

The Alaskan Philatelist

The Journal of the Alaska Collectors Club • American Philatelic Society Affiliate No. 218



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The Journal of the Alaska Collectors Club

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Membership information and sample issues of this journal are available from the Secretary/Treasurer. Price of a sample issue is \$2.00 (stamps OK). Membership levels are as follows:

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The Alaskan Philatelist is published four times a year by the Alaska Collectors Club, a society dedicated to developing a wider interest in the study and preservation of Alaska's Postal History. Submissions for publication are always welcome.

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AWARDS

Colopex 2000—Silver-Bronze
Colopex 2002—Silver-Bronze
STaMpsHOW 03—Silver-Bronze
Canada's 7th National Philatelic Literature
Exhibition 2005—Silver Medal
NAPEX 2007—Silver Medal
APS Stampshow 2008—Silver Medal





HELP WANTED: Enjoy working with computers and websites? The ACC NEEDS YOU to help keep our website current and appealing! Check our site at www.alaskaphilatelic.org/ and contact VP Angela Watson for more information.

FOR SALE: "Grandfather's Collection" Beautiful Alaskan covers, mostly older, 7 hand colored/ drawn cachet with each order. Nice Alaskan covers. 35 covers \$110.00 Guaranteed. Victor Schwez, 10519 Casanes Ave., Downey CA 90241

INFO: ACC member Bob Beeman would like to hear from any member who could inform him about past ACC member Paul E. Smith, ACC Member 165, who previously lived at 305 Waldman Drive, Park Forest, Illinois 60466. Smith had, in 1966, been

active in promoting the issuance of a stamp commemorating the 100th Anniversary of the Purchase of Alaska with then Senator Paul H. Douglas of Illinois.

HELP WANTED: I am looking for information about the Anchorage Contract Station 11. I never found anything about it and I do have the numbers 10 and 12 and the existence of Number 11 is then logical. Dirk van Gelderen, Voorkade 74, 2771 ZB Boskoop, Netherlands. Email: info@esveld.nl

WANTED: Any old postal cards or covers from the Chitna, McCarthy, Kennecott area, 1890 - 1950. Please send list to: Thomas Kinzer, P.O. Box 107, Chitna, AK 99566-0107

HELP WANTED: I am looking for mint and used postcards depicting ALASKA LIGHTHOUSES. Russell Bartlett, 5 Saint Clare Street, Braintree, MA 02184-8239

WANTED: Any era postal cards (government preprinted stamps, not picture) used in Alaska. No philatelic, please. Don Glickstein, 1300 University St. #9G, Seattle WA 98101. Email: glickwolf@earthlink.net

WANTED: Censored civilian mail from Alaska and Western Canada from World War II. Eric Knapp, 4201 Folker Street, Unit C102, Anchorage, AK 99508. Email: eknapp@gci.net

WANTED: Mail from the gold rush era Alaska forts. Eric Knapp, 4201 Folker Street, Unit C102, Anchorage, AK 99508. Email: eknapp@gci.net

LOOKING FOR JFK FDCs: I notice that my interest in the 5-cent JFK commemorative stamp issued nationally appears on your web-site. So I ask: Do you have or do you know anybody who might have any 5-cent JFK FDCs from Alaska (i.e. covers postmarked May 29, 1964 with the 5-cent Kennedy stamp? By the way, two more cities can be added to this list: Moose Pass and Seward. Contact Henry B. Scheuer at 800-444-1155.

WANTED: Are there collectors of new modern postcards? I am looking for postcards of Aleut Islands, Nunivak, Diomede, St. Lawrence, King, Pribilofs. Any offer will be welcomed. I can buy or exchange for other postcards. Please email me at: npc@volny.cz Thanks and best regards, Peter Pindak

WANTED: I am looking for commemorative covers or philatelic items that feature Alaska dog sled team postmarked in in the 1940s and 1950s. Also, if anyone has information specifically on the covers featuring Fay Muridge cachets, I would be interested in that as well. I can via Paypal or via credit card on a secure website. Please contact me at 10 Grand Rue, 34290 Lieuran les Beziers, FRANCE or label34@live.fr. Thank you, David Thierry.

TAP DEADLINES

ISSUE	DEADLINE
1st Quarter	February 1
2nd Quarter	May 1
3rd Quarter	August 1
4th Quarter	November 1

Alaska Philatelic Cover Catalog Volume 1 & 2

Volume 2 of the Alaska Philatelic Cover Catalog, covering the Alaska Collectors Club, the Gastineau Philatelic Society and the Northern Lights Stamp Club is now available.

The catalog features illustrations of all major and minor covers issued by the three clubs.

The catalog is 8 ½ x 11 loose-leaf format punched for a three ring binder.

Prices:

Volume 2:

\$25.00

Volume 1, Revised Edition:

\$25.00

Original Volume 1 Update:

\$3.00

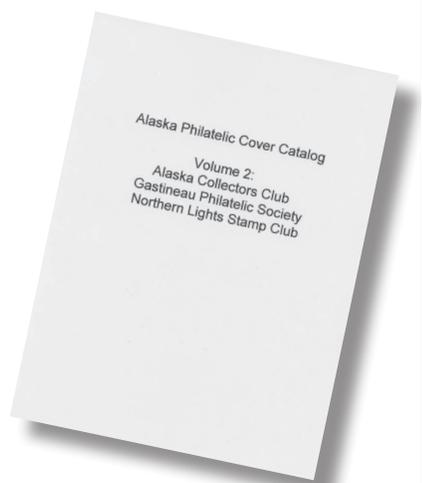
(All prices are postpaid)

For orders or more information, contact:

Eric Knapp

4201 Folker St., Unit C102

Anchorage, AK 99508



President's Message

by Angela Watson (bleumoon@charter.net)

We decided to let our hard working president Jim Zuelow have this issue off. So, I am filling in for him this quarter.

One of the things that a few of us have discussed is that in this day of eBay, Facebook, Twitter and all the other ways of staying connected, that perhaps the ACC needed to expand its horizons a bit, as it were, in an effort to attract more attention and perhaps more members.

The easiest way of doing this would be to broaden the scope of what we discuss, write and offer up for auctions in the newsletter.

Don't get me wrong: I have a love affair with Alaska Postal History as much as you do. But from time to time I find my eye strays to the odd and unusual piece of ephemerata that is related to Alaska and its glorious history.

For instance, sometime last year, Jim sent me a gold stock certificate from the Alaska Gold Mine at Treadwell. Featuring wonderful engraving (yes, the real steel plate kind!), and some great artwork, I really enjoy pulling that out and looking at it from time to time, and I find myself wondering what else is out there in the way of books, stock certificates, stereoscope photos, tokens & coins, maps, vintage license plates, medals, plates, heck, I even think some of the police shoulder patches are kind of cool!

And how's this? A vintage Alaska Homestead brand Ice Cream Maker Bucket that I saw on eBay! Yes, all forms of Alaskiana and all worthy of preservation. So I think the question becomes, do we enlarge the scope of what The Alaska COLLECTORS' Club means (after all, our founders interestingly enough never put "Philatelic" or "Stamp" in our title)?

We are asking for your opinions and then the ACC Board of Directors will take your thoughts under advisement and make a decision.

The main advantage to expansion is the greater network with which we could then align ourselves. Think of all the historical societies and libraries that could not only share our interests, but also be fertile ground for perhaps recruiting new members.

So, please, let us know your thoughts via email within the next 30 days or so. Send you thoughts and ideas to Jim (jimzuelow@aol.com), myself (bleumoon@charter.net) or Eric (eknapp@gci.net).

Thanks all!

Secretary Treasurer's Report

Eric Knapp (eknapp@gci.net)

Hello everyone, I hope you had a nice summer wherever you are. The summer here in Alaska was great. It more than made up for the miserable summer we had last year.

The leaves are now starting to turn now. Fall is on the way. Time to get in a few more long bike rides before putting the bike away and getting the winter toys out.

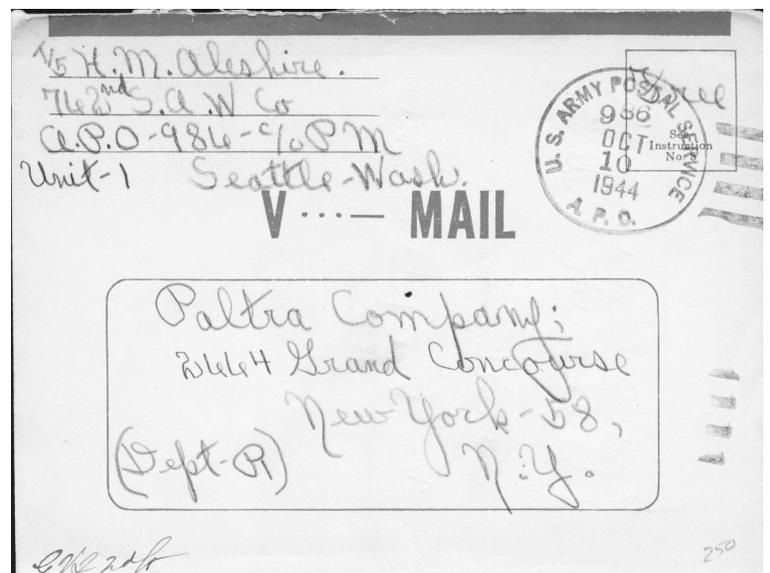
There are no new members this time and I have no news to report so I will take this time to tell a story. I recently found a rare cover for my collection, and where I found it is the story.

As most of you know I collect World War II in Alaska. There are several of the Army Post Offices that are quite rare. One of these is APO 986 Unit 1. This was the second APO on Kiska Island and seems to have served only one unit. There are very few covers known from this APO.

Well, I recently found one. And much to my embarrassment I found it in my own collection. As you can see in the scan, this is a V-Mail form. I had a small stack of V-Mails that I acquired several years ago and had not really looked at. I was looking through the stack to find something else and happened to notice the number in the return address. So, an item I had been looking for for several years was in my collection all the time.

The moral of the story is to look at your collections every now and then. You never know what you will find right under your nose.

Until next month, happy collecting.



Raymond Bates Writes Home, circa 1912

transcribed by Eric Knapp • photo research by Angela Watson

From *The Reader's Digest*: "The village of Kivalina has never been very secure. A ramshackle settlement of 100 buildings, it includes a school, a post office, a health clinic, a grocery store, a laundry, two churches, and a bingo parlor, all perched on a thin strip of permafrost between the Chukchi Sea and the mouths of the Wulik and Kivalina rivers. Just off the northwestern coast of Alaska, it's truly a town on the edge. For most of the year, Kivalina is surrounded by ice; when it melts during the brief summer, waves gnaw the shore from the west and rivers tug at it from the east." But because of recent temperature warm ups, it's literally sinking into the ocean. Back in 1912, we doubt that anyone gave it much thought. So it is interesting to see the descriptions then and compare them to the disappearing town of Kivalina now.

Kivalina, Kotzebue P.O.,
Alaska, July 18, 1912.

Dear Parents

While we are waiting to send out mail by the revenue cutter I will regale you with a short ? letter. Some time has elapsed since my last writing also some things have been doing.

