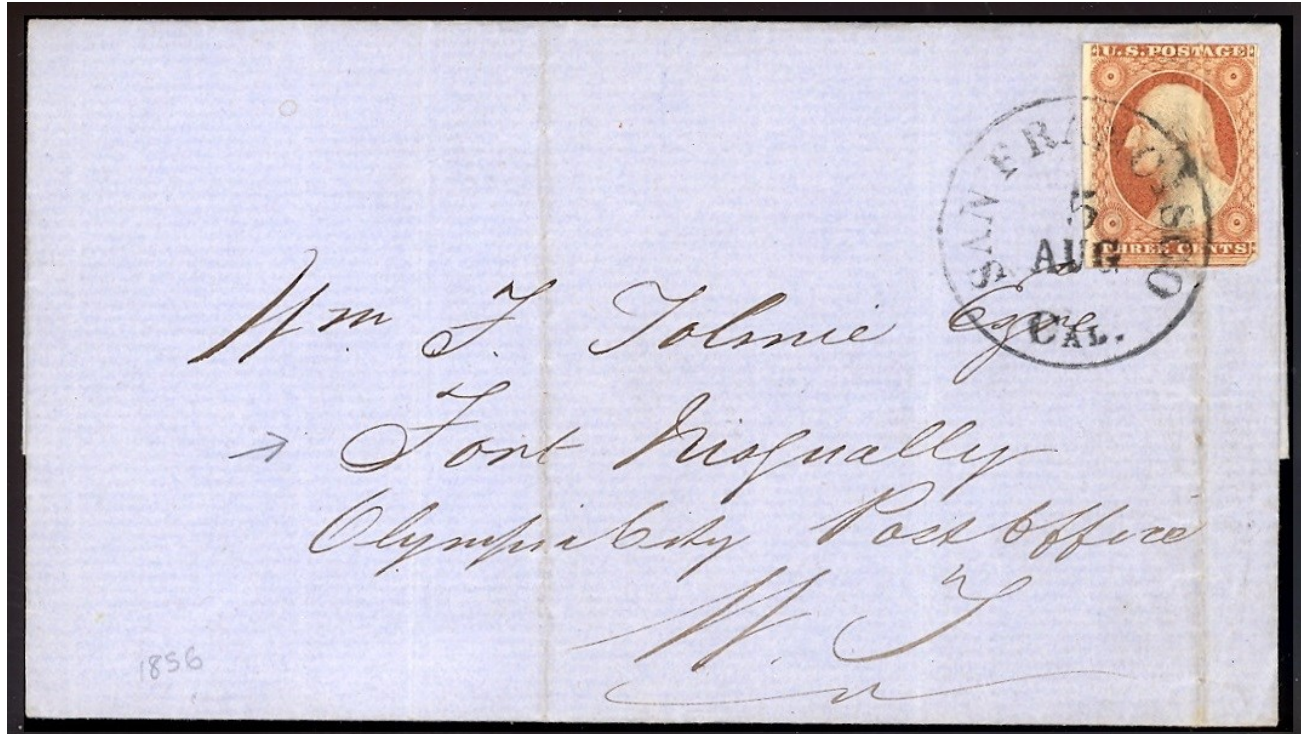


Federated Philatelist

Newsletter of the Northwest Federation of Stamp Clubs

No. 204, October, 2013

Fort Nisqually, Steillacoom, & the Hudson's Bay Co.



San Francisco to Fort Nisqually, Washington Territory, August 5, 1856

— By Gray Scrimgeour

Here is some postal history that should interest both US and Canadian collectors. It involves pioneer settlement of both Washington and Vancouver Island. Fort Nisqually (about 15 miles east of Olympia) was a Hudson's Bay Company (HBC) trading post. It was also the site of a large farming enterprise operated by a subsidiary of the HBC, the Puget's Sound Agricultural Company (PSAC). PSAC was formed in 1838 to promote settlement of the west coast. Its activity was centred at Fort Nisqually, where the HBC developed farms. The PSAC also had farms at Cowlitz Portage (on the Columbia River, near the present Toledo, Washington) and around Fort Victoria on Vancouver Island. Fort Nisqually was Washington's first permanent non-native settlement.

