



87

# LA POSTA

**with**

**The Second Section**

*Mount Shasta*





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## THE POST OFFICES OF SISKIYOU COUNTY

By Richard W. Helbock

Siskiyou County was created in 1852 from the northern part of Shasta County and a portion of Klamath County. The discovery of gold at Reading's Bar on Trinity River in 1848 attracted thousands of prospectors to the Trinity and Klamath valleys in the late 1840's. Scott Valley, Hamburg and Orleans had become sizeable camps by 1850, and, when significant new finds were made at Thompson's Dry Diggings (Yreka) and Hawkinsville in 1851, it became clear a new county would benefit local law and order.

The original configuration of Siskiyou County was considerably altered in 1874. On February 17th of that year the California Legislature erected Modoc County from approximately the eastern half of Siskiyou County. A little over a month later on March 28th, the Legislature dissolved Klamath County and awarded a sizeable portion of Klamath River drainage to Siskiyou County (Figure 1). Since these major alterations, the area of Siskiyou County has remained rather stable.

Physically, the area included within Siskiyou County may logically be divided into three provinces: the Klamath Mountains, the Shasta Valley and the arid northeast. Economically and culturally the Shasta Valley has long been the most important of these three provinces, but, historically, settlement proceeded up the river valleys through the Klamath Mountains from the coast.

The Klamath Mountains are in reality a complex knot of ranges with individual names such as Trinity Alps, Scott Bar Mountains and the Siskiyou Mountains. Although elevations exceed 6,000 feet only in a few areas, the terrain is extremely rugged with deep, steep-sloped canyons of such major rivers as the Klamath and the Trinity separating the highlands. The Klamath River has cut a gorge through the mountains, and it was this stream, along with its tributaries, which provided the first highway for non-Indian settlement of the region.

The progress of settlement may be followed through the chronology of post office establishment. A total of 11 offices had been authorized by 1860 for the area which eventually became Siskiyou County. Yreka Post Office was authorized August 19, 1853, to serve the rapidly growing mining camp which had also been designated the seat of county government. The other ten offices were all located on Klamath River and its two major tributaries in the county: Scott Bar River and Salmon River. Scott Bar River offices were: Ottitiewa (Fort Jones), 1854; Scott River (Scott Bar), 1856; and, Callahan's Ranch (Callahan), 1858. Pioneer Salmon River offices were: Forks of Salmon, 1858; and, Sawyers Bar, 1858. Early Klamath River post offices were: Henley, 1856; Cottage Grove, 1858; Fort Goff, 1858; Happy Camp, 1858; and, Seiad Valley, 1858.

The Shasta Valley had long been used as a passageway through the rugged southern Cascades by travelers making the overland journey from the Sacramento Valley to the Willamette Valley of Oregon. Hudson Bay trappers operat-

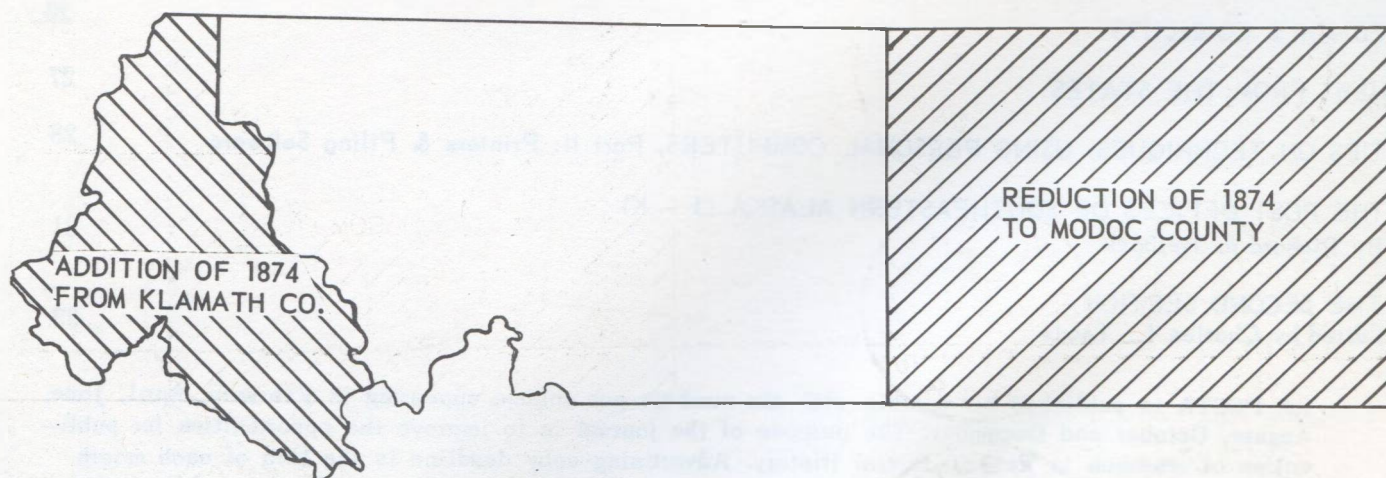


Figure 1. Historical Diagram of Siskiyou County



ing out of Fort Vancouver used this route, and by the late 1830's cattle were driven northward from Mexican California to Oregon. Ironically, hundreds of Oregonians passed through the Shasta Valley in 1849 on their way south to the gold strikes of the Mother Lode Country. These prospectors saw little merit to the Shasta Valley, other than as a segment of the California-Oregon Trail.

On November 7, 1855, Lt. Henry L. Abbot, engaged in an exploration for a railroad route from the Sacramento Valley to the Columbia, visited Yreka. He described it as a "beautifully situated... little city, which already contains several brick stores and dwelling houses." He noted further that "gold digging is actually carried on in its streets." The report published by Lt. Abbot recommended construction of a railroad west of the Cascades, but warned that there would be serious obstacles in passing from the Sacramento Valley to Shasta Valley and in crossing the Siskiyou Mountains.

Stage coach operations through Shasta Valley along the California - Oregon Trail began in 1860, but it was to be 27 more years before a railroad crossed the valley giving credence to the prediction of Lt. Abbot. The Oregon & California Railroad began construction southward from Portland in 1866, and by 1872 it had reached Roseburg. The Central Pacific Railroad extended their Oregon Division from Sacramento north to Redding by 1875, but the final link was not completed until 1887 when the Southern Pacific, then owners of the line, built through the Sacramento Gorge and across the Siskiyou Mountains to establish their "Shasta Route."

In 1905 the Southern Pacific began building a branch line from Black Butte, near Weed, northeast to Klamath Falls. Completed in 1909, this route eventually replaced the original route as the main line of the "Shasta Route."

Coles (Hilts), Hornbrook, Ager, Montague, Igerna, Mott, Mannon (Dunsmuir) and Sisson (Mount Shasta) all received post offices in the late 1880's, and were all associated with the opening of the Southern Pacific's "Shasta Route." A sizeable railroad oriented resort area developed south of Mount Shasta in the 1890's, with such post offices as Shasta Springs, Retreat and Cantara catering to recreationists.

The lumber industry was also a major beneficiary of the arrival of rail service. Small-scale logging had been common since the early mining days, but major operations awaited a

means of moving logs to distant markets. Klamathon (Pokegama) was the main camp of the Klamath River Lumber Company until destroyed by fire in 1902. The McCloud Valley Lumber Company, incorporated in 1896, built not only the company town of McCloud, but its own railroad, the McCloud River Railroad, to connect with the Southern Pacific at Mount Shasta (Sisson) and the Great Northern in Big Valley (Modoc County). In 1895 Abner Weed founded the Weed Lumber Company, and laid out a townsite to house his workers. A box factory was built in 1900, a sash and door plant added in 1907, and a plywood mill opened in 1911. The factory has long since been operated by International Paper (Long-Bell Lumber). This latter firm was also extensively engaged in timber cutting northeast of Mount Shasta, and the company town of Tennant served as a focus of these operations from 1922 to 1957.

The arid northeast continues to be the least populated and most isolated physical province of Siskiyou County. Lumbering and ranching provide principal occupations, and most post offices have served isolated ranching communities. Dorris, a town of about 1,000, was founded in the early part of this century as the center of a colony of Pennsylvania Dutch Brethern, who eventually developed an irrigated farm system in the Butte Valley. Macdoel was brought into being by the Southern Pacific line in 1907. The most recent settlement in the arid northeast of Siskiyou County is Tulelake, a town of about 1,000, which serves as the chief service center for the Tule Lake Basin, an area of barley production and livestock ranching. The isolation of the northeast is attested to by the fact

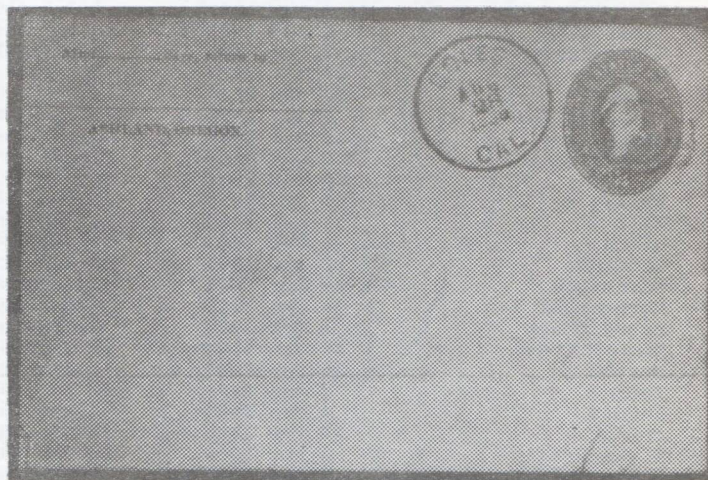


Figure 2. A cover postmarked COLES, CAL., Aug. 28, 1898.



# POST OFFICES OF SISKIYOU COUNTY

Post Office	Established	Discontinued	Notes
Ager	3 Feb 1888	31 Jan 1940	PO moved and NC from Willow Creek
Algolah	9 Aug 1902	31 Dec 1909	MT: Bartle
Ball	15 Sep 1880	29 Dec 1881	
Ball's Ranch	6 Jul 1894	15 Aug 1906	MT: Mount Hebron
Bartle	6 Apr 1888	15 May 1894	Same location as Ball
	26 Oct 1906	15 Mar 1911	PO moved and NC from Glazier
Bend	18 Mar 1915	31 Jul 1924	MT: McCloud
Berryvale	2 Feb 1889	31 Jul 1890	Probably never in operation
Beswick	15 Apr 1870	29 Oct 1888	Site and name changed to Sisson
Big Flat	18 Apr 1882	15 May 1947	MT: Montague
Black Bear	3 Apr 1935	15 Oct 1941	MT: Trinity Center; A SPO
Blue Nose	15 Jun 1869	30 Aug 1941	MT: Sawyers Bar
Bogus	1 Jun 1917	31 Aug 1927	MT: Somesbar
Bradneck	22 Sep 1876	31 Dec 1913	MT: Ager
Bray	27 Jun 1913	30 Jan 1915	MT: Merrill, Oregon
Brownell	20 Mar 1909	1 Dec 1967	MT: Mount Hebron
Cadillac	15 Jan 1892	15 Jun 1912	MT: Dorris
Callahan's Ranch	23 Aug 1889	27 Apr 1891	PO moved and NCT Hornbrook
Callahans Ranch	15 Feb 1858	10 Mar 1882	NCT: Callahans Ranch
Callahan	10 Mar 1882	1 Jun 1892	NCT: Callahan
Calor	1 Jun 1892	Operating	
Cantara	5 Jun 1918	31 Dec 1930	MT: Dorris
Cataract	27 Sep 1902	15 Feb 1916	MT: Shasta Springs
Cecilville	6 Sep 1899	14 Oct 1903	MT: Beswick
Cherry Hill	25 Jun 1879	4 Aug 1972	MT: Etna
Clear Creek	4 Apr 1902	31 Oct 1902	MT: Yreka
Coles	22 May 1934	31 Aug 1963	MT: Happy Camp
Copco	30 Mar 1888	6 Jul 1903	PO moved and NCT Hiltz
Copper	8 Jul 1914	15 May 1954	MT: Hornbrook
Corbett	5 Jun 1914	15 Nov 1924	PO site moved to Oregon
Cottage Grove	6 Oct 1892	31 Aug 1896	PO moved and NC from Otey's Ranch
	18 Nov 1857	7 Feb 1872	In old Klamath County
Croy	21 Jan 1875	15 Nov 1898	MT: Teneyck
Crystal Creek	26 Jan 1907	15 Sep 1913	MT: Hornbrook
Dagget	31 Jan 1871	30 Sep 1873	MT: Etna Mills
Dorris	31 Mar 1881	28 Feb 1883	PO moved and NCT Jordan
Dunsmuir	19 Jul 1907	Operating	Was Picard
Edgewood	28 Nov 1887	Operating	PO moved and NC from Mannon
Edgewood Rural Sta.	28 Aug 1902	3 Jul 1964	Was Edgwood; Conv. to Weed RS.
Edgewood	3 Jul 1964	Operating	As CPO
Eileen	15 Apr 1870	28 Aug 1902	Spelling changed to Edgewood
Elklawn	31 Jul 1907	30 Oct 1909	MT: Hutton
Etna	31 May 1888	31 Dec 1897	MT: Warmcastle
Etna Mills	1 Oct 1924	Operating	Was Etna Mills
Forestvale	10 Jan 1861	30 Sep 1924	NCT: Etna
Forks of Salmon	15 Sep 1880	25 Mar 1881	MT: Mount Shasta
	30 Sep 1858	16 Oct 1871	In old Klamath County
	28 Aug 1872	Operating	
Fort Goff	15 Feb 1858	24 Mar 1862	
Fort Jones	19 Nov 1860	Operating	Was Ottitiewa
Gazelle	15 Apr 1870	22 Jan 1872	
	25 Apr 1872	Operating	
Gilta	18 Oct 1892	15 Apr 1915	MT: Forks of Salmon
Glazier	20 Aug 1888	26 Oct 1906	PO moved and NC to Bartle
Gottville	9 Aug 1887	2 Jul 1934	NCT: Klamath River
Grass Lake	1 Aug 1906	30 Nov 1906	MT: Mount Hebron
Greenview	2 Jun 1900	Operating	
Grenada	27 Apr 1917	Operating	
Hamburg	22 Mar 1886	15 Jun 1954	Was Hamburg Bar
Hamburg Bar	5 Apr 1878	22 Mar 1886	NCT: Hamburg
Happy Camp	19 Mar 1858	Operating	
Hawkinsville	2 Oct 1888	31 Jul 1890	
	18 Jun 1895	30 Jun 1913	MT: Yreka
Henley	3 Jan 1856	31 Oct 1912	MT: Hornbrook
Hilt	1 Jul 1967	4 Jan 1974	Was Hiltz; MT: Hornbrook
Hiltz	6 Jul 1903	30 Jun 1967	Was Coles; NCT Hilt
Honolulu	2 Dec 1881	26 Jun 1885	MT: Yreka
Hornbrook	27 Apr 1891	Operating	Was Cadillac
Horsecreek	26 Jan 1907	14 Oct 1911	
Horse Creek	2 Apr 1930	Operating	Site is 1½ miles NW of Horsecreek
Humbug Creek	29 Jan 1861	18 Dec 1862	
Hutton	26 May 1906	31 Jan 1914	MT: Watkins, Oregon
Igerna	7 Jun 1888	31 Dec 1912	MT: Weed
Joebar	4 Jan 1904	30 Apr 1904	Rescinded; never in operation
Jordan	28 Feb 1883	20 Oct 1888	Was Dagget; MT: Cecilville
Klamath Mill	1 Apr 1875	18 Dec 1882	MT: Sawyers Bar
Klamath River	2 Jul 1934	Operating	Was Gottville
Klamathon	4 Jun 1897	30 Mar 1918	MT: Hornbrook
Lava Bed	31 May 1880	5 Feb 1883	
	3 Oct 1884	18 Jun 1886	MT: Plevna, Oregon
Little Shasta	7 Mar 1888	30 Sep 1920	MT: Montague







