

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

33470 Chinook Plaza, Suite 216,
Scappoose, OR 97056

Website: www.la-posta.com

Publisher: Richard W. Helbock

Associate Editors:

Henry Berthelot	Tom Clarke
Rod Crossley	Michael Dattolico
Martin Margulis	Bob Munshower
Dennis H. Pack	Robert G. Schultz
Randy Stehle	

Advertising Manager: Cathy R. Clark

COVER: Our cover illustrates a remarkable Montana Territorial cover from the early day mining camp of Beartown to Switzerland. This is our first full color cover illustration and it is intended as a tribute to the ground breaking work of Wes Shellen and Francis Dunn.

La Posta: A Journal of American Postal History is published six times a year with issues mailed on or about the 20th of February, April, June, August, October and December. Persons wishing additional information about advertising, manuscript submittals or subscription should contact the publisher at 33470 Chinook Plaza, Suite 216, Scappoose, OR 97056

SUBSCRIPTION RATES:

U. S. A. - \$20.00 per annum (6 issues)

CANADA - \$28(US) per annum (6 issues)

OVERSEAS - \$32.00 per annum surface

- \$55.00 per annum airmail

October - November 2002

Volume 33, Number 5

Whole Number 197

IN THIS ISSUE:

**Early Air Mail and Aviation in Southern California,
Chapter VI: Aviation Comes of Age, 1930 to 1940
- Part 2**

By Don L. Evans 9

**The Postmasters General of the United States,
1775-1971**

Part IV: Gideon Granger, 1801-1814

By Daniel Y. Meschter 19

Montana Territorial Postmarks

**Part 9: Petroleum, Pondera, Powder River,
Powell, Prairie, and Ravalli Counties**

By Wesley N. Shellen & Francis Dunn 22

Washington, D.C. Special Delivery

Mystery Annotations

By Carl L. Stieg 31

Calpella, CA—Where is It?

By Lea Mayer Pinto 32

**Postmarks Among the Palms: A Postal History of
the Florida Keys**

Part 2: Indian Key and Fort Jefferson

By Richard Helbock and Jerry Wilkinson .. 38

The 34 cent to 37 cent First Class Rate Transition

By Dennis H. Pack 46

More on 19th Century Cancel Suppliers

By Tom Clarke 50

**“Valley Farmer” Advertising Covers Reveal an
Important Missouri Persona**

By Robert Schultz 56

**A Glimpse into the Life of a
Chinese Missionary**

Transcribed by Cath Clark 58

**The Post Offices of Breathitt County,
Kentucky, Part 1**

By Robert M. Rennick 60

Postal Vignettes From Northern Illinois

By Dale Speirs 68

West Virginia Research Papers

By Alyce Evans 71

**Also Miscellaneous Columns, Notes
and Announcements**

LA POSTA SUSTAINING SUBSCRIBERS

The following individuals and institutions have contributed financial assistance to *La Posta* in excess of their subscriptions. We are indebted to them for their generous support. Without it *La Posta* could not continue to exist.

Joseph J. Adamski	Ronald W. Finger	Eric A. Nelson	Edward Weinberg
Gary Anderson	Sidney Fingerhood	Francis E.W. Ogle	Larry Weinstock
Bill Arata Stamp Company	Dale Forster	Arthur E. Olson	Kenneth L. White
Archives International LLC	John J. Germann	Douglas Olson	C. Michael Wiedemann
A. A. Armstrong, Jr. MD	Glenn Gholston	Robert Omberg	Kirk Wolford
Jon K. Arndt	C. Dorance Gibbs	Bruce E. Panek	John Wright
Dennis K. Austin	Ted Gruber	Richard H. Parker	Richard Wyman
Ted Bahry	Seely Hall Jr.	Alan Parsons	Nicholas Zevos
Mark T. Baker	John T. Hardy Jr.	Donald R. Pearson	
Kendall Lee Ballard	Wayne Hassell	Eugene T. Peterson	
Jacob M. Bard	Thomas Hayes	Rev. Elwood S. Poore	
Richard Bard Jr.	Bruce Hazelton	Louis Prahar	
Edmund Bashista	Dr. Edwin J. Helitzer	Stephen Prigozy	
Rex J. Bates	Terence Hines	Robert Quintero	
Henry F. Battestin Jr.	Joseph A. Holzman	Peter J. Rathwell	
William H. Bauer	Victor Horadam MD	Robert D. Rawlins	
Arthur E. Beane Jr.	B. Clyde Hutchinson	Louis A. Repetto	
John E. Beane MD	James H. Inverarity	Robley D. Rhine	
John W. Becker	Stefan T. Jaronski	Norman N. Ritchie	
John Beirne	Jonathan L. Johnson Jr.	Hal Ross	
William R. Beith	Charles A. Jones	Millard H. Ruether	
Henry J. Berthelot	Gordon E. Katz	Edmund J. Schenck Jr.	
Donald G. Beuthel	Phil Kay	Schmitt Investors Ltd.	
Dr. W.Wallace Bilyeu	Curtis R. Kimes	Robert G. Schultz	
James B. Blandford	Daniel M. Knowles M.D.	Joseph Sedivy	
Thomas V. Boettger	Kelly J. Krizan MD	Michael Senta MD	
Deane R. Briggs M.D.	Jon E. Krupnick	Timothy M. Sheehan	
John Broberg	Alfred F. Kugel	Wesley N. Shellen	
Roger S. Brody	Richard E. Kunz	James E. Shew	
William E. Brooks	William O. Kvale	David J. Simmons	
Dan Brouillette	Walter P. LaForce	John W. Spangler	
Mike Brown	Edward C. LaFountain	Ken Stach	
Stuart R. Brown	Dick Laird	Thomas E. Stanton	
Dr. Kenneth E. Burden	Russell Lang	Randy Stehle	
E. B. Cantey Jr.	Howard Lee	Seymour B. Stiss	
Thomas E. Chastang	James E. Lee	Robert Stoldal	
Clay's Covers	Arnold A. Leiter	W. L. Strauss	
Louis Cohen	Brian P. Levy	Robert A. Svoboda	
Stephen E. Cohen	Robert Lorenz	John & Nina Swanson	
David C. Collyer	Dr. Dennis J. Lutz	Stephen T. Taylor	
Bruce L. Corey	Millard Mack	Robert Tepe	
Rod Crossley	Howard A. Mader	The Postal History Foundation	
Richard F. Curtin	Oscar R. Marsh	Donald G. Thompson	
Matt Dakin	Peter Martin	Don Tocher	
Carl R. Ditsch	Larry McBride	Thomas K. Todsen	
Joseph E. DuBois	R.J. McEwen	Allan Tomey	
Bernard J. Eddy	Jewell L. Meyer	William Jay Treat	
Craig Eggleston	Steven Miedziak	Ron Trosclair	
Mike Ellingson	Lynn I. Minneman	Joseph A. Turek	
David M. Ellis	Orville Mohr	Tonny E. Van Loij	
Roland H. Ensz	Jack E. Molesworth	Howard A. Wallace	
Alyce & Don Evans	E. F. (Al) Mueller	M. Lauck Walton	
Arthur R. Everett	Robert Myerson	Dr. Ronald A. Ward	
Richard Farquhar	Burnham S. Neill	Roy Ware	

PUBLISHER'S PAGE

New Tools from La Posta

At the risk of sounding self aggrandizing, I would like to use this column to share with you news of three new postal history publications to be released very soon from La Posta Publications. My personal involvement with these projects has been more in the way of a facilitator than a creator, and, in fact, there are a great many people who have contributed their time, effort and talent to bring these works to fruition. The US Doane project, for example, was carried exclusively through *La Posta* with the assistance of many of our subscribers.

United States Doanes, 2nd Revised Edition

Edited by Richard Helbock and Gary Anderson, this greatly revised edition is available now for pre-publication orders through James E. Lee. This new edition is truly a giant leap beyond the 1993 first edition. Not only has breadth of coverage been expanded by nearly fifty percent to include over 21 thousand different Doane cancels from across the nation, but the new edition contains scarcity index numbers ranging from "1" for common Doanes to "5" for rare

markings in the context of all other Doane cancels for each given state. This is a major new reference in the field of early 20th century postal history. Just imagine, through cooperation we collectors have managed to reconstruct the distribution of an estimated 75% of all Doane cancels across the United States. In the absence of government post-

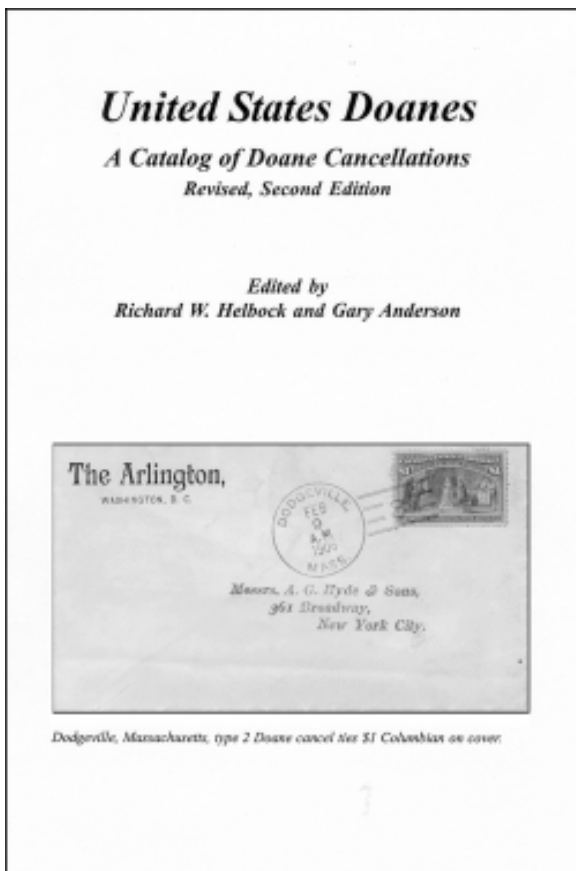


mark proof books such as the those available in Canada and Great Britain, this is a major step toward recreating the pattern of postmark use in the early 20th century United States. No doubt the work toward documenting the complete distribution of Doane cancels will go on as others become excited about the potential of this interesting specialty, but *United States Doanes*, 2nd Edition, represents a monumental contribution to our knowledge and illustrates what can be done in our hobby when a fairly small group of people put their heads together.

The new edition comprises 336 pages in 8½ by 5½ inch format. It is sewn signature bound with a laminated stiff card cover. This format has been chosen to maintain continuity with other recent La Posta titles such as the *US Post Office* series, *USAPO Cancels of the Second World War* and *Postmarks on Postcards*, 2nd Edition. While not as formal and elegant as recent postal history titles by some other publishers, it is believed that books of this size may be priced more attractively for collectors and there are advantages to having reference guides that are small and light enough to carry along to stamp shows.

A 27-page introduction precedes the alphabetically arranged state listing and considerable care has gone into insuring that each state and territory has been illustrated by a small selection of appropriate cards and covers. There are many, many discoveries reported for the first time in this edition.

The inclusion of a scarcity index value (S) in this edition is almost certain to be the most controversial and yet widely consulted pieces of information in the book. The first edition of *United States Doanes* made no attempt to assign scarcity index numbers because it



was believed that most of the state lists lacked a sufficient degree of completion. While it is true that we still lack a comfortable degree of completion for some states, the editors concluded that sufficient data exists to assign relative scarcity index numbers with a reasonable degree of confidence for most states. Readers should be cautioned that the reliability of the scarcity index (S) is highly dependent upon the maturity of the individual state listing, i.e., when reading S values for a state that has a low percentage of completion and limited breadth of coverage, treat the numbers as only a rough guide.

The market for Doane cancels is largely driven by collector demand that varies greatly from state-to-state. For that reason a Doane considered rare (5) in Pennsylvania may well have far less collector demand than a Doane cancel considered rare (5) from Alaska, or Nevada. This fact is precisely the reason why the scarcity index numbers are intended to apply to *within* state comparisons and not *between* state comparisons.

Early Air Mail and Aviation in Southern California

La Posta readers have no doubt enjoyed the serialized work of Don Evans on "Early Air Mail and Aviation in Southern California" as it has appeared in our pages over the past couple years. But our presentation has been handicapped by our lack of ability to augment Don's history with the many full color images he has chosen to illustrate the story. We at La Posta Publications are about the remedy that shortcoming by releasing a reorganization of Don's work as a compact disc (CD) complete with full color images where available and a new foreword.

United States Post Offices, Volume V – The Ohio Valley

Ohio, Indiana and Kentucky are the three states comprising this fifth volume of the *United States Post Office* series. Although the number of states is smaller than that covered in previous volumes, there have been over 18 thousand post offices in just these three states and hence the listing is quite comparable in size to the first four volumes. The same basic format has been maintained with a region wide alphabetical listing consisting of the name of the post office, its county and state, its dates of operation and a scarcity index (S/I) number that applies to the relative scarcity of postmarks from each office.

With the publication of *The Ohio Valley*, only three volumes remain to complete the series. I anticipate publishing *The Mid-Atlantic* (Maryland, Delaware, West Virginia, Virginia, North Carolina and the District of Columbia) and possibly *The Lower Mississippi* (Missouri, Arkansas, Tennessee, Mississippi and Louisiana) next year. That will leave only *The Southeast* (South Carolina, Georgia, Florida and Alabama) to wrap up the series in 2004.

Books for Christmas

My Advertising Manager Cath Clark, who as most of you know is also my dear wife and most trusted friend, asked that I insert a gentle suggestion in this month's Publisher's Page that many of our faithful advertisers sell postal history titles and for collectors these titles can be worth their weight in gold. Cath thought that it might be good to suggest to readers that they could possibly acquire desirable titles by leaving helpful hints in conspicuous places around the house a few weeks before the launch of the holiday season. Cath is a past master of the "helpful hint" strategy of scoring desirable gifts. You can take my word for it.

Richard W. Helbock

United States Post Offices Volume V - The Ohio Valley

Compiled By
Richard W. Helbock



POSTAL HISTORIANS ON LINE

The following individuals have expressed an interest in corresponding with other collectors via e-mail. Names are followed by specific interest (where known) and complete e-mail address. If you would like to join this list in future issues of *La Posta*, send us a note via e-mail at helbock@la-posta.com

Paul G. Abajian [Vermont postal history]
— PGA@vbimail.champlain.edu

Murray Abramson [4th Bureaus & air to foreign destination]
— abram001@mc.duke.edu

Charlie Adrion [Flag Cancellations] — adrionc@mail.idt.net

Carl W. Albrecht [Certified Mail/Postal Forms & Labels]
— calbrech@infinet.com

Jim Alexander [Texas Postal History]
— JAlexa5943@aol.com

John Amberman [Dealer]
— amberman@ambermanpostalhistory.com

Gary Anderson [US Doanes & ND postal history]
— garyndak@ix.netcom.com

Kirk Andrews [Expo Postal History; OR, WIS, WA DPOs]
— kirk.j.andrews@intel.com

A.A. Armstrong, Jr. [Western Nebraska & S.D. butcher PPCs] — draa@rockski.net

Ausdenmoore-McFarlane Stamps/Covers [Dealers]
— mcmichigan@aol.com

Roland Austin [Liberty Series & Modern p.h.]
— raustin13@aol.com

Harold Babb [Southern States postal history]
— babbx01@netside.com

Mark Baker [CA & NV postal history dealer]
— mbcovers@directcon.net

Bob Baldridge — bobbaldridge@earthlink.net

Michael A. Ball [Alaska Arctic & Antarctic incl. military]
— BallAgency@aol.com

Alan Banks [Missouri] — abanks7@aol.com

Richard Bard, Jr. — dbard@plix.com

John H. Barwis — j.h.barwis@siepe.shell.com

John E. Beane, MD [West Virginia postal history]
— JBEANE@prodigy.net

William R. Beith [Eastern Oregon] — wrbeith@attbi.com

Larry Berg — lberg@charter.net

Henry J. Berthelot [wreck & crash mail, postal cards, & penalty cards of the U.S.]
— hankberthelot@yahoo.com

Henry Betz [Franklin Co., PA & Cumberland Valley RR]
— hbetz@epix.net

Jim Blandford [Mich. Doanes & RPOs, booklet stamp usage on cover, pre-1880 Detroit postal markings]
— jblandf526@aol.com

Tim Boardman [Washington PH, photos, books & maps]
— Simcoe@dsl-only.net

Joe Bock [US Airmail 1935-1950 & Arizona town cancels]
— jandr hobbies@commspeed.net

Eppe Bosch — bonep@qwest.net

Bruce Branson [CA: Inyo, Mono, Alpine, Siskiyou, Mariposa] — bjbranson@qnet.com

Caj Brejtfus [1851-61 3c & Machine cancels]
— brejtfus@earthlink.com

Deane Briggs, MD [Florida Postal History]
— dbriggs2@tampabay.rr.com

Roger S. Brody [US 2nd Bureau issue] — RSBCO@aol.com

Mark Burnett [Washington-Franklins Series]
— MBur331547@aol.com

Raymond Buse [Cincinnati & Clermont Co., OH p.h.]
— stampat@aol.com

Conrad L. Bush [Confederate Fancy & Unusual Cancels]
— bearclan@brandons.net

James W. Busse [San Diego Co.p.h.] — Jimb1997@aol.com

C & H Stamps [Canal Zone, DWI postal history]
— CZCD@aol.com

Carl Cammarata [Alaska] — carlcammarata@earthlink.net

Gary Carlson [machine cancels] — gcarlson@columbus.rr.com

Glenda & John Cheramy [Dealers] — gcheramy@shaw.ca

Robert Chisholm — chizz5@aol.com

Bob Chow [Colorado] — rc71135@aol.com

Douglas Clark [Railway Mail] — dnc@alpha.math.uga.edu

Nancy B. Clark [Maine postal history] — nbc@cape.com

Tom Clarke [Philadelphia] — ocl-tom@ix.netcom.com

Lawrence E. Clay [Scouting postal history worldwide]
— cclayc3@cities.com

Louis Cohen [Kentucky postal history]
— cohenstamps32@aol.com

Giles Cokelet [Montana postal history]
— giles_c@coe.montana.edu

Robert W. Collins [Korean War & "Collins" postmarks]
— rwcoho@juno.com &/or ohiowc@aol.com

Joe H. Crosby [Oklahoma & Indian Territory p.h.]
— joecrosby@home.com

E. Rod Crossley [CA RPOs & Ventura Co.]
— rcrossley@worldnet.att.net

Tony L. Crumbley [NC & Confederate postal history]
— crumbley@infi.net

Richard Curtin — curtin@inreach.com

Allison W. Cusick [Ohio & WV p.h.; Doanes & Non-standard] — awcusick@aol.com

Matt Dakin [Mississippi Postal History]
— patdak@mindspring.com

Mike Dattolico [La Posta Associate Editor]
— MMDATTOL@aol.com

Hugh J.W. Daugherty [Postal History Dealer]
— hjwd@capecod.net

Jean DeRoest — jean.deroest@verizon.net

James P. Doolin ["Columbus" townmarks, stampless-WWI]
— jamesdoolin@doolco.com

John L. DuBois — jld@thlogic.com

Geoffrey Dutton — geoff@neddog.com

Leonard M. Eddy [Oklahoma & Arkansas p.h.]
— lmeddy@arkansas.net

Craig Eggleston [US Possessions] — cae@airmail.net

Stephen W. Ekstrom [US Transports & Connecticut p.h.]
— SWEKSTROM@aol.com

James F. Elin [Arizona post. hist.] — JamesFElin@aol.com

Mike Ellingson [North Dakota p.h.]
— mikeellingson@attbi.com

David Ellis [Michigan postal history]
— dellis7109@nctimes.net

Alyce and Don Evans [WVa and Los Angeles, CA, p..ht.]

POSTAL HISTORIANS ON LINE

- DEvansUSAF@aol.com
- James W. Faber** [WY, NW OH, Hancock Co, ME, No. WI]
— faber@bluemarble.net
- John Farkas** — jonfark@cs.com
- Wayne Farley** [West Virginia P. H.]
— CWFARLEY@aol.com
- Richard Farquhar** — FARQRICH@aol.com
- Louis Fiset** [WWII civilian internment ph]
— fiset@u.washington.edu
- Ken Flag** [WWII APO, esp. Alaska & Canada]
— ken0737@cwo.com
- Jane King Fohn** — jkfohn@myuc.net
- Jim Forte** [Dealer] — jimforte@postalhistory.com
& Website <http://postalhistory.com>
- Nancy Foutz** [postcard dealer] — dexterpc@bestweb.net
- Myron Fox** [US & German censorship & WWI & WWII]
— MyronFox1@aol.com
- Bob & Kathy Friedman** [Dealer-Friedman's Covers]
— covercnr@eaze.net
- Gene Fricks** [Literature, TN & NJPH]
— genefricks@prodigy.net
- Mike Fritz** [Idaho postal history] - idahofritz@msn.com
- Bob Gaudian** [Connecticut Postal History]
— rgstamper@aol.com
- Don Garrett** [Mississippi] — Donompix@aol.com
- John Germann** [Texas postal history & ship covers]
— jghist@houston.rr.com
- Glen A. Gerner** [MD: Cumberland postal history]
— gbgerner@fuse.net
- Ray Getsug** [Minnesota postal history, literature]
— RayG669563@aol.com
- Don Glickstein** [postal cards used in Alaska]
— glickstein.d@ghc.org
- Jerry Gorman** [Rhode Island PH]
— barbarag@worldnet.att.net
- John Grabowski** [20th Cent. postal history, esp. Prexy era]
— minnjohn@alum.mit.edu
- Ken Grant** — kgrant@uwc.edu
- Thomas E. Greene** [Rhode Island PH] — TGBG@aol.com
- John Grosse** — johngrosse@compuserve.com
- Ted Gruber** [Nevada] — TedGruber@aol.com
- E. J. Guerrant** [Unusual US Stamp Usages]
— ejguerrant@prodigy.net
- Alex Gundel** [Mail to Foreign Destinations]
— Alexander.Gundel@dlr.de
- Michael Gutman** [Mass ph & 19th cent., Precancels]
— mikeg94@attbi.com.
- Larry Haller** [Handstamped Flags] — LJHaller@aol.com
- Art Hadley** [Indiana postal history] — ahadley@hsonline.net
- Raymond Hadley** — ray-suzann@gsi.net
- Ken Hamlin** [Montana postal history & ephemera]
— kphamlin@in-tch.com
- Lou Hannen** [Classic Railway & Waterways]
— loucanoe@3rddoor.com
- Scott Hansen** [US Navy WWII, Philippines & Central Michigan] — hansens@genrad.com
- John T. Hardy, Jr.** [US postal cards & Philippines]
— john_hardy@msn.com
- Ron Harmon** [Florida PH] — rrhrm@hotmail.com
- Leonard Hartman** [Literature dealer] — www.pbbooks.com
- Wayne Hassell** [Dealer, US Marines, Wisconsin & Michigan]
— junostamps@aol.com
- Thomas Hayes** [South Dakota & Wyoming p.h.]
— dakter@nvc.net
- Bill Helmer** [Nevada] bill5168@worldnet.att.net
- Gary Hendren** [Missouri PH] — g2hslm@msn.com
- Monte Hensley** [Mexico pre1868 & Revolution]
— MHENSLEY@IBM.NET
- Jack Hilbing** [Illinois and Pennsylvania postal history]
— fjackh@msn.com
- Terence Hines** [Hanover, NH & #E12-21 on cover]
— terencehines@aol.com
- Gerald Hof** [Maryland, Virginia, Penn. postal history]
— alfredson2@msn.com
- Joe Horn** — horn@mail.utexas.edu
- John Hotchner** — JMHStamp@ix.netcom.com
- Pete Hubicki** [1861 3c & Columbia, Montour & Northumberland Co., PA]
— phubicki@carolina.rr.com
- Stefan T. Jaronski** [Ithaca NY; Confed. States military ph]
— bug@midrivers.com
- Cary E. Johnson** [Michigan p.h.; Railway, Waterway & Streetcars] — cejohn@umich.edu
- Gerald Johnson** — dj@ix.netcom.com
- Jim Johnson** [Dealer - Postal History USA]
— Jimdad67@cs.com
- Charles A. Jones** [CO & Prexy postal history]
— cgjones@gj.net
- Barton D. Kamp** [Massachusetts postal history]
— bartdk@mindspring.com
- Gordon Katz** [Postal History on Postcards & Maryland]
— g.e.katz@att.net
- Phil Kay** [Hawaiian postal history] — pilau@aloha.net
- Robert Keatts** [Walla Walla Co., WA p.h.]
— lkeatts@innw.net
- Peter Keyes** — [Oxbow Books] peter_keyes@milton.edu
- John L. Kimbrough** — jlkcsa@aol.com
- Kelvin Kindahl** [New England p.h.; postmarks]
— kanda.javanet@rcn.com
- Lon King** — lon@lonking.net
- C.Randy Kimes** [US Naval covers] — pmarche@jps.net
- Jim Klinger** [Colorado ph & Navel covers] — IX15@aol.com
- Knapp, Eric R.** [U.S., AK, Military covers]
— eknapp@gsi.com
- Vincent L. Knauss III** [Key West ph & US Fancy Cancells]
— knausv@springfieldstampclub.org
- Daniel M. Knowles** — dknowles@med.cornell.edu
- John Koehler** [Montana postal history]
— jkoehler@wa.freei.net
- Van Koppersmith** [Alabama & Mississippi p.h.]
— cleave3@aol.com
- Jim Kotanchik** [Franklin Co., MA & PO Seals]
— jkotanchik@flashcom.net
- George Kramer** — cakdogs@aol.com
- Jon E. Krupnick** [Pacific Flights 1936-46 & US Pacific Possessions] — jonpac@aol.com
- Alfred Kugel** [20th Cent. Military Mail, US Possessions & Offices Abroad] — afkugel@hotmail.com
- Paul Kukstis** [Auction House] — letters@kukstis.com
- Rick Kunz** [RPO, AGT, RR postmarks]
— rkunz@eskimo.com & www.eskimo.com/~rkunz/
- William O. Kvale** [Minnesota ph, esp. territorial & Civil War]
— FLO3WIL@aol.com
- Walter LaForce** [US Doanes & NY RFD & Co/PM cancels]

POSTAL HISTORIANS ON LINE

- vlwl@rochester.rr.com
- Gary Laing** [Virginia p.h.] — laing@naxs.com
- Curt J. Lamm** [Unusual 1851-61 townmarks]
— cjlamm@netstorm.net
- Eliot A. Landau** — elandau@aol.com
- Peter B. Larson** [Northern Idaho] — plarson@wsu.edu
- Ken Lawrence** — apskn@aol.com
- Wes Leatherrock** — wleathus@yahoo.com
- Howard Lee** [4th Bureau Issues & US Int'l. Airmail thru 1941]
— gimpo@adnc.com
- James E. Lee** [Philatelic Literature Dealer]
— philately2@earthlink.net & www.jameslee.com
- Brian R. Levy** [Long Island PH & Expositions]
— BELLOBL@AOL.COM
- Matthew Liebson** [Ohio PH; Licking Co., Doanes, stampless]
— paperhistory@mindspring.com
- David C. Lingrad** [Florida] — davidfla@aol.com
- MingKung Jason Liu** [China/US combinations & crash cvrs.]
— mliu@DataPathSystems.Com
- Bud Luckey** [Siskiyou Co. and N. Ca.]
— luckey@snowcrest.net
- Len Lukens** [Oregon p.h. & trans-Pacific airmail]
— llukens@easystreet.com
- David Lyman** [World postmarks on covers or piece]
— postmark@sympatico.ca
- Max Lynds** [Aroostook Co., Maine p.h.] — Max@pwless.net
- James Majka** — majkajs@comcast.net
- Tom Maringer** [Arkansas PH] — willwhitfoot@shirepost.com
- Robert L. Markovits** [dealer: stamps. Quality Investors, Ltd.]
— lrlm@pioneeris.net
- Peter Martin** — pmartin2020@aol.com
- Doug Marty** - [Dealer Postal History, Ephemera, Postcards]
— dmarty@wtp.net
- Chester M. Masters** [Jefferson & Clallam, Washington]
— stamps29@att.net
- Bernard Mayer** [Oklahoma] — Bernie@m47303.com
- David McCord** — damac52@attbi.com
- Harry McDowell** [Columbia SC Confed. p.h.]
— harmacd@aol.com
- R.J. McEwen** [Eastern Oregon postal history]
— rjmcewen@aol.com
- Chuck & Jan McFarlane** [Ausdenmoore-McFarlane Stamps]
— Mcmichigan@aol.com
- Bob McKain** [Western PA] — 57-vette@adelphia.net.
- Michael J. McMorrow** [Vermont photocards & POW cards of WWI & WWII] — SFA@SOVER.NET
- Michael E. Mead** [Britannia Enterprises - postal history dealer] — meadbe@s-way.com
- Jim Mehrer** — mehrer@postal-history.com
& website http://www.postal-history.com
- Mark Metkin** [Idaho postal history]
— metkin@mindspring.com
- Jewell Meyer** [Arizona] — jlmeyer_2000@yahoo.com
- James W. Milgram, M.D.** [U.S. postal history and historical letters, esp. Civil War & West] — j-milgram@nwu.edu
- Corbin Miller** [Idaho P.h., postcards] — clm@lastphase.com
- Jim Miller** [Dealer] — jmiller@cariboo.bc.ca
- Steve Morehead** [Colorado postal history]
— steveasc@ix.netcom.com
- Bob Munshower** — bearmt19@mail.idt.net
- Larry Neal** [Ohio postal history: Holmes & Coshocton counties] — larryln@valkyrie.net
- Bill Nix** [Skamania Co., WA] — wanix@gorge.net
- Jim Noll** — jenca@pacbell.net
- Martin Nicholson** — Martin@crozet.demon.co.uk
- Charles A. O'Dell** [Missouri & eastern Colorado]
— odellcd@earthlink.net
- Kevin O'Reilly** [NWT, Yukon & Labrador; US APOs in Canada] — xcarc@ssimicro.com
- Clay Olson** [Tioga Co., PA] — shawmut@comcast.net
- James Orcutt** [Washington] — jorcutt@u.washington.edu
- Dennis Pack** [Utah ph & Branch offices]
— dpack@VAX2.Winona.MSUS.EDU
- John Palm** [Merced & Mariposa Co., CA]
— jwpalm@elite.net
- Ray Palmer** [Oregon, esp. Yamhill & Polk Counties]
— rpalmer@onlinemac.com
- Dr. Everett L. Parker** — eparker@midmaine.com
- Ed Patera** [California] — ELPATERA@aol.com
- Bob Patkin** [Machine cancels] — bpat@shore.net
- James Patterson** — patterson@azbar.org
- Eustolio G. Perez** [Dealer/Collector Mexico to US covers]
— SouthwestCC@Prodigy.net
- Paul E. Petosky** [Michigan postal history & RPOs]
— paulpetosky@yahoo.com
- Walt Potts** [Monona Co., Iowa] — Pottsplit@aol.com
- Stephen Prigozy** [Telegraph covers] — prigozys@aol.com
- Ada M. Prill** [Delaware Co., NY]
— ada@math.rochester.edu
- Peter Rathwell** [AZ Territorial & AZ WWII]
— prathwell2@aol.com
- Byron L. Reed** [South Dakota p.h.] — byronreed@aol.com
- Robert Quintero** [Detroit River Sta/Mailboat 1895-Current]
— qover@ameritech.net
- Thomas E. Reiersgord** — Reiersgord@aol.com
- Norm Ritchie** [CO, UT, AZ & NM postal history]
— mnp@ctos.com
- Roger Rhoads** [UX1 & UX3 cancels & PH]
— rrrhoads@aol.com
- Thomas Richardson** [North Carolina P.H.]
— stamps@northstate.net
- Harold Richow** [WWII Alaska, US in Canada & Philippines] — harr@pe.net
- Al Ring** [Arizona postal history] — ringal@msn.com
- Linda Roberts** [Park City, Utah] — robertsfamly@earthlink.net
- William B. Robinson** [Wisconsin p.h./postal history dealer]
— wbrob@hotmail.com
- Julius Rockwell** [Alaska] — juliusro@alaska.net
- Gilbert M. Roderick** [fancy cancels] — destamps@acadia.net
- Robert G. Rose** [New Jersey p.h.] — rrose@phks.com
- Hal Ross** [Kansas Territorials & postmarks]
— halross@sbcglobal.net
- Vincent Ross** — var@bluemarble.net
- Steve Roth** — smroth@itsanet.com
- Art Rupert** [Rural Branches & Stations]
— aerupert@bentonrea.com
- Roger Rydberg** [Colorado postal history]
— er-rydberg@worldnet.att.net
- Russ Ryles** [Indiana p.h.; Dearborn, Ohio & Ohio River]
— theryles@theryles.com
- Bill Sammis** [US Express Company labels, stamps & covers]
— cds13@cornell.edu
- William A. Sandrik** [Postal History dealer]

POSTAL HISTORIANS ON LINE

— sandrik@ballstonphilatelics.com &
www.ballstonphilatelics.com

Robert Sanford — rsanford@rev.net

A.J. Savakis — mcsforum@aol.com

Henry B. Scheuer — hscheuer@jmsonline.com

Dennis W. Schmidt [Texas p.h. & US Officials]

— officials2001@yahoo.com

Fred Schmitt [Postal History dealer] — fred@fredschmitt.com
and www.fredschmitt.com

Roger G. Schnell [WWII Airmails, Trans-pacific Pan Am
airmail, and OAT's] — rkschoss@mindspring.com

Niles Schuh [Florida postal history] — niless@earthlink.net

Robert Schultz [Missouri postal history]

— schulhstry@aol.com

Joseph Sedivy — JNJS717@aol.com

John Seidl — jseidl@mindspring.com

Larry R. Sell [postal history] — philart@infoblv.net

Mike Senta [Alaska postal history] —

msenta@pobox.mtaonline.net

Norman Shachat [Phila. & Bucks Co. PH]

— nshachat@aol.com

Lloyd W. Shaw [Utah p.h. & general postal stationery]

— LWStamp@aol.com

Terry Shaw [Alaska] — cgsarchxx@aol.com

Timothy M. Sheehan [NM Territorial ph]

— sheehantm@aol.com

Wesley Shellen [Montana p.h. & Machine cancels]

— WesNDeb@aol.com

Gina Sheridan — gsherida8502@yahoo.com

David J. Simmons — dsim465835@cs.com

Ed Siskin [Pree-1800 Postal History] - esiskin@cox.rr.com

Rich Small [Machine cancels, post offices]

— rsmall9293@aol.com

&http://hometown.aol.com/rsmall9293/mcfmain.htm

R. J. "Jack" Smalling — jack@baseballaddresses.com

Chet Smith [US branches & stations] — cms@psu.edu

Jack M. Smith, Sr. [Texas Doane Co-ordinator]

— jacksr@tstar.net

Fred Smythe — FSmythe@aol.com

Gus Spector [PA advertising covers & postal history]

— gspect56@aol.com

Keith Spencer [Alberta & western Canada]

— krs2@ualberta.ca

Duane Spidle [Colorado P.H. & RPOs & pre-1907

precancels] — dspidle@concentric.net

Anita Sprinkle — sprinkle@kutztown.edu

Chet Sprinkle — 73114,2115@compuserve.com

Ken Stach [Dakota & Nebraska territories]

— ken.stach@kosa.com

Randy Stehle — RSTEHL@ix.netcom.com

Rex H. "Jim" Stever [Republic of Texas] -

— rhstever@camdeninc.com

Carl Stieg [Dist. Of Columbia to 1910]

— carl_phil@webtv.net

Seymour B. Stiss (Chicago & Illinois postal history)

— sbstiss@msn.com

Bob Stoldal [Southern Nevada] - stoldal@vegas.infi.net

Matt Stoll [Samoa, Arizona & NJ p.h.] — stoll57@yahoo.com

Greg Stone — michcovers@ec.rr.com

David L. Straight [Back of Book] — dls@library.wustl.edu

Greg Sutherland — Gregfree@aol.com

Robert Svoboda [Montana postal history]

— SVOBODA7@aol.com

Bob Swanson [WWI Domestic p.h.] — rds@swansongrp.com

& www.swansongrp.com/posthist.html

Doug Swisher [Ohio & Florida P.H.]

