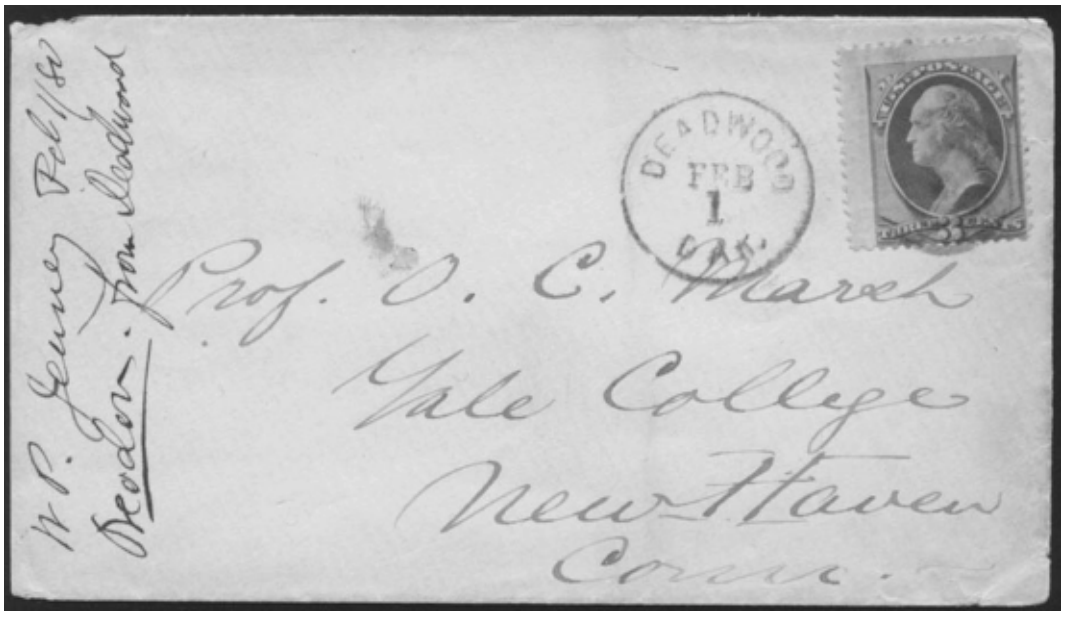
Dinosaurs in Deadwood

By Clair Haakenson

One of the great things about postal history is that it often draws upon other interests and hobbies, providing more satisfaction and entertainment than could be derived from these pursuits individually. Such was my experience recently when I spotted a generally unremarkable territorial cover from Deadwood (South Dakota) in a dealer's offerings. Drawing upon my life-long interest in paleontology, I recognized the recipient as the famed nineteenth century dinosaur collector, Othniel C. Marsh.

Professor Marsh is best remembered for his role in the so-called "dinosaur wars" of the 1870s and 1880s when competing institutions raced frantically to amass great collections of the spectacular fossils being unearthed in the American West. Marsh, operating from his base at Yale University, and Edward Drinker Cope of the University of Pennsylvania engaged in a bitter rivalry as each tried to obtain the finest and largest specimens. So intense and mean-spirited was the competition between these two pioneering paleontologists that their open contempt for one another lasted until their deaths several decades later. Ironically, their intense rivalry and controversial behavior now holds more interest for the general public than their considerable contributions to science.

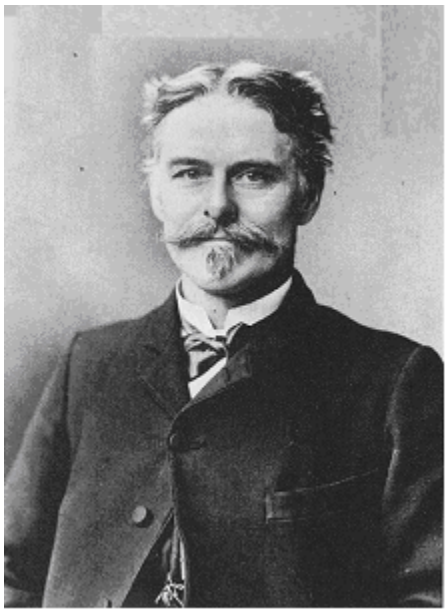
Professor Marsh (back, center) and students outfitted for a dinosaur expedition to the American West in 1872.



A territorial cover from Deadwood (South Dakota) to dinosaur collector Othniel Marsh at the Yale Peabody Museum from Black Hills geologist Walter Jenney.

Despite my interest in Marsh and Cope, the Deadwood cover seemed overpriced so I decided to pass. A few weeks later, however, my job happened to take me to New Haven, Connecticut, home of the Peabody Museum. It was here that Marsh had assembled his impressive collection drawing upon a substantial inheritance from his uncle, George Peabody, who also provided the initial endowment to found the museum that was to later house the specimens collected by Marsh. I paid a visit to the museum, not because of the Marsh cover I had seen, but simply to see at last the gigantic specimens whose excavation sites I had read about and visited over the years in Wyoming, Colorado, Montana and the Dakotas.

Standing among the ceratopsian skulls in the Great Hall, I noticed a first day cover of the 1970 dinosaur issue hanging on the wall. It depicted the very same mural now adorning the 110 foot wall of the room where I stood. I struck up a conversation with the attendant and contrasted this modern cover with the Marsh cover I had seen. To my surprise, the attendant immediately summoned the archivist, Barbara Narendra, who she believed would be interested.

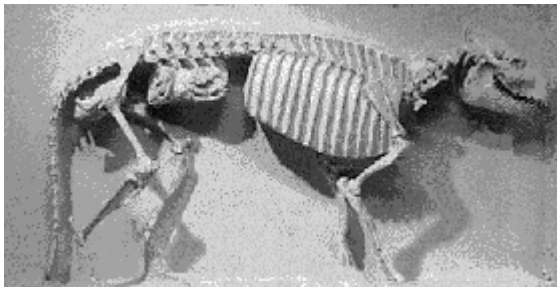


Edward Drinker Cope, rival and nemesis of Professor Marsh in the "dinosaur wars" of the late nineteenth century.

Ms. Narendra, though not a postal historian, had become very familiar with the Marsh covers during her work over the years in the museum. She believes the covers disappeared from museum files in the late 1930s probably about the time the enclosures were removed and studies for preparation of a major biography of Marsh (published in 1940). "There was probably nothing sinister or improper about the disappearance," she explained. "Whoever took them may well have rescued them from the trash." Shortly after the war, the covers began appearing on the philatelic market, typically selling for 50 cents to a dollar. Although this occurred long before she took charge of the archives, Ms. Narendra had seen three or four of the Marsh covers brought to her over the years by curious collectors.

During his nearly three decades as a dinosaur hunter, Marsh had received scores of letters from his agents and crews in the western states and territories and from other parties trying to interest him in finds they had made. Before filing his correspondence, Marsh typically docketed the face of each cover stating date, source and subject of the letter. Using such information, Ms. Narendra has been able to help a couple collectors reunite their covers with the enclosures, or rather copies of the enclosures. She was now willing to do the same for me. Her offer piqued my curiosity and immediately I began wondering which of the treasures in the Great Hall might have been found by the author of my cover. Was it the ten foot long Cretaceous turtle strategically propped on end for dramatic effect? Or the giant Apatosaurus perhaps? And might the specimen have come from one of my cousins' ranches in the Dakota badlands? I had to know.

Returning home, I found the dealer's ad cover picturing the cover and called Ms. Narendra with the details. With her help I was able to decipher the note penned onto the cover by Marsh - *"W.P. Jenney Feb 1/80, Oreodon from Deadwood."* With this information, she was able to locate the record and provide me a copy of the letter. The letter was the second in a series of three letters to Marsh from Walter Jenney, a geologist who had recently been co-leader of the Black Hills geological survey.



An Oreodon is an extinct mammal from the post-dinosaur era. The specimen provided by Jenney was incomplete and apparently of little interest to Marsh.

Jenney stated in his initial letter to Marsh that he was sending a registered package containing the jawbone of an Oreodon, already known at that time to be an extinct mammal about the

size of a large dog. It had been given to him by workmen claiming to have discovered it while sinking a shaft for the Homestake Mining Company about ½ mile south of Lead, a mining town near Deadwood (now in South Dakota). The bone was found 17 feet deep in Miocene clay, a fairly recent deposit not usually found among the generally much older rock forming the Black Hills. Deposits from the Miocene epoch are common, however, in the plains badlands surrounding these mountains. This led Jenney to express skepticism in his initial letter to Marsh about the workers claims to have found it in the Lead area, doubts that were dispelled when he visited the site. Concerning potential for dinosaur fossils at this site, both Jenney and Marsh realized that Miocene sediments are too recent to hold dinosaurs and while the surrounding upthrust rock forming the Black Hills is much too old to hold dinosaur remains.

Apparently, Jenney recovered no additional pieces of the specimen. Four similar jawbones, however, were unearthed as the pit was deepened. In his final letter, Jenney acknowledges receipt of a "favor" from Marsh and warns that the story was now reaching the newspapers. He also pledges to notify Marsh of other fossils he may discover. The favor that Jenney mentions was probably a small payment of money provided by Marsh to encourage Jenney's continued loyalty to Marsh rather than Cope even though the current find was obviously of little interest to his. Jenney apparently made no further discoveries of interest, as no additional letters from Jenney are listed among the Marsh correspondence at the Peabody Museum.

Thus ended my brief research – no giant dinosaurs, no important scientific advances. But the cover illustrates nicely the strategy employed by the both combatants of the dinosaur wars as they attempted to develop contacts in the field and outdo the other. Despite the undramatic outcome of my research, I now eagerly purchased the cover I had originally spurned. Thanks to my unplanned trip to the museum and the thoroughly entertaining research that followed, this cover has become "My Dakota Favorite."

Special thanks to Barbara Narendra of the Yale Peabody Museum.

REFERENCES

1. Hamlin, D.J. Life Before Man. Time, Inc. New York. 1972.

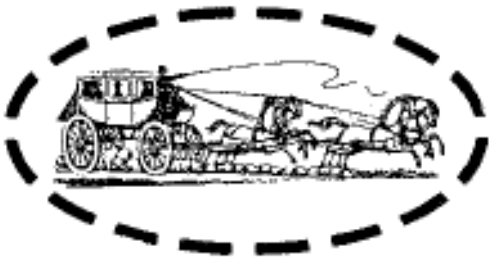
2. O.C. Marsh Papers. Yale University Library Archives. New Haven, CT.

3. Narendra, Barbara. Personal communication. Peabody Museum of Natural History. New Haven, CT. 1998.

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.*

To order backnumbers call Sherry at 916-359-1898, fax 916-359-1963 or send her an E-mail at *collectibles@4agent.org.*



A Postal History Detective Story:

Is this is a First Day Cover of the 1904 Louisiana Purchase Exposition Series?

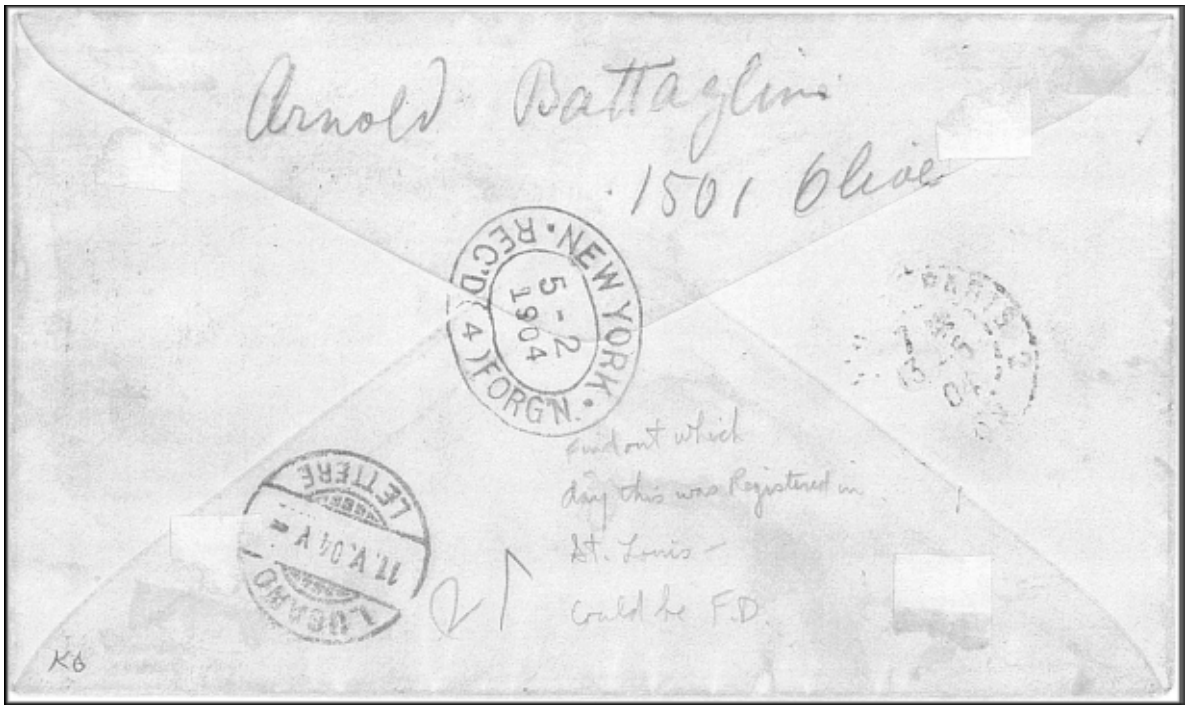
By Henry B. Scheuer

The Louisiana Purchase Exposition was held at St. Louis, Missouri, from April 30 to December 1, 1904. The Post Office Department issued an attractive set of five stamps (Scott # 323-327) to mark the occasion and the first day of issue was April 30th. First day of use covers franked with any of the five Louisiana Purchase denominations are considered scarce, and the single combination cover with all five values sold at auction in 1996 for approximately $80,000.

With these facts in mind, the author has conducted an extensive investigation of postal practices current at the time of the Exposition in order to determine whether or not the cover illustrated below was posted on the first day of issue. This investigation has led to the discovery of a number of pertinent facts and these facts are presented here as answers to a series of questions. The authors has reached conclusions based on his research, but a few questions remain and would welcome comments from readers. Please write him at P.O. Box 535. Madison Square Station, New York, NY 10159, email: hscheuer@jmsonline.com.