Post Office	Established	Discontinued	Notes
Macdoel	7 Aug 1907	Operating	
Mannon	10 Nov 1886	28 Nov 1887	PO moved and NC to Dunsmuir
Marsyllo	16 Mar 1907	9 Dec 1907	Rescinded; never in operation
Matthews	4 Apr 1899	30 Nov 1900	MT: Cecilville
Mayten	18 May 1887	30 Jun 1919	MT: Montague
McAdams	28 Mar 1881	11 May 1882	MT: Fort Jones
McCloud	24 May 1898	Operating	
McCook	19 Apr 1892	29 Sep 1894	MT: Yreka
	19 Jun 1899	6 Sep 1899	Rescinded; no operations in 1899
Montague	15 Jun 1887	Operating	
Mott	3 Aug 1887	31 Aug 1910	MT: Shasta Springs
Mount Dome	15 Jun 1910	15 Sep 1927	MT: Dorris
Mount Hebron	14 Apr 1887	28 Feb 1918	
	7 Jun 1918	30 Sep 1919	
	28 Feb 1921	14 Jul 1973	Conv. to CPO of Macdoel
Mount Hebron CPO	15 Jul 1973	3 Jul 1976	
Mount Shasta	14 Jul 1870	7 Mar 1888	NCT: Little Shasta
	1 May 1924	Operating	NCT from Sisson
Newell Branch	16 Jun 1942	30 Apr 1946	Contract Branch of Tule Lake PO
Nolton	6 Feb 1896	15 Nov 1912	MT: Happy Camp
Novelty	13 Sep 1888	14 Oct 1893	MT: Forks of Salmon
Oak Bar	10 Aug 1874	6 Aug 1928	MT: Walker
Oro Fino	2 Feb 1861	29 May 1873	
	1 Sep 1873	31 Dec 1903	MT: Fort Jones
Otey's Ranch	6 Apr 1888	6 Oct 1892	PO moved and NC to Corbett
Ottitiewa	29 Dec 1854	19 Nov 1860	NCT: Fort Jones
Pebble	21 Jun 1889	31 Dec 1890	
	4 Oct 1893	14 Sep 1895	MT: Elklawn
Petersburgh	15 Jun 1869	3 Jul 1876	MT: Forks of Salmon
Picard	30 Apr 1888	19 Jul 1907	PO moved and NCT: Dorris
Pokegama	8 Feb 1892	4 Jun 1897	NCT: Klamathon
Pondosa	18 Sep 1925	14 May 1932	
	9 Dec 1938	Operating	
Quartz Valley	3 Jul 1861	27 Jun 1862	MT: Fort Jones
Retreat	26 Jun 1903	30 Sep 1931	MT: Dunsmuir; A SPO
Rollin	17 Nov 1898	28 Feb 1927	MT: Sawyers Bar
Roselawn	2 May 1902	30 Dec 1905	
	12 Apr 1906	15 Jun 1918	MT: Montague
Ruby	12 Dec 1891	15 Oct 1913	MT: Dorris
Rumburg	14 Dec 1870	4 Sep 1871	MT: Susanville, Lassen County
Sawyers Bar	15 Jun 1858	31 Jan 1960	Conv. to Rural Sta. of Etna
Sawyers Bar Rural Sta.	1 Feb 1960	Operating	As CPO of Etna
Schneider	7 Mar 1902	31 Oct 1902	MT: Callahan
Scott Bar	17 Jul 1906	10 Feb 1944	Was Scott River
	1 Sep 1947	Operating	
Scott River	3 Mar 1856	17 Jul 1906	NCT: Scott Bar
Seiad Valley	19 Mar 1858	Operating	
Shasta Springs	22 Nov 1892	30 Apr 1935	MT: Dunsmuir
Shawmut	18 May 1881	31 Aug 1881	MT: Yocumville
Sisson	29 Oct 1888	30 Apr 1924	Was Berryvale; NCT Mount Shasta
Snowden	26 Aug 1904	15 Aug 1913	
	15 Jul 1914	15 Mar 1915	MT: Sawyers Bar
Somes Bar	6 Apr 1875	5 May 1894	Style changed to Somesbar
Somesbar	5 May 1894	24 May 1974	Conv. to CPO of Orleans
Somesbar CPO	24 May 1974	Operating	
Spangle	6 Aug 1888	6 Sep 1888	Rescinded; never in operation
Tecnor	18 Feb 1908	15 Jun 1920	
	14 Dec 1920	15 Sep 1928	
	18 Feb 1930	31 Jan 1935	MT: Mount Hebron
Teneyck	12 Oct 1897	31 May 1900	MT: Orleans, Humboldt County
Tennant	28 Jul 1922	10 Sep 1957	MT: Bray
Thrall	11 Apr 1904	15 Oct 1904	
	17 Feb 1905	30 Apr 1914	MT: Ager
Tomar	16 May 1892	29 Sep 1894	MT: Orleans, Humboldt County
Tulelake	19 Dec 1931	Operating	
Upton	11 Nov 1897	31 Jul 1907	MT: Sisson
Virginia Ranch	9 Jan 1871	18 Dec 1871	MT: Yreka
Walker	10 Jul 1890	31 Oct 1942	MT: Klamath River
Warmcastle	20 Jul 1896	31 Dec 1902	MT: McCloud
Weed	11 Mar 1901	Operating	
Willow Creek	22 Sep 1876	3 Feb 1888	PO moved and NC to Ager
Yocumville	15 Jun 1869	14 Mar 1891	MT: Forks of Salmon
Yreka	19 Aug 1853	Operating	

Abbreviations used: MT - mail to  
NCT - name changed to  
PO - post office  
RS - rural station  
CPO - community post office  
SPO - summer only post office  
Conv. - converted to



that during World War II the area was selected as the site of an internment camp for Japanese Americans. Newell Branch of Tule Lake Post Office served this camp.

## COLLECTING SISKIYOU COUNTY POSTMARKS

The listing which follows contains 134 different names of post offices, branches and rural stations. Four of these were authorizations which were rescinded, and most likely never saw actual operation. One additional office, Bend, was probably never in operation. We therefore have a field of 129 different postal units from which postmarks might be assembled. How difficult should it be to assemble a representative collection of postmarks from Siskiyou County?

Although many collectors do not limit themselves to only one example of a postmark from each office, and prefer to assemble collections with as many different postmark types as possible, let us assume that we wish to build a collection of Siskiyou County based on only one example of a postmark from each office, branch or rural station. Further, we will simplify our task by assuming that we seek only the most common, or readily available, postmark from each office. In other words, if we seek a postmark from an office in service from 1858 to 1967, we will be satisfied with an example dating from 1966 or 1967.

The easiest part of assembling our "representative" Siskiyou County collection is to acquire postmarks from the 23 post offices and 3 CPOs still in operation. Obviously there are a couple of ways this might be done varying from sending a request with postal card or envelope to each postmaster and clerk in charge, to spending a few days driving the county and visiting each post office and CPO in person. Regardless of the manner in which it is done, it should not be too difficult to acquire examples of postmarks from all existing units.

The remaining 100 plus offices are another story, and of course represent the real challenge to forming a postmark collection. Sources for these postmarks of discontinued post offices (DPOs) range from flea markets to high stakes public postal history auctions, with a variety of different kinds of dealers in such material filling in the middle ground. To those of us who have been at this kind of "hunt" for a long time, a kind of instinct develops as to

## OPERATING

Callahan  
Cecilville  
Dorris  
Dunsmuir  
Etna  
Forks of Salmon  
Fort Jones  
Gazelle  
Greenview  
Grenada  
Happy Camp  
Hornbrook  
Horse Creek  
Klamath River  
Macdael  
McCloud  
Montague  
Mount Shasta  
Scott Bar  
Seiad Valley  
Tulelake  
Weed  
Yreka

## GROUP I

Beswick  
Bray  
Clear Creek  
Copco  
Edgewood  
Etna Mills  
Gottville  
Hamburg  
Hilt  
Hilts  
Mount Hebron  
Sawyers Bar  
Sisson  
Somesbar  
Tennant

## GROUP II

Ager  
Bartle  
Big Flat  
Black Bear  
Blue Nose  
Calor  
Copper  
Edgwood  
Henley  
Klamathon  
Little Shasta  
Mayten  
Mount Dome  
Oak Bar  
Retreat  
Rollin  
Scott River  
Shasta Springs  
Tecnor  
Walker

## GROUP III

Ball  
Berryvale  
Bagus  
Brownell  
Callahans Ranch  
Cantara  
Coles  
Cray  
Gilta  
Glazier  
Hamburgh Bar  
Hawkinsville  
Horsecreek  
Hutton  
Igerna  
Mott  
Mount Shasta (1870-88)  
Oro Fino  
Nolton  
Picard  
Pokegama  
Roselawn  
Ruby  
Snowden  
Somes Bar  
Thrall  
Upton

## GROUP IV

Algomah  
Ball's Ranch  
Bradnack  
Cadillac  
Cataract  
Corbett  
Cottage Grove  
Dagget  
Eileen  
Elklawn  
Grass Lake  
Jordan  
Klamath Mill  
Mannon  
McCook  
Novelty  
Otey's Ranch  
Pebble  
Schneider  
Teneyck  
Tomar  
Warmcastle  
Willow Creek  
Yocumville

## GROUP V

Bend  
Cherry Hill  
Crystal Creek  
Forestvale  
Fort Goff  
Honolulu  
Honolulu  
Humbug Creek  
Lava Bed  
Matthews  
McAdams  
Ottitewa  
Petersburgh  
Quartz Valley  
Rumburg  
Shawmut  
Virginia Ranch

Table 2. Siskiyou County post offices grouped according to scarcity of postmarks.



where to seek what sort of material. But to those new to the "sport", it must appear nothing short of disorganized chaos in trying to decide where to find what and how much to pay. Let us take a few minutes therefore, in the interests of our newer colleagues, to discuss a way in which we could build a representative collection of Siskiyou County postmarks. Since the author does not personally collect postmarks of this county, he feels perfectly confident to pass on his "words of wisdom."

In order to build a representative collection of Siskiyou County postmarks, we wish to acquire examples of as many as possible of the 100+ DPOs of the county. We'll not concern ourselves overly much with just how many of those 100+ it will take before our collection is "representative." At least half would be nice, 75% would be much better, but it is likely that a 100% completion will be a goal which will evade even the most ardent of us.

If we spend a few minutes with the table of county post offices, we will see that 15 offices have closed since the end of World War II, or were post offices eliminated only by change of name, e.g., Sisson. These 15 (see Table 2) represent post offices from which it should be relatively easy to acquire postmark examples. The fact they were closed recently means they operated in a period of high mail volume, were subject to more collectors seeking last day postmarks, and probably had a long history of operation. Knowledgeable dealers in postmarks will generally price examples from such recently closed offices accordingly, and we can probably add examples from each of the 15 offices for less than a total outlay of \$20. This is not to say that we can run right down to our neighborhood postal history shop and buy one of each on the first trip. That kind of shopping simply does not apply to building a postmark collection, but with patience and a willingness to seek we should be able to eventually find one of each without spending more than a dollar or two for any single item. Once again, remember that we are looking for only the most common and readily available postmark. It is not realistic to expect to purchase an 1859 Sawyers Bar manuscript for a dollar or two, simply because the office stayed in service until 1960. The best places to find material of this kind at fair prices are in the dollar boxes of a knowledgeable dealer, at post card shows, at flea markets (but don't pay too much for one of these) and in trade with a fellow collector.

At a slightly greater degree of difficulty we find 20 additional post offices of Siskiyou County which either closed after 1920 or were eliminated by name change at an earlier time (see Table 2). These offices, and we ought to include Newell Branch here too, form a group which will take some serious hunting, but again ought not to cause us to make large outlays of cash. Since these offices closed after 1920, most, but not all, of them operated during



Figure 3. Post card with Doane cancellation of Bogus, Cal., Mar 2, 1910.

the "Great Post Card Era", roughly 1905 to 1912. That means that, even though these offices have been closed for 40 years or more, there is an excellent chance that examples of their postmarks have survived in some quantity on post cards. Logically, post card dealers rank high as the best place to hunt for postmarks of these offices. Fair prices for postmarks of this group probably run from a couple dollars up to as much as \$10 depending upon just when the PO closed, how long it was in service and a variety of intangibles, not the least of which being how much one wants it. A knowledgeable postal history dealer is also an excellent source for material of this type. Generally speaking, this second group will give you the most fun in your hunt for representativeness. You are apt to acquire some examples at real bargain prices here, and such finds can easily offset paying a bit more for some other items. Given enough time and a little luck, you should eventually be able to add all 20 of these offices for a total outlay in the range of \$100. If you are keeping score, we should now have a collection of postmarks from some 58 different Siskiyou County post offices, plus 4 or 5 CPOs and a branch. Our total financial outlay should be on



the order of \$150, if we assume we were able to acquire all the operating units for \$1 each or less.

