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The Cover: The photograph on the cover shows Shasta in 1865. The building with the tower in the background was the original log courthouse of Shasta County. Many of these buildings burned in the fire of 1878. Photo courtesy of Shasta State Historic Park.

Awards

Silver Vermeil STaMpsHOW 89
Vermeil SESCAL 91
Vermeil PHILITEX 1992
Vermeil COLOPEX 94
Vermeil STAMPshow 95
Vermeil COLOPEX 2001

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The annual membership in the society includes a subscription to Western Express. All who share an interest are invited to join. Annual membership is $20.00 per year. Single copies of back issues are priced at $8.00 and can be ordered from Michael Rainey, P.O. Box 1, Washington CA 95986-0001. Application for membership should be directed with payment to John Drew, 15370 Skyview Terrace, San Jose CA 95132-3042. Claims for missing issues made within six months will be serviced free of charge.

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San Jose CA 95132-3042

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From Your Editor
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This Issue
With this issue we continue with an extraordinary display of covers originating at Shasta, California, shared with us by a number of different collectors.

This effort may well prove beneficial for future issues, as there seems to be support for a project involving a series of articles to be called "Follow the River." This series will start at the headwaters of the Sacramento River in Siskiyou County, and follow its waters southward - at least through Shasta County - discussing the post offices that have operated along the way. The Sacramento River became a transportation corridor, first with a stage line, then as the main rail route between Oregon and California, and today as the route of Interstate 5. The post offices along this route have been numerous, many of them small mining camps or rail stops. A great many sites have disappeared under the water impounded by Shasta Dam as Lake Shasta. If you have illustrations or information that would aid this project, please contact your editor.

In addition to the Shasta material, this issue also contains another segment on Hawaii by Randall Burt. This installment covers the post office of Holualoa and continues with the post office of Honokaa. The section of Honokaa was so large it has been split, with the remainder to appear in the March 2002 issue.

Maps. This issue presents the remainder of the county maps from the 1904 "County Atlas of California" with maps 16 through 20, comprising the southern part of the state. Maps convey a lot of information and seem universally popular; with your editor's background in geography it seems natural to have a map or two in each issue. These are usually connected with an article, but the "County Atlas" series has been presented without an article because the content is so pertinent to that which we collect. In future issues we may occasionally have a map section to show other maps of general or special interest.

The flow of materials to use in Western Express has been good, and your editor thanks all who have contributed material. There is always room for more -- it need not be the culmination of seven years of exhaustive research, though such is welcome. This is your journal, and if you find an item interesting, chances are others will too.

Updates to California Postmark Catalog
SAN DIEGO COUNTY
In the next issue Oscar Thomas will provide us with changes to John Williams' California Postmark Catalog for San Diego County. This will include extensions of earliest and latest known dates for individual postmarks for each town, and perhaps a few new cancel devices.

This is the time to review your holdings of San Diego County and report any date extensions or new postmark types to Oscar. You can check your material with the information published in the two volume set. If you don't have this set, you can check it against the listing published in Western Express in the April 1992 issue. If you don't have access to either, but have some interesting San Diego Co. material, send in photocopies anyway to Oscar at P.O. Box 604, El Toro CA 92630. Remember, the catalog only runs through 1935.
"Land" Arizona

Relating to the puzzling postmark presented in our last issue, Ted Gruber has the following comments to make: "I'm fairly certain this is actually a receiving cancel from Poland, Arizona..... the lettering appears more proportionally correct if one inserts the letters 'PO' before the 'LAND'. Regarding the card being addressed to 'land', I have a guess.... I suspect the sender interpreted the recipient's address of Poland, Arizona as 'P.O. land, Arizona' and chose not to address the card that way, but instead simply to 'land'. It that's the case, give credit to ther post office for figuring it out!"

It seems like a plausible explanation. Any other comments?

New Jerusalem (Jerusalem)

The Ventura County Museum of History & Art will have an exhibit on Jewish history in spring 2002, and they would like to have a photocopy of a cover from New Jerusalem (1882-95), Jerusalem (Feb.-June 1895) or both. If you can help them with either or both, please contact curator Richard Welch at 805-653-0323, extension 19.

LaMar E. Peterson, 1914-2001

LaMar E. Peterson, long-time postal history dealer and collector, died in Salt Lake City, Utah on August 3, 2001. LaMar gained renown through his life-long study of Utah postal history. It was often said that if LaMar had not seen a particular Utah postal history item, it probably did not exist. He was also knowledgeable about Nevada and Montana postal history. He was a 50+ year member of the Utah Philatelic Society, where he won numerous awards and mentored many.

LaMar was born June 30, 1914 in Salt Lake City. He joined the Civilian Conservation Corps, and served in the Army Quartermaster Corps during World War II. He was on the beach at Normandy the day after the invasion as part of the Omaha Beach Command. He also served elsewhere in northern France and in the Rhineland. After the war he worked for Universal Car Loading until his retirement in 1976. He was buried in Salt Lake City.

Doug DeRoest, 1949-2001

With sadness we report the passing of another member of the Western Cover Society. Leon Douglass DeRoest - known to everybody as Doug, died in Portland, Oregon on November 1, 2001.

Doug lived in La Grande, Oregon, in the Grande Ronde valley in the northeastern part of the state. He had a deep love of history, and was instrumental in starting the groundwork for the Oregon Trail Interpretive Center at Baker City, the town in which he was born. He had an extensive collection of eastern Oregon, which included not only covers, but post cards, photographs, literature and any kind of paper memorabilia. In addition to his postal history interests, he also restored old cars and participated in auto shows. He loved birds, but even more he loved children - he and his wife Jean raised a number of foster children in addition to their own.

Doug was a familiar sight at any philatelic show in the Pacific Northwest. He was a past president of the Pacific Northwest Postal History Society, and was known by many for his auction sales in La Posta, and more recently on e-Bay.

CLASSIC STAMPS AND COVERS

Buy or Sell

Stanley M. Piller & Associates
3351 Grand Ave.
Oakland CA 94610
(510) 465-8290
Secretary's Report

New Members

#1259  Dan Lewis  
230 S. Mentor Ave.  
Pasadena CA 91106-4317  
collects: 19th century Hawaii

#1260  Clint Thomas Maish  
886 Via Las Palmas  
Palm Springs CA 92262  
collects: Nevada postal history, mining town covers, Classics before 1871

#1261  Regis Ann Haun  
P.O. Box 61708  
Vancouver WA 98666-1708  
Dealer: Rainy Day Stamps and Covers

Address Changes (only the new address is shown)

Lance T. Gunderson II  
3719 Langley Dr.  
South Bend IN 46614-1915

Mark Metkin  
1310 Crestline Drive  
Coeur d'Alene ID 83814-6027

Rick A. Mingee  
259 W. Jamison Circle, unit 47  
Littleton CO 80120-5234

Robert Omberg  
5 Infield Ct. S.  
Potomac MD 20854

No e-mail listing in included with this issue. In the future we will provide new e-mail addresses and changes of e-mail addresses in the Secretary's Report, and once a year will publish a full directory.

..... And it was Delivered!

This post card was mailed at Vernon, Colorado on March 26, 1910, but while the sender noted the state, they failed to direct it to a city. It was placed aboard a westbound train and received the Omaha & Denver R.P.O., and after applying a red "No Post Office Named" someone filled in the missing "Los Angeles". No chance this would be delivered today, but in 1910 it was, with a little extra effort.
We continue this series on the California Gold Rush with excerpts relating to mails, expresses and transportation from the San Francisco newspaper *Alta California* from the first months of 1852. Communication remained an important concern in 1852 California, especially when heavy snows in the mountains and deluges of rain in the lowlands caused flooding, totally disrupting routes of travel and causing much loss of property. The following excerpts give some insights to the development of transportation and communication systems in California during its exciting early years.

"Sacramento Intelligence.

Steamboats. The long mooted question of which is the fastest boat plying the river, has been decided in favor of the New World, she having made the trip in *six hours and three minutes*, from dock to dock. The quickest times reported for the other boats are: Wilson G. Hunt, 6:21; Senator, 6:19; Confidence, 6:16; thus establishing the rate of speed at 19 miles per hour, for 120 miles distance - equalling the speed of the same class boats in any other section of the States.

We clip the subjoined article on the mail communication between the Sacramento valley and the Great Salt Lake from the Times and Transcript:

*The Salt Lake Mail.* The train having started out on the 1st instant, for the purpose of crossing the Sierra Nevada mountains with the mail, from this city to Salt Lake, have again been compelled to return, this being, within the last two months, the second effort that has been made by Mr. Chorpenning, one of the contractors, to cross these mountains. The first train went out on the 1st December, and got as far as Leeks Springs. It being impossible to get the animals any farther, the train returned. The last party left on the 1st instant, and only succeeded in getting part of the way up Secret or Cold Spring hill, which is some thirteen miles this side of Leeks Springs. Here they again encountered between three and four feet of snow, much of which fell during the last storm on the valley, and was so light in places as to allow the animals to go through; the ground underneath being very soft, they were in many instances, when out of the traveled road, actually mired down in the mud, and required unpacking and assistance to get out. Mr. Chorpenning has been up north during the latter part of December, getting what information he could with regard to the passes above, but thinks it impossible to cross during the winter with animals. Until the mountains are again passable by the Carson Valley route, the mail will be carried from Los Angeles to Salt Lake, by the Southern route, which is passable during the winter. The January, and probably the December mails have been sent to that place, and may soon be looked for here."

*Alta California*, January 10, 1852

"The Post Office.