— doug22@mediaone.net

Bill Tatham [California] — wtatham@gte.net

Stephen T. Taylor [Dealer: USA stamps & postal history]

— staylor995@aol.com & www.stephentaylor.co.uk

Gerry Tenney — gtenney@gateway.net

Ed Thomas [New England town cancels]

— Edthomas@fsc.edu

Don Thompson [Stampless NH, MA, FL]

— thomcat7405@aol.com

Robert L. Toal — rtoal@ukt.edu

Don Tocher [Dealer/collects 1 cent 1851-1857 stamps]

— dontoch@ix.netcom.com

& www.postalnet.com/portfolios

Bob Trachimowicz [TOB markings] — track@alum.wpi.edu

William Treat [Colorado & Navajo crafts]

— jtsouthwest@msn.com

Ron Trosclair [Louisiana postal history]

— rontrosclair@yahoo.com

Joseph A. Turek — joecpa312@aol.com

Henry G. Turnbull [Arizona & Maine p.h.]

— aznphgt1@webtv.net

Tom Turner [Alabama postal history] — turnertomp@aol.com

Frans van de Rivière [international: postmarkers and

procedures] - fr123@planet.nl

Dirk van Gelderen [Alaska postal history] — dirk@esveld.nl

George P. Wagner [US 2nd Bureau, Wash-Franklins &

Prexies] — Gpwwauk@aol.com

Lauck Walton [Meagher Co, MT & Shenandoah Co, VA]

— jwalton@shentel.net

Ron Wankel [Nebraska & WWII APOs on #UC9]

— rwankel@aol.com

Ron Ward [Maryland PH] — Anoph2@aol.com

Jim Watson [Mendocino/Lake Co. CA cancels] —

pygwats@mcn.org

Edward Weinberg [Contra Costa, CA p.h.]

— edwardepirus@hotmail.com

Robert B. Whitney — rmwhit1@juno.com

Mike Wiedemann [Florida p.h. & Cutley Advertising]

— cmikew@mindspring.com

Clarence J. Winstead [NC Doanes, flags, RPOs & PPCs]

— clarencewinstead@hotmail.com.

Kirk Wolford [Postal History Dealer]

— krkstpc@goldstate.net

Early Air Mail and Aviation in Southern California

Chapter VI: Aviation Comes of Age, 1930 to 1940 - Part 2

by Don L. Evans

The late Twenties and the decade of the Thirties witnessed a tremendous surge in the activities of the aerial speed demons and record breakers. It seemed that everyone wanted to fly faster, farther, longer and higher, and to traverse routes that had never before been flown. The public loved the feats of aeronautical skill and bravery, and the aerophilatelists, abetted by the Post Office Department, had a field day. Souvenir covers and special cancellations were provided for almost every event. These were flown by the thousands, but surprisingly, many are today difficult to find. Most have such a low market value they are not carried in dealer's stock, or found listed in sales catalogues. Many have found their way into private collections, which too frequently reside in boxes in closets or attics. Finding a souvenir cover for a specific event, can entail a long and sometimes unsuccessful search. They are often more difficult to find than the scarce gems of early philately.



Figure 6-20 Photo of ten of the entrants to the 1929 Women's National Air Derby, standing behind the trophies for which they would compete during the race. From the left, Louise Thaden, Bobbi Trout, Patty Willis, Marvel Crosson, Blanche Noyes, Vera Walker, Amelia Earhart, Marjorie Crawford, Ruth Elder, and Florence "Pancho" Barnes.

Just prior to the beginning of the Thirties, women aviators finally gained some recognition for their abilities as pilots.

Women pilots were with us from almost the beginning, but they were looked on as somewhat of a curiosity that was tolerated by the male-oriented flying community, and with much distrust by the public in general. "Women are just at a disadvantage in flying, both temperamentally, and physically," was the opinion of the majority of the male-dominated society. Tentative footholds were achieved by some woman. Blanche Scott, the first American woman to solo, flew in the early 1912 International Air Meet at Los Angeles. Katherine Stinson became the queen of acrobatic pilots, performing some maneuvers that had not yet

been mastered by male pilots, but finally gave up flying because all she was allowed to do was be a stunt pilot, and never was able to find employment as a commercial pilot. A turning point in the acceptance of women came at the first Women's National Air Derby in 1929. Taking off from Clover Field near Santa Monica, California, a star-studded assemblage of women headed for Cleveland in a 2800 mile race

for first place, a prize of \$25,000, and national recognition. Amelia Earhart, who was one of the racers, estimated that two-thirds of the eligible women pilots in the country, were participants in the race. To be eligible, a pilot had to have a license and 100 hours of flying time. This is a good indication of the small number of active women flyers the United States. Along with Amelia Earhart was a well-known Hollywood stunt flier, Florence "Pancho" Barnes," whose

Part 2 of Chapter 6 concludes Don Evans' outstanding series on the early history of air mail and aviation in southern California. Part 1 of Chapter VI appeared in Whole No. 196 (Aug-Sep

Copyright 2002 by Don L. Evans

vocabulary would embarrass a Marine drill sergeant, and whose amorous adventures were legendary. The following year, she would set a women's speed record of 196 mph over a closed course at the Los Angeles Municipal Airport. Other racers included famed long distance flier Ruth Nichols, Bobbi Trout, who had earlier held a short-lived record for the longest period of sustained flight by remaining aloft over the Metropolitan Airport in the San Fernando Valley for a little longer than twelve hours, and Louise Thaden, holder at that time of simultaneous women's records for altitude, endurance and speed.

The winner was Louise Thaden, and women pilots had become front-page news.

Figure 6-20 shows a photo of ten of the entrants, taken at Clover Field prior to their departure. Louise Thaden is shown at the far left. In front of the ladies are lined-up the various trophies for which they will be competing. In their Flapper-era dresses, they do not look like the adventurous and skilled pilots they actually were.

The race was the lead-off event of the 1929 National Air Races, and the field was crowded with spectators. Among them was Will Rogers, who after observing some of the women pilots open their compacts to apply a last bit of make-up before take off, remarked to his friend, Wiley Post, the race should be called the "Powder Puff Derby." The name stuck, and the annual Women's National Air Derby retains that popular title to this day.

The race was enthusiastically reported in all of the newspapers, and the progress of each of the fliers was avidly watched by the public. It was a great success, and the names of our leading women aviators became household words.

Figure 6-21 illustrates a souvenir cover from the 1930 Derby the following year. This time the race was flown from Long Beach, California to Chicago. Informa-

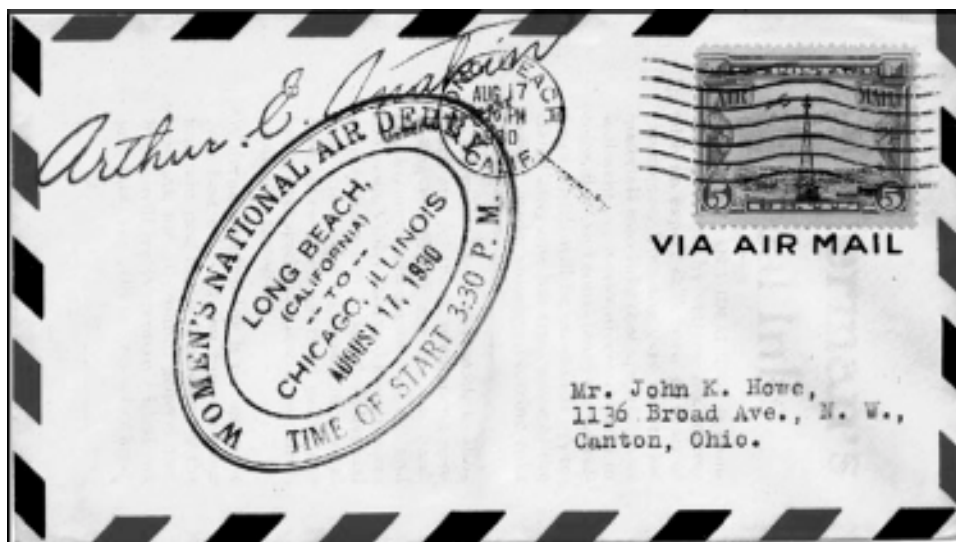


Figure 6-21 Souvenir cover addressed to Canton, Ohio, for the 1930 Women's National Air Derby, which was flown from Long Beach, California, to Chicago, Illinois. Postmarked on the day of the race, August 17, 1930, at Long Beach. Large, blue double-oval rubber stamp cachet applied and signed by Arthur E. Anakin (identity unknown).

tion on this race is practically non-existent, for it was far overshadowed by the publicity garnered by the first race. Similar to the situation with the second person to fly solo across the Atlantic, where few remember his name. The author would appreciate any assistance in collecting information on this 1930 race.

The cover shows a large blue, double-oval cachet with statistics regarding the race, accompanied by the signature of Arthur E. Anakin, who is unknown to this writer. It is postmarked at Long Beach, Calif, at 3:30 PM, August 17, 1930.

The public finally recognized that some women could fly, but there was strong resistance toward affording them entrance into the commercial end of aviation. Although they continued to fly and break records throughout the Thirties, their primary income, in addition to prize money, was derived from appearing in advertisements and being sponsored by newspapers and companies. Similar to the strong support being accorded to our current sports champions. Amelia Earhart, even appeared in a magazine advertisement, extolling the virtues of Lucky Strike cigarettes (carefully avoiding any statement that she smoked them). Commercial flying jobs were practically non-existent, and that situation continues to a lesser degree to this day.

Records continued to also be broken by the male pilots of the period, and it was an unparalleled decade for public enthusiasm for their deeds. Not until the

first space flights, would national attention again so strongly be focused on aviation events, with the exception, of course, for the aerial exploits of WWII.

Sponsored flights by recognized record holders, and some by newcomers to the field, vied for prizes in races, altitude, speed, and endurance records. One record, the time for the fastest transcontinental flight, was continuously being attacked.

Earlier, in 1927, Art Goebel had won the "Dole" race from California to the Hawaiian Islands, competing for a prize of \$35,000 offered by pineapple baron, James D. Dole. The race lost its historical importance when two months earlier a pair of Army pilots successfully made the first California to Hawaii flight. The contest was further marred by becoming one of the deadliest aviation events on record. The aircraft and pilots for the most part were ill-prepared to cross 2,400 miles of open ocean and to find a small island for landing.

Fifteen aviators accepted the challenge. Three were killed in test crashes preparing for the flight, one aircraft was disqualified because of poor instrumentation, and another for inadequate fuel capacity. Two crashed on take-off. The aircraft were all over-loaded with fuel. Another quit shortly after getting into the air, the fabric skin of his aircraft was being shredded by the wind. Four made it out of sight of land. Of those, only two arrived at the destination, the winner,

Art Goebel and his navigator, H. Tucker, and in second place, Jensen and Schluter. Ten lives were lost during the preliminaries and the actual race.

In the following year, 1928, Goebel set a new speed record, flying a Lockheed Vega between New York and Los Angeles in 18 hours and 58 minutes. A far cry from the 49 days it took Cal Rodgers to make the first transcontinental flight in 1911. Goebel, was greeted by 75,000 spectators at Mines Field (now Los Angeles International Airport) upon completion of his non-stop flight.

Figure 6-22 reproduces a photo of pilot Art Goebel (left) and Allan Loughhead, the Lockheed Vega's manufacturer, and one of its designers. Loughhead named his company, Lockheed, to clarify the pronunciation of his name. He was tired of being called "Log head." The record-breaking Vega aircraft in the background is the "Yankee Doodle" that Goebel flew to the new record.

On June 12, 1930, he attempted to establish a new transcontinental record. The cover shown in **Figure 6-23**, commemorates that attempt. This cover is a favorite of the author's. He purchased it in 1932 from a small downtown Los Angeles dealer. It was the first souvenir cover he owned, and its cost was 5¢, a princely amount for a nine-year old boy in the midst of the Depression. The brown cachet, on a manila-

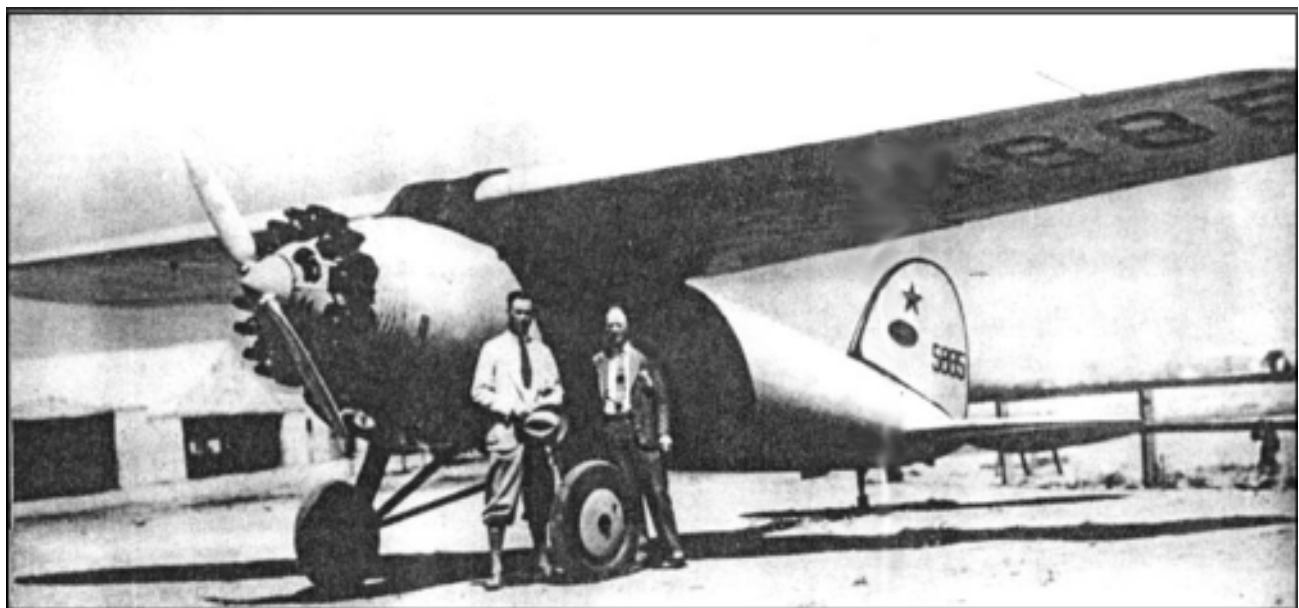


Figure 6-22 Pilot, Art Goebel (left), standing in front of the Lockheed Vega, "Yankee Doodle" in which he broke the transcontinental speed record from New York to Los Angeles with a non-stop flight of 18 hours and 58 minutes. On the right is Allan Loughhead, whose company, Lockheed Aircraft, designed and built the fast and versatile aircraft.

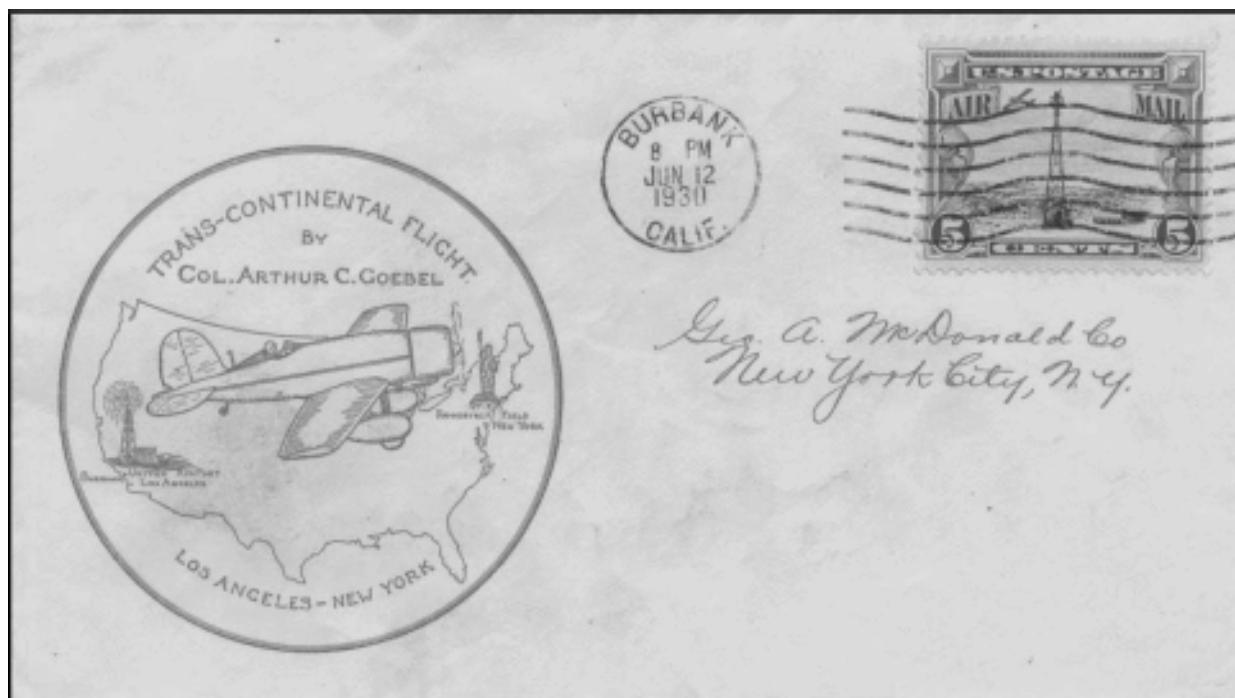


Figure 6-23 Souvenir cover from Art Goebel's attempt to set a new speed record from Los Angeles's United Airport in Burbank, to Roosevelt Field, New York. Postmarked at Burbank, California, on June 12, 1930. Brown cachet on a manila cover, together with the multicolor 5¢ Beacon airmail stamp produced an attractive cover. Cachet depicts Goebel in an open-cockpit Vega, flying between Los Angeles and its oil wells, and the Statue of Liberty at New York City.

colored envelope, depicts Goebel flying from the oil wells of Los Angeles to the Statue of Liberty in New York.

One of the last great hurdles of long distance flight to overcome was to fly between California and Australia, across the vast Pacific. Soon after WWI, Charles Kingsford-Smith, a Royal Air Force veteran, set his sights on meeting this challenge. After almost a decade of trying to obtain funding, he persuaded the Premier of New South Wales, Australia, to have the government underwrite his quest. Traveling to California, Kingsford-Smith and his associate, Charles P. T. Ulm, another WWI flyer, purchased a second-hand trimotor Fokker that had been used by Sir Hubert Wilkins for his explorations in the arctic. They equipped it with new engines, and everything was set for the final preparations and flight when financial disaster struck. J. T. Lang, the New South Wales Premier, who had persuaded his government to back the flight, was voted out of office. The new premier, ordered Kingsford-Smith to sell the Fokker and return the sales money to the government.

Kingsford-Smith immediately began searching for a buyer who would then hire him and Ulm to fly it, hopefully, to Australia. He was successful. Having

been introduced to Captain G. Allen Hancock, the owner of several coastal steamers plying along the California coast, and the lucrative steam line between Los Angeles and Santa Catalina Island, Kingsford-Smith convinced him that the distance flight was possible. Hancock, who also owned the Hancock Oil Company, offered to buy the aircraft for \$16,000 and to lend it back to them for the flight to Australia.

Realizing their need for better navigation and radio support, they found two highly capable individuals in Harry W. Lyon, a ship's captain from Maine as navigator, and James Warner, a radioman from Kansas City to handle communications. On May 31, 1928, the big blue Fokker, now named the "Southern Cross," was ready for take off for the journey. Ahead of them lay the 2,400 miles to Hawaii, 3,200 miles to Suva in the Fiji Islands, and then 2,200 miles to Brisbane, the final leg of the flight. The flight to Hawaii was uneventful, but the following two legs were beset with serious weather and fuel problems. After near-disasters, the flyers arrived in Brisbane on June 9th, to a tumultuous welcome. A telegram from Captain Hancock was awaiting them. Their benefactor offered to pay all costs of the flight, and to give the "Southern Cross" to Kingsford-Smith and Ulm, free and



Figure 6-24 Vintage photo of Kingsford-Smith's aircraft, the "Southern Cross," descending over the rooftops at Sydney, Australia, as the pilot came in for a landing at Mascot Field the day after completing his 1928 historic flight from California to Brisbane, Australia.

clear. They accepted with pleasure. Other honors, later bestowed, included a knighthood for Kingsford-

Smith.

Figure 6-24 is a copy of a photo of the "Southern Cross" as it descended over the rooftops of Sydney on the following day to a landing at Mascot Field where a throng of 300,000 people were waiting to offer their congratulations to the intrepid flyers.

In 1934, Sir Kingsford-Smith, with Captain P. G. Taylor as his copilot, reversed the route and became the first airmen to fly from Australia to the United States. Figure 6-25 shows a souvenir cover with a green cachet, prepared by the Los Angeles Chamber of Commerce to honor their arrival at Los Angeles Airport on November 4, 1934, after flying from Australia to Fiji, to Hawaii, Oakland, California, and finally to Los Angeles. A purple double-circle hand stamp, of the type usually used by the Los Angeles Airport to mark event covers, has also been applied.

The following year, Kingsford-Smith attempted to establish a new record from London to Australia, flying the eastern route from London to Darwin, Australia, via India. On November 10th 1935, two days after leaving London, he disappeared while flying over the Bay of Bengal. All that was ever found was a single strut, and one wheel of the plane. Few of our pioneer aviators died in bed.

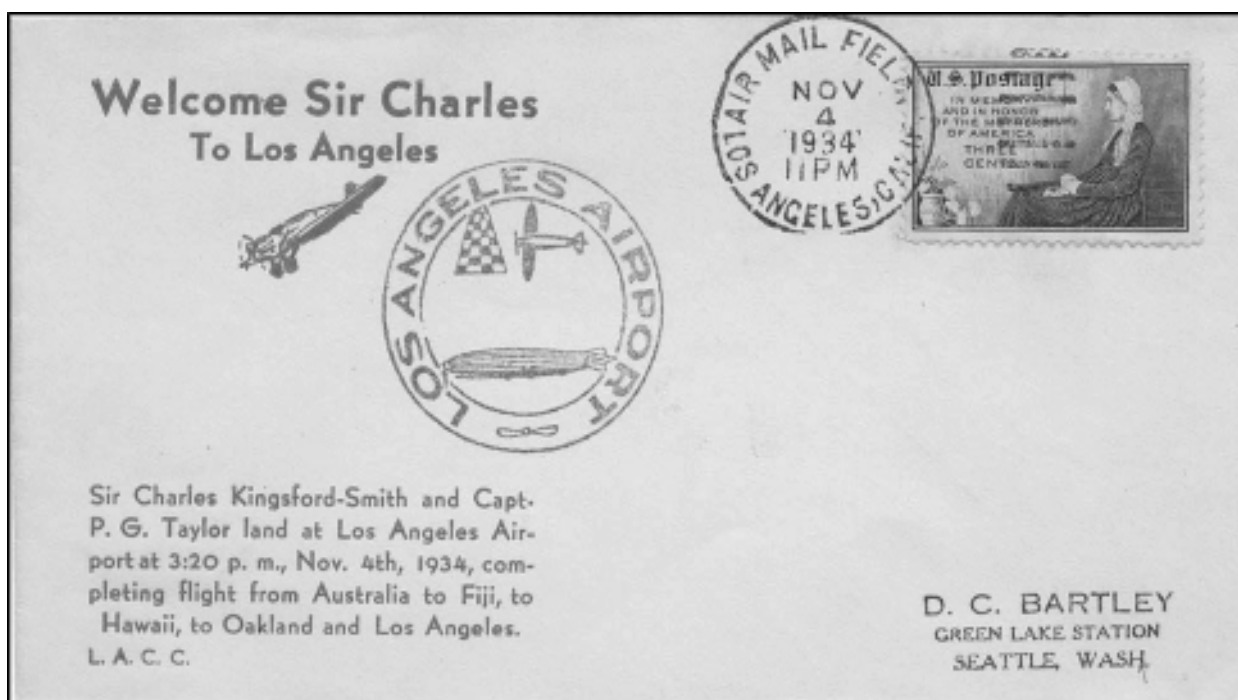


Figure 6-25 Souvenir cover, honoring the arrival at Los Angeles of Sir Kingsford-Smith and his crew on November 4, 1934, after completing their flight from Australia to California, reversing the route they had taken in 1928. A welcome message is printed in green on the cover, along with a recounting of their flight route. The standard purple Los Angeles Airport cachet was affixed, and surface rate postage was paid with a purple 3¢ Mother's Day stamp.

Many of the pilots who set record after record for speed, altitude and distance, were also always looking for ways to improve the performance of their aircraft, and to increase the safety of operation. Jimmie Doolittle was a leading figure in this regard. Not only was he an outstanding pilot with many speed records to his credit, but he was also an excellent engineer with a doctorate from MIT. In the late Twenties he pioneered improvements in aircraft radio, and instrumentation for flying in bad weather. He was the first pilot to make a blind landing, and the instruments he helped develop have saved countless lives.

Howard Hughes used his engineering talents and money to develop some of the innovations that dramatically increased the speed and performance of aircraft, and he established records that were not equaled years after his feats

Wiley Post, was the holder of two round-the-world speed records, one of them solo. He was also trying to establish a new altitude record. Early in 1934, Renato Donati of Italy had reached a record altitude of 47,352 feet, narrowly escaping death from oxygen deprivation. At those heights, breathing oxygen is not enough, the ambient pressure is not sufficient to allow the lungs to absorb it.

Post, who was convinced that the future of aviation lay in a large part with the development of techniques for high-altitude flight, was familiar with the problem. To overcome it he commissioned the B. F. Goodrich Company to build a pressurized suit. After much testing and changes to the design, and specially equipping his aircraft for high-altitude performance, Post flew with little discomfort to a height of almost 50,000 feet, establishing a new record. *Figure 6-26* shows Post seated by his Lockheed Vega, the "Winnie Mae," and wearing his pressure suit with detachable helmet. His next goal was to fly non-stop from Los Angeles to New York in the lower stratosphere where he could take advantage of the strong easterly winds at that altitude, and remain far above any bad weather that might develop.

While he was never successful in reaching New York, during several attempts, he did demonstrate the effectiveness of the suit, and it laid the groundwork for later work in the post-war efforts to design suits for very-high altitude aircraft such as the U-2, and SR-71. His longest flight was on March 15, 1935 from Burbank, California, to Cleveland, Ohio, a distance of 2,035 miles in 7 hours 19 minutes. Measured



Figure 6-26 Wiley Post, seated by his Lockheed Vega, the "Winnie Mae." In addition to his characteristic white eye patch, he is wearing a pressure suit with detachable helmet, designed to allow pilots to function at high altitudes. Wearing this suit, he established a new altitude record of over 49,000 feet.

ground speeds in excess of 340 mph at times indicated that he was indeed operating in the jetstream, and realizing the advantages of the high velocity winds.

Although he carried mail on each of these flights to be delivered to New York City, evidently after each failure to reach his destination, the covers were retained and re-carried on a subsequent flight. This suggests that the flown covers must have all been philatelic in nature,

Figure 6-27 shows a souvenir cover from Wiley Post's stratospheric flights, endorsed to have been carried on all of his flights. Mailed on August 20, 1935, five days after Post's crash at Point Barrow, Alaska, where he and his good friend, Will Rogers, were killed in a take-off crash. The blue cachet shows the direct high-altitude route between Los Angeles and New York, a small picture of Wiley Post, and the wording, FIRST AIR MAIL STRATOSPHERIC FLIGHT, U.S. AIR MAIL ROUTE No. 2. Evidently, Post had been sworn in as an official postal carrier.