We come now to a group of some 27 post offices which were closed early in this century (before 1920), or eliminated by name change before 1900. In a sense this is the "make or break" group for our representative Siskiyou County collection. With everything we've acquired up to this group, we have about 35% of the county's DPOs. If we could acquire this entire group of 27, our completion rate would stand at 60%, and that, along with the few we should be able to acquire beyond this group, will form the basis of our claim of having a representative collection. It is a tough group to complete. Many of these offices existed during the post card era, but most were in service for only part of that time and are therefore more difficult to find on post card. Post card dealers are a good source for this group, but as more and more of those folks gain some knowledge of "our side of the card" they often tend to sell early or short-lived DPOs to postal history dealers or auction houses. By all means, hunt through post cards for postmarks of this group. You will most likely find some, but the majority of these postmarks you will probably have to acquire through trade with fellow collectors or in competition at auction. Dealers who issue mail price lists are also a good potential source for material of this grade. In terms of price, we are in the \$10 to \$20 range, with some individual items slightly lower and some slightly higher. This will be our major challenge in forming the collection. Even though there are scarcer groups of covers to be considered, this mid-range group should be attainable, whereas the scarcer groups are attainable only through extreme fortune. It becomes much more difficult to estimate a total outlay in completing this group of 27 postmarks. If we figure an average cost of \$15 per item, the total group should run a bit over \$400, but that figure could prove far too low. To complete our representative Siskiyou County postmark collection to the 60% level at today's market prices, we should figure a total outlay of very roughly \$550.

The next group of 24 Siskiyou County post offices closed between 1880 and 1899, or slightly after 1900 but were in operation for less than three years. Postmarks of these offices must be considered very scarce, and the possibility of completing the group is

remote. It should be possible to find examples of postmarks from some of these offices, but, since virtually all were discontinued prior to the post card era, the most likely source of material will be retail dealers in postal history and auctions which sell cards and covers. In order to acquire material of this class we should expect to pay between \$20 and \$100 per piece, depending upon its specifics, the competition for it and other intangibles. Even if the price is not a problem, the acquisition of this entire group will require considerable time and/or luck. While most of the offices in this group should be represented by a few surviving postmark examples, none are likely to be abundant and a collector may wait years before a cover from one of these particular offices comes to light.

The last group of 16 Siskiyou County post offices is made up of offices which closed before 1870, or operated for a very short period prior to 1900. While it is not impossible to find postmark examples from these offices, they are exceedingly scarce. The addition of postmarks from any offices of this last group must be considered a real triumph, and they will certainly form the crown jewels of the collection.

In summary, we find that it ought to be possible to build a representative collection of Siskiyou County postmarks provided we are willing to devote substantial time and effort to the search. Money is certainly a factor, although time and effort may be substituted for money to some extent. If we are willing to settle for a collection boasting postmark examples from all operating offices and about half the DPOs, we should be able in time to achieve that for less than \$500. On the other hand, if 75% of the DPOs is required to fill the notion of a representative collection, then the total outlay will probably top \$1,000. Regardless, of your personal goal in the area you collect, the excitement of the hunt is the thing that draws us on. Good hunting!

#### PRIVATE COLLECTOR

wishes to purchase pre-1900 Kentucky covers, U.S. No. 114 on cover, and Confederate or Civil War covers from/to Fort or Camp Columbus and/or Camp Belmont.

**STAN MARTIN**

BOX 22, POLK CIR., COLUMBUS, KY 42032



# THOMAS M. MILLS

## Mail Bid sale no.4

P. O. Box 25690,  
Portland, OR 97225 (503)297-7456

### ALASKA

1. HAWK INLET, 1946, F-VF Ty2 on cml. cvr. Est. \$5.
2. KODIAK, 1/2/42, F Ty8 w/prov. censor mk. E. \$8.00
3. PORT ALEXANDER, 1946, Ty3 (early) on cml.cvr.E.\$5
4. WINDHAM, 1945, VF Ty2 on comic patr.cvr. Est.\$5

### CALIFORNIA

5. BONNY DOON, 1907, F-VF Tyl Doane on PPC. Est. \$6
6. CASTROVILLE, 1883, bold purp. dcads on UX7. E. \$8
7. GARFIELD, 1894, VF cds on U349. (Fresno '91-'97).  
Nice example of a tough PO. Est. \$25.00
8. KINGSBURGH, 1894, Fine cds on U349. Est. \$6.00
9. LOCKEFORD, 1906, VF Doane Ty2 on U395. Est. \$4.
10. MCARTHUR, 1908, Fine Doane on U398. Est. \$4.00
11. PUNTA GORDA, 1895, F-VF cds on U350. ('88-'16)E\$20

### COLORADO

12. MANITOU, 1893, VF duplex on U349. Est. \$5.00
13. MITCHELL, 1894, F-VF cds on U349. ('83-'09).E\$30.
14. NEW WINDSOR, Fine cds on cvr. ('84-'11) E. \$8.00
15. ROUND TABLE DENVER, 1910, F-VF dup. on PPC. E\$6.

### IDAHO

16. FRANKLIN, 1882, VF purp.dcds on UX7. Est. \$15.00
17. MOSCOW, 1894, Fine cds w/bold negative "A" killer  
on UX 12. Est. \$8.00
18. VOLLMER, 1910, VF 4-bar on PPC. ('07-'19).E. \$8.00
19. WENDELL, 1909, F-VF 4-bar on PPC. Est. \$4.00

### MONTANA

20. GRASSRANGE, 1915, VF dbl.circ. 4-bar on cvr.E\$15
21. MINGUSVILLE, 1888, Fine cds on cvr. ('84-'95).E\$25
22. PHILBROOK, 1910, VF 4-bar on PPC. ('08-'12)E.\$15.
23. PULLER SPRINGS, 1896, F-VF cds on Fine cvr.  
w/#251 tied. (1879-1906). Tough PO. Est. \$45.00
24. RED ROCK, 1883, mss. on UX7. ('79-'23).Est. \$50.00

### NEVADA

25. ARDEN, 1936, VF 4-bar on cml.cvr. ('07-'71).E.\$5.
26. CONTACT, 1926, F-VF 4-bar on clean cover w/Gen'l.  
Store cc. Attractive item. ('97-'62). Est. \$10.
27. DAVIS DAM, 1951, VF duplex on cvr. Est. \$6.00
28. DELAMAR, 1941, VF LDC on card. ('94-'41). E. \$8.00
29. DRY LAKE, 1951, VF 4-bar on cvr. ('25-'55).E. \$6.
30. GOLD HILL, ca.1880, F-VF blue cds on lovely lodge  
cover to Ruby Hill. Est. \$25.00
31. MASON, 1910, F-VF 4-bar on PPC. ('08-'61).E. \$5.
32. MIDAS, 1915, legible 4-bar on cml.cvr.Est. \$20.00
33. PRESTON, 1926, VF 4-bar on cml.cvr. ('99-'52).E\$6
34. RED HOUSE, 1936, VF 4-bar on LDC. Est. \$6.00
35. SHERIDAN, 1916, F-VF 4-bar on cml.cvr. Est. \$12.
36. TECOMA, 1889, legible cds on cvr. stained at lft.  
(Elko Co. 1871-1921). Est. \$20.00

### NORTH DAKOTA

37. BUTTZVILLE, 1906, VF Tyl Doane on U397.DPO.E. \$8
38. CANNON BALL, 1932, VF 4-bar on cml.cvr. Est. \$4.
39. COAL HARBOR, DAKOTA, 1887, F-VF purple cds on U277  
w/enclosure. Nice territorial. Est. \$15.00
40. ELY, 1894, VF cds on U349.DPO. Est. \$20.00
41. MICHIGAN, 1894, VF cds on U349. Est. \$5.00
42. SHELTON, 1894, F-VF cds on U349. Est. \$5.00
43. WING, 1932, F-VF 4-bar on comml. cvr. E. \$4.00

### OKLAHOMA/INDIAN TERRITORY

44. AVANT, 1912, F-VF 4-bar on PPC. Est. \$4.00
45. ANNETTE IND T, 1886, mss. on U277. (Choctaw '82-  
'99). Est. \$30.00
46. GUTHRIE, 1894, F-VF cds on U349. Est. \$8.00
47. HOPE/IND T, 1894, F-VF cds on U349. ('90-'13)E\$20
48. KEYS/IND T, 1894, VF cds on U349. ('90-'94)E.\$45.
49. KREBS/IND T, 1894, F-VF cds on U349. Est. \$10.00
50. LENORA/OKLA, 1906, Fine duplex on U395. E. \$6.00
51. MONROE I.T., 1893, mss. on U349. Est. \$15.00
52. MORAL/OKLA, 1894, VF cds on U349. ('92-'08).E\$20
53. PAULS VALLEY/IND.T., 1894, Fine cds on U349.E\$8.
54. TECUMSEH/OKLA, 1894, Fine cds on U349. Est. \$10.

### OREGON

55. ALDINA/REC'D, 1891, Fine cds showing legitimate  
use of rec'd pm as sending pm. Est. \$15.00

### OREGON (continued)

56. BLOOMING, 1899, VF cds on nice U313 w/8¢ added  
for overseas use. (Wash.'95-'04). Est. \$100.00
57. BOURNE, 1908, Fine duplex on U395. ('95-'27)E\$12
58. CASCADE LOCKS, 1895, F purp.cds w/star on U311  
lwr lft cnr off, but looks fine. Est. \$15.00
59. FORT KLAMATH, 1908, F-VF 4-bar on cvr. Est. \$8.
60. FOSSIL, 1889, F-VF fancy cds on U312. Est. \$25
61. NEWPORT, ca.1880, VG-F cds as fwd mk on cvr.E\$8
62. GRAVE, 1908, Fine cds on PPC. ('94-'13). E. \$10
63. LAKEVIEW, 1886, VF octagon on UX7. Nice. E. \$12
64. LINKVILLE, 1881, VF trip. cds on RegRct. E.\$10
65. MELVILLE, 1909, Fine cds on PPC. ('91-'22).E.\$8
66. SHEDD, 1891, VF cds on U311 cut into frnk.E.\$8
67. SUNNYVIEW, 1893, F cds as rec'd mark on Canad.  
postal. (Mult. 1890-94). Est. \$25.00
68. WRENTHAM, 1911, VF cds as rec'd mk on PPC.E\$12
69. ZENA, ca.1880, VG-F cds on U165. ('69-'01).E\$30

### SOUTH DAKOTA

70. CENTREVILLE, 1894, F-VF cds on U349. Est. \$8.00
71. DELL RAPIDS/DAK., 1888, F-VF cds on U277.E.\$10
72. DIANA, 1887, about Fine cds on U277. (Sanborn  
Co. 1883-87). Est. \$25.00
73. ELK POINT/DAK, 1887, VF cds on U277. Est. \$12.
74. KIMBALL, 1894, F-VF cds on U349. Est. \$6.00
75. PARKSTON, 1894, Fine cds on U349. Est. \$5.00

### WASHINGTON

76. ADNA, 1908, Fine Doane Ty2 on U414. Est. \$5.00
77. BLYN, 1908, F-VF Doane Ty2 on PPC. ('90-'09)E\$8
78. BLUECREEK, 1900, VF cds on U362. Est. \$8.00
79. COIN, 1886, VF cds on U278. ('81-'89). Tough PO  
but cvr is rough at rt. Est. \$45.00
80. COWICHE, 1908, VF Doane Ty2 on U414. Est. \$5.
81. DARRINGTON, 1907, F-VF Doane Ty3 on cvr. E.\$8.
82. ELECTRON, 1904, VF Doane Ty2 on U395. Est. \$10
83. HOH, 1908, VF Doane Ty2 as rec'd mk on PPC.E\$10
84. KERN, 1899, Fine cds on U313 w/fold. Tough PO  
(Cowlitz 1890-1906). Est. \$15.00
85. LATONA, 1899, VF cds on U352. (King '90-'01)E\$10

### WYOMING

86. LANDER/WYO.TER., 1882, VF cds on cvr. Est. \$20
87. ORIN, 1914, VF 4-bar on cover. ('95-'62)E. \$8.
88. PATRICK, 1911, VF 4-bar on cvr. ('87-'14)E.\$25
89. RAWHIDE BUTTES, 1905, VF cds on U385. Est. \$25

### RAILWAY POST OFFICES (Towle USTMC Nos.)

90. ATLANTA & ARTESIA, ca.'89, (366-C-1), F, U312.E\$20
91. ATLANTA & MONTG., 1890, (354-J-unlstd), VF, U312,  
Est. \$15.00
92. BAYCITY & JACK., 1893, (617-I-1), F, U311.E.\$10
93. BELFAST & BURNHAM, 1890, (5-D-1), VG-F, U314, E\$8
94. CLARINDA & CORN., 1884, (777-A-1), VF, U331, E\$15
95. CLEV. & SHARPS., 1884, (558-D-1), VG, U331, E\$15.
96. EASTPORT & SPOKANE, 1910, (906.2-A-1), VF, PPC.\$8
97. FERNANDINO & TAMPA, 1891, (380-G-1), F, U331, E\$10
98. EUGENE & POWERS, 1916, (900.2-B), F-VF, Est. \$5.
99. GRAFTON & BELINGTON, 1893, (286-E-1), F, U311, E\$8
100. GREENV. & BUTLER, 1888, (231-D-1), VF, U311, E\$15
101. HAN. & DEN. TRAIN, 1888, (809-J-1), VF, U311, E\$20
102. HIGHPT. & ASHBORO, 1892, (333-F-1), VF, U312, E\$10
103. HOUS. & GALVES./AGT., ca.'80, (477-A-1), U116, VF  
Est. \$15.00
104. IND. & BR.JUNCTION, 1894, (220-E-1), F-VF, U311, \$8
105. JACK & PORTTAMPA, 1892, (384-B-1), VF, U311, E\$10
106. LENOIR & LANC., 1889, (344-F-1), F-VF, U311, E\$15
107. MACON & MONTG., 1884, (360-K-2), F, w/#210, E\$15
108. MARION & S.CITY, 1893, (724-K-1), VF, U311, E\$20
109. MARQ. & HOUGHTON, 1888, (638-C-2), F, U311, E\$12
110. MERID. & JACKS., 1889, (424-C-1), F, U311, E. \$10
111. MOMENCE & BRAZIL, 1894, (686.2-A-1), VF, U311, \$15
112. N.O. & ALEXANDRIA/AGT., 1884, (436-a-2), F-VF on  
U229. Est. \$15.00
113. OGD. & UTICA, 1892, (104-F-1), F-VF, U311, E.\$10
114. PALESTINE & GALV., 1892, (485-H-1), F, U312, E\$10
115. ST.PAUL & FARGO, 1884, (874-N-1), F, U331, E\$15
116. SAN BER. & NAT.CITY, 1888, (987 unlisted), VF pm  
but off U312 at top slightly. Only in service  
Jul '87-Oct '88 (see SECOND SECTION) Est. \$40
117. SED & DENISON, 1888, (809-T-1), F on U312. E\$10
118. SHREVE. & HOUSTON, 1892, (480-B-1), VF, U313. E\$15

MINIMUM BID: \$2.00 Bidding increments: \$2-\$5:\$1; \$26-\$50:\$2; and Over \$50:\$5.