The Cover

This combination cover features the complete Louisiana Purchase set of five tied by double oval handstamps reading ST. LOUIS/MO. between the ovals and "N" in the center of the ovals. The cover is addressed to Switzerland and bears a New York registry label.



The reverse of the cover bears a New York receiving mark of the Foreign Division dated May 2, 1904 and Swiss arrival markings.

U.S. Post Office Department Announcement of the Series

LOUISIANA PURCHASE COMMEMORATIVE SERIES OF POSTAGE STAMPS.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., March 22, 1904.

1. Postmasters are notified that a special series of stamps in five denominations, to commemorate the Louisiana Purchase of 1803, and known as the Commemorative Series of 1904, will be issued, beginning April 21, for sale to the public during the term of the Louisiana Purchase Exposition, from April 30 to December 1, 1904. They must not be sold to the public before or after this period.

2. The denominations and subjects of these stamps are as follows:

One-cent, green: subject, Robert R. Livingston, United States Minister to France, who conducted the negotiations for the Louisiana Purchase.

Two-cent, red: Thomas Jefferson, President of the United States at the time of the Purchase.

Three-cent, purple: James Monroe, Special Ambassador to France in the matter of the Purchase, who, with Livingston, closed the negotiations.

Five-cent, blue: William McKinley, who as President of the United States approved the Acts of Congress officially connecting the United States Government with the commemorative exposition.

Ten-cent, brown: United States map showing the territory of the Purchase.

3. This series of stamps will not be issued in book form.

4. There will be no commemorative issue of stamped envelopes, newspaper wrappers, postal cards, special-delivery or due stamps.

5. The stamps of the commemorative series of 1904 are not to be sold exclusively in place of stamps of the regular issue. A supply of the latter must be carried in stock by all postmasters. Stamps of the commemorative or of the regular issue will be supplied according to the preference of the purchaser.

6. The value of commemorative stamps handled must be included by postmasters in Articles A, B, C, D and I of their quarterly reports to the Auditor.

7. Postmasters of the Presidential class will each month use the page following that on which their record of regular issues is entered, in stock account book No. 3240-a, to keep a separate record of stamps of the 1904 commemorative issue.

8. The April, 1903, edition of stock report form 3240 provides lines headed "Special Issues," which should be used by postmasters of the Presidential class in their monthly stock statements, with the heading "Commemorative Series of 1904" written in, to report number and value of the commemorative stamps handled.

9. Money received from the sale of stamps of the 1904 commemorative issue should not be kept separate, but must be placed with other postal receipts and accounted for in the usual manner.

INSTRUCTIONS FOR MAKING REQUISITIONS.

10. To secure stamps of the commemorative series of 1904 postmasters must use the regular requisition form 3201, and write a large plain capital letter "C" (representing the word "Commemorative") in the space below the word "Country," at the top of the blank. If this letter "C" is placed elsewhere on the blank, the requisition will not be filled. Postmasters need not write a communication in connection with the requisition to inform the Department that the commemorative stamps are wanted; the letter "C" written in the proper position on form 3201 is sufficient.

11. Requisition for the commemorative stamps must not be made on the same sheet used to order the regular issue of postage stamps, postal cards or stamped envelopes, but on a separate form 3201; otherwise the requisition will be returned to the postmaster unfilled.

12. The postmaster's average sales, including those of stamps of the commemorative issue after any have been sold, must appear in the space provided therefor at the top of the requisition blank.

13. The Department will not expedite or "rush" requisitions for the commemorative stamps; they will be shipped about a week after receipt of requisition (see paragraph 14).

14. It is possible the demand for the commemorative stamps may be so heavy that all requisitions cannot be filled so promptly as indicated in paragraph 13. This notice is given that postmasters may not enter into unnecessary correspondence with the Department if delivery is somewhat delayed.

15. Requisitions made by telegraph, or in any other manner than on form 3201 as instructed in paragraph 10 hereof, will not be filled.

16. The Department will reduce any requisition which appears excessive, or in case all the stamps called for cannot for any reason be supplied.

17. The invoice which accompanies shipments of commemorative stamps, as well as invoices for all other stamp supplies, must be signed by postmasters and sent to the Third Assistant Postmaster-General immediately on receipt of the stock (see Section 331, Postal Laws and Regulations).

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

Question: Although the stamps were authorized for sale, were they actually available in St. Louis on April 30, 1904?

Answer: Yes, they were.

St. Louis Globe Democrat
Saturday Morning, April 30, 1904
Page 3, Column 5

Big Orders for Fair Stamps

SPECIAL DISPATCH TO THE GLOBE-DEMOCRAT

WASHINGTON, April 29.- A total of 1744 post offices, in all parts of the United States will have the special World's Fair stamps ready for sale to-morrow, when the Louisiana Purchase Exposition opens. The total issue of the stamps, it was learned at the post office department this afternnon, to April 30, inclusive, is as follows: One-cent, 25,627,700, 2-cent, 43,741,100, 3-cent, 1,457,100, 5-cent 1,913,600; 10-cent, 1,183,600. Total, 73,923,100. The requisitions range all the way from 39,200, the lowest, to 9,235,000, the highest. The lowest is for the 10-cent denomination, while the highest is for the 2-cent, or the most commonly used stamp.

Question: What were the hours of operation in St. Louis on the opening day of the Fair and the first day of issue: April 30, 1904?

Answer: Stamps could be purchased all day; the Registry Window closed at 10 A.M.

THE SAINT-LOUIS REPUBLIC
Friday, April 29, 1904
Page 8

Hours at Post Office

Postmaster Announces Only Two Deliveries Will Be Made To-Morrow

That there may be no misunderstanding as to the delivery of mail on to-morrow, Postmaster Wyman announces that in the downtown district the first two morning deliveries only will be made, and no deliveries of mai mail will be made thereafter at the main office. In the residence districts the first delivery only will be made.

At the main office the stamp section, general delivery and information bureau will be open all day, the money order and registry division closing at 10 o'clock.

The regular evening deliveries to hotels and newspaper offices may be expected.

St. Louis Globe Democrat
Friday Morning, April 29, 1904

Page 7, Column 2

Saturday Mail Deliveries

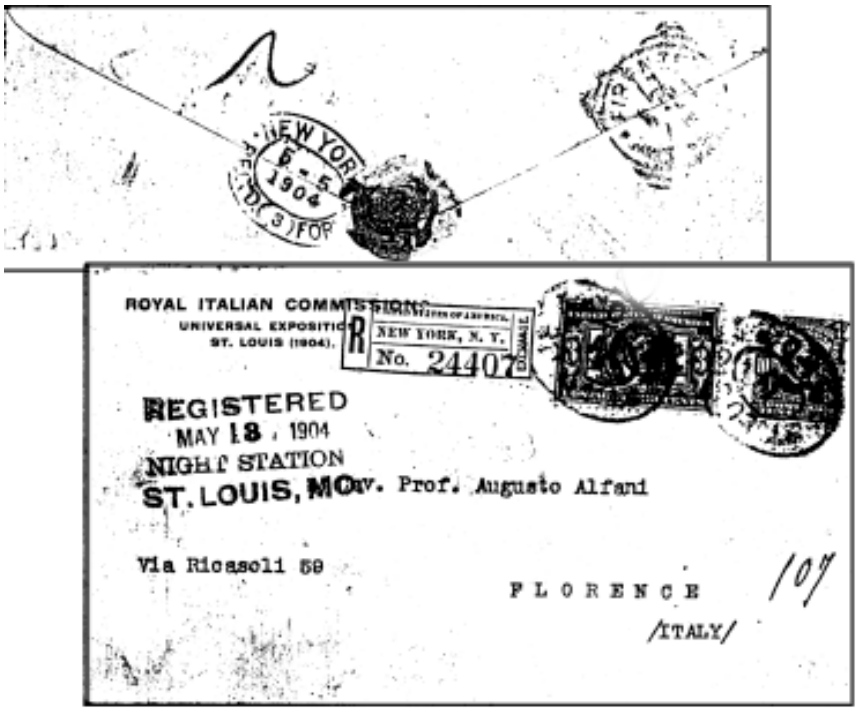
Postmaster Frank Wyman issued the following order yesterday relative to the collection and delivery of the mails on Saturday:

That there may be no misunderstanding as to the delivery of mail on Saturday, April 30, notice is hereby given that in the downtown district the first two morning deliveries only will be made and no deliveries of mail will be made thereafter at the main office. In the residence district the first delivery only will be made. At the main office, the stamp section, general delivery and information bureau will be open all day, the money order and registry divisions closing at 10 a.m. The regular evening deliveries to hotels and newspaper offices may be expected.

(Signed) FRANK WYMAN, Postmaster

Question: What does the "N" signify in the center of the oval handstamps tying the stamps on the cover?

Answer: The "N" stands for "Night Station."



Question: What was the Night Station all about?

Answer: An exerpt from Bill Bomar's 1991 letter states:

January 7, 1991

Dear Henry,

Not much more that I can add that I've written you before. But even though the photos are not too clear, the 'N' in the mute cancel was used at "Night Station" located at that time, in ANNEX STATION, the central distribution office next to the ST. LOUIS TERMINAL RR STA. on Market St. They operated 24 hour windows. If received at the Night Window, means to me that it was not posted until after 5 PM 4-30-04. Even in those days the M.O.B. Registry, etc. functions were closed on Sundays. There was no Registry Delivery, nor could money orders be cashed, as they were open on a skeleton basis. The cover would probably be in one of several "closed pouch" registry bags and not be put on board until late Sunday nite or early MOnday A.M. The New York Central RR via Indianapolis, Cleveland, Buffalo, Albany, NYC would have been the most logical route.

From N.Y.C. Grand Central Station via Registry pouch to pier at the foreigh mails would be pushing it to be received on May 2, 1904.

Good Luck.

Bill Bomar

Question: How long did it take for the cover to travel from St. Louis to New York by train in 1904?

Answer: Transit time was probably 29-34 hours.

Form 5208

RAILWAY MAIL SERVICE

JOHN L. KAY
329 MILNE ST.
GERMANTOWN, PA 19144

(Place) 15 January (Date) 1988

Dear Sir:

Your cover would have traveled from St Louis to New York via the Pitts & St Louis RPO + NY & Pitts RPO, over the Pennsylvania RR.

I have read all the Postal Bulletins, from June 1, 1904 back to Jan 2, 1903. I found three mentions of registry dispatches from St Louis to New York, these references show that there were at least three daily dispatches, from St Louis to NY. The times of dispatch from St Louis were 8:44 AM, 1 PM, and 8:15 PM. Since the dispatches were daily the cover could have left St Louis on either Apr 30 or May 1. The train travel time in 1904 was from 29 to 33 hours, depending on the number of stops.

Sorry I can not be of more assistance.

Sincerely,

John L Kay

John L. Kay

TIME OF TRANSIT BETWEEN THE LARGER CITIES.—Continued.