About the first week in June the ice having gone far out some of the natives made a trip down from Point Hope and when they returned we went also. The wind being fair we started one morning about 4 o'clock. The natives had come down to get a whale boat which had been left here in April because the snow got so soft they could not haul it with dogs. There were 2 men beside myself Margaret and an Eskimo girl. When we got about 40 miles up the coast the wind changed and we had to go ashore haul our boat upon the beach and go into Camp. Beside the whale



boat there was an oomiak which we had in tow. I am getting to have quite a bit of respect for an oomiak. This one was very accommodating for hardly had we gotten on the beach when it began to blow and snow and we being very tired and sleepy were very glad to turn it up on edge place the sail from the whale boat over it and got inside of this improvised tent and take a good nap. The native is always at home in his oomiak. If I have not told you before, I will explain now that an oomiak is a boat, ranging in size from 10 ft. to 35 ft. and of about 5 ft width across the top seldom being more than 18 inches wide on the bottom. The sides are very slant and you might think this a very tippy boat but when loaded it rides better than a whaleboat. The frame is made of birch wood bound together with thong and over the frame is sowed the skins of the boarded seal. The men make the frame and it is the work of the women to sew on the skin. These boats are watertight and as much as 5 tons can be carried in them. Taking on practical civilization the native has fitted his boat to sail and it works very well. The size of an oomiak is not spoken of in terms of linear measure but its size is indicated by the number of skins used in covering it. Thus we hear of a 5 skin oomiak or a 9 skin oomiak. As these boats are very light draught they cannot be much used in cases where the wind is contrary because they make too much leeway. A new oomiak in a very odoriferous creature, fortunately our boat was an old one (*see photo next page*). After a refreshing sleep the wind still being unfavorable we went to an Eskimo camp a short distance away to while away the time. This Eskimo camp was only a small tent.

Thank you to all who provided material to make this issue possible. They include: Jim Zuelow, Eric Knapp, Angela Watson, Steve Sims, Terry Shaw and Glenn Smith.

While there they prepared dinner and, as we sat down to eat it I sat with my feet out the doorway when suddenly something bit my foot. My first thought was that somebody was playing a joke on me but I saw that every one was in the tent. Then my foot was bitten again and upon looking out I saw a fox. He was a wild one but did, not seem afraid of us we all went out to see it and one of the natives gave it a piece of muktuk. (Muktuk is the skin of the whale much used for food) It ate some of the food, and buried the remainder much as a dog would have done. Margaret took him up in her arms and I took a picture of it. After she put it down it stayed around for quite a while but finally trotted off down the beach. In the evening the wind still being unfavorable we tired of staying there and launching the boats put out a tow line and having one dog with us hitched him to it and proceeded up the beach. About 11 o'clock we came to Cape Thompson a high wall facing the sea for about 7 miles, altitude 500ft. This cape holding off the wind the ice had not gone away and we had to put out to sea about 3 miles to get around the ice. Later we found a rift and made our way in to shore again. Here we stopped and cooked a meal. The natives have no regularity but eat when they get hungry and likewise sleep when they can stay awake no longer. They rather laugh at the white man for his regularity and say he is not strong. I convinced some of them, however, that the white man can stay awake about as long as the Eskimo when it comes to a pinch. On the way home we had only 3 hours sleep out of 60 and everybody was very sleepy. In fact the man at the helm who was considered the strongest got so sleepy that he would dose and let the boat go about at will. He could not stay awake. I asked him to let me take the helm and he very gladly consented. In about 2 minutes he was fast asleep and remained so until I sent the boat on the beach at home and then I had to shake him to wake him. He made camp and fell to sleep again but they were all amazed to find that I did not go to sleep till evening. The Eskimo despite his opinion to the contrary is inferior in endurance. Cape Thompson is one of the greatest rookeries in the world being excelled only by Cape Lisbourne about 75 miles further up the coast. The walls are perpendicular for 500 ft. having narrow shelves almost level running along its face. As we neared the cliff we could see what at first appeared to be white moss or flowers adorning the whole face of the rock but on nearing it we found that the white appearance was due to the myriad of ducks sitting on the shelves. These ducks or Otpollok as the Eskimo calls them are a water



PHOTO BY KEVIN HORAN

AN OOMIAK BOAT, MODERN DAY. LET'S HOPE THIS ONE IS SEASONED AND NOT SO SMELLY!

bird about the size of a mallard having a dull black back and white breast. They lay two eggs in a season depositing then on the shelves of the cliff. Those eggs are very good eating and are about twice the size of a hen's egg. The bird himself is very tough and not relished by white men though the native regards him as a great delicacy. Having a 22 rifle with me I raised it and fired. The effect was immense. Immediately the clamor that was almost deafening ceased and there was a great rush of wings and the sky was darkened by a thousand birds put to flight. And yet after all this the cliff was still white with the birds that had been brave enough not to leave their nests. I fired again and again always with the same effect but the cliff still remained white.

In the shadow of this cliff we camped about 11 o'clock, as I said about a page back, cooked our supper by the light of the midnight sun and ate it to the tune of the Otpollok or crow-bill duck. It was here too in this romantic spot that I first tasted seal-oil. To please the native you must learn to eat his food. This is not by any means a gustatory ecstasy, but seal oil is an especial dish with the native and these natives being especially clean I did not hesitate trying and to my surprise I found its most objectionable feature in is the odor, the taste being somewhat bearable if one is hungry. Before I leave Alaska I expect to be able to eat anything from barbed wire to guttapercha. There being no wind under the cliff we had to row for about 10 miles and when we had gotten on the other side of the cape we found the ice had not left the shore yet so we had to go out around it. Getting away from the cape we found some wind and sailed to Point Hope by noon. We landed on the ice about 3 miles from shore and walked to the beach. Starting Saturday morn at 4 o'clock and. arriving at Pt. Hope Monday noon we completed a journey of 85 miles. Point Hope is a low sandbar projecting out seaward about 15 miles in no place being more than 15 ft. above tide.

On the very tip of this point is the native village of Tigara, once a village of 2000 but by war and pestilence reduced to 200. They are now in the care of an Episcopal mission the building being about one mile from the village. This year the mission is in charge of one Mr. Goodman from New York city who lives there with his nephew a boy of 15 yrs. who has never before been outside of a few streets in the great city. He indeed is a caution and the brunt of a great many jokes on account of his verdant ways. Three miles further down the cape is a store owned by a man from Nome named Mr. Rank a single young fellow once a banker in Portland. Half mile further is the home of Mr. or "Jim" as he is called Jim Allen an Irishman once a sailor and now a squaw man. His business is whaling. This spring he caught 2 quite large whales. [Ed. Note: no one in Kivalina has caught a whale since 1994.] Will probably net him \$1000. With him was living an old ship mate now a miner but who came up to visit Jim during the whaling season. His name is Thompson. Also living at the same house was a Mr. McIntosh who is developing a coalmine at Cape Lisbourne. He came up from Nome this spring but not being able to go further on account of the ice he stayed with Jim.

Half mile further from the point lives a man from Portugal also a squaw man and noted as a climber of cliffs. It is he who furnishes the vicinity with eggs of the crowbill duck. Also he is a whale man. Near by is the home of another whale man once a sailor and now a squaw man a Negro from Jamaica named Tom George. Poor Tom has a cancer in his mouth and had to go to the hospital this spring. Five miles from the Point is the government school where we stayed with the teacher and his wife. They too are young people.

A mile further down the cape is the home of Mr. Tuckfield "Little Joe" as he is called being email of stature. He is an Englishman and was a sailor. Now he is a squaw man, and a whaleman. So you see Point Hope is quite cosmopolitan. There are no permanent resident natives near the school house but in the spring during the whaling season there is a village on either side of the school house, one called Jabbertown where the natives from Kotzebue gather and the other called Beacon Hill where the natives from Noatak and Kivalina live. Kivalina people were once Noatak people but the Noataks having no claim to the coast country had a war with the Tigaras and got the land

now known as Kivalina part of the people remaining there and making a village. The two villages are much elated hence they unite forming one village when they go to Point Hope for the whaling season.

As part of the entertainment for our benefit there was a hoola-hoola or native dance given at the school-house. It lasted from 10 in the morning till 12 at night. After the dance the boys played football till morning. The Jabbertown and Beacon Hill boys united against the Tigara boys. This game is not like college football. The boys kick the ball in the direction of home. The side succeeding in getting the ball clear home has won. In this case the Jabbertown boys won. The Tigara boys say, however, that, they were robbed. At time beginning some of the Jabbertown boys went to bed and got some sleep then came on later all fresh for the game. Later as we stayed at the Point there was a children's hoola-hoola which was quite entertaining. One Sunday the missionary invited all the white people to listen to a sermon and we went to the mission in a whale-boat. We heard a very good discourse. At this mission they have choir boys and girls just as they do outside. As I sat listening to the discourse I thought of a certain bbl. of bottled beer on the wrecked Redfield last fall. It was consigned to the speaker. While at Point Hope the oogryk came and we got to see some both alive and dead. They are commonly known as the bearded seal. They look like a seal only much larger. They weigh about #400. The meat tastes like beef, the skin is used to cover oomiaks to make



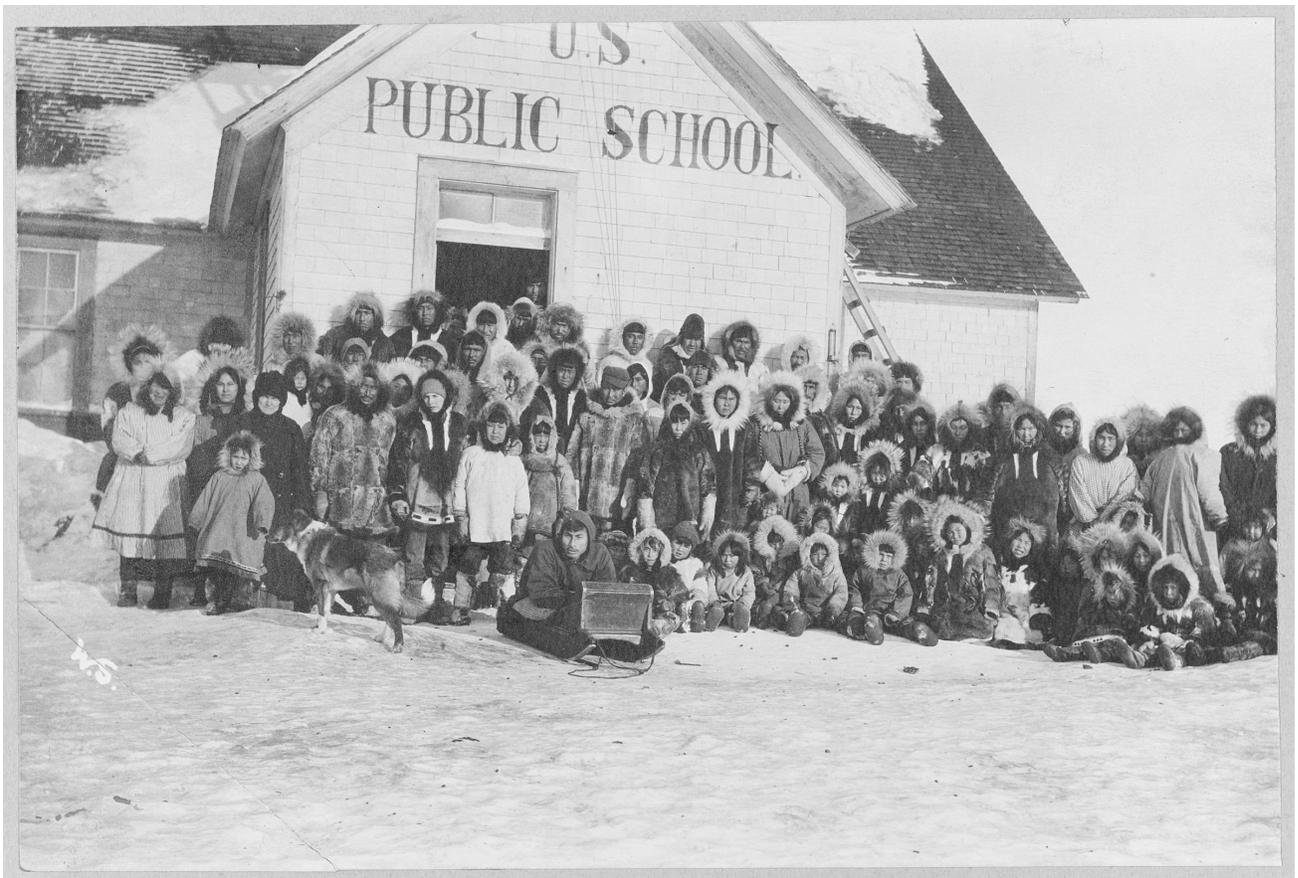
VINTAGE PHOTO OF KIVALINA RESIDENTS, FROM THE CARPENTER COLLECTION, HOUSED AT THE LIBRARY OF CONGRESS.