All lots shipped insured at buyers expense. Lots sold at a slight advance above  
the second highest bid. Improperly described lots are returnable within 10 days.

BIDS CLOSE: May 31, 1983



## NINETEENTH CENTURY OREGON POSTMARKS: MARION COUNTY

By Charles A. Whittlesey

Marion County has, since the earliest days of American settlement, been a central core area of Oregon. The Provisional Government established four divisions of Oregon in 1843, six years before Oregon achieved Territorial status. One of these divisions was called Champoege District, and in 1849 the name of this area was changed to Marion County.

The original boundaries of Champoege District encompassed a huge territory bounded on the west by the Willamette River, the north by the Pudding River (and an extension from it), on the east by the Rocky Mountains and on the south by the California border. Settlement occupation of this area was basically limited to the level land lying within 15 miles east of the Willamette, and in rather quick order the county boundaries were pared down to better match the limits of settlement. Modern boundaries still include the Willamette on the west and the Pudding on the north, but the crest of the Cascades have replaced the Rocky Mountains and North Fork Santiam River replaced the California border in the south.

Rich alluvial soil and level land attracted hundreds of farmers and their families to Marion County in the early days of settlement. The Census of 1850 reported 293 Marion County farms, nearly twice as many as in Clackamas, with the second highest number. In that year the population of Marion County was listed as 2,749, over 100 more than Washington County, the second largest, which at that time still included rapidly growing Portland. Marion remained Oregon's most populous county in the Census of 1860, with a total of 7,088. Multnomah County eclipsed Marion for the first time in the Census of 1870, but Marion remained the state's second most populous until well into the present century. In 1980, Marion with 204,454 residents, ranked fifth behind the three metropolitan Portland counties and Lane.

The character of settlement in Marion county has had particular implications for its postal history. Salem, Oregon's capital city, has long been the dominant urban center of Marion County, but until recent decades Salem did not overwhelmingly dominate

the county's population distribution. For example, in 1910, when Marion County had a population of about 40,000, Salem's population was about 14,000, or 35% of the total. Today, Salem is home to over 70% of the county's population. The important point is that, while Salem has a long history of being a population core of the county, there has also been a long tradition of sizeable numbers of people living in small town and rural sections of Marion County. From a postal history standpoint, this pattern translates into a large number of independent post offices.

The listing which follows contains postmarks from 50 different named Marion County post offices. A few of the post offices operated with more than one name, and thus have dual listings, but most were separate and individual offices. In addition to the substantial number of different offices, the list is complicated by a rather large number of different postmark types. Salem, with 13 different types, naturally boasts the greatest variety, but there are nine other Marion County offices from which five or more different postmark types have been recorded. Given the detail and richness of Marion County's postal past, our listing should be considered only a determined first effort. Readers with knowledge of date extensions and unreported types are urged to contact the author in care of LA POSTA.

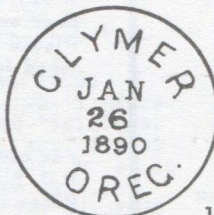
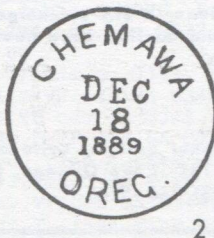
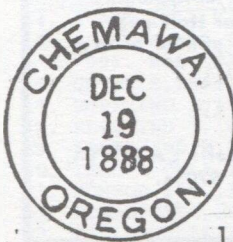
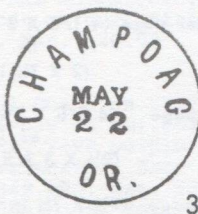
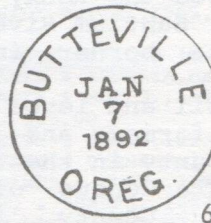
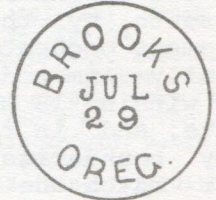
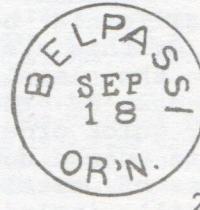
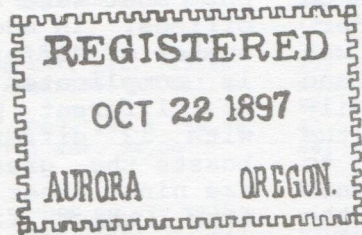
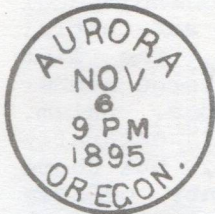
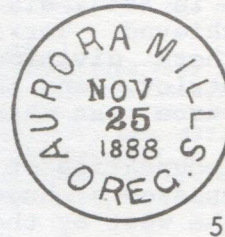
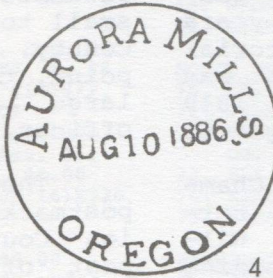
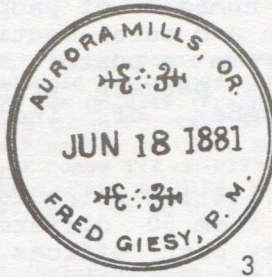
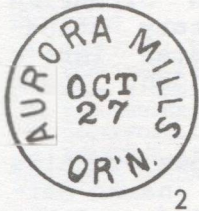
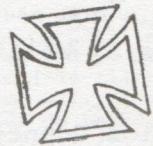
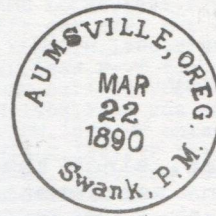
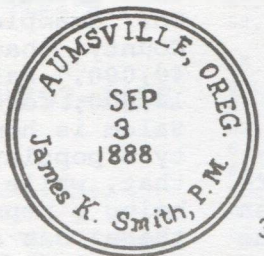
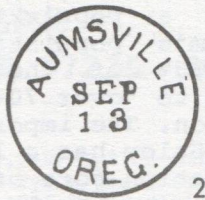
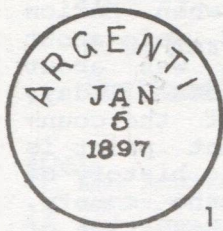
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or (9 1/4 X 3 3/8 inches).....	\$45.00
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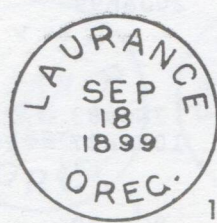
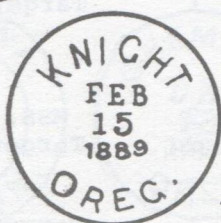
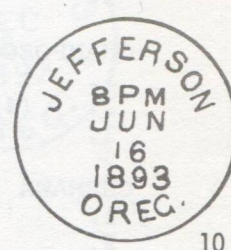
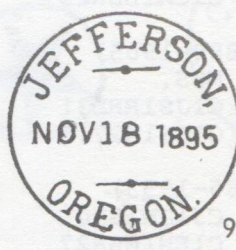
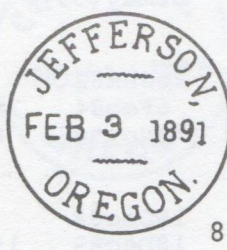
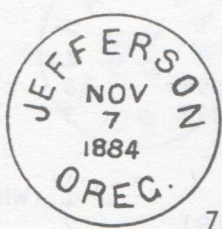
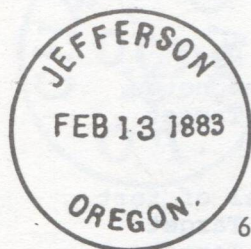
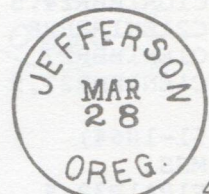
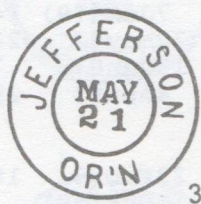
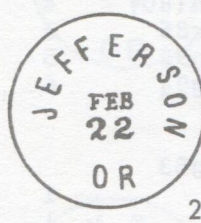
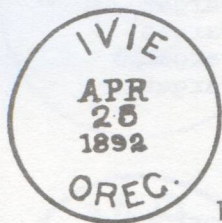
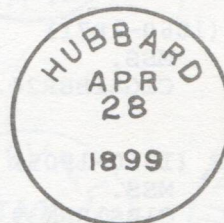
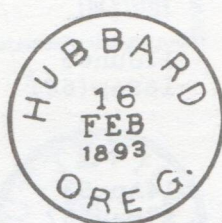
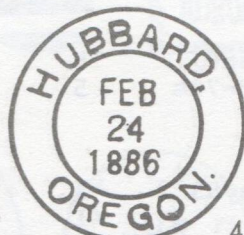
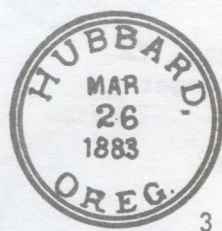
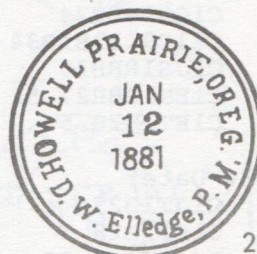
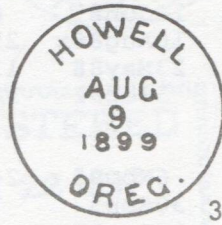
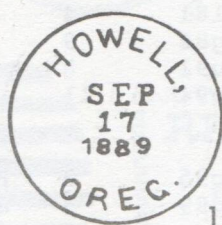
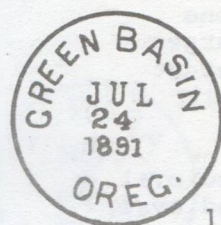
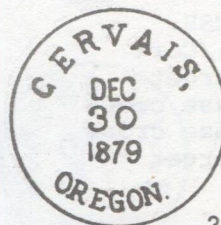
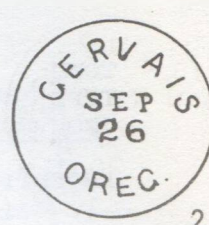
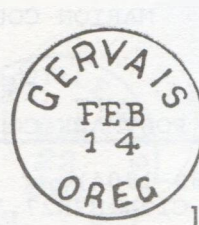
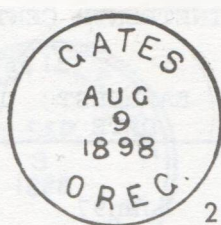
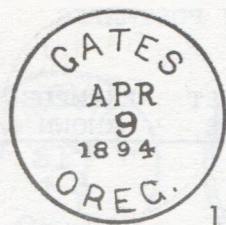




## MARION COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
ARGENTI (1889-1904)							
	1.	(1)	Cl?N1B?R27.5	5Jan97		1	Target
AUMSVILLE (1868-Date)							
	1.		MSS.	29Mar69		1	MSS.
	2.		ClEAlBBR24	12Jan76	13Sep80	3	MSS./Cork
	3.		C21E9N1RRB32.5	3Sep88		1	Target
	4.		ClE9N1RRB26.5	22Mar90b		1	Maltese cross
	5.	(2)	ClEN1RRB26.5	28Sep91b		1	Maltese cross
	6.		ClEN1B27.5	5Apr99		1	Target
AURORA MILLS (1857-1894)							
	1.		MSS.	early '60s	24Feb69	7	MSS.
	2.		ClGAlBBR24	14Jan76	11Nov80v	18	MSS./none
	3.		C21C9,13S1B34	18Jun81	6Jul81	4	none
	4.		ClJS1RRB36	10Aug86r	25Aug86	9	Target
	5.		ClEN1BBR27.5	23May88	13Nov91	8	Target
	6.		ClET1B28.5	5Sep92	30Dec94	11	Cork
AURORA (1894-Date)							
	1.		ClJT1B27	6Nov95	24Dec95	3	Barred oval
	2.		ClET1B28	30Sep97	7Aug99	3	Barred oval
	3.		Box 44 x 28	22Oct97		2	none
BELPASSI (1860-1871)							
	1.	(3)	MSS.	11Jun65	3Jan67	15	MSS.
	2.		ClGAlBBR24.5	18Sep(68)	mid-70s	5	Target
BUTTEVILLE (1850-1905)							
	1.		MSS.	14Apr53	19May53	3	
	2.		ClBS1RRM39	27May58?		1	
	3.		MSS.	ca.63			
	4.		ClCAlBBR24.5	7Jun(79)	14Jan(80)	4	Target
	5.		C21EN1RRB28	22May82	28Apr86	3	Target
	6.		ClEN1BBR27	13Jun87	7Jan92	5	Target
	7.		ClEN1BBR27.5	4Apr93	29Aug94	6	Target
CHAMPOAG (1851-1864)							
	1.		MSS.	23Feb53	18Aug53		
	2.		ClHAlR32.5	15Oct(58)		1	
	3.		ClCAlBBR25	22May(59)		1	Cork
CHAMPOEG (1880-1905)							
	1.		MSS.	26Jun82		1	MSS.
	2.	(4)	ClJS1RRB31	6Feb84	28Dec94	15	See notes
	3.		ClEN1B27.5	3Nov96	8Dec97	3	Target
CHEMAWA (1885-1953)							
	1.		C31JN1B30	19Dec88		1	Wheel of fort.
	2.		ClEN1BBR27	18Dec89	19Jul91	2	Target
	3.		ClEN1B27.5	20Jan99		1	Target
CLYMER (1883-1901)							
	1.		MSS.	7Nov83	23Jan84	2	MSS.
	2.		ClEN1BBR27	10Jan87	26Jan90	2	Target
FAIRGROUNDS (1892-1914)							
	1.		ClEN1BBR27.5	8Oct99		1	Target