	Boston, Mass.	New York, N. Y.	Philadelphia, Pa.	Baltimore, Md.	Washington, D. C.	Pittsburg, Pa.	Chicago, Ill.	Charleston, S. C.	Cincinnati, Ohio.	St. Louis, Mo.	Omaha, Nebr.	San Francisco, Cal.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
Indiana.												
Evansville	40 30	34 00	32 30	32 30	33 30	20 55	8 50	41 30	12 50	6 15	22 30	75 45
Fort Wayne	30 50	24 00	19 40	19 00	20 00	7 50	6 00	46 45	7 35	12 35	21 40	73 45
Indianapolis	30 20	23 00	21 30	23 00	24 00	10 30	7 30	42 40	4 00	6 45	22 00	70 15
Indian Territory.												
Vinita	48 40	42 00	39 40	39 00	40 00	28 50	27 30	50 45	25 30	15 30	18 00	98 15
Iowa.												
Burlington	32 40	26 30	31 40	31 00	30 00	20 50	5 50	50 45	17 00	10 25	9 00	67 45
Des Moines	43 30	37 30	42 40	41 00	45 00	30 50	15 50	63 45	27 00	14 40	9 00	67 45
Dubuque	42 00	36 00	38 10	40 30	40 30	25 40	9 20	59 15	20 30	11 00	18 30	77 45
Sioux City	53 20	47 30	51 40	53 00	54 00	40 00	22 50	72 45	41 00	22 00	6 30	62 45
Kansas.												
Atchison	50 00	45 00	46 00	47 00	45 00	30 50	16 00	60 45	24 30	12 40	6 30	63 45
Leavenworth	47 00	41 00	41 40	42 00	43 00	30 50	17 00	61 45	25 30	11 40	7 30	61 45
Topeka	49 00	43 00	41 40	46 00	46 00	32 50	18 00	64 45	26 30	13 40	11 30	68 45
Kentucky.												
Frankfort	26 00	20 00	24 30	21 00	22 00	17 00	14 50	48 45	7 00	14 00	30 00	87 45
Henderson	38 30	34 00	32 30	33 30	32 30	21 50	20 30	50 15	12 50	6 15	25 30	87 45
Louisville	36 00	30 00	31 30	28 00	28 00	14 00	11 40	45 45	8 40	11 00	27 15	84 45
Louisiana.												
Morgan City	56 00	49 30	46 30	44 30	43 00	42 00	41 30	55 45	30 40	30 00	46 00	103 45
New Orleans	46 30	40 00	37 00	35 30	34 30	28 30	30 00	52 15	20 10	21 30	42 30	99 15
Shreveport	64 00	58 30	56 30	53 45	52 15	44 00	42 30	58 45	33 40	31 00	53 00	110 15
Maine.												
Augusta	7 00	15 00	18 00	20 50	21 30	27 30	32 45	39 00	33 00	45 45	47 00	104 45
Eastport	26 00	34 30	37 30	40 30	41 30	50 50	60 45	59 30	55 50	64 00	59 10	122 45
Portland	4 00	12 00	15 00	18 00	19 30	25 30	37 45	49 00	39 00	43 45	45 00	103 45
Maryland.												
Annapolis	13 00	7 00	4 00	1 00	2 00	11 00	26 00	20 00	24 30	39 00	38 00	104 45
Baltimore	12 00	6 00	3 00		1 00	10 00	25 00	19 40	23 35	38 00	37 10	94 45
Cumberland	18 00	12 00	9 00	6 00	5 00	5 00	20 00	23 15	20 00	33 00	30 20	87 45
Massachusetts.												
Boston		7 00	10 50	13 00	14 00	22 00	29 00	32 00	30 00	40 00	40 00	96 45
Springfield	2 00	4 00	7 00	10 00	11 00	18 00	30 00	29 00	29 00	38 00	40 00	95 45
Michigan.												
Bay City	32 40	29 00	27 00	26 00	27 00	15 00	15 00	45 20	15 00	25 00	25 00	82 45
Detroit	25 30	21 00	25 40	26 00	25 00	12 45	9 00	41 00	11 30	18 45	23 15	80 45
Kalamazoo	19 50	25 00	28 00	32 00	31 00	19 00	4 30	49 45	17 00	17 45	18 00	74 45
Lansing	30 40	26 40	28 40	31 00	32 00	19 40	11 15	50 00	22 00	21 45	22 00	79 45
Minnesota.												
Duluth	45 00	41 00	38 40	38 00	39 00	28 00	16 00	50 00	26 00	27 00	20 00	88 45
Saint Paul	36 00	32 00	34 00	33 00	34 00	23 00	12 50	46 00	21 00	23 25	11 00	85 45
Winona	34 00	30 00	32 00	34 00	35 00	[illegible]	10 00	43 00	20 00	20 00	17 00	74 45
Mississippi.												
Jackson	54 00	50 20	48 00	45 00	[illegible]	42 15	30 30	42 45	30 15	21 00	38 00	95 15
Vicksburg	56 00	50 00	48 00	[illegible]	[illegible]	42 00	30 00	44 45	30 00	21 00	41 00	96 45
Missouri.												
Hannibal	42 00	38 00	34 [illegible]	[illegible]	38 00	24 00	11 00	57 30	16 00	5 00	18 00	79 45
Jefferson City	41 00	37 00	[illegible]	[illegible]	37 00	25 55	17 50	55 45	16 50	5 00	12 00	70 45
Kansas City	42 00	[illegible]	[illegible]	40 00	40 00	25 25	16 55	61 00	18 05	8 55	7 00	68 15
Saint Louis	36 40	29 00	29 00	28 00	27 00	17 50	11 00	56 30	10 30		15 00	73 45
Montana.												
Helena	90 30	89 00	80 00	86 00	87 00	75 00	61 20	105 15	70 00	74 00	59 00	73 45
Nebraska.												
Lincoln	46 30	42 30	43 30	41 00	42 00	30 50	15 10	60 00	27 00	19 00	2 00	60 45
Omaha	45 00	42 55	42 25	46 25	47 00	29 05	15 05	61 30	25 25	15 00		58 30
Nevada.												
Carson City	112 25	109 15	106 00	105 00	109 00	97 50	84 20	122 45	95 00	85 00	70 00	19 45
Elko	91 30	85 30	89 25	90 00	89 00	75 50	61 50	107 00	78 00	68 30	48 00	31 45
New Hampshire.												
Concord	1 00	9 25	11 20	14 50	15 50	24 30	38 45	33 40	35 30	42 30	48 30	105 45
Manchester	2 00	9 00	12 50	15 20	16 20	24 00	32 15	34 10	35 00	42 00	48 00	106 45

United States Postal Guide, *January 1901. (Courtesy Railway Mail Service Library)*

Conclusion: All five stamps were purchased, affixed on the cover and posted on the first day of issue. The cover was postmarked at Night Station, St. Louis after 5P.M on April 30th or in the early morning hours of Sunday, May 1st—the second day of issue.

This cover represents the earliest recorded use of the five values of the Louisiana Purchase commemoratives from St. Louis.

Remaining Questions:

At what time on May 1st, 1904, did St. Louis Night Station staff stop postmarking mail?

Were postmarking activities cut short on Sunday mornings?

Up, Up and Away!

Charles A. Lindbergh . . . Henry Ford . . . Richard E. Byrd . . .
INSERT YOUR NAME HERE!

Be a part of the wonderful world of airmail and aviation as a member of the American Air Mail Society. Dues of $23 per year in the United States and $28 elsewhere in the world entitles members to a subscription to one of two society publications, free translation service, advance bulletin services and two free classified ads in the Airpost Journal. Prospective members can obtain the society publication *Collecting Airmail* and a copy of the Airpost Journal for just $2 in the United States and $5 in foreign countries, sent to the address below.

For more information about membership, contact Stephen Reinhard at P.O. Box 110, Mineola NY 11501. Applications and more information about the society can be found at http://ourworld.compuserve.com/homepages/aams/

Map 1 *A portion of Rand McNally's 1876* Map of Oregon *with arrows added to highlight some of the locations mentioned in Lt. Brown's activities in the region in 1877-1878.*

Figure 1 *This cover, postmarked Pendleton, Oregon, July 11, 1879, carried a letter and field notes describing 1877 & 1878 summer Indian fighting travels.*

William Carey Brown's Letters from Fort Klamath, Oregon, 1878-1880

Part 3

Transcribed by Cath Clark

When last heard from in late May 1879, (January, 2002 *La Posta*), Lieutenant Brown had just finished escorting a group of Indian prisoners to Fort Vancouver. From there he took a steamer up the Columbia to Walla Walla and thence to Pendleton, where he was awaiting his next assignment.

Brown was restless at Camp Pendleton and found himself with a surplus of idle time on his hands. He used the opportunity to recount his earlier participation in the Indian campaigns of eastern Oregon and Idaho. He summarizes his experience in the following letter addressed to his parents in June of 1879, postmarked July 11. Also enclosed with this letter are his field notes from June 22 to July 21, 1878, prior to his posting at Fort Klamath, and two related letters.

June 27th, 1879.

[postmarked Pendleton, Oregon July11, 1879]

The map came this morning and having traced my routes in last summers campaign I return it. The routes are as follows:

[1877]

Kelton to Walla Walla in Dec 77

W.W. to Lewiston in charge of a pack train May 27 & return June 4, 77

In the campaign – W.W. to Boise June 4th & 14th, thence to Malheur Indian Agency June 25th, thence to Camp Harney Ogn & Canyon City June 30th.

Thence down John Day River to South Fork of John Day near Camp Watson where joined Gen. Howard. Thence one days march north July 4th where joined with my detachment at Bennards (?) command and joined my company.

Thence north on a hot trail to Birch Cr (July 6th) thence to Cayuse. W.W. west to near Wallula, thence SE to Cayuse again. Thence south on a warm trail, fight at North Fork of John Day thence to Malheur Acy. July 29th on short rations, thence SE between Malheur & Owyhee rivers (Alkali water). Thence last to Dead man's Creek with Green.

Thence sent back to Boise with L Co & wagons, thence north to Payette lakes to join Drum at gold fork of North fork of Payette River I.T. Thence south

in September to Boise & McDermot enroute to Fort Klamath thence west to Bidwell with Wagner thence to Klamath arriving Oct 23rd.

[1878 – Stationed at Ft. Klamath]

[1879]

In Feb to Ashland & return after a deserter.

March to Yainax " . . . . " Indian prisoners.

Apr to Bidwell on public business connected with complaint of Indian prisoners.

In May enroute to Ft Vancouver with 31 Ind prisoners, thence east on the Columbia River. Gen. Howard to Wallula thence to WW. & Pendleton May 21 thence to W.W. June 11-15 to equip Indian Scouts.

Field Notes

June 22 (1878) 8 P.M.

[The field notes are in pencil in very small script on small pieces of paper torn neatly from a larger piece of ledger paper, divided into ¼ and ½ sizes.]

We broke camp at about 6 A.M. & arrived in camp at about 7 P.M.

We were above snow line today and had all the snow we wanted. We are 43 miles north of Cañon City on the Baker City & Cañon City road, and will probably remain near here a day or so until we can send for rations and we are out. We passed over some very fine scenery today and came across a few mining camps. It is thought that the Indians are working their way back to the Malheur Agency to find themselves up there. We expect Gen Howard to join us tomorrow with 2 Cos of the 1st Cav under Maj Sandford. The Indians seem to be living on the bark of pine trees . . . .

Yours,

Will

In Camp in a woody swamp Somewhere West of Baker City Oregon

July 18th 1878

Dear Mother – since writing my last we went to Meachams Station in the W.W. & Kelton stage route and there camped one day waiting for information of the Indian trail. The Umatilla scouts finally found it going towards the Headwaters of the Grand Ronde River and we took it up on a sunny morning and followed it for some distance at 4:30 PM yesterday.

We had just got to a good camp when information came in that the Indians were west of us and the Umatillas on their trail. Orders were at once given for a night march and after getting supper and grazing the horses a few hours we started at 9 P.M. and had only gone a couple of miles when we saw a light ahead and heard a grand pow wow. Scouts were sent ahead and the column halted and soon we received information that it was the Umatillas. Going forward we found ahead 50 of them around a fire with all their ponies, and in a state of great exultation & excitement.

That afternoon (yesterday) they had attacked the hostiles and killed a dozen or more and captured 5 squaws and 2 papooses & 70 ponies (all without losing a man). We then went over to camp and this morning started for the trail. We passed over the battle ground of the day previous and found the bodies of several of the hostiles and also 5 or 6 horses and I had no doubt there were a dozen killed. The hostiles seemed to have stampeded and left in the greatest confusion. For miles along the trail this afternoon we came across clothing, rags, blankets, saddles, dead horses & dead Indians. And just as we got into camp a scout found a live papoose. It was turned over to a captive squaw that accompanies the command.

The Indians seem to be making their way South over the same ground that they just came over and it is supposed are going back to Stein's Mountain. They seem to have split-up some, however, and the Command (6 Cos) may be divided to correspond. We have given up all hopes of them making a stand.

I am enjoying excellent health and a good appetite. Sent check for 10 dollars the other day – did you get it?

Yours affectionately

Will

You will see by the papers where the command is and address to Co L 1st Cav (through Comdg officer Ft Boise or Walla Walla). As long as we are South the letter had better go through Boise.

Three men passed this year at The Point – in their graduating examination.

In Camp at Desolation Valley, Oregon

July 21st 1878

Dear Mother: Yours of June 23rd & 30th were received at Camp at the head of Fly Valley. My horse stood the trip very well but I sent him home after the Battle of Birch Creek for fear that he might tire out on the road & now I ride a horse marked U.S. and a very good horse too.

Rand McNally & Co Printers & Engravers 77 & 79 Madison St Chicago Ill publish maps of Oregon, Washington & Idaho at 50 cents apiece. They are about as good as you can get. Call for R & McN Indexed map of Ore, Wash or Idaho.

We are now in a country that has never been mapped to any extent and is only known to few persons. We have been traveling day after day through thick pine woods and over fallen timber. The trail of yesterday was [judged?] by officers who know [it] to be worse than the famous Lolo Trail which Sherman said was the worst on the Continent.

Pa inquires if we have to pay our hotel bills & traveling expenses on campaign. Transportation for officers on duty is always furnished by the QM [Quarter Master] Dept. The letter of the law is that Cav. Officers provide their own horses but in practice but very few do so & I think no one in the 6 Cos here has their own horse.

We have to provide our own eatables and the officers in each Co have a mess. In "L" Co Shelton & I have 2 mules, one to carry our mess boxes and the other our bedding. We have a soldier for cook. Hotels are out of the question for I do not suppose there is a civilized being within 40 miles of us, and even that is over woods & mountains covered with fallen timber and almost desolate of trails to say nothing of roads.

I am very sorry indeed to think that you are constantly worrying for my safety as I feel just as safe here as you do in Denver and if you knew how cowardly these Indians are you would change your mind. We had a clash with them yesterday at the North Fork of the John Day. They had one of the best positions that I ever saw but left it within about 30 minutes after the first shot was fired.

The mountains bordering the N. Fork after John Day are very steep & precipitous and 1200 ft above the River and here we have to pass over one of the worst trails that a man ever saw. The Columbia was passing over (men leading their horses) and as the head of the Columbia was about 2/3 the way up on the opposite side some man accidentally discharged his piece when the Indians (who were concealed in the high rocks just above) fired a volley.

The fire was promptly returned and the men & scouts sought cover in the trees & rocks and some sharp firing ensued. Then ensued a lull and when the scouts & soldiers again started up the hostiles had gone. Twenty men could have held the position against our whole command and I think the Indians have lost their golden opportunity as it would be hardly possible to get a better place to make a stand.

I was ordered with part of the Co to aid Lt Fosse to hold the left of the line behind some rocks but after I arrived only 2 or 3 shots were fired, none of which I think took effect. It is not known whether we hit any Indians or not. Our loss was one scout (citizen) killed & one scout & one soldier wounded. There were but 40 or 50 Indians in the rocks. The main body seems to have gone on.

We will rest here today & start on the trail tomorrow going in a southerly direction. We have a splendid camp with a large stream of clear cold water, plenty of pine timber & grass and our stock getting a rest that they very much need.

I am in excellent health and think (even if I do say it myself) that I can stand the campaign longer than several of the other officers who are getting pretty tired of it. Yesterday afternoon we passed dead horses at about the rate of 2 to the miles. The Indians' stock are giving out fast and we can travel faster over a rough country than they can even though our horses are giving out. Five of them gave out the day before the last skirmish.

I am glad to see that the girls have such good monthly reports. What are they studying this summer? I wish one of them would write each week (alternating) and let me know what progress they are making. How is Pa getting along in business this summer? I am sorry to learn that his health is so poor.

To Be Continued

Tale of Three Marks

By Richard D. Martorelli

In July, 1944, America had been at war for almost two and three-quarters years. Allied efforts at this time included the Normandy landings and attacks on Caen and the capture of the Cherbourg peninsula in France; the breakout from Anzio, capture of Rome and advances to the Arno River in Italy; success of British Commonwealth troops at Imphal and Kohima in northeastern India, and advances of Russian forces on Minsk in Byelorussia. In the Pacific Theater, naval and amphibious forces under Admiral Nimitz and General MacArthur were also on the move. In the Central Pacific Area so far in 1944, the island-hopping campaign had seen invasions of Tarawa and Makin Islands in the Gilberts, and Kwajalein and Eniwetok Islands in the Marshalls. As a result of the speed of the success in the Marshall Islands, Admiral Nimitz advanced the date for the planned invasion of the Mariana Islands. The three large islands of Saipan, Guam and Tinian were strategically important for two reasons. First, the islands were in the middle of the Japanese lines of communication and supply, and their capture would disrupt the control and resupply of the Japanese forces. Second, these three islands were large enough to support airfields for B-29 bombers, which had the flying range to reach the Japanese home islands.