soles for the mukluks and for making rope. We had quite an enjoyable time while there and so stayed a month. Then the ice having broken from the shore and the wind being favorable we started home shortly after the 4th of July. We went with a native named Mon-ek-suk or "Money-chuck" as the whalers call him in a 30 ft. oomiak. There were Margaret, Mr. Thompson and myself beside the native's family and 9 dogs. We started at noon and by eve we were down to the Cape Thompson. Here by four o'clock we came to where the crowbill ducks abound and having 1000 cartridges with me I opened fire with the 22. There was scarce any wind and the boat moved slowly so that I could stand on deck and shoot up in the cliffs and the children ran along the beach and gathered the game as it fell. By 9 o'clock I had 100 ducks and the native objected to carrying any more so I had to quit. We got some good pictures of the cape too. After rounding the cape about 10 miles we pulled up on the beach and had a sleep. The sun was shining the air was warm but mosquitoes were thick as lice in an Eskimo's sleeping bag.

The next Morning at 8 a.m.

We were at Kivalina. The season at Kivalina is about three

weeks ahead of that north of Cape Thompson. We called this cape Mr. Thompson's hen roost. As we were nearing home we said as usual that we would never go again as we were all tired out but it was just two days till we were on another journey, this time we formed a party of four, Mr. Thompson and myself who were to prospect Margaret who was to cook and a native boy for roustabout. We hired an oomiak and two dogs to pull it. We purposed going about 40 miles up a river here where prospectors never have taken a pan but men passing through in the winter have thought it a good place to try because colors a few fine ones have been found near the mouth of the stream. Our trip was not successful, however, when we had gone about 12 miles the stream got too steep and having worn several holes in our oomiak from dragging it over riffles we abandoned the journey and came home. One might make the trip in a smaller boat by a lot of exertion. Only 12 miles up the river we found small colors in the bars. Margaret shot some ptarmigan and plover and I shot some ducks and a loon and caught some grayling. Next spring if I feel well enough I want to make another trial at that trip. The indications are certainly good. Mr. Thompson soon after departed for Squirrel river where he has a road-house and some claims.



VINTAGE PHOTO OF KIVALINA RESIDENTS, FROM THE CARPENTER COLLECTION, HOUSED AT THE LIBRARY OF CONGRESS.

He is an old friend of Mr. Ruhl's and worked with him at Cold-foot. Since then we have been cleaning up and getting things ready for the coming of the Revenue Cutter. We have all the reports made out and the house painted up and about everything in readiness. This morning what we suppose to be the supply boat came in as close to the shore as she dared but the surf being high she went on up the coast. (Jul. 31) She will probably go on to Barrow now before coming here. During the past 10 days the wind has blown a gale almost constantly and the sea has been high. We are almost out of sugar and our butter is all gone. We have some crowbill eggs and flour and other things so we will not starve but what will we feed those men on the cutter, says Margaret.

The cold, grey dawn of the morning after; Last evening or Aug. 6, the Cutter came and of all visits that was about the briefest--2 hrs. at the most and half of the Superintendent's time was taken up by the natives. We were much disappointed by the non-appearance of Mr. Shields. Of course Mr. Evans is alright but he is so quiet and only tells what is necessary without any trimmings. Shields is very sociable and appreciates the fact that we who hear nothing from one year's end to another but Eskimo gossip like to hear, yea are veritably bursting to hear, of what is going on in the world. We had everything in readiness from top to bottom and from A to X or possibly Z. But I do not know if Mr. Evans noticed whether things were right or not. It is quite likely that I never will know. Silence is golden and nobody dislikes a hot air peddler more than I but hang a man that keeps a padlock on his voice-box when a few encouraging words would work magic and be almost as beneficial as a tonic. When Shields was here in the winter he had something complimentary to say where he could find opportunity and he gave us some good advice; when he went away we felt like going at the work harder than ever. When Evans went we felt like he had left an ice berg on the front porch--we don't know if we suited him or not. Well it makes little difference as we did our best and that must do whether it suits or not. When the news was wired to Nome office that we were to be transferred to Wainwright Shields dropped us a little note to that effect. It got here day before the Cutter arrived. When Evans came on shore I asked no questions and just waited to see how long he would wait to tell us the news. He told us about the last thing before he left that we had been transferred to Wainwright with a raise in salary and then waited a while and then finally said the raise amounted to \$50 a month. Of

course I was pleased with the raise but I asked no questions about it and said neither yes, nor no--I thought it a good plan to fight a man with his own weapons. Our transfer includes transportation too. Wainwright is about 24 hrs. from the jumping-off place--Point Barrow. Now what do you think of our going off to an out of the world place like that? We are said to get four mails during the coming winter. The winter there begins earlier and ends later than here, but as far as being lonesome why any place up here is as lonesome as it well can be and with an increase in salary why we can keep from being quite so lonesome for another year at least. Our supplies which we sent outside for have gone on ahead of us to Wainwright and we have the bills. Our grocery bill amounts to almost \$200 and we expect to live in luxury.

Aug. 5 we received a sack of mail. Think of a sack jammed full of mail all for us. We opened the letters according to date beginning with the earliest ones and reading down to the latest. I read steadily for three hours. There were 6 letters from home, 5 from Portland, one from Donna B. Goodwin St. Louis, Mo. and numerous business letters. Yesterday the Cutter brought two more letters from home and two from Portland with more business letters. Now we are about snowed under writing answers and the mail goes back today. I think we will have the sack about full again. I don't think it will be of any use to write oftener than once a month to us. We are anxious to hear what you intend to do, also to hear about the fall election, as, if a Dem party comes into power probably Mr. Shields will drop out of the office at Nome as he received his appointment from Washington. We will be sorry to lose him and may quit at the end of this year if he does. The school year with the Government you know is from Jul. 1 to Jun. 30. We got the Kodak supplies all OK. I am sending you some pictures on this mail. Hope to get some good northern pictures on this trip as the ones last fall were failures. Your last letter was dated Jul. 2nd. At Wainwright I am to have oversight of a coal mine as well as a school and reindeer herd about the same as Kivalina. It is said to be a good place and a responsible position, but mind we stay only one year at the salary--only a good raise will tempt us to stay longer. Must close, I know there are many things you wish to know that I have not written. I have sent to Kotzebue for a launch to transport us.

Love, Raymond Bates

2° Worth



Anywhere else but Alaska, these would be called 2¢ Worth, but up here, you know, we just have to be different. Thus, we present 2° Worth, shorts and notices from the club and the members to each other about interesting related functions and news items. Please submit anything you run across that is Alaska related to the Editor. Thanks!

50 Years Ago...

Member Robert Potts reported on mail routes served using Reindeer. The Route 78110 was made with reindeer during the winter of 1899-1900. Three round trips were made between St. Michael, Eaton, Golovin, & Kotzebue, 1,240 miles per round-trip.

There is a letter from the Navy postal clerk at Adak saying that they could not provide much history on the station. There is also a letter from the Assistant Anchorage Postmaster describing postal operations in 1959.

The first documentation of Anchorage cancellations started in the June 1959 issue and continued in the August 1959 issue.

An article describing the history of the Ward Cove post office, including all of the name changes of the station is in the August 1959 issue.

A method for reproducing cancels for study and publication is described. A very useful technique in the precopier age.

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Refunds for those not available. Donations of back issues appreciated.



Coming Next Time...

Bob McKain will have a study of machine cancels from Alaska Army Post Offices during World War II. And the club's own David Schwantes celebrated 50 years in Alaska this year. He will have a short article describing his time in Alaska.

Early Mail Days in the Yukon

submitted by Steve Sims

Editor's Note: This article is part of a collection of old Alaska Postal History articles found and collected by Steve Sims. We will reprint these articles on occasion.

The Stamp Collectors' Quarterly, Volume 1, Number 1, January 1916

Early Mail Days in the Yukon

Interesting Account given by Col S. B. Steele, C.B., M.V.O, in his recently published book, "Forty Years in Canada."

In July, 1898, I had been notified that the mails, which up to that date had been carried and forwarded by the police, were in future to be brought in by a man from Seattle, Washington, who had the contract for the United States mail to Alaska. Ours continued to arrive at the coast, but, although the contract was for a fortnightly service, there was no sign of the contractor or his men. Consequently, for the convenience of the public, I continued to send letters all the summer in charge of a N.C.O., or constable of the force. This had given Dawson a system of mail service two or three times a month, until the close of navigation on the Yukon. It turned out afterwards that the contractor had sublet his contract, and, as he had paid no more attention to it, no mails came through unless we undertook to bring them in. This state of affairs after the close of navigation was serious, and to save the situation I suggested to the Commissioner of the Yukon, that, as there were about 40,000 persons without mail communication, our force should carry on the service by dog trains, for I knew that our men would respond with alacrity, no matter how difficult the task might be. The duty belonged to another department, but, as always, they were ready to stop a gap, and I arranged to send the mails out of Dawson on the first and fifteenth of the month, and to bring in any that were ready, until navigation opened.

The first mail went out on November, 15th, in charge of Corporal Richardson and Constable Bell. I gave them orders to shorten the trail by cutting across the bends and points along the river, and to obtain the assistance of the detachments all the way to the coast to make the route practicable for the parties to follow. They were to change dogs at every post as they went along, and to make all possible speed. This mail was very important, consisting as it did of the official returns and annual reports, bank reports, and drafts from the banks for large as well as small amounts.