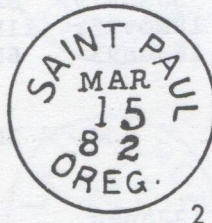
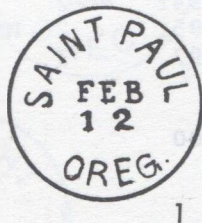
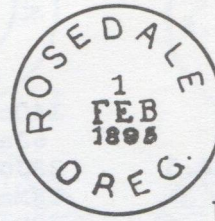
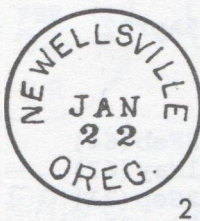
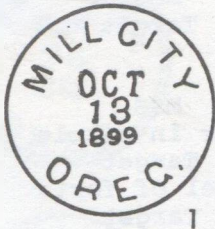
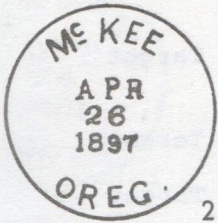
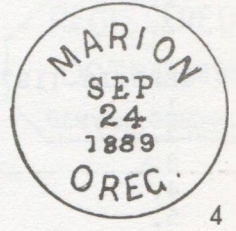
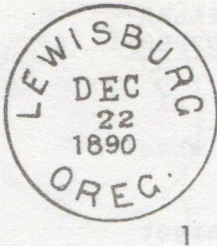






TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
FAIRFIELD (1852-1862 & 1869-1902)	1.		C31J10N1B24.5	27Oct79	18May88	7	Pin wheel
FRUITLAND (1892-1901)	1.		C1EN1BBR28	26Feb95	31May96	3	Target
GATES (1892-1963)	1.		C1EN1BBR28	9Apr94	27Jan96	3	Target
	2.		C1EN1B28	9Aug98	8Mar99	2	Target
GERVAIS (1871-Date)	1.		C1EALBBR25	14Feb(74)b	??g	2	Target
	2.		C1EALBBR25.5	26Sep(78)v	7Nov(78)	4	Target
	3.		C1JN1RRB28	30Dec79v	21Aug82r	7	Cork
	4.		C41JN1RRB33	21Nov83	14Nov87	12	Star in circle
	5.		C21J10N1B27.5	15Jul89v	2May92v	5	Cork grid
	6.		REG	20Oct96			Cork
GREEN BASIN (1890-1896)	1.		C1EN1BBR27.5	11Jun92		2	Target
HOWELL (1887-1902)	1.		C1EN1BBR27.5	6Feb89	2Nov91	5	Target
	2.		C1JN1BRB32	2Feb91		1	
	3.		C1EN1B27.5	9Aug99		1	Target
HOWELL PRAIRIE (1876-1881)	1.		MSS.	27Nov77		1	MSS.
	2.		C21E9N1RRB32	12Jan81		1	Target
HUBBARD (1871-Date)	1.		MSS.	30Apr74	??	2	MSS.
	2.		C31EN1R25	9Jul77	17Jan78	3	Star in circle
	3.		C21EN1RRB27	26Oct82	26Mar83	2	Target
	4.		C31JN1B30	24Feb86	11Nov90v	5	Wheel of fort.
	5.		C1EN1BBR27.5	16Feb93		1	Target
	6.		C1?N1B28	28Apr99		1	Star in circle
IVIE (1890-1892)	1.		C1EN1BBR27.5	90	25Apr92	5	Target
JEFFERSON (1861-Date)	1.		MSS.	14Oct62		1	
	2.		C1CALBBR25	6Jan(63)	22Feb(64)		Target
	3.		C31GALBBR24.5	23Jun(66)	21May(67)		Target
	4.		C1EALBBR25	28Mar(70)	12Sep(71)		Target
	5.	(5)	C31EN1R27	20Dec80	20Apr82	2	Target
	6.		C1JS1B31.5	13Feb83		1	Target
	7.		C1EN1B27.5	7Nov84	30Nov90	5	Target
	8.		C1J13S1RRB29	3Jan91v	3Apr94r	2	?
	9.		C1J13S1RRB30	18Nov95r	11Dec95r	2	Wheel of fort.
	10.		C1ET1B28.5	16Jun93	6Nov97	3	Cork
KING (1890-1894 & 1898-1903)	1.		C1EN1B28		2Feb00		Target
KNIGHT (1880-1895)	1.		C1EN1BBR27.5	12Jan90		1	Target
LAURANCE (1898-1903)	1.		C1JN1B27	12Oct98		1	
	2.		C1EN1B27	18Sep99			Target

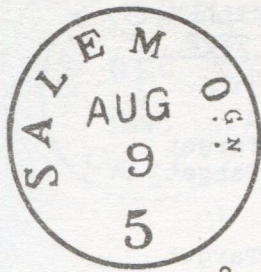




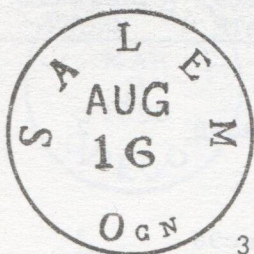


TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
LEWISBURG (1889-1904)	1.		C1EN1BBR27.5	6Aug90	22Dec90	2	Target
	2.		C1JN1BBR28	18May96		1	Target
LIBERTY (1895-1901)	1.		C1EN1BBR28	23Nov97	28Dec98	3	Target
MACLEAY (1882-1939)	1.		C41JN1B31	8Dec84	12Apr88	3	Star in circle
	2.	(6)	C21JS1B'B'B32	11Apr93v	16Jun94r	2	Target
MARION (1871-1962)	1.		MSS.	'70s			
	2.		C31EN1BBR25	11Dec77r	24Mar84	6	Oval bar grid
	3.		C31J10N1B29.5	4Jan87		1	
	4.		C1EN1BBR27.5	24Sep89		1	Target
McKEE (1888-1924)	1.		C1EN1B27.5	30Jul89		1	
	2.		C1EN1BBR27.5	14Feb90	26Apr97	2	Target
MEHAMA (1877-1957)	1.		C1EA1BBR25	14Feb(77)		1	Cork
	2.		C1EA1BBR25	7Nov(83)	??	3	Cork
	3.		OV31J10S1RRB43	10Nov88v	16May92	16	Cork
	4.		C1JN1BBR27	26Nov94	6Jun96	2	Cork
MILL CITY (1888-Date)	1.		C1EN1BBR27.5	13Oct99		1	Target
MINTO (1892-1904)	1.		C1EN1BBR27.5	14Jul96		1	Target
MONITOR (1869-1882 & 1895-1953)	1.		C1EN1B28	26Apr97	?Sep98	3	Cork/target
MOUNT ANGEL (1883-Date)	1.	(7)	C21J10S1B36	9Jan88	19Nov93	9	Star in circle
	2.		C1JN1BBR27.5	9Nov93		1	Target
NEWELLSVILLE (1864-1880)	1.		MSS.	6Jun66	20Oct66		MSS.
	2.		C1EA1BBR25	22Jan(76)b		3	Target
PARKERSVILLE (1852-1861)	1.		MSS.	??			
ROSEDALE (1892-1901)	1.		C1EN1BBR27.5	6Oct93	27Dec97	5	Target
SAINT LOUIS (1860-1873, 1889-1893 & 1900-1901)	1.		MSS.	19Sep66		1	MSS.
SAINT PAUL (1874-Date)	1.		C1EA1BBR25	12Dec??		1	Cork
	2.		C1EN1BBR26.5	15Mar82		1	Cork
	3	(8)	C1EN1B26.5	12Jun85		1	Target
	4.		C1JN1R28.5	13Oct90	19Aug91		Star in star

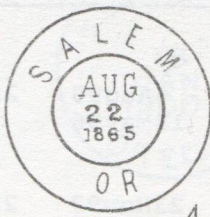




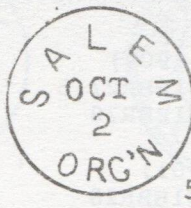
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3



4



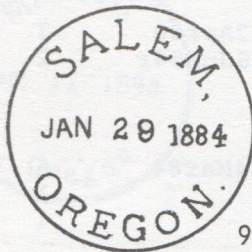
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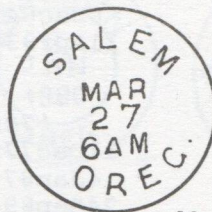
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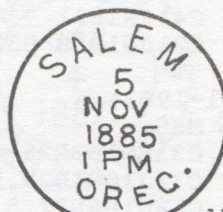
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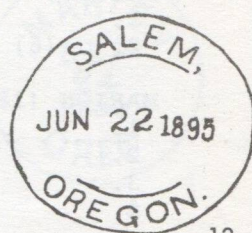
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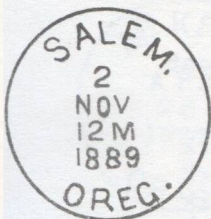
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11



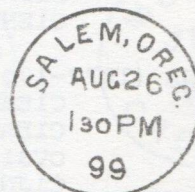
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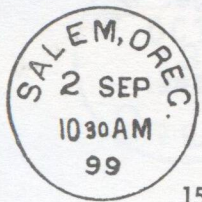
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12



14



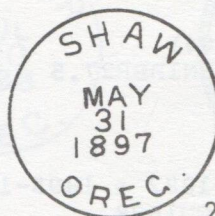
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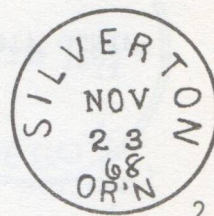
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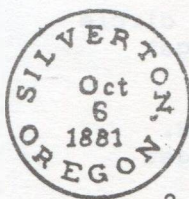
1



2



2



3



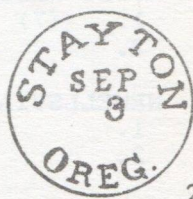
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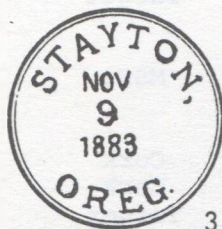
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1



2



3



4



5



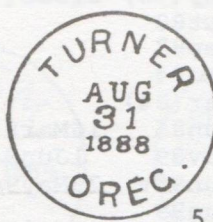
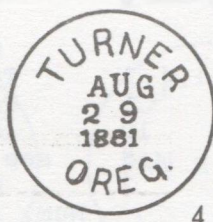
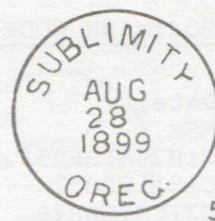
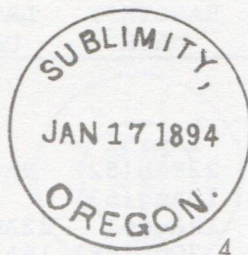
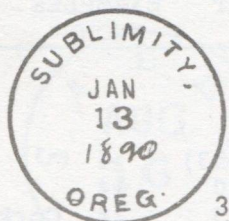
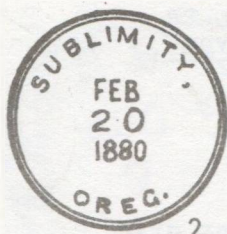
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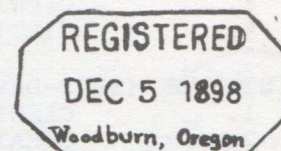
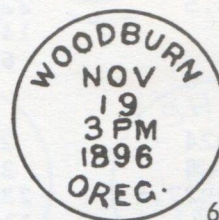
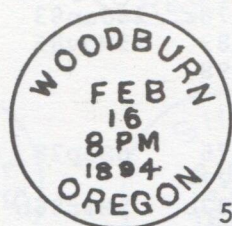
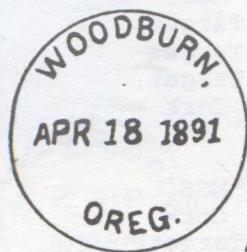
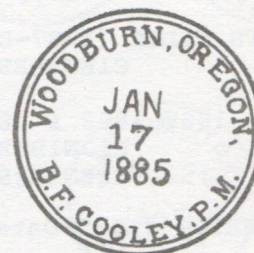
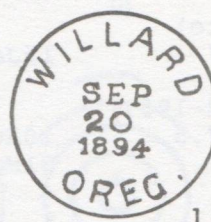
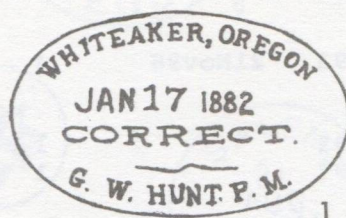
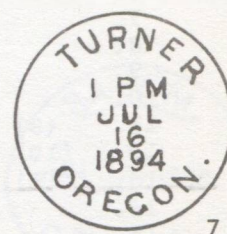


TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
SALEM (1849-Date)							
	1.		MSS.	1Apr51			
	2.		ClB20AlRRB32.5	23Feb(52)	9Aug(53)	6	
	3.		ClBA1RRB32	11Aug(53)	60	14	
	4.		C31CN1BBR26	12Aug61	22Aug65	24	Cork bar grid
	5.		ClFAlBBR24	2Oct(68)	16Apr(73)	20	Cork
	6.		ClEAlBBR26	14May(73)	31Dec(78)	6	Cork
	7.		ClEAlBBR25.5	14Oct80			
	8.		ClEN1B26	11Sep83			Cork
	9.		ClJS1RRB32	29Jan84		1	Target
	10.		ClET3B26.5	27Mar(84)		1	Target
	11.	(9)	ClET1B27.5	1Jun85	16Mar88	10	Cork
	12.	(10)	ClET1B27	2Nov89	1Jun94	8	see notes
	13.	(11)	C31JS1B29	22Jun95v	29May96v	2	Cork
	14.		ClEN1B24	26Aug99			Num. in oval
	15.		ClEN1B25	2Sep99			Num. in oval
SCOTTS MILLS (1887-Date)							
	1.		ClEN1BBR27	15Jan93	21Nov98	4	Target
SHAW (1887-1888 & 1892-1937)							
	1.		ClJN1BBR27.5	10Aug93		1	Target
	2.		ClEN1B28	31May97		1	
SILVERTON (1855-Date)							
	1.		MSS.	11Sep66	3Jun74	4	MSS.
	2.	(12)	ClGAlBBR26.5	9Nov68	25Sep(71)	6	Target
	3.		ClJN1R23.5	22Jan78r	23Jan83	7	Target
	4.		ClEN1B27	14Dec83	25Nov86	4	Target
	5.		ClET1B28	6Dec98			Cork
STAYTON (1872-Date)							
	1.		ClEN1BBR24	2Dec76	6Sep78	4	MSS.
	2.		ClEAlR24.5	3Sep??		1	Cork
	3.		C21EN1RRB27.5	23Jul83b	5Mar86b	6	Target
	4.	(13)	C22JN1B32	11Feb89		1	Target
	5.		ClEN1BBR27.5	11Mar90	27Aug90	3	Target
	6.		ClCl,9N1RRB29.5	21Nov91	4Jul92	8	Star in star
	7.	(14)	ClClN1RRB29.5	17Nov93	4Sep95	8	Star in star
SUBLIMITY (1852-Date)							
	1.		MSS.	19Jan64	21Aug(77)	10	MSS.
	2.		ClEN1B27	20Feb80	26Feb90	6	Star in circle
	3.	(15)	ClEN1B27.5	13Jan90b		1	MSS.
	4.		ClJS1B31	5Sep91v	17Jan94v	2	Star in circle
	5.		ClEN1B27	28Aug99		1	Target
SWITZERLAND (1887-1897)							
	1.		ClEN1BBR27.5	7Dec92r		1	
TURNER (1871-Date)							
	1.		MSS.	10Jun72	8Jun73	5	MSS.
	2.	(16)	ClEN1R24.5	10Jul77	9Dec87	6	Target
	3.		ClJ10N1B24.5	13Mar79v	18Oct79	2	
	4.		ClEN1BBR26.5	20Dec80	18Sep86	11	Target
	5.	(17)	ClEN1BBR26.5	24Jan85	14May91	6	Target
	6.		SL 45 x 9	30Mar94r		1	Target
	7.		ClET1B28.5	16Jul94			
	8.		ClET1B27.5	14Jul99	9Nov99	3	Cork
VERNON (1869-1874)							
	1.		MSS.	29Jul73		1	





Turner Ore.  
Mar. 30-1894.



TOWN	TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
WHITEAKER (1880-1903)								
		1.		OV1J9S1RRB43½x26½	20Jan81	mid-80s	4	Barred oval
		2.		CLEN1BB727.5	late-80s		1	Target
WILLARD (1889-1904)								
		1.		CLEN1BBR27	20Sep94	??	2	Target
WOODBURN (1871-Date)								
		1.		CLEA1BBR24	19Nov78b		1	
		2.		C21J9N1RRB32	10Aug83b	17Jan85	6	Bar grid
		3.	(18)	C21JN1RRB32	9Oct85	17Nov90v	9	Bar grid
		4.		CLES1B31.5	18Apr91	6Jan93	4	Bar grid
		5.		CLJT1B28.5	16Feb94	25Jan95	2	Cork
		6.		CLET1B27.5	19Nov96	7Dec98	3	Cork
		7.		REG	5Dec98v		1	



- NOTES: (1) Known example is only partially clear.  
 (2) Same device as Type 4, but with PM name cutout.  
 (3) Cancellation is usually year date in manuscript.  
 (4) Cancellation is star-in-circle in early examples, and a target in black ink in later examples.  
 (5) Latest example has time instead of year date.  
 (6) Latest example shows circular outline badly deformed.  
 (7) Post office name is spelled "MT. ANGEL."  
 (8) May be same as Type 2 with block letters in month slug.  
 (9) Three known examples have dummy slug in place of time.  
 (10) Earliest example has duplex 8-point shaded star killer; later examples have "bullseye" killer.  
 (11) Seen used as a Registry marking only.  
 (12) Two examples show year date in manuscript.  
 (13) PM name cutout of this device, but an example bearing the name of the PM is not known.  
 (14) Same device as Type 6, but with PM name cutout.  
 (15) Year date in manuscript.  
 (16) Used in 1877-78 and then again in 1887.  
 (17) Similar to Type 4, but with different placement of "OREG."  
 (18) Same device as Type 2, but with PM name cutout.
- 

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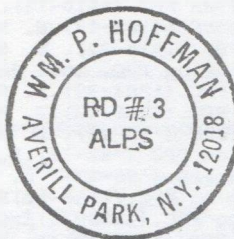
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### ALASKA

1. CHIGNIK, 1910, Ty 1, VF cds w/target on PPC. E. \$30
2. FLAT, 1920, Ty 2, VF 4-bar on PPC. Est. \$12.00
3. IDITAROD, 1916, Ty 4, Fine duplex on PPC. E. \$10
4. KILLISNOO, 1915, Ty 3, VF Doane on PPC. Est. \$35.00
5. UNALASKA, 1910, Ty 2, F-VF Doane on PPC. Est. \$40.

### CALIFORNIA

6. CARSONS CAMP, 1926?, F-VF 4-bar on PPC. (Mono 1924-1928). Real photo of camp. Est. \$15.00
7. DEFENDER, 1907, F-VF Doane on PPC. (Amad. 1900-15) \$8
8. FAIRMONT, 1909, VF Doane on U406. (LA '88-39) E. \$5
9. FERNLEY, 1909, Fine Doane on PPC. (Nev. '98-13) E. \$15
10. HARDY, 1907, VF 4-bar as Recv. mark on PPC. (Mendo. 1902-15). Est. \$10.00
11. KENT, 1910, VF Doane on PPC. (Sut. 1891-11). E. \$15.
12. PRIZE, 1910, VF 4-bar on PPC. (Col. 1900-19). E. \$10.
13. PURSER, 1911, F-VF 4-bar on PPC. (Las. '02-15). E. \$12.
14. WITCH CREEK, 1908, VF Doane on PPC. (1893-38). E. \$5.

### COLORADO

15. BOULDER, (1879), Fine cds on soiled cvr franked w/3¢ green. Est. \$12.00
16. HEZRON, 1910, VF purple 4-bar. ('02-12). Est. \$30.
17. LEFT HAND, (1879), VF cds w/star-in-circle killer on lightly soiled cvr. (1872-1879). Est. \$75-100.
18. MESSEX, 1910, about Fine 4-bar on PPC. ('07-42) E. \$5
19. PRICE CREEK, 1917, Mss. on cover. ('12-42). Est. \$20
20. ROUSE, 1908, VF duplex on PPC. ('89-'29). Est. \$10.
21. SHEEPHORN, 1910, VF 4-bar on PPC. ('95-51). E. \$8.00
22. SIDNEY, 1913, VF 4-bar on PPC. ('88-41). Est. \$10.
23. SNOWMASS, 1914, VF Doane ties 1¢ due (J45) to frnt of cover from ? Colo. Interesting item. E. \$10.
24. SUNSHINE/Boulder Co., 1883, F-VF toothed dbl oval on cover just a trifle rough at rt. Est. \$50.00

### DAKOTA (NORTH & SOUTH)

25. CRESTON, SD, 1909, VF 4-bar on PPC. ('86-46). E. \$6.
26. CUBA, ND, 1909, F-VF 4-bar on PPC. Est. \$5.00
27. GRAY, ND, 1907, VF 4-bar on real ph. PPC. Est. \$10
28. McCUMBER, 1907, VF Doane on PPC. Est. \$10.00 (N)
29. MONANGO, 1908, F-VF Doane on PPC. Est. \$5.00 (N)
30. WESSINGTON/BEADLE CO., 1892, bold purple cds w/target killer on U311. Est. \$25.00 (South)
31. WHITEOWL, 1907, Fine Doane on PPC. Est. \$5.00 (S)
32. ZEAL, SD, 1911, VF red 4-bar on PPC. ('08-21). E. \$15

### IDAHO

33. AGATHA, 1912, VF 4-bar on PPC. ('96-33). Est. \$10
34. COUNTY LINE, 1911, VF 4-bar on PPC. ('89-10-13). E. \$45
35. DE LAMAR, 1910, VF 4-bar on PPC. ('89-42). E. \$6.00
36. FALK, 1912, F-VF 4-bar on PPC. (1914-22). E. \$15.
37. FALKS STORE, 1911, Fine 4-bar on PPC. Est. \$10.
38. FRENCH, 1908, VF 4-bar on PPC. (1904-35). E. \$10.
39. HANNA, 1910, F-VF 4-bar on PPC. (1909-12). E. \$40.
40. MACE, 1909, F-VF Doane on PPC ('99-22). E. \$10.
41. SOLDIER, 1910, F-VF 4-bar on PPC ('82-19). E. \$15.
42. STEELE, 1915, Fine 4-bar on PPC. ('96-23). E. \$15.
43. SWEET SAGE, 1911, VF 4-bar on PPC. (1910-18) E. \$25
44. THARP, 1910?, Fine 4-bar on PPC. (1909-15) Est. \$15
45. VOLLMER, 1910, VF 4-bar on PPC. (1907-19). E. \$15.00
46. WAHA, 1908, F-VF cds on PPC. ('79-41). Est. \$8.00

### MONTANA

47. CABLE, 1909, F-VF Doane on U412. ('70-18). E. \$15.
48. CLEAR LAKE, ca. 1911, F-VF 4-bar on PPC. (1911-19) Year date omitted, not indistinct. Est. \$20.00
49. DELPINE, 1917, VF 4-bar on PPC. ('99-29). E. \$10.
50. DUNKIRK, 1912, Fine 4-bar on real photo of folks watching ballgame w/"town" in view. Est. \$5.00
51. GRANDVIEW, 1913, VF 4-bar on PPC. (1910-33). E. \$8
52. GREGSON, 1911, VF 4-bar on PPC. ('97-37). E. \$8.
53. MONDAK, 1907, VF 4-bar on PPC. (1904-25). E. \$10.
54. PINECREEK, 1908, VF Doane on PPC. (1904-14). E. \$10
55. RED ROCK, 1909, F-VF 4-bar on PPC. ('79-23). E. \$10
56. RUBY, 1914, F-VF 4-bar on PPC. (1901-24). E. \$15
57. SEXTON, 1903, VF cds as b/s on cover from --LLOP, MONT. Very scarce PO (1902-04). Est. \$25.00

### NEVADA

58. BEATTY, 1906, VF Doane on RegRct. Est. \$8.00

### NEVADA (Continued)

59. BULL FROG, 1906, F-VF Doane on RegRct. Est. \$20.
60. CURRANT, 1906, VF duplex on RegRct. Est. \$8.00
61. ELY, 1894 VF cds w/star-in-circle killer on RegRct w/HAMILTON cds. Est. \$15.00
62. EUKEKA, 1894, F-VF cds on RegRct. Est. \$6.00
63. GOLDBAR, 1907, Fine 4-bar on RegRct. (1907-09). Est. \$30.00
64. JOHNNIE, 1910, Fine 4-bar on Reg Rct. Est. \$8.
65. MILLETT, 1906, VF Doane on PPC w/crease in URT corner. Est. \$12.00
66. RENO/REGISTERED/1891, in 3 purple straight lines on Reg. Rct. card. Est. \$8.00

### OREGON

67. AJAX, 1908, VF Doane on PPC. ('88-21) Est. \$10.
68. ALBERT, 1909, G-F cds on PPC. (1901-13). E. \$12.
69. BUTLER, 1908, VF 4-bar on PPC. ('95-11). E. \$15.
70. CAZADERO, 1910, F-VF 4-bar on PPC. (1904-18). E. \$12
71. CLARKS, 1896, two cds F-VF as b/s on cvr. E. \$6
72. COMSTOCK, 1908, F-VF 4-bar on PPC. ('76-24). E. \$12.
73. ELKHORN, 1909, F-VF Doane on PPC. ('92-17). E. \$18.
74. GLENADA, 1910, F-VF Doane on PPC. ('90-43). E. \$6.
75. HOOD RIVER, 1893, weak legible fancy shield on UX10. Est. \$5.00
76. KINGSLEY, 1907, F-VF Doane on PPC. ('78-20). E. \$12
77. MARK, 1906, F-VF Doane on RegRct. (1904-10). E. \$15
78. OLNEY, 1910, F-VF cds on PPC. ('75-50). Est. \$5.
79. PALMER JUNCTION, 1915, F-VF 4-bar on PPC. (1909-1937). Est. \$8.00
80. PENINSULAR, 1894, VF cds w/target on UX10. Mult-nomah 1890-1903). Est. \$40.00
81. PITNER, 1908, F-VF 4-bar on PPC. (1901-10). E. \$18.
82. PRINEVILLE/Wasco Co., 1879, VF cds w/star-in-circle killer on FRONT. Est. \$35.00
83. SYCAMORE, 1895, VF cds as b/s on cvr. ('89-01) E. \$6
84. WILHOIT, 1912, VF 4-bar on PPC. ('82-28). E. \$6.
85. WINLOCK, 1913, Fine 4-bar on PPC. ('88-37). E. \$8.
86. WOODS, 1910, Fine Doane Type2 on PPC. ('86-35) E. \$5