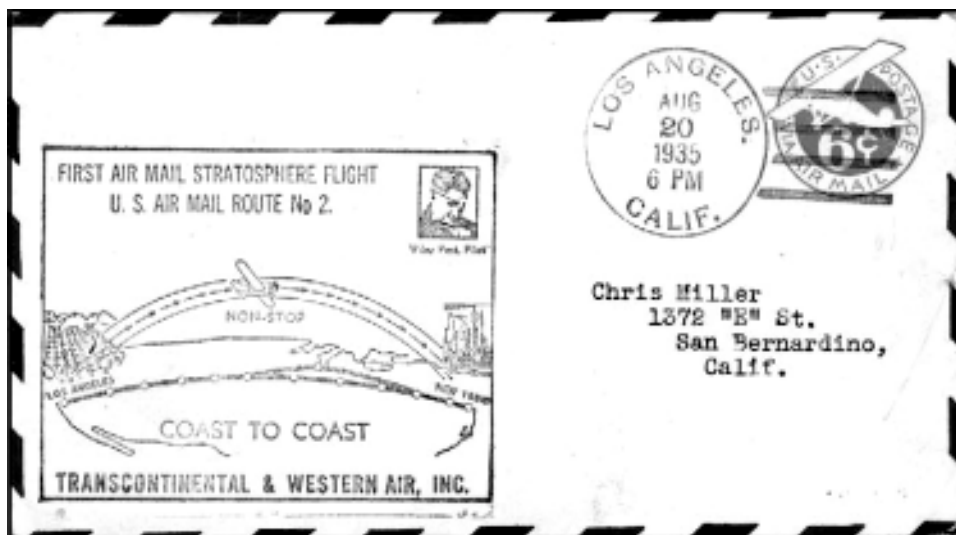


Figure 6-27 Cover produced to be a souvenir of Post's sub-stratospheric flight from Los Angeles to New York. Addressed stamped covers were carried on his four unsuccessful flights, waiting to be cancelled upon completion of the flight to New York. Post's untimely death aborted these plans, and the covers were finally cancelled at Los Angeles on August 20, 1935, five days after Post's death. Cover bears a light blue stamped cachet, showing the high altitude route from the orange trees of Los Angeles to the skyscrapers of New York City. The cachet announces that this is the first stratospheric air mail flight, and that it has been designated as U.S. Air Mail Route No.2. An inset picture of Wiley Post is in the upper right of the cachet. On the reverse of the cover is a stamped listing of his four unsuccessful flights, all of which carried the souvenir covers.

"1st Flight, February 22, 1935 – Landed Muroc, Calif. 57 1/2 miles
 2nd Flight, March 15, 1935 – Landed Cleveland, O, 2035 miles
 3rd Flight, April 14, 1935 – Landed LaFayette, Indiana, 1760 miles
 4th Flight, June 15, 1935 – Landed Wichita, Kansas, 1188 miles"

The cover was postmarked at Los Angeles, and addressed to San Bernardino, California, a distance of about 60 miles. A blue handstamp endorsement on the reverse reads "THIS LETTER WAS CARRIED BY WILEY POST ON THE FOLLOWING ATTEMPTED TRANSCONTINENTAL NON-STOP STRATOSPHERIC FLIGHTS:" followed by a listing of the four flights on which the cover was carried, their dates, landing

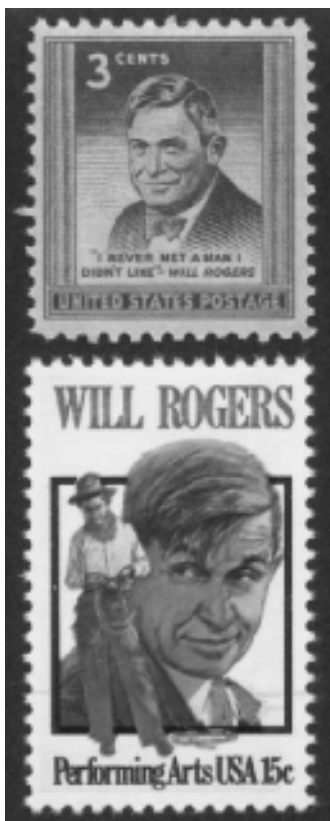
point, and miles covered. The last flight was flown on June 15, 1935, and landed at Wichita, Kansas. This was exactly two months prior to his fatal accident.

Will Rogers was a beloved humorist, and his death plunged the nation into deep mourning. He was also an ardent aviation buff and one of its most influential boosters. From the early 1920s until his death, he was interested in everything that had to do with flying. *Figure 6-28* shows Will Rogers climbing out of the back seat of an Army aircraft piloted by General Billy Mitchell. The date of the photo is unknown, however, it was probably significantly before Mitchell's 1926 forced resignation from the Army.



Figure 6-28 Vintage photo shows Will Rogers climbing out of the back seat of an early Army aircraft, with General Billy Mitchell in the front seat. Photo probably taken around 1922. (*American Heritage History of Flight*)

Figure 6-29 Stamps honoring Will Rogers, upper stamp, one of the Famous Americans series is Scott No. 975, a 3¢ violet commemorative, issued on November 4, 1948. The lower multicolored stamp (Scott No. 1801) was issued on the 100th anniversary of Roger's birth, November 4, 1979.



As earlier recounted, it has been reported that Rogers was one of the first passengers to fly on the Western Air Express, CAM 4. Passengers had not yet been authorized on the mail plane, so Rogers paid the postage for his weight, and in 1926, mailed himself from Los Angeles to Salt Lake City and return.

He could frequently be found in company with the flyers of the day at one of the local airports, such as the Grand Central Airport in Glendale, the Metropolitan Airport in Van Nuys, or the United Airport in Burbank. He liked to fly and welcomed any association with aircraft and pilots.

Both Rogers and Post had commemorative stamps issued in their honor (*Figure 29*). Will Rogers was the subject of a three cent violet commemorative (Scott No. 975), issued on November 4, 1948 showing a portrait of Rogers with his most famous saying, "I never met a man I didn't like." He again was postally honored in a multicolored commemorative (Scott No. 1801) issued on November 4, 1979, the hundredth anniversary of his birth. This stamp featured Rogers in cowboy garb with his well-known rope trick, superimposed on a large portrait.

Wiley Post was also the honoree of two stamps (*Figure 6-30*). Issued in se-tenant in 1979 as Scott Nos. C-95 and C-96, these 25¢ air mail stamps commemo-

Figure 6-30 The aeronautical exploits of Wiley Post were commemorated by two se-tenant 25¢ air mail stamps issued in 1979 (C-95 and C-96). Both feature portraits of Post with the "Winnie Mae" in the background. The lower stamp also shows Post seated by his aircraft and wearing his pressure suit.



rated his globe-circling achievements and his high altitude research flights, and featured portraits of Wiley Post with his Lockheed Vega in the background. C-96 has an insert photo of Post in his pressure suit. This image was adapted from the photo shown earlier as *Figure 6-25*.

As anticipated by Post, commercial high altitude passenger service entered the scene in 1940 with the inaugural flight of a "Stratoliner" from New York to Los Angeles over CAM 34. The aircraft had a pressurized cockpit and passenger compartment, obviating the need for oxygen masks, and for the first time making flights above the weather practical. This increased the safety and comfort of the passengers substantially, and reduced the flight time on the eastern transcontinental flight by providing the advantage of higher easterly winds aloft. *Figure 6-31* shows a first-flight cover for the use of a "Stratoliner" on a CAM 34 flight. TWA was the operator of the flight.

Postmarked at New York at 8:30 PM, on July 9, 1940, with postage paid by the 1938 six-cent carmine and blue air mail stamp (Scott No. C-23). This issue is considered to be one of the most beautiful of all United States stamps, with its fine engraving, picturesque eagle subject and bright colors. Received at Los Angeles the following day, July 10th at 12 noon, a transit time of fifteen hours and 30 minutes. The circular cachet pictures a drawing of a flying aircraft with "The Transcontinental Airline, TWA Stratoliner" emblazoned on the fuselage, and the words, "FIRST FLIGHT 4-ENGINE STRATOLINER," with "2-A-M-44," below. The last notation is the result of the combining of AM 2 and AM 44.



Figure 6-31 First day cover featuring the first commercial high altitude flight, flown from New York to Los Angeles on July 9, 1940 by TWA in its new "Stratoliner." Cover departed New York at 8:30 PM, July 9, 1940, and arrived in Los Angeles at 12:00 noon the following day for a transit time of 15:30 hours. Cachet shows the flying "Stratoliner" enclosed by a double circle. The flight is denoted as 2-A.M.-44, showing the consolidation of the two routes. Addressed to Kittanning, Pennsylvania, which required that the cover after having reached Los Angeles, had to be re-directed to its destination. Postage paid by the beautiful carmine and blue 6¢ air mail stamp of 1938.

Although transpacific flights to China had begun in Martin "China Clippers" in 1937 by Pan American Airways, it was not until 1940, with Boeing aircraft, that the route to the South Pacific and New Zealand was inaugurated. This flight closely followed the earlier Kingsford-Smith route, however, did not go on to Australia. The extension to Australia had to wait until after the war. *Figure 6-32* illustrates a first-day cover for FAM 19 (Foreign Air Mail contract) from Los Angeles to Canton Island, via San Francisco and Hawaii. Canton was a tiny coral island lying 2000 miles southwest of Hawaii, and the main reason for its existence on FAM 19 was to provide for en route refueling and maintenance. The route then continued on to Noumea in New Caledonia, and terminated at Auckland, New Zealand.

The attractive blue official cachet on the cover depicts the route from Los Angeles to Auckland by flying boat. Los Angeles' City Hall is shown on the right as the point of departure and destination is pictured as a graceful coconut palm on a South Pacific island shore. The cover departed Los Angeles on July 12,

1940 and was received at Canton Island on July 14, 1940, as attested by a Canton Island town marking receiving mark.

Space limitations for a survey article like this preclude doing justice to the many admirable pilots, their great airplanes, courage, and important innovations, even over the short period covered by this series.

Only a few of the hundreds of aviation events and achievements that took place in Southern California have been recounted, and those only in capsule form. The entire picture is one of great progress and a pioneering spirit that has been seldom duplicated.

1940 ended three decades of rapid advances in aviation development in Southern California, contributing to aerial progress that started in the east with a tentative venture in 1903 into the air above, to the girdling of the planet by a network of air routes serving hundreds of thousands of passengers, and an emerging military capability that could only have been dreamed of a scant 30 years previously.



Figure 6-32 First Day cover for the Los Angeles to Canton Island route. On July 12, 1940, a Pan American Boeing Clipper departed Los Angeles for Canton Island, via Alameda, California, and Honolulu, Hawaii. Received at Canton Island on July 14th, a very commendable time for the flight. Pilot was J. H. Tilton, and 3478 pieces of mail were carried, the majority of it, philatelic. The attractive blue cachet traces the new FAM 19 route across the Pacific from Los Angeles (denoted by the Los Angeles City Hall) to a waving palm on a South Pacific beach. FAM 19 terminated at Auckland, New Zealand. Postage paid by a blue 30¢ trans-atlantic air mail stamp. The last of the winged globe issues.

This was only the beginning, and the developments associated with WWII and the explosive rise of commercial air transportation, following the war, lead to a point where almost all first class mail is carried by air, and most long distance travel is accomplished in commercial airlines.

Colorado Postal History Society

Now Publishing
**"Encyclopedia of Colorado
 Post Office Markings"**
 by William H. Bauer

A follow-up to: "Colorado Post Offices - 1859 -1989"

The "Encyclopedia" includes:

- Tracings of all recorded postal markings...
- A list of postmasters and appointment dates...
- A description of the town site and how to locate it...

For More Information Contact:
 Roger Rydberg, CPHS Secretary
 354 So Nile St, Aurora, CO 80012
 rrydberg@attbi.com



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

As simple as 1, 2, 3!!!

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

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

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



THE POSTMASTERS GENERAL OF THE UNITED STATES

IV. Gideon Granger, 1801-1814

by Daniel Y. Meschter

Gideon Granger was noted for three things as Postmaster General: its longest tenure, introduction of patronage, and originating the pony express. Otherwise, his management was competent during a period of sustained growth and his zealous support of Jefferson's policies.

In all, Granger served twelve years and three months from his appointment on November 28, 1801—some sources give it as November 2nd—nine months into Jefferson's first administration to his forced resignation on February 25, 1814, a year into Madison's second administration, longer than any other Postmaster General.

During this time the Post Office continued its growth from Pickering's and Habersham's terms of office although at a somewhat reduced rate. The number of Post Offices increased from 1,025 in 1801 to more than 2,600 in 1812 and 3,000 in 1815 (figures for 1813 and 1814 are not available) while letters carried more than doubled to 5,000,000 pieces. It was also during this period (1809) that annual revenues passed the half-million dollar goal Osgood once predicted and headed for the million dollar mark by 1815¹.

Employment in the Washington office also continued to increase during this period. In 1810 Congress reenacted the 1799 Post Office Act to allow the Postmaster General to hire a Second Assistant in charge of delinquent postmasters' accounts and Treasury reports and to designate his senior assistant as his temporary replacement in the event of his death, resignation, or removal². Steady increases in the regular appropriation acts permitted staffing increases to 9 clerks in 1805, 12 in 1810, and 16 by 1815 and progressive increases in the Postmaster General's salary³.

Gideon Granger was born in Connecticut, a fifth generation Puritan colonist. His father was a Yale graduate, lawyer, and longtime member of the Connecticut legislature. Gideon also graduated from Yale in 1787, after which he, too, took up the practice of law and served four terms as a member

of the state legislature where he made a name drafting and enacting the Connecticut common school law. He succeeded his father in leadership and influence in Connecticut politics upon his father's death in 1796⁴, but he himself was defeated in his bid for the House of Representatives in 1798.

Granger transferred his loyalties to the Democratic Republican Party in the mid 1790s in order to back Thomas Jefferson for the presidency, for whom he became an ardent supporter, confidant, and trusted informant on Connecticut politics which leaned strongly to the Federalist Party.

When Jefferson instituted a policy of removal of federal appointees serving at the "pleasure of the President" and replacing them with his own supporters, Granger was rewarded with the Postmaster Generalship to succeed Joseph Habersham, whose resignation may not have been strictly

voluntary. Jefferson queried in explication: "Was it right, when the people had expelled the Federalists from the elective offices and put Republicans in their places, that the old occupants of the appointive offices should be left in their positions merely because the people could not reach them?"

Although Jefferson suffered politically in Connecticut when he took Granger to Washington, the Postmaster General controlled more than a thousand postmaster appointments when he nominated Granger that would grow to more than 2,000 by the end of his second term and there were few others he could rely on to carry out his patronage policies more effectively than Granger⁶. Rich, however, takes the view that Granger was more moderate in carrying out Jefferson's patronage policies than some other department heads, especially the Secretary of the Treasury, who controlled perhaps not as many, but certainly more influential and remunerative appointments than the Post Office⁷.

The most important historical event during Granger's term as Postmaster General was Jefferson's purchase of Louisiana in April 1803.



Gideon Granger

There was no thought of post routes or post offices during Spanish dominion along the Mississippi and hardly more so under the French in the two years following Spain's retrocession of Louisiana to France in 1800, but Granger quickly established post offices at St. Louis, St. Charles, Ste. Genevieve, Cape Girardeau, and New Madrid as soon as Jefferson's purchase treaty with France was ratified and, of course, New Orleans where, as a seaport much like Boston or New York, merchants, traders, and shippers no doubt already had some sort of an overseas message service.

In fact, bringing New Orleans into the United States was Jefferson's paramount objective in purchasing Louisiana to the exclusion of almost any other consideration. He realized that, strategically situated as it was at the mouth of the Mississippi River, it controlled access to middle America from the Alleghenies to the Rockies and gave American agriculture and business an outlet to world markets.

Among Congress's priorities was establishing post roads into this new region. In 1804 Kaskaskia became a distribution center on the Illinois side of the river from which eastern mail via Vincennes was forwarded across the river to Ste. Genevieve and up to St. Louis and St. Charles via Cahokia. Mail to New Madrid via Cape Girardeau was routed from Louisville by way of Fort Massac. Meanwhile, Congress had already turned to the problem of an overland mail between Washington and New Orleans that was fifteen hundred miles via Knoxville, Nashville, and Natchez.

Granger himself in 1803 proposed a direct route from Washington through the back country of Virginia, using part of the old Wilderness Road down the Shenandoah Valley, and across northwestern Georgia to the Tombigbee country above Mobile Bay; but he was vague how he proposed to reach New Orleans from there, simply saying, "and from thence to New Orleans," without mentioning that the shortest way was across West Florida. He thought this road would be 500 miles shorter than by Nashville and would promote settlement of much uninhabited country⁸. In fact, the Nashville road was shortened somewhat the next year when it was rerouted south from Knoxville to connect with the "Georgia Road".

The problem with these routes was that, whether west and south from Knoxville or southwest across Georgia to Fort Stoddert at the head of Mobile Bay, both had to cross West Florida and the ownership of West Florida was disputed with Spain. Granger was understandably uncomfortable sending sensitive government documents through

foreign domains even after the Spanish Government agreed to permit it.

The issue became critical at the end of October 1803 when Jefferson signed the legislation enabling the United States to take possession of Louisiana and New Orleans in particular. Jefferson, of course, could not be certain what the position of the Spanish Government respecting the transfer of New Orleans was, but he could be sure Spain was apprehensive about its claim to West Florida in view of what it considered American acquisitiveness. Now, transmitting copies of the treaty with France with its supporting legal documents and commissions authorizing American representatives in New Orleans to act on them by the fastest possible means became vital.

Actually, at Jefferson's urging Granger had anticipated this eventuality and had already arranged for an express mail via the Nashville-Natchez road on the basis of a change of horses every thirty miles and post riders every hundred miles to reach New Orleans in fifteen days. Granger's calculations were approximately right. His scheme worked well enough that the Post Office's express mail beat the Spanish ambassador's private messenger to New Orleans by a wide enough margin to negate any influence his instructions to the Spanish Governor might otherwise have had⁹.

The sources do not say whether this express was a onetime event or whether express service between Washington and New Orleans continued for weeks or even a few months as the annexation process continued.

In any event, Granger's invention of a kind of express mail or "pony express," as distinguished from the customary use of horses by post riders in primitive areas prior to that time, was the model for the onetime westbound message express from St. Joseph, MO to Placerville, CA sponsored by George Chorpensing in December 1858 that matured into the famous Pony Express between St. Joseph and San Francisco a year and a half later¹⁰. Another of Granger's innovations a few years later was to expedite mail service by furnishing post riders with lanterns to enable them to travel at night.

To paraphrase the adage that he who lives by the sword dies by the sword, it could be said that he—Granger—who rises through the political process falls through the political process. Granger's rise from private attorney to a position of power and prestige in Washington can easily be traced to

his influence in Connecticut politics, partly inherited from his father, and partisan loyalty to Jefferson and the Democratic Republican Party.

With postmaster appointments approaching three thousand at his disposal after twelve years in office and his skill in using them effectively, Granger built a private political army with wide influence on local issues that was of such immeasurable value to Jefferson that Madison, also a Democratic Republican, left him undisturbed in office after his own election in 1808. His use of patronage also made Granger a power in Congress, but there were limits to it he chose to ignore¹¹.

When the Philadelphia postmaster died on January 2, 1814, Madison's advisors urged the appointment of Richard Bache, son of the former Postmaster General under the Confederation, while it was known that Granger had already promised this appointment to Pennsylvania Senator Michael Lieb who was facing defeat for re-election. By threatening an investigation of Post Office personnel policies, Philadelphia Representative Charles Ingersoll maneuvered Granger into defying the President by appointing Lieb on February 14.

Granger went down fighting. Informed that Madison was getting ready to dismiss him from office for obstructing Bache's appointment, he threatened to solicit Jefferson's intervention; to resurrect old slanders against the President's wife, Dolly Madison; and to make a popular appeal to the nation; but Madison countered his every move and had the nomination of Ohio Governor Return. J. Meigs, Jr. to be Postmaster General on his desk when Granger finally caved in on the 25th. Whether he was dismissed or resigned under pressure is a technicality of little consequence now.

Granger retired to private law practice first in Whitesboro and then Canandaigua, New York where he supported construction of the Eire Canal

and became a champion of Governor DeWitt Clinton and his administration.

While Joseph Habersham can be regarded as the first Postmaster General to bring business practices to bear on the Post Office, Gideon Granger was the first to politicize it. Whose influence was the longer lasting remains to be debated.

Portrait of Gideon Granger from *The Cyclopedia of American Biography*, 1907, v. 5, p. 391

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

² Act of April 30, 1810, 2 Stat 592.

³ Rich, *ante*, p. 117.

⁴ See Vexler, Robert I., *The Vice-Presidents and Cabinet Members*, Oceana Publications, Inc., Dobbs Ferry, NY, 1975; and *The National Cyclopedia of American Biography*, 1907, v. 5, p. 391 for biographical sketches of Gideon Granger.

⁵ Quoted by Fish, C.E., *The Civil Service and the Patronage*, Harvard University Press, 1920, pp. 29.

⁶ Jefferson's patronage policy is discussed by Fish, C.R., *ante* pp. 29-49 and Malone, Dumas, *Jefferson and his Time, Volume Four, Jefferson the President, First Term, 1801-1805*. Boston, 1970, pp. 74-8.

⁷ Granger's position is described by Rich, *ante*, pp. 128-9.

⁸ *American State Papers*, v. 27, Documents 11, 13, 16, 17, 19; Rich, *ante*, p. 81.

⁹ Malone, *ante*, pp. 131-33.

¹⁰ Meschter, Daniel Y. *The First Transmountain Mail Route Contracts, 1850-1862, Part VII(a) - The Third Chorpenning Contract*, La Posta, v. 28, no. 3, June-July 1997, pp. 29-30]

¹¹ Brant, Irving. *James Madison, Commander in Chief, 1812-1836*. Indianapolis/New York, 1961, p. 243-4.



Figure 1 This unique 1870 cover from Beartown, a rugged, short-lived gold mining settlement, is also the earliest reported transatlantic cover from Montana Territory.

Montana Territorial Postmarks

Part 9: Petroleum, Pondera, Powder River, Powell, Prairie, and Ravalli Counties

By Wesley N. Shellen & Francis Dunn

In this installment we add six more counties to our inventory of the postmarks used in Montana Territory. None of these counties existed during the territorial period, but Powell County, created in 1901, occupies a large portion of old Deer Lodge County, which is shown here in a postal route map from 1884. All but one of the rest were created later; Petroleum County in 1925, Pondera (pronounced ponderRAY) in 1919, Powder River in 1919, Prairie in 1915, and Ravalli in 1893.

Several of these counties are still sparsely populated, contributing only one or two postmark examples from towns that existed prior to statehood in 1889. Many of these postmarks are also quite scarce, including seventeen types for which only a single example has been reported to us. Ravalli County, for example, has five towns that obtained post offices shortly before statehood, and we have no reports of surviving postmarks from any of them. 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 in-

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

stallment from Joseph Du Bois, Giles Cokelet, Stuart MacKenzie, Tom Mulvaney, Ken Robison, Roger Robison, and Gray Scrimgeour.

Petroleum County

Town	Postmark	Earliest	Latest	Cancel	Notes
------	----------	----------	--------	--------	-------

FLATWILLOW (1883/1946)

1.	DLOV22x39	9 JUL 188?		cork	
----	-----------	------------	--	------	--

Pondera County

Town	Postmark	Earliest	Latest	Cancel	Notes
------	----------	----------	--------	--------	-------

DUPUYER (1882-Date)

1.	DLC33	27 MAY 1883	13 DEC 1886	star in circle	
----	-------	-------------	-------------	----------------	--

ROBARRE (ROBARE) (1886-1894)

None reported

Powder River County

Town	Postmark	Earliest	Latest	Cancel	Notes
------	----------	----------	--------	--------	-------

FRANKLIN (1889-1902)

None reported

HUTTON (1889-1901)

None reported

POWDERVILLE (1883-1883)

1.	CDS30	26 AUG 1883	10 JUL 1885	wheel of fortune	
----	-------	-------------	-------------	------------------	--

STACEY (1888/1959)

None reported

Powell County

Town	Postmark	Earliest	Latest	Cancel	Notes
------	----------	----------	--------	--------	-------

AVON (1884-Date)

1.	DLDC28	6 NOV 1885	30 ??? 188?	target	
2.	OCT26x38	22 JUL 1888			

BARCON (1886-1886)

None reported

BEARTOWN (1868/1892)

1.	MSS	5 MAR 1870		pen	
----	-----	------------	--	-----	--

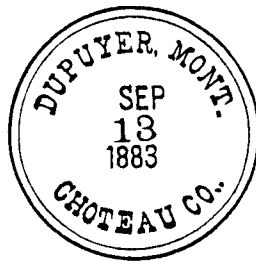
BLACKFOOT CITY (1866-1896)

1.	DCDS26	14 MAR 1868	1 JAN 1879	grid in circle/cork	blue
2.	DLDC31	26 APR 1883	13 DEC 1886	cork	

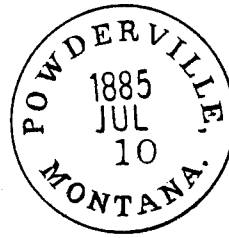
BLOSSBURG (1886/1904)



1



1



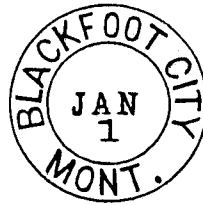
1



1



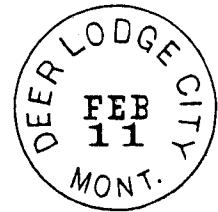
2



1



2



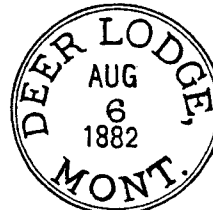
2



3



4



5



6



7



8



1



2

1. MSS 9 DEC 1888

pen

CARPENTERS BAR (1872-1872)

None reported

Powell County

Town	Postmark	Earliest	Latest	Cancel	Notes
------	----------	----------	--------	--------	-------

DEER LODGE (DEER LODGE CITY) (1866-Date)

1.	MSS	6 FEB 1868	21 SEP 1868	pen	
2.	CDS27	11 FEB 1869	13 JUL 1870	cork/target	
3.	CDS26	11 MAY 1877	10 NOV 1878	cork/target	black/magenta/ blue
4.	CDS27	17 JAN 1880	25 MAR 1888	cork/target/ "FSP"	1
5.	DLC27	2 APR 1881	6 AUG 1882	target	
6.	CDS28	31 OCT 1882	29 MAR 1883	target	
7.	CDS27	26 MAY 1884	26 AUG 1884	cork	
8.	CDS31	4 JUN 1885		cork	

ELLISTON (1884-Date)

1.	DLOV39x23	13 NOV 1884	26 JUN 1886		magenta
2.	TCDS27	30 MAR 1887	1 MAY 1887	cork	
3.	DCDS27	22 FEB 1888	6 MAR 1889	cork/grid	magenta

GARRISON (1883-1980)

None reported

GOLD CREEK (1866-1870)

2

1. CDS27 8 MAR 1867

GOLD CREEK (1886/Date)

2

1. SL44 ?? MAY 1888

magenta

HARRISBURGH (1869/1875)

None reported

HELMVILLE (1872-Date)

1	MSS	10 DEC 1877	21 APR 1880		
2.	DLDC35	23 MAR 1881		target	
3.	DLC30	19 MAY 1883	20 NOV 1884	Maltese cross	
4.	CDS28	16 APR 1885	8 DEC 1885	cork	

ISABEL (1885-1888)

None reported

KEENE (1883-1884)

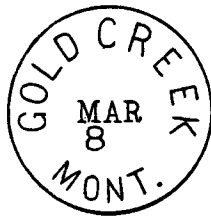
None reported

McCLELLAN GULCH (1869-1890)

1.	MSS	12 MAY 1881	3 JAN 1886		
2.	CDS28	24 SEP 1884			



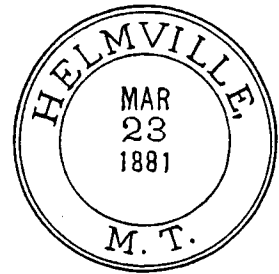
3



1

Gold Creek M. T.

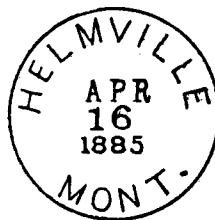
1



2



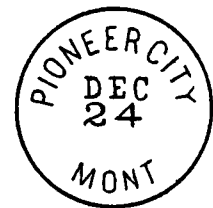
3



4



2



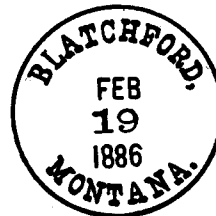
2



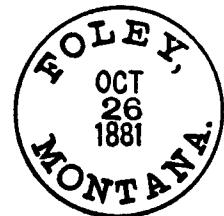
1



1



1



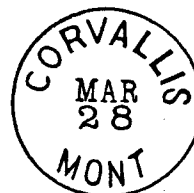
1



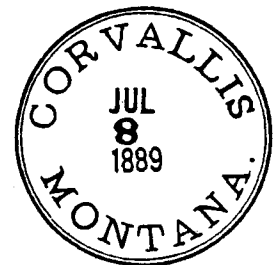
1



1



1



2

OVANDO (1883-Date)*None reported***PIKE'S PEAK (1870/1878)***None reported***Powell County**

Town	Postmark	Earliest	Latest	Cancel	Notes
------	----------	----------	--------	--------	-------

PIONEER (PIONEER CITY) (1870/1918)

- | | | | | | |
|----|-------|-------------|--|------|--|
| 1. | MSS | 7 DEC 1871 | | pen | |
| 2. | CDS26 | 24 DEC 187? | | cork | |

RACETRACK (1879-1935)*None reported***VESTAL (1878-1881)**

- | | | | | | |
|----|--------|------------|------------|--------|---------|
| 1. | DLDC34 | 3 JUL 1880 | 7 OCT 1880 | target | magenta |
|----|--------|------------|------------|--------|---------|

WASHINGTON GULCH (1869/1907)

- | | | | | | |
|----|--------|-------------|--|--|--|
| 1. | DCDS27 | 15 DEC 1871 | | | |
|----|--------|-------------|--|--|--|

YREKA (1871-1882)*None reported***Prairie County**

Town	Postmark	Earliest	Latest	Cancel	Notes
------	----------	----------	--------	--------	-------

BLATCHFORD (1885/1915)

- | | | | | | |
|----|-------|-------------|--|----------------|--|
| 1. | CDS28 | 19 FEB 1886 | | star in circle | |
|----|-------|-------------|--|----------------|--|

FALLON (1884/Date)*None reported***FOLEY (1881-1882)**

- | | | | | | |
|----|---------|-------------|--|------------|--------|
| 1. | CSD28.5 | 26 OCT 1881 | | rim of cds | purple |
|----|---------|-------------|--|------------|--------|

TERRY (1882-Date)

- | | | | | | |
|----|-------|-------------|------------|--------|--|
| 1. | CDS24 | 15 JUL 1884 | 3 JAN 1886 | target | |
|----|-------|-------------|------------|--------|--|

Ravalli County

Town	Postmark	Earliest	Latest	Cancel	Notes
------	----------	----------	--------	--------	-------

COMO (1882-1935)

- | | | | | | |
|----|-------|------------|--|------------------|--|
| 1. | DLC33 | 6 JAN 1883 | | wheel of fortune | |
|----|-------|------------|--|------------------|--|

CORVALLIS (1870/Date)

- | | | | | | |
|----|-------|-------------|------------|----------------|-------------|
| 1. | CDS25 | 12 APR 1873 | 8 JUL 1875 | star | blue, black |
| 2. | DLC34 | 4 MAR 1886 | 8 JUL 1889 | "US" in circle | |

DARBY (1889-Date)*None reported***ETNA (1872-75)**

- | | | | | | |
|----|-----|-------------|--|---------------|--|
| 1. | MSS | 18 FEB 1873 | | mss year date | |
|----|-----|-------------|--|---------------|--|



2



1



2



3



1

FLORENCE (1888-Date)

3 None reported

FORT OWEN (1868-1868)

None reported

Ravalli County

Town	Postmark	Earliest	Latest	Cancel	Notes
GIRDS CREEK (1870-1871)					None reported
GRANTS DALE (1888-Date)					None reported
RIVERSIDE (1889-1895)					4 None reported
SKALKAHO (1872-88)					
1.	MSS	22 NOV 1881	8 MAY 1883	pen	
2.	CDS28	9 OCT 1886	20 DEC 1887	target	
STEVENSVILLE (1868-Date)					
1.	CDS25	27 APR 186?	24 JAN 1885	cork/target	blue
2.	CDS25	9 JUL 187?	30 JUL 187?	target/cork	
3.	DLC33.5	27 SEP 1887	27 MAR 1888	target	purple
SULA (1889-Date)					None reported
VICTOR (1881/Date)					
1.	DLDC34.5	15 FEB 1886	28 NOV 1887	target	

NOTES:

1. The letters "FSP" used as a cancel in some examples of Deer Lodge 4 *may* have been intended to read "ESP" for Edward Stackpole Postmaster.
2. There were two towns named Gold Creek in Powell County. The first Gold Creek established a post office in 1866 but changed its name to PIONEER in 1870. It is about five miles south of the current town of Gold Creek that has had a post office in operation since 1886.
3. Not the same as the Florence post office that operated in Lewis & Clark County, 1879/1887.
4. Not the same as the Riverside post office that operated in Park County, 1882-1884.