When Richardson arrived at the eight mile cabin, near the Hootalinqua river, 190 miles from Dawson, to change dogs, he was on the point of going on shore with the outfit when the ice, which was at least a foot in thickness, on account of some rise or water up-stream, suddenly rose and broke up in pieces, sweeping the two men and their load down the river together. The mail was a total loss, but Richardson and his comrade saved themselves by seizing hold of the branch of a tree and hanging on for dear life until helped out by their companions on the shore. The dogs had been sent up to the cabin to be exchanged for others before the ice broke up. As soon as they had dried their clothing, the corporal sent Bell back to Dawson to report to Major Wood. From Tagish he went to Skagway with a dispatch reporting the accident, and returned to Dawson with a description of the trail along the river, making the distance, 600 miles, in 12 days, on foot.

The next mail went out on December 1st, taking the duplicated drafts and report. Now that the trail was well known and the trees blazed across the points, I arranged that for the remainder of the winter men and dogs should

Gold Nuggets

Although better than tents, the miserable condition of most miners' cabins in the Klondike gold fields did not help their health. Such cabins were typically about 14' x 16', with only a little ventilation in the ceiling, if any at all, with anywhere from two to six men, their provisions, and sometimes their dogs crowded into the space.

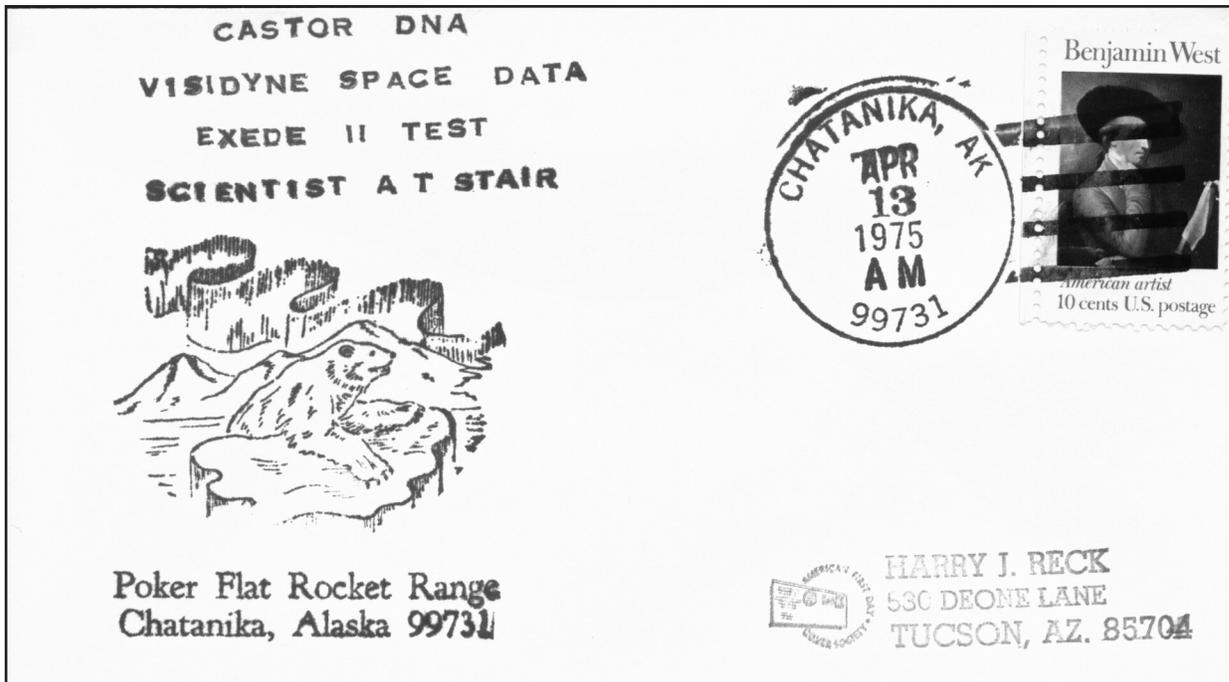
be relieved every 30 miles, the distance separating our posts. The mail was to be kept going and coming, night and day, the changes of men and dogs to be made in 20 minutes; the attempts made by others during the winter to send out mails were failures. The Arctic Express Company's agent started off on December 8th, but the effort had to be given up at our Stewart River post, where Corporal Green took charge of it and sent it on with his dog train.

I sent the next mail out from the post office on December 15th, and from then on from 500 to 700 pounds of letters were carried each way, the men making their best efforts to beat past records, the 600 miles being frequently covered in seven days. Nine days was the slowest. A dog train of Major Wood's used to make the 57 miles from Tagish post to Bennett in seven hours, the driver, on account of the speed, being forced to sit on the top of the load, or he would have been left on the trail. The dogs were the well-known Labrador breed, very fierce, and they had the remarkable reputation of having at one time killed and devoured their driver. One of the fastest stages was by the

constable at Indian River, who used to make his 30 miles in 4 1/2 hours, running behind his team all the way, pretty good proof of the condition of our Yukon men. In addition to this work of bringing the mail in and out, the men at the 20 posts along the Yukon assisted everyone who required help and attended to all police duties.

There was at that time at Dawson an enterprising young lady, who represented a leading Toronto daily. As she wished to make a "scoop," she wrote out a full and complete description of an execution that was to come off the next morning, and sent it off by the early mail going out. When news of the postponement of the execution of the murderers reached her she came to me in tears imploring me to help her in her difficulty. The mail had to be overtaken, and, as it was several hours on the way to the coast, there was no time to be lost. A dog train was secured, and after a fast run of 30 miles the offending report was captured and brought back for future use, much to the relief of the distressed damsel.

Any Rocket Mail Experts Out There?



I usually include a plea for articles in every issue of TAP, and this one will be no exception. However, this time I am also asking for a specific article. I want an article on Alaska Rocket mail.

I have seen covers for the Poker Flats Rocket Range over the years and have a few of them, but I don't know much

about them. I would love to learn more and I would bet the rest of our membership would also.

So, if there is someone out there who knows the story of the Poker Flats covers, please write it up and send it in.

I do also need articles on any other Alaskan topic. Thank you, Your Editor

Only Ten Survived

by Glenn Smith (highlandglenn@kuhncom.net)

The Story of USS JUNEAU CL-52 at the Naval Battle of Guadalcanal, Her Loss, the Plight of Her Survivors, Their Rescue, and the Legacy of Their Heroism.

Setting the Stage. November 12th, 1942. On August 7th, 1942, United States Marines landed on Guadalcanal and neighboring Tulagi. It is generally acknowledged that naval support for the Marines was spotty, especially in the early days of their operations ashore. Vice Admiral Robert Ghormley, who assumed command of the South Pacific Area in June 1942, was extremely cautious, hoarding his limited resources, much to the chagrin of Marine commanders.

By October, Admiral Nimitz, the Pacific Fleet commander, had lost confidence in Ghormley, and sent Vice Admiral William F. "Bull" Halsey to relief him. On October 18th, 1942, Halsey assumed command of the South Pacific Area. Changes were swift in coming, and aggression replaced timidity.

In early November, Halsey directed Rear Admiral Daniel Callaghan to command a task force (TF 67.4) to protect the landings on Guadalcanal. He was selected to command over Rear Admiral Norman Scott, who would now be his subordinate, because he was 15-days senior to

Scott. Callaghan had no combat experience, but Scott had just roundly defeated the enemy at the Battle of Cape Esperance (October 11-12, 1942). Callaghan broke his flag in USS San Francisco (CA-38), and Scott broke his in USS Atlanta (CL-51). Other ships in TF 67.4 were: USS Portland (CA-33), USS Helena (CL-50), USS Juneau (CL-52), USS Cushing (DD-376), USS Laffey (DD-459), USS Sterett (DD-407), USS O'Bannon (DD-450), USS Aaron Ward (DD-483), USS Barton (DD-599), USS Monssen (DD-436), and USS Fletcher (DD-445).

A Japanese force had been formed to disrupt the landings on Guadalcanal. It consisted of two fast battleships (IJN Hiei, IJN Kirishima)(1), one light cruiser (IJN Nagara), and 11 destroyers (IJN Akatsuki, IJN Amatsukaze, IJN Asagumo, IJN Harusame, IJN Ikazuchi, IJN Inazuma, IJN Murasame, IJN Samidare, IJN Teruzuki, IJN Yudachi, and IJN Yukikaze). The force had three flag officers, Vice Admiral Abe Hiroaki in Hiei (commanding), plus Rear Admiral Kimura Sumusu in Nagara, and Rear Admiral Takama Tamotsu (2) in Asagumo.

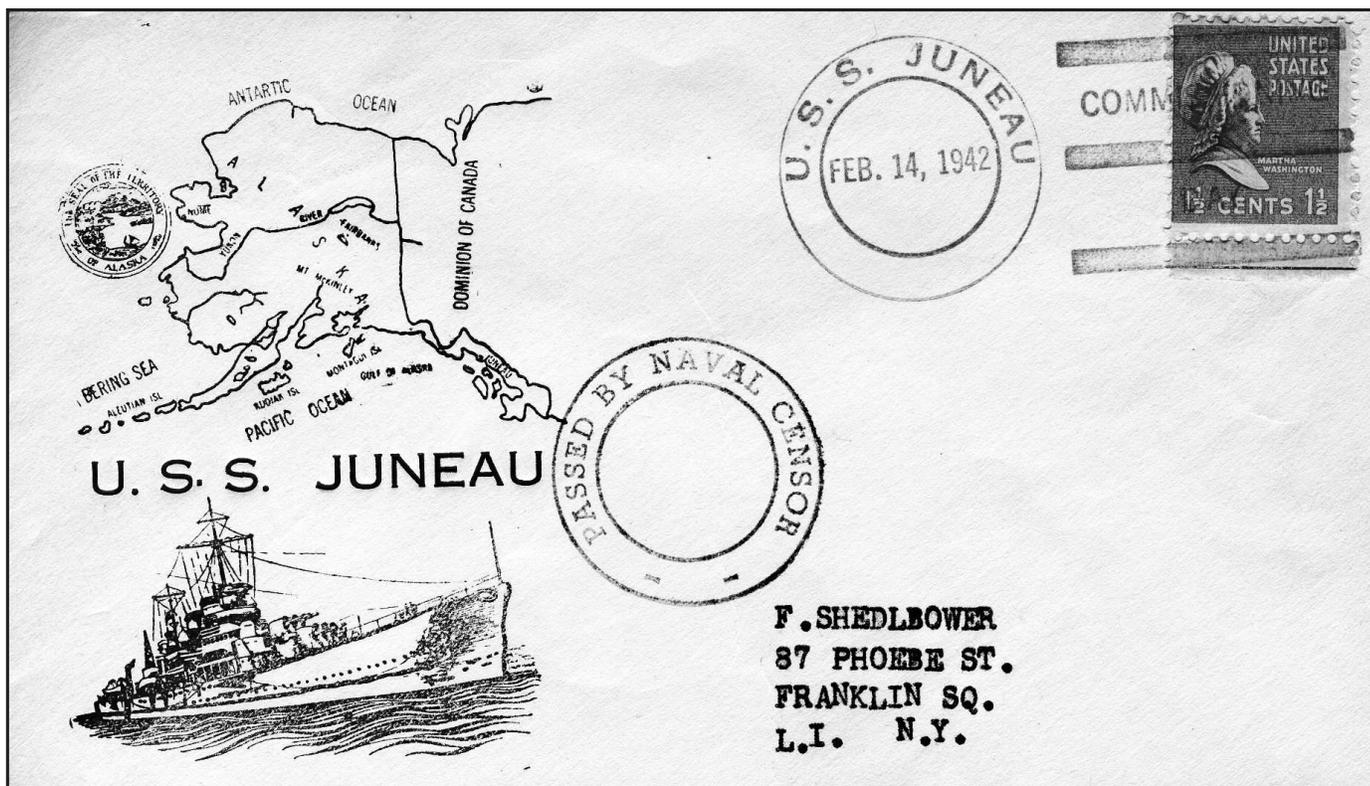


FIGURE 1: JUNEAU COMMISSIONING COVER WITH F (J-11) CANCEL, MARKED AS PASSED BY CENSOR.