Under this head we have lately published a variety of suggestions and recommendations, urging a reform in some of the particulars of our Post Office arrangements. It is a source of gratification to know that many of the ills of an imperfect system have been corrected under Mr. Moore's management, though the public yet complain of abuses. The following communication from Mr. Such, we insert at the solicitation of several gentlemen acquainted with the circumstances which lead to his statement. Though the language of his note is harsh, we cannot with propriety exclude the facts from our column, and therefore give them place as he has written and subscribed them:
Liquor Store, Market Street
San Francisco, 21st Jan., 1852

Mismanagement at the Post Office.

To the Postmaster - Sir: I saw in this morning's Alta California, two letters advertised for self and brother, and to my astonishment received three letters from a brother at Pittsburgh, Pa., bearing the dates of Sept. 17, Oct. 2, and Dec. 27; and all three are delivered to me this morning. I blame you, Sir, for this, in not seeing your clerks do their duty. You cannot, Sir, complain of being short of hands when I have seen on several occasions the young gentlemen at the windows reading novels and writing letters to their friends. This is wrong. Their time should be fully occupied, and the public would be much benefited much more than it is at present by the Post Office. I beg to inform you that I always call at the office three times after the arrival of each mail, as I make full allowance for the bungling manner in which business is conducted in your Post Office.

Now, Sir, I wish to call your attention to newspapers. I never could get one, and there are hundreds like me. I went into a store on Washington street, and picked up a newspaper with the address torn off and saw many others the same. I inquired where they got the newspapers from, and mark well the answer -- 'Oh we get them from the Post Office, and give $3 a bag for them as waste paper.' After this, Sir, I am not astonished in not receiving newspapers, so long as they are to be bought at the Post Office as waste paper at $3 per bag.

I am Sir, yours respectfully,
Augustus Such

Alta California, January 23, 1852

"Sacramento Intelligence.
Accident to the Wilson G. Hunt.

The steamboat Urilda, from Sacramento reached her wharf this morning at 4 o'clock, having passed the Wilson G. Hunt at anchor in Suisun bay, detained by accident on her upward trip. Admas & Co.'s express messenger came down on the Urilda, delivering our legislative dispatches immediately on arrival. The following memoranda furnished us by that prompt and efficient express, will explain the disaster which has prevented the Wilson G. Hunt from making her usual trip yesterday, and on the day before:

"Twenty miles above Benicia passed Wilson G. Hunt, lying at anchor. She had broken her centre shaft and air pump beam at 10 o'clock P.M., Jan. 21st. Her 2d Engineer escaped loss of life by a narrow chance, a piece of casting of about 200 pounds falling in fragments on each side of him. One piece cut off a finger, and the other bruised his opposite arm severely. She was heavily freighted and had numerous passengers. Found the passengers bearing themselves cheerfully under their detention and highly satisfied with the great attention to their comfort and pleasure, manifested by their polite and gentlemanly hosts - Capt. Chadwick and officers.

The Urilda stopped alongside, generously furnishing a few extra stores needed, and extended to the boat and passengers every courtesy asked for, and at her command met the Confidence five miles below.'

The Confidence of course either took the Wilson G. Hunt in tow, or relieved her of passengers. We are not informed as to the extent of the damage done. The accident is greatly to be regretted, as at this time, both the Senator and New World are withdrawn, and the Confidence and Hunt remain to keep up the regular daily intercourse between this city and Sacramento."

Alta California, January 23, 1852

"Navigating the Upper Sacramento, &c.
Editors of the Alta. Sirs: We have made a trip of exploration with the steamer Marysville from Sacramento City to Tehama, for the purpose of ascertaining the feasibility of navigating the Sacramento river with steam, and of estimating the distance as near as possible by running time. We estimate the distance from Sacramento City to Colusa 110 miles, and from Colusa to Tehama 120 miles. From Colusa to Tehama we find an unusually strong current, and the channel badly obstructed with large sunken oak trees, which should be removed to ensure safe navigation. Twenty-
five thousand dollars judiciously expended, will remove the snags, and make the ascent and descent of the river practicable at all seasons of the year. From five to ten thousand dollars may be raised by subscription. Would it not be for the best interest of the State for the Legislature to make an appropriation of fifteen or twenty thousand dollars to be expended in connexion with individual subscription, to clear the river? On our way up we struck a snag, the concussion of which threw five men into the river, one of whom was lost. The man lost gave his name as John Johnson, said he was a Norwegian by birth, and we have been told that he has left a wife and four children. The steamer owes him forty dollars. He was settled with on the 4th inst., and paid one hundred and fifteen dollars. If he has a responsible friend in this country the clerk of the boat will pay to such friend the balance due, that it may be remitted to his family.

James A. Pearce
Samuel Soure
January 28, 1852.

Alta California, January 30, 1852

"The Salt Lake Mail left yesterday afternoon. It is the intention of Messrs. Woodward & Korpening (sic) the contractors, to effect the journey over the mountains, if the undertaking is in the region of possibility at this season of the year. If the difficulties from the snow are overcome, there still remains the hostile Indians to be encountered, rendering the service one of no ordinary risk and danger. The last mail from Salt Lake came in by Jamieson Creek, and the train which has just departed will probably attempt that route. [Times and Transcript]"

Alta California, February 2, 1852

"Late from Feather River. Mr. Jones, of Jones & Co's Express, arrived yesterday, from Rich Bar, on Feather River. He informs us that there is three feet of snow on the ridge, below the bar, although none in the valley."

Alta California, February 5, 1852

"New Mail Arrangement.
We understand that the Postmaster General has approved an arrangement, by which the transit of the great mail between San Francisco and New York will be much accelerated. The through mails for Panama and the Atlantic States are to be dispatched in the first class steamers of the Pacific Mail Company, touching at Acapulco only, and lessening the time between this city and Panama to about fourteen days. The way-mails for Monterey, San Diego, &c., are to be dispatched by other steamships of the company, leaving two or three days earlier, so as to make the necessary connections at Panama. This arrangement will no doubt prove highly acceptable to the public. It goes into immediate operation."

Alta California, February 14, 1852

"Post Office Complaints.
Below we publish another communication on the subject of our present Post Office arrangements - a subject upon which many have spoken, and which a great many more have thought upon, in a spirit of complaint and indignation. It is not for us to account for the ills of which so much complaint is made, and we must respectfully decline answering questions which it belongs to the Postmaster to examine and to profit by an examination. There is an abundance of evil in our present postal system, for which the Postmaster is not accountable, and which Congress is alone responsible for. These greater ills so absorb the lesser ones, that until reform can be introduced and the whole system made more perfect, or adapted to our wants, we deem it hardly worth while to attempt a correction of Post Office abuses. We, nevertheless, will hear the complaints of the public, and place them before the proper officials.

Messrs. Editors: Can you inform the public if it is the custom of any other Post Office in the United States but our own for the Post Master not to allow any letters to be put into the boxes but those directed to the box-holders? Our Post Master will not permit letters directed to the care of any of his box-payers to be placed in their boxes.
This is a gross injustice. Many of us having the consignment of ships are deprived of the privilege of receiving the letters of the captain, officers and passengers, and they are frequently prevented getting them for a day or two by the opening of a mail. This is unpleasant particularly after a long sea voyage. The same injustice is rendered to many of our friends in the mines. Their families at home often, for the sake of certainty, direct their letters to the care of a resident in this city to be forwarded, and the present arrangements excludes all such letters, and the friend in the mines is deprived of his greatest happiness -- 'A letter from home.' Are we not, in all conscience, taxed enough for box-rent to allow us this small privilege? If not, pray let the Post Master double the rent, for we would gladly pay it rather than be treated so.

Another inquiry: Has the Post Master the privilege of refusing to take back a letter and return the postage, when it is offered to him with the seal unbroken? We know, on the Atlantic side, and such is not the custom if it is the law. It often is impossible to immediately reject a letter, particularly in the delivery of the great mail, when there is such a rush one has not the opportunity to examine well the direction of a letter. We know of frequent instances where letters have been offered at the Post Office, and the postage could not be obtained back. Is this justice?

There must be some radical defect in the postal arrangements for this city. We hear complaints on all sides, and many of them reasonable and just ones. The story, so often repeated, about the non-receipt of newspapers, is true; we have all experienced it. If the blame is not to be laid at the door of Mr. Moore, he long ago might have corrected the evil, or at least told us where the difficulty was. A newspaper published in one's village is next in interest to a letter, and the present exorbitant postage makes quite a tax upon our friends at home, and to no account.

Now, Messrs. Editors, these grievances ought not to be. Our worthy Postmaster is well paid; he has (and we are glad for him) been able to stow away a snug fortune for his family. Ought he not, then, in justice, to treat us outsiders with every proper consideration, giving us the largest liberties, and render the Post Office of San Francisco the best-conducted in our country? There never was a spot where it was more needed. A great majority of us are away from our families and friends, and the prompt and certain delivery of our letters and newspapers is the most valued favor we can have. We trust Mr. Moore's eye will fall upon this paragraph, and that he will seriously consider our remarks, and immediately put forth a new 'edict.' By so doing he will oblige

Many Friends

Alta California, February 15, 1852

"Our Klamath Correspondence.

Woods Bar, Klamath River, Jan. 7, 1852.

Gentlemen - Through the politeness of Mr. Rogers of Cram, Rogers & Co., I am enabled to send you a few lines in regard to matters and things on the Klamath River..... I learned from Mr. Rogers that a man named Capt. Simmons was killed a few weeks ago, on the south fork of Scott's river, by a man named Cook. It appears they were miners and partners. A dispute having arisen between them, Cook drew a knife and plunged it into Simmons, killing him instantly. Cook was taken to Shasta Butte City, where he is now undergoing a trial for the offence.

There is no communication at present between Shasta Butte City and Reading's Springs, owing to the late heavy snowstorms in that vicinity. Several mule trains are also past due from Oregon, and it is feared they have been overtaken by the snow, and will suffer severely before they get in.