The Marianas campaign began with carrier aircraft attacks against Japanese land-based fighters and defenses of the three islands. Saipan was the first to be invaded, with 20,000 Marines of the 2nd and 4th Marine Divisions landing on June 15, 1944. They were reinforced by the 27th Division of the US Army. Through their combined efforts, in the next three weeks, American forces gained control of the island, and inflicted 27,000 Japanese deaths at a cost of

Figure 1 *This registered cover was mailed by a sailor on* USS Bell *in July 1944.*

16,000 American casualties. Admiral Nimitz's original plan was to proceed with the invasion of Guam on June 18. The approach of the Japanese Mobile Fleet, with 9 carriers and 450 planes changed operations, and resulted in the Battle of the Philippines Sea and the "Marianas Turkey Shoot". In this engagement, three Japanese aircraft carriers were sunk and four others were badly damaged, and combat aircraft losses totaled 300, while the US lost c.50 aircraft in combat and c. 80 that either ran out of fuel or crashed during night carrier recovery operations. With the retreat of the Japanese naval surface forces, the American fleet resumed its operations in support of the amphibious landings on Guam and Tinian. After a two-week naval bombardment, men of the 3rd Marine Division and 1st Marine Brigade landed on Guam on July 21, and troops of the 2nd and 4th Marine Divisions landed on Tinian on July 24,1944.

The illustrated envelope is from the *USS Bell* (DD587). The Bell was a Fletcher-class destroyer, operating as part of Task Force 58 (TF58). Bell was commissioned in March 1943, and had operated as part of TF58 since December 1943, participating (through July 1944) in strikes on Kavieng, Truk, Marianas, Carolines and Bonins Islands, as well as supporting landings in Hollandia and Saipian and the Battle of the Philippine Sea. Destroyers' duties were varied, and drew upon their strengths of speed and maneuverability. Tasks included airplane guards and picket duty for carrier task forces, shore bombardment and AA protection-defense of main forces and landing craft in amphibious landings, as well as protective screens against submarines and antisubmarine warfare. The envelope seen in Figure 1 was a piece of registered mail, franked with $0.06 for airmail and $0.40 for the registration fee for indemnity between $75 and $100. Effective December, 1941, armed forces personnel serving outside of the continental United States (CONUS) were allowed to use a reduced rate of $0.06 per ounce for airmail going to addresses in the CONUS. The regular airmail rate from 1941-1944 was $0.06 per ½ ounce, increasing to $0.08 per ½ ounce in March 1944. As an alternative, effective April 1942, surface mail letters and postcards (mailed from inside or outside CONUS) were sent free of charge. In accord with USPOD procedure since 1910, the stamps were cancelled with a dateless "mute" cancel, and the postmarks are on the reverse. This is where this envelope tells its story, through the backstamps.

The earliest dated cancels are along the sealed flap, and they are Type 9efu from the Bell, dated July 21, 1944. As noted above, this was the date of the invasion of Guam. The Bell was steaming as part of Task Group 58.1, with Rear Admiral J. J. Clark, USN, as Officer in Tactical Command (OTC) on the U.S.S. HORNET (CV 12). The rest of the Task Group consisted of the following: *U.S.S. YORKTOWN* (CV 10), *CABOT*(CVL 28), *SANTA FE* (CL 60), *BILOXI* (CL 80), *MOBILE* (CL 63), *OAKLAND* (CL 95), *IZARD* (DD 589), *CHARRETTE* (DD 581), *BURNS* (DD 588), *BOYD* (DD 544), *BRADFORD* (DD 545), *BROWN* (DD 546), *MAURY* (DD 401), *CRAVEN* (DD 382), *GRIDLEY* (DD 380), *HELM* (DD 388), and *MC CALL*(DD 400).The carriers had launched aircraft strikes as part of the preparation for the invasion of Guam, and the Task Group was steaming around a point about midway between Tinian and Rota Islands, and north of Guam. On July 22, *U.S.S. HORNET, YORKTOWN, MAURY, CRAVEN, GRIDLEY* and *HELM* left the Task Group formation at about 0615 and entered Saipan Harbor to take on bombs, while the rest of the group stayed approx. 25 miles SSW of Saipan. The carriers and their destroyer escorts rejoined the formation c.1740 and steamed back to the general area south of Guam.

Figure 2 *USS BELL (DD 587), a Fletcher-class destroyer commissioned in 1943.*

Figure 3 USS Denver *(CL 58)*

On July 23, the Task Group made contact with an oiler group for scheduled fueling operations. According to the deck log of the *USS Denver*, at 0846, the Denver maneuvered to go alongside *U.S.S. SEBEC* on its starboard side to receive diesel fuel and gasoline. Starting at 0905, *DENVER* fueled from the *U.S.S. SEBEC* (AO 87), completing at 1030 after receiving 215,000 gallons of fuel and 1200 gallons of gasoline.

While the refueling was going on, the *U.S.S. BELL* came alongside port quarter, at 0921, to deliver mail, and cast off at 0924. The Figure 1 cover was transferred from the Bell to the Denver in this delivery, and then immediately transferred from the Denver to the Sebec, which was fueling the Denver. This transfer is supported by the Sebec backstamp Type 9fu dated July 23,1944. That day, the carriers in the task group continued launching and recovery operations in support of the landing forces on Guam. Late in the day, the task group received orders to head for Yap and Ulithi to make air strikes. At 0600 on July 24, T.G. 58.1 rendezvoused with T.G. 58.2 and T.G. 58.3, and came under control of Vice Admiral M. A. MITSCHER, U.S. Navy, Carrier Task Force 58 (CTF 58), on the *U.S.S. LEXINGTON* (CV 16).

The *USS SEBEC* (AO 87), an Escambia-class oiler, was commissioned by the Navy on 29 March 1944. After a shakedown period, she arrived Pearl Harbor on the 24th, and departed June 28 moved with task unit heading to Eniwetok, anchoring there on 6 July. This installation had been opened on May 10, 1944 as United States Naval Base, Eniwetok, Marshall Islands. Starting on Feb.10, aircraft from a carrier task group bombed enemy installations on Eniwetok Atoll, preliminary to a Feb 18 Marines and Army forces landing on Engebi Island. This was followed by a Feb 19 landing on Eniwetok Island and a Feb 22 landing on Perry Island that completed United States control of Eniwetok Atoll. It was this speed and operational success of this series of landings that caused Admiral Nimitz to move up the schedule for the invasion of the Marianas Islands. The

Sebec loaded a cargo of fuel oil, diesel oil, gasoline, and light freight before departing from the harbor on 15 July. After refueling units of Task Force 58 on 23 July, Sebec's unit arrived off Agat, Guam, on the 24th. On the 27th, after discharging the remainder of her cargo fuel oil, diesel oil, and part of her gasoline, Sebec got underway on the 28th and arrived at Eniwetok on 1 August. There, she turned over the mail collected during the refueling operations of the two-week voyage. This transfer is evidenced by the Type 9# cancel, dated August 1, 1944, showing Branch Number 10541.

Branch numbers were classified code numbers assigned by the New York City post office to post offices at Navy bases outside of the United States, in this case specifically to Eniwetok, Marshall Islands. The Navy, for operations security, wanted to use post-

Figure 4 USS Cahaba *(AO-82), sistership of the* USS Sebec, *refueling* Shangri-La (CV-38) *and* Iowa (BB-61)

marks with only a generic "US Navy", as found in a Type 9z cancel. The Post Office Department, on the other hand, was concerned about the financial and fiduciary accountability of the Naval postal clerks, as they handled registered mail, money orders, savings bonds and stamp sales. The USPOD wanted postmarks with the ship or base name, to allow for tracking of actions. Since all post offices had accounting numbers for financial reporting, the compromise solution was to create and attribute branch numbers to the individual post offices. Starting in January, 1943, numbers in the 10000, 13000 and 17000 ranges were assigned to overseas Navy bases, and soon after were assigned to all Navy bases, regardless of location. In October, 1944 the branch number system was extended; numbers in the 15000-16000 range were assigned to new ships, and eventually to older ships, for processing mail from their own vessels as well as mail collected from other units lacking postal facilities. Numbers in the 11000 range were assigned to US Coast Guard bases and those in the 12000 and 14000 ranges were assigned to US Marine Corps bases and units. Branch numbers for ships were discontinued in 1947, as were most Coast Guard assignments. Marine Corps numbers in the 14000 continued to be used through the 1950's, and a small number were even used into the 1970's. Branch numbers continued to be used for overseas Navy bases until 1980, when responsibility for Navy post offices was transferred from the US Postal Service to the Military Postal Service Agency.

After being received at Eniwetok, the envelope was processed for delivery to the continental United States (CONUS). The cover was flown to Hawaii, most likely by the Naval Air Transportation Service, and then to the San Francisco Bay area, again most likely by the Naval Air Transportation Service, possibly using Martin Mars Flying Boats. Having been prepaid at the military concession air mail rate, the envelope continued to receive airmail service, under the USPOD's control, to it's destination in Massillion, Ohio, about 20 miles south of Akron. The entire trip of 8,000+ miles was accomplished in 21 days, using a variety of sea, air and land transport. What was the content of this envelope? Given the long period of continuous sea duty of the USS Bell, it could have been a money order of the sailor's pay, being sent home to his wife for support or savings, along with loving thoughts and wishes. Certainly a valuable delivery.

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Post Office First Proposals

Part 2

by Tom Clarke

In 1796, two years after the initial Proposals for postal routes was printed, Abraham Bradley created the first *Map of the United States Exhibiting the Post-Roads, the Situations, Connections, and Distances of the Post-Offices.* (He spent most of his 38 years in the postal service, serving as First Assistant for five Postmasters General.)

The map he drew helps to answer the question posed in the first half of this article: How many of the proposed routes of 1794 actually came into being.[1] With this second part of the verbatim printed copy of the initial *Gazette* Proposals, *La Posta* readers have a complete *written* record of the beginnings of the United States Post Office as it was imagined. If and when a copy of Bradley's map can be located, each state's portion will be presented as needed *visual* evidence for postal historians.

Abraham Bradley, Jr. was a lawyer and topographer from Connecticut. He was hired as a clerk at the General Post Office by PMG Timothy Pickering in 1791. Bradley became the Post Office's postal routes and scheduling authority.[2] We can safely say that the 1794 Proposals were largely his doing.

An indication of the extent of postal roads in 1794/6 can be imagined by referring to the simplified compilation (*Map 1*) of several of Abraham Bradleys' (and successors') maps of circa 1800 —with added Canadian portions. It is taken from Ralph Brown's excellent, if aging, *Historical Geography of the United States* (1948)[3] [4]. (Check the internet for a personal copy, as this writer did.)

Ancestral ZIP

Note that the arrangement of the Routes as listed in the *Gazette* Proposals follows the same basic layout as our ZIP code structure today. Part One took Routes

Map 1

1 to 59, Maine and New Hampshire to Delaware, and Part two describes Routes 60 through 117, from Delaware to Savannah GA.

The District of Maine in the far northeast to the southernmost town (and inland). It was a natural principle of organization because of the initial settlements of the first colonists. (And it probably didn't hurt that Bradley came from New England.) It is inevitable that two centuries later Mr. ZIP would follow the same format, from the Northeast (though, prefaced with our later Caribbean territories) south to Florida, then embracing the remaining 37 states through Washington, Alaska, Hawaii, and to our Pacific Ocean possessions.

The Main Line

The Constitution, several years before the Gazette Proposal, in 1787, assented to the task of unifying the new government. Not the least of the methods was through a road system (which at the time barely existed). It specified (Art. I, Sec. 8) that the Legislature shall bear the responsibility for establishing Post Offices and *Post Roads*. Recall from Part One that the PMG sent letters to Congress with an assessment of the current roads and suggestions for improvement via the Proposed new Routes..

The postal system of the United States in 1794 was composed basically of one road: the "Main Post Road" or the "Main Line" (see this repetitive wording in the Proposals). Virtually every "cross post," as mentioned in Part I, joined onto it. Some of Bradley's maps included detailed charts that listed stagecoach schedules along the Main Post Road, between Portsmouth NH and Boston, through to New York, Philadelphia, and Richmond, to Savannah GA.

It is difficult to conceive the idea of a single dominant road (read: glorified dirt trail), given today's maze of concrete and blacktop roads heading in every direction. But Map I is evidence of an important story. It shows that in six short years, the Main Post Road was becoming indistinguishable from the cross post routes. Cross routes were no longer mere appendages of the Main Line; they, *together with* the Main Road, *were* the Post Office.

Americans too were changing. Bradley's maps were freely displayed in large post offices and probably gave citizens their first true understanding of the country. Along with the first American school geography that was published in the mid-1790s, his maps helped Americans to believe in a concept of national culture and underscore their sense of unity. An considerable contribution to his country! In addition, citizens would now have to reorient to weekly and daily notions of time and deadlines, as measured by the regularly scheduled mail service.[5]

Newly settled regions

Knowledgeable colonists/citizens considered that their colonies'/states' western boundaries certainly extended beyond the Appalachian Mountains. Possibly they reached to the Father of Waters/Mississippi. Conceivably they went as far as the Western Ocean.

The first new states added to the Republic were created from land belonging to the original states. The exception was state number 14, the former Republic of Vermont, which was annexed directly to statehood in 1791.

The New England and Middle Atlantic states (along with Virginia) gave up their long-claimed western lands in 1784, '85, and '86 in order to agree to the establishment of the Territory Northwest of the Ohio. (Even New York had claimed a small piece of territory on the Mississippi before abandoning it in 1782)[6].