The HBC built Fort Nisqually on Puget Sound in 1832 and 1833 [at what is now Dupont, Washington] on the overland route, half way between Fort Vancouver and Fort Langley.

In 1843, the fort was relocated by moving it about a mile. The fort closed in 1869, but a replica has been built in Point Defiance Park in Tacoma. The original fort was about 15 miles east of Olympia, where a post office opened in 1850.

— Continued on page 2

Northwest Postal History Special Issue

Ft. Nisqually, Steillacoom, and the HBC	1
From the Editor's Desk	3
Fake Oregon cover	4
Stamp show calendar	4
Freeman's Express	5
Pacific NW Postal History Society.....	6
PIPEX	7
Startup, WA	8

Fort Nisqually, Steilacoom, & the Hudson's Bay Co.

Steilacoom, first incorporated town in what is now Washington State, is six miles north of the site of Fort Nisqually. Fort Steilacoom was established as an army post in 1849, when Indians attacked Fort Nisqually. It was built on land leased from the HBC. Both a port and a town developed, and were soon combined. A post office opened in 1852 at Steilacoom. Early mail destined for Vancouver Island often was routed through Steilacoom.

William Fraser Tolmie (1812–1886) was a pioneer settler of Victoria, B.C. He was born in Scotland and studied medicine at the University of Glasgow (1829–1831). In 1832, he signed on with the HBC as a clerk and surgeon, arriving at Fort Vancouver in May 1833. He served throughout the HBC's coastal facilities. After a furlough to Britain in 1841–1842, Tolmie was sent to Fort Nisqually in 1843 as surgeon, trader, and Superintendent of the PSAC Nisqually farm. He became Chief Trader there in March 1847, and in November 1855 became Chief Factor of Fort Nisqually. He returned to the HBC in 1857 as a member of the board of management of the Oregon Dept. In 1859, he moved to Victoria as manager of the PSAC there. He retired from the HBC in 1870. Tolmie had bought land in Saanich in 1852, and this became Cloverdale Farm. In 1860, he became a member of the Legislative Assembly and after Confederation (1871) he was a Member of the British Columbia Legislative Assembly.

Page 1 shows an August 5, 1856 cover from Allan Lowe & Co., commission merchants in San Francisco, to Wm. F. Tolmie addressed to "Fort Nisqually, Olympia City Post Office, W.T." It was franked with a 3¢ Washington from the 1851 issue. In 1856, the U.S. letter rate was 3¢ per ½ ounce for up to 3000 miles. Olympia was the northern terminus of the Cowlitz Trail, an extension of the Oregon Trail. The Pacific Mail Steamship Co. steamer *Columbia* probably carried this cover to Portland when she departed from San Francisco on August 5. The letter then

would then have been carried overland to Olympia and then to Fort Nisqually.

William Mitchell (1802–1876) joined the HBC in 1838. He spent several years on HBC ships travelling between London and the Pacific Northwest, then worked on Pacific coastal ships of the company. He served as Mate on the *Cadboro*, *Beaver*, and *Columbia* before becoming Master of the *Una* in 1851. Mitchell and the *Una* were sent to Haida Gwaii (the Queen Charlotte Islands) following the discovery of gold there. On the return trip to Victoria (with a quantity of gold), the *Una* grounded near Neah Bay, where she was ransacked and burned. The crew was saved but the gold was lost. Mitchell next became the HBC Chief Trader at Port Simpson, then returned to being a Captain on HBC ships. He retired to Victoria in 1863.

A well-worn double-weight cover, shown below, was sent from William Mitchell to his brother in Boston; it was mailed at Steilacoom City, W.T. on March 19 some time in the early 1860s (probably 1864). From July 1, 1863, the US domestic rate was 3¢ per ½ oz. The two 3¢ stamps are cancelled by the PAID 3 killer (recorded at Steilacoom from August 1863 to July 1867). The cover's probable route was by Pacific Mail Steamship to San Francisco, then east by the Central Overland Stage Route.