It is generally conceded now that the road to Shasta Butte City from the seaport towns on the coast, during the winter, will be via the Klamath river, as there are very few mountains on the river, and those are very seldom covered with snow to any depth..... Cram, Rogers & Co's express will run regularly during the winter, from Trinidad to Shasta Butte City. The proprietors of this express are enterprising young men, and seem to understand their business. They connect with Adams & Co. of San Francisco, and Newell & Co. of Stock-
The end of February and beginning of March 1852 brought terrible weather to California - heavy snows fell in the mountains, and even on the mining districts; deluges of rain washed away bridges, roads and station houses. Much of the newspaper coverage during this period was about the soggy state of affairs. The levee at Sacramento was badly damaged and the business portion of the city flooded. The same was true at Marysville and Stockton. Needless to say, communications were badly disrupted. A few items will suffice to describe the problems.

"Feather River. This storm, says the Sacramento Union, is also greatly swollen by the rains. The water is up to the door step of Capt. Sutter's house at Hock Farm. This is higher by some feet than the flood of 1850. Nicolaus is entirely under water. The greater portion of Vernon is submerged." Alta California, March 9, 1852

"Sacramento Intelligence..... The greatest loss has fallen on the City. The Levee is badly damaged.... The streets are badly gullied, the crossings floated up, and some of them swept off, and the sidewalk in many places spoiled..... The following bridges have been swept away, viz: that on Mormon Island, the one at Spanish Bar, Packwood bridge, the one at Salmon Falls, and the one at Coloma. Also, the new bridge at Park's Bar, over the Yuba. Also, two others higher up. In short, of all the bridges over the tributaries of the Sacramento - the Feather, the Yuba and the American, with their forks, not one now stands, except Lisle's Bridge over the American at Sacramento. Nearly all the houses on the Marysville and Sacramento road have drifted away. At the house known as Marion Ranch, 4 miles from Sacramento City, on the Nevada road, the water has been up to the second story.

"San Joaquin Intelligence... Stockton.... Travel by stage is still suspended, and little or no freight has gone out during the present week. A suspension of intercourse with the interior has prevented us from receiving full accounts from the mines.... Alta California, March 14, 1852

"Collision on the River.
The Wilson G. Hunt, on her trip to Sacramento on the evening of the 19th inst., came in collision with a sloop, when opposite 'Montezuma,' near the mouth of the river, and by the force of the concussion threw two of the men on board the sloop into the water. One of them was immediately picked up, but the other swam away from the wreck, and it was not until Mr. William Galloway, the pilot of the Hunt, had gone to his rescue, jumping overboard for the purpose, that he was recovered. The New World, which had come up to the scene of disaster, sending out a boat, and taking the two men on board. The sloop was from Marysville, and named the Mary, and by the collision was quite crushed to pieces." Alta California, March 21, 1852
GREENHOOD & NEWBAUER
Mount Diablo Coal Depot
by Edward Weinberg

This remarkable cover was sent by Wells Fargo & Co., San Francisco, with a March 19 (1867) blue oval express cancel, which ties the 3¢ Wells Fargo franked entire. The envelope carries all-over lithography advertising of Greenhood & Newbauer / San Francisco / Mount Diablo Coal Depot -- which makes it a Contra Costa County cover.

This is a rare example of two different Express or local companies handing a letter. The cover was carried by Wells Fargo to New York City, where it was turned over to Boyd's Dispatch at 39 Fulton Street. Boyd's Dispatch affixed their circular date stamp showing it was delivered to Mr. Elsasser of Broad Street on April 15, 1867.
## Nineteenth Century Handstamp and All Manuscript Counts by County

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The above comprises the result of the census of 19th century handstamps and of all known manuscript markings conducted by Bill Tatham and Oscar Thomas. Manuscript markings were generally used only when a handstamp was not available. This typically occurs upon the opening of an office, when the handstamp had not yet been delivered; but they may also come about when the handstamp in use is damaged, stolen, or lost -- as sometimes happened when the post office building burned.
AN INTRIGUING "TULARE COUNTY" DESTINATION, 1865
by Robert J. Chandler

An item on the Internet auction house eBay caught my attention. It was strong yellow "Steamer" cover from Racine, Wisconsin, addressed to "Solomon Jewett, Bakersfield, Kern Island, Tularre Co., California, via Lynn's Valley." As Bakersfield is the county seat of Kern County, I knew I had a story.

Of course, by overland was shorter from Wisconsin, but in March 1865 Indians, incensed over the 1864 Sand Creek Massacre in eastern Colorado, had burned stage stations, prompting the Postmaster General and the prudent public to use the sea route from New York. Hostile Indians were quieter in 1866, perhaps confirming the date "1865" someone wrote on the reverse of the cover, rather than it being sent sometime in March 1866.

First, the origins of Bakersfield. In 1862, Visalia Unionists ended the political career of State Senator Thomas Baker (1810-1872) when they briefly arrested him for seditious speech. In late 1863, Colonel Baker settled his family on Kern Island, formed between the Kern River's shifting channels, and in 1864 submitted his reclaimed land for government inspection. Although Ohio-born, Baker adopted the proverbial hospitality from where his political sympathies lay, and fenced a ten-acre field for traveling teams. While livestock grazed, their owners and travelers ate well at the Bakers' friendly table. "Baker's Field" became a well-known stopping point for those bound between Los Angeles and Northern California along the 1858-1861 Butterfield Overland Mail road.

Solomon Jewett, the recipient of the cover, was a 30-year old Kern County sheep man in 1865. That year he joined a local partnership to plant one of the first three crops of cotton in California. Their "Cotton Ranch" is now within the Bakersfield town limits, and its first proceeds went south to Los Angeles. Solomon Jewett and his brother Philo D. Jewett also raised sheep on their River Bravo
Ranch, which took its designation from the Mexican name for the Kern River. Later, in February 1874, Jewett incorporated the Kern County Bank in the month Bakersfield became the county seat. Even later, he invested in oil.

In the 1860s, mining expanded settlement in the great Central Valley more than agriculture. The Kern River mines produced the first excitement in this area. In April 1861 a new road left the Butterfield route south of Visalia at Fountain Springs for Linn’s Valley, 41 miles northeast of Bakersfield. William P. Linn (or Lynn) had settled in this verdant spot in 1854, where he raised potatoes and hay, while Poso Creek powered his mill. On December 19, 1860, the government established a post office with James M. Glenn, an 1837 pioneer, as the first postmaster. The great floods of 1861-1862 ruined Linn’s farms and sent him to a mining fortune in Colorado. The Valley retains his name, while in 1872 the post office and town took the name “Glennville.”

In June 1863 Amos O. Thoms of Visalia established the Telegraph Stage Line to San Francisco over the Butterfield route. In December 1864, his stagecoaches met the railroad at San Jose; in March 1869, Gilroy became the railhead. Meantime in spring 1864, entrepreneurs opened a stage line from Visalia to the Kern River Mines. When Hiram Meade and Israel W. Davis took over in October 1864, stagecoaches ran through to Havilah. In January 1866 Havilah gained a post office, and on April 2, 1866 became the seat of government for newly-formed Kern County.

As was normal with stage routes, ownership changed quickly. William Harland Boyd, in his \textit{Stagecoach Heyday in the San Joaquin Valley, 1853-1876} (Bakersfield: Kern County Historical Society, 1983), colorfully chronicled the many changes in
ownership of the road to Havilah. In November 1867, Amos Thoms added the Meade & Davis route to Havilah to his Telegraph Stage Company.

From Bakersfield in April 1870, Horatio P. Livermore and Julius Chester ran comfortable wagons up the Butterfield road to connect with the Telegraph line at its White River stop, 15 miles northwest of Linn's Valley. Two 1870 advertisements show the connections.

To recapitulate the route of my March 1865 cover: Racine, Wisconsin to New York by railroad; by Panama steamer to San Francisco; San Francisco & San Jose Railroad to San Jose; Amos O. Thoms' Telegraph Stage Line to Visalia; and by Hiram Meade and Israel W. Davis' stage as far as Linn's Valley. Until the Bakersfield post office, served from Los Angeles, opened in August 1868, wayfarers carried letters to Bakersfield for private distribution. This is one of them.
IT CAME FROM SHASTA
(from Western Cover Society members)

In addition to the covers presented in the September 2001 issue, the following covers provide extensive representation of postmarks and expresses that served Shasta. A few of the covers included the original contents, including a very interesting letter written by L.C. Green to his father in upstate New York.

From a postal standpoint, Shasta reached its peak in 1857, when total revenues amounted to $3,159.18 and the postmaster's compensation was $1,204.58. This places it as the 7th busiest post office in California, after San Francisco, Sacramento, Stockton, Marysville, Martinez and Yreka - and Yreka had only about $30 more in revenue. In 1859 postal revenues had fallen to $2,012.16, and in 1861 to $1,443.20. Ten years later revenues were only $540, and it was well into the 20th century before the post office could again report revenues of over $1,000.

The decline reflects a change in transportation methods and routes more than a decline in mining. The merchants continued to do well, as Shasta was the emporium for the mining camps of Trinity County. When mining declined in the latter part of the 19th century, Shasta declined as a business center, hastened by a disastrous fire in 1878.

With the main roads and the railroad between California and Oregon going up the Sacramento River, the newer town of Redding was more strategically located. As Redding grew, Shasta declined, until now when Redding has emerged as the largest city in the north of California, while Shasta has become a State Park, the main street lined with the brick shells of mercantile buildings.
Early Shasta letter mailed April 11 but with no year date, sent to Massachusetts unpaid at the 10¢ rate.