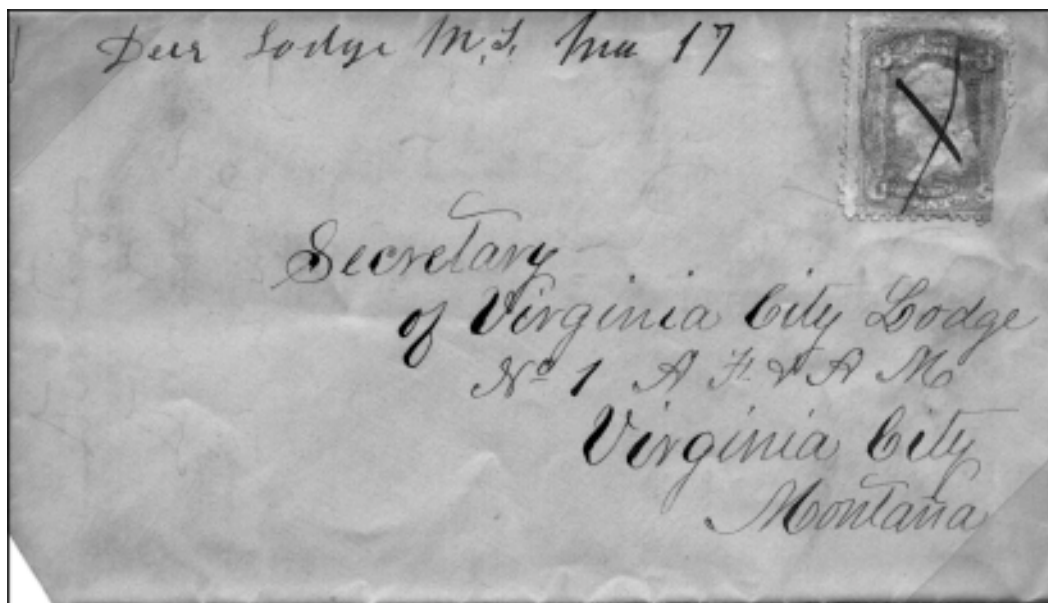


Figure 2 An early manuscript postmark from Deer Lodge City, which in 1871 became home to the territorial prison.

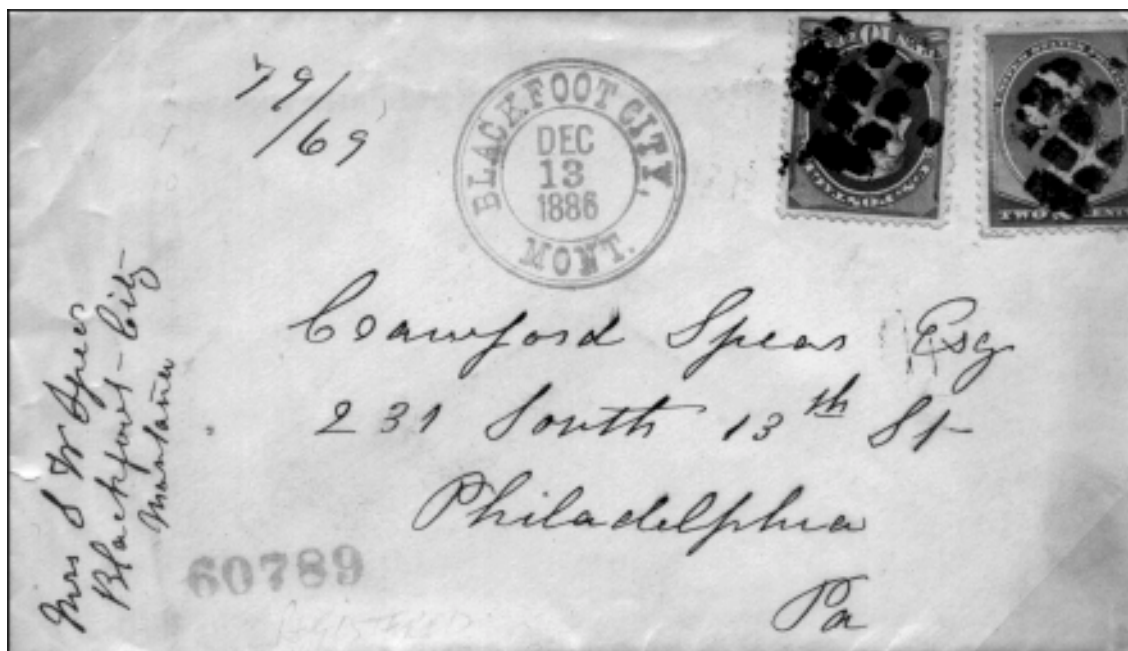


Figure 3 A registered letter from Blackfoot City, a rich mining region that yielded over \$3.5 million in placer gold by the 1880s.

Washington, D.C. Special Delivery Mystery Annotations

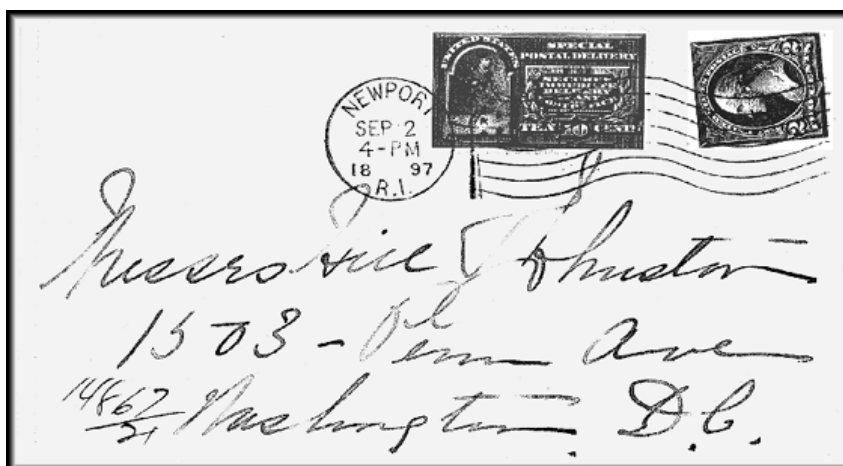


Figure 1 1897 cover sent from out of town (Newport) with the notation 14867/21.

By Carl L. Stieg

In looking over my Washington, D.C. special delivery covers lately my attention was drawn to the manuscript numbers entered on them.

Covers from out of town (1893-1908) showed two numbers as follows: 1893 – 1372/12; 1897 – 14867/21; 1904 – 23855/513 and 1908 – 55915/23. Covers from 1912 and 1913 had no numbers. An example of a 1897 cover is shown in *figure 1*.

Covers sent out of town showed only single numbers: 1888 – 872; (*figure 2*) 1903 – 7677 and 1906 – 161.

Washington local covers were annotated similarly to those from out of town: 1905 – 29082/50; and 1907 – 1011/57.

It seems clear that the double numbers were both supplied at the same time in Washington.

Why should covers sent out of town show only a single number? Was it because Washington didn't have the necessary information from the town of receipt? If that is so, it implies that towns sending to Washington furnished half the information, but didn't put it on the envelopes. Whether the information was received from the other towns or not it appears that they didn't place numbers on their outgoing mail as did Washington.

Does anyone have any information as to the purpose of these annotations? Please contact Carl Stieg, 260 Merrydale Rd. Apt 15, San Rafael, CA 94903. carl_phil@webtv.net

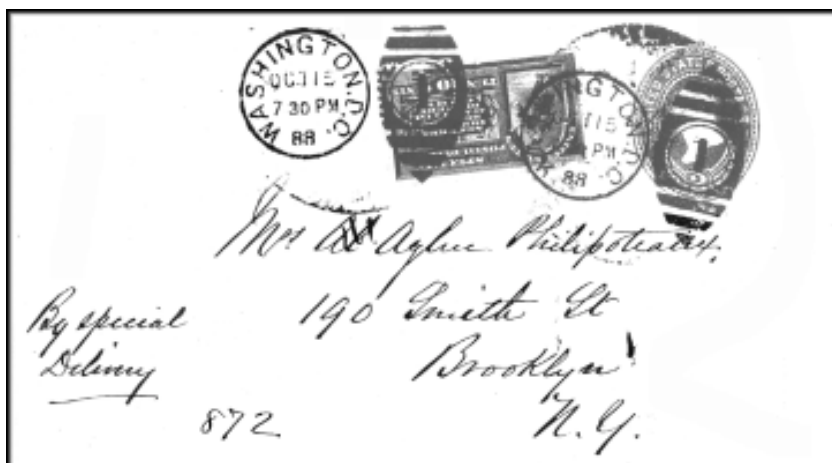


Figure 2 1888 cover sent out of town (to Brooklyn) with single number notation.

Calpella, CA—Where is It?

By Lea Mayer Pinto

Ask most people in the Ukiah area “where is Calpella?” and they will tell you it is located about six miles north of the Mendocino county seat, Ukiah. And they are right. It sits in the northern part of a long, narrow valley in Mendocino county, once known as Yokayo valley, where the town I live is located.

However, I have lived here in this area for 52 years now, and at one time the main highway (101) going north, ran through Calpella. Never had I seen a city sign, such as those that tell the population or elevation, north or south of the town. Now the new freeway goes north, to the west of Calpella, and so the sign does show where to turn off to go into the town of Calpella!

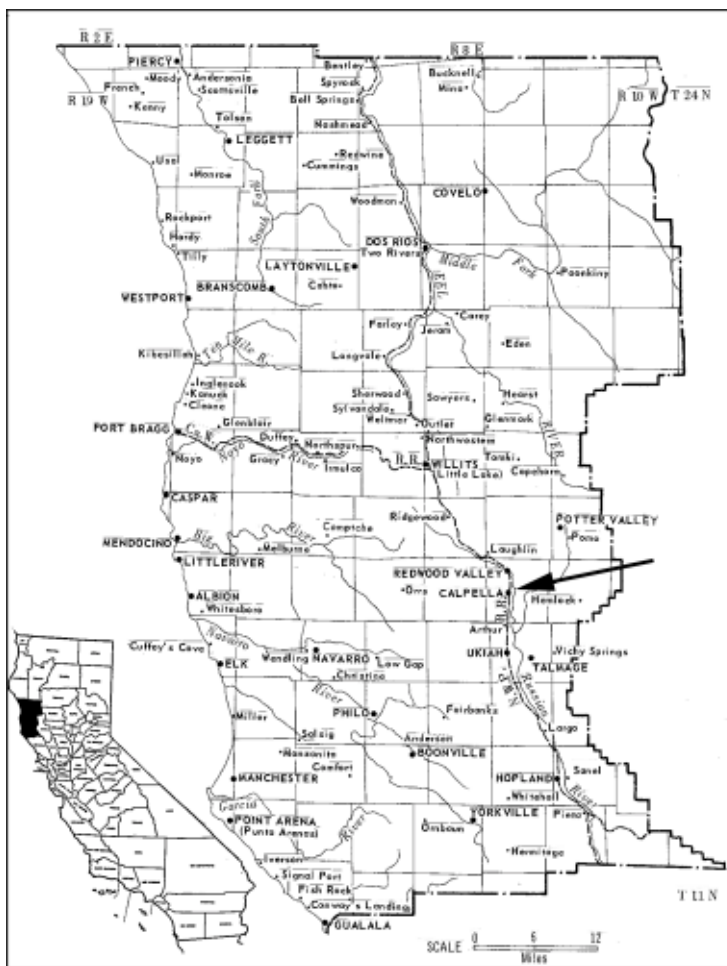
So I got on the phone one day and I called the post office in Calpella, and they sort of laughed when I asked where the boundaries were and what the population was. Then I phoned an old friend who had lived in that area forever, and she could not recall a sign. So she started phoning around to various agencies, such as Cal Trans and then her older friend in that area, and still no one could come up with an answer. One lady thought it might be at such and such a road just south of town. As of this writing I have not solved, officially or otherwise, in what [specific] area the town of Calpella is located. However, there is plenty of proof that it did exist. Calpella is shown in its early days in an old postcard (*figure 1*).

Named for a Pomo Indian Chief

What we do know is that Calpella was named after a Pomo Indian Chief, named Kapela. Several sources give various spellings of the Chief's name, one being, “Kalpela” (Kroeber).

The possible meaning is “mussel bearer,” from ‘kahl’ or ‘hal’ meaning mussel, and ‘pela’ or ‘peolo’, meaning carry or pack.¹

For many years I have done my research at the Held-Poage Research Library in Ukiah, with the help of many knowledgeable volunteers. *The History of Mendocino County 1880* describes Calpella as:



Map 1 Mendocino County Post Offices past and present.

one of the oldest towns in the Mendocino County, having been begun in 1858 by C.H. Veeder, who was also the first postmaster when the post office there was established in 1860. When the commissioners (county, I presume) were appointed to select two sites to be voted for the county seat of Mendocino County, upon the organization of the County in 1859, Calpella was one of the places chosen; and although we are unable to give the exact vote, yet we are informed that its competitor Ukiah did not carry off the honors with any very great majority.

But that was Calpella's death knell. It is in too great a proximity to Ukiah for the surrounding vicinity to support a town, and Ukiah serves only to draw away its very life blood, as all arteries of trade have long since been diverted from Calpella to the latter place. There is at present, one store, one hotel, one blacksmith shop, and one saloon, and about a dozen dwelling-houses in the place. It is beautifully located,



Figure 1 Postcard view of Main Street and Hotel in Calpella, Cal.

and has everything about it that would make it desirable for a town of some prominence except that it is overshadowed by its larger sister, Ukiah.”²

In my research of Mendocino County post offices, I noted that there were nine post offices established before Calpella. One of these established was in Ukiah, our county seat, in 1858. A 1910 postmark from the town is shown in *figure 2*.



Figure 3 A Calpella postmark from April 28, 1910 on postcard.

Early Promotional Efforts

A newspaper of July 4, 1911, gave a full page spread of the growing town of Calpella:

While at present the town has many of the characteristics of the crude, undeveloped, but picturesque country surrounding it, it will unquestionably grow along with the territory tributary to it, into an enterprising town.

It lies on the main line of the Northwestern Pacific railroad, now running from San Francisco to Willets. This line will ultimately run from San Francisco to Eureka and on to Portland, Oregon . . .

With the influx of new settlers, which are just now beginning to come to Calpella and surrounding territory, and with the growth of the whole community of town and valley into prosperity and wealth, Calpella will become one of the most attractive towns in the west coast section of California . . .

Already her (the town) wide awake merchants and businessmen are thoroughly alive to this situation . . .

Among those who are especially interested and active in this growth of Calpella, are Mr. Francis O. Strong. He is the present Postmaster of Calpella, has an up-to-date general store, and is always ready to help in any enterprise in the up-building of the town.³

A brochure put out by a real estate agent read as follows⁴:

Prosperous Calpella

The cheapest GOOD land in California today is located at Calpella, in Mendocino County, a county of varied and fertile resources.

A Word About Calpella

Calpella is destined to be the shipping and distributing point for the prosperous surrounding valleys. The depot of the Northwestern Pacific Railroad is located on the Howard Tract, and the fruit grower here has the advantage of shipping facilities at his front door. Calpella already has two hotels, a post office, several stores, an excellent public school, and is growing rapidly. It is . . . a thriving city of 2,500 population.

The attractive Russian River Valley will get a big share of the thousands of home-seekers pouring into California annually. To buy now when prices are low means to command a big price for years hence.

Already settlers who bought and cleared Calpella land a few months ago have been offered double the price paid. At Cloverdale, further south in the same valley, [actually 36 miles south, over many mountains] \$1,000 per acre is not an unusual price for full-bearing vineyard land. The land movement at Calpella is just beginning, and those who buy now are sure to reap the benefit of increased values.

Another Word About Calpella

The Howard Tract still exists and a number of houses were built up on the western hill of that area. I believe one can almost count the homes on the fingers of both hands. The thousands of people predicted to come to this area never showed up. Calpella is now a much smaller town than when originated. There is a lumber yard, car repair garage, a restaurant (maybe two) that many Ukiahans patronize, apartment buildings built in the south end a number of years ago, several run-down dwellings, Laundromats, a grocery store, and a large school west of town. A small street, built recently, also has some modulars being moved in. The post office sits at the north edge of town, and is a very small building which houses all the post office boxes for the residents of Calpella, and some people in Ukiah and Redwood Valley. The post office was discontinued in 1971 and became a rural branch of the Ukiah post office. When I last visited the existing post offices in Mendocino County in

1982, a J. Inman (Station Manager) signed the cover I had designed to put in my Mendocino County Postal History collection.

There are many vineyards in the area, and a number of wineries have sprung up throughout.

Post Offices and their “Masters!”

The Calpella post office is one of 121 original post offices in the county of Mendocino, CA. In its history this office seemed to close and reopen a number of times: once in 1868 for four years, another time in 1872 for three years. At one time in 1918 the post office was discontinued while F.A. Howland was in the office of Calpella, and moved and then again re-established in 1920. One of the earlier post offices is shown in *figure 3*.

A Post Office Site Location Report in *figure 4* indicates the location of the post office in 1902 as being 100 yards west of the Russian River and one mile north of Gold Gulch Creek. It was west about 100 feet from the California northwestern railroad tracks.

An article found in the July 19, 1918 *Dispatch Democrat* was headlined:

“CALPELLA POSTOFFICE (sic) REMOVED TO REDWOOD.” It went on to state, “The Calpella postoffice will be removed to Redwood in a short time and the postmaster will be F.A. Howland, the Redwood merchant.”

Until I read the rest of the article I was really taken aback by the name “Redwood.” I thought I’d missed a town along the way. But the article went on to say, “Redwood Valley residents recently circulated a petition to have the post office removed from Calpella. A remonstrance was also gotten out by the people who wished the office to remain in Calpella.” Obviously the



Figure 3 One of Calpella's earliest post offices and general store owned by F.O. Strong

TOPOGRAPHIC Post Office Department,
MAY 21 1902
P. O. DEPT.

TOPOGRAPHER'S OFFICE,
Washington, D. C. May 2, 1902

Sir:

To enable the Topographer of this Department to determine, with as much accuracy as possible, the relative positions of Post Offices, so that they may be correctly delineated on its maps, the Postmaster General requests you carefully to answer the questions below, and furnish the diagram on the other side, returning the same as soon as possible, verified by your signature and dated, under cover to the Topographer's Office, Post Office Department.

Respectfully, Sir,

W. W. Haake
Topographer P. O. Dept.

TO POSTMASTER AT *Calpella* *Cal. Mendocino Co.*
Cal. *Calpella reestablished May 29, 1900.*

The (P. O. Dept.) name of my Office is *Calpella*

If the town, village, or site of the Post Office is known by another name than that of the Post Office, state that other name here: *Calpella*

The P. O. is situated in the *N. W.* quarter of Section No. *24*, Township *12 N.*, Range *12 W.*, *T. 12 N. R. 12 W.* (north or south), (east or west), (range or section), (township or range).

The name of the most prominent river near it is *Russian River*

The name of the nearest creek is *Gold Gulch*

This Office is *100 yards* from said river, on the *West* side of it, and is *One* miles from said nearest creek, on the *North* side of it.

My Office is on Mail Route No. *176111*

My Office is a Special Office supplied from *Oriskany* miles distant.

The name of the nearest Office on my route is *Oriskany*, and its distance is *6* miles, by the traveled road, in a *South* direction from this my Office.

The name of the nearest Office, on the same route, on the other side, is *Wells*, and its distance is *18* miles, in a *North* direction from this my Office.

The name of the nearest Office of the route is *Oriskany*, and its distance by the most direct road is *7* miles in a *South* direction from this my Office.

The name of the nearest railroad is *Calpella and Oriskany*

If on the line of or near the railroad, on which side and how far from the track is your Office located? *West about One hundred feet.*

F. O. Strong
May 14 1902

(Signature of Postmaster)

Figure 4 *P.O.D. Site Location Report for Calpella dated May 7, 1902.*

“Calpellans” won! [Ed. - Note that in *figure 4* the site report was overwritten on March 1, 1920, with a change order to Redwood Valley. This was scratched out on May 29, 1920 when the Calpella post office was reestablished.]

Post offices moved around accordingly to whomever was postmaster at a certain time. Wherever the postmaster lived or worked is where the post office was located. At one time it was housed in a tank house.

There were 19 different postmasters from 1869 until 1971 when Calpella became a classified branch of the Ukiah post office. After Postmaster Veeder, there were names like Forsythe (we have a creek named that between Ukiah and Calpella), Wurtenburg, Morse, London, Mellen, Klein, Niepp, Montgomery, Nuckolls, English, McCoy, Strong, Silverthorn, Spitzer, Fancher, Howland, and Morgan. Mr. Morgan's certificate of appointment from 1920 is shown in *Figure 5*. Ella Boyd, the last postmaster, held that office for 34 years, from 1937 until the office closed in 1971 (*Figure 6*). Strong held it for 15 years and Morgan 17. All the rest were in and out in less than five years.

The original post office was on the main street of Calpella, when streets were dust in the summer and oozing mud in the winters. Eventually there were boardwalks built.

A fire in 1912 almost destroyed the post office. The *Dispatch Democrat* reported:

The Calpella fire department proved its efficiency last Sunday and incidentally saved the town from destruction . . . But for the brilliant work of the Calpella fire laddies the Calpella post office building might have burned to the ground last Sunday. In some manner fire caught on the roof of the building. The blaze was noticed from up the street and an alarm turned in. The fire department responded promptly and soon had

ALBERT S. BURLISON
POSTMASTER GENERAL OF THE UNITED STATES OF AMERICA
TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

KNOW YE, That, reposing special trust and confidence in the intelligence, diligence and discretion of *Walter H. L. Morgan*, I have appointed and do commission him, Postmaster at *Calipella*, in the County of *Yavapai*, State of *California*, and do authorize and empower him to execute and fulfill the duties of that office according to the laws of the United States and the regulations of the Post Office Department, and to have and to hold the said office with all the rights and emoluments therunto legally appertaining during the pleasure of the Postmaster General of the United States.

IN TESTIMONY WHEREOF I have hereunto set my hand and caused the seal of the Post Office Department to be affixed, in the District of Columbia, this *twenty* day of *July*, in the year of our Lord one thousand nine hundred and *twenty* and of the Independence of the United States of America the one hundred and *forty-fourth*.

A. S. Burlison
 Postmaster General

Figure 5 Certificate of Appointment for Walter Morgan, Calpella postmaster, 29 May 1920



Figure 6 Ella Boyd, long-time Calpella postmistress.

the fire out. Had the blaze been allowed to gain headway there is no telling where it would have stopped, as the business section of the town is composed almost entirely of frame buildings. The department deserved great praise for its good work.

In October, 1977, the small post office north of town burned and it has only been within the past year that it was built up again and serving the people of the Calpella area (with only post office boxes, as mail is delivered out of the Ukiah post office.) A photo of the post office that burned is shown in *Figure 7*.



Figure 7 The Calpella post office that burned in October 1997.

I presume a postmark of Calpella can still be obtained, but one must go into the post office and have a letter hand stamped. I did obtain one in 1985, shown in *Figure 8*. Otherwise, like so many of the towns in Mendocino County, and various counties south, all of the letters are routed to a southern location and are postmarked "North Bay."



Figure 8 Calpella postmark from 1985.

Human Interests

The greatest part about collecting postmarks is the wonderful people I am able to meet. Oh yes, it's exciting to find an old postmark, or pictures of post offices and postmaster, but those are stuck in the album and maybe not looked at for some time. It was the personal contacts I was able to make that made an indelible niche in my memory bank.

One such person was Alice Strong Andrews, whom I was always delighted to hear from. She had some interesting stories of the "old" days. Alice's father was postmaster F. O. Strong. In 1917 Alice was the chief telephone operator in Ukiah. In 1919 she married Richard Andrews.

Alice first wrote in June, 1979:

"As to the Calpella post office, my father was the postmaster for many years. (F.O. Strong – 1896). In those days there was no Civil Service, so being a postmaster was really a political thing. My father, being a strong Republican, he held the office during the Republican Administrations, but a Democratic postmaster was named and the post office moved when the Democratic Party came into power."

Alice went on to relate a bit of other history also, saying,

"I feel that as a small child I lived in the last of the "Wild West Days." Liquor flowed freely at times and I can remember a man who had partaken of too many drinks, trying to ride his horse into our store. An-

other rode up and down one street shooting into the air so I hid in the woodshed until my mother found me.”

At another time, Alice sent a picture of her father's store.

“The picture was of my father's store and our old home in Calpella. I lived there from the time I was a year old until I was eighteen, at which time we moved to Ukiah. Our home originally sat a long distance back from the road. When I was five years old the railroad was to be built from Cloverdale to Willits. We had to sell a portion of our land to the Railroad Company, so our home was moved forward.

In such a small town the arrival of the mail was quite an event. Many gathered in the post office waiting for the mail to be sorted.

At the time of the San Francisco earthquake, people in San Francisco were allowed to mail messages out to their relatives without postage. The most unusual thing coming into our postoffice (sic) was a medium sized piece of bark from a tree, with a message written on it for someone in Redwood Valley, I believe. Being only eleven years old, it was very interesting to me and I was sure the bark was from a tree in Golden Gate Park where so many took refuge.”

Another lady, [Marguerite]also wrote in 1979:

“Mrs. Morgan ran the post office and it was built into the front of their home. Later there was a special building built for the post office across the street from the Morgans. My mother took me with her to get the mail in Calpella, when I was quite young. We waited around and nobody came. We walked around on the board floor so as to make a little noise, but still no one showed. So my mother called out, “Is anyone around?” Mrs. Morgan appeared at the window and said to my mother, “Where were you raised anyway, in the mountains?” My mother answered, “No, as a matter of fact I was raised in town, where they take care of the post office!”

It might be noted that Mrs. Morgan must have been the clerk while her husband, Walter H.L. Morgan held the position of postmaster, and Marguerite must have remembered the Mrs. at the window.

As I end all of my postal history articles I write for our local paper, “until next time, keep on a diggin’!” Good hunting!

Lea Mayer Pinto is a regular contributor to the Ukiah *Daily Journal*. She writes a column titled



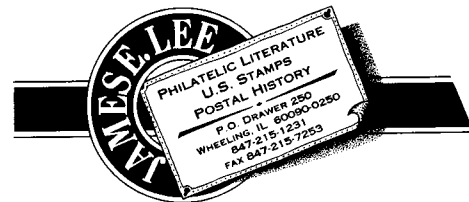
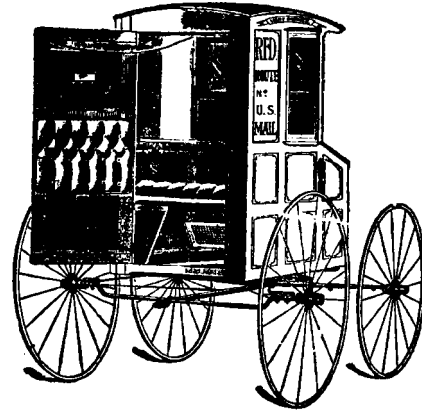
“Postal History of Mendocino County”.

Endnotes

1 *California Place Names*.

2 History of Mendocino County 1880.

3 *Ibid*



ATTENTION

Postal History & Literature Dealers

Trade discounts are available on *United States Post Offices, Volumes 1, 2, 3 & 4*, as well as other La Posta Publications.

WRITE OR CALL:

**James E. Lee, P.O. Drawer 250,
Wheeling, IL 60090
847-215-7253**

Postmarks Among the Palms: A Postal History of the Florida Keys

By Richard Helbock and Jerry Wilkinson

Part 2: Indian Key & Fort Jefferson

Key West was awarded the first post office to operate in the Florida Keys, but it was not the only office to serve island communities in antebellum Florida. Two widely separated, specialized localities—Indian Key and Fort Jefferson—were served by post offices for a few years prior to and during the Civil War. Here are their stories.

Indian Key

The following is a view of the Indian Key that encompasses more than the sensationalism of wreckers and Indians, the before and after vis-a-vis the reign of Jacob Housman from 1830 to 1840. Indian Key is critical to the history of the Upper Keys. It was its first settlement, became the county seat for Dade County, served various transitory functions, then fell into relative obscurity after the 1935 hurricane. Today it is a state park.

To set the stage for Indian Key, a little chronology will be repeated. In 1821, Congress approved Florida as a U.S. Territory and on March 25 of 1822, Lt. M. C. Perry took physical possession of Key West. He planted the U.S. flag to prevent another disagreement over whether or not the Keys were a part of Florida.

The following year, Commodore David Porter was sent to clear the waters of pirates so U.S. shipping could proceed in peace. On March 3, 1825 Congress passed the Federal Wrecking Act prescribing that all property in these seas must be brought to a U.S. port of entry. In 1828 the U.S. established a superior court in Key West with admiralty jurisdiction. The only other east coast court was at St. Augustine, so most of the Florida Keys wrecking property was taken to Key West.

Now to Indian Key. Exactly how and when the name originated is debatable. The Key's harbor was probably used first as an anchoring location for early ships to obtain fresh water located on Lower Matecumbe Key. Its name does not seem to appear on early charts. In 1742 Liguera shows it as Cayuelo de las Matanzas

(slaughters). The Alana chart of 1743 shows Cayo Frances (French). The DeBrahm chart in 1772 shows it as Matance (slaughter). Then in 1774, George Gauld quotes Captain Barton, a mid-1700s English sailor referring to it as "Frenchman's Kay." In New Orleans while researching the French connection with Indian Key, I came across the following story, but no documentation. Perhaps the Internet can assist us.

Story: The French were needing laborers in today's Louisiana/Mississippi area. Someone raided the French prisons and loaded the prisoners aboard a ship/s. Somewhere in the Keys waters the ship/s wrecked and the Indians killed all of crew and passengers. Since the act had the sanction of the Crown and all were killed, the entire act was 'covered up' or not recorded. Enough of this event got out to cause the island to be named on some maps as Frances (the county of France), Frenchmen's or Matanzas (slaughter) Key."

Anyway, Indian Key was not part of the Spanish land grant properties, therefore immediately became U.S. public property in 1821. It was in 1830 that Congress established "the pre-emptive right on all public lands." If executed correctly, legal land title could be obtained



Figure 2-1 Indian Key aerial view, circa 1984.

The initial chapter in this series, which treated Key West postal history, appeared in the April-May 2002 (Whole No. 194) issue of *La Posta*.

under the pre-emptive rights law after official state surveying. For Indian Key, official land surveying was done in 1872. In other words, the “pre-emptive rights” pre-empted any and all other claims. No one did this for Indian Key, yet the Island’s settlers exchanged fully recorded land deeds back and forth until 1910.