I also own a three-page letter written by William Mitchell written at "Fort Nisqually Puget's Sound, Washington Territory". The letter has this description of the activities of the PSAC on Puget Sound:

"This place here belongs to the P.S. Company although it is American ground. They hold a great extent of land here and a great number of sheep, cattle & horses & other property which they hold by the treaty of 46 and they will not give it up until their demands are settled. They have also got a trading post for goods & furs here and the American garrison on their ground at Steilacoom which they pay rent yearly to the Company."

American settlers came to the Steilacoom and Fort Nisqually area and encroached on the Hudson's Bay Company lands and fur-trade activity there. The HBC moved their activity to Vancouver Island by 1869, when they were able to sell their Washington Territory lands and rights to the United States Government. Mitchell's comments summarize the company's actions well.

— Reprinted with the permission of the author, who would like to thank Tim Boardman for information on post offices of Washington Territory and their early postmarks and mail routes.



Double-weight cover sent from Steilacoom to Boston by William Mitchell

The Federated Philatelist

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From the Editor's Desk

Northwest Postal History Special Issue

This issue focuses on Northwest postal history, with articles about covers that have gone through the mail and the stories that they have to tell. It includes four articles on Northwest postal history—two with ties to both the US and Canada. This issue also includes an article on page 6 about the *Pacific Northwest Postal History Society*, a Federation member club whose members collect and study Northwest postal history. This is the tenth in a series of articles about Federation member clubs.

2013 stamp show calendar

As we near the end of 2013, the calendar of shows is growing shorter. See a list of the four remaining 2013 shows (all in November) on page 4.

2014 stamp show calendar

This is also the time to be thinking of shows for 2014. Please contact me with the dates for stamp shows that you plan for 2014. **The deadline is December 1** for show dates to be included in the December issue. The December *Federated Philatelist* will be the last issue until we have a new editor, so it is important that I receive your show dates and information on time. Dates will also be published on the Federation website at www.nwfedstamps.org.

We can also look beyond 2014. PIPEX 2015 will also be in Portland, and APS StampShow is scheduled for August 4-7, 2016 in Portland.

December 2013 issue

As I mentioned, the December issue will be my last as editor of *The Federated Philatelist*. Future issues will not be published until we can find a new editor. For that reason, I would like to make this next issue the best that I possibly can. Please contact me by December 1 if you have anything that you would like publicized in the next few months. I'll do my best to include it in the December issue.

I especially want to publish one or two more articles on member clubs. Please contact me if you would like me to publish an article about your club. Just send me some information about your club—such as club history, shows and other activities, a list of officers, and a group photo or show cover.