Shasta, Cal., "PAID 6" mailed April 7 with no year date; however, there is a notation on the back of the cover indicating it actually originated at Humbug Creek, north of Yreka, and the year as 1854. Courtesy of Clay McClain.

"PAID 10" with Shasta circular date stamp (SHA 4120), Nov. 17 (no year date), on cover to Savoy, Mass. Courtesy of Abner Weed.
Shasta, Cal., July 2 (1855), sent to San Francisco in a 3¢ prepaid envelope.
Courtesy of Clay McClain.

Shasta, Cal., Oct. 17 (1856) on 10¢ prepaid envelope to Elizabethtown, Kentucky.
Courtesy of Abner Weed.
This cover originated in New York addressed to C. Carroll Burk at Shasta. Upon arrival the Shasta circular date stamp was applied, as was the straightline "FORWARDED" and the cover was delivered at "Call Ranch". Courtesy of Abner Weed.

Sent from Shasta December 31 (1857) with a "FREE" marking. An Act of Congress of March 3, 1847 provided for Free Franking of any letter to or from a member of Congress. The letter is from Orrin Fitch, the fifth postmaster of Shasta, to James W. Denver, member of Congress from California. The text of the letter is below. Courtesy of Clay McClain.

Cost Office
Shasta, Cal
Nov 31st 1857

J. W. Denver M. C.

Sir,

I beg containing patent office
M. P. which you forwarded
to your Band to post here
ably read at this Office.

Respectfully,

Orrin Fitch Post.
By 1859 Shasta was using a year date in their new cancelling device (SHA-4130). This cover was sent from Shasta to attorney J. Berry, who had become State Senator from Siskiyou County. Courtesy of Abner Weed.

Still designated SHA-4130, the year date in this May 17, 1861 cover uses smaller type than that used in the above cover. Courtesy of Abner Weed.
Sent from Shasta, Cal. September 14, 1869 to William Holden at Redwood City, California. It uses the 3¢ rate per half ounce, per Act of March 3, 1863. Courtesy of Clay McClain.

This attractive cover bears the corner advertisement of merchant George K. Willard at Igo, southwest of present Redding. It was mailed at Shasta on May 30, but there is no year date. There is no information on the back; the cancel was used from 1858 to 1877, and the stamps were issued in 1863 and 1870.

Shasta Cala
Nov 3d 1869

Genl J.W. Denver
Dear Sir,

About 2 months ago I sent you my papers & statement of my claim on the Govt for services as clerk of the U.S. Supreme Court in the Dist. of Idaho -- Not hearing from you since am fearful they did not reach you -- have the goodness to drop me a line informing me if they were recd & if so what progress towards their arrangement has been made and the probability of success in the matter & greatly oblige.

Your obt Servt
A.L. Downer
Trinity Centre Feb 23/73

Dear Grandfather,

I shall leave here tomorrow "Monday" morning and will probably be at Santa R. Friday. I am satisfied that Anne has arrived or will be in S.F. when I get there. My health is good and hope this will find you well also.

Yours as ever, Fred H. Lowery?

Shasta, July 17, 1876

Mrs Kingsly & Co.

I have a good lot of buckskins on hand will you please let me know if you want to get sam & dink of going below and if you want sam I like to see you before going.

Yours best, G.C. Schroeter
Shasta (SHA-4130), April 21, 1875 (year date known from enclosure). The advertising corner is reinforced by the letterhead stationery showing the goods dealt by Isaacs & Downer. Courtesy of Abner Weed.

By 1879 Shasta was using this attractive octagonal cancel (SHA-4140), used here on a cover to Red Bluff. Courtesy of Abner Weed.
WELLS, FARGO & CO.

Wells Fargo & Co. Shasta handstamp on stamped cover sent by R.T. Sprague to attorneys Rosborough & Berry at Yreka, July 7, 1860. It is interesting to note that "Shasta" is the name of an Indian tribe, while "Yreka" was the Indian name for Mt. Shasta. Courtesy of John Drew.

Wells Fargo & Co. Shasta handstamp on stamped cover, June 12, 1861. This letter traveled north to Roseburg, Oregon. Courtesy of John Drew.
This interesting express cover was sent from Shasta, California to F.A. Rogers, Clerk of the District Court in Yreka, in Siskiyou County. It contained court papers that were filed in May 1863. Mr. Sammis believes that the cover traveled outside the mails -- that no U.S. postage was paid by Wells, Fargo & Company, and that the stamps were affixed later.

The stamps, U.S. #65, were killed with a geometric design canceller; there are no P.O.D. markings to show that it actually entered the mails. On cannot tell from a black and white reproduction, but the stamps are in different shades, which would be unexpected if they were affixed at the same time. The cancels, though similar, are different, which could only happen if they were struck by different devices. The bottom stamp is untied. The top stamp was killed once with a lighter cancel which does not tie it to the cover, and the stamp is affixed to the cover on top of a cancel of darker ink. It appears that this darker ink was used a second time to tie the stamp to the cover.

The Wells Fargo label is in red, a contrast to the orange-brown envelope.

Mr. Sammis would like to hear any other opinions about this cover. If the above scenario is correct, the question becomes: Why would someone bother to doctor the cover by adding previously canceled stamps to a cover that had already been delivered? Comments are welcomed.
Wells Fargo & Co. Shasta handstamp on stamped cover, July 1 1874, sent by one Chinese miner to another in Weaverville. There is also a message in Chinese on the back, which amounts to a receipt for $33.00 paid. Courtesy of Clay McClain.
Cram, Rogers & Co. Express

Operating from 1851 to 1855, Cram Rogers & Co. was one of the early express companies of northern California. R.B. Cram, F.A. Rogers, A.E. Raynes and R. Dugan bought out Dugan & Co.'s Oregon Express in 1852. Dugan had connected with Adams & Co. In July 1853 an ad in the Shasta Courier listed 32 towns served by Cram, Rogers & Co. Their close association with Adams & Co. caused their demise after that company failed in 1855. Their routes were taken over by the Pacific Express Company. Courtesy of John Drew.

Greenhood & Newbauer

Greenhood & Newbauer's Northern Express connected with Wells Fargo at Shasta. This letter most likely originated in Trinity County and made the connection with Wells Fargo on August 4 (no year date) for delivery to John Young in San Francisco. Courtesy of Abner Weed.
Pacific Union Express

Originating in San Francisco, this cover was delivered to Shasta by the Pacific Union Express Co. in 1860. Courtesy of Abner Weed.

Ritner's Salmon River Express

Ritner operated his express to Siskiyou County's Salmon River mines, connecting at Shasta, from 1855 to 1858. This letter was placed in the U.S. mail at Shasta for delivery at New York. Courtesy of John Drew.
Schoch's Copper City Express

William S. Schoch ran his express from Shasta to Copper City (about 30 miles northeast) on a tri-weekly schedule from 1863 to 1865. He served Buckeye and Churntown on his route. This cover was delivered to the U.S. mails at Shasta for delivery in Yolo County. Courtesy of John Drew.

Grant I. Taggart's Shasta & Weaverville Express

In the spring of 1866 Grant I. Taggart was awarded the contract for carrying the mail between Shasta and Weaverville. He purchased the equipment of the California Stage Co. and continued a tri-weekly service. Early in 1875 he extended his line to Fort Jones and Yreka, then later in the year sold out to John Majors. This cover was delivered to Wells Fargo at Shasta, who delivered it in San Francisco. Courtesy of John Drew.
Taylor's Express

L.W. Taylor started his express from Shasta to Sacramento in April 1851. He connected with Gregory & Company's Express for the Atlantic States, but was out of business in the Spring of 1852. This cover was picked up at Leonard's Ranch and placed in the U.S. mails at Sacramento City for delivery to the writer's father in New York. The lengthy contents are presented below. Courtesy of John Drew.

Ranch of Tomes [??]

April 2nd 1851

Dear Father

I arrived here yesterday after a travel of 10 days from Monterey by land. We suffered somewhat from exposure to the rain and cold on the road as we encamped out every night. Several nights it rained during almost the whole time & we were therefore much pleased as you may imagine to arrive at Thomas Rancho. Tomorrow we shall leave for a place in the mountains known as Shasta City where I shall wait & work until Wm. S. Hughson arrives if he does not arrive in 5 or 6 weeks as soon as the snow shall have disappeared from the mountains I shall probably go still farther to Salmon or Scotts Rivers. I am much pleased with the appearance of the Sacramento valley There is enough land to support an enormous population and will probably in time be thickly inhabited the worst thing is the large grants made by the Mexican Government of 30 or 40 miles along the river & back to the mountains. I hope Dear Father you will not get worried upon my account as I shall endeavor to take the best possible care of my health & at the same time I hope[to] be able to do something a little better that I have been doing. Direct your letters as at present to Monterey. I can get them remailed from there to Sac. City & from there to where I shall be. I shall probably unless I have extraordinary good fortune remain here in the north somewheres untill November after that time if I am unsuccessful I shall endeavor to do something else.
W. Taylor thinks of going to Mexico in the fall and I shall probably accompany him. I saw today quite a large number of the Calif. Digger Indians with their bows & arrows they are getting very troublesome & will probably murder more or less untill they are completely exterminated -- they are a very inferior race of beings and look thin & unhealthy. The Sacramento River is quite high [sure?] & I should suppose boats might come readily to this Rancho --- You & Mother & Lisle & Jacob must not cease to write me as I shall get your letters sometime or other. Let Cousin John [host] that I waited a long time for a letter from him in Monterey but they did not come I hope he will write me soon. How is Aunt Amy & Aunt Fanny & has Aunt Phebe been up to see you this winter it looks a little like home here far up in the valley to [Les] the high [-----] on either side covered with snow. From here too we can see the high peaks which you will find on the map marked Buttes but I must close - "manaña me voy" Tomorrow I go - I will write you as soon as I get quietly settled in the mines -- I bought a horse of Toomes today for $100 a fine sorrel I now have two animals a horse and a mule which will be amply sufficient if the Indians do not steal them to carry me wherever I may wish to go. Give my love to all tell Mother to write me & hoping Dear Father that you may continue happy & well.