Since the first federal census was not until 1830, we do not have a definite picture of Indian Key’s original inhabitants, but the following is a summary based on early Key West court records. Silas Fletcher settled on Indian Key in April 1824 to sell goods to mariners for Solomon Snyder and Joshua Appleby of Key Vaca. It was decided to build a house and a store, for which, a Joseph Prince was hired as an assistant. Silas, his wife Avis, and two children, William and Abigail, used the house.

Evidently, Silas and Prince formed a partnership and purchased the holdings of Snyder and Appleby in January 1825. For reasons unknown, Joe Prince decided to leave a few months later (May) and according to Silas Fletcher, Joe Prince sold to him his half of the partnership’s business interests. Later Silas purchased from Prince the building that housed the store.

Silas did not have a commercial monopoly for long, as Joe Prince returned in 1826 and opened a competing store. This indicated that there was enough business on Indian Key for two stores. Remember that all of this happened some 65 years before Miami was incorporated. Key West was incorporated in 1828 and had a U.S. Superior Court. Silas Fletcher sold all his Indian Key property to Thomas Gibson for \$2,500 and departed Indian Key in 1826. All of these property transactions are recorded in Monroe County Deed Books A, B and C in Key West. No other island name other than Indian Key is mentioned. Prince and Gibson are shown in the 1830 census, and Fletcher is not, as should be.

Concerning Indian Key, Dr. J. B. Holder writing for *Harper’s Magazine* in 1871 reported “Indian Key is one of the few islands of the Reef that can be called inhabited. Here for many years the wreckers have resorted, as it is convenient as a midway station and the safest harbor in heavy weather....” (figure 2-2)

It is thought that by 1829 the island’s population was around 50 people, mostly transient fishermen, turtlers and wreckers. Enter Jacob Housman of Key West, who was sold a building by William Johnson in November 1830, then a store and a building by Thomas and Ann Gibson in July of 1831. Supposedly, Housman wished to break away from the control of those in power at Key West.

JACOB HOUSMAN

The story of Jacob Housman’s reign at Indian Key from 1830 to 1840, and its finale with the massacre, has been told and retold many times. This period is the primary focus of most short story writers. The following is a summary of the major events of that period.

Somehow, in the early 1820s John Jacob Housman obtained his father’s sailboat and set sail for Key West from Staten Island, New York. He ran aground before reaching his goal and was personally indoctrinated into the Keys’ wrecking industry, in which he became immediately interested. While in Key West he learned the intricacies of the wrecking business.

In the year 1825, as a Key West based wrecker, Housman transported the goods from the French ship *Revenge* on Carysfort reef to St. Augustine, where he persuaded the court to award him a 95 percent salvage award. The award was hotly contested by the French consul and reduced to two-thirds.

After encounters with his associates and the wrecking courts, Housman began looking into establishing a more favorable port of entry, an admiralty court and a customs house. This led to his additional 1831 purchases on Indian Key of a two-story house, a store, a 9-pin bowling alley, billiard room, guest house and kitchen from Thomas and Ann Gibson for \$5,000.00. Housman then proceeded with additional purchases to set up a mini-empire under his control.



Figure 2-2 View of Indian Key accompanying Dr. Holder’s description in 1871 Harper’s Magazine article.

Just what role Housman had in establishing a new county is not recorded very well. The facts go like this. Monroe County's own Territorial Representative, Richard Fitzpatrick, divided it into two counties on February 4, 1836. Therefore, a new Florida county was created from the east part of Monroe County beginning just north of the western end of Bahia Honda Key. The name Dade was given to the new county in honor of Major Francis Dade, who was killed at the onset of the Second Seminole War near Bushnell, Florida. Indian Key was designated the temporary county seat of Dade County. The Middle and Upper Keys remained part of Dade County until the counties' present boundaries were established in 1866.

Research of public records for the Middle and Upper Keys from 1836 to 1866 must be derived from Dade County records. This was one reason I chose the census of 1870 as my reference census. Middle and Upper Keys residents during 1840, 1850 and 1860 were included in the Dade County census and generally were not separated from the mainland population.

The tensions of the Second Seminole War were felt in the Keys. In January 1836, Indians attacked the Cooley family in present-day Fort Lauderdale and burned the Cape Florida lighthouse on Key Biscayne.

On June 28, 1837, Captain Whalton of the Carysfort lightship, "*Florida*," and one of his crewmen were killed on Key Largo. Frequent sightings of camp fires at night were attributed to the presence of Indians.

Housman took almost immediate action to protect his investment. He established Company B, 10th Regiment Florida Militia with himself as commander and a cadre of 38 men including 6 slaves. The pay was 30 cents a day plus 50 cents a day for rations. The militia was disbanded in 1838 when relieved by Captain Rudolph of the Cutter *Dexter*. Housman later made a claim for the expenses incurred for the militia.

Meanwhile, Dr. Henry Perrine while U.S. Consul in Mexico had been sending experimental plants to the Keys area and formed the Tropical Plant Company. Upon returning from Mexico the doctor had been warned of the Indian unrest in Florida; however, he went to Indian Key in December of 1838 anyway. He used a two-story house of Charles Howe for his family and base of operations. He proceeded with his agricultural plans almost as if no hostilities with the Native Americans existed.

On March 16, 1840, a Mr. Downing presented to the governor and legislative council of Florida Jacob Housman's proposition to catch, or kill, all the Indians of South Florida for \$200 each. (See the Journal



Figure 2-3 Stampless folded letter with manuscript Indian Key Flor. postmark of November 17, 1839. Written in light red ink, the cover also bears the signature of Charles Howe, postmaster. (Courtesy of Deane Briggs, M.D.)

of the House of Representatives, Monday, March 16, 1840, page 612.) Action on the proposal was referred to the committee of military affairs. Whether the above had any adverse effect or not is conjecture.

Early in the morning of August 7, 1840, Indian Key was attacked by a party of Indians. In summary, Indian Key was being watched by the Indians. On August 6, 1840, Lt. Rodgers departed neighboring Tea Table Key for the west coast of Florida with all military capable of service. At about 2 A.M. on August 7, Chief Chekika and his group landed on the west coast of the Key and were shortly discovered. Taken by surprise, the residents either fled or were killed.

According to the August 29, 1840 issue of the *Niles National Register*,

... The following persons were on the key at the attack: Mr. Houseman[sic] and wife, Mr. Chas. Howe, wife and 5 children, Dr. Perrine, wife and 3 children Mrs. Elliott Smith, child brother and mother, Mr. Goodhue, clerk of Mr. Houseman's, 8 men, crew of the wrecking sloop Key West, and some 10 or 12 negroes, the latter all saved. Out of this number Mr. Motte, wife and two children, are destroyed, and Dr. Perrine and the brother of Mrs. Smith, with all the houses except one of Mr. Howe's. ...

Housman escaped, but his Indian Key empire was in ashes. Housman made a government claim for \$114,630 contending that he had operated a naval depot which the government failed to protect and paid for a company of Florida militia for which he was not reimbursed; therefore the government was liable. After his death in Key West on May 1, 1841, Mrs. Housman could not prove her marriage and was refused her claim as executrix of the estate. Housman's father Abraham became administrator. He entered a plausible lawsuit with 19 affidavits from people who allegedly witnessed the incidents. The case went to the U.S. Senate Committee on Claims who agreed that Housman's warehouse had indeed been used by the Navy for storage and the Navy had left the island unprotected.

Be that as it may, in 1848, the committee on claims once and forever denied all the Housman claims stating that he was "a mere tenant at sufferance of the United States." In other words, all this time "they were all squatters on public domain," and "... had no real rights there whatsoever." It further stated that if he

had chosen to contract and "store goods which attracted the cupidity and other passions of the Indians ... it was his risk and not that of the United States."

AFTER THE MASSACRE

After the 1840 massacre, the Florida squadron of the Navy moved to Indian Key, but only stayed there until the end of the Second Seminole War in 1842. The 10.4-acre island was sold at public auction January 15, 1844 to Messrs. Mowry and Lawton, mortgage holders from Charleston, S.C. The Great Hurricane of 1846 did considerable damage to the structures that the Navy had left. (Indian Key had been lucky as from 1820 until 1846 no significant storms had made contact.) W. H. Hilliard is thought to have operated some kind of a store after the hurricane. Hilliard acted as the agent to lease the island to the U.S. Army Corps of Topographical Engineers for 15 months at \$20 a month for the construction of the Carysfort Lighthouse. George Meade revealed the negotiation in his letter of June 30, 1851. Indian Key itself had been suggested for the location of a lighthouse at one time.

In January of 1852, Joseph Lawton sold his rights to Indian Key, including the Hilliard store, to Smith Mowry. Mr. Hilliard served as Lawton's agent for Indian Key for some time. A letter from William H. Bethel dated March 10, 1856 (during the Third Seminole War) to Mowry reveals Mr. Bethel living on the Key alone. He and the owner Mowry petitioned for troops to be sent to protect the island against the Indians so Bethel could move his family there from Key West. Bethel was deeded Lignumvitae Key in 1881. Bethel evidently also acted in the capacity of Inspector of Customs.

A military garrison was sent to Indian Key in 1856 because of concerns of Indians seen in the surrounding areas. This was the time period of the Third Seminole War. Mowry indicated that he owned 24 or 25 houses on the Key and he feared that they would be burned. These were offered for use by the military.

The present Upper and Middle Keys, including Indian Key, became a part of Monroe County again in 1866. Two companies of the 3rd Artillery were sent to Indian Key for a short stay again in 1869.

Between 1868 and 1875 records indicate three ships were registered in Key West that were built at Indian Key. The first was the 34 feet long, 11 ton schooner *Emma* registered in 1868 with J. Fernandez as mas-

ter. Second was the 33 feet long, 10-ton schooner *Euphemia* registered in 1873 with George Bartlum as master. Third was the 37 feet long, 13-ton schooner *Clyde* registered with Agustas Sands as master. This would have been the period that the aforementioned Dr. Holder passed through in 1871. Indian Key did not disappear after the massacre of 1840.

Indian Key once again became involved with the lighthouse service when it was used as a depot to store and pre-assemble the Alligator Reef lighthouse from late 1870 to 1873. In 1876 Henry Perrine Jr. revisited Indian Key for an hour. He commented that "There are perhaps half dozen common dwelling houses scattered about the central portion of the Key." In 1885 bananas valued at \$8,000 were shipped by the Pinder families from Indian Key. The Pinders were probably living on Upper Matecumbe Key by then as their homestead had been proven by 1885.

Newspaper accounts reveal that Henry Flagler used Indian Key to support his dredging operations in the middle Upper Keys. It was especially important during the early construction of the Indian Key Fill causeway. The island and its wharves were used to support dredge operations.

Another unidentified, but dated September 11, 1909, clipping reads: "The extension well at Indian Key water station is now down ninety feet. The Messrs. Walker, who have charge of putting down this well are determined to make a record. Twelve-inch casing is being supplied from the Long Key machine shops." Fresh water of sufficient quality was not found and the well opening used to be near the southwest corner of the townsquare. Flagler eventually bought Indian Key from the state, but had the land patent issued to Elizabeth H. Smith of Duval County, Florida. The patent is dated June 30, 1909 but was not filed until October 16, 1913, six months after Flagler's death.

At the time of the 1935 hurricane, two unemployed telegraph operators were using Indian Key as a fishing location. The Miami Herald of September 4, 1935 gave their names as Lee Colter and Bill Hanlan. After the hurricane, one was found draped over a cistern with a broken back and the other was reportedly found drowned on Lignumvitae Key. In 1971, the State bought the Key and designated it a historic site. The saga continues as historic groups attempt preservation and restoration.

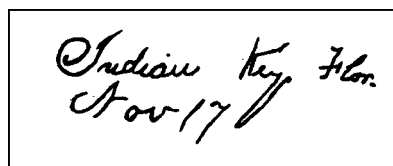


Figure 2-4 Tracing of the manuscript postmark that appears on the cover in figure 2-3. Only three manuscript markings are known from Indian Key and they date between 1837 and 1840. No handstamps have been recorded.

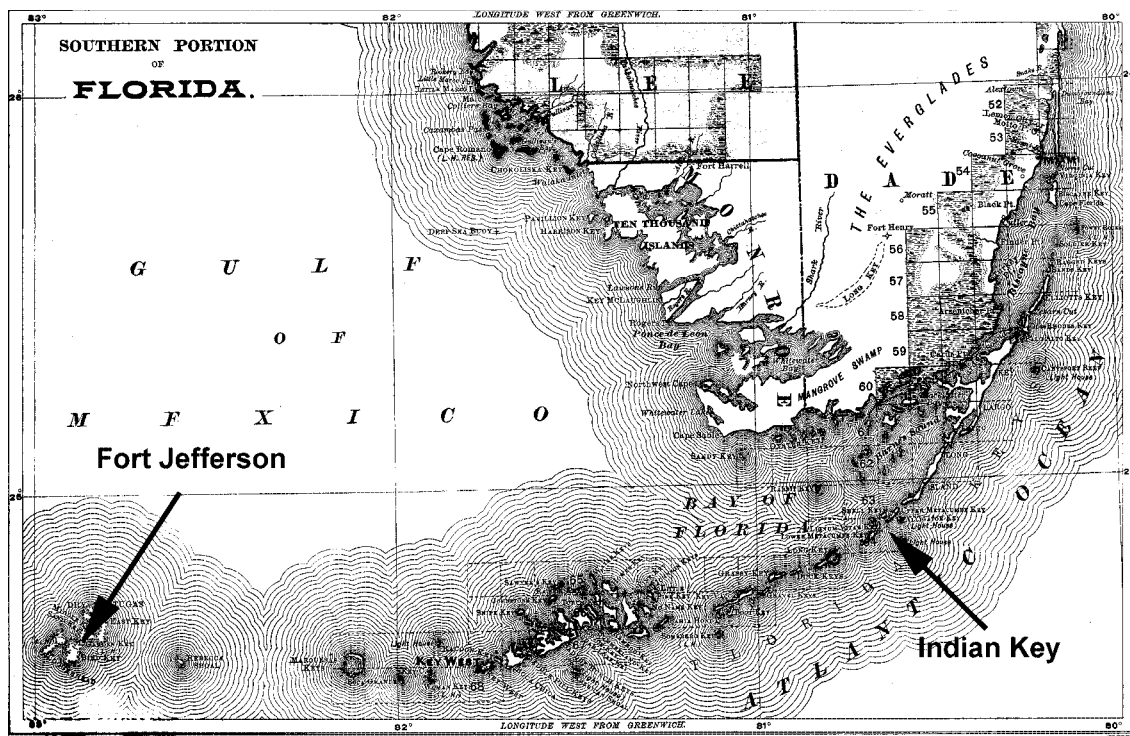
POSTAL HISTORY

Indian Key was not far behind Key West in time when its post office was established on May 21, 1833 with Silas Fletcher as postmaster. Fletcher was followed by Henry Waterhouse on April 19, 1834 and Charles Howe on February 9, 1835. In 1836, Indian Key became the seat of Dade County. Following the 1840 Indian massacre, on March 15, 1842, John Marshall was appointed postmaster and in September of the same year, Luther Hopkins was the postmaster. The post office was discontinued on May 29, 1843.

Postal research records generally use four verbs in referring to post offices. Establish means one had never been there before. Re-establish means to reopen a previous post office location. Changed from means a name change for an existing post office, or delivery changed to another location. Discontinued means to close.

A post office was not re-established until November 1, 1850 with William Hillard as postmaster. It appears that he served until it was discontinued again on August 5, 1872 and it is not clear of the specific use of the island during this time. According to the 1870 census it was mostly marine use and farming.

This was not the end, however, as the Alligator Reef Lighthouse was pre-assembled on Indian Key in 1873 and the post office was re-established with E. Ware as postmaster on March 11, 1873, but again discontinued November 20 of the same year. Once again, the post office re-established with William H. Bethel as postmaster on May 5, 1880 and discontinued again on September 21, 1880. Some may wonder why a post office was needed, but Indian Key was a bustling little community. Three known schooners (*Emma*, *Euphemia* and *Clyde*) were built in the 1870 and 1880 period. Officially, 1880 appears to be the death of the Indian Key post offices; however, once each year stamps are canceled during the Indian Key Festival.



Map 2-1 Indian Key and Fort Jefferson post offices occupied widely separated locations in the Florida Keys.

The complete history of Indian Key, a small but populated island half way between Key West and Miami (Fort Dallas), is much more detailed than the above. It is interwoven with the history of wrecking, orchestrated by a character named Jacob Housman at its peak, and its most famous event occurred during the Second Seminole War. With the public records divided by Monroe and Dade Counties and the massacre finale of burning almost everything up to 1840, its historical facts, legends and sensationalism's are difficult to separate. However, with the time and effort of researching the archival

Fort Jefferson

Far to the west of Indian Key, some 70 miles beyond Key West, lies a small group of low islands known as the Tortugas, or sometimes the Dry Tortugas. In 1825 one of the islands—Garden Key—was chosen as the site of a lighthouse and in 1846 the Army decided to construct a major coastal fortification on tiny Garden Key. The post was to be known as Fort Jefferson. It was to be an integral piece in the defense of United States coastal waters, and as part of the coast artillery's Third System of forts, Fort

Jefferson was conceived to become the largest of all coastal forts in terms of armaments with some 450 guns.



Figure 2-5 Fort Jefferson occupied almost the entire land area of Garden Key in the Dry Tortugas Group as may be seen in this 1962 National Park Service aerial photo.

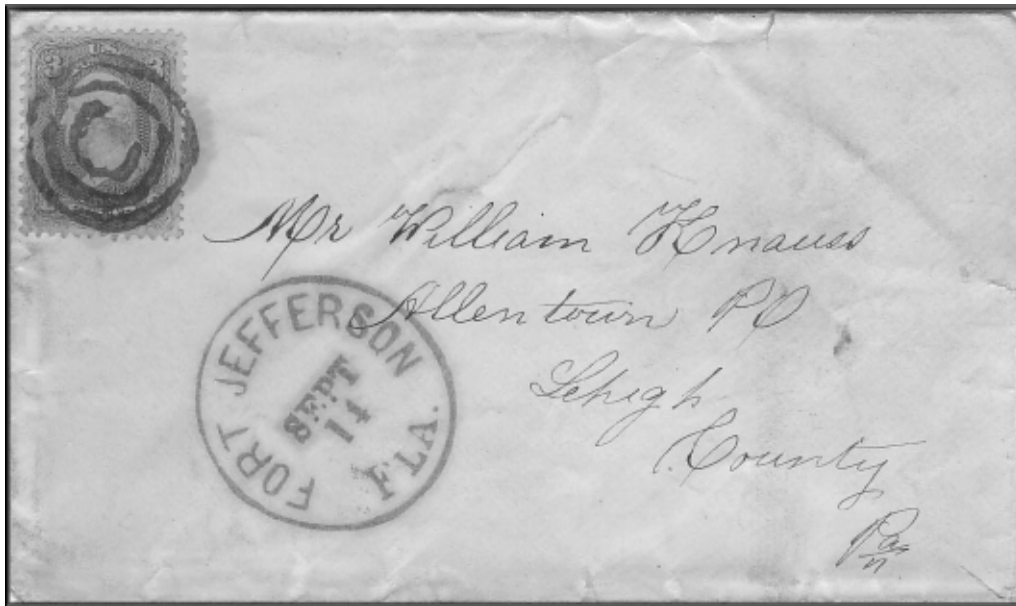


Figure 2-6 This Civil War era cover bears a well struck impression of the Fort Jefferson postmark and a target cancel ties the 3¢ rose stamp.

As sometimes happens with ambitious plans, events intervened and prevented the military dreams from coming to fruition. Fort Jefferson was never fully armed and, although construction proceeded for nearly three decades into the 1870s, there is no evidence that the guns of the fort ever fired a shot in anger. The post did however play a minor role that earned it a footnote in American history, and that role coincided not surprisingly with the time at which the fort was served by a post office.

The post was garrisoned for the first time in January 1861. With signs of war looming large during that winter, it seems unlikely that the time of this occupation was accidental. A few weeks later on February 10th, Florida became the third state to secede and join the Confederacy. The presence of a detachment of Union troops at Fort Jefferson, along with another at Key West's Fort Taylor, insured that the United States would remain in control of the Keys throughout the Civil War.

Original plans called for a troop strength of 2,500, but it is unlikely that anywhere near that number was actually ever housed within the fort. Quarters for enlisted men was a three-story brick building measuring 350 by 45 feet, but it was never completed. When S.A. Storrow visited Fort Jefferson in 1870 on a fact finding mission for the Army Surgeon General's Office, he found the planned enlisted quarters "partially occupied", but "part of the men quartered in casements, four men to each casement, giving an air space

of 1,000 cubic feet per man." In addition, "the married soldier's quarters are in casements, which are not well adapted for the purpose, being constantly damp from percolation from the parapet."¹

Water and sanitation were particular problems at the fort. Water was collected from both steam evaporation and rainfall and stored in cisterns. Unfortunately the water collected from the roof of the fort and stored under the casements quickly became polluted by leached lime salts and unfit for drinking. The sewer system was rudimentary with both entrance and exits from the sewer line on about the same level. This proved insufficient to carry away debris causing "the return of offensive gases from the water-closets."

Particularly curious by today's standards was the fact that the fort had no bathing facilities for either the officers or the enlisted men. Contemporary reasoning concluded that since the sea temperature rarely fell below 70 degrees Fahrenheit, it was nearly always available for bathing purposes.

A post office was established to serve Fort Jefferson on October 28, 1861. Communication with the outside world was limited to a single small schooner making one weekly round trip to Key West. Unfortunately, when the weather became stormy or the winds becalmed, the 70 miles voyage to and fro required additional time.

Fort Jefferson served as a Union military prison for the confinement of Confederate troops throughout the Civil War. At its height in 1864 the post reportedly housed some 1,000 prisoners. By far its most infamous prisoner was Dr. Samuel Mudd, who treated the injury of John Wilkes Booth after he shot Abraham Lincoln. Mudd was convicted of complicity in the assassination and was sent to Fort Jefferson along with three other men who were implicated in the conspiracy. While at Fort Jefferson, Mudd tried unsuccessfully to escape but he also lent his medical skills to save lives of both guards and prisoners during an outbreak of yellow fever. He was eventually pardoned by President Johnson in 1869 and released from prison in February of that year.

By 1868 the Fort Jefferson garrison had been reduced to a troop strength of slightly over 200, and the number of prisoners remaining at the post was less than fifty. The post office was discontinued October 27, 1868, and mail service for those who remained at the post was carried out by the Key West office.

Endnote:

1 Billings, John S., Circular No. 4, "Report on Barracks and Hospitals with Descriptions of Military Posts War Dept. Surgeon General's Office, 1870. Reprinted Sol Lewis, New York, 1974., page 154.

*Visit Jerry Wilkinson on line
at the*

KEYS HISTOREUM

Including

The Cultural History Cybermuseum

A photo intensive tour through rooms like Transportation, Maps, Industries, Art, Architecture, etc.

The Reading Room of Written Upper Florida Keys History

Written histories with a few images of specific Keys communities, general history subjects, genealogies, maps and chronology.

keyshistory.org



ARIZONA - NEW MEXICO POSTAL HISTORY SOCIETY

**Seeks New Members, Who Seek New
Material, New Information and New
Friends**

DUES \$10 Annually

Receive "The Roadrunner" Quarterly
Newsletter

Trade Duplicates at Winter and Summer
Meetings

Contact: Thomas K.
Todsens, 2000 Rose Lane,
Las Cruces, NM 88005

or

Peter Rathwell, 4523 E.
Mountain View Dr., Phoenix,



Alaska Collectors Club

APS Affiliate #218

*Dedicated to developing a wider interest in the study
and preservation of Alaska's Postal History.*

We are a wide-ranging group of collectors who are interested in all aspects of the postal history of Alaska. From the first covers under United States ownership to the latest events, we try to cover the gamut of Alaska postal history.

Some of our features:

- Quarterly Journal, *The Alaskan Philatelist*
- Auctions of Alaska material
- Fellowship with other Alaska collectors

Dues \$15.00, information available from:

David Schwantes
Secretary/Treasurer
8148 E. 4th Ave.
Anchorage, AK 99504-1526
E-mail: David53041@aol.com



The 34 cent to 37 cent First Class Rate Transition

by Dennis H. Pack

On June 30, 2002, the cost of mailing a first class letter jumped from 34 cents to 37 cents. Nothing too unusual about this—it was the third time some domestic postage rates have increased in the last year and a half. But with new stamps and a new rate, there is always the possibility of confusion, especially when the first stamps issued simply say “first class rate.”

I decided to do a follow-up to my study about the 33 cent to 34 cent rate change (see *La Posta*, Vol. 32, No. 2 [May, 2001], pp. 49-51) to see how smoothly this transition would go. I inspected envelopes with postmarks dated between June 30 and the middle of August that were received by one office at Winona State University, where I work. I figured that most people would be used to the change after six weeks. About 200 envelopes were inspected.

As in the previous study, most of the envelopes had the correct postage paid either from the new stamps or a combination of stamps. This article shows the most interesting examples of how the postage was paid. Again, only the postmarks and stamps are shown to save space and protect the innocent.

The 34 cent to 37 cent First Class Rate Transition I first looked to see if the new rate was paid early. *Figure 1* shows three. The earliest use of the “First Class” stamp was June 13, more than two weeks before the



Figure 1 Early payment of the 37¢ rate.

change. Another is dated June 21. A three-cent stamp was added to a 34-cent stamp on June 29, the day before the change was effective.



Figure 2 Proper payment of the 37¢ rate.

Figure 2 shows four postmarks with the new stamps and stationery used properly. One is dated July 1, which is the first business day after the change. The only postmarks that would be dated June 30, the effective date of the new rate might be airport mail facilities and others that are open 24/7 and that would have been open on Sunday. I did not see any postmarks dated June 30.

I was curious which three-cent stamps were used with 34-cent stamps to make up the 37-cent rate. I found four shown in *figure 3*: the Paul Dudley White stamp issued in 1986, the Conestoga Wagon transportation coil issued in 1988, the Eastern Bluebird stamp issued in 1998 and the Star stamp issued just before the new rate became effective.



Figure 3 Use of 3¢ stamps to pay the new rate.

Sometimes old stamps are used with other stamps to make up a new rate. *Figure 4* shows a few. Most interesting is the 1-cent make-up rate stamp issued in



Figure 4 Older stamps used to make up new rate.

1998 to cover the change from 32 cents to 33 cents.

Was the use of the new “First Class” rate stamps understood? It appeared to be by most, but a few used it as a make-up rate stamp, as shown in *figure 5*.



Figure 5 New First Class rate stamp used as a make-up rate stamp in addition to 34¢.

Use of previous non-denominated stamps is shown in *figure 6*. One uses a “First Class” stamp from the January 2001 rate change without additional postage. Three cents should have been added. Another uses it properly with the additional postage paid. Lastly, one example uses an “H” stamp with a G-rate make-up rate stamp and an additional one-cent stamp. The total face value is 37 cents, which is correct.



Figure 6 Use of previous non-denominated stamps.

It is not surprising that some postage was under-paid. *Figure 7* shows four examples. The first is dated July 1. It could have been deposited in a mailbox before



Figure 7 Examples of underpayment after the new rate became effective.

the change and not picked up until after the change. The second is dated July 6. Perhaps a lapse in memory. The last two are the most interesting: a 33-cent Statue of Liberty stamp and a 2-cent stamp to give 36 cents, and a combination of stamps that total 35 cents. It is notable that no under-paid envelopes were changed postage due. All went through without the full postage being paid.

Over payment of postage appears to be the result of people knowing the rate had changed and using whatever stamps were at hand to make up the difference. The four examples in *figure 8* show two of the same kind of stamps being used. These range from 20-cent Pheasant stamp, to the 33-cent Fruit coil stamps to current 34-cent stamps.

Semi-postal stamps might further complicate the change. The Breast Cancer Awareness stamp was first sold in 1998 for 40 cents with 33 cents going for postage and 7 cents for cancer research. In January 2001, 34 cents went for postage and 6 cents for research.

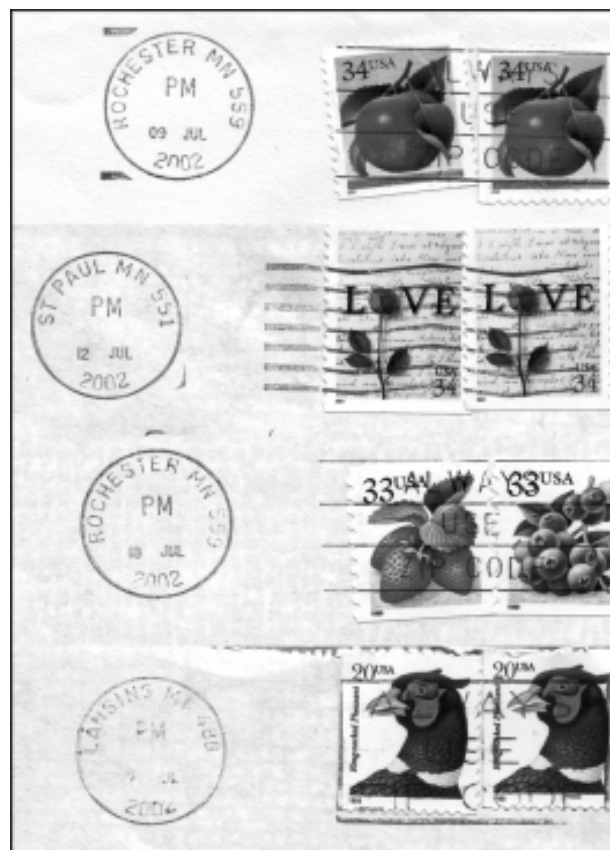


Figure 8 Examples of overpayment.

With the current rate change, they are now sold for 45 cents with 37 cents paying postage and 8 cents for research. *Figure 9* shows three Breast Cancer Awareness stamps and a Heroes of 2001 semi-postal stamp. The top example is dated June 24, before the change. The second is dated July 11. It has an unnecessary three-cent stamp added. The extra amount here goes to the US Postal Service, rather than to cancer research. The third Breast Cancer Awareness stamp is dated July 25. It shows correct usage.

The Heroes of 2001 semi-postal stamp is used correctly. It was first sold June 7, 2002, for 45 cents. Then, 34 cents went for postage and 11 cents to assist the families of those killed in the attack on the World Trade Center. After the rate hike, 37 cents pays postage and 8 cents goes for charity.

There were no envelopes with postage paid for more than one ounce or Priority mail. There were three certified letters, one of which I consider the most interesting envelope received during this period. *Figure 10* shows postage for a certified letter with return receipt requested. As I read the new rates, first class postage is 37 cents, certified mail is \$2.30, and a re-



Figure 9 Examples of semi-postal used before and after the rate change.

turn receipt is \$1.75. This totals \$4.42. The stamps face values total \$4.44. The use of stamps makes this cover very attractive.

Change can be confusing, but most people handled the 34-cent to 37-cent first class rate change well. The change was planned far enough in advance that the US Postal Service had the necessary stamps on hand, which added to the smoothness of the transition.

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.

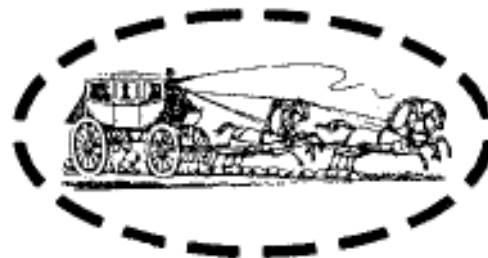


Figure 10 Certified mail postage paid by multiple stamps after the rate change.

More on 19th Century Cancel Suppliers

by Tom Clarke

There are several independent hand cancel manufacturers who specialized in postal hand stamps in the late 19th century. We can see their ads in the *U. S. Postal Guides* month after month, including the bulky, many hundreds of pages, comprehensive yearly editions.