Southern states also gave up their western land rights. South of the Ohio, Virginia donated land for the state of Kentucky in 1792; North Carolina in 1790 for the "Territory South of the Ohio" (later Tennessee); Georgia in 1802, for Mississippi (and eventually Alabama). Kentucky had sufficient settlers so it passed directly into statehood without the intervening territorial status. [Need it be said that virtually all of this new land was Native American occupied, regardless of what legislatures might say. Between 1785 and 1819, through peace or otherwise, treaties diplomatically ceded all of it to the United States.]

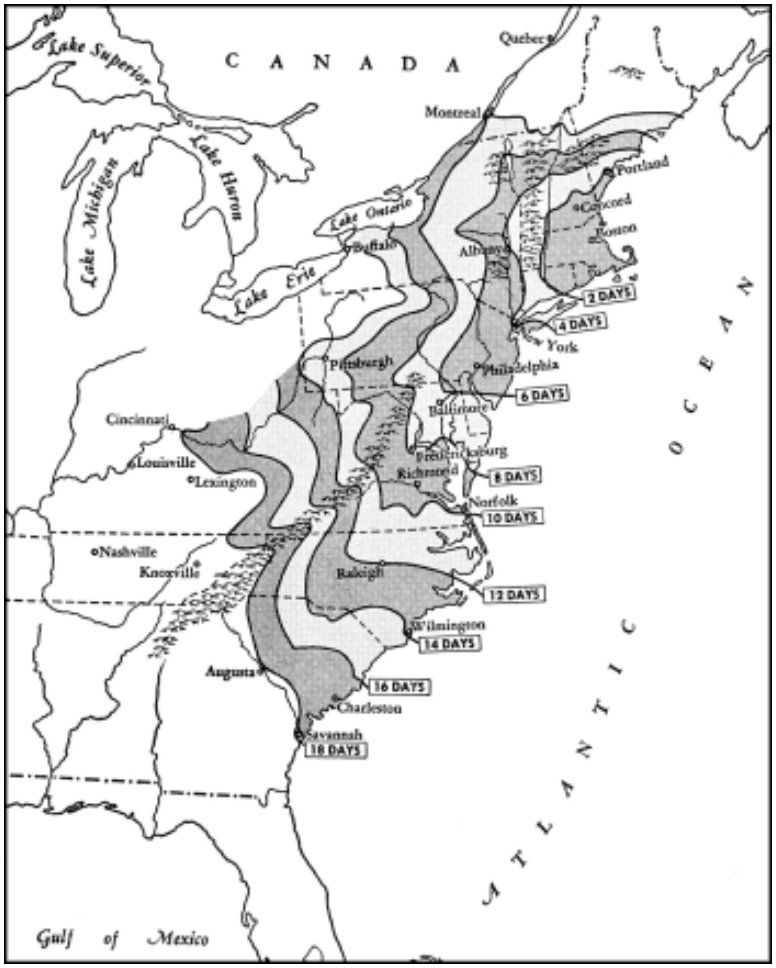
"West" or westward?

The proposed post routes described in the *Gazette* for these new western regions illustrate the naive thinking in those days about things west. Post offices and pickup points in the "extended" state of Kentucky and in the "Territory Southwest of the Ohio River," the future Tennessee (at least to Knoxville), are listed under Virginia, since they were Virginia's spheres of influence.

However, to most of the 4,000,000+ souls inhabiting the United States in 1794, there was no "West" as a *destination.* With travel as slow as a team of horses, for the time being, the understanding of "beyond the mountains" was sufficient. The term "western states" would not become a part of conversational English for several decades. The 1,000,000 additional Americans by 1800 would help, by relocating westward, bridge that etymological gap.

Timeliness

The estimated rates of travel in 1800 for settlers on horseback, in buckboard, or wagon are shown in *Map 2*.[7] To account for the wavy patterns, imagine mountains, passes, poor or marshy soil, hard-to-ford rivers, not to mention the inclement weather "between the first of November 1 and the first of May" as the Proposals constantly repeat. Given the map's travel averages, and compared to the route coverage estimates in the Proposals, the mail must have always reached its destination before the traveling sender.



***Map 2** Estimated rates of travel from Boston in 1800.*

After all, Post Office rules, aside from obstacles of weather, would have it no other way. The PMG (and no doubt Abraham Bradley) gave strict deadlines for performance, and woe to the rider who could not deliver. In the interests of full disclosure, the Proposals list very harsh money penalties for tardy postmen who would not move quicker than a leisurely pace. See the six items at the Proposal conclusion.

The Northwestern Territory

The Northwest Territory was populating west through Pittsburgh and north across the Ohio from Louisville. Later, other migrants would come by way of Lake Erie from New York and New England across the Mohawk Valley. In 1794, little heed was given to anyone living further west than Pittsburgh let alone to sending a letter. Note that on the Bradley map, the road to Pittsburgh does not even continue west, but instead bends south and then heads back eastward!

There were hundreds of pioneers occupying the old British and former French forts in the Northwest Territory: Ft. Detroit, Fort Defiance, Fort Vincennes, etc. And they were beginning to occupy portions of the squared Sections and Townships created by survey teams beginning in 1786 that they saw and had purchased sight-unseen.

Beginning at $1 per acre, in lots of multiples of 40 acres, they either scraped together scarce silver coins enough for a small homestead, or speculated by buying whole townships (of course to be named after themselves) with bags of gold, both from maps at land offices back east. Those stouthearted souls who would "adventure" farther west would for the time being use the Ohio River and not trek by land. Which brings us back to Kentucky again, and Louisville. The fact is, the earliest Ohioans would get mail delivery, as they did settlers, through Kentucky long before they would via Pittsburgh.

Early postal markings

The earliest Federal mails markings from the 15 states through 1798 are sparse but can be found in the *American Stampless Cover Catalog*, 5th edition, 1997. Prior to 1798, there are many times more manuscript markings than handstamp device

markings—locally or handmade, mostly straightline types. And there must have been a dozen times as many privately carried communications than manuscript marked letters. Any variety is scarce as hen's teeth.

From the few that have come to light (are they all hoarded in dim museum file cabinets?), not only do we see proof of the scanty numbers of migrants compared to those who stayed at home back east, but we also can infer the meager degree of literacy that existed among those in quest of new beginnings[8]. But also consider that people just throw stuff away, away with trash, last months news from home, on with the milking, haying, and barn raising.

In 1798, the Post Office Department made it's initial effort to standardize hand stamps, at least for the larger offices. How would these offices look displayed on a map, compared to the original list of offices in the 1794 *Gazette* Proposal? Which grew in those four years, which diminished, which held on as small time over the years.

Future tasks: It would be interesting, if labor intensive, and impossible to complete for lack of material, to create a checklist of all the postal sites mentioned in the *Gazette* Proposals to see which:

1) actually became working post offices/inns by the following month's deadline, let alone within a year;

2) persisted into the 19th century, thus justifying Bradley's and other's primitive theories about population distribution and spread (and the accuracy of our first census in 1790);

3) never came into being at all;

4) soon failed as offices and withered due to inactivity (though recognizing the dearth of letters that may at one time have borne markings);

5) succeeded for those first important years but, as settlers moved further, were abandoned, and never progressed beyond the manuscript stage to hand stamp.

6) etc.

The larger question, would it be possible to locate some of the dot-like places mentioned in the Proposals to begin with?

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Endnotes:

[1] Unfortunately, a copy of this map eludes this writer, though there is an outside chance that the Smithsonian Institution may have copies of it for sale. If so, it will take further inquiry and several week's wait for order fulfillment.

[2] See the Smithsonian web site <http://www.si.edu/postal/learnmore/bradley.html>.

[3] Brown, p.100.

[4] "Ralph Brown, a geography professor at the University of Minnesota, spent years researching, compiling and writing this geography. The result is an extensive detailed resource book that family historians will find a valuable tool for envisioning and describing the aspects of their ancestors lives that were affected by geographic locality in Colonial America and the United States. . . ." quoted from RootsWeb: http://homepages.rootsweb.com/~resource/Biblio.html

[5] *op. cit*.

[6] Another excellent source is *North America, the Historical Geography of a Changing Continent*, by Mitchell and Groves (1990).

[7] Kelty, p. 30. An interesting old. pre-war junior high text, but alive and interesting with goo (if black and white) illustrations and maps.

Gazette of the United States
AND
DAILY EVENING ADVERTISER.
[No. 51 of Vol. VI.] MONDAY, AUGUST 11, 1794 [Whole No. 601]

Continued from La Posta *Volume 33, No. 3 (Whole No. 195), page 70*

Accomac Court-House to Northampton Court-House.

The mail to leave Dover every other Thursday, at five o'clock in the morning, arrive at Snowhill on Friday evening by five –and at Northampton Court-House the next Tuesday by four in the afternoon. Returning, to leave Northampton Court-House on Wednesday, by six in the Morning, and arrive at Dover the next Monday, by five in the afternoon.

In Delaware, Pennsylvania and Maryland.

61. From Philadelphia, by Wilmington, Middletown, Warwick and Georgetown-Crossroads to Chestertown.

During the six months from May 1st to November 1st, the mail to leave Philadelphia every Monday, Wednesday and Friday, at nine o'clock in the morning, and arrive at Chestertown on Tuesday, Thursday and Saturday by ten in the forenoon. Returning, to leave Chestertown every Monday, Wednesday and Friday, at ten o'clock in the forenoon, and arrive at Philadelphia on Tuesday, Thursday and Saturday, by three in the afternoon.

During the other six months of the year, the mail to leave Philadelphia every Monday and Friday, at nine o'clock in the morning, and arrive at Chestertown every Tuesday and Saturday, by four in the afternoon. Returning, to leave Chestertown every Monday and Friday, at eight o'clock in the morning, and arrive at Philadelphia on Tuesday and Saturday, by four o'clock in the afternoon.

62. From Chestertown to Baltimore, at all times, when a stage passes between the two places.

The times of arrival and departure of this mail are of course to correspond with the hours of arrival and departure of the stages.

In Maryland.

63. From Baltimore to Annapolis.

The mail to leave Baltimore every Monday and Friday, and arrive at Annapolis the same days: From May 1st to November 1st, starting at half past five o'clock in the morning, and arriving at two in the afternoon: From November 1st to May 1st starting at eight o'clock in the morning and arriving at five in the afternoon. Returning, to leave Annapolis every Tuesday and Saturday, and arrive at Baltimore the same days: starting and arriving at the same hours, in the different seasons, as in going from Baltimore to Annapolis.

64. From Annapolis, by Upper Marlborough, Piscataway, Port Tobacco, Allen's Fresh, Newport: and Chaptico, to Leonardtown.

The mail to leave Annapolis every Saturday, at eleven o'clock in the forenoon, and arrive at Leonardtown the next Tuesday, at eleven in the forenoon. Returning, to leave Leonardtown every Tuesday, at three in the afternoon, and arrive at Annapolis on Friday, at four in the afternoon.

65. From Harford to Bell Air.

The mail to leave Harford every Tuesday at eleven o'clock in the forenoon, and arrive at Bell Air by one in the afternoon. Returning, to leave Bell Air on Thursday morning at six o'clock, and arrive at Harford by eight.

66. From Elkton to Warwick.

The mail to leave Elkton every Friday, at seven o'clock in the morning, and arrive at Warwick by ten. Returning, to leave Warwick at three in the afternoon, and arrive at Elkton by six.

67. From Fredericktown, by Peters's Tavern, and Montgomery Court House, to Georgetown.

The mail to leave Fredericktowri every Thursday morning, at five o0clock, and arrive at Georgetown by five in the evening. Returning, to leave Georgetown every Friday morning, at six o'clock and arrive at Fredericktown by six in the evening.

68. From Chestertown by Chestermills, Easton, Vienna, and Salisbury to Snowhill, and from Snowhill to Princess Ann, and thence to Salisbury. During the six months from May 1st, to November 1st, the mail to leave Chesterton every Tuesday morning by eleven o'clock (or as much sooner as the Philadelphia mail can be obtained) and arrive at Easton the same day, in the afternoon. Leave Easton on Wednesday morning, at four o'clock, arrive at Snowhill on Thursday at noon and at Princess Ann by five in the evening. Returning, to leave Princefs Ann on Friday forenoon, at ten o'clock, go directly to Salisbury and arrive at Easton on Saturday evening by five; Leave Easton the next Monday by four o'clock in the morning, and arrive at Chestertown by one in the afternoon.

During the other six months of the year, the mail to leave Chestertown every Wednesday, at seven o'clock in the morning and arrive at Easton by three in the afternoon. Leave Easton on Thursday morning, at six o'clock, arrive at Snowhill on Friday, by one o'clock in the afternoon, and at Princess Ann by six in the evening. Returning, leave Princess Ann on Saturday, at ten o'clock in the forenoon, go directly to Salisbury and arrive at Easton the next Sunday or Monday by six in the evening: Leave Easton on Tuesday, morning, at eight o'clock, and arrive at Chestertown the same day, by four in the afternoon.

In Maryland and Virginia.

From Hagerstown, by Sharpsburg, to Shepherdstown.

69. The mail to leave Hagerstown every Wednesday, at six o'clock in the morning, and arrive at Shepherdstown by ten; Leave Shepherdstown two o'clock in the afternoon, and return to Hagerstown by six in the evening.

Main Post Road.

70. From Alexandria by Colchester, Dumfries, Fredericksburg, Bowling-Green, Hanover Court-House and Richmond, to Petersburg.

For six months, from May 1st to November 1st, the mail to leave Alexandria every Tuesday, Thursday and Saturday, at four o'clock in the morning, arrive at Fredericksburg the same days, at seven in the evening, at Richmond on Wednesday and Friday and Monday, at seven in the evening, and at Petersburg on Thursday, Saturday & Tuesday, at ten in the forenoon. Returning, to leave Petersburg the same days, at one o'clock in the afternoon, and arrive at Richmond by six in the evening: leave Richmond on Saturday, Tuesday and Thursday, at four in the morning, arrive at Fredericksburg by seven in the evening and at Alexandria on Monday, Wednesday and Friday by five in the afternoon.