A Recipe for Disaster. Midnight, November 13th, 1942. An important fact that would virtually dictate the outcome of coming events was that both Callaghan and Scott chose fly their flags in ships that had older, inferior air search radar systems. The newest SG (Surface Search) radar had been installed cruisers Helena and Juneau (some sources say also in Portland, but there is disagreement on that point), and in destroyers O'Bannon and Fletcher. Callaghan opted to place Helena and Juneau last in the cruiser column, O'Bannon last in the destroyer van, and Fletcher dead last in the entire column. Destroyer Cushing, which was at the point of his column, had no radar.

The Japanese commander, Vice Admiral Abe Hiroaki, had deployed his vessels in a complicated, loose circular formation as he approached Savo Island. But his ships had no radar, they had come through heavy squalls, and had become disconnected from each other. Yudachi and HARUSAME, for example, were "out on a limb" by themselves. Abe's battleships were prepared for night bombardment of Guadalcanal, and initially had anti-personnel rounds in their big guns. When the enemy was discovered, both battleships had to quickly reload with armor-piercing shells, and they lost precious time in the process.

A Bar Room Brawl with the Lights Shot Out. 0130-0300, Friday, November 13th, 1942. Both forces charged through the night, Abe blind without radar and overly confident that his vaunted lookouts could pierce the night with better vision devices. Callaghan and Scott considerably reduced the advantage that their radar gave them by placing it in the least effective place in the formation.

Shortly after 0130, Cushing had to come hard to port to avoid slamming into Yudachi. Then all hell broke loose. The American column initially followed Cushing's lead, taking the van destroyers directly toward the enemy battleships. One participant later characterized the resulting melee as a "bar room brawl with the lights shot out."

For the next 90 minutes, ships on both sides fired indiscriminately; sometimes at the enemy, sometimes at friends, and frequently at point-blank range. Torpedoes from both sides filled the waters. Searchlights probed the darkness. San Francisco blasted Atlanta, that fact was established the next morning by the dye on Atlanta's deck which matched the dye color used by her big sister's 8" guns for spotting the fall of rounds.

Other highlights of the brawl found Laffey engaging battleship Hiei at a range that some put at 75 feet! Hiei

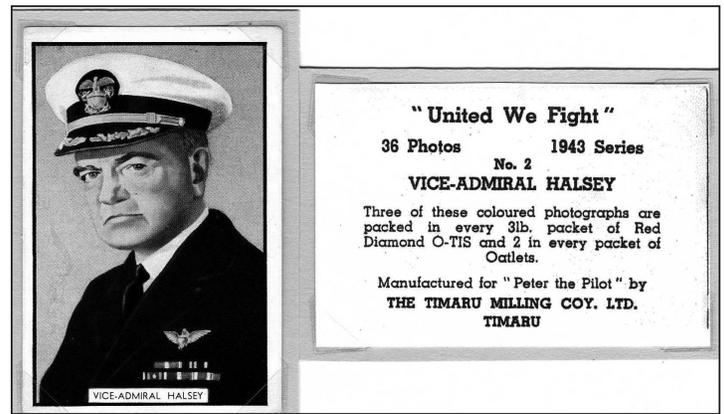


FIGURE 2: WARTIME TRADING CARD FROM NEW ZEALAND, ONE OF A SET THAT INCLUDED SEVERAL NOTABLE OFFICERS, THIS ONE OF THEN VADM HALSEY (ALTHOUGH HIS HAT BRIM STILL SHOWS CAPTAIN/COMMANDER "SCRAMBLED EGGS"). (FRONT AND BACK.)

could not lower her 14" guns to bear, and Laffey peppered her with smaller caliber guns and fled into the night. The action devolved into a series of one-on-one battles. Barton took on Amatsukaze in a torpedo match, and lost, sinking literally in seconds and taking with her 90% of the crew. Monssen's CO, thinking he was receiving friendly fire, turned on his recognition lights... a fatal mistake.

All of the enemy guns within sight focused on Monssen, making her hull look like Swiss cheese, she sank later in the day. Fletcher slipped through the ruckus, using her SG radar, launching torpedoes at targets of opportunity, firing 5" guns at multiple targets, and emerged as the only American ship that was totally unscathed. Both Admirals Callaghan and Scott were killed early on at their battle stations in San Francisco and Atlanta, respectively. Command devolved to the next senior officer, Capt. Gilbert Hoover in Helena, although he did not know that fact until dawn. By 0300, both sides had had enough. Abe and his battleships retired northwest putting Savo Island between himself and his enemy. The American force was scattered. Atlanta, Barton, Monssen, Laffey, and Cushing would be lost when the smoke had cleared. The enemy had lost Yudachi, and Hiei would be unable to successfully flee aerial bombers the next day.

The focus of this story, Juneau, limped away from the fray, her back broken by a torpedo. Portland was crippled by her rudder being stuck in one position, leaving her making circles. Aaron Ward was adrift. By dawn, Capt. Hoover had gathered his remaining cruisers, San Francisco, Helena, and Juneau, plus destroyers Sterett, O'Bannon, and Fletcher.

Capt. Lyman K. Swenson in Juneau reported that his keel was so badly damaged that he could not maintain formation, and was allowed to steam independently within sight of the other two cruisers. However, Juneau's damage limited the speed of the entire formation.

Juneau's Fatal Blow. 1100, Friday the 13th, November 1942. Cmdr. Yokota Minoru, commanding submarine IJN I-26, was one of Japan's most capable submarine officers, and he was on the hunt. He assumed that the action of the early hours of Friday the 13th would leave some juicy targets for him to practice his craft upon. His most fervent hopes were realized when his periscope found San Francisco in the crosshairs.

As many as six Long Lance torpedoes were sent speeding away from I-26. Observers reported at least two fish passed ahead of San Francisco, and one just missed astern of Helena. The first one to miss also passed ahead of Juneau. And then her luck ran out, the second crashed into Juneau on her port side, likely hitting a magazine. Many witnesses said the same thing... Juneau simply disappeared, vaporized in an instant.

A signalman in Helena was receiving a semaphore message from one of his peers in Juneau at the moment of impact. The Juneau signalman was thrown about 30 feet into the air as his Helena colleague watched in horror. No one who witnessed the explosion could believe there would be any survivors. The belief was that 695 men had just perished. Not all had. About 140 men made it into the water.

The Five Sullivan Brothers and others. In Juneau's crew were five brothers from Waterloo, Iowa. Joseph (Red), Francis (Frank), Albert, Madison (Matt), and George Sullivan joined the Navy together and asked to serve together.

They were not the only set of siblings on Juneau. The four Rogers brothers of Darien, Connecticut were in the commissioning crew. Fortunately for their mother, two (Joseph and James) left just before November 13th, 1942, leaving Louis and Patrick Rogers to go down with Juneau. George and Albert Sullivan are known to have survived and made it into the water. Albert succumbed shortly afterward, but elder brother George lingered for several days, and was frequently heard to be calling his brother's names. Probably hallucinating, George eventually slipped away and was seen to be devoured by circling sharks.

A Communications Fiasco. Capt. Hoover had personally witnessed the explosion of Juneau. He had little doubt that all-hands had been lost. His primary concern was protecting his remaining ships from lurking submarines, and so he reluctantly moved his remaining ships away from the scene of Juneau's demise. Fletcher sought permission to look for survivors, but she was Hoover's only fully operational destroyer, so she was ordered into a protective screen around San Francisco and Helena. Hoover sent a message by blinker to a passing Army B-17, asking it to relay the last position of Juneau to naval authorities. It did not.

Another Army B-17, this one piloted by 1st Lt Robert Gill, sighted what he thought were about 150 men in the water. He reported the sighting to an Army intelligence officer on Espiritu Santo who made a note of it and filed the report in his desk drawer. Gill reported the sightings to the same officer again on the 15th and 18th. Gill's observations never reached proper naval officers.

On November 14th, Vice Admiral Halsey, having received reports of the catastrophic events of the morning of Friday the 13th, sent the following message to all fleet units: "MAGNIFICANTLY DONE X TO THE GLORIOUS DEAD: HAIL HEROES, REST WITH GOD – HALSEY." What he did not know, was at that very moment, about 140 Juneau men were in a life and death struggle with the elements, sharks, and time.

Life and Death in the Water. For up to eight days, Juneau survivors fought to stay afloat and alive. Exhaustion, lack of water, and sharks took a steady toll. No search was initiated until a Navy PB4Y piloted by LT Laurence B. Williamson of Patrol Squadron VP-72 sighted men in the water at twilight of November 18th. Low on fuel, he had to return to base at that point, but he launched at first light on the 19th to search for the men he had spotted.



FIGURE 5: PB4Y OF THE TYPE FLOWN BY LT WILLIAMSON.

Relative Position of Forces at Initial Contact Naval battle of Guadalcanal Friday the 13th, 1942