Yet, the P. O. D. had been trying, from the late 1790s, to standardize canceling devices with government contracted instruments for all but the smallest post offices. Before and especially during the Civil War era, style homogenization can be readily seen. Covers of this era, from large and medium-sized offices, bear parallel, government provided postmark configurations.

But the smallest, lowest mail volume, rural offices (later called 4th class offices) were allocated no funds for marker purchase. Their postmasters had to locate their own supply source and pay for markers out of their own pockets.

Those who have been *La Posta* readers for some time will remember discussions about these postmark suppliers, in "Early Philadelphia Wessons, in Context", July 1994, and "Non Standard Postmarkers, ca. 1879", September, 1994, and "Philadelphia's Circular Postal Markings, 1765 to 1870, concluded", January 2000. The first and third concentrated on John Goldsborough of Philadelphia, and his contributions to postmark celebrity. The second generalized about other canceler firms, plus the many other business deals (the write ups reminiscent of today's Saturday morning infomercials) that postmasters and their clerks could find in the pages of the monthly issues of the *Postal Guide*.

Postmasters as surrogate

Handstamp devices weren't all that postmasters were encouraged to buy. Sidelines aplenty were offered to those who operated the window on the world for so many others. Their establishments of inns, hotels, or general stores were already the focal points for townsfolk looking for news and ideas in a rapidly expanding culture. In those heady days of the invention of electric and light, telephone, trolley cars, and very soon automobiles and airplanes, postmaster salesmanship was surely the name of the game.

For example, the December 1889 *Guide* hawked free gold watches, the eternally present hernia trusses, \$2 washing machine tubs, and a fine deal on a revolver for only \$2.55, against the regular price of \$4.50. There were other ads for envelopes, pens, sewing machines, music boxes, home organs, Beecham's Pills, and Travelers Insurance. Postmasters were looked upon as prime consumers and universal agents for everything.

Private Manufacturers/Suppliers

Of course, postal supplies were offered too. In 1881, the *Guide's* advertisers for postal marking devices were:

Ward & Adams, Aurora IL,
F.P. Hammond of Aurora IL,
E. S. Miller of Newark OH,
J. Goldsborough, Philadelphia PA, and
Yale & Towne, Stamford CT [who said for cancelers and other items, see their 60-page catalog].

The 1884-5 *Guides* show:

E. S. Miller of Newark OH,
F.P. Hammond of Aurora IL,
Hubbard & Co., New York City,
J. Goldsborough, Philadelphia PA, and
Yale & Towne, Stamford CT.

March through September 1889, ads appeared continuously for handstamps by the firms of:

W.H. Sadler of Baltimore,
E. S. Miller of Newark OH,
Hermann Baumgarten of Washington, D. C.,
A.S. Carter of Denver (as successor to F.P. Hammond
of Aurora IL), and, again,
Yale & Towne, Stamford CT.

Philadelphian John Goldsborough's name is no longer in evidence by the late '80s. The noted Taylor Brothers firm curiously did not advertise in the *Guide* for some reason, but sent out large broadsides to likely postmasters. Both had been very visible suppliers

some years before. Had they gone out of business? Or, more likely, were they bought out, following the merger mania of the day?

The December 1889 Yale & Towne ad no longer mentions handstamps but only specifies, as do several similar businesses, postal furniture and lock box fronts and hardware. Can we assume that word had begun to spread that soon only government supplied materials would be allowed in post offices?

Finally, the suppression

The discussion in the 1994 *La Posta* articles aimed at locating the endpoint for privately made handstamps. Postal marking ads seemed to abruptly end in the Fall of 1889. This was presumed that the P. O. D. had finally ordered the absolute halt to private initiative in the postal marking sector:

It seems clear that the P. O. D. authorities took, in the Fall of 1889, the final steps to all but drive out distinctive style and competition from the handstamp market. Recall that the standard duplex hand cancel had long been instituted, in the Spring of 1885. . . .

Well, not so. However, the date of suppression has been narrowed down to sometime before 1894. The ads reappeared prior to 1893—and probably they'd never left the scene. The previous incorrect estimate of their demise is a story of insufficient information.

Revealed by further evidence is a continuation of marker offerings, but a major constriction in the number of device-making players.

One of the final companies to advertise markers was the Sadler Company of Baltimore MD. In the combined Columbian stamps issue of February-March 1893 *Guide*, we see the Sadler Company had added an office in Kansas City MO. Two months later in the May 1893 edition, their gargantuan ad spanned the last six pages (including the rear cover) plus an additional half page toward the front. This was a company on the move! In fact, that half page merely referred the *Postal Guide* reader to the two-inch thick yearly edition of January 1893, where one could read 66 pages of Sadler ads!

Sadler proudly proclaimed themselves as the Cheapest P. O. Supply House and suppliers of Everything for Postmasters And Contractors to the U.S. Post Office Department. *Figure 1* shows you their prominent, proud subheading Rubber Stamps for Post Office Use which illustrates two pages devoted to the marker line. *La Posta* subscribers will probably notice some of Sadler's handiwork in their collections.

Such an entrepreneurial success story! Just a few months before, in the February-March issue, they, like Yale and Towne, had only been advertising postal cabinets. However, by February-March they were also touting their new sea-to-sea coverage with the recent addition of a San Francisco office. Unfortunately, San Francisco was not mentioned in the May issue. Is this perhaps explained by the fact that the year 1893 was a year of a profound economic Panic?

The end came sometime after May 1893. Between then and October 1894, private marker advertisements ceased. There must be references and orders to this alteration but unknown to the writer. In

THE SADLER CO. BALTIMORE, MD. KANSAS CITY, MO.

RUBBER STAMPS FOR POST OFFICE USE.

SELF-INKING STAMP PADS.
Colors: Black, Red, Purple, Green and Blue.

IMPROVED LINE DATERS.
Complete with box of dates for years, months and days, printed on metal, with engraved handle. They are made in five sizes, as shown below.

PRICES.
No. 1, 2 and 3, each, 50c.
No. 4, each, 1.00
No. 5, each, 1.50
Postage paid.

J. I. NORRIS, P. M. L. Kain, Asst. P. M. Richmond, Va.
DUE 1 CENT.
DUE 2 CENTS.
REGISTERED NO.
CORRECT.
RETURN TO WRITER.
POSTAGE DUE.
ADVERTISED.
UNCLAIMED.
Third Class Matter.
MISSENT.
FORWARDED.
HELD FOR POSTAGE.

Prices for this Hand, 15 cents.

Contractors to U.S. Post Office Department

Figure 1 Sadler Company handstamp ad.

fact, not only are there no postal marker ads, there are no ads at all after that approximate date. Perhaps

Ribbon, machine or "bank" stamp, with date, 95 and upwards.



The above style, with brass die and dates, (Reduced price) \$5.00.



Brass Dies and Dates everyone knows are durable and what they are made of.



The above are A 1 stamps, with brass dies and dates, reduced in price from \$10 to \$5.

The above style made of steel, with all the hours and half hours, six besides Monday days and years, ink and pad.



The above stamps are made of steel and cost \$10, with months, days and years, ink and pad. Price now, \$8.00.



The above styles are made of "red" brass and cost \$5, with dates complete, ink and pad. Price now, \$4.00.



The above on ribbon stamp, with dates, &c. The same of rubber, \$1.

(See Sample.)

Yours Respectfully,

GEO. RAUCH, P. M.

Paint Rock, Texas, April 29, 1881.

J. Goldsborough—Dear Sir—I am well pleased with the work, think I have done well to order from you, and that your \$5 patent postmarker and canceler is a piece of perfection. It is the best stamp made—according to my judgment. (See Sample.) Yours Truly, N. A. PROCTOR.

Union City, Conn., April 7, 1885.

J. Goldsborough—Dear Sir—The dater you sent me works like a charm, and you can assure yourself that no one makes any better. The letters make a clean, clear impression when the stamp is properly used. Yours Truly, C. H. SMITH, P. M.

Sheldon, Dak., February 9, 1885.

J. Goldsborough—Dear Sir—We have been using one of your patent stamps in this office for several years, and it is apparently good for a long number of years more. Yours Truly, JAS. W. ALLEN, Asst. P. M.

Gilmer, Texas, May 19, 1880.

J. Goldsborough—Dear Sir—The P. O. Dater and Canceler arrived last evening. I have tried it, and I like it so very much that I must say that I would not take three times its cost and be compelled to do without it. Very Respectfully, S. N. FIELDS, P. M.

Wellington, Minn., June 10, 1880.

J. Goldsborough—Dear Sir—Your stamp, dates, ink, &c., came to hand last Friday. In regard to it, I will say that it gives perfect satisfaction, and I am well pleased with it. The P. M. at — was surprised at the price paid for it. He got one from — and paid \$5 for it. He will not give any more orders. Yours, W. R. SCHOENFELDER, P. M.

Grahamton, Ky., May 25, 1881.

J. Goldsborough—Dear Sir—The stamp to hand, and very satisfactory much better than some in neighboring offices for the same price. Yours Truly, A. M. ROBINSON, Asst. P. M.

Lincoln, Kan., Dec. 15, 1881.

J. Goldsborough—Dear Sir—I have received Dater and Ink all O. K., and think them splendid. Very Respectfully, J. Z. SPRINGER.

Farmersville, Ohio, March 29, 1883.

J. Goldsborough—Dear Sir—I received the stamps this evening, and I like them very much. Yours Respectfully, D. E. HEISEY.

I have many other letters testifying to the superior quality of these stamps.

I have reduced the prices, 1st, because if you order of me this time, I know you will be pleased to do so the next time and the "next time" after this, &c. 2nd, you will advise others and purchase of me. My rubber stamps are not made of molasses and glue, but are good steamed vulcanized rubber stamps. If they were not good rubber, I could give a half peck or so for \$3.00. One of my \$5 steel or \$4 brass markers will outlast and outwear a hundred rubber markers.

Yours Truly,

J. GOLDSBOROUGH.

Office, 619 Walnut Street,

Opposite Washington Square.

P. O. Box 583, Philadelphia, Pa.

Brass Stamps, 50 cts. each. See special offers for price of sets.



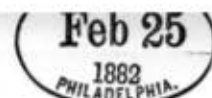
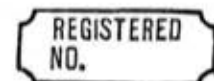
HELD FOR POSTAGE.

POSTAGE DUE.

ADVERTISED.



J. GOULD, P. M.



The above stamp has the window and rub-ber sheet for moving the ribbon when it stamps. It is on any document; it contains from 25 to 50 cards, 1 1/2 inch wide ribbon, and can be used with any size date, \$7 to \$12.



Cancelers of brass, 50 cts.



Cancelers of all kinds, made of steel, to fit Department stamp, \$1. The same of brass, \$1.50.



Shawbridge & Clothier's Mail Order Department Philadelphia.

Henry Pott. Key of Brass Installation. A. W. Koehler

The above on a self-inking rubber stamp, \$1 and respectively.

the increasing page space required by the rapidly growing number of post offices prohibited it? Perhaps that ephemeral P. O. D. order grounding any but P. O. D. supplied devices also included a clause or two outlawing all ad space in government documents?

* * * * *

John Goldsborough - Discovery 1

As a Philadelphia specialist, the writer gives the Goldsborough line of markers more relative worth than their true value on a national scale. So, play along for a short while and humor him. The Goldsboroughs have been shown here before in several articles, but recently one of his envelope stuffers has come to light (*reproduced here on the two preceeding pages*). And what a stuffer it is! Part of the seller's write up read:

... The sheet was found in an old post office in folded condition and you can see in the picture that at some of the folds there is some minor separation. This piece needs to be carefully matted and framed under glass to preserve it properly. ...

Goldsborough's smaller than others' ads in the *Postal Guide* shows one or two of the cancels that are represented on the broadsheet. Then there are others the writer had never known of before.

One fascinating example is the top left item, a duplex with an outrider time slug, made for use in Bombay, India! Was this a puff-piece to show locals and to impress them of the supposed international reach of John Goldsborough? Or is it for real?

Others show Minnesota and Massachusetts, New York, Illinois, Texas, and of course there are a gaggle of Pennsylvania town markers. These were not overly expensive supplies, but they do cement the idea that Goldsborough was indeed a widespread player in the early 1880s, when privately supplied postal devices were allowed.

I have never seen a "DECEASED." handstamp as early as the example (not including wartime covers). Surely they must be as rare as that statement implies. Has any *La Posta* reader come across one prior to the 1960's - 70's yellow instructional labels?

The PHILA PA./REC'D. back stamp must be a fantasy example, or another rare marking as yet unrecorded on cover. The railroad markings look somewhat familiar, though others who specialize in these can best determine if they are reproductions of valid marks or not.

Are the congratulatory letters which are surrounded by the postmarks fantasies or actual? Today, businesses sometimes fudge evidence a la Enron and Arthur Anderson and probably did then too. The writer bets these aren't faked. April 1885 is the latest dated letter, ranging back to June 1880. They seems to offer a rough estimate of the life of the Goldsborough company, though we know that his initial attempts, for the Philadelphia Post Office at least, began in 1877-78.

The dateline origins of the letters also confirms that the Goldsborough name was a known quantity across a good part of the country, and they apparently legitimize the wide range of town names on the device examples—except Bombay.

The UNCLAIMED, HELD FOR POSTAGE, ADVERTISED., and other auxiliary marks are average representations of well known cover markings. Though not strictly postal history, some of the more fascinating creations is the group of cursive name and address designs shown at the bottom. Goldsborough had to expand his business line over the 6-8-10 years he was in business, to add variety and go beyond his postal clients, as did Yale and Towne and the Sadler Company.

A wonderful piece of information is the caption under the double oval in the lower right. It says, "Cancelers of all kinds, made of steel, to fit Department stamp, \$2. The same of brass, \$1.25."

This strongly implies that the enigmatic number, letter, and number-letter combinations found within the inner oval of large city 3rd class and registry markers are in fact replaceable slugs. If true, like the normal first class cancelers, the inner portions were not an integral part of the basic stamp but alterable add-ins! Not that Goldsborough's company would exist by the time letter stations came into being some few years later. The principal of interchangeability would carry on for the ensuing 40 or so years.

Discovery 2

With this wonderful, large (21x14") Goldsborough broadsheet in mind, you can imagine the surprise felt when the writer found, from a completely separate source, and only a very short time later, the very Strawbridge & Clothier's return address envelope (*figure 2*).



Figure 2 Strawbridge & Clothier's return address envelope.

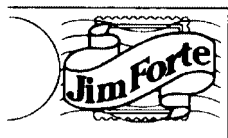
It's a wonderful postal history item probably from the late 1880s. As such, it has a very early number 22 double oval. A corner card like this would otherwise be dismissed as an ordinary, if curious looking, apparently hand drawn, imprinted return address. But now, with a definite pedigree connecting it to the creative John Goldsborough company, and due to his eminence in late 19th century postal markings field, the cover becomes extraordinary. Who else has one of these in their collection?

It would be good to hear from *La Posta* readers who have in their collections any non-Philadelphia cancel examples matching the Goldsborough sheet. Especially the Bombay.

United States Postal History

Town Cancels. D.P.O.'s, machines, advertising, R.P.O.'s, stampless and much more are featured in my state price lists. Which state may I send you?

**P.O. Box 94822
Las Vegas NV 89193
(800) 594-3837
FAX (702) 369-9139**



<http://postalhistory.com>

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.

**Michael Ludeman,
PMB 800012
2400 Wallace Pack Road
Navasota, TX 77868**

WANTED TO BUY

- * Hawaiian Postal History 1864 to present
- * Alaska Postal History 1867 to present
- * Yukon Postal History 1885 to present
- * 19th Century U.S. Officials, Fancy cancels and Fort cancels
- * Hawaiian Stamps with town cancels

**STEVE SIMS, 1769 Wickersham Dr.,
Anchorage, AK 99507-1349.**

Phone: (907) 563-7281

MEMBER APS



“Valley Farmer” Advertising Covers Reveal an Important Missouri Persona

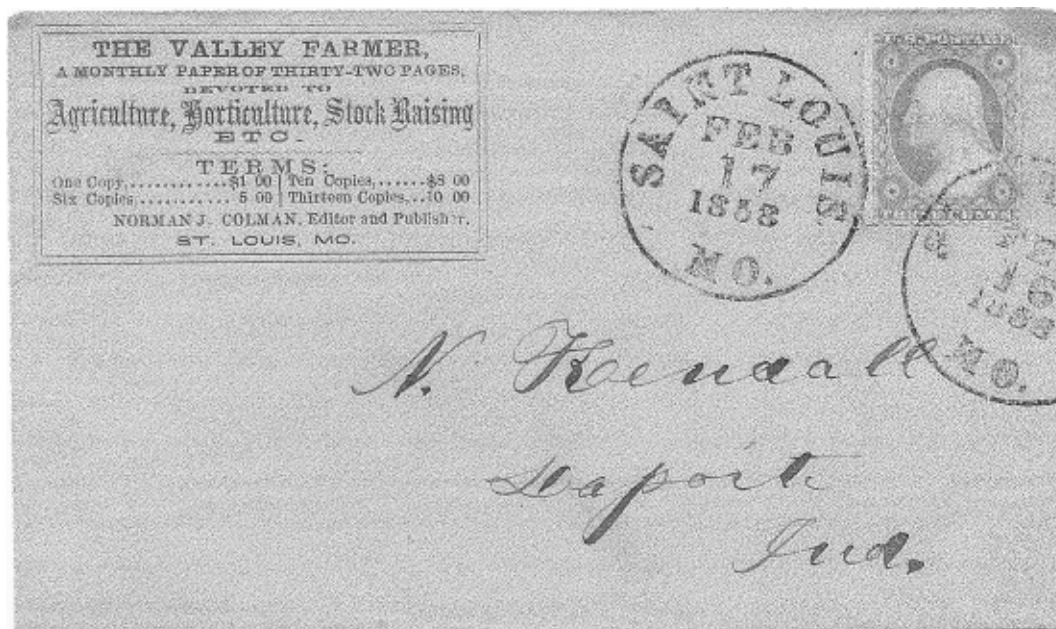


Figure 1 1858 St. Louis Cover, Valley Farmer Corner Card. It reads: “The Valley Farmer, a Monthly Paper of Thirty-two Pages, Devoted to Agriculture, Horticulture, Stock Raising, Etc. . . Norman J. Colman, Editor and Publisher.”

By Robert Schultz

Research of advertising covers can sometimes reveal surprising and fascinating historical facts. An illustration of this can be seen in examining four covers with corner advertisements for “The Valley Farmer,” and other businesses owned by one Norman J. Colman.

Norman J. Colman (1827-1911), as it turns out, was not just a magazine publisher. He was a leader in agricultural development in the Central Middle West. Shown in *figure 2*, he was a noted lawyer, farmer, soldier, and agriculturalist. In 1885, he was appointed Commissioner (the fifth) of the U.S. Department of Agriculture, and on Feb. 9, 1889 he became its first Secretary of the Department of Agriculture when it attained Cabinet-level status.

Earlier, he was noted as the editor of “*The Valley Farmer*” and “*Colman’s Rural World and Valley Farmer*,” published in St. Louis, Missouri. The *Valley Farmer*, which had begun publishing in 1848, in 1858 was advertised as being devoted to “Agriculture, Horticulture, Stock Raising, etc” (*figure 2*). Twelve monthly issues cost \$1.00 In 1859 (*figure 3*),

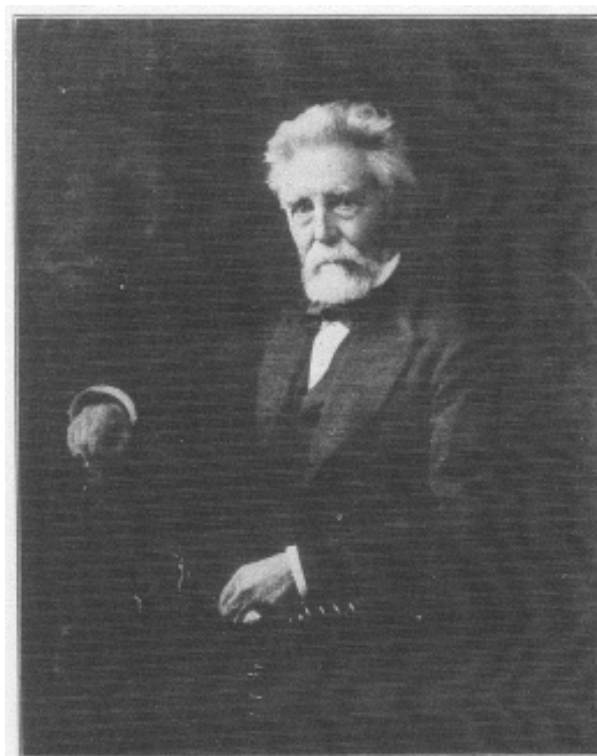


Figure 2 Norman J. Colman, first Secretary of the Department of Agriculture.

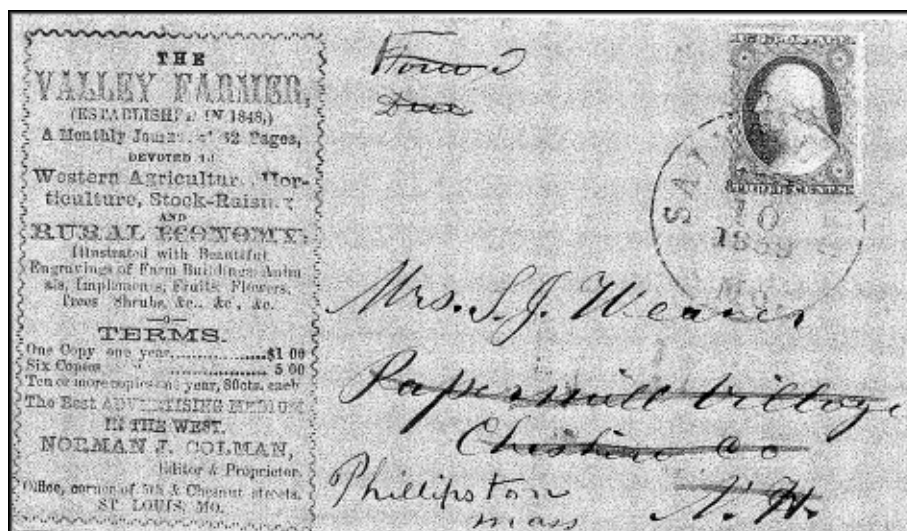


Figure 3 1859 St. Louis Cover, Valley Farmer Corner Advertisement. (Note the different St. Louis dials when compared with Figure 1. 1858 has a large "O" in MO., 1859, a small "o" in Mo.)

Colman advertised The Valley Farmer as being devoted to "Western Agriculture, Horticulture, Stock Raising, and Rural Economy."

Colman's office was located at Fifth and Chestnut Streets in downtown St. Louis. The 1867 cover back, (figure 4), is from an advertising agency and has advertisements on the back including one for "Colman's Rural World and Valley Farmer" and "Colman and Sanders' St. Louis Nursery." The Rural World magazine had by then gone to twice a month publication at \$2.00 per year.

The Colman and Sanders' St. Louis Nursery was located on Olive Street Road, five miles west of the Courthouse in a rural area of St. Louis City/County where Colman's home was also located. Between 1870 and 1880, a post office, named Colman, was located in the area. However, no covers from this little office have yet been reported. Both the publication and the nursery had their offices at Fifth and Chestnut and their mail emanated from there and was canceled with St. Louis markings.

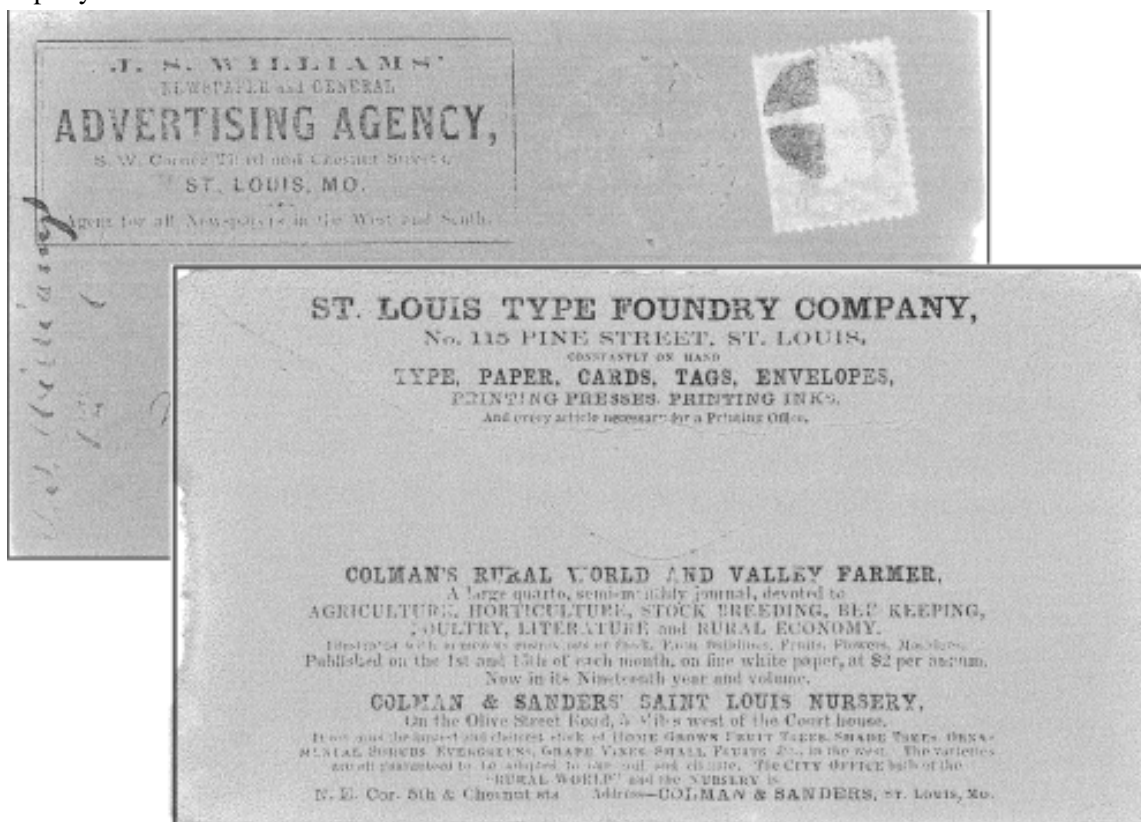


Figure 4 1867 St. Louis Cover from the J.S. Williams Advertising Agency. Back cover advertisements include ones for "Colman's Rural World and Valley Farmer", and Colman and Sanders' Saint Louis Nursery.

A Glimpse into the Life of a Chinese Missionary

Transcribed by Cath Clark

The following two letters were written shortly after the missionary couple Rev. George H. Hubbard and Nellie Hartwell Hubbard arrived in Pagoda, China after an absence in America, to continue their evangelical work begun earlier. The first letter was likely written by Rev. Hubbard in late April, 1903 and is a carbon paper duplicate with purple ink typed on onionskin paper. The second is dated July 30, 1903 from Sharppeak, China, and is hand written in ink on lined paper to Olin H. Clark, Rev. Hubbard's cousin, at Aetna Life Insurance in Connecticut.

Figure 1 is the cover used to send the letters, postmarked by the U.S. Postal Agency in Shanghai in August 1903 on a 2 cent U.S. entire to Hartford.

ping and unstrapping them, it seems really comfortable to be able to put one's things into drawers and closets with the idea of staying awhile in one place.

It was more of a home coming for us than for most missionaries who go to foreign lands, for Mrs. Hubbard's own mother, Mrs. Hartwell, her brother, Rev. Lyman P. Peet & wife, a niece and nephew, a step-father, Mr. Hartwell, and step-sister, Miss Emily S. Hartwell, were there to greet us. Our furniture was all in place as we had left it, and the old cook, Ging-bong, who began to work for us as a washerman in 1885, and our coolie, Hok-ciong who has been with us since 1891 & with the house since it was built in the 80s were there to greet and serve us as of yore.

Dinner was waiting for us and being in good health and quite ready for *terra firma* fare we thoroughly enjoyed it. April generally gives good weather in lati-

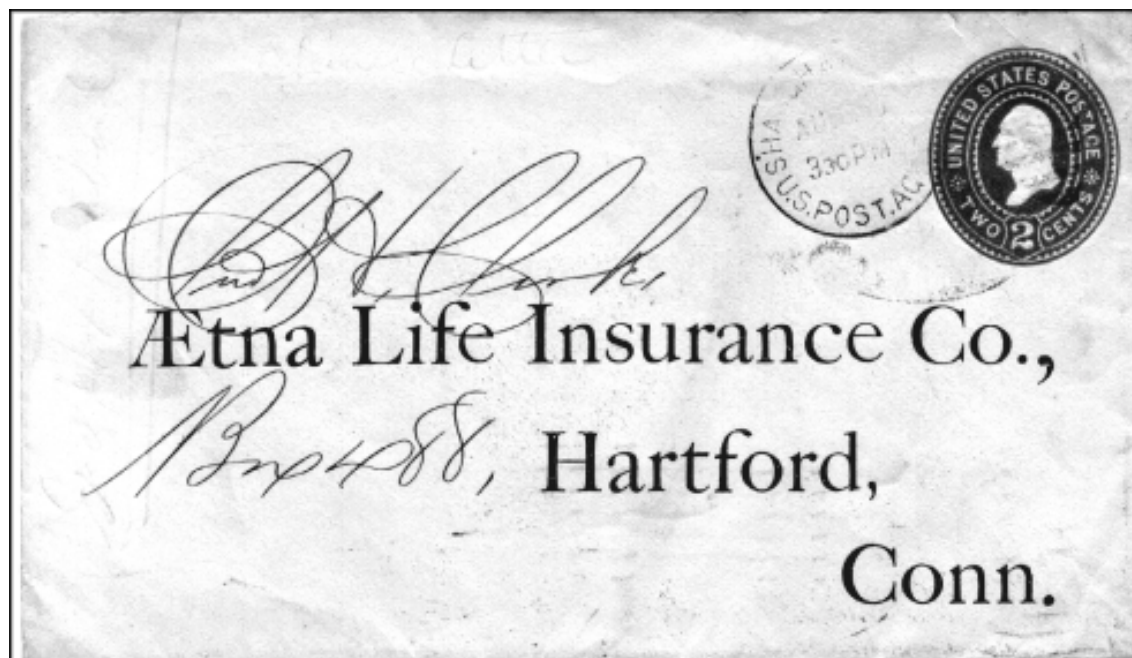


Figure 1 Cover with 1903 postmark from the U.S. Post. Agency, Shanghai, China mailed on a 2 cent U.S. entire from Shanghai to Hartford, Conn.

(A scarce marking.) It was backstamped Seattle on Sept 7, 1903, and in Hartford on Sept. 12.

First Letter

The last of Feb. 1903 we started on our half-way-round the world journey which was completed the 24th of April when our Friends took us in our Gospel-boat from the steamer and landed us at the Customs Jetty and led us up the hill to the house which

tude 26, neither too hot nor too chilly, and that Friday the weather was at its best. Moreover, strawberries were on the table. Our new C.E. General Secretary, Rev. G.W. Hinman, had set out a bed [of strawberries] in the Autumn of 1902 when he first came to Pagoda and before the call came for him to enter upon this new work for the United Society for China. In his absence while attending the Japanese C.E. Convention at Kobe which we also had the good fortune to attend as we were passing through Japan, and a longer stay in Shanghai than we had made, our folks inher

ited the berries. Now that he and Mrs. Hinman have moved to Shanghai, I have bought the plants and hope for more berries next year.

I fear you will think there is not much missionary self-denial in this. That I take it is mostly at the beginning, and this must be a part of the "hundred fold" that comes later. But we have found something to do beyond eating strawberries and cream; when it comes to persons the number might be increased to some hundreds, and we have been busy enough seeing our brothers and sisters, missionary and native, in the days that have followed. We have gone to them, and they have come to us. Miss Hartwell has built up the work very largely among the women and girls of the field, and as she started on her furlough to the U.S. the last of May, Mrs. Hubbard in taking over the Woman's School and other work, and in helping her get ready to go has been more than busy.