For the other six months in the year, the mail to leave Alexandria every Tuesday, Thursday, and Saturday, at ten o'clock in the forenoon, arrive in Fredericksburg on Wednesday, Friday and Monday, at noon, leave it in an hour, and arrive at Richmond on Thursday, Saturday and Tuesday, by six in the evening: Leave Richmond on Friday, Monday and Wednesday, at five in the morning and arrive at Petersburg the fame days, by ten in the forenoon; Returning, to leave Petersburg every Saturday, Tuesday and Thursday, at one in the afternoon, and arrive at Richmond in the evening by six: Leave it Monday, Wednesday and Friday at five in the morning, arrive at Fredericksburg on each succeeding day, at eleven in the forenoon, leave at noon, and arrive at Alexandria on Wednesday Friday and Monday, at one o'clock in the afternoon.

On Cross-Roads in Virginia.

71. From Alexandria, by Salilbury, Leesburg, Shepherdstown, and Martinsburg, to Winchester.

The mail to leave Alexandria every Thursday at ten o'clock in the forenoon, and arrive at Winchester the next Saturday, by five in the afternoon. Returning, to leave Winchester every Monday, at ten o'clock in the forenoon, and arrive at Alexandria the next Wednesday, by five in the afternoon.

72. From Winchester, by Stevensburg, Strasburg, Woodstock, and Rockingham Courthouse, to Staunton.

The mail to leave Winchester every Monday at eleven o'clock in the forenoon, and arrive at Staunton the next Wednesday, by six in the evening. Returning, to leave Staunton on Thursday, at ten o'clock in the forenoon, and arrive as Winchester the next Saturday, by six in the evening.

Exception: In the quarter commencing the first of January, the two next preceding mails are to be carried only once a fortnight, until

twelve trips are compleated.

73. From Fredericksburg, by Portroyal, to Tappahannock thence across the Rappahannock to Richmond Courthouse, Westmoreland Courthouse, Kinsale or Yeocomico, and Northumberland Courthouse, to Lancaster Courthouse, thence recrossing the Rappahannock, to Urbanna, and from Urbanna to Gloucefter Courthouse.

Thu mail to leave Fredericksburg every Friday, at five o'clock in the morning, and arrive at Gloucester Courthouse the next Monday, by ten in the forenoon. Returning, to leave Gloucester Courthouse the same day, at one o'clock in the afternoon, and arrive at Fredericksburg the next Thursday, by six in the evening.

74. From Fredericksburg, by Culpepper and Orange Courthouse to Charlottsville.

The mail to leave Fredericksburg every Monday at one o'clock in the afternoon, and arrive at Charlottesville the next Wednesday by five in the afternoon. Returning, to leave Charlottesville at six o'clock on Thursday morning, and arrive at Fredericksburg the next Saturday, by eleven in the forenoon.

75. From Richmond, by Newcastle, Aylette warehouses, and Toddsbridge, to Tappahannock.

The mail to leave Richmond every Monday at seven o'clock in the morning, and arrive at Tappahannock the next day, by ten in the forenoon. Returning, to leave Tappahannock the same day at two o'clock in the afternoon, and arrive at Richmond on Wednesday, by six in the evening.

76. From Richmond, by Williamsburg, Yorktown and Hampton, to Norfolk.

For six months, from May 1st to November 1st, the mail to leave Richmond every Tuesday, Thursday and Saturday. At three o'clock in the morning, and arrive at Norfolk on Wednesday, Friday and Monday, by eleven in the forenoon. Returning, to leave Norfolk on Thursday, Saturday and Tuesday, at eleven o'clock in the forenoon, and arrive at Richmond on the succeeding Saturday, Tuesday and Thursday, by six in the evening.

77. From Osborne's to Bermuda Hundred, three times a week.

The mail to leave Osborne's immediately after the arrival of the mail from Richmond, arrive at Bermuda Hundred in two hours –and return on the same days to Osborne's, in time to proceed with the mail from Petersburg to Richmond.

78. From Petersburg, by Cabinpoint, Smithfield and Suffolk, to Portsmouth.

The mail to leave Petersburg every Monday, Wednesday and Friday at eleven o'clock in the forenoon, and arrive at Portsmouth on Tuesday, Thursday and Saturday, by eight in the evening. Returning, to leave Portsmouth, every Wednesday, Friday and Monday, by five o'clock in the morning, reach Suffolk by eleven in the forenoon, and arrive at Petersburg on Saturday, Thursday and Tuesday, by noon.

79. From Smithfield, by Southampton courthouse, to Greenville courthouse (or Hick's Ford).

The mail to leave Smithfield every Thursday morning, in a convenient time after the arrival of the mail from Petersburg, and arrive at Greenville courthouse the next day, ten o'clock in the forenoon. Returning, to leave Greenville Courthouse at two o'clock in the afternoon and arrive at Smithville on the next day, by six in the evening.

80. From Goldson's (on Meherin river) by Gee's Bridge, Saint Tammany's, and Mecklinburg Courthouse, to Haifax Courthouse.

The mail to leave Goldson's every other Monday, at one o'clock in the afternoon, and arrive at Halifax Courthouse the next Wednesday, by ten o'clock in the forenoon. Returning, to leave Halifax Courthouse the same day, at two o'clock in the afternoon, and arrive at Goldson's the next Friday, by ten o'clock in the forenoon.

81. Richmond, by Powhatan Courthouse, Cumberland Courthouse, Prince Edward Courthouse, Lynchburg, New London and Liberty, to Fincastle: by estimate 192 miles.

The mail to leave Richmond every Monday, at five o'clock in the morning, and arrive at Prince Edward Courthouse on Tuesday, by six in the evening –at Liberty on Thursday by six in the evening, --Returning, leave Fincastle when convenient to the contractor, so as to arrive at Prince Edward Courthouse the next Thursday by six o'clock the evening: –leave it on Friday morning and arrive at Richmond on Saturday, by six weeks in the evening: thus completing the tour 13 days.

82. From Prince Edward Courthouse, by Charlotte Courthouse, Halifax Courthouse, and Pittsylvania Courthouse, to Martinsburg, and thence to Germanton, in North Carolina: by estimate, 158 miles.

The mail to leave Prince Edward Courthouse every other Wednesday, at five o'clock in the morning, and arrive at Germanton the next Saturday, by four in the afternoon. –Returning, to leave Germanton the next Monday morning, at five o'clock, and arrive at Prince Edward Courthouse the next Thursday, by six in the evening.

83. From Martinsburg to Liberty: by estimate 65 miles.

The mail to leave Martinsburg every other Tuesday at six o'clock in the morning, and arrive at Liberty on Wednesday, by four in the afternoon. Returning, to leave Liberty on Thursday, at six o'clock in the morning, and arrive at Martinsburg on Friday by four in the afternoon.

84. From Richmond, by Columbia and Charlottsville, to Staunton.

The mail to leave Richmond every Monday morning, at six o'clock, and arrive at Staunton the next Wednesday, by six in the evening. Returning, to leave Staunton on Thursday, at ten in the forenoon, and arrive at Richmond the next Saturday, by seven in the evening.

85. From Staunton, by Lexington, Fincastle, Montgomery Courthouse and Wythe Courthouse, to Abingdon: by estimate 224 miles.

The mail to leave Staunton every other Thursday, at six o'clock in the morning, and arrive at Abingdon the next Tuesday, by six in the evening. Returning, to leave Abingdon the next day, or on Thursday, as most convenient to the contractor, and arrive at Staunton the next Wednesday by six o'clock in the evening.

In Virginia and South Western Territory.

86. From Abington, by Jonesborough, in the territory Southwest of the Ohio, and thence by Greenville and Jefferson Courthouse, to Knoxville: by estimate 141 miles.

The mail to leave Abingdon every other Wednesday, at six o'clock in the morning, and arrive at Knoxville the next Saturday, by six in the evening. Returning, to leave Knoxville the next Saturday, at six in the morning, and arrive at Abingdon the next Tuesday by six in the evening.

Note: Proposals for carrying this mail No. 86, will be received at Knoxville, by the person whom governor Blount shall name for that purpose.

In Viginia.

87. From Staunton, by Bath Courthouse and the Sweet Springs, to Green Brier Courthouse: by estimate 123 miles.

The mail to leave Staunton every other Thursday at five o'clock in the morning, and arrive at Green Briar Courthouse the next Saturday, by six in the evening. --Returning, to leave Green Briar Courthouse the next morning, at five o'clock, and arrive at Staunton next Wednesday evening by six.

On the Main Post Road.

88. From Petersburg by Goldson's (on Meherin river) in **Virginia** –Warrenton, Lewisburg, Raleigh, Averyborough, Fayetteville and Lumberton, in **North Carolina** –Cheraw Courthouse, Camden, Columbia and Edgefield Courthouse , in **South Carolina** –to Augusta, in **Georgia**: by estimate 441 miles.

The mail to leave Petersburg every Friday forenoon, at eleven o'clock –arrive at Fayetteville the next Monday morning by nine – at Cheraw Courthouse on Tuesday afternoon by two –at Camden on Wednesday forenoon by eleven –and at Columbia in the evening by seven –at Edgefield Courthouse, on Thursday evening –and at Augusta on Friday forenoon by ten o'clock –Returning, to leave Augusta every

Saturday morning, by six o'clock, arrive at Columbia on Saturday morning –at Cheraw Courthouse on Monday evening –at Fayetteville on Wednesday morning by seven –and at Petersburg the next Saturday forenoon by eleven.

Note: It is expected that the post rider from Petersburg will proceed with the mail as far as Charles Harris's, on Northway river (30 miles) on Friday, and there meet the post rider from Warrenton; and having exchanged mails, they will severally set out on their return, in time to arrive at Petersburg by eleven in the forenoon of Saturday, and at Warrenton by three in the afternoon.

On Cross-Roads. In South-Carolina.

89. From Camden, by Statesburg to Charleston. The mail to leave Camden on Wednesday at noon and arrive at Charleston the next Friday by ten o'clock in the forenoon. Returning, to leave Charleston every Saturday, by five o'clock in the morning, and arrive at Camden the next day by eight in the evening.

Note: These two next preceding mails (No. 88 and 89) are to be comprehended in one contract.

In North-Carolina.

90. From Halifax by Hicks's Ford, on Meherin river, to Charles Harris's on Northway river: By estimate 51 miles.

To leave Halifax by Friday at four o'clock in the morning, and arrive at C. Harris's by four in the afternoon and having exchanged mails with the Postrider from Petersburg, return to Halifax on Saturday, by three in the afternoon.

91. From Halifax, by Princeton, Murfreesborough, Winton on Chowan River, the bridge on Benner's creek, to R. Mitchell's, on the post-road from Suffolk to Edenton: by estimate, 105 miles.

To leave Halifax every Monday, at two o'clock in the afternoon, and arrive at Edenton the next Wednesday, by six in the evening. Returning, to leave Edenton, on Thursday at one o'clock in the afternoon, and arrive at Halifax by the next Monday noon.

92. From Suffolk (in Virginia) to Edenton, Plymouth, and Washington, in North Carolina.

To leave Suffolk every Monday, at eleven o'clock in the forenoon, arrive at Edenton on Tuesday by eleven in the forenoon, and at Plymouth by six in the evening, and at Washington, on Wednesday by five in the afternoon. Returning, to leave Washington on Thursday morning by six, arrive at Edenton, by noon, on Friday, and at Suffolk, on Saturday afternoon, by five.

93. From Halifax, by Blountville, Williamston, and Dailey's, to Plymouth; and from Plymouth to Windsor; –once in two weeks.

To leave Halifax every other Saturday, by five o'clock in the afternoon; arrive at Plymouth the next Tuesday evening; and at Windsor the next day by ten in the forenoon. Returning, to leave Windsor the same day, at two o'clock in the afternoon, arrive at Plymouth in the evening, and at Halifax by noon, on Saturday, two weeks after departure from thence.

94. From Halifax,by Tarborough and Greenville to Washington.

To leave Halifax every Monday, at five o'clock in the morning, and arrive at Washington, on Tuesday afternoon, by five. Returning, to leave Washington at six o'clock on Wednesday morning, and arrive at Halifax, on Thursday evening, by seven.

95. From Newbern to Washington.

To leave Newbern every Wednesday morning, at six o'clock, and arrive at Washington by six in the evening. Leave Washington the next morning at six o'clock, and return to Newbern by six in the evening.

96. From Newbern to Wilmington, one in two weeks. To leave Newbern every other Friday, at five o'clock in the morning and arrive at Wilmington in the evening or the next morning, or on Saturday morning by nine o'clock. Returning, leave Wilmington the next morning, by five o'clock, and arrive at Newbern, in the evening of the next day, by seven o'clock.

97. From Newbern, by Kinston, Waynesborough, and Smithfield, to Raleigh once in two weeks. The distance estimated at 149 miles.

To leave Newbern every other Monday at six o'clock in the morning, and arrive at Raleigh the next Wednesday, by six in the evening. Returning, to leave Raleigh the next morning, at seven o'clock, and arrive at Newbern the next Saturday by seven in the evening.

98. From Tarboro', by Nash Courthouse, to Lewisburg.

To leave Tarborough every Thursday morning, at six o'clock, and arrive at Lewisburg the next day, by ten in the forenoon. Returning, leave Lewisburg the same day, at two in the afternoon, and arrive at Tarborough, on Saturday evening, by six.

99. From Raleigh, by Chapel-Hill to Chatham Court-House.

To leave Raleigh every Thursday morning, at six o'clock, reach Chapel-hill by noon, and Hillsborough by four by in the afternoon. Returning, to leave Hillsborough on Friday morning at nine o'clock, reach Chapel-hill by noon, and Chatham Court-House, by five in the evening. Leave Chatham Courthouse on Saturday morning at six o'clock, reach Chapel-hill by ten, and Raleigh by six in the evening.

100. From Halifax, by Warrenton, Hillsborough, Martinville, arid Salem, to Salisbury, once in two weeks. The distance estimated at 211 miles. To leave Halifax every other Monday, by five o'clock in the morning; arrive at Hillsborough on Wednesday morning by nine; at Salem on Thursday, at five in the afternoon; and at Salisbury on Friday, by three in the afternoon. Returning, leave Salisbury on Saturday by nine, arrive at Salem by six in the evening, at Hillsborough, the next Monday by six in the evening, and at Halifax the next Thursday evening by five.

101. From Hillsborough by Person Court-House, Caswell Court-House, and Rockingham Court-House, to Germanton, by estimate 103 miles, and thence Bethania 10 miles, once in two weeks.