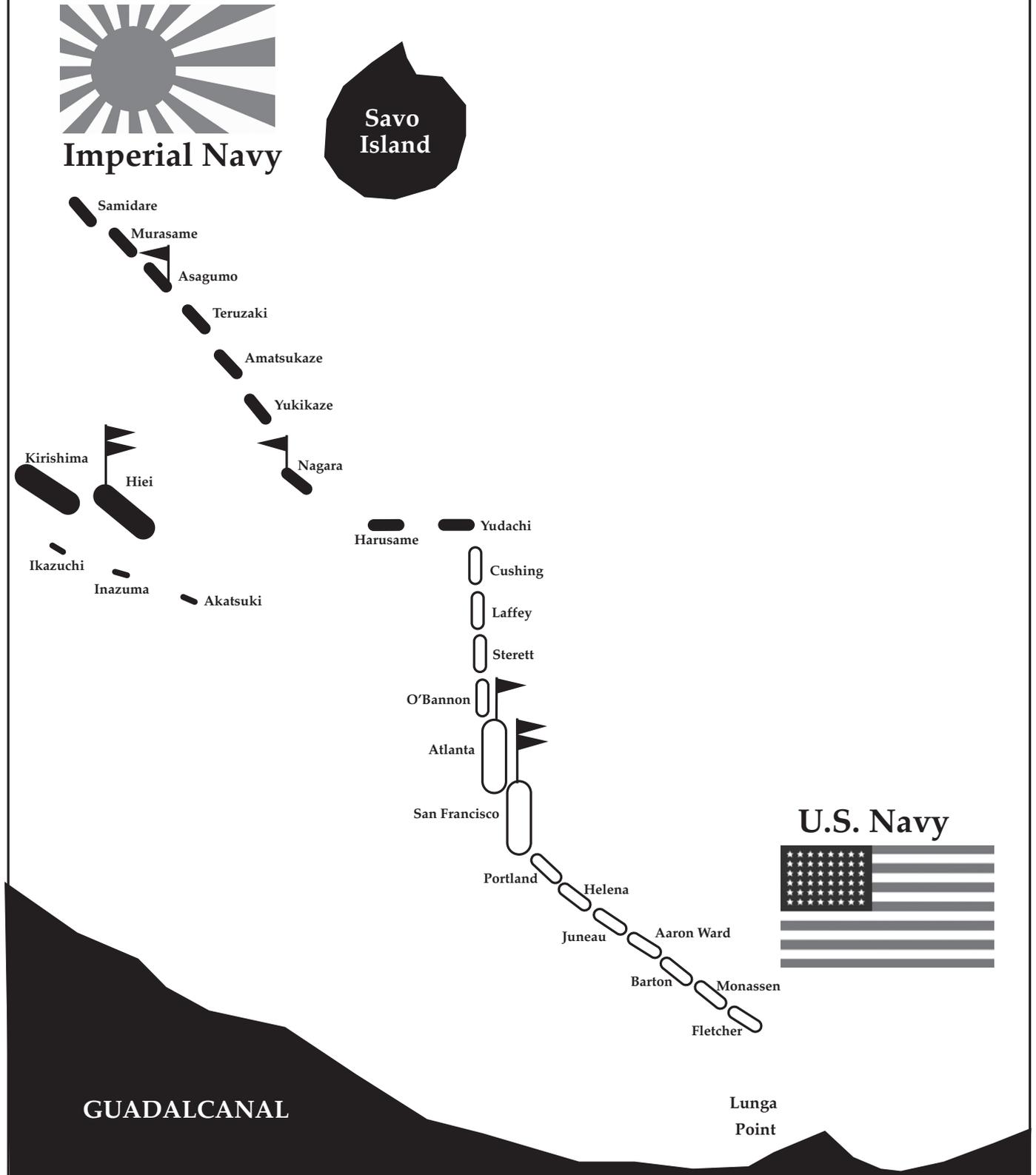


FIGURE 3: OPPONENTS AT INITIAL CONTACT, ABOUT 0130. BASED ON ORIGINAL DRAWING BY AUTHOR; COMPUTER GENERATED RENDERING BY ANGELA WATSON



FIGURE 4: SULLIVAN BROTHERS ON MARSHALL ISLANDS #7871 OF 2001.

Ten hours into his flight, and again low on fuel, he again sighted the men. Base radioed him that USS Ballard AVD-10 was en route, ETA 2300. Williamson knew that some of these men could not last that long, and fully recognizing the risks of landing in rough seas, took his lumbering flying boat into an open seas landing. His daring saved six men. Ballard later saved one more. Three men made it to a small island and were later picked up by a PBV. Of the 140 or so men that made it into the water, only ten survived. (3)

Aftermath. If you simply look at ships lost and damaged, the Japanese won a clear victory. On the other hand, Abe's mission of bombarding Guadalcanal was stopped, and the havoc that his two battleships would have inflicted on the Marines was prevented. IJN Hiei was lost the next day, and IJN Kirishima would fall to the big guns of USS Washington BB-56 in the early hours of November 15th, 1942.

The Army officer who failed to report men in the water was fired. Capt. Hoover was summarily relieved of command of Helena by Halsey, censured by Admiral Nimitz, and never again served in a command-at-sea position. Halsey's failure to launch a timely search for Juneau survivors resulted in no discipline for Halsey and became a minor blemish on his record in the history books. It paled in comparison to Halsey's failure to protect San Bernardino Strait in the Battle of Leyte Gulf, or to properly prepare his ships for typhoon Cobra of December 1944.

After the war, Cmdr. Yokota became a schoolteacher, changed his name to Hasegawa, and led a peaceful, productive Christian life.

Legacy. A number of ships have been named for the officers and men who participated in the Naval Battle of Guadalcanal. Among them: Lyman K. Swenson, two

The Sullivans, Cassin Young, Norman Scott, Scott, two Callaghans, Blue, Gearing, Sutton, and Oberrender. Many of the ships that fought there have had new ships carry their name, including two Juneaus (CLAA-119 & LPD-10).

The Survivors. They were: Lt. jg Charles Wang, Chief Gunner's Mate George Mantere, Signalman First Class Lester E. Zook, Machinist's Mate Second Class Henry J. Gardner, Signalman Second Class Joseph P. F. Hartney, Seaman First Class Arthur Friend, Seaman Second Class Wyatt B. Butterfield, Seaman Second Class Frank A. Holmgren, Seaman Second Class Victor James (Jimmy) Fitzgerald, Seaman Second Class Allen C. Heyn

As of July, 2008, only Frank Holmgren remains. There is a nice memorial web site for Juneau at: <http://www.rtcoll.com/-oakland/rostju52.html>

Notes:

1. Japanese ships are identified as IJN (Imperial Japanese Navy). Some sources use HIJMS (His Imperial Japanese Majesty's Ship).
2. Japanese names use the custom of their culture, with family names first, followed by given names.
3. Fate dictated that there would be four additional survivors. San Francisco had so many wounded that a call went out for help from other ship's medical staffs. Lt. Roger O'Neill, MC, USN, and Pharmacist Mates Orrel G. Cecil, Theodore Merchant, and William Turner were transferred by boat from Juneau to San Francisco on the morning of (ironically enough!) Friday the 13th, November 1942.

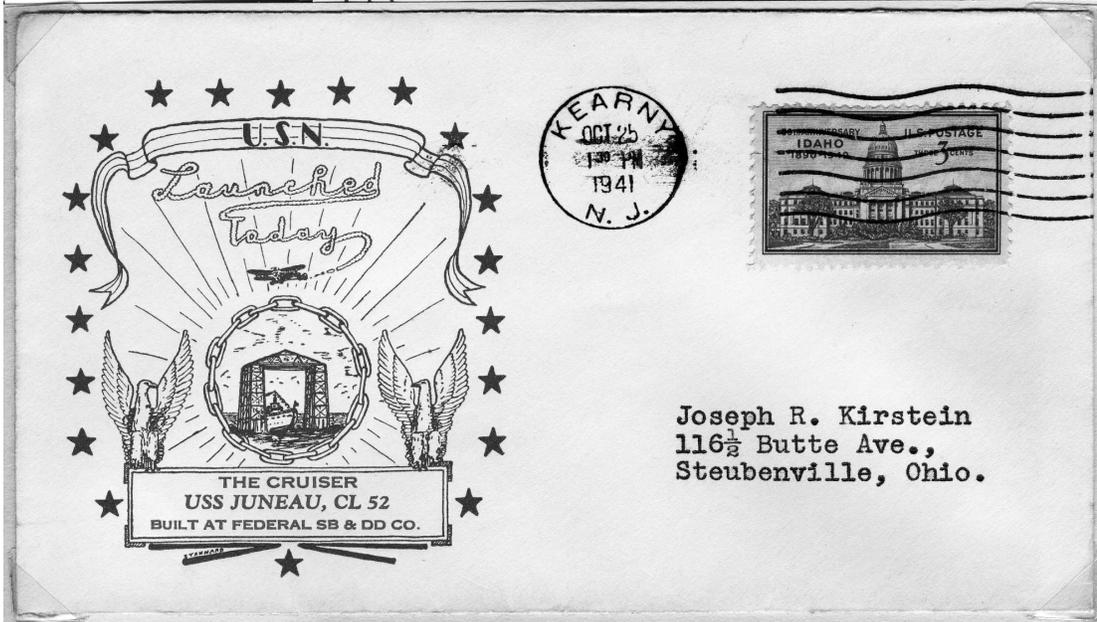
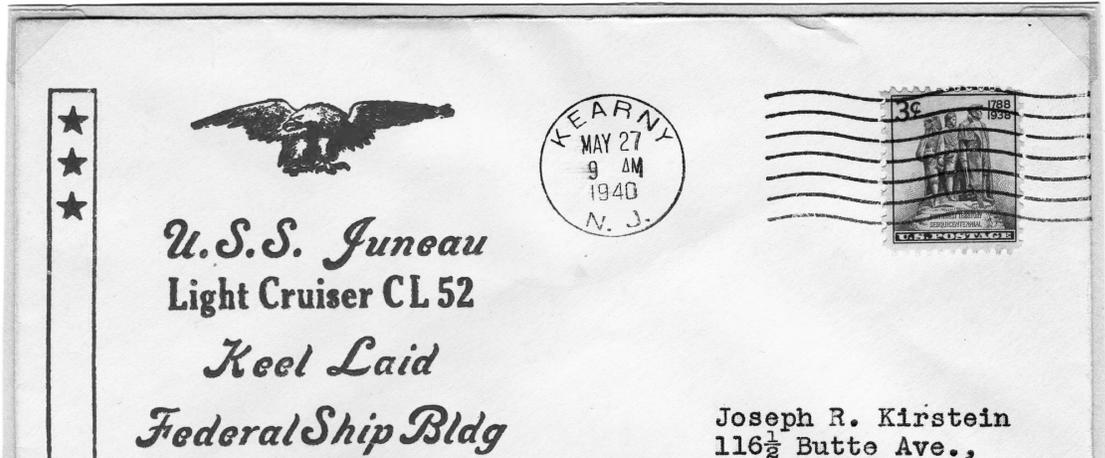
References used:

1. *Guadalcanal-Decision at Sea*, Eric Hammel, 1988, Crown Publishers, NY, NY
2. *Battle History of The Imperial Japanese Navy, 1941-1945*, Paul S. Dull, 1978, Naval Institute Press, Annapolis
3. *The Campaign for Guadalcanal*, Jack Coggins, 1972, Doubleday & Co., Garden City, NY
4. *Left to Die-The Tragedy of the USS Juneau*, Dan Kurzman, 1994, Pocket Books, NY
5. *USCS Catalog*
6. www.wikipedia.org

Birth of a Cruiser: USS Juneau

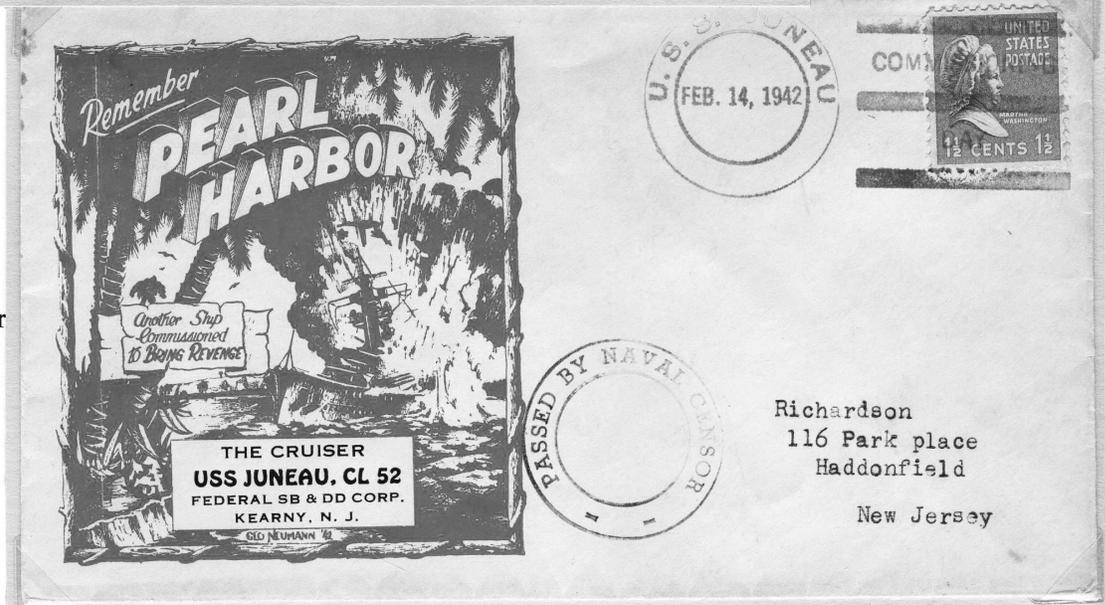
Birth of a Cruiser – May 1940 to February 1942

Juneau's Keel Laid,
May 27th, 1940 at
Kearny, NJ.