Hartwell first arrived in Foochow June 6, 1853, and Mrs. Hartwell was 80 years old the 30th of June so it was decided to have a joint celebration of these events this year. As Miss Hartwell

was anxious to attend the C.E. Convention in Denver in July it was necessary to have the celebration a little in advance of the actual date of Jubilee and birthday that she might be present. A very pleasant occasion it proved to be, and before long we hope to send you a printed account of it. Mrs. H. & I have some 30 different places with chapels and schools scattered over about 300 sq. miles of land and river way. To get to all these workers a portion in due season is sufficient exercised for all our powers. Our great desire is to be found faithful. Continue in prayer for us.

Sharppeak, China, July 30, 1903.

Dear Cousin Olin:

I think of you as being as busy as ever with your summer work and am glad you have more respite at intervals from the heat than we have here in latitude 26 from June to Sept. We came to this our Amer. Bd.

Sanitarium the 2d week of this month and shall probably go back to Pagoda the middle of Sept. as I have a number of chapels I can visit more easily from this place than I can from Pagoda. I prefer to keep the family as comfortable as possible while I attend to my work. I am trying now to do some letter writing for my friends have been sadly neglected since our arrival here. There have been so many things pressing to be done I have not felt much like letter writing. Most of the missionaries now go to the Mt. Kuliway nearer Foochow and at an altitude of nearly 2,000 feet above the plain they have a lower temperature by 4 or 5 degrees than we have here and went 10° lower than at Foochow. When the thermometer is from 75 – 80° most people can sleep very well but from 84 – 90° is too high for most people.

Nellie's mother & stepfather Mr. Hartwell are with us so that with our 3 children we have seven at table when all are present. Just now Nellie has gone for a few days to the mountain to examine a few of our new missionaries in their work on the language. She

will have 2 days of these meetings of Kuliary week and then Vela and I plan to go for a few days. We expect to have a C.E. Convention the 11th of Aug. Tonight we are looking for a typhoon which is reported as approaching from Formosa. We are all very well. I had a fine sunbath with Teddie and Christine in the breakers just at sundown. I am Supt. of Road Repairs here, teacher of the 3 children in Nellie's absence. Vela is working at the Foochow dialect. Her 10 years at home has covered up her childhood knowledge of it pretty deeply. But she's making good progress.

Kindest regards to your wife and a hug for our bonny boy. Hope you will have seen our four children in Woodmont this summer.

Yours affectionately, George H. Hubbard

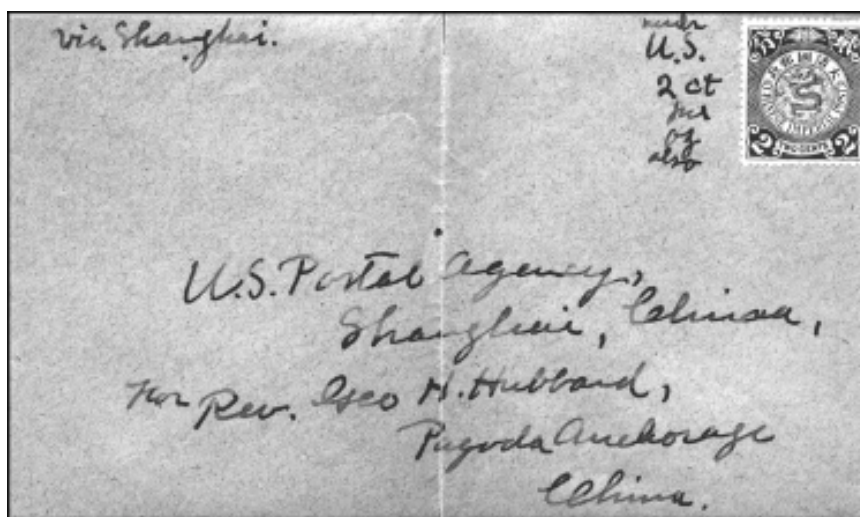


Figure 2 Unused envelope intended for use as a reply. A 2-cent Imperial Post stamp has already been applied, and the recipient has also been instructed to add a U.S. 2-cent stamp

sand, Troublesome and Lost Creek branches. The western part of the county is drained by the river's Middle Fork and its main tributaries, the Lower and Upper Twins, Puncheon, Shoulderblade, Turkey, Canoe, Turners, Long, and Bowling Creeks. Nearly all settlements and post offices in the county's highly irregular terrain are or were in one of the stream valleys.

Until almost the turn of the twentieth century Breathitt was one of the state's most isolated and sparsely populated counties. Subsistence agriculture, salt making, and commercial logging were the earliest sources of economic support. Only with the arrival of the Kentucky Union Railroad in 1890-91 and the expansion of the Ohio and Kentucky Railroad up the Frozen Creek and Boone Fork valleys toward Wolfe County in 1903 did the county become a major coal producer and begin to enjoy real economic development. By the mid-1920s, however, most of its marketable timber was gone.¹ Agriculture is now of little significance due to soil depletion and erosion, and coal remains the mainstay of the county's economy. The 2000 Census counted some 15,800 county residents, down eight percent from 1980.

Breathitt's ninety-seven operating post offices will be described below according to their sites in the principal river and creek valleys, and will be located by road miles from the courthouse in Jackson or other offices in the same valley. Jackson is on the Kentucky River's North Fork, thirty-two road miles northwest of Hazard (by Ky 15) and eighty-eight road miles southeast of downtown Lexington (via the Mountain Parkway and Ky 15 from Campton).

Two Post Offices Operating Entirely Before the County's Creation

The first post office established in what was to become Breathitt County was also the first established in what had just become Perry County in the winter of 1920-21. This was Alexander Patrick's **Patrick's Salt Works** which Patrick, Lewis Bohannon, and Patrick's son Alexander, Jr. operated between May 9, 1921 and May 12, 1837 to serve their salt works at the mouth of Lick Branch of the North Fork, twelve miles above (south of) Jackson.²

The second was **Cane Creek**, at the mouth of this North Fork branch, less than two stream miles below Jackson. This was established on February 21, 1833 with John Hadix (who was shortly to serve Perry

County in the state legislature) as its first postmaster. In June of that year he was succeeded by William Allen who probably maintained it in his home. Though it was closed in mid-May 1834, it was reopened on February 19, 1835 by Jeremiah W. South, a timberman, who was considered Breathitt County's "founding father," but closed for good in October 1836.

A Post Office Established Before the Creation of Breathitt County but Continuing to Operate for Several Years Thereafter

The County's third post office was **Strongville** which operated between December 2, 1837 and August 19, 1847 at the some point at or near the future **Copland**, perhaps at the mouth of Lick Branch itself after the close of **Patrick's Salt Works**. Its only postmaster and probably name source was pioneer Edward Strong (1791-1869) who had settled in the **Copland** area and owned land on Georges and Lick Branches.

The County Seat

The fourth class city of **Jackson** with some 2,500 residents, was founded in early 1839 as the county seat on ten acres donated by Simon Cockrell. It was first called **Breathitt Town** and its post office, established on October 15, 1839 by Jeremiah Weldon South, was **Breathitt Court House**. By March 25, 1845 the town and post office had been renamed for the ex-U.S. president Andrew Jackson. The commission to locate the new county's seat first considered the Nick Hays farm, opposite the mouth of Quicksand Creek, but an "irregularity" in the property title led the commission to accept Cockrell's offer. By that time, his property, some three miles down the river, was all but unoccupied, and the new town literally grew up around the courthouse. The site's first resident was John Hargis who later served the new county in the Kentucky legislature. In 1840 Thomas Sewell opened the first local store, and the town was incorporated on March 10, 1854.

Until the arrival in the early 1890s of the railroads, Jackson was little more than a small village with the court house, a mill, a hotel, and several stores serving barely a hundred residents. By the turn of the century it had become the major shipping point for that section of the North Fork country, the southern rail terminus of what was to become the L&N's main thrust into the eastern Kentucky coal field, and a major timbering center with mills, a brickyard, and stores. The extension of the rail line to Hazard and Letcher

County in 1912 and a devastating fire the following year ended the town's growth for years to come. By the 1960s with highways 15, 30, and 52 connecting the town with other parts of the region and the Bluegrass, it again assumed its importance as a regional center. A most notable development was the impoundment of the North Fork in 1963 and the rechanneling of its course creating the seventy acre Panbowl Lake.³

Post Offices in the Valleys of the North Fork Below Frozen Creek

Between July 31, 1879 and mid-July 1886 Nathan B. Day maintained the **Apple Tree** post office a mile north of the North Fork and half a mile east of White Oak Creek, eight miles below (northwest of) Jackson.

The **War Creek** post office occupied several sites on its 5 ½ mile-long name source that joins the North Fork in the northwest corner of the county. It was established on October 27, 1908 with Andrew J. Johnson, postmaster, and when it closed in 1975 it was at the mouth of Trace Branch, 1.6 miles up the creek and 10 ¼ miles west-northwest of Jackson. According to tradition, the creek had been named for the many local fights in its valley.

Near the mouth of Rock Lick Creek, across from Spencer Bend and a mile from the Lee County line, were the several sites of the inexplicably named **Key** post office. With J.R. McIntosh and Floyd Spencer its first two postmasters, it operated between April 11, 1910 and 1942.

One of the two Breathitt post offices named for descendants of county pioneer and Revolutionary War veteran Henry Hurst, Sr. (1760-1844) and his wife Elizabeth (nee Kiser), **Hurst** was one fourth of a mile up Lower Crooked Shoal Branch of the North Fork, and one air mile east of the Wolfe-Lee-Breathitt County convergence. It served one or more stores over forty years from January 14, 1925, with Lelia (Mrs. Ray) Hurst, its first and longtime postmaster.

Lawson, on Ky 541, between the North Fork and one of its Mill Creek branches, was established on February 28, 1925 by Jasper G. Lawson and named for the descendants of area settler John Lawson. It was the site of a once growing village of this name and its Mt. Carmel Church and schools, roughly midway between War Creek and White Oak Creek. The office closed in 1966.

On June 16, 1926 Floyd Spencer, who had run the Key post office from 1911 to 1917, established another post office two miles below Key to serve the **Burton Bend** neighborhood near the Lee County line.⁴ His first proposed name **Sparks** for area families was replaced by the inexplicable **Wide Creek**. His office's authorization, however, was soon rescinded, and it was not re-established till May 15, 1929 by A. Porter Reynolds. When it was suspended at the end of December 1989, the office was on Middle Creek (a North Fork branch), half a mile from the North Fork, and only 500 feet from the Lee County line.

The Frozen Creek Post Office

The eleven mile-long Frozen Creek heads just short of the junction of Rts. 378 and 1094, on the Wolfe County line, and joins the North Fork six miles below (northwest of) Jackson. The stream was probably named by early settlers on its lower reaches for the ice that formed there every winter, so slick that it had to be sanded before the creek could be crossed. The account of Daniel Boone's refuge in the hollow sycamore is aprocrhyphal. According to this tradition, the giant tree which stood at the creek's mouth sheltered Boone and several companions one night in a heavy snowstorm. The next morning, nearly frozen, they named the creek.⁵

The **Frozen Creek** post office was established by Benjamin F. Sewell on April 9, 1850 at some point about two miles up the creek. It was discontinued in July 1863 and re-established on March 6, 1866, probably by Hardin Hurst, but closed again at the end of 1869. Andrew Hurst had it re-established some eight miles up the creek on February 7, 1876. This would place the office somewhere in the vicinity of what would become the **Paxton** post office in 1890. By December 28, 1885, when John C.M. Day had the name changed to **Hargis** for an important Breathitt County family,⁶ the office was serving a store at the mouth of the creek. In April 1886 it again became **Frozen Creek**, but according to then postmaster William Shackelford's Site Location Report, it was back to its site eight miles up the creek. When it closed again, in mid-July 1887, its papers were sent to Gillmore (in Wolfe County), 4 ½ miles north. The office was re-established at the mouth of Frozen Creek on January 25, 1894 by Nathan B. Day, Apple Tree's postmaster from 1879 to 1886, and it again took the

creek's name which it retained at several locations in that vicinity till, in 1947 and through its final closing in 1983, it was on the south side of the North Fork, one mile above its name source.

Post Offices in the Boone Fork Valley of Frozen Creek

Boone Fork, Frozen's first major tributary, heads just south of the Wolfe County line and extends for eight miles to a site only one mile above the North Fork. Five post offices served its valley and branches.

The first office was the aptly named **Peartree**, a short distance up the Hurst Fork of Johnson Fork, three miles north of the future Wilhurst at the mouth of Johnson Fork of Boone. In other words, it was on what used to be the route of Ky 15 and is now 1812 before that road meets Ky 205 coming south from the Mountain Parkway. Lizzie, Lucinda, and Samuel H. Hurst were among its postmasters from November 13, 1889 through August 1916.

Two miles up Johnson Fork, where William S. Shackelford had his store, was **Paxton**. This office was established on June 30, 1890 by William's wife Zerildia (nee Taulbee) whose first name choice was **Wills** for her uncle, the late John Wills Taulbee.⁷ Whence **Paxton** is not known. The office closed in 1954.

On August 1, 1901 John L. Sewell established a post office near the mouth of Johnson Fork (four miles up from the North Fork). Since his first preference **Funston** was in use in what would become McCreary County, he called his office **Boxer**. Neither name has been explained. Within a year or so the office was serving the O&K Railroad's new **Wilhurst Station** which had been named, it's now believed, for William L. Hurst (1829-1920), a Jackson attorney, who had moved to Campton.⁸ On September 30, 1907 Hannibal Hurst, one of William L's. sons, who became postmaster the year before, had the office name changed to the station's.⁹ In December 1907 William K. Wilson succeeded Hannibal as **Wilhurst's** postmaster. In December 1939, following a severe flooding of much of Boone Fork's valley, the office was moved 0.8 mile north, onto Johnson Fork. But in the summer of 1944 it was moved two miles south to a point 2 ½ miles from the North Fork where it closed in 1954.

Some three miles up Boone from Johnson Fork and the first Wilhurst site were the several locations of the **Simpson** post office. Established on September 26, 1901 by Isaac Scott Miller, it was soon serving the O&K's **Hampton Station**. Miller's first name choice was **Miller**. The station was probably named for the family of James Hampton, a local resident born in November 1832, but **Simpson** has not yet been derived. From 1934 till it closed in 1968 the office was in a store 0.3 mile above (east of) the mouth of Peggs Fork.

Vancleve is the only office still serving the Boone Fork valley or, for that matter, the entire Frozen Creek watershed. It was established on November 6, 1903 by Samuel H. Kash as **Calla** (derivation unknown) to serve a mining town and the O&K station of **Vancleve**, two miles up Boone from the North Fork. The area Vancleve (sometimes Vancleave) families were descended from North Carolina-born Ebenezer F. Vancleve and his Tennessee wife Elizabeth. Andrew S. Vancleve is known to have had a flour mill in this area in the early 1880s. The office closed in late April 1905 but was re-established, also as **Calla**, by Nathan Pelfrey on April 8, 1907. On June 7, 1923 it took the **Vancleve** name¹⁰ which it retains to this day at the mouth of Little Frozen Creek, 0.6 mile below (south of) the last Wilhurst site. **Vancleve** is best known today as the home of the Christian radio station WMTc.

Other Frozen Creek Post Offices

Taulbee, the earliest office established on main Frozen, began on February 26, 1886 pretty much where it ended, in 1964, at the mouth of Negro Branch, 8 ½ miles from the North Fork. Its first name preference was **Wills**, which was also to be proposed for the future **Paxton** (see above), and would also honor John Wills Taulbee, the brother of the local storekeeper and postmaster-designate Samuel Elsberry Taulbee. By the mid 1890s this office was serving a flour mill, store, cooperage, lumber and other businesses mostly owned by Taulbee family members. For awhile after 1908 the office was at the mouth of Clear Fork of Frozen, three-fourths of a mile east of Negro Branch.

The post office of **Robbins** (name derivation unknown) was established on October 23, 1902 with Lipscomb Parrot, its first postmaster. According to early maps it was then on Frozen, some 2 ½ miles above Taulbee, and a short distance beyond the future Rock Lick. In 1907 postmaster Alfred L. Hagins had the office moved three miles south to serve the

300 residents of the Kentucky Hardwood Company's **Camp Christy**, about five miles up Cope Fork of Frozen.¹¹ Here it closed in mid-July 1911.

A mile or so below the Robbins-Camp Christy site, perhaps at the mouth of the Flat Branch of Cope, was the first site of **Keck**. This office, established on September 27, 1916, with Joseph E. Spencer, postmaster, is said to have been named for a man who earlier lived in Newport, Kentucky and may have bankrolled part or all of one or more area lumber operations. He (or perhaps another of that name) also ran a hardware store in Jackson just before the First World War. In 1935 this office was moved two miles down Cope to the mouth of Strong Fork where, after several shorter distance moves, it closed in 1955.

It is very likely that, at or near the mouth of Strong Branch, Lula Strong had maintained her **Marble** post office between March 30, 1898 and July 1899. Her proposed name **Mable** may suggest its name derivation, but we have no idea who Mable was. In any event, in her Site Location Report Ms. Strong placed her office about midway between the Frozen Creek, Jackson, and Taulbee offices, which suggests the tentative location the author has for it.

In 1922 another Frozen Creek office, some three miles above (east of) Taulbee, would have been named for a local man Taylor **King** but his family name was already in use in Knox County. So Caroline (Mrs. Arbury) Burton, perhaps inspired by scenic sunsets, named the office, on June 24, **Sky**. By the time it closed in 1949, the office had occupied several sites on Frozen Creek between the Rock Lick and Mountain Valley post offices, including one just above Joe Ward Fork, and for awhile served the Magoffin Institute at the mouth of Taulbee's Fork, two miles from the Magoffin County line.

Two miles up Davis Branch, which joins Frozen Creek seven miles from the North Fork, Morton Halsey, on September 30, 1922, established a post office. **Davis**, his first name choice, gave way to **Moct**, another unexplained name. There is no evidence that it had been mistaken by postal clerks for Mort. It too closed in 1955.

A local **Sewell** family gave its name to an office that operated from 1935 to 1967 at several Frozen Creek sites just above the mouth of Cope Fork. Angie Sewell was its first postmaster.

The **Rock Lick** post office was in the vicinity of the 1 ½ mile-long Frozen Fork tributary for which it was named. It was just below the first **Robbins** site and less than a mile below **Sky's** first location, serving the area two to 2 ½ miles above (east of) Taulbee from 1936 to 1955. Press Taulbee was its first postmaster.

Closer to the head of Frozen, two miles from the Magoffin County line, was the aptly named Mountain **Valley** post office. Established in 1938 with Raymond Taulbee, postmaster, it was soon only three-fourths of a mile above Sky. When it closed in 1975 it was just east of Taulbee Fork. On current state maps the two names are juxtaposed.

Wolverine and the Cane Creek Post Offices

Cane Creek, at least 9 ½ miles long, joins the North Fork one mile above Wolverine. Other than **Cane Creek** itself (see above), the earliest of the post offices serving its valleys was **Elkatawa** [Ehl/kuh/tah or ehl/kuh/toy]. This name is said to have been applied to its local station by the Kentucky Union Railroad, which had arrived in that vicinity in 1890, and to the mine around which a company town was being built. On April 21, 1891 the anxiously awaited post office was opened with Eli C. Jones, postmaster, and also given this name. The office, which closed in 1982, was always a short distance up Lindon Fork of Cane, two miles from the North Fork and three (rail) miles west of Jackson, within a few hundred feet of several businesses on the present Ky 52 and the now defunct station.

Whence the name **Elkatawa** remains enigmatic. Though there seems little doubt it was named by the railroad, some have questioned the idea that it was named for Elskwatawa, the so-called Shawnee prophet. According to those who accept this derivation, **Elkatawa** was corrupted from **Elskwatawa**, supposedly a variation of **Tenskwatawa**, the name roughly meaning "open door" that had been assumed by Lalawethika (the noisemaker), the half brother of Chief Tecumseh, after he had envisioned the destiny for his Indian brethren. But, again, whence Elskwatawa? This was the spelling of the Prophet's name given in D.G. Brinton's "The Shawnees and Their Migrations" in *The Historical Magazine* (Vol. X(1), January 1866 Pp. 14) which may have derived from the novel "Elskwatawa, The Prophet of the West" known only by its excerpt in the *New York Mirror* of

July 9, 1836. But why a railroad station and, later, a post office would have been named for The Prophet, in any rendition of his name, is most curious for he was never an exemplary character to early white settlers of the Ohio valley. So maybe there's something to the other possibility that it was named for one Ellen Katherine Walsh, the oldest daughter of the engineer who had surveyed the route for the Kentucky Union.¹²

In 1899, the Ohio and Kentucky (O&K) Railroad was chartered, and construction began from what became the O&K Junction (with the L&E, later the L&N, Railroad), just above the mouth of Cane Creek, for some forty miles north to the Licking River. At that time, the area below the mouth of Cane was called **Bowman Branch**. In 1902 the O.B. Robinson Company built a sawmill here and some cabins and a commissary for the workers on land leased from George Hays. From February 5, 1908 through July 1914 the mill and camp were served by the local **Hays** post office. William K. White was its first postmaster.

In 1916 Robert T. Gunn (ne ca. 1868) arrived in the area, by then or shortly thereafter called **Three Mile** for its distance below Jackson, and began mining coal on some 2,000 acres leased from the KU Land Company. On February 13, 1920 he re-established the area post office at the mouth of Sugar Tree Branch, a mile below (north of) Hays and called it **Gunn**. By then the local O&K station, which had been **Riverside** for Gunn's mining company, was renamed **Gunn**. In March 1928 Gunn was succeeded as postmaster by his partner Joseph E. Stivers. Yet, in 1926, Gunn's Riverside Coal and Timber Company was bought out by the Wolverine Coal Company of Flint, Michigan, and two years later Stivers was running the **Wolverine** [wool/vuhr/een] post office. When it closed in 1985, the office was still serving a hamlet of this name on the west side of North Fork, one mile below Cane Creek and four miles above the mouth of Frozen.

Glee and **Curt** were post offices serving the upper end of Cane Creek. The former, run by John S. and Malury (?) Hollon from May 19, 1916 through November 1917, was on the creek, some 3 ½ road miles west of the river at Howard Creek, and seven miles above (south of) Elkatawa. Whence Glee is not known. The **Hollons** first proposed their own family name.

On April 28, 1928 a post office called **Curt** for Curt Turner or, possibly, Curt Spicer, local men, was established by John Hall near the head of the creek. It was moved in 1945 some two miles down the creek to a site near the Drew Memorial Church, where **Glee** is thought to have been, where it closed in 1973.

Post Offices in the Valleys of the North Fork above Jackson: Quicksand Creek and its Branches

The thirty-nine mile-long Quicksand Creek heads at Decoy, on the Knott County line, and joins the North Fork opposite the present Quicksand community, 3 ½ miles above (southeast of) Jackson. It is traditionally believed to have been named for the soft sandy surface near its mouth, a most hazardous condition for nineteenth century travelers. In more imaginative accounts, horses and their riders drowned when they sank so deeply they couldn't get out. Twenty-one post offices have served residents of its main valley and principal branches.

Its first post office, **Hunting Creek**, was established on January 21, 1878 by landowner Charles B. McQuinn probably at the mouth of Tackett Fork of the Quicksand branch for which it was named. The 6 1/12 mile-long Hunting Creek heads just short of the Magoffin County line, and joins Quicksand at the last site of Rousseau (see below), eighteen miles east of Jackson. The office closed in June 1881. The creek's name origin is merely assumed.

The second office on Quicksand Creek was established on March 18, 1878 less than two months after Hunting Creek. It was then some three miles up the creek, probably in the Round Bottom, a mile above the future Noctor. It was called **Quick Sand Mills** (sic), suggesting that it was or would be serving one or more early mills of which we know nothing. Fletcher McGuire was the first postmaster. In June 1888, with L.W.P. Back as postmaster, it became simply **Quicksand**. In November of that year it was discontinued. It was re-established, probably at or near the same site, on May 24, 1890 with Eli Roark, postmaster, but closed again in May 1895.

On May 23, 1906 Mike Robison (sic) re-established the **Quicksand** post office at the mouth of the creek where it lasted through December of the following year. Then, on December 4, 1910, after the railroad extended its tracks above Jackson, Robison re-established the office, still as **Quicksand**, where it would

serve the largest hardwood sawmill complex in the country. Three mills were built for and operated by the Mowbray and Robinson Lumber Company on land acquired from the Back family shortly after the turn of the twentieth century. The company town that grew up here just before the First World War soon boasted a population of over 5,000. With the inevitable depletion of the area's timber by 1923, the company moved out, dismantling the mills, abandoning the other local buildings, and relocating most of its workforce far and wide. In 1924 the University of Kentucky acquired some 15,000 acres of company land for its Robinson Agricultural Experiment Station to develop and foster new agricultural and forestry methods.¹³ Though the post office in Ed Combs' store was suspended in November 1992, the station and its U.S. Soil Conservation program, plants material center, forestry school, and tree nursery continue to support the area's economy.

Post Offices in the South Quicksand Creek Valley

The South Fork of Quicksand Creek extends over eighteen miles to join the main stream less than half a mile above the North Fork. The first of its six post offices was the unremembered and unaccounted for **Sikes**. From January 31, 1888 to October 1896 it may have operated on Press Howard Creek which joins the South Fork 8 ¼ miles from the main Quicksand. The first name proposed for the office was Green for its first postmaster Green V. Williams.

Smith Branch, the 2 ½ mile-long first south-side tributary of Quicksand's South Fork, gave its name to an office established at its mouth of June 6, 1890, with Kit C. Hardin, postmaster. By 1896 it may have been a mile up the branch, but in 1907 it was back to its mouth, 1 ¾ miles from the main Quicksand. When it closed in November 1911 it was one third of a mile up the Branch.

Portsmouth, the post office that was to serve the area around Smith Branch in more recent years, was opened on January 14, 1911 by Andrew D. Jackson. He and others from Portsmouth, Ohio had come to the Quicksand valley to establish the Rehoboth Mountain Mission. His office was first located at the mouth of Press Howard Creek (where Sikes probably had been)¹⁴ but by 1920 it had been moved at least three miles down the fork and was followed three years

later by another, 1 ¾ mile, move. By 1926 it had arrived at the mouth of Smith Branch where it continued to serve the nearby mission till it closed in 1975.

Replacing **Portsmouth** at the mouth of Press Howard was **Press**, established on December 9, 1919 with Bell (sic) (Mrs. Floyd) Napier, postmaster. By then this office was 3 ½ miles above Portsmouth. Within three years it had begun its own moves along the Fork, probably reaching the mouth of Poll Branch in 1926. By 1939 it had moved nearly two more miles down the Fork to serve a small settlement of some 300 persons known as **Big Orchard**, just above Lower Open Fork (now known as Dumb Betty Branch), two miles above Portsmouth. By 1946 it was moved 1 ¼ miles back up the Fork, and in 1947 it reached its final site, at the mouth of the present Ben Smith Branch (formerly known as Brickey Branch) where it closed in 1954. **Press** was, of course, named for Press (or Preston) Howard who, in the 1840s and 50s, had acquired several tracts of land on South Fork and its Higgins Fork branch (which may have been Press Howard Creek's first name).

Two more South Fork post offices whose several sites also served areas served by Sikes, Portsmouth, and Press were **Clemmons** and **Wilstacy**. In fact, today, all of these sites are essentially one large neighborhood on a Jackson rural route.

Clemmons, named for the area descendants of Virginia-born Benjamin Clemons (ne ca. 1795) and his wife Polly, early Quicksand Creek settlers, was established on July 1, 1905 with George Prater its first postmaster. It was then on South Fork, three fourths of a mile below Brickey Branch, roughly halfway between Smith Branch and Press Howard Creek. It probably remained in that vicinity, with Henry C. Clemons, postmaster, from November 1906 till it closed in April 1916. In the 1930s it was the site of the **Press** post office and, most recently, that of **Wilstacy**.¹⁵

Before it ended its days just above the **Clemmons** site, the **Wilstacy** [wihl/stays/ee] post office had occupied sites on the upper reaches of the South Fork and possibly some of its branches. It was established on June 21, 1927 and named for its first postmaster William M. Stacy. According to his Site Location Report, it would be on the South Fork, nine miles west of Press post office (then probably at the mouth of Poll). Also, according to this report, its first proposed name was **Lewis**. In 1928 Johnny Grigsby, by then postmaster, had it moved three miles up the Fork to a

site probably at its very head, only 3 ½ miles from Decoy, on the Knott County line. In February 1931 Robert Lee Howard had it moved three-fourths of a mile down the Fork where it closed on May 14, 1932. In late 1936 Harlan Fugate had the office re-established over ten miles down the Fork, at the mouth of Press Howard, and later it was moved to its last site, below Clemmons. It ceased being an independent post office in March 1968, and was a rural branch till 1972.

Other Post Offices on Main Quicksand Creek and its Branches

About half a mile below (west of) the mouth of Hunting Creek, Jeremiah McQuinn, on February 28, 1882, established the post office of **Rousseau** [roos/aw]. Though he is said to have named it for the operator of a local windmill, there's no record of such a person owing a mill in the county, nor is anyone of that name listed in any of the late nineteenth century census records. Yet Rousseaus lived in other sections of the state. There's the remote possibility that it was named for Lovell Harrison Rousseau (1818-1869), the Lincoln County-born, Louisville attorney, Kentucky State Senator (1860-61), and Union Army general who, from 1865 to 1867, represented Louisville in the U.S. Congress. He's best known for having received "the transfer of Alaska from the Russians" in 1867.¹⁶ In any event, the office closed in mid-May 1895, but was re-opened early the following February by Buckhanon McQuinn, probably at or near the first location.¹⁷ In fact, it stayed at this site till 1934 when it began the first of its several vicinity moves, arriving in 1974 very close to where it began. Here it remained till it closed for good in 1996.

Bays was the third post office to serve the Hunting Creek valley. It still does. It was established on March 30 1898 by Alley M. Bays and may have been somewhere on Mud Lick Branch of Licking Fork, four to five miles above Quicksand Creek, and less than a mile above Licking's confluence with Hunting, for Bays' first name choice was Mudlick. But as that name was then in use in Monroe County, Bays gave it instead his own family name. By 1912, however, the office, with Mintie Holbrook in charge, had been moved to the mouth of Licking, 2.3 miles from Quicksand Creek. In 1947 it was moved two miles up Hunting to its present site in a store at the mouth Wells Branch, 1 ½ miles from the Magoffin County line.

Then there's the post office of **Daisydell** whose history and name source remain enigmatic. Though postal records have it established in Magoffin County on August 13, 1884, first postmaster Elliott Howard's first Site Location Report indicated that it would be (and probably was) on Quicksand Creek, ten miles above (east of) Rousseau, about where the Howard School is shown on mid-twentieth century topographic names. This makes it clearly in Breathitt County, about 1 ½ miles below Lambric and the mouth of Spring Fork. It closed in late April 1896.

When, the following year, Leck Mann re-established the local office on Quicksand, just below the mouth of Spring Fork, he suggested that it too be called **Daisydell**. It wasn't, and the equally enigmatic **Lambric** was given to the office when it opened on July 7th. In early 1927, postmaster and storekeeper Adam D. Carpenter, probably at the behest of the Dawkins Log and Mill Company railroad, which had extended its line south from Tiptop, moved the office and his store three miles up Spring Fork to the mouth of Hawes Fork. The local station was thus called **Carpenter's Store**, though the post office remained **Lambric**. By 1930, however, the office was back near Quicksand, and when it was suspended in October 1992, it was just above Spring Fork's mouth.