To leave Hillsborough every other Thursday, at six o'clock in the morning, arrive at Germanton the next Saturday, by three in the afternoon, and at Bethania by six. Returning, to leave Bethania the next day, at four in the afternoon, and arrive at Germanton by six; Leave Germanton on Monday morning at six o'clock, and arrive at Hillsborough the next Wednesday, by five in the afternoon.

102. From Salisbury, by Cabarras Court-House, to Charlotte. To return by Ireden Court-House to Salisbury; making, by estimation, a circuiot of 94 miles, once in two weeks. To leave Salisbury every other Monday, at six o'clock in the morning, and return to Salisbury the next Wednesday evening, or by noon on Thursday; waiting at each post-town or place on the rout, at least two hours, unless sooner discharged by the postmasters.

103. From Salisbury to Fayetteville, once in two weeks, to go by the following routes alternately. By Montgomery, Anson, and Richmond Court-Houses, to Fayetteville and by Randolph and Moore Court-Houses to Fayetteville; always returning, by the contrary route to Salisbury: making, by estimation, a circuit of 254 miles. To leave Salisbury every other Monday morning, at 6 o'clock, and return thither the next Wednesday seven-night, by six in the evening: waiting at each post-town or place on the route, at least two hours, and at Fayetteville, at least six hours, unless sooner discharged by the postmaster.

104. From Fayetteville to Wilmington, the mail to go alternately by Elizabethtown to Wilmington; and by Sampson Court-House, the Cross-Roads near Duplin Court-House, and South Washington, to Wilmington; always returning the contrary way. To leave Fayetteville every Monday at noon, and arrive at Wilmington the next Wednesday by six in the evening; and leaving Wilmington on Thursday at noon, return to Fayetteville the next Saturday, by six in the evening.

105. From Edenton, by Hertford, Nixonton, Sawyer's Ferry, in Camden county, to Indiantown in Currituck county, once in two weeks.

To leave Edenton every other Tuesday, at one o'clock in the afternoon, and arrive at

lndiantown on Wednesday evening: –leave Indiantown on Thursday morning, and arrive at Edenton by Friday by noon.

In North Carolina and South Carolina.

106. From Salem, by Bethania, Huntsville, Rochford, Wilkes, Morganton, and Lincolnton, in North-Carolina, to Pinckney Court-House in South-Carolina, once in two weeks. The estimated distance 215 miles.

To leave Salem every other Friday at six o'clock in the morning, arrive at Morganton the next Monday evening by five, and at Pinckney Court-House the next Friday evening by five. Returning, leave Pinckney Court-House on Saturday morning at six o'clock, and return to Salem the next Thursday by five in the afternoon.

N.B. Proposals for carrying the mail No 106, from Salem to Morganton, and Pinckney Court-House, will be received by Col. Joseph McDowell at or near Morganton, until the 20th day of August next.

In South Carolina.

107. From Cheraw Court-House every Wednesday, at six o'clock in the morning, and arrive at Georgetown the next Friday forenoon at ten. Returning, to leave Georgetown on Saturday, at six in the morning, and arrive at Cheraw Court-House the next Monday evening by five.

108. From Charleston to Savannah, going by Coosawatchy, to Sister's Ferry, on Savannah river, and thence to the post-road from Augusta to Savannah. By estimate ..37 miles.

To Charleston every Saturday morning, at six o'clock, and arrive at Savannah the next Tuesday morning by nine. Leave Savannah the same day, at two in the afternoon, and return to Charleston the next Friday, by five in the afternoon.

109. Coosawatchy to Beaufort. By estimate, 33 miles. To leave Coosawatchy every Monday morning, at six o'clock, taking the mail from Charleston, and arrive at Beaufort in the evening. Leave Beaufort on Tuesday or Wednesday, and arrive Coosawatchy by the time the mail arrives there from Savannah.

110. From Columbia, by Orangeburg, to Charleston. By estimate 115 miles.

To leave Columbia every Thursday, at one o'clock in the afternoon, and arrive at Charleston the next Saturday by six in the evening. Leave Charleston next Monday at one o'clock in the afternoon, and arrive at Charleston the next Saturday by six in the evening. Leave Charleston the next Monday at one in the afternoon, and return to Columbia the next Wednesday by six in the evening.

111. From Columbia, by Winnsborough, Chester Court House, Pinckney Court-House, and Spartan Court-House. By estimate, 145 miles.

To leave Columbia every other Thursday, at six o'clock in the morning, arrive at Pinckney Court-House the next day by six in the evening, and at Greenville Court-House the next Sunday by noon. Leave Greenville Court-House on Monday morning at six, and return to Columbia the next Thursday by noon.

112. From Columbia, by Newbury Court-House, Laurens Court-House, Greenville Court-House, and Washington Court-House, Pendleton Court House. By estimate, 43 miles.

To leave Columbia every other Thursday, at seven in the morning, arrive at Greenville County [Court-House .....]day evening, leave it the ..... o'clock in the afternoon, and ..... Pendleton Court-House in the even[ing, and] leave Pendleton Court-House [by] morning at six, and arrive at ..... next Thursday at noon.

Note: Proposals for carrying [the pre]ceding mails, No. 108 and No. 109, will be received by Mr. Thomas Wright Bacot, postmaster, in Charleston: and for carrying the mails No. 110, No. 111 and No. 112, either by Mr. Bacot, in Charleston, or by such person in or near Columbia, as he shall name for that purpose. All the proposals must be made in writing, before the first day of September next.

113. From Edgefield Court-house to Cambridge, and thence by Abbeville Court-house and Pendleton Court-house, to Hatron's Ford on Toogeloo river, and thence to Franklin Court-house, in Georgia: by estimate 119 miles.

To leave Edgefield Court-house every other Saturday at noon, and arrive at Pendleton Court-house the next Monday by noon: –leave it at two in the afternoon, and arrive at Franklin Court-house the next day by ten in the forenoon. –Returning, leave Franklin Court-house on Tuesday, at two in the afternoon, and return to Edgefield Court-house the next Friday, by six in the evening.

On the Main Line, in Georgia.

114. From Augusta, by Waynesborough, to Savannah: by estimate 132 miles.

The mail to leave Augusta every Friday afternoon, at one o'clock, and arrive at Savannah the next Sunday evening by six. – Returning, to leave Savannah every Tuesday morning by six o'clock, and arrive at Augusta the next Thursday evening by six.

115. From Savannah, by Newport-bridge and St. Savilla, to St. Mary's –once in two weeks: the distance estimated at 129 miles.

The mail to leave Savannah every other Monday, at seven o'clock in the morning, and arrive at St. Mary's the next Thursday by noon --Returning, leave St. Mary's on Friday morning, by five o'clock, and arrive at Savannah the next Monday, by five in the evening.

Note: Proposals for carrying this mail will be received by the Postmaster at Savannah, until the last day of August day of August next inclusively.

On the Cross-Roads in Georgia.

116. From Augusta to Washington and Greenborough, and thence round by the great Falls of Ogechee, and Georgetown, to Augusta, making, by estimation, a circuit of 165 miles; once in two weeks.

The mail to leave Augusta every other Saturday, at six o'clock in the morning, and arrive at Washington the next morning by nine, and proceeding on the circuit, arriving at Augusta the next Wednesday evening, or by Thursday noon; waiting at every post-town or place, on the route, at least two hours, unless sooner discharged Postmasters.

117. From Washington, by Peterborough and Elberton, to Franklin Court-house: by estimate 60 miles; once in two weeks.

The mail to leave Washington every other Sunday, after the arrival of the mail from Augusta, and arrive at Franklin Court-house on Tuesday, at noon, and arrive at Washington on Wednesday evening.

Note: Proposals for carrying the mails No. 113, 114, 115, 116, and 117, will be received by Mr. William Urquhart, Postmaster in Augusta, until the last day of August next inclusively.

[General Information]

Note: **1**. If the general arrangement of the public mails should require any alteration of the times of arrival and departure before mentioned, it is to be made accordingly, either before the execution, or at any time during the continuance of the contracts; and if such alteration should necessarily increase the expense of carrying any mail, a reasonable allowance will be made to the contractor.

2. A convenient time, which, in some cases, may be ten minutes, and never exceed half an hour, for opening and closing a mail, is to be allowed at each post-office, at which the times of arrival and departure are not herein specified.

3. For every hour's delay, (unavoidable accident excepted) in arriving after the times prescribed in any contract, the contractor is to forfeit one dollar; And if the delay continue until the hour of departure of the depending mail, whereby the mails destined for such depending mail lose a trip, an additional forfeiture of ten dollars shall be incurred; and if such loss happen to the Augusta or Savannah mail, this forfeiture shall be increased to fifteen dollars; and if to the Charleston mail, it shall be increased to twenty dollars; and if it be to the great southern mail, due every Saturday at Petersburg, in Virginia, it shall be increased to thirty dollars.

4. News-papers, as well as letters, are to be sent in the mails; and if any contractor would desire to carry news-papers other than those in his mail, he must state in his proposals, the respective sums for which he will carry it with and without the emoluments which may arise

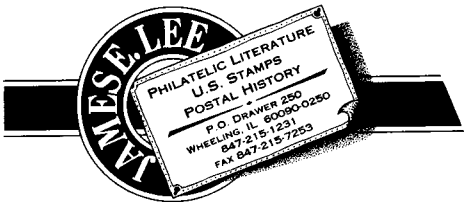
from such separate carriage of news-papers.

5. The contracts for the mails on the main post road, from Portsmouth, in New Hampshire, to Savannah, in Georgia, and from Camden to Charleston, to be in operational the first week in October next, and to continue in force until the first day of October, 1796. The contracts for all the other mails herein mentioned, to be in operation the first week in October next, and to continue in force until the first day of January, 1796.

6. Altho' the precise times of arrival and departure are generally fixed in the advertisement, yet, in some cases, they may be altered to suit the convenience of the contractors. Persons offering proposals, and desiring alterations, will state them, and the difference they make in the terms of their contracts. But when either the contracts shall have fixed the times of arrival and departure, or experiment shall have proved those most convenient, those times are afterward to be regularly attended to, unless changed agreeably to the provision in the first note.

Timothy Pickering.
Postmaster-General.

General Post-Office,
Philadelphia, July 14, 1794.



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13 MOUNT OLIVET, 1908 VG 4-BAR ON PPC (90-09). EST. $20
14 NORTONVILLE, 1893 VG DC ON GPC (74/10). EST. $35
15 OAKBAR, 1914 G+ CDS ON PPC (74-28). EST. $12
16 PLEYTO, 1906 VG LKU MOT-2500 REC'D & O/S ON PPC (84-25). $10
17 PRADO, 1913 F 4-BAR ON PPC W/CORNER CREASE (07-35). EST. $6
18 RIEGO, 1910 VG 4-BAR ON PPC (08-19). EST. $20
19 SAN DIEGO/FT. ROSECRANS BR, 1918 F DUPLEX ON PPC (18-20) $8
20 SCHAD, 1912 G+ LIGHT 4-BAR ON COVER (10-18). EST. $15
21 SKYLAND, 1908 VG 4-BAR ON PPC (93-10). EST. $15
22 SLATINGTON, 1908 F DOANE ON PPC (03-20). EST. $12
23 SURREY, 1909 VG 4-BAR ON PPC (91-15). EST. $6
24 TIA JUANA, 1893 G CDS AS B/S ON COVER (76/04). EST. $25

MONTANA

25 ALMA, 1912 VG 4-BAR ON PPC (02-35). EST. $6
26 BURCH, 1911 VG 4-BAR ON PPC (12-13). EST. $75
27 DARREL, 1915 VG 4-BAR ON PPC (13-34). EST. $6
28 EVARO, 1911 VG 4-BAR ON PPC (05-53). EST. $4
29 FULTON, 1910 G+ DOANE ON PPC (88-14). EST. $15
30 HOCKETT, 1909 F 4-BAR REC'D & LOW ON PPC (89/12). EST. $15
31 LOTHROP, 1907 VG 4-BAR ON PPC (00-13). EST. $6
32 RANCHER, 1892 G+ CDS ON GPC (88-27). EST. $15
33 SEDAN, 1915 VG 4-BAR ON PPC (91-15). EST. $20
34 SPRINGTIME, 1916 F 4-BAR ON PPC (16-32). EST. $12
35 TETON, 1906 F DOANE REC'D ON PPC (96-17). EST. $20
36 WILLS CREEK, 1914 VG 4-BAR ON PPC (10-17). EST. $35

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37 ADDISON, 1910 VG DC 4-BAR ON PPC. EST. $5
38 DANEVILLE, 1910 VG 4-BAR ON PPC (06-13). EST. $12
39 FARLAND, 1911 F 4-BAR ON PPC (07-16). EST. $4
40 KING, 1910 VG 4-BAR ON PPC (89-14). EST. $6
41 NEWHOME, 1909 VG 4-BAR ON PPC (99-16). EST. $12
42 ORISKA, 1913 VG TARGET MIMIC ON PPC. EST. $6
43 STANLEY, 1908 VG DC TARGET MIMIC ON PPC. EST. $6

SOUTH DAKOTA

44 BANGOR, 1908 VG 4-BAR ON PPC (85-09). EST. $35
45 BATES, 1907 VG LIGHT DOANE ON PPC (86-24). EST. $8
46 BATES, 1913 VG 4-BAR ON PPC (86-24). EST. $12
47 DAVISTON, 1909 G+ 4-BAR ON PPC (08-17). EST. $15
48 DELL RAPIDS RTE 4 TYPE 11F (SCRIBBLE ONLY) RFD. $5
49 ESMOND, 1923 F PSEUDO MACHINE ON PPC. EST. $6
50 HURON, 1910 TYPE 11F (SCRIBBLE ONLY) RFD ON PPC. EST. $5
51 PLANA, 1922 4-BAR MIMIC ON PPC (87-27). EST. $8
52 RENNER, ca1910 TYPE 11F (SCRIBBLE ONLY) RFD ON PPC. EST. $5
53 ZELL, 1908 VG THIN-BAR MIMIC ON PPC. EST. $6