Launching Day,
October 25th, 1941.

Commissioning,
February 14th, 1942,
only two months after
the attack on Pearl
Harbor. Scarce
fancy cancel.



AUCTION



CLOSING DATE:
NOVEMBER
30TH, 2009

Abbreviations used:

- | | |
|--|--|
| BS = Back Stamp | CC = Corner Card return address |
| DCC = Double Circle Cancel | DPO = No Longer Active "Dead" Post Office |
| EAMC = Emergency Airmail Cover | 4BC = Four Bar Cancel |
| FD = First Day | F = Fine |
| FF = First Flight | II = Informative insert |
| LD = Last Day | MC = Machine Cancel |
| NP = Nonphilatelic | PC = Postcard |
| PO = Post Office | PMS = Postmaster signed |
| T = Territorial postmark type from Helbock; 3rd. Ed. | VG = Very Good |
| VF = Very Fine | R = Reserve Bid, only 50¢ unless otherwise noted |

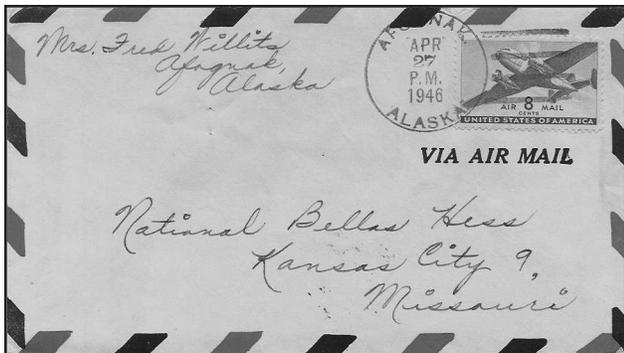
Send bids to Terry Shaw, P.O. Box 1435, Prineville, Oregon, 97754; (Phone (541) 416-6600 days; (541) 447-5836 evenings). E-mail cgsarchxx@aol.com. Abbreviations used: BS = Back Stamp; CC = Corner Card return address; DCC = Double Circle Cancel; DPO = No Longer Active "Dead" Post Office; EAMC = Emergency Airmail Cover; 4BC = Four Bar Cancel; FD = First Day; F = Fine; FF = First Flight; II = Informative insert; LD = Last Day; MC = Machine Cancel; PC = Postcard; PO = Post Office; PMS = Postmaster signed; T = Territorial postmark type from Helbock; 3rd. Ed. VG = Very Good; VF = Very Fine; XF = Extra Fine. **R = Reserve Bid; only \$1.00 unless otherwise noted (look carefully as many items start at only 50-cents).** Please read carefully and ask for photo copies as desired (5 cents each + SASE), or ask for electronic images sent as JPEG files. Have fun, bid early and often, and with your friends. Let's get more members bidding!

I am in desperate need of new material for the next auction!

1. **Afognak** (4/27/46) T3, later than listed. F. R = \$2.00
2. **Anchorage** (10/5/49) T13. Ham Radio QSL Card, great cachet. F. R = \$2.25.
3. **Anchorage** (7/15/48) T13. Real Photo PC, Copper Center Roadhouse. F. R = \$2.75.
4. **Anchorage** (3/2/85) Special Iditarod cancel and winner Libby Riddles cachet and signature! XF. R = \$75.00

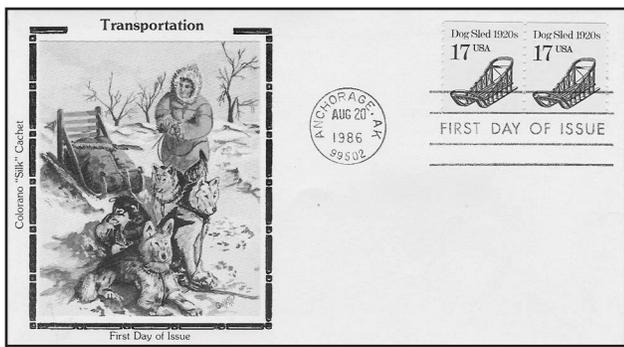


Lot 3



Lot 1

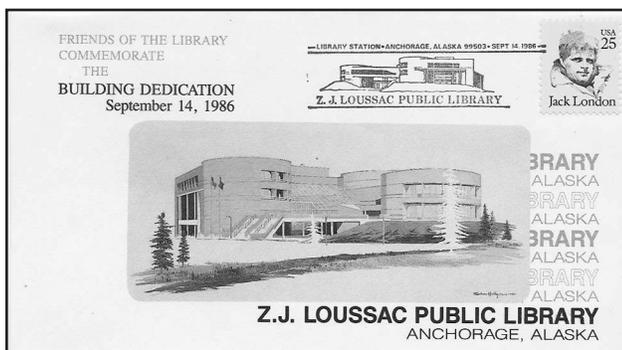
5. **Anchorage** (7/4/85) US Third Fleet Visits Alaska cachet; cover signed by Commander. VF.
6. **Anchorage** (8/20/86) FD Cancel for 17¢ Dog Sled Stamp; Great Silk cachet. VF.
7. **Anchorage** (9/14/86) Special cancel, cachet & II, library dedication. VF.
8. **Anchorage** (6/15/1963) Special "Staying Healthy" cancel & YMCA cachet; Breast Cancer Awareness stamp. VF.



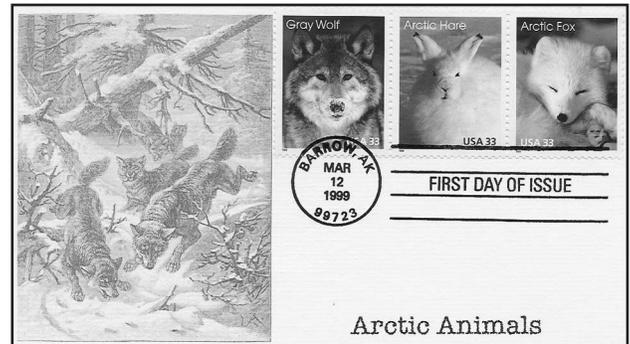
Lot 6

9. **Andreafski** (9/1/51) T1, FD of DPO. Gov. PC. F. R = \$2.00.
10. **Anvik** (6/1/16) T2 on cover. VG. R = \$25.00.
11. **Barrow** (8/15/38) T12. Great National Airmail Week and Will Rodgers Memorial cachet. Cover from Dayton, Ohio. VF. R = \$4.50
12. **Barrow** (5/1/44) T10. Censored EAMC to Kotzebue (5/4/44) T8, BS. F. R = \$3.75.
13. **Barrow** (3/12/99) FD Cancel, Wolf, Hare & Fox stamps; Great Wolf cachet. VF.
14. **Barrow** (3/12/99) FD Cancel, Snowy Owl & Polar Bear stamps. Great Polar Bear cachet. VF.
15. **Big Delta** (10/31/59) 4BC. Last Day of PO cachet. F.
16. **Circle** (5/10/43) T6. Censored EAMC to Fort Yukon (5/18/43) T4, BS & Fairbanks (5/11/43) T21, BS. F. R = \$3.25.
17. **Circle Springs** (7/20/53) T3, DPO. Real Photo Bull Moose P-card. F. R - \$1.50.
18. **Cooper Landing** (11/3/57) T2 and unlisted DCC cancel on Registered cover to Seward (6/4/57) T17 BS. F+. R = \$7.50.
19. **Council** (9/3/03) T1 BS, DPO as backstamp on cover. F. R = \$44.50.
20. **Deering** (11/2/48) T5. Registered airmail cover via Nome (11/3/48) T24 BS to Tampa, Florida (11/10/48) BS. F+. R = \$9.50.

Lot 7



21. **Dempsey** (5/2/10) T1, DPO! As noted in Helbeck for the known example, this also is "a favor postmark on a picture postcard with no address or stamp". Rare. VF. R= \$75.00.
22. **Douglas** (5/25/1898) T5, earlier than listed on cover to Philomath, OR (5/31/1899) BS {note year difference in postmarks}. F (rough open, right). R = \$75.00.

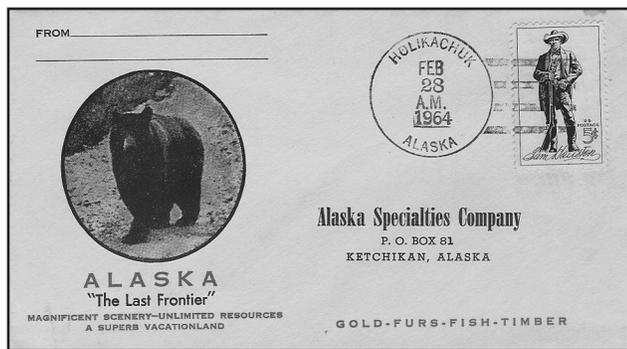


Lot 13

23. **Eagle River** (2/28/87) 4BC. First Iditarod Pulka Race cachet to Girdwood (3/1/87) 4BC. VF.
24. **Eek** (2/4/52) T4. Gov. PC. F.
25. **Fairbanks** (8/31/32) T15. Real photo PC, Caribou swimming across the Yukon River. F+. R = \$2.75.
26. **Fairbanks** (8/20/74) MC Special photo cachet and CC, Senator George Silides Election Campaign. VF. R = \$3.50.
27. **Fairbanks** (1/3/84) FD cancel for Statehood Anniversary stamp; cover has Caribou cachet and is signed by Postmaster General William F. Bolger. VF. R = \$2.25.
28. **Fairbanks** (1/3/84) FD cancel for Statehood Anniversary stamp; cover has Caribou cachet and is signed by Stamp designer, Bill Bond. VF. R = \$2.25.
29. **Golovin** (11/8/37) T5, DPO. EAMC to Kaltag (12/16/37) T3 BS & Saint Michael (12/8/37) T13 BS. F+. R = \$3.00.
30. **Gronwoldt** (11/30/51) T1, Last Day of DPO. Gov. PC. F+. R = \$3.50.