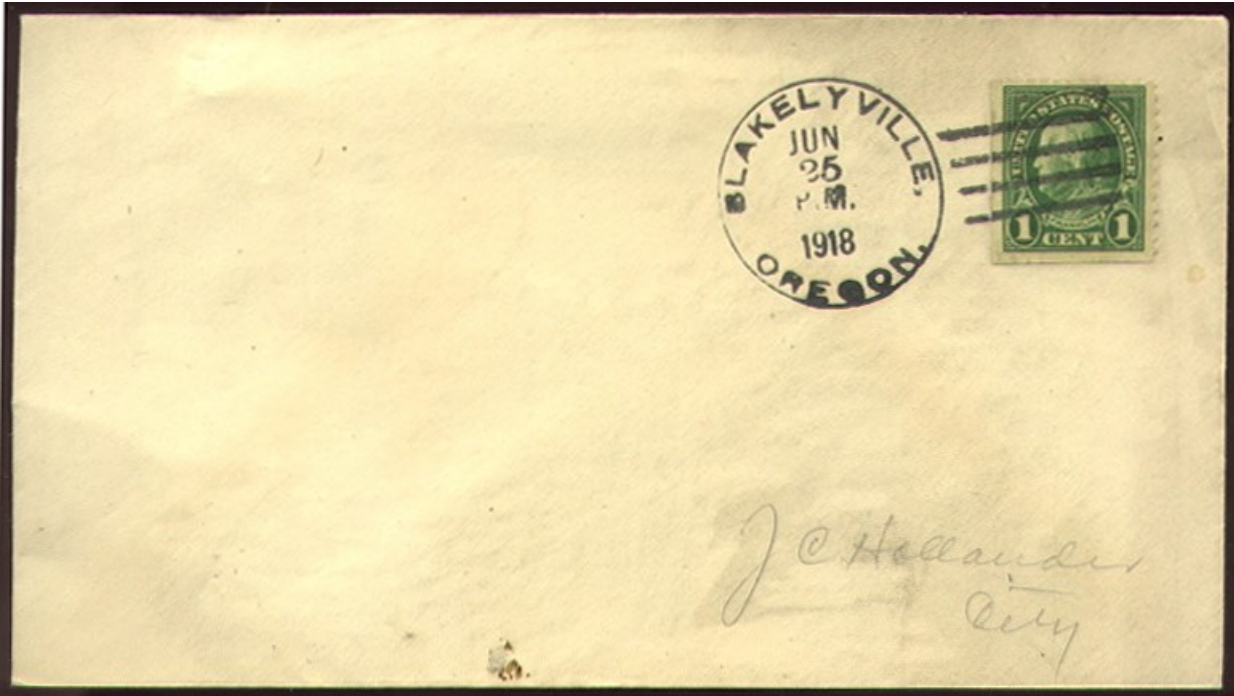
I often ask readers to consider writing an article, and it can be disappointing in how few actually do. I am thankful to those of you who have allowed me to reprint your articles in the past. I would also like to encourage others to write an article. If you haven't done this before, please consider writing one. Writing an article need not be difficult. Focus on a favorite stamp, cover, or group of related stamps or covers. Do a bit of research and then write down the story behind them or what interests you about them. Send the article to me, preferably in Word format with one or more scans. Don't worry about it being perfect, as I'm happy to help with editing.

New editor needed

A new editor is needed starting in 2014. Please contact me if you might be interested in becoming our next editor. I would be glad to help you get started.

— Larry Mann, Editor

Fake Blakelyville, Oregon cover



— *By Bill Beith*

The sharp eyes of Len Lukens found what definitely appears to be a fake cancel. Before you read any further, look at the photo. Can you spot what made it a fake?

An item entitled “Blakelyville, Oregon DPO 6/25/18 RF3 — Wow!” appeared on eBay. It appears to be a legitimate Type A/2 4-bar cancel. However, it is after the name of Blakelyville was changed to Eula on June 6, 1918. That in itself is not enough to call it a fake, as I have documented proof that “Rosland” [Oregon] was used eleven months after the name was changed to LaPine and have seen several others used after the closing of the post office. Len noticed that the stamp used was Scott type A155. The first stamp of that type was #552, issued January 17, 1923.

I decided to check my Blakelyville and was surprised to find that I have a match to the one that was sold on eBay. It is written to the same person, “J. C. Hollander, City” in the same hand writing, using the same cancel with the same date of June 25, 1918, and with the same stamp. I bought mine in the Pacific Northwest Postal History Society auction of February 28, 1996.

Obviously, someone acquired the Blakelyville cancel after the office was closed and decided to make some favor cancels. Possibly that someone was J. C. Hollander. Both the eBay buyer and I now have a fake in our collection. I’ll bet that there are others.

— *This article appeared in the Spring 2004 issue of The Oregon Country, the journal of the Pacific Northwest Postal History Society, and is reprinted by permission of the author.*

NOVEMBER 2013 SHOWS

SEAPEX 2013

November 1-3
Community Center
12424 42nd Ave. S.
Tukwila, WA

<http://seapexshow.org/>

Olympia Philatelic Society Fall Roundup

November 2
Lacey, WA

Linn County Philatelic Society Stamp Show

November 17
Albany, OR

Victoria Stamp & Coin Fair

November 17
Victoria, BC

Freeman's Express, Olympia



— By Dale Forster

California express company Freeman & Co. expanded their operations in 1858 when they opened an office in Victoria on Vancouver Island to serve the Fraser River gold rush. Freeman agents brought mail from San Francisco to Victoria on Pacific Ocean coastal steamships. Express envelopes with Freeman printed franks are recorded going in both directions, the ones from Victoria sometimes bearing the FREEMAN & COs. EXPRESS VICTORIA oval handstamp illustrated above. About five examples of the Freeman Victoria handstamp are recorded.