WASHINGTON

54 CHRISTOPHER, 1907 F 4-BAR ON PPC (87-17). EST. $12
55 COUPEVILLE, 1908 TYPE 11F (SCRIBBLE ONLY) RFD ON PPC. E. $5
56 HARSTINE ISLAND, 1917 F 4-BAR ON PPC (92-26). EST. $6
57 HAYES, 1912 VG CDS ON PPC (76-13). EST. $6
58 JEAN, 1907 VG DOANE ON PPC (04-09). EST. $35
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64 RHINE, 1913 VG 4-BAR ON PPC (08-21). EST. $12
65 ROXBORO, 1909 VG 4-BAR ON PPC (08-52). EST. $4
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67 STANWOOD, 1911 TY 11D RTE 2 (RTE NO. ONLY) ON PPC. $6
68 THOMAS, 1916 F 4-BAR ON PPC (07-25). EST. $6
69 WEBER, 1909 VG 4-BAR REC'D ON PPC (02-30). EST. $5
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RPOs

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73 CARIBOU & BANGOR, 1911 F (16-C-2) ON PPC W/SM STAIN. $5
74 CENTRALIA & HOQUIAM, 1931 G+ LIGHT (901.4-A-1) ON PPC. $5
75 CENTRALIA & SOUTHBEND, 1909 VG (901.3-A-1) ON PPC. EST. $8
76 DANSV & BUFF, 1889 VG (141-A-3) ON COVER. EST. $6
77 DENISON & TAYLOR, 1908 G+ (471-I-1) ON PPC. EST. $5
78 EMERSON & NORF JCT, 1908 F (937-G-1) ON PPC. EST. $8
79 LOS ANG & SAN B'D'NO, 1905 VG (964-X-1) ON PPC. EST. $8
80 MISSOULA & WALLACE, 1908 F (891.11-A-1) ON PPC. EST. $8
81 PAJARO & SANTA CRUZ, 1904 VG (980-AB-1) ON CREASED PPC. $5
82 PUEBLO & CREEDE, 1909 VG (960-C-2) ON PPC. EST. $8
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87 WHITEHALL & ALDER, 1908 F (891.13-A-1) ON PPC. EST. $15

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CLOSING DATE: October 16, 2002 (10 PM Pacific)

Figure 1 *Photograph of Grassy Butte post office ca. 1960. (Publ. McKenzie County Historical Society)*

The Post Office at Grassy Butte, North Dakota

By Ronald Olin

The post office at Grassy Butte was built in 1913-14, thus dating from the main 1890 to 1914 immigration from the Ukraine to the United States. This frontier post office is one of the last known examples of Ukrainian style sod, log, and adobe construction in North Dakota. In addition to its architectural importance, this building was known throughout the area for its 50 years of service as a United States post office.

The village of Grassy Butte was founded about 1910 in the badlands of western North Dakota about halfway between the north and south units of Teddy Roosevelt National Park. Located in McKenzie county on highway 85, it is 35 miles south of the county seat at Watford City. The village was named for one of the nearby landmark buttes which, among similar buttes in the vicinity, was the only one not bare of vegetation.

The clapboard, one stoplight main street consisted at times of a general store, a restaurant, a bar and a gas station. There was a grade school to grade 8, two churches and the post office off highway 85. In the early days, when buildings were only on one side of Main Street, a local jest was that "Grassy Butte has the widest main street in the country, from here to the Atlantic seaboard." The village served ranch families. The population was quoted at about 100 since its founding, including outlying areas. A patriotic postcard with a Grassy Butte post office inset, ca. 1913, is shown in *Figure 2*.

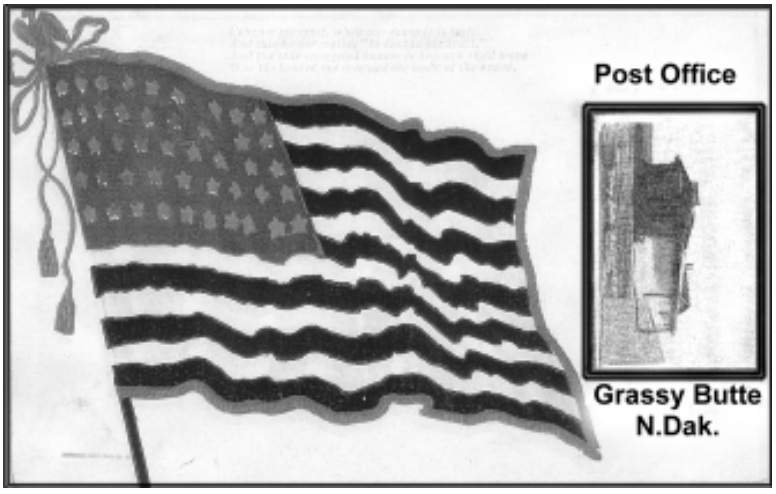

Figure 2 *Patriotic post card (reconstructed) shows small photo of Grassy Butte post office, ca. 1913.*

Figure 3 *Three handstamps from Grassy Butte, N.D.: February 5, 1920 Type C1 4-bar. January 2, 1943 Type F/1 4-bar. January 9, 2002 Type 4/3 4-bar.*

A brief description of the post office, taken from National Register (of Historic Places) forms, follows:

> The post office is a rectangular, 61 feet by 23 feet, corner-notched, juniper log structure with a wattle-and-daub exterior finish of a mixture of milled lath/native clay/straw plaster. This wattle-and-daub over log wall construction is one of four Ukrainian building construction types identifiable in North Dakota. In recent times, the exterior has been treated with a mixed clay/cement plaster over a web of chicken wire.
>
> The juniper log roof is supported on two log crossbeams which support two large ridge poles and span the entire length of the structure. The original roof was constructed of a closed series of rafter poles, a layer of tin, covered by a mixture of dirt and coal dust for water repellency and a final layer of sod. Replaced in 1968, the roof poles were then covered by a layer of tin, tar paper, sod and scoria. Grass which sprouted each spring kept the dirt surface intact.
>
> Built on an east-west axis, the structure has two entries on either end. Both entries are flanked by tall, four-pane, double sash windows. The paneled doors and four-pane windows remain original. The south-facing wall has a single window but the north wall stands unbroken, a common energy-saving characteristic of Ukrainian architecture. A low bank of sod originally protected the north and west walls from the prevailing winds. The west-end door is sheltered by a small frame ante-room. The east-end exterior shed entry was removed in 1968 and not rebuilt, leaving the door exposed.
>
> The post office interior is divided into three small rooms by partitions. The public mail room is located at the west end and consists of 150 mail boxes and a clerk's window over a makeshift shelf. The main central room is heated with a wood-burning stove and is furnished with cupboards and an easy chair. The eastern-most room served as a kitchen when the post office became a combination post office and living quarters for the postmaster and his wife. The floors are wood plank. The original interior walls of clay/straw plaster with calcimine wash were changed in 1968 to exposed log.

This frontier, primitive post office was abandoned in 1963 and a newer but small post office was built on Main Street next to the Standard station. In 1966, a concrete foundation was laid by the McKenzie County Historical Society in an effort to preserve the building. In 1980, the post office went on the National Register of Historic Places. It is open in summer as a post office museum.

The Grassy Butte post office was officially opened on September 10, 1913, with Donald McKenzie, postmaster. He was assisted by his wife and James Warren until 1963. The 1914 Official Register reported that Donald McKenzie was paid $20.00 that year.

The personable Mrs. Carla Fleck has been postmaster since 1971. She does not like the term "postmistress." A handstamp, 4-bar postmarker has been used since 1913 and the variations are shown in *figure 3.* About 20-40 pieces of mail are cancelled daily.

Representative historical post cards and covers from Grassy Butte are not at all commonly found. The exaggeration card found in *figure 4*, from Coles Studio, 1939, typifies the feel of the community as it was.

Figure 4 *Exaggeration photo post card, Coles Studio, Glasgow, Montana. Advertisement for the Oasis Restaurant, Grassy Butte, N.D.*

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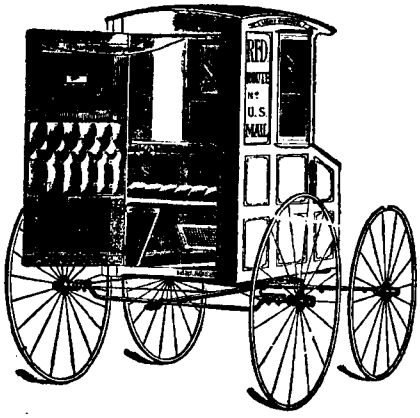

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Finally, a complete list is here*! The Post Mark Collectors Club's Directory of Post Offices,* **as noted in *Linn's Stamp News* and the *American Philatelist*, is as accurate as 10 years of research and 20 volunteers can make it. The postal rarities of tomorrow are listed here, and only here.**

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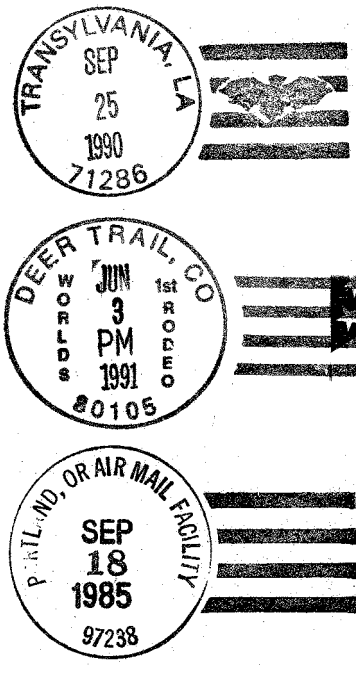

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Harrison & Bridgton Junction R.P.O. (1900-1917)
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TEXAS
Research Assistance Wanted

Postal Historian preparing list of all Texas contract stations/branches since 1900. Need information after Postal Bulletin stopped listing numbered stations in 1969. Looking for collector prepared or postmaster supplied lists for 1970-1995 that identify CS/CB/CPU's by name and/or number, address, place of business, dates operated, or any subset of this information. I do not need Rural Stations/Branches/CPO's. Any and all information appreciated.
Thanks in advance.

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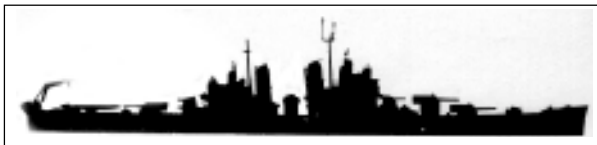

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U.S.S. LOUISVILLE (CA-28)

U.S.S. CHICAGO (CA-29)

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Please send full-size *image (with price) via email to*: pmarche@jps.net **OR** photocopy (with price) to:

C.R. Kimes, 1355 Martin Drive, Auburn, CA 95603

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.*

To order backnumbers call Sherry at 916-359-1898, fax 916-359-1963 or send her an E-mail at *collectibles@4agent.org.*

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ANNOUNCEMENTS

WWW.TOWNCANCEL.COM is the newest Postal History website. There are currently 17 states online and more coming. Do you collect State Postal History, Doane Cancels or cancels of any kind? Check out this site. Also, up to date Doane Lists of Georgia, Minnesota and Wisconsin are online. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [34-3]

CARDS & COVERS: FOR SALE

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TOWNS: WANTED

SUNNY ALBERTA — Alberta town cancels and postal history. Territorial period forward. Also Edmonton and Alberta small town card views, advertising covers, corner cards -- "anything Alberta". Keith R. Spencer, 5005 Whitemud Road, Edmonton, Alberta, CANADA T6H 5L2 [33-4]

ALL STATES and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: http://www.postal-history.com. [34-1]

CALIFORNIA: MENDOCINO County to 1900: Albion, Casper, Cleone, Cuffy's Cove, Elk, Fish Rock, Fort Bragg, Gualala, Inglnook, Kibesillah, Little River, Mendocino, Miller, Navaro, Navaro Ridge, Noyo, Noyo River, Point Arena, Punta Arenas, Rock Port, Usal, Westport and Whitesboro. Send photocopies or priced on approval. Don East (APS, WCS) P.O. Box 301, Little River, CA 95456 [33-4]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [33-6]

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CALIFORNIA: LOS ANGELES County to 1900 and City of Los Angeles forerunners. Scans, photocopies or approvals. Michael Zolno, 2855 West Pratt, Chicago IL 60645, mzolno@aol.com [34-2]

CALIFORNIA - SISKIYOU COUNTY: wanted, covers, acrds, letters and billheads and early paper. Send photocopies, description and prices to: Bud Luckey, 6110 Beverley Way, Dunsmuir, CA 96025 [34-2]

HAWAII, YUKON and ALASKA postal history wanted to 1959. Also buy Hawaiian stamps with town cancels off cover and fancy cancels and fort cancels on 19th century U.S. officials. Steve Sims, 11769 Wickersham Dr., Anchorage, AK 99507 [33-6]

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NEBRASKA TERRITORIAL covers (before Mar 1, 1867) wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [33-4]

NOTE:

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [33-4], MEANS AD WILL EXPIRE WITH THIS ISSUE.

AD DEADLINE FOR NEXT ISSUE:

September 20, 2002

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

TOWNS: WANTED

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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 [33-6].

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LITERATURE: FOR SALE

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FOREIGN: WANTED

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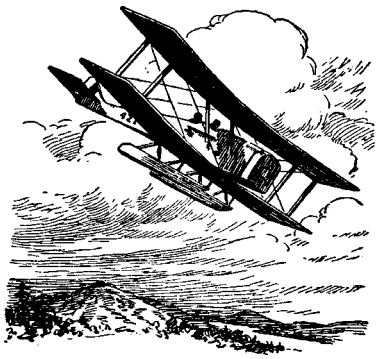

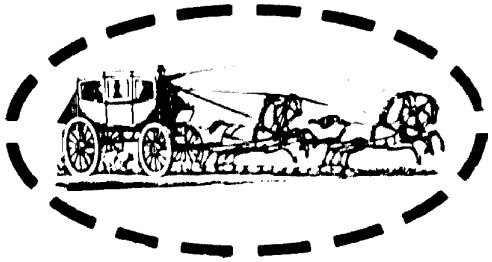

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Sincerely yours,

Richard W. Helbock,

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Hello Richard:

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1/2-page	$55.00	$126.50	$231.00
1-page	$100.00	$230.00	$420.00

These charges include Type setting & Layout

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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.

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

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