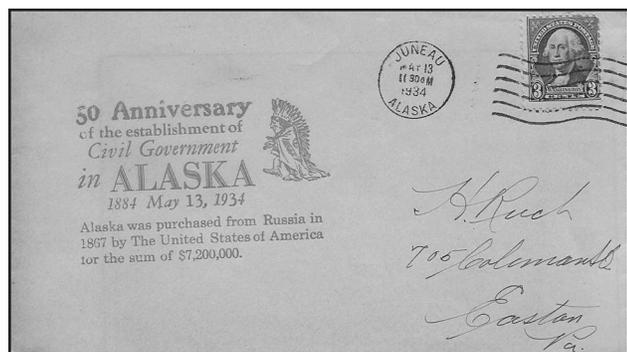


Lot 23



Lot 33

31. **Hawk Inlet** (4/12/58) T4, DPO. Totem cachet. F. R = \$1.75.
32. **Haycock** (11/1/37) T1, DPO. EAMC to Council (11/30/37) T6, DPO, BS. F. R = \$3.75.
33. **Holikachuk** (2/28/64) 4BC, DPO. "Last Frontier" bear photo cachet on cover. F+. R = \$1.75.
34. **Hot Springs** (8/7/08) T1, DPO. Cover, rough open right. VG. R = \$37.50.
35. **Huslia** (7/1/52) T1, First Day of PO. F.
36. **Hyder** (5/21/21) T2, later than listed, DPO. Real photo PC of Hyder. VG - F. R = \$29.50.
37. **Iditarod** (4/5/12) T2, DPO on cover. F (a bit rough open, right, does not affect cancel). R = 80.00.
38. **Ikatan** (6/1/50) T1, DPO. PMS, FD of PO Cancel. F. R = \$2.25.
39. **Juneau** (5/13/34) T23. 50th Anniversary of Civil Government cachet. F. R = \$3.75.



Lot 39

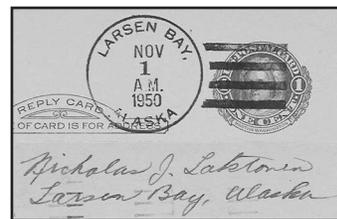
40. **Ketchikan** (12/20/1899) T3. Cover with letter. Year weak in cancel, but OK in BS and on letter. VG. R = \$66.75.
41. **Ketchikan** (8/1/66) All American City Slogan cancel & sticker. VF.
42. **Ketchikan** (6/1/79) MC. Great Thorne BAY QSL Ham Radio Cachet. F. R = \$2.50.
43. **Killisnoo** (6/7/1898) T2, DPO. Cover with three letters enclosed! VG-F, "Kil" weak, rest strong. R = \$112.50.

44. **Klukwan** (1/2/40) T1, DPO. Gov. PC. F. R = \$2.25.
45. **Kodiak** (8/16/15) T4. C-10 sized cover from Dr. F+. R = \$8.50.
46. **Kodiak** (3/13/42) T11, earlier than listed. Registered, censored cover to Seattle (3/24/42) Reg. BS. F+. R = \$12.50.



Lot 41

47. **Larsen Bay** (11/1/50) T1. FD of new PO. PMS on Gov. PC. VF. R = \$1.75.
48. **Latouche** (2/22/10) T2, DPO. Dogsled color PC. F. R = \$50.50.
49. **Lost River** (3/14/53) T1, DPO. C-10 sized airmail cover. F. R = \$2.75.
50. **Luckyshot** (9/23/37) T1, DPO. EAMC to Wasilla (10/15/37) T2, BS. F+. R = \$3.00.
51. **Meade River** (10/31/57) T1, DPO. Totem cachet. F. R = \$1.75.
52. **Napamute** (3/14/54) T3 DPO. Registered Cover. VF. R = \$7.75.
53. **Nikolai** (4/30/51) T1, LD of first opening. Gov. PC. F. R = \$2.50.
54. **Ninilchik** (12/30/52) T5. Registered airmail cover to Anchorage (12/31/52) T16 -BS. Great franking. F+. R = \$10.00.

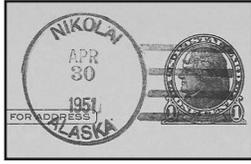


Lot 47

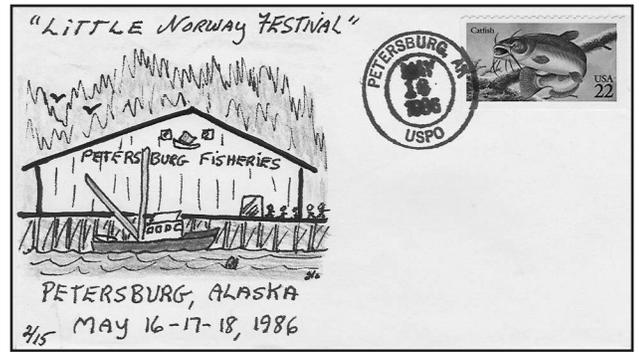
55. **Nolan** (3/31/18) T1, DPO. Registered cover to Chicago (5/23/18) BS; great franking. VG-F. R = \$100.00.
56. **Nome** (6/20/10) T13. Great cachet for Golden Gate Hotel. F, a bit rough open, right, stamp missing. R = \$15.00.



Lot 51



Lot 53



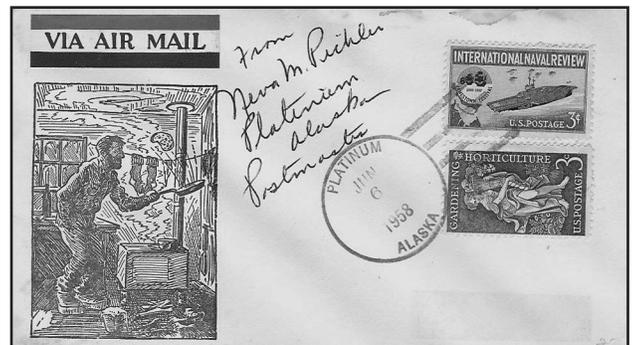
Lot 58

- 57. **Perryville** (5/1/52) T3. FD or re-opened PO; PMS on Gov PC. F. R = \$1.50.
- 58. **Petersburg** (5/16/86) DCC. Great, hand painted, limited edition (2/15) cachet for Little Norway Festival. VF. R = \$3.00.
- 59. **Platinum** (6/6/58) T4. Great Sourdough flipping flapjacks cachet. PMS. F.
- 60. **St. Michael** (6/5/07) Rec'd. BS on cover from Michigan. F R = \$5.00.
- 61. **Saint Michael** (11/15/43) T14. EAMC to Nome (12/1/43) T21, BS. F. R = \$3.50.
- 62. **Seattle, WA, Airmail Field** (10/1/51) on Airmail PC, FF cachet to Anchorage (10/1/51) T13, BS. VF. R = \$1.50.
- 63. **Seldovia** (11/19/24) T41, earlier than listed. Registered to Seward; Anchorage (11/21/24) Registered BS, appears to be unlisted type. F. R = \$43.50.
- 64. **Seldovia** (11/29/28) T5. Registered cover to Seward (10/31/28) apparently unlisted BS. F. R = \$24.50.
- 65. **Seldovia** (4/17/89) 4BC & DCC, PMS. VF.
- 66. **Seward** (2/21/36) T11. Ham Radio QSL Card, great cachet. F. R = \$2.25.
- 67. **Shakan** (9/5/16) T4, DPO. B&W photo PC of Wrangell Narrows. F+. R = \$35.00.

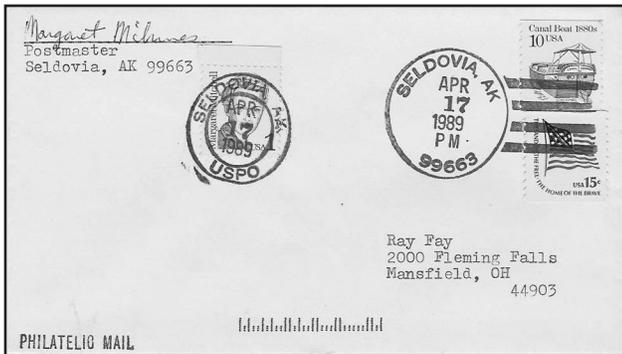
- 68. **Shishmaref** (1/1/38) T2. Marked by Dog sled, but "no snow"; so, flown to Nome (1/3/38) T21 BS. VF. R = \$3.50.
- 69. **Shishmaref** (9/7/43) T3, green ink. Censored EAMC to Nome (9/7/43) T21, BS. F. R = \$3.25.
- 70. **Skagway** (3/31/08) T12. "Burned-in" cachet on leather postcard. F+. R = \$7.50.
- 71. **Stony River** (11/15/53) T2, DPO. Plain PC. F+. R = 1.50.
- 72. **Tigara** (11/16/33) T1, DPO. EAMC to Ruby (11/27/33) T2 on cover face & PMS. F+. R = \$6.00.
- 73. **Tok, Border Rural Branch** (7/10/89) 4BC. PMS. VF.
- 74. **Unalakleet** (11/3/37) T3. EAMC to Nome (11/9/37) T19 BS. F. R = \$3.00.
- 75. **Unalaska** (7/24/12) T3. U.S. Marshal's Free Frank C-10 sized cover. F. R = \$12.00.
- 76. **Unalaska** (3/24/42) T13. Censored (paper tape), registered cover to Seattle (4/6 & 8/ 42) Reg. BS. F. R = \$15.00.
- 77. **Willow** (4/3/52) T2. Registered C-10 sized cover to Anchorage (4/4/52) T16, BS. F. Great Prexie franking. R = \$5.00.
- 78. **Yentna** (9/12/37) T2 DPO. EAMC to Talkeetna (9/16/37) T2 BS. F. R = \$3.50.
- 79. **US Army Postal Service, APO 726** {Camp Earle, Attu} (11/9/omitted) MC. Censored, airmail inter-Alaska. F. R = \$4.50.



Lot 56



Lot 59



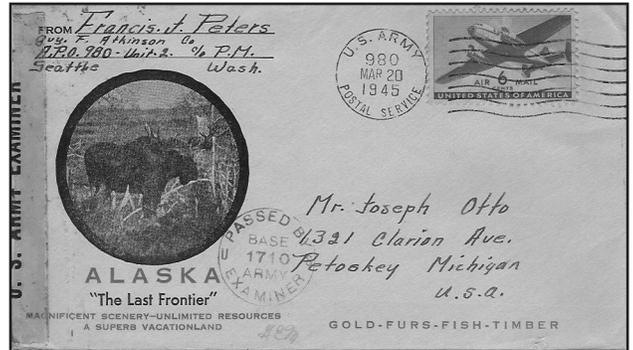
Lot 65

- 80. US Army Postal Service, APO 726 (4/14/45) MC. Crosby photo cachet on censored cover. F. R = \$5.50.
- 81. US Army Postal Service, APO 942 {Fort Richardson} (7/10/42) 4BC. Censored airmail, C-10 sized cover from Red Cross Field Director. F+. R = \$4.50.
- 82. US Army Postal Service, APO 980 {Adak} (3/20/45) MC. Censored airmail cover with "Last Frontier" moose cachet. F. R = \$4.00.
- 83. Real Photo PC of 250 ton Wright Wale at Port Hobran, Alaska. F. R = \$5.00.
- 84. Full sheet of twenty, 500-share dividend certificates for the Alaska Mexican Gold Mining CO. All certificates are canceled by perforation. F+. R = \$7.50.

~End of Auction~



Lot 73



Lot 82

Lot 84