### RAILWAY POST OFFICES

87. GOLDFIELD & LOS ANG., 1911, VF on RegRct. Est. \$25
88. GRN'GEVILLE & LEWIS., 1910, F-VF on PPC. E. \$15
89. MANSFIELD & WENATCHEE, 1911, VF on PPC, but lrt. cnr. missing. Est. \$10.00
90. MINIDOKA & BUHL, 1914, F-VF on PPC. Est. \$15.00
91. OAKDALE & MERCED, 1914, F-VF on PPC. Est. \$15.
92. PORTLAND & BEND, 1912, F-VF on PPC. Est. \$12.00
93. SEATTLE & HOQUIAM, 1907, Exc. on PPC. Est. \$8.
94. TOMOPAH & STAGG, 1909, Fine on RegRct. Est. \$20.
95. WALLULA & PORT., 1885, VF cds w/NEGATIVE "E" on UX7. A choice example. Est. \$25.00

### UTAH

96. ECHO CITY, 1907, F-VF 4-bar on PPC. (1871-50) E. \$5
97. PEOA, 1881, Mss. on cvr opened roughly at rt. not effecting stamp. Est. \$10.00
98. SCIPPIO, 1909, VF Doane on PPC. Est. \$5.00

### WASHINGTON

99. BEACH, 1894, Fine cds on UX9. ('91-45). Est. \$12.
100. HOLLY, 1908, VF Doane on PPC. ('93-28). E. \$8.00
101. KENDALL, 1907, Fine Doane on PPC. ('02-26). E. \$8
102. LADU, 1909, VF Doane on PPC. ('95-13). Est. \$12.
103. PENAWAWA, 1907, VF cds on PPC. ('78-38). E. \$5.
104. PEOLA, 1910, VF 4-bar on PPC w/stain. Est. \$4.00
105. PERRY, 1905, VF Doane on U395. ('81-27). E. \$10.
106. RANDLE, 1914, F-VF 4-bar on PPC. ('99-19). E. \$10
107. REDROCK, 1909, VF 4-bar on PPC. (1907-09?) E. \$25.
108. SLAUGHTER, 1890, Fine cds on cvr. w/Nursery cc. opened roughly at rt. ('67-1890). Est. \$25.
109. TAUNTON, 1911, VF 4-bar on PPC. (1908-13). E. \$20
110. VAN BUREN, 1915, F-VF 4-bar on PPC. ('91-18) E. \$10
111. SEATTLE/REGISTERED/1895, VF in three lines of green on Penalty env. Small file hole at left but an attractive item. Est. \$10.00

### WYOMING

112. BIGTRAILS, 1915, F-VF cds on PPC. ('98-42). E. \$8
113. CLIFTON, 1909, VF 4-bar on PPC. Est. \$6.00
114. KIRBY, 1908, F-VF 4-bar on PPC. Est. \$5.00
115. LARAMIE CITY, 1888, VF cds on cover. Est. \$15.

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## THE ESTABLISHMENT OF DAKOTA TERRITORY

By K. W. Stach

Originally, it was my intent to write an article on the "Territorial Forts and Indian Agencies of South Dakota" for LA POSTA. After thinking about the subject for awhile, it seemed a better idea to preface this article with some background information since most of us are unaware of the beginnings of settlement and political organization in the Dakotas. Postal history articles dealing with the Dakotas have been few and far between, and it is my intent to help rectify this situation. In future articles I hope to deal more specifically with postal history of the area, but believe it is important to explore first the details of formation and settlement of Dakota Territory.

During the administration of Jefferson, in 1804-05, the President and Congress sent a party of explorers headed by Lewis and Clark to investigate the recently acquired Louisiana Purchase territory and cross the continent by way of the Missouri River and the Rocky Mountains. Soon after this expedition, forts and trading stations were established in the West, mostly along the Missouri River. These installations were partly military and partly trading posts; the former operated by the U. S. Government and the latter by private fur companies.

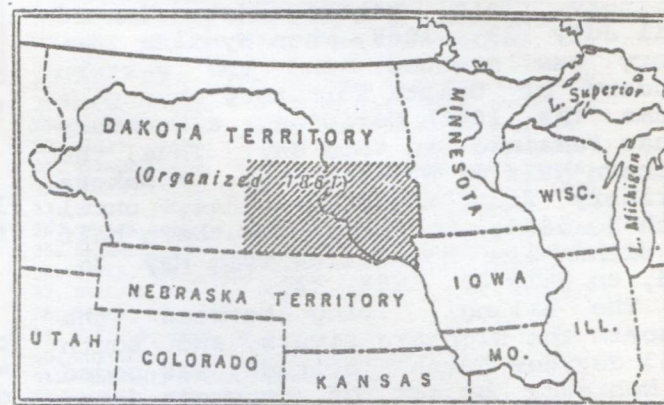
The vast Louisiana Purchase was divided into two parts, with the northern portion first known as the District of Louisiana. In 1812 the name of this northern area was changed to the Territory of Missouri. A further change in organization came in 1834 when the area between the Mississippi and the Missouri rivers (including about the northeastern half of eventual Dakota Territory) was assigned to the Territory of Michigan, and the area lying west of the Missouri River was designated Indian Country. In the next few years the northeastern half of the Dakotas passed through a rapid series of political reassignments. In 1836 the area was transferred to Wisconsin Territory. Two years later it became part of the Territory of Iowa, and in 1849 the land was assigned to a newly organized Territory of Minnesota.

The first lands for settlement in what was to become South Dakota were

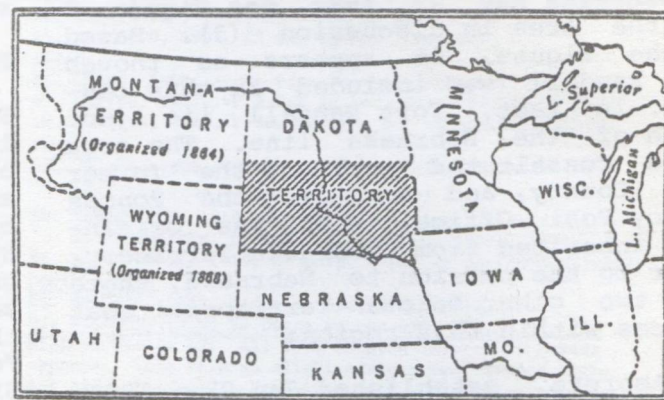
obtained from the Sioux Indians in the Treaty of Traverse-de-Sioux in 1851. At this time, the Indians ceded a large region in Minnesota and a tract of Dakota lying between the Big Sioux River and Minnesota. This land included the later sites of Sioux Falls, Flan-dreau, Medary, Brookings, etc. Land cessions continued to as recently as 1909.

President James Buchanan signed the Organic Act which created Dakota Territory on March 2, 1861. Before this time residents of the area had attempted to elect delegates to Congress, and had used the name Dakota Territory in newspapers and letters unofficially. When Minnesota was admitted to the Union on May 11, 1858, the area between the Missouri River and the Minnesota border was left as "Minnesota Residual Territory." Land companies settled this area and held elections, arguing that the area was without representation in Congress and needed territorial officials. In some cases they claimed to have secured the appointment of postmasters for their villages, some of which only existed on paper (1).

When established in 1861, Dakota Territory included all of what was to become Montana and the eastern part of



1861



1868

FIGURE 1 DAKOTA TERRITORY BORDER CHANGES



Idaho. It contained about 350,000 square miles, and was bounded on the north by Canada; the east by Minnesota and Iowa; the south by Iowa, the Missouri, Niobrara and Turtle rivers; and the west by the crest of the Rocky Mountains. Only some 70,000 miles of Dakota Territory lie east of the Missouri River and was formerly part of Minnesota Territory. The majority of land was west of the Missouri, and had been carved from old Nebraska Territory, which had itself been set aside in 1854 as separate from Indian Country. Dakota Territory, as first configured, constituted the largest organized territory in the United States (2). The original configuration of the Territory, and subsequent reductions are summarized in Figure 1.

Reduction of the gigantic Dakota Territory began only two years after the Organic Act was passed. On March 3, 1863, Idaho Territory was established, thus removing all lands which were west of 104 degrees longitude (27 degrees west of Washington). According to Phillips, there were no post offices in this region at the time it was part of Dakota Territory (1,4). Montana Territory was carved from Idaho Territory on May 26, 1864, but Wyoming west to the 110th Meridian was restored to Dakota Territory. This reassignment lasted until July 29, 1868, when Wyoming Territory was created, and the western boundary of Dakota Territory once more became the 104th Meridian, a boundary it has remained to this day. Thus, the northern half of Wyoming was in Dakota Territory from March 2, 1861, until March 3, 1863, while the southern half was within its boundaries from May 26, 1864, to July 25, 1868. (4).

The triangle lying between the Missouri and Niobrara rivers, and south of 43 degrees North latitude, was ceded to Nebraska by act of Congress dated March 28, 1882. The area was accepted by Nebraska May 23, 1882. See Figure 2 for the area in discussion (3). Based on the figure, it appears as though Fort Randall was included in this cession. In fact, Fort Randall lie just north of the Nebraska line. The area ceded constituted most of the former Todd County, and included the Poncas Agency Post Office, which was originally inherited from Nebraska Territory. Prior to the cession to Nebraska, there were two other Dakota Territorial post offices within this region:

Aeoreta, established Jan 25, 1865, with Peter Keegan PM, discontinued Apr 5, 1865.

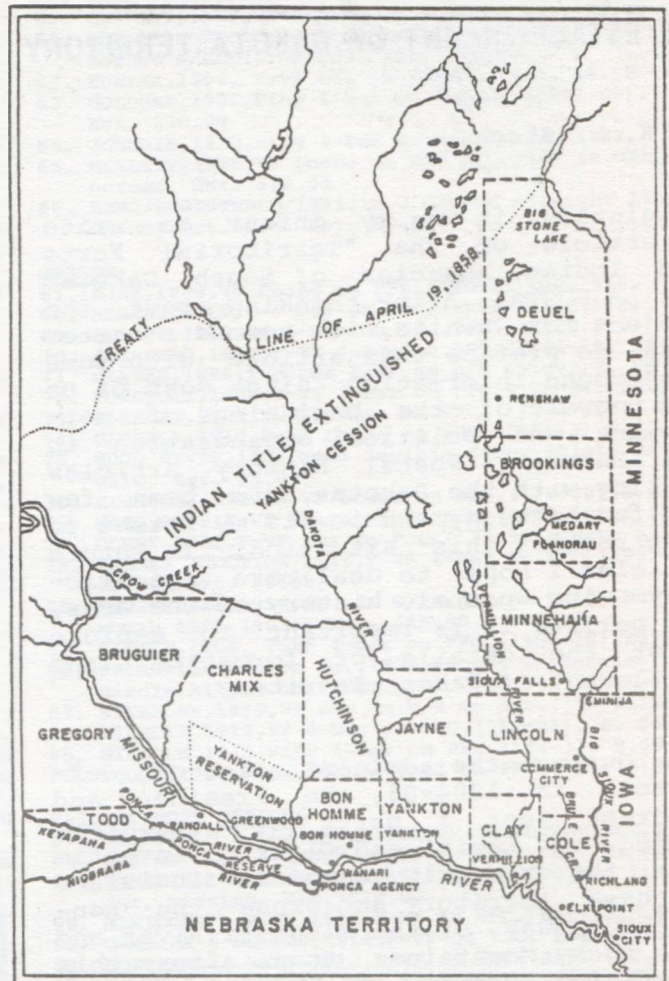


FIGURE 2 DAKOTA COUNTIES, 1862

Ponca Creek, established Oct 1, 1875, with Daniel L. Baker PM, discontinued Dec 13, 1878.

At the time Dakota Territory was created there were nine post offices within its borders which had previously operated in other territories. The four post offices that were within the present borders of South Dakota were:

From Minnesota Territory:

Sioux Falls City, established Jun 15, 1858, with James M. Allen PM, and discontinued Apr 27, 1863. Later re-established Jun 24, 1867. In the meantime, Fort Dakota was established near Sioux Falls May 1, 1865. Built to help guard the frontier between the area of settlement and Sioux Indian country, the fort was abandoned Jun 18, 1869. Fort Dakota's mail was handled through Sioux Falls Post Office, which was apparently re-established without the word "city" in its name.



From Nebraska Territory:

Poncas Agency, established Mar 14, 1860, with J. Shaw Gregory PM, discontinued Mar 15, 1878. Major Gregory was Indian Agent.

Greenwood, established Sep 29, 1859, with Alexander H. Redfield PM.

Fort Randall, established Sep 4, 1860, with Jesse Wherry PM, discontinued Apr 15, 1907. The fort was actually built in 1856 at a site just north of the Nebraska line. It was rebuilt in 1870-1872 about a quarter of a mile from the original site.

Statehood and Territorial dates affecting Dakota Territory (4):

	Terr.	State.
Minnesota	3 Mar 49	11 May 58
Nebraska	30 May 54	1 Mar 67
Dakota	2 Mar 61	2 Nov 89
Idaho	3 Mar 63	3 Jul 90
Wyoming	29 Jul 68	10 Jul 90

#### References:

- (1) Phillips, George H., POSTOFFICES AND POSTMARKS OF DAKOTA TERRITORY, J.B. Publishing Co., Crete, Nebraska (1975)
- (2) Armstrong, Moses K., THE EARLY EMPIRE BUILDERS OF THE GREAT WEST, E.W. Porter Pub., St. Paul, MN (1901)
- (3) Schell, Herbert L., HISTORY OF SOUTH DAKOTA, Univ. of Nebraska Press, Lincoln, Nebraska (1961)
- (4) Phillips, George H., THE POSTOFFICES OF SOUTH DAKOTA 1861-1930, J.B. Publishing Co., Crete, Neb (1973)

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Public auction sales are held bi-annually in conjunction with Cover Expo at the Anaheim Sheraton in California. Our auction includes a large postal history section. The sellers commission is only 10%.

For consigning material or for a free catalog please write:

**WESTMINSTER STAMP & COVERS**  
Box 1427      Bellflower, CA 90706  
(213) 920-7561

# Steven Schmale

MAIL AUCTION NO. 1

448 TANGLEWOOD CT.,

SANTA ROSA, CA 95405 (707) 538-8948

#### ALASKA

1. CHICHAGOFF, 1914, EX. 4-Bar on ppc, real photo of same! (1910-57) E \$50.
2. KASAAN, 1911, VF 4-Bar on ppc of fishing boats, pop. in 1900: 47 (1900-71) E \$45.
3. NUSHAGAK, 1913, VG 4-Bar ties 1-cent Balboa (1899-1935) NEW TYPE, scarce, E \$ 75
4. SULZER, 1919, VF 4-Bar(no stamp, orange ms. 2 cents due at bottom of ppc of Ketchikan, E \$50.