I remain as ever your
Aff. Son  L.C. Green

This cover was also carried by Taylor's Express and delivered to Sacramento City, where it was postmarked on the same date as the previous cover for delivery in Monroe, Wisconsin. This cover originated at Shasta, which is handwritten "Shasty" on the cover. Courtesy of John Drew.
MAIL FROM HAWAII
by Randall E. Burt

The Postmasters of Holualoa

Located in the North Kona District, 4.5 miles from Kailua on the mauka (inland) road above the beach at an elevation of 1,350 feet, Holualoa in the 1880s was a small, sparsely settled multi-cultural village. In the late 1880s and 1890s Holualoa was an agricultural region settled by Chinese, Portuguese and Japanese immigrants who planted coffee, cotton, grapes, breadfruit and Kona oranges for export to support their growing community. From 1899 to 1926 coffee was replaced by sugar cane, which then supported their local economy very well. Coffee later saved the Holualoa economy after the sugar market collapsed. Figure 1 is a sketch map which shows the location of Holualoa in 1897.

Luther Aungst started the Kona Telephone Company at Holualoa in the 1890s. He used mules to drag the telephone lines across the cold lava fields and the old roads from Hilo to Kau and across Kona to North Kohala.

The Postal Agent of Holualoa

Waldermar Mueller may have been a volunteer postal agent for Holualoa to provide minimum services from his residence. Research did not reveal his status with the post office in Honolulu. He sent a letter to PMG Wundenberg on August 1, 1887 which mentioned the arrangements with the local carrier who sub-contracted part of the route. His report to Wundenberg reads as follows:

"I saw the man Ha'au yesterday. It appears there are three mailmen among (whom) the $60. per month are divided. Kahalelepo carries the mail from Kawaihae to a place about 10 miles distant and he pays the other carriers who have a much greater distance over a very rough road to go (for) only $4.00 per trip.

"Ha'au and this other man, who have had no pay since the beginning of the year, will go to Stubblebeen and ask him for their money. They will then let you know the result. Ha'au will at the same time let you know whether he will take the job alone and what he would do it for."

John Stubblebeen served Kawaihae as collec
Figure 2. Postcard to Kohala has “HOLUALOA 7 SEP 1898 / HAWAII.” (Davey 253.01) cds with a 4-ring target obliterator and a partial strike of “MAHUUKONA 8 SEP 1898 / HAWAII.” In the background is a two cent drop letter to Honolulu 9 DEC 1899, during the bubonic plague fumigation period, but the corners may not have been clipped as most mail was then.

Figure 2. Postcard to Kohala has “HOLUALOA 7 SEP 1898 / HAWAII.” (Davey 253.01) cds with a 4-ring target obliterator and a partial strike of “MAHUUKONA 8 SEP 1898 / HAWAII.” In the background is a two cent drop letter to Honolulu 9 DEC 1899, during the bubonic plague fumigation period, but the corners may not have been clipped as most mail was then.

Holualoa Needs a Post Office

In September 1892 Luther S. Aungst competed with L.P. Lincoln for the Honokaa postmastership, but lost out in a very close bid. PMG Hill explained that Mr. Lincoln’s application was received earlier and he had a place already set up for postal operations in a central location for the community.

Aungst must have remembered that experience as he proceeded to establish his Kona Telephone Company and office in Holualoa. He also remembered PMG Oat’s conversation with him during a visit about having a post office in Holualoa when he sent a letter to Oat on January 25, 1897. It recalls PMG Oat’s visit and their need for a post office. His application to Oat for a post office and the postmastership reads as follows:

“...If you remember while on your last trip through our district, mention was made of the establishment of a Post Office in the neighborhood of Holualoa, when you are satisfied that the business of the locality will warrant it; now that our new roads are an assured thing and the district is very rapidly increasing in population, you may in the near future see proper to establish an Office here, in which case I respectfully make application for the Postmastership of said office, sincerely believing I have the best location (being central), also the best facilities for handling the mail of anyone in the district.”

Aungst continued to address his plan to PMG Oat on April 19, 1897. His note inquiring about the details on how to arrange for overland mail delivery reads as follows:

“Your favor of the 11th inst. received and in answer to same, I will say that I am at your..."
Table 1. Postmaster Appointments for the Island of Hawaii

HOLUALOA ("long sled run") Village in North Kona District

<table>
<thead>
<tr>
<th>Appointees</th>
<th>Period of Service</th>
<th>Postal Agent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woldemar Mueller</td>
<td>July ?, 1887</td>
<td>Republic of Hawaii</td>
</tr>
<tr>
<td>Luther S. Aungst</td>
<td>May 4, 1897</td>
<td></td>
</tr>
<tr>
<td>Luther S. Aungst</td>
<td>August 1, 1900</td>
<td></td>
</tr>
<tr>
<td>Paris M. Snodgrass</td>
<td>June 30, 1905?</td>
<td></td>
</tr>
<tr>
<td>Luther S. Aungst</td>
<td>January 14, 1926</td>
<td></td>
</tr>
<tr>
<td>Wallace M. Aungst</td>
<td>June 17, 1937</td>
<td></td>
</tr>
<tr>
<td>Luther S. Aungst</td>
<td></td>
<td></td>
</tr>
<tr>
<td>James C. Amarino</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

service whenever you think proper to open a Postal Agency here.

"As for the salary, I am satisfied, knowing that you will pay all the business of the Office may warrant.

"What arrangement do you make regarding the delivery of the mails? It is just four and a half miles from Kailua to Holualoa; though a good road, it is upgrade. I drive from Kailua to our place in less than one hour."

Aungst Sketched a Map of the Mail Route

On April 26 Aungst responded to PMG Oat's request for information. His letter, enclosing a well defined map of the current overland mail route from Kawaihae to Waiohinu (Figure 1), reads as follows:

"Your favor of the 21st inst received.

"I herewith enclose a map giving the route now taken by Kawaihae Mail Carrier. I think it would be advisable to allow the Carrier to continue on present route, at least until the new roads now being built are finished, when you will probably see fit to make a change.

"With reference to a local carrier, I am prepared to deliver the mails promptly, having good horses and a brake, also telephone communication at my command. I will, if agreeable to you, call for and deliver the mails at Kailua for One Dollar each trip, or for the same amount paid other Offices for like work.

"We are a little more than four and a half miles from Kailua Landing at an elevation of about 1,350 feet."

Postmaster Aungst

On May 12, 1897 Aungst wrote PMG Oat to acknowledge the receipt of his commission. His note reads as follows:

"Your favor of the 4th inst. received; also the Commission through Judge A. McWayne; I also received the stationery for the office.

"I assure you I will do my utmost to make the office a success."

Table 1 is a list of appointments for postmasters of Holualoa.

A Stamp Requisition

Aungst wrote PMG Oat for a few supplies on May 20. His request for stamps reads as follows:

"Your favor of the 16th inst. received and contents duly noted.

"When convenient, please forward a supply of Postage Stamps, also the regulation scales for weighing postal matter.

"Do you wish to establish a Registry Service at this Office? (I have received several applications for same); if so, please send the requisite record book and information regarding same."
A Large Stamp Requisition
Aungst responded to two notes from PMG Oat on May 31. His order for post cards and postage stamps reads as follows:
"Yours of the 24th and 25th inst. received and contents noted.
"I received the Reg(istered) Letter Book, Scales and P.O. Dating Stamp. The localities that would be benefited by having mail sent to this office are Laaloa, Kamalumalu, Pahoehoe, Puua and Waiaha.
"Please send supply of postage stamps with the boxes for containing same. I believe two hundred 2 cents, two hundred 5 cents, one hundred 1 cent and fifty 2 cent postal cards will answer for the present. Please send Postmasters and Letter carriers vouchers."
See Table 2 and Figures 2 and 3 for cancels.
Deputy Postmaster General L.G. Kenake noted that the items were sent on June 4.

Letters Intercepted with Postage Used Before
Aungst inquired of PMG Oat what should be done with offenders who attempted to send mail with stamps used a second time. His note on June 21 reads as follows:

"I have intercepted several letters bearing stamps that have been used before. Please instruct me (on) what to do in such cases? Heretofore, I have detected them immediately and returned to sender. I am morally sure that this has been going on to a great extent in this district, especially among the Portuguese."

Mail by Special Steamer UPOLU
A concerned Holualoa resident wrote PMG Oat on July 17, 1898 about mail sent by a special steamer, the UPOLU, which was delayed by the Mahukona postmaster. His complaint reads as follows:

"The citizens of this side of the island greatly appreciate your act of dispatching the mail by special steamer which reached Mahukona yesterday (Saturday), but on the other hand, we feel greatly disappointed at the action of Mr. Smithies in delaying the mail at that place.
"Had the mail been sent immediately to Kawaihae, it would have caught the UPOLU there and reached KAILUA Saturday night; whereas, it has not arrived this Sunday night. I hope you will call Mr. Smithies to account

Figure 3. Postcard to Pahala, Kau has purple "HOLUALOA, / 14 / DEC / 1898 / HAWAII," (Davey 253.01) strike with a 4-ring target obliterator. (Richard Wolffers Auction Sale 104, May 1 1982, lot 1736.)
Table 2. The Town Cancels of Holualoa, Kona, Hawaii

<table>
<thead>
<tr>
<th>Davey Number</th>
<th>Period of Use</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>253.01</td>
<td>June 1897 - June 1899</td>
<td>Used for three years or more, this single outer circle frames serifed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>town name &quot;HOLUALOA, / HAWAII.&quot; around a three line date in center;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>duplex cancel has obliterator 131.</td>
</tr>
<tr>
<td>235.01</td>
<td></td>
<td>for his delay and perhaps impress upon him that we people in Kona are</td>
</tr>
<tr>
<td></td>
<td></td>
<td>as anxious as others to get news, especially when the government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>has taken the trouble to forward the same by special steamer.</td>
</tr>
</tbody>
</table>

Annexation Day in Honolulu

The Republic of Hawaii celebrated Annexation Day on August 12, 1898. The palace in Honolulu conducted an impressive ceremony with the royal band playing the Star Spangled Banner while the stars and stripes was hoisted over the congregation. The red, white and blue flag waved over many government buildings and some post offices on the other islands to commemorate that special day.