The Hawes Fork area had another post office, at the first of its two sites. This was **Betsmann** which its petitioner Fannie (Mrs. Ashford) Joseph located on the Fork, six miles above Lambric and two miles from Magoffin County. It may have been on the three mile long stream for which it was named which heads just south of Tiptop (in Magoffin County) and joins Hawes Fork a mile from the latter's Spring Fork confluence. This stream was the route taken by the Dawkins rail line. (Yet, an early 1920s map shows **Betsmann** on Hawes Fork itself, about where it's joined by another Mud Lick Branch, a mile above the Hawes Fork School.) The **Betsmann** name had been applied to that stream at least by 1910 and undoubtedly honored one of the area's Betsy (or Betty) Manns. It was possibly the Betty Mann (nee July 1881) who, by 1900, was married to Nath Mann (ne October 1863)

To Be Continued

Postal Vignettes From Northern Illinois

by Dale Speirs

I have a number of correspondents, both philatelic and non-philatelic, from the Chicago area and Milan in Illinois, and in consequence have accumulated some modern postal history from them which I will use as the basis of this article.

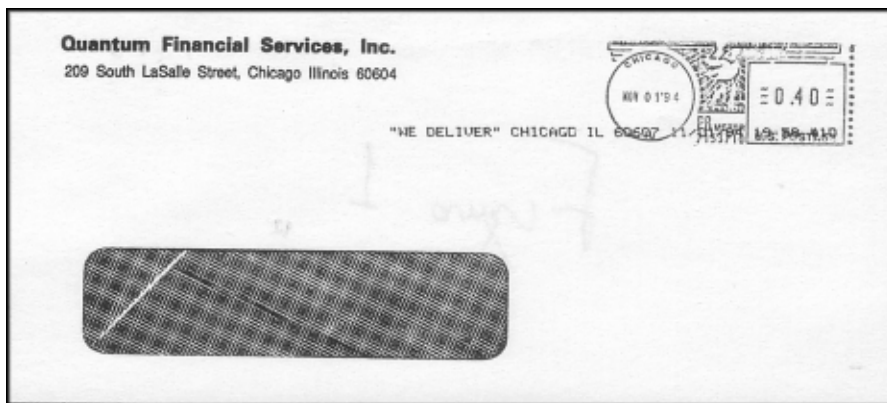


Figure 1 Chicago “We Deliver” spray marking, 1994.

We Deliver.

By 1993 the Chicago postal system was near collapse, with only about 60% of its mail being delivered on time and much of it simply vanishing. It was crippled by an obsolete infrastructure, lack of proper management, and loss of experienced staff due to downsizing. A very readable account of those days appeared in the October 24, 1994, issue of the *NEW YORKER* magazine [1]. I have always considered it one of the most horrifying non-fiction works I have ever read. I do not exaggerate; if you are seriously interested in the history and inner workings of the USPS, check with your local library for a copy.

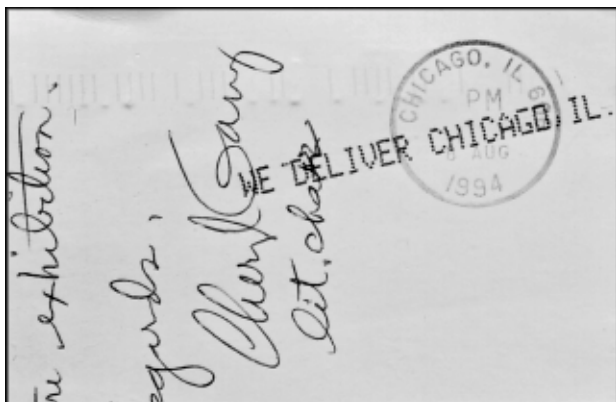


Figure 2 We Deliver variant, 1994

The article impressed me so much that I kept an eye out for mail I received from my Chicago correspondents, all of whom were non-philatelists. By late 1994, the Chicago postal system was starting to struggle back up from its nadir. I kept a couple of covers from then with the ironic spray-on cancel “WE DELIVER CHICAGO IL” (*Figures 1 and 2*). There are a number of variations of this single-line postmark, usually a matter of punctuation marks here and there.

Postage Due Or Not.

In early 1991 I received a large manila envelope from Chicago, dated January 28, with a two-line strike “POSTAGE VERIFIED/ AT AMF O’HARE 60666” (*figure 3*). On looking at it, I think the reason it was pulled out of the mailstream for inspection was not to check the weight but because the meter strip was taped onto the envelope with a short piece of Scotch tape. Evidently what happened was the

sender had trouble making the strip stick to the envelope, perhaps due to defective gumming, and so used a bit of tape for insurance. This may have caused the postie to become suspicious and think the strip had been taken off another envelope and was being re-used. In any event it passed muster and was sent on its way without postage due being assessed.

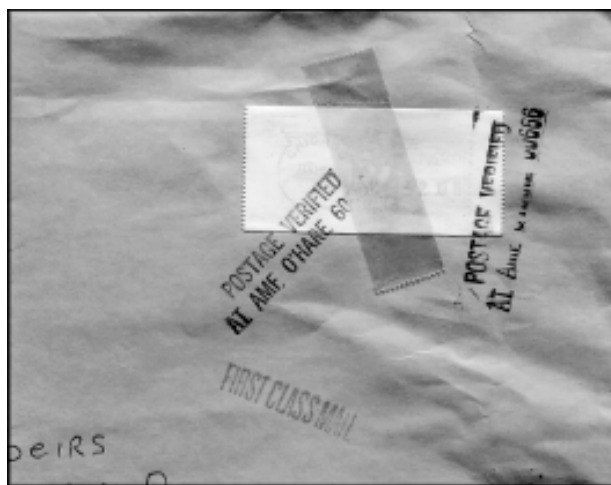


Figure 3 Postage Verified handstamps applied to a meter affixed by tape indicate that this piece of mail caused suspicions among postal staff.

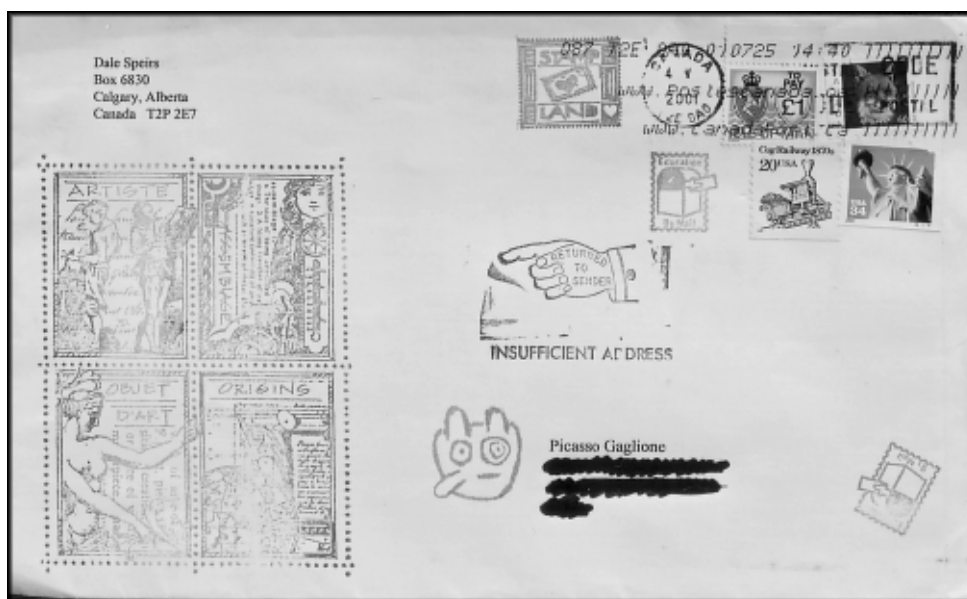


Figure 4 Cover mailed from Canada to Chicago in May 2001 and back to Canada in July 2001.

In May 2001, I mailed an item to a Chicago correspondent. In July of that year, he used the envelope to send something to me. What he did was to black out his street address, add American postage plus a Isle of Man postage due label, and toss it in a street letter box. The cover is shown in *figure 4*. The stamp in the extreme upper right, depicting a fox, is the 60-cent Canada stamp I used to mail the original letter. The Isle of Man label is adjacent to it and below are two USA definitives to pay the postage. The only postmarks are a Canadian CDS machine slogan dated May 4 from my original mailing, and a Canadian spray-on dated July 25, applied by the Calgary post office as a receiving mark.

When the envelope re-entered the mailstream at Chicago, it received a pointing finger marking with a "RETURNED/TO/SENDER/INSUFFICIENT ADDRESS" direction. The posties ignored the USA stamps and did not cancel them. (The other rubber stamps are mail art rubber stamps; the block of four on the left applied by me, and the small ones on the right half by my correspondent, who retails artistic rubber stamps.) It appears the

Chicago posties quickly glanced at it and called it a re-directed item, not noticing the stamps.

Mail Art.

A mail artist friend of mine in Milan, Illinois, specializes in mailing oddball items as is. *Figure 5* shows a printed circuit board mailed July 13, 2000, with my address engraved directly on the board and self-adhesive definitives used for mailing. Postal historians will please note that water-activated stamps do not stick as firmly as self-adhesives, hence the latter are much preferred by mail artists. *Figure 6* shows a CD



Figure 5 Printed circuit board addressed to Canada.

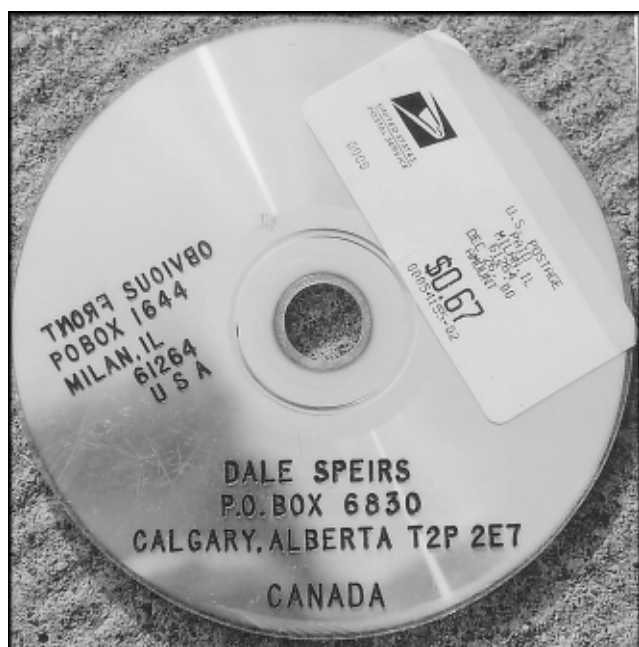


Figure 6 Compact disc mailed without any packing, December 2000.

mailed as is, using a meter strip from a USPS counter clerk. I imagine the items out of Milan made for interesting conversation in the postal depots.

As an aside, I have gotten various such items from other mail artists across Canada and the USA, mailed without protection, and they have always come through in perfect condition. By contrast, about once a month I get a crumpled manila envelope that looks like wreck mail. Go figure.

The metro Chicago area is a hotbed of mail artists, most of whom use traditional envelopes gaily decorated with rubber stamps and artistamps. Artistamps are cinderellas or labels printed, photocopied, or hand-drawn by artists. The majority of mail artists are wise enough not to make them too similar to postage stamps, or if so, at least ensure that genuine stamps are on cover to pay the postage.

Two Chicago mail artists neglected these precautions in the middle 1990s and ended up in trouble with USPS Inspectors. Michael Hernandez de Luna and Michael Thompson created artistamps in the style of USA postage stamps. They mailed them in lieu of postage from 1995 to 1998, when they ran afoul of the law [2]. Unlike most mail artists, who do artistamps for fun, these two men then framed the covers that got through and put them up for sale in art galleries. They were served with restraining orders in early 1998.

References.

- 1] Franzen, J. (1994-10-24) Lost in the mail. *NEW YORKER* 70(34):62-68,70-77



MKD Research & Consulting

Michael K. Dattolico
 3830 Bernard Place
 Columbus, Ohio 43224-2201


614/263-6145
 mmdattol@aol.com

Specializing in:

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

West Virginia Research Papers


By Alyce Evans



CABELL COUNTY

16th county created

LESAGE'S (1871-1891)
 SAME AS LESAGE (1892-OP)
 PROPOSED NAME-PHOENIX, ^{1st} Known as Carsons Landing
 UNION DISTRICT ATHALIA QUAD (04)
 386760E 4262720N 560'
 ESTABLISHED 14 Aug 1871
 DISCONTINUED 30 May 1891
 m/Green Bottom



Fr Mary M Lesage 2 Aug 1871:
 RT 91153 FR IRONTON(O). TO GALLIPOLIS(O) ON WHICH THE MAIL
 IS CARRIED 3X PER WEEK
 CONTRACTOR IS C G PIERCE
 ATHALIA, PO - 1/2 mi - ACROSS THE OHIO R
 OHIO R-80 YDS
 NINE MILE CR-2mi S
 VILLAGE OF 120 FAMILIES-POP SUPP-700

POSTMASTERS:
 MARY M LESAGE 14 Aug 1871
 FRANCIS J LESAGE 19 Feb 1874
 MRS LILLIE B LESAGE 1 Dec 1886

LESAGE, owes its existence to the broken wheel-shaft of an Ohio River packet and the impatience of Jules LeSage, immigrant band-box manu-facturer of Paris, France. In 1851, after a short residence in New York, he set out to join a colony founded at Nauvoo, Illinois, on communistic

Rare Nine-Cent Rate to France from a Small WVa Town



principles evolved by Etienne Cabet. Irrked at the delay caused by the broken shaft and tired of travel, LeSage disembarked, purchased 600 acres of land, and on the hillside built a rambling two-story frame dwelling with balconied upper story, affording a clear view of the river, a characteristic feature of the old valley residences. Carved palings in porch banisters and figured wooden pillars supporting the second-story porch give it the appearance of a steamboat's texas and indicate the influence of steamboat design on the homes of early rivermen.
 (From WVa Heritage Encyc)

LeSage's, WVva, manuscript town and date marking (faintly visible in the upper left hand corner) June 21, 1876, to Jules LeSage at Seine, France. The recipient, with same name as the town, was likely the town founder or a close relative. The pen-cancelled 6¢ carmine (Sc. 148) and 3¢ green (Sc. U163) government envelope, overpaid the new UPU rate of 5¢ established on 1 January 1876. The previous French treaty rate of 9¢ (1 Aug 74 to 1 Jan 76) is scarce, even during its authorized use, since it was only in effect for 16 months before France's tardy admittance to the UPU.

Departed by American Mail Packet from New York City on June 28th, and arrived at the Calais, France, port of entry, on July 8, 1876. Backstamped at Vanves., France, on July 9th.

CABELL COUNTY

LESAGE

UNION DISTRICT ATHALIA QUAD(04)
386760E 4262720N 560'



16th county created

ESTABLISHED 21 Jul 1892-OP

LESAGE 25537, Cabell County, on the Ohio River, named for Jules LeSage, who came to the county in 1851. First known as Carson's Landing.



Fr Francis J Lesage 27 Jun 1892:

RT 231604 FR WHEELING TO HTG. ON WHICH MAIL IS CARRIED 12X P/WK

COXS LANDING-3mi S GREEN BOTTOM-3mi N OHIO R-1/16mi

LESAGE RR STATION POP-250

Fr W W McFann 24 Sep 1914-CHG OF SITE 96 RODS S: 9mi cr-1mi E

Fr J W Lasley 10 Mar 1924:

OHIO R-500' GOOSE RUN-1mi N B&O RR-LESAGE STA

Fr W W McFann 30 Jan 1935-CHG OF SITE 1220'S

POSTMASTERS:

FRANCIS J LESAGE 21 Jul 1892

LILLIE B LESAGE 24 Sep 1892

FLORA A LE SAGE 26 May 1899

ERNEST C DAVIS 8 Dec 1903

JOHN W LASLEY 16 Dec 1907

FRANCIS LESAGE 14 Aug 1909

JOHN W LASLEY 14 Sep 1910

WM W MC FANN 21 Sep 1914

JOHN W LASLEY 8 Apr 1922

W W MC FANN 27 Aug 1935(d. 2/20/52)

NOEL C MCFANN 31 Mar 1952

GEORGE D MILLER

MISS LEONA E MILLER

MRS LEONA M GOLFORD

MILDRED MOORE

MRS IRENE AUSTIN

CECIL B NISWANDER

19 May 1953

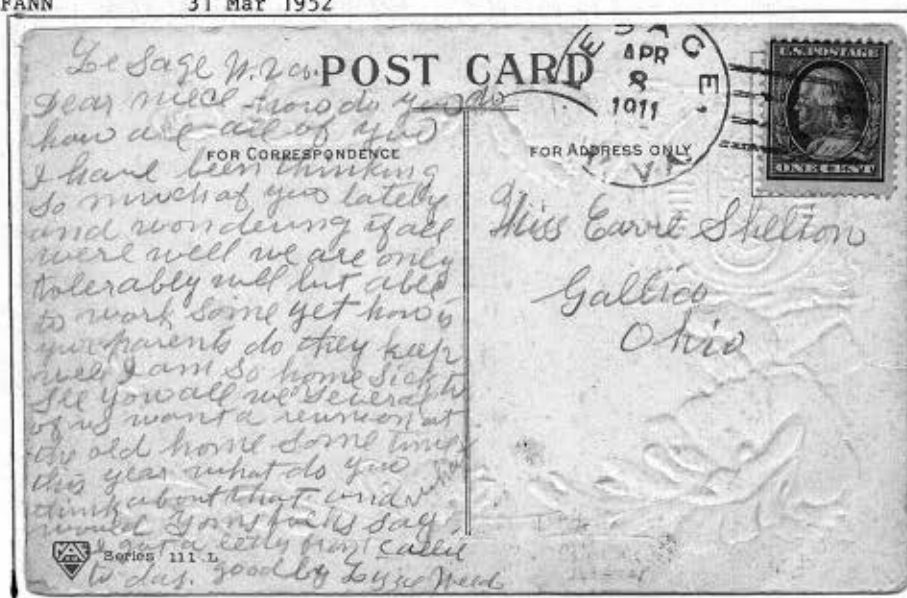
28 Jul 1954

6 Apr 1955

24 Sep 1959

5 Jul 1961

15 Nov 1963



LESAGE, APR 8, 1911. Doane, four bar (type 2#2), townmarking and duplex cancel. 1¢ Green Franklin.

WANTED: CALIFORNIA

**Postal History by County Pre-1920
California
Counties:**

**Alpine, Inyo, Mono, San Bernardino
Orange & San Diego**

Please write or call:

**Bob Nichols
1423 N. 1st Ave.
Upland, CA 91786
(909) 982-9697**



WANTED!

**North Dakota
Territory
Postmarks**
(Photocopies)

For publication of North Dakota Territorial
Postmarks

Short Term Plan: Serial Publication in *La Posta*

Long Term Plan: Comprehensive Catalog

Send To:

**Mike Ellingson
P.O. Box 402
Eagan, MN 55121**

E-mail contact:

mikeellingson@juno.com



TOMORROW'S POSTAL HISTORY IS HAPPENING TODAY!

Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating in 2002.

The only official source, **USPS' National 5-Digit Zip Code & Post Office Directory**, leaves out literally thousands of stations and branches, lists closed offices, and is riddled with other errors.

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.

Available in handsome notebook format for \$50, or two computer disks for \$15.80. Payment (payable to PMCC) to Andrew Mitchell, P.O. Box 5, Tariffville, CT 06081-0005. Individual state lists also available – see order form at <http://www.postmarks.org>

Questions or requests for a free sample to above address or by e-mail to: ajmitchell2@attbi.com





DON'T MISS THE *FUTURE* OF INTERNATIONAL MAIL

Alex Gundel's new pioneering book, **Remail and the Globalization of the Mail Market**, chronicles the processing, routes, and markings of international remailers like DHL and TNT since the 1980s. Over 450 markings and covers are listed.

Richard Helbock, editor of *La Posta*, writes:

"What (Gundel) has written is – from a postal history perspective – earth shaking! Remailing is without-a-doubt the shape of things to come. . . ." (Oct/Nov 2000 review)

Price: \$US 19.00 cash (APS members may remit by checks drawn on a U.S. bank). Price includes surface postage. For airmail post, add \$US 10.00.

**Alex Gundel, Mainzer Str. 76,
D-50678 Cologne, Germany.
E-mail: alexander.gundel@dlr.de
<http://www.dlr.de/~agundel/remail.htm>**



CANADA COVERS

WEBSITE

INCLUDING USA RELATED COVERS

www.canadacovers.ca



**Jim Miller Ltd. Box 3005
Kamloops, BC CANADA V2C 6B7**

USA POSTAL HISTORY

Colonial to Prexies: Maritime, Destinations,
Expos, DPOs, Railroad, Territorial,
CSA, Possessions, & Military

**ARIPEX, Tucson, AZ — 24-26 Jan
Sarasota, FL — 31 Jan - 2 Feb**

STEPHEN T. TAYLOR
5 Glenbuck Road
Surbiton, Surrey
England KT6 6BS

Phone 01144-208-390-9357
Fax 01144-208-390-2235
Email: staylor995@aol.com
www.stephentaylor.co.uk

Member: ASDA, APS, USPCS, MCS, PTS, ASC-GB

Your American dealer in Britain



**Your Ad Could
Appear
in this Space for
just \$126 per year
(six issues)**



La Posta advertising reaches over 1,000 active postal history enthusiasts each issue. Why not let us carry your message to the hobby?

Write or e-mail

Cath Clark

at

P.O. Box 100,

Chatsworth Island, NSW 2469 Australia

cath@la-posta.com

PROFESSIONAL POSTMARK TRACING & MAPS



I will execute to your exact specifications accurate tracings of plain or fancy postmarks, cancels and maps. My work

has appeared in *La Posta* in both the Washington Territorial postmark series by Richard A. Long and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks or maps for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

Jane Dallison

P. O. Box 296, Langlois, OR 97450

(541) 348-2813

WANTED: Old Letters & Correspondences

We will pay you extremely generous prices for old American letters, correspondences, diaries, journals, documents and manuscripts. We especially seek 19th century or earlier, but will consider anything pre-1945, including WWI, WWII soldier's correspondences. These needn't be for famous people, just interesting content. We also buy autographs. Free appraisals, quick decision, instant payment! We pay all postage costs.



Fred Schmitt

TOP PRICES PAID!

Visit our website: www.fredschiitt.com



Member: Manuscript Society,
ASDA, APS, PTS (London),
CSDA (Canada)

Investors Ltd.

International Postal History Specialists Since 1953

P.O. Box 67 • Woodbury NY 11797 USA

Phone: (631) 367-4030 (24 hours) • (631) 385-8961

Fax: (631) 425-0460

E-Mail: fred@fredschmitt.com



WANTED - 'Sailor's mail' covers (NON-philatelic)

Postmarked Dec. 1, 1941 - Sep. 2, 1945 aboard:

U.S.S. PENSACOLA (CA-24)

U.S.S. SALT LAKE CITY (CA-25)

U.S.S. NORTHAMPTON (CA-26)

U.S.S. CHESTER (CA-27)

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

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

U.S.S. HOUSTON (CA-30)

*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.

LA POSTA CLASSIFIED ADS

**Only 5 cents per word delivers your message to the
largest and best informed group of postal historians in
America**

Word Count	1 issue	3 issues	6 issues
1-25	\$1.25	\$3.12	\$5.94
26-30	\$1.50	\$3.75	\$7.14
31-35	\$1.75	\$4.35	\$8.28
36-40	\$2.00	\$4.98	\$9.48
41-45	\$2.25	\$5.61	\$10.68
46-50	\$2.50	\$6.24	\$11.88
51-55	\$2.75	\$6.84	\$13.02
56-60	\$3.00	\$7.47	\$14.22
61-65	\$3.25	\$8.10	\$15.42
66-70	\$3.50	\$8.73	\$16.62
71-75	\$3.75	\$9.33	\$17.76
76-80	\$4.00	\$9.96	\$18.96
81-85	\$4.25	\$10.59	\$20.16
86-90	\$4.50	\$11.22	\$21.36
91-95	\$4.75	\$11.82	\$22.50
96-100	\$5.00	\$12.45	\$23.70

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

POSTAL HISTORY featured in our mail bid sales. Free catalogs. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116-1467. junostamps@aol.com [34-3]

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet website: http://www.postal-history.com. [34-1]

GRAND FATHER'S Collection: All covers old, U.S. Postal history 36/\$110; U.S. Naval 36/\$110; First Flights 36/\$110; Advertising 36/\$110; Worldwide Postal History 36/\$110; (½ lots available). Beautiful covers! Send \$5 cash for entire catalog. Victor Schwez, 10519 Casanes Ave., Downey, CA 90241 [35-4]

TOWNS: WANTED

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 [33-5]

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]

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]

TOWNS: WANTED

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]

WASHINGTON, DC COVERS wanted. Non-machine 1900-1915. No 3rd class. Carl Stieg, 260 Merrydale Rd., Apt 15, San Rafael, CA 94903. carl_phil@webtv.net [34-4]

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]

IDAHO PANHANDLE: Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties. Interested in all postmarks and other postal history items. Send photocopies or priced on approval. Write or e-mail for post office lists. I will pay all copying or mailing costs. Peter Larson, 5301 Robinson Park Rd., Moscow, ID 83843, Tel 208-883-8297, e-mail plarson@wsu.edu. [33-6]

LOUISIANA and other mid-Gulf Coast states. Stamped/stampless, etc., postal history (1790-1920). Individual items/entire correspondences. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069, PH: (504) 835-9611 [33-5]

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 [34-4]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[33-5], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

**November 20,
2002**

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

TOWNS: WANTED

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [34-6]

OHIO-HOLMES & COSHOCTON counties. All Postal History, DPOs. Especially want Berlin S/L and CDS on folded letters, Baddow Pass, Clark(s), DeWitts Ridge, Dino, Doughty, Drake's, Humphreysville, Jones Corners, Killbuck, Manning, Morgan Settlement, Mounthope, Palladium, Pictoria, Prairie, Salt Creek, Saltillo, Special, Tuttleville, Ward's and Winesburgh. Larry Neal, 8650 Twp Rd 79, Millersburg, OH 44654. Member APS, OPHS. [34-2]

SOUTH DAKOTA Territorial and Statehood covers wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [34-4]

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].

WISCONSIN - WAUSAU (1850+) Would anyone have early covers, with special cancels on the letter? Looking for the octagon cancel which was used in 1870s to 1880s. Would you have any DPOs of Marathon County? Advise, with copy of cover or covers and price. APS Life Member. William Grosnick, Sr., 833 11th Avenue, Wausau, WI 54401 [33-6]



DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [34-5]

POSTAL STATIONERY: WANTED

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

ADVERTISING COVERS: WANTED

URGENTLY NEEDED: Pre-1900 Philadelphia, PA advertising covers illustrated with buildings and street scenes. Also any paper memorabilia or postal history from the Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector, 750 S. Main Street, Suite 203, Phoenixville, PA 19460. [33-6]

LITERATURE: FOR SALE

THE AWARD-WINNING 240-page book of Wisconsin postal history - *Going For the Mail, A History of Door County Post Offices* -- is now at a special price: \$13.00 postpaid from the author. Jim Hale, 5401 Raymond Road, Madison, WI 53711. [33-6]

STOCK REDUCTION sale. Great books at great prices. Free price list. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116-1467. junostamps@aol.com [34-3]

NOW AVAILABLE: Post Offices of Virginia - \$20; The Post Offices and Postmasters of Hawaii - \$20; The Post Offices of Alabama to 1900 - \$20; The Post Offices of Georgia - \$20; Post Offices of Puerto Rico - \$20; Post Offices of Philippine and Ryukyu Islands (under US administration) - \$20. Coming soon Post Offices of WV and SC. All available from the author, postpaid: Richard E. Small, 14349 Coleraine Ct, Reston, VA 20191. [34-4]

United States Post Offices on CD-ROM. The most complete lists currently available*. Contains: Combined alphabetical list of active and discontinued Offices from all states (including years of operation and counties); 50 individual state lists, plus DC and Indian Territory; combined list of all Counties; and statehood, territorial and Confederate secession dates. The ultimate reference for identifying manuscript postmarks, postcards, letters, etc. (*NOTE: Alabama and Georgia have not been fully researched, but this CD includes thousands of offices previously unpublished from those states.) PC or MAC. \$99.00 postpaid, worldwide. (Illinois residents: \$105.68.) Jim Mehrer, 2405- 30th Street, Rock Island, IL 61201. [34-1]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings from any US city wanted. Especially interested in legible duplex and MOB markings. Send photocopies with firm price to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [34-4]

POST OFFICE FORMS WANTED

HELD FOR POSTAGE -- US Post Office Forms #1543, #3540, #3548 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: dls@library.wustl.edu [33-6]

ADDRESS CORRECTION-- US Post Office Forms #3547, #3578, #3579 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: dls@library.wustl.edu [33-6]

WANTED: MISCELANY

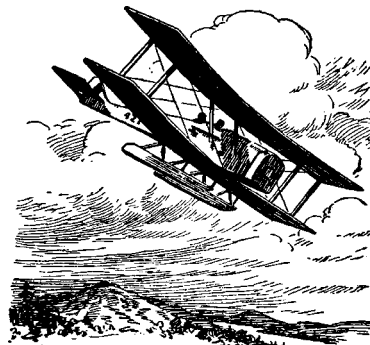
9¢ ALAMO US #1043: plate varieties; commercial covers (interesting destinations and postal markings); unusual FDCs especially postmarked other than San Antonio; Alamo memorabilia. Jane Fohn, 10325 Little Sugar Creek, Converse, TX 78109-2409; jkfohn@myuc.net [34-3]

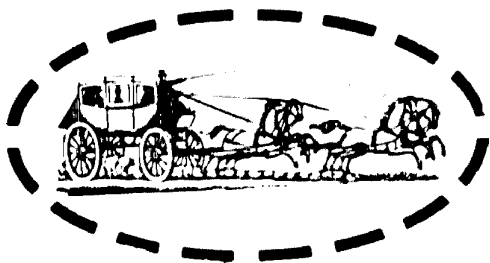
EXPRESS COMPANY & Parcel Delivery Company covers, Corner-Cards, Labels and Stamps. Locals: Forgeries and Fantasies. William Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 E-mail: cds13@cornell.edu [33-5]

AIRMAIL COVERS - Commercial Only (No First Flights or philatelic)-United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C9 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 100, Chatsworth Island, NSW 2469 Australia [33-5]

FOREIGN: WANTED

COMMERCIAL AIR air covers, 1945 or earlier, any intercontinental mail, i.e., Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box 100, Chatsworth Island, NSW 2469, Australia or helbock@la-posta.com





La Posta Publications

**33470 Chinook Plaza, #216,
Scappoose OR 97056
email: helbock@la-posta.com**

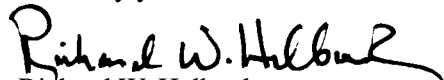
We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

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

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

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

Sincerely yours,


Richard W. Helbock,

Publisher

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

Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the January 2003 issue. Enclosed is my check in the amount of \$20.00.

Name: _____

Address: _____

City, State, ZIP: _____

ADVERTISING IN LA POSTA

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

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

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

These charges include Type setting & Layout

AUCTION/NET PRICE ADS:

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

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

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

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

or

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

INDEX OF ADVERTISERS

DISPLAY ADS

ALASKA COLLECTORS CLUB - 45
 AMERICAN AIR MAIL SOCIETY - 51
 ARIZONA-NEW MEXICO P. H. SOC. - 45
 COLORADO P. HIST. SOCIETY - 18
 JANE DALLISON - 76
 MICHAEL DATTOLICO - 70
 MIKE ELLINGSON - 74
 FLORIDA KEYS HISTOREUM - 45
 JIM FORTE - 55
 ALEXANDER GUNDEL - 75
 RANDY KIMES - 76

DISPLAY ADS

LA POSTA BACKNUMBERS - 45
 LA POSTA SUBSCRIPTION FORM - 79
 JAMES E. LEE - 37 & 71
 MICHAEL LUDEMAN - 55
 JIM MILLER - 75
 BOB NICHOLS - 74
 PMCC - 74
 SCHMITT INVESTORS LTD. - 76
 DONALD F. SHEA - 8
 STEVE SIMS - 55
 STEPHEN T. TAYLOR - 75