Although Freeman's Express advertised their express service in Northwest papers, no evidence has previously been found that Freeman ever maintained express offices in Oregon or Washington. Freeman's Express did, however, advertise agents in various northwest cities including Portland and Olympia. Steamships between San Francisco and Victoria sometimes stopped at Astoria, Portland, Port Townsend, and Olympia, so those towns could have had Freeman offices. Portland paper ephemera dealer, Glenn Mason, recently showed me the above envelope.

The enclosed letter is from Carrie Gray, daughter of William H. Gray of the Whitman - Spalding missionary group, and is headed "Victoria, August 23rd 1859." It is addressed to Portland ship captain, Jacob Kamm, who would soon marry Carrie Gray. Note the Freeman Victoria hand stamp and the "Via Olympia" manuscript directive. Of particular interest is the blue oval FREEMAN & Cos. EXPRESS OLYMPIA handstamp, proving that Freeman maintained an office at Olympia. That being the case, it would be interesting to find evidence of other

Northwest Freeman offices; Astoria, Portland, Port Townsend, and Whatcom (Bellingham) might be possibilities.

It is not clear who carried this envelope from Olympia to Portland. The fastest route from Olympia to Portland was through the Cowlitz River corridor, overland to Cowlitz Landing, then down the Cowlitz River by boat to the Columbia. It seems doubtful that a Freeman agent would have taken that route, but other private carriers may have assisted. I am not sure if Wells Fargo had an Olympia office at this date - the Leutzing book lists Olympia first appearing in Wells Fargo directories in 1864, although I believe the Olympia Wells Fargo office was established quite a bit earlier than that. Or possibly the Freeman agent carried this letter on another ship from Olympia, northwest through Puget Sound and by sea via Astoria to Portland. That possibility seems unlikely, given the via Olympia directive and the well-traveled and more direct Cowlitz corridor route.

New discoveries of Northwest express company markings do not come along often. Finding a new marking on a 150 year-old envelope is particularly gratifying.

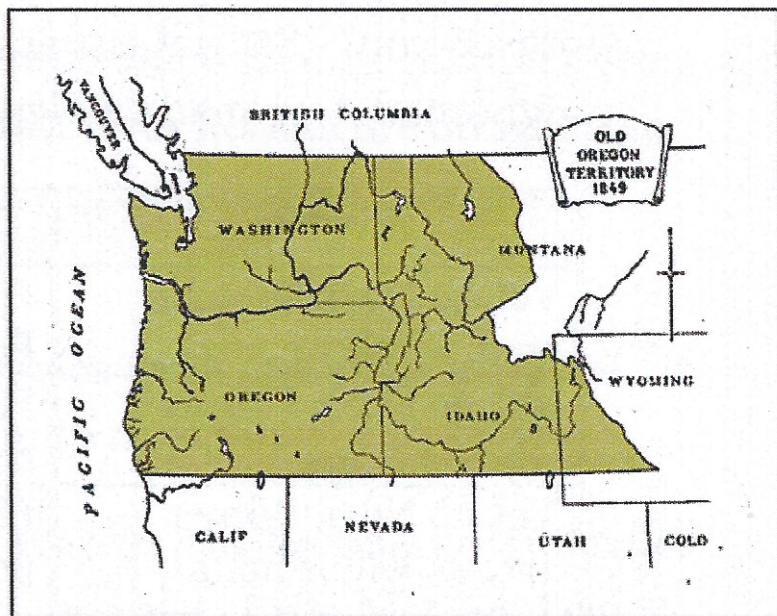
— This article appeared in the Spring 2009 issue of *The Oregon Country*, the journal of the Pacific Northwest Postal History Society, and is reprinted by permission of the author.