Send a Steamer Schedule

Aungst wrote Deputy PMG and Secretary Henry Davis on September 15, 1898, requesting him to "kindly instruct this office as to the arrangements made for the transportation of mails from Kailua to connect with the KINAU &c, the time of departure &c." PMG Oat wrote across the top of his request, "will see in person about 22nd."

KINAU Took Holualoa Mail via Hilo

On December 21, 1899 Aungst wrote PMG Oat to complain about the miscarriage of their mail bags to Hilo. His note reads as follows:

"I regret to inform you that, through an error, the Holualoa Mail Bag was carried around to Hilo by the KINAU and is, at present writing, between Hilo and Pahala.

"We would have received the above mentioned mail at night 20th had no error occurred. As it is, we will receive it Sunday next by sending a special messenger to Hookena to meet the regular carrier from Waiohinu. Otherwise we would not get it until the evening of the 28th.

"I understand that the Hookena Mail went the same route as the above."

PMG Oat responded on December 27. His note on Aungst's letter reads "Reed OK. Saw Beckley (purser of the steamer KINAU) & carried through by mistake."

Disinfected Mail to Holualoa

During the period when Honolulu was gripped by the bubonic plague epidemic, December 12, 1899 to April 30, 1900, mail delivery from Oahu was irregular and delayed while it was exposed to the chemicals formalen and sulphur dioxide fumes to sanitize the mail at the General Post Office. For
more on that topic, see "Mail Disinfection in Hawaii, 1853-1900," and a similar complaint on discolored stamps with poor gum in a note from Waimea Postmistress E.W. Lyons in the study, "Postmasters of Waimea and Kamuela."

Postmaster Aungst complained to PMG Oat on March 12, 1900 about stamps received in damaged condition. His note reads as follows:

"Your favor of the 7th inst. received, we have notified Hilo, Hamakua and Kohala as requested.

"Under separate cover I return stamps which were sent me in an envelope as they arrived in very poor condition as you will see upon examination and I fear it would be impossible to make use of them without regumming."

The Postmasters of Honokaa
District of Hamakua

Located along the northeastern coastline of the Island of Hawaii, Honokaa is situated in the district of Hamakua between Waipio Valley, Kukuihaele and Laupahoehoe. As an agricultural village from the 1860s, Honokaa was sparsely settled by native Hawaiian and immigrant Oriental farmers. Today, Honokaa is seen near the intersection of the Hamakua Coast Highway / Mamane Street and the (new) Mamalahoa Highway / Hawaii Belt Road, the location of the headquarters for the Honokaa Sugar Company. Their mill landing, about a mile downhill from the town, was on a cliff about 100 feet above the sea where, in the steamer days of the late 1800s, cargo and passengers were lifted out in a box attached to a cable and lowered on to the steamer decks. See the map in Figure 1.

Early Post Offices of Honokaa

The earliest recorded location for a post office in Honokaa was set up in William Dart's store, and later in Capt. George W. Willfong's general store. When Mills moved from Waipio Valley to Honokaa and opened his store and auction business, he became a postmaster and opened the post office in his place of business. Theo H. Davies & Company bought the store from Mills in early 1890 and kept the post office operating until 1894, when Fred Clinton was appointed postmaster.

Clinton opened the post office in a separate 10'x10' building located beside his Hamakua and South Kohala Telephone and Telegraph Company office. For the next four years Clinton served Honokaa as postmaster while he kept his telephone company going, until business with his company forced him to resign as postmaster. He was succeeded by Lindsay, another merchant in Honokaa.

Lindsay also built a new and separate building near his store in preparation for his appointment. He furnished it as a post office and continued to serve Honokaa as postmaster beyond 1914. See table 1 for a list of the postmasters for Honokaa.
Postal Notes

In the early years the mail volume was small, but it grew as more people moved into the area. By 1888 Honokaa sent out about 7,200 letters, which grew to 10,000 in 1890, 1891 and 1892. By 1895 the office sent 15,000 letters. Stamp sales were about $1,200 in 1890. Tables 2 through 7 show the early stamp account records kept in Honolulu. Table 8 is a review of the early town cancels of Honokaa.

Early Honokaa Merchants were Route Agents

Like many early districts on the Island of Hawaii, community services were provided by local merchants in the villages along the Hamakua coast in the 1870s. These merchants, designated as route agents by the Postmaster General, kept a box on the counter for the deposit of letters. They also sold stamps as patrons called for them. The outgoing mail was tied in bundles and given to the mail carrier as they made their stops every week.
Two of these route agents at Honokaa were Thomas M.V. Hart (1876-77) and merchant/attorney Joseph R. Mills (1877).

The Hart Letters
Three letters from Hart, route agent, provide an early glimpse into postal concerns in the late 1870s. His note on July 12, 1876 was a request to Hilo Postmaster Severance for postage stamps. It reads as follows:

"Please forward me next week two dollars worth of Postage Stamps. I have sent the money per mail."

Across his requisition a clerk wrote, "Stamps sent July 17, 1876." Severance added a note at the bottom which reads, "Send Lidgate 50c, Hart 2.00". Lidgate was postmaster at Laupahoehoe.

Complaints on Missing Letters
Hart wrote Luther Severance at Hilo, his district postmaster, on June 7, 1877 to defend his agency. Hart's informative letter describes the postal routine at Honokaa and reads as follows:

"I feel sorry to find that complaints have been made to you relative to missing letters. All letters deposited in my store have been forwarded to Hilo and all arriving here have, so far as I know, reached their destination. I will, however, after (this) date, deliver no letters except to parties claiming them and whose name appears on the face of the envelope.

"It has heretofore been customary for natives belonging to the plantation to take all letters for parties working at the mill and the plantation. Mail is generally sent up to the store where it lays for 2 or 3 days."

Hart Forwards a Letter to Kamilo
Hart wrote Severance on June 13, 1877 to forward a letter sent to Honokaa by mistake. His note reads as follows:

"The letter enclosed, addressed to Douglas Kellogg, Esq., was enclosed in our Honokaa mail last week. I was about to return it to the United States when I was informed that there was a place in Kau bearing the name of Kamilo. Would you please forward it to Kau, as he might be staying at some place there?

"Please send me two dollars worth of stamps & oblige. $2 per hand of mail man."

Hart may have sold his business to Mills that summer, since a letter from Mills to Severance a few months later resented the postal work in his store.

Merchant / Attorney J.R. Mills
Mills wrote Postmaster / Sheriff Luther Severance on September 4, 1877 about removing the post office from his store as his response to complaints from residents.

"Your favor of the 27th ult. came duly to hand. And as regards moving the post office from my store, I am very pleased to have it so, as I am aware that complaints have been made and parties made statements which they could not substantiate. It was never my wish to have it here. The mail man comes there of his own accord. You will please remove the office in Waipio also, as I am determined to have nothing more to do with the mail in any store of mine, as I seem to come in for the entire blame, although I have not opened a mail (bag) in either place since they have been coming here."

Early Postmasters of Honokaa
William Dart
From his general store William Dart served Honokaa as its first appointed postmaster, possibly before September 1877. G.M. Lake assisted Dart in the store and wrote letters to the Postmaster General for him in 1880. Tables 2 and 3 show part of Dart's stamp account with Honolulu during the period January 1, 1878 to March 31, 1881.

Dart Resigns; Willfong Appointed
The reason for Dart's resignation was not determined in research, but PMG Brickwood wrote him on May 30, 1881 to express his regret as fol-
lows: "I wish you would reconsider your resignation as Postmaster, as our relations in this respect have been most satisfactory."

On June 21 Brickwood wrote Dart to accept his resignation and asked him to recommend a replacement. His letter reads in part as follows:

"Your favor of June 3d came duly to hand and I shall be obliged, though reluctantly, to accept your resignation as Postmaster at Honokaa.

"Will you do me the favor to nominate for my consideration, some trusty & competent person to fill the place after you leave?"

The following week Brickwood had his assistant I.B. Peterson write to inform Dart on June 28 that he had appointed Captain Willfong as the new postmaster at Honokaa. His note reads in part as follows:

"I have appointed Capt. Willfong in your place, dating his commission July 1st, 1881. I have sent him an order on you as P.M., for locks, keys, bags, &c., which he will hand you.

"Thanking you for your care & attention to the Postal Service during your encumbency of the office of Postmaster."

Another letter from PMG Brickwood on June 28, 1881 on the same subject reads as follows:

"Please deliver to Capt. Geo. W. Willfong, Postmaster, on order, any articles belonging to the Post Office Department such as keys, mail bags, scales, locks, etc., remaining in your possession upon your resignation as Postmaster at Honokaa, as of June 30th 1881 and oblige."

To Willfong, Brickwood wrote on June 28 that the "salary is only $12.50 per quarter year, and you are allowed commission of 10% on postage stamps furnished. It is requisite to have a settlement of accounts at the end of each quarter. You will call on Mr. Dart and receive from him any keys, locks, bags or any articles belonging to the P.O. Dept. The stamps you ordered are forwarded as pr. receipted bill sent by mail today.

Willfong served Honokaa only to the end of 1881. Tables 4 through 7 show the Honokaa stamp account to 1886.

The Honokaa Mail Route in 1881

Brickwood was replaced by John M. Kapena in July 1881. He immediately went on a tour of the island post offices with Princess Liliuokalani as a member of his entourage while King Kalakaua was away from the kingdom. Kapena's detailed report was later published with more information gathered for the Minister of the Interior for presentation to the 1882 Legislature.

After his tour of post offices on the Island of Hawaii in late July 1881, Postmaster General John M. Kapena reported his findings to the Minister of Interior. That part of the report on the mail route that served Honokaa reads as follows:

"From Kawaihae to Hamakua - the carrier leaves immediately after the arrival of the steamer LIKELIKE; on Thursday morning, rides to Hamakua by way of Waimea to Kukuihaele, Honokaa and the residence of Chas. Notley at Paauilo. Leaving Notley's on Friday morning and arriving at Kawaihau in time to deliver the mail on board the LIKELIKE early Saturday morning."

D.F. Sanford

After he was appointed Postmaster in January 1882, Sanford wrote Severance in Hilo about being confined at home on March 22 with his oldest son, who was down with typhoid fever. His local news and postal concerns read as follows:

"I have taken the responsibility to tell the mail carrier not to call at Jos. Mills' store to receive letters. They take a lot of letters in there every week lately, and make the mail carriers stop there for them, and there will soon be another row about the mail. Tom Hart is the clerk there and you know something about his precedents.

"There is quite a number of old or 'licked' stamps received in the mail box lately, and every chance is now afforded for more. Mills can't
Postage Stamps Scarce at Honokaa

In Honolulu the October 21, 1884 newspaper reported the following item of interest on the Island of Hawaii:

"HONOKAA, HAWAI, Oct. 17th, 1884. Postage stamps are at a premium here this morning. Would it not be well when the Postmaster leaves for a couple of weeks to leave someone in charge of the office? It is an office requiring constant attention. Mr. Luther Severance resigned the position of Sheriff of Hawaii on the 16th inst. He will retain his other positions in the Custom House and Post Office."

Figures 2, 3 and 4 are some of the covers sent by Sanford.

Sanford resigned in January 1886 after four years as postmaster. George Willfong served again for several months and was replaced by store clerk Charles Hasty, who served to June 1886. Acting Postmaster Hasty's report to Deputy PMG Wundenberg on May 19, 1886 enclosed drafts to cover his stamp account. It reads as follows:

"Yours of 15th inst. at hand & contents noted - Enclosed find drafts &c. to the amount of $137.47 full pmt of stamp taxed letters &c to April 1st 1886. Find also duplicated vouchers as per your request & my receipt from Kapololu (the Waimanu mail carrier) which I make my authority for signatures enclosed. Please allow correction in red ink as payment for services for quarter ending Mar 31st, was made in April as per my report for that month herewith enclosed."

Figure 2. Postmaster D.F. Sanford sent this cover to Honolulu on July 11, 1884, registered to Portland, Oregon. General Post Office registry clerk Miss Alice Fillebrowne affixed the HONOLULU 13 JUL 1884 strike and the "R No. 5716" from her registered mail log. The next mail cleared for San Francisco on July 15, sent on board the SS MARIPOSA with 86 registered and 4,643 ordinary letters. The Honokaa cancel is Davey 282.016.
Figure 3. An early Honokaa strike in February 1885 on a cover via Honolulu on February 15, addressed to California. Davey 282.016.

Figure 4. An early Honokaa letter to Honolulu postmarked January 21, 1886. Davey 282.016.
Willfong send PMG Kaulukou his resignation as postmaster dated May 20, 1886, noting that he lived "at too great a distance from there and not able to attend to the office."

See. Figure 5, mail by Willfong.

J.R. Mills, Acting

Mills wrote PMG Kaulukou in early June 1886 enclosing a receipt as payment to Hasty. His note reads as follows:

"Acting on your instructions of the 22 inst. I have paid Mr. Chas. E. Hasty $34.00 for which please fwd enclosed receipt. If you will be kind enough to hand the amount to Messrs. T.H. Davies & Co. for me, as I did not use P.O. money for this."

W.P. Lumeheihei, who did not serve as postmaster, was displaced by Mills, who served Honokaa as merchant, auctioneer and postmaster to December 11, 1899.

Mills Installs Letter Boxes;
Bids for Postmaster Job

Lumeheihei tried to secure the appointment as postmaster at Honokaa from PMG Kaulukou so he could move the post office from Mills' store to his private residence in July 1886. When Kaulukou was replaced by Luther Aholo on July 31, Lumeheihei gave up his bid for the job on a request from Mills. Mills explained the plan to Wundenberg on August 5, 1886. His letter reads in part as follows:

"I have spent half a year's salary on the office putting up boxes &cetera and this week I have ordered some more for the Savings Bank papers and I think it would be a pretty mean business to put me to all the expense for nothing, and God help the accounts & M.O. Business if his Kanakas get the handling of them. Hon. J.K. Kaunamano is here and had a long talk with me about it and he, at his own suggestion, promised to see you and Mr. Aholo as soon as he returns and get the office in my own name. I told him he could ask you if the Business of this office was carried on satisfactorily or not since I have had it. I know everyone here is satisfied and no place in town could be more centrally or conveniently placed than my

---

Figure 5. Postmaster George Willfong used a concentric 3-ring killer to cancel the 5¢ Hawaiian issue that paid the single rate on this cover to the mining camp of Honolulu in Siskiyou County, California. The "FEB 5 1886" circular date stamp is Davey 282.016.
store. A private house away from the business
town is not a place for a (post) office. My
store is open from 6 A.M. to 9 P.M. and P.O.
work is attended to any minute during those
hours. I am personally unacquainted with Mr.
Aholo, and do not feel justified in writing to
him."

F.A. Schaefer Endorses Mills for Postmaster

On August 9 Honolulu merchant and mail for­
warder F.A. Schaefer wrote a strong endorse­
ment of Mills as the best candidate for postmaster at
Honokaa. His letter to PMG Aholo was probably
conveyed across the street from his mercantile, which
faced the General Post Office on Merchant Street.
His letter reads in part as follows:

"I beg leave to state that from personal
knowledge gained from frequent prolonged
visits at Honokaa, I am satisfied that no better
man could be appointed to the position of Post­
master at Honokaa than the present incumbent
Mr. J.R. Mills. His place of business is most
centrally situated; he has the good will of the
native and foreign populations of his district,
and is a man of business ability and integrity.
"I doubt if a better or as good a man could be
found resident at Honokaa who would give the
same guarantee of efficiency."

Acting as postmaster from August 5, 1886, Mills
was again commissioned as Postmaster in June
1888, and forced to resign in December 1889, as a
victim of circumstances.

A Canceling Stamp for Honokaa

Deputy PMG Wundenberg wrote Mills on Sep­
tember 14, 1886. That note reads as follows:

"I send you a picked up lot of old type for
your stamp which may help you out until one
can be ordered from the coast."

See Figures 6 and 7.

For the next three years Mills worked very hard
as postmaster for Honokaa. His many letters to
Wundenberg kept the PMG well informed of postal
matters, particularly his concerns with the over­
land mail carriers and the steamer mail delivery.

Honokaa Mail Carriers and Mail Routes

On September 22, 1886 Mills informed
Wundenberg about the Honokaa mail carriers in
response to his earlier request. It reads as follows:

"Your letter in regard to the Mail Carrier from
Waimanu came duly to hand last week. My
reason for not answering it then was that I
wished to make some enquires about the mat­
er, whether or not it was a regularly performed
service, which I find it is. Kapololu or his son
comes to Waipio every Wednesday and awaits
the Honolulu mail on Thursday morning. The
amount of mail matter from Waimanu is very
small, perhaps never averaging a dozen letters
a week, but there has been a paid man for per­
forming the duty so long that I suppose it would
create a row if it were discontinued now.

"During the years that I had the P.O. in
Waipio (1869-71; 1877) under the late A.P.
Brickwood, there was no mail carrier. Letters
were taken over by any native who happened
to come to Waipio. The distance is say 8 miles
over a very bad trail, sometimes impossible for
a horse. I think if it is worth paying for at all,
it is worth at least 2/- pr week.

"The native (Owaanui) who carries the mail
from Kukuihaele to Laupahoehoe and vice
versa has been at me for some time to pay him
here. He has to go to Kawaihae (20)
miles for
his pay; he says he has to wait two or three
months sometimes for his money.

"I told him to write to the 'Postmaster Gen­
eral' and ask him. He should not have to go to
the Kohala District for his pay."

Mills wrote Wundenberg on September 30,
1886 about Owaanui's pay and mail route after
having another interview with him. His letter reads
as follows:

"Your favor of the 28 inst came to hand this
morning. I will see Kapololu and try and make
arrangements with him for 8.00 pr. month, as
you request. I had a talk with Owaanui, the
man who carries the mail to Laupahoehoe this
morning. He states that one week he gets
Figure 6. Postmaster J.R. Mills ordered a diary on March 4, 1887. The cancel is Davey No. 282.016.