PIPEX 2014

May 9-11, 2014

Federation clubs pt. 10 : Pacific Northwest Postal History Society

THE OREGON COUNTRY



— By Larry Mann

The *Pacific Northwest Postal History Society* focuses on the postal history of the four states that were carved out of the Oregon Country: *Oregon, Washington, Idaho, and Montana.*

The *Oregon Country* was the name given to a region that once extended from the California border into British Columbia, from the Pacific Ocean east to the Continental Divide. In the 1840s it was claimed by both Great Britain and the United States. War seemed a possibility, as Great Britain claimed everything north of the Columbia River, while the United States claimed the entire region, with the slogan of “Fifty-four forty or fight” in the Presidential election of 1844. Fortunately, cooler heads prevailed, and the 1846 Oregon Treaty split the area at the 49th parallel, with the exception of Vancouver Island, which remained entirely under British control.

The portion that became US territory has ties to both Canada and the United States. Prior to the treaty, the British Hudson’s Bay Company once had extensive operations south of the 49th parallel, including at Fort Vancouver on the Columbia River and Fort Nisqually on Puget Sound.

This issue of *The Federated Philatelist* includes four articles that deal with the postal history of that region, and two also have ties into Canadian postal history. (See “Fort Nisqually, Steillacoom, & the Hudson’s Bay Co.,” by Gray Scrimgeour, on page 1, and “Freeman’s Express, Olympia,” by Dale Forster, on page 5.)

The *Pacific Northwest Postal History Society* publishes a quarterly newsletter called *The Oregon Country*. Alan Patera is the longtime editor, and the newsletter has won awards for the quality and scope of the articles that range from territorial days to the current day.

Articles in recent years have focused on post offices in mining areas, the fur trade, RPO cancels, and lists of post offices in counties, regions, and states. Lists are often published of territorial post offices that exist on paper, but where no examples of cancels are known to exist. This can encourage collectors to search for examples that have previously been overlooked.

In the 1990s, a series of articles was published in *LaPosta* that provided illustrated lists of the known cancels for counties in Washington Territory. The articles were written by member Richard A. Long, and many members helped with the series by providing

lists of cancels in their collections. (I especially like the Spokane, Lincoln, and Snohomish county, Washington articles that deal with places that I collect, and look forward to seeing updates that I understand are in the works.)

The society schedules an annual meeting that is usually held in conjunction with a stamp show—often PIPEX. The society also has annual auctions with several hundred lots.

Current officers include: President Larry Maddux, Vice President Ray Palmer, Secretary David Snow, Treasurer William R. Beith, Editor Alan Patera, and Past President Tim Boardman.

The society has a website at www.pacificnorthwestpostalhistorysociety.org/

Dues are \$15 per year, payable to the treasurer at PO Box 301263, Portland, OR 97294-9263.

Edmonton Stamp Club Stamp Show

March 22-23, 2014

NEW LOCATION:

Central Lion’s Recreation Center
11113 – 113 Street

Stamps for sale, Exhibits, Jr. Table
Free Admission, Free Evaluations

www.Edmontonstampclub.com

PIPEX 2014 Prospectus

The exhibitor's prospectus is now available for the PIPEX 2014 stamp show in Portland, Oregon, on May 9, 10, and 11, 2014. PIPEX is the annual show of the Northwest Federation of Stamp Clubs and is presented by Portland Philatelic Exhibitions on behalf of the Oregon Stamp Society.

The show will be at the Red Lion Hotel on the River, Jantzen Beach, located at 909 N Hayden Island Dr. The Red Lion offers special \$99.00 per night room rates for show attendees, as well as free parking and free airport shuttle service.

PIPEX 2014 is an American Philatelic Society World Series of Philately show. The grand award winner's exhibit is expected to compete in the Champion of Champions competition at StampShow 2014, August 21 – 24, in Hartford, Connecticut.

There will be 240 standard sized exhibit frames, 40 or more dealers, a USPS booth, a cachet makers bourse, a youth area, grandma's attic, and a Harmer-Schau Auctions Northwest auction. An Inverted Jenny (Scott no. C3a) will be on display at the show.