$11.00 and one week $17.00, alternatively, and every second week he pays a native to come from Laupahoehoe to Paauilo for the mail. For instance, this morning, he got to Honokaa at 8:00 A.M. and went on to Paaauhau and at 9:30 (A.M.) he left Honokaa again for Kawaihae. This week a man comes from Laupahoehoe as far as Paauilo and back to Laupahoehoe. Owaanui claims that out of the $17, he pays this man. Next week, or on Volcano trips, the mail gets here on Wednesday and leaves on Friday, giving Owaanui full time to go all the way to Laupahoehoe and back himself. I don't know who made this arrangement, or whether his statements are correct as regards the amount he receives. He also stated to me this morning that there is two months wages due him now. In any case he is getting well paid, at 11.00 for a trip from Kukuihaele to Honokaa. It is better than 8.00 a month for P.Master. I have just given you his statements, which I have no doubt are true."

Looking for Another Mail Carrier

Mills informed Wundenberg on October 7, 1886 that he was still looking for a mail carrier to
Laupahoehoe. His response to the PMG reads as follows:

"Yours of the 4th inst to hand, contents noted. I have not succeeded in getting a reliable native to carry the mail to Laupahoehoe, but will let you know by the (stmr C.R.) BISHOP, what I can get a man for. It would be better, really, to let the Kawaihae man come to Kukuihaele as he is doing now. If proper arrangements can be made for a man (to go) from there to Laupahoehoe, it is a long distance from Kawaihae to this place, all of 30 miles, and when the steamer does not make volcano trips, there will be no time to go as far as Laupahoehoe; only to this office and back to Kawaihae, but as the sad news of poor Mr. (Lorenzo) Lyons' death has just reached us this morning, there will be no chance of having any arrangement made for a short time, and in the meantime, I will see what is the best thing to do and let you know."

Owaanui's Agreement with Stubblebeen

Mills reported to Wundenberg on October 21, 1886 about his pay for mail carriage. Details of his report read as follows:

"Your favor of the 18th inst came duly to hand. Contents have my careful attention. Allow me to congratulate you on your promotion (to Postmaster General).

"Now as to the mail carrier, I find the more you try to investigate the matter, the more mystified you become, but one point I have arrived at, I am certain Stubblebeen pays the
man all he claims to. The man himself admitted that to me yesterday, but complains that the payments are irregular and not in full and is very anxious that he should be paid here. Owaanui is the man who has the agreement with Stubblebeen for $22 and $28.00, alternately. Out of that he pays a native $11.00 for bringing the mail from Kawaihae to Kukuihaele and 11.00 for himself every week, but every second week he only comes this far and then pays a third man $6.00 for that week to come from Laupahoehoe to Paauilo & Back, making

<table>
<thead>
<tr>
<th>Route</th>
<th>Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kawaihae to Kukuihaele</td>
<td>$11.00</td>
</tr>
<tr>
<td>Kukuihaele to Honokaa</td>
<td>11.00</td>
</tr>
<tr>
<td>Laupahoehoe to Paauilo</td>
<td>6.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$28.00</strong></td>
</tr>
</tbody>
</table>

I think he really has no cause of complaint, except that he does not get paid regular (so he says) as you will see on every second week he only comes from Kukuihaele here (8) miles and right back the same forenoon for $11.00. This week it takes him 2 1/2 days."

**Commissions on Stamp Sales to be Discontinued**

Mills wrote Wundenberg on November 3, 1886 about a change in the pay of postmasters and a subsidy for bringing the steamer mail bags up from the landing two miles away. His letter reads as follows:

"As I have been informed for some months back that as soon as the Legislature adjourned, that there would be some allowance made to Post Masters for the com. taken off stamps. I enclose two blank Govt Certificates with the hope that some little advance may be possible. I would also beg to call your attention to the increase in the m.o. business of this office, which occupies a good deal of time and necessitates my constant attention at this office.

"Another matter I would like to consult with you on is the bringing of mail bags to and from the SS C.R. BISHOP twice each week, a distance of two miles, a service I have to perform in person. Formerly, it was rendered by the Honokaa Sugar Co., but since I have had this office, Mr. Rickard declines to let his man come up with or for the mail, as he said he had no right to supply a man for the purpose and promised me he would see you and try and get an allowance for the work. I understand Mr. Lyman is allowed pay for each time he sends to the landing for a mail bag. If you will kindly give this matter your consideration. I will feel obliged.

"Mr. Kaunamano informs me he has got the contract for carrying the mails in this District."

**List of P.O. Property at Honokaa Post Office**

On January 25, 1887 Mills wrote two notes to Wundenberg. The first recommended that it "would be well to send a mail bag by the WAIALEALE each trip although there may be only a few letters coming up. There is often a good many going down." His second note reads as follows: "List of P.O. Property in the Honokaa P. Office

1 Halls Skeleton Safe
1 Set Stamps & Type (1 old one ditto useless)
2 Pair Letter Scales 1 Ticket Punch
No furniture, no stationery, no pens, ink or blotting paper; Post Office boxes & locks are put in at my own expense."

PMG Oat counted twenty (rental) lock boxes here on his visit in November 1893 which were government owned by that time.

**Honokaa Needs Stamps and Supplies**

Mills wrote Wundenberg on March 10, 1887 to follow up on his request for stamps and office supplies. His note reads as follows:

"This office is destitute of the common necessities for carrying on Business. For some time now I am using old despatch envelopes that have been sent from your office. I ordered several things last week which have not been sent, not even stamps."

See Figure 6 note. A note at the bottom reads "order for stamps &c received per WAIALEALE after KINAU left," probably as an explanation for the PMG.
The Mail Route Change is Unpopular

Mills wrote Wundenberg about a recent mail route change that was unpopular. His April 8, 1887 letter reported a general preference for the old routine. It reads as follows:

"I had a letter from Mr. Hitchcock (new Kohala P.M.) today about the landing of the mails at Mahukona for this district and I don't think he is in favor of the change. Neither is some of the folks here. They stick to the old adage - let well enough alone. I don't know that we can make it much better than it is. Some weeks we might gain a little time; others we would not. However, we will see what he can get a man for to come to Waimea. I have got the Laupahoehoe man to come to Paauilo for 5.00 not 8.00 as he had made arrangements for with Barnard. There is now no reason why that should be paid when my man goes through to Laupahoehoe, he can take the Ookala Bag if landed at Kawaihae and when the Laupahoehoe man comes this way, he can take it. I had a talk with Mr. Moore. He told me he would be glad to do away with the Paauhau (post) office, as he has to wait so long for his letters & he has to send just as far for his mail to that office as to this. This morning, for instance, a foreign mail came by IWALANI. I sent down for the mail & delivered it at 6:30 P.M. The Paauhau bag with Moore's letters I also brought up and it lay in my office till 12:30. By the time that it got to Paauhau & he sent up for his mail, it would be 2:00 P.M. I always have to pack the bags up here and then they lay for hours before they send up for them. While I am writing Mr. Moore telephones up & asks me to say to you that it was 3:00 today before he could get his mail. He says he will write you himself. I am very sorry I asked Lumaheihei to give up his com(mission) as Postmaster (of Honokaa). Thanks for your kindness in sending me the 'Sessions Laws.' By the way, what about the Extra Session (of the Legislature), more changes contemplated."

Mills Visits Hitchcock at Kohala

Mills wrote Wundenberg on April 14, 1887 about his meeting with Hitchcock at the Kohala post office. His note reads as follows:

"Your favor to hand in regard to Mahukona business. Mr. Hitchcock will be back from Hilo on the 23rd inst. and I will go over and meet him at once and report to you. I understand that Wilder & Co. have sold their interest at Kawaihau to W.L. Green & that the present P.M. Stubblebeen is going to leave. If so, it is a good time to make a change."

Stupplebeen resigned as postmaster on February 28, 1888 and moved to Hilo where he was refused an appointment as customs collector and postal clerk a few months later.

Honokaa Mail Dropped at Kawaihau

On May 6, 1887 Mills reported to Wundenberg that the extra charge in his report was incurred to bring a foreign mail from Waimea. His report explains as follows:

"Yesterday, I employed a native for $10.00 to go to Waimea for the Foreign Mail sent up pr. (stmr) LEHUA. She landed old Hamakua mails at Kawaihau, when by a delay of five minutes, she could have put it on the LIKELIKE at Paauhau. This amount is for Honokaa and Paauhau mail. Kukuihaele and Paauilo Bags are in Waimea and will probably lay there till next week. I have collected the amount from the residents of Honokaa, so will be no charge to the Dept. this time from this office.

"When I was in Honolulu and talking to you, you told me that you wished to make this office the principal one of this district and make PMaster here responsible for the working of the others and mail carriers.

"I am bothered here about getting any man through to Laupahoehoe in time. For the last three times, it has taken him from 9:00 on Wednesday morning till 10:00 on Thursday to go to Laupahoehoe. He has been detained one hour and a half at some offices, where at one
office he should be detained more than fifteen minutes, I am growled at every week from Laupahoehoe about it. If you will write me half a dozen lines giving me authority to act, I will hurry up some of these P.M. who are so dilatory."

The Paauhau Post Office is Closed

When Lyman was directed to close the post office at Paauhau as of June 1, 1887, PMG Wundenberg directed him to turn over all post office property to Mills at Honokaa. Mills signed for that list of property on June 8 and sent it to the PMG. That list reads as follows:

1  Blank Registry Book (half used)
1  Box Type and stamp
1  small letter balance (scales)
1  " Bot. ink
2  Pkgs Registry envelopes
1  " Official "
1/2  Doz. letter pouches
5  Empty stamp tins (Ret'd to G.P.O.)

Mills added at bottom, "would you please send me up the large Balance if repaired?"

Next: Honokaa's Overland Mail Routes

Post Office in Paradise

"Post Office in Paradise" has been mentioned in these columns previously, but as Randall Burt's series on Hawaii has had the effect of drawing more Hawaii collectors into the Western Cover Society, it seems useful to mention it again. This is a non-profit website run by Fred Gregory, dealing with the postal history of Hawaii. It serves as a forum for those who collect this area, and if you are one of them, you might take a look at it.