Convening organizations at PIPEX 2014 are the American Air Mail Society and the China Stamp Society. PIPEX is the annual exhibition of the Northwest Federation of Stamp Clubs, which will hold its annual general meeting at the show. Other societies will be represented and offer programs.

The exhibitor's entry form and prospectus are available from exhibit chairman, George Struble, 210 18th St NE, Salem, OR 97301.

You can download the entry form and prospectus from www.pipexshow.org. Both forms will also be published in the December issue of *The Federated Philatelist*.

The website also includes a schedule of events, hotel information, and more.

Exhibitors pay a \$35.00 entry fee plus \$5.00 per frame. Single frame exhibitors pay a \$40.00 entry fee. Exhibitor's entry forms should be submitted without delay. For more information about PIPEX 2014, email PIPEX 2014 co-chairman, Dr. Anthony S. Wawrukiewicz, at: tonywaw@spiritone.com.

PIPEX 2014

MAY 9, 10, 11, 2014

Red Lion Hotel on the River at Jantzen Beach,
909 N Hayden Island Drive, Portland 97217

Special Show Room Rate
Free Parking
FREE Hotel Airport Shuttle

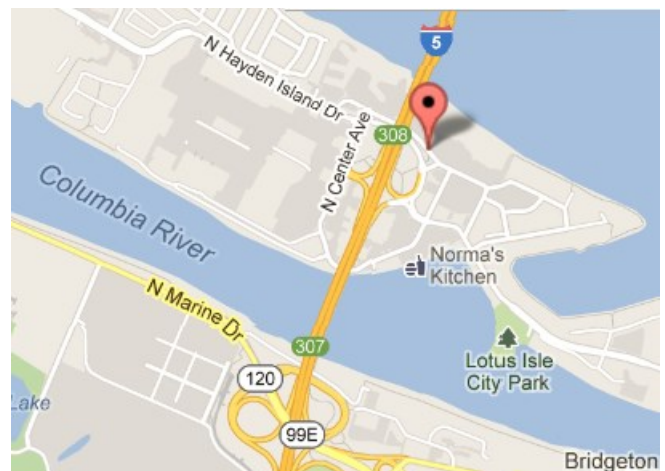
Convening Societies:
American Air Mail Society
China Stamp Society

40 or more dealers
240 frames of exhibits
USPS sales booth

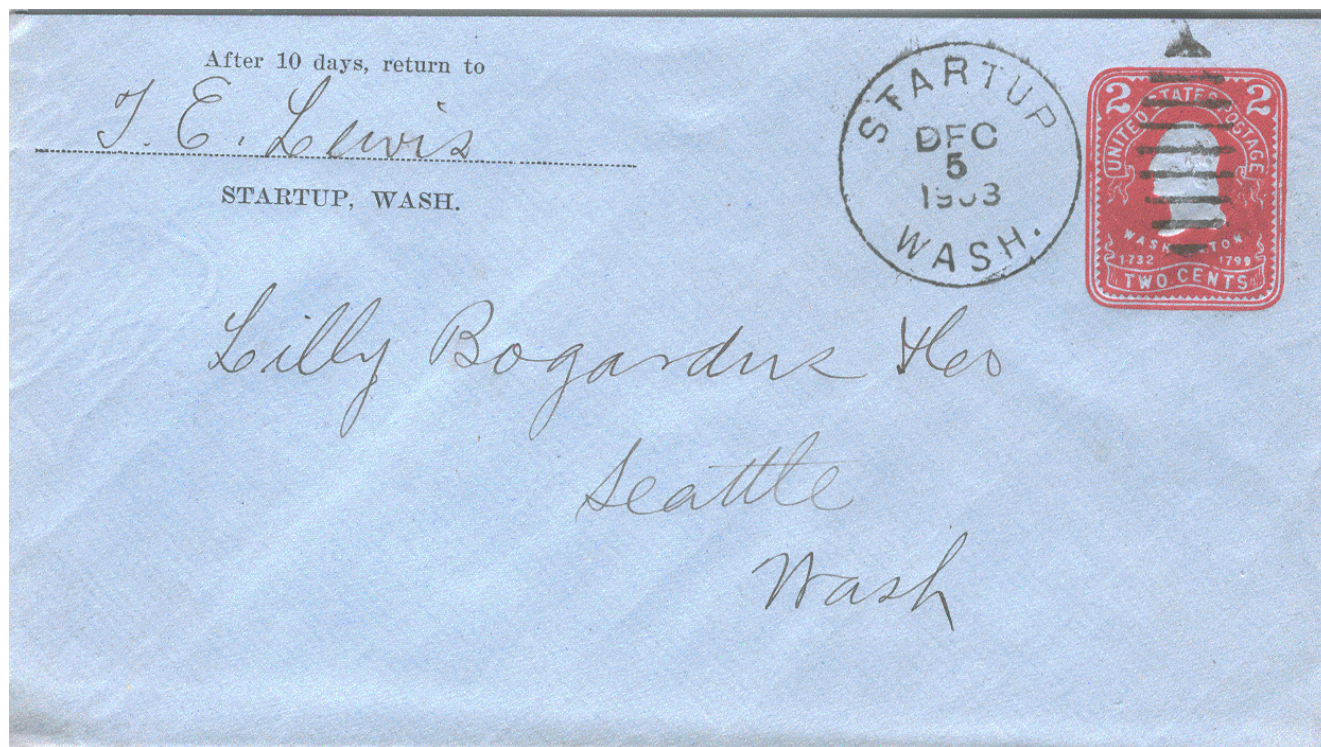
Cachet Makers Bourse
Youth Activities, Meetings & Seminars
Harmer Schau Auctions Northwest Auction

An APS World Series of Philately Show

More details on the show website:
www.pipexshow.org



Startup, Snohomish County, Washington



Startup, Snohomish County, Washington: December 3, 1903

— By Larry Mann

Snohomish County, Washington has some unusual names for some of its towns and post offices. “Startup” is certainly one of them.

Startup is a small town of about 817 people, ten miles east of Monroe, and about two miles west of Gold Bar. It is along Highway 2, and adjacent to the mainline of Burlington Northern Santa Fe Railway.

Startup was originally named Wallace. The town was founded in 1890 when the Great Northern Railway was constructing its line over the Cascades. It began as a clearing in the trees, along the bank of the Skykomish River, and next to the Great Northern’s mainline.

John F. Stretch was one of the first homesteaders in the area and opened a small general store to serve the railroad construction crews, lumbermen, and miners.

Stretch built several other buildings, including his own cabin. According to Guy Reed Ramsey’s *Postmarked Washington*, each was crudely constructed of “hand-split cedar shakes over poles. . . Even the furniture was hand-made—the beds of cedar slab, shakes for bedsprings, and the whole covered with straw.”

Stretch named the town “Wallace” after a local Indian. He opened the town’s first post office on February 27, 1890, running it out of his general store.

The Post Office Department eventually objected to the office’s name because of possible confusion with Wallace, Idaho. As a result, the name of the post office and town was changed to “Startup” on June 27, 1900. Startup was named after George Startup, a local lumberman.

For many years mail was carried by the Great Northern Railway. Among the routes was the Williston and Seattle RPO, which carried mail to and from Startup from October 14, 1934 through April 30, 1971.

Two trains per day stopped in Startup as recently as the early 1960s. The route was served by trains 5 and 6, the *Cascadian*, which operated between Seattle and Spokane. The eastbound train number 6 stopped in Startup at 10:10 in the morning, with the westbound number 5 stopping at 3:40 in the afternoon.

Sources:

- ◆ Guy Reed Ramsey, *Postmarked Washington, 1850-1960*. Microfilm (Olympia: Washington State Library, 1966), pp. 1303-04, 1346.
- ◆ Jeff Wilson, *Great Northern Railway in the Pacific Northwest*. Waukesha, WI: Kalmbach Publishing Co., 2001, p. 116.
- ◆ Charles and Dorothy Wood, *Great Northern Railway: a pictorial study*. Edmonds, WA: Pacific Fast Mail, 1979, p. 155.