#### ARIZONA

5. CLIFTON, 1908, VF Dup. on ppc of the town E \$12.
6. ORACLE, 1908, VG Dup. on ppc of stage arr. E \$12.

#### CALIFORNIA

7. AMSTERDAM, 1908, F Doane on ppc (1895...1925)E\$8.
8. BLANCO, 1910, VF cds of ppc. (1873-1941) E \$6.
9. CASTLE CRAGS, 7-26-1909, VF 4-Bar on ppc,E \$10.
10. CHILES, 1908, VF 4-Bar on ppc (1888-1924) E \$10.
11. CLARKSVILLE, 1914, EX 4-Bar on ppc(55-24)E \$12.
12. CORNWALL, 1908, F 4-Bar on ppc (1881-1911)E 15.
13. DENVERTON, 1907, EX Doane(1)as rec. mk. on ppc of mail coach en route to Bullfrog, NV(58-11)E\$10.
14. ELMHURST, 1910, GD Dup on ppc. E \$4.
15. GLEN ALPINE, 1913, F Purp 4-Bar on ppc(04-47)E\$6.
16. GRANDVIEW, 1909, VF 4-Bar on ppc (05-44) E \$8.
17. GRANDVILLE, 1908, EX 4-Bar on ppc (1907-1921)E\$10.
18. HARDY, 1912, VF 6-Bar? on ppc (1897-1915) E\$12.
19. HEARST, 1915, EX bold 4-Bar on ppc (1891-1953) E \$10.
20. HONCUT, 1905, VF dup. on ppc (1856-1943) E\$5.
21. INCLINE, 1909, EX 4-Bar on ppc (1907-1910) E \$20.
22. INGOMAR, 1913, F bold 4-Bar on ppc (1890-1921)E\$10.
23. KELLOGG, 1907, clear 4-Bar on ppc (1875-1935) E\$8.
24. LAMANDA PARK, 1907, F dup on ppc (1886...1930)E\$6.
25. LAWS, 1909, VF 4-Bar on ppc (1887-1953) E\$5.
26. MAYFIELD, 1909, F dup on ppc (1855-1930) E\$6.
27. MOUNT WILSON, 1910, VF 4-Bar on ppc(r/p Hotel)E\$5.
28. NATOMA, 1909, VF 4-Bar on ppc(Yuba Co. DPO)E\$5.
29. PACHECO, 1910, CLEAR 4-Bar on ppc, 1st per. E\$8.
30. QUARTZ, 1912, F DUPLEX on ppc, (1897-1924) E\$12.
31. REDWOOD PARK, 1912, Ex 4-Bar on ppc (1907-28)E\$6.
32. ROLPH, 1919, violet 4-bar on ppc. 4-yr. off. E\$30.
33. SESPE, 1908, F cds of ppc (1894-1932) E\$8.
34. SHASTA SPRINGS, 1910, VF purp.4-bar,ppc,(92-35)E\$8.
35. SHAMMUT, 1908, CLEAR 4-bar on ppc(1907-1925)E\$18.
36. SITES, 1912, Clear 4-bar on ppc (1887-1968)E\$5.
37. SKYLAND HEIGHTS, 1910, VG 4-bar on ppc,1st yr.E\$10.
38. TESLA, 1911, VF 4-bar on ppc (898-1915) E\$ 15.
39. TRENTON, 1909, VF Doane on greeting ppc(87-14)E\$10.
40. TUTTLETOWN, 1906, F 4-bar on ppc disc.1922, E\$8.
41. VANTRENT, 1910, F Doane on ppc (1904-1918) E \$10.
42. VERONA, 1909, Gd. str. on ppc. disc. 1941 E\$5.
43. WILBUR SPRINGS, 1912, VF 4-bar on ppc of sameE \$7.

#### INDIAN TERRITORY

44. BENNINGTON, 1907, EX 4-bar on ppc Est. \$15.
45. BOKCHITO, 1907, EX Dup on ppc Est. \$15.

#### NEVADA

46. COBRE, 1908, About Fine Doane(?) on ppc.DFO E\$8.
47. EMPIRE, 1907, VF 4-bar as rec.mk. on ppc(1895-1912)E\$12.
48. RAWHIDE, 1909, F double-ring cds on ppc(07-41)E\$10.

#### OREGON

49. JASPER, 1909, VG str.(1884-1961)Also,HOT LAKE rec. mk.(1883-1943)on ppc of Mac. river E \$8.
50. MARSHFIELD, 1910, Leg. Dup. + violet s/1 "missent to Marshfield, Oregon." Mailed from ?,Ore. E\$10.
51. MODOC POINT, 1919, EX purp. 4-bar on ppc(1916-55)E\$12.

#### SOUTH DAKOTA

52. BRUSHIE, 1911, F cds on ppc, DPO. E \$10.
53. MILFORD, 1914, VG Doane on ppc DPO. E\$6.

Minimum bid is \$2. All lots shipped insured at buyers expense. Lots sold at slight advance over second highest bid. Improperly described lots are returnable within 10 days.

PLEASE BID BEFORE THIS DATE: MAY 31, 1983. THANK YOU! ☺



## EDITOR'S COMMENTS

Well friends, as you have undoubtedly noticed, LA POSTA has experienced a rather dramatic change beginning with this number. Inclusion of Charles L. Towle's SECOND SECTION is intended to be a permanent new feature, and both Editor Towle and myself expect future issues of LA POSTA with THE SECOND SECTION to run between 40 and 50 pages per number. We hope you will find this to be a pleasant surprise. There is to be no immediate change in rates of subscription, and readers may rest assured they will be given ample notice when and if subscription rate changes are to be made.

A journal which combines articles dealing with the postal history of the West and articles dealing with railway postal history of the entire nation may appear to be somewhat incomplete, or unbalanced. Editor Towle has suggested that what we have in our present format is a "son of a giraffe." Recognizing this ungainliness, we have determined that no immediate additional changes in the scope of our journal will be made, but that explorations should be made to determine some future configuration which would preserve the advantages of our current effort and improve the logical stability of the journal. Such explorations are underway, and, while it is certain that no decisions will be made before the end of summer, you can be assured that any future changes will be accompanied by adequate warning.

Along the same lines, readers are urged to communicate their views and opinions concerning the future of LA POSTA/THE SECOND SECTION to either Editor Towle or myself. Under the new present arrangement LA POSTA and THE SECOND SECTION will remain discrete and independent publications housed in the same journal, at least throughout the 1983 calendar year. Next year, a number of changes are possible and under consideration, and it is your thoughts and recommendations for the future we seek.

LA POSTA needs articles, listings, reports and other forms of written communication for the June issue! The deadline for insuring publication in that issue is May 15th. If we are to maintain the quality and diversity of LA POSTA at a standard represented by this current number, it will take some co-operation from you good folks. Both Ken Stach and Leroy Ross "came to the rescue" for this number. Their efforts are highly commendable, and LA POSTA is

grateful for their support. Pride of authorship and the feeling of having your name associated with a subject in which you are interested are not small rewards. Why not consider becoming one of our proud authors?

Richard W. Helbock, Editor

### NOTE:

*Due to the exceptional amount of material published in the current issue, the article by Leroy Ross on Penalty Envelopes will appear in the next issue.*

## Leroy L. Ross

P.O. BOX 91, JOPLIN, MO 64802

### Mail Bid sale no.1

#### ALASKA DOG TEAM COVERS

1. AFOGNAK-Ty4 to YAKUTAT-Ty8 (1948)
2. \*AFOGNAK-Ty4 to KODIAK-Ty12 (1949)
3. \*AKULURAK-Ty2 to HOOPER BAY-Ty1 (1948)
4. \*AKULURAK-Ty1 to SAINT MICHAEL-Ty12 (1943) (+)
5. ALEKNAGIK-Ty1 to CLARKS POINT-Ty1 (1944)
6. ALEKNAGIK-Ty1 to DILLINGHAM-Ty2 (1945)
7. \*ANCHORAGE-Ty6 to ALEKNAGIK-Ty1 (1938)
8. \*ANCHORAGE-Ty6 to IGIUGIG-Ty1 (1938)
9. BARROW-Ty6 to POINT LAY-Ty1a (1949)
10. \*BARROW-Ty6 to KOTZEBUE-Ty7 (1947)
11. \*BARROW-Ty6 to KOTZEBUE-Ty7 (A) (1949)
12. \*BARROW-Ty6 to POINT HOPE-Ty1 (1944)
13. BARROW-Ty6 to SHISHMAREF-Ty3 (1952)
14. \*BARROW-Ty6 to WAINWRIGHT-Ty2 (1948)
15. \*BARROW-Ty6 to WAINWRIGHT-Ty2 (1943)
16. \*BEAVER-Ty1 to CHANDALAR-Ty1 (1943) (+)
17. BEAVER-Ty1 to WISEMAN-Ty2 (1946)
18. \*BETHEL-Ty4 to NYAC-Ty2 (1948)
19. BOUNDARY-Ty1 to NORTHWAY-Ty2 (1953)
20. \*CANDLE-Ty5 to KOTZEBUE-Ty7 (10/13/47)
21. \*CENTRAL-Ty3 to CIRCLE-Ty6 (1946)
22. \*CENTRAL-Ty3 to CIRCLE SPRINGS-Ty1 (1947)
23. \*CENTRAL-Ty3 to MILLER HOUSE-Ty4 (1947)
24. CIRCLE-Ty6 to ALAKANUK-Ty1 (1952)
25. \*CIRCLE-Ty6 to CENTRAL-Ty3 (1947)
26. \*CIRCLE-Ty6 to CIRCLE SPRINGS-Ty1 (1947)
27. \*CIRCLE-Ty6 to CIRCLE SPRINGS-Ty1 (A) (12/2/49)
28. CIRCLE-Ty6 to FORT YUKON-Ty4 (1949)
29. \*CIRCLE-Ty6 to MILLER HOUSE-Ty4 (1945)
30. \*CIRCLE SPRINGS-Ty1 to CIRCLE-Ty6 (1946)
31. \*CIRCLE SPRINGS-Ty1 to MILLER HOUSE-Ty4 (1947)
32. CLARKS POINT-Ty1 to ALEKNAGIK-Ty1 (1945)
33. COAL CREEK-Ty3 to FAIRBANKS-Ty17 (+) (1942)
34. \*COUNCIL-Ty8 to GOLOVIN-Ty6 (1946)
35. \*DEERING-Ty5 to KOTZEBUE-Ty7 (1944)
36. DIAMOND-Ty1 to MINTO-Ty1 (1944)
37. DILLINGHAM-Ty2 to ILIAMNA-Ty4 (1947)
38. EAGLE-Ty6 to DAWSON, Y.T. CANADA (1943)
39. EAGLE-Ty6 to DAWSON, Y.T. CANADA (1944)
40. EAGLE-Ty6 to DAWSON, Y.T. CANADA (1946)
41. \*EAGLE-Ty6 to DAWSON, Y.T. CANADA (1947)
42. \*EAGLE-Ty6 to FORT YUKON-Ty4 (1947)
43. FAIRBANKS-Ty21 to MINTO-Ty1 (1945)
44. FORTUNA LEDGE-Ty3 to HOOPER BAY-Ty1 (1947)
45. \*FORTUNA LEDGE-Ty3 to KWIGILLINGOK-Ty1 (A) (1949)
46. \*FORTUNA LEDGE-Ty3 to MOUNTAIN VILLAGE-Ty1 (1943)
47. FORT YUKON-Ty4 to CIRCLE-Ty6 (1943)
48. \*FORT YUKON-Ty4 to EAGLE-Ty6 (1948)
49. \*FORT YUKON-Ty4 to VENETIE-Ty1 (1945)
50. \*GALENA-Ty1 to NULATO-Ty6 (1945)
51. \*GALENA-Ty1 to UNALAKLEET-Ty3 (1944)

All postmarked by receiving Postoffice. Halbock Town Type No's used. (\*) With PRINTED Dog Team Cachet (+) Censored (A) Autographed by Postmaster. Postmarks good/fine. Min. Bid \$2.50. Postage Extra. Lots returnable within 40 days. Bids close: May 20, 1983



## NEWS OF THE STATES

The ALASKA COLLECTORS CLUB now boasts a membership of 45 according to Bob McKain, Secretary/Treasurer, 2337 Giant Oaks Dr., Pittsburgh, PA 15241. The club journal, distributed with LA POSTA for the last time this month, features McKain's continuing catalogue of Alaskan station and branch postmarks, an article on a most unusual postmark used briefly in early Barrow by Len Persson, and Boone White's report on covers from Alaska's White Alice sites. Readers interested in receiving future issues of The Alaskan Philatelist are invited to become ACC members by sending 1983 dues of \$8.00 to Secretary McKain.

THE DAKOTA COLLECTOR, Vol. I, No. 2 (April 1983) lists 40 Charter Members of the North Dakota Postal History Society. Society membership costs \$15, and application may be made to Secretary Gordon Twedt, Maddock, ND 58348. (No, you don't need a box number. Folks know Gordon in Maddock). The current number contains the North Dakota Doane Cancel Check List, and shows real signs of future promise.

### WHEN IN PORTLAND, OREGON DROP IN AND VISIT US

- Philatelic Literature
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- Stamp Supplies
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### WANTED

EARLY OREGON AND WASHINGTON  
COVERS AND DPOs

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## MY POSTAL HISTORY AUCTIONS:

Specialize in covers from the area you read in LA POSTA.

Are held about four times a year in San Francisco.

Are a prime source of postal history material knowledgeably described.

Are a good place to sell collections or duplicate covers.

WESTPEX AUCTION - April 30/May 2, 1983

SAMPLE CATALOG  
BY FIRST CLASS MAIL \$1.00

HENRY M. SPELMAN III  
P.O. BOX 645-LP  
SAN ANSELMO, CA 94960

The Spring 1983 issue of the OREGON POSTAL HISTORY JOURNAL (Vol. III, No. 1) features three articles on Climax Post Office in Jackson County. A check list of postmarks recorded from Benton County is provided, and Tom Pomeroy contributes an article about one of the state's early post offices "killed by a train." The journal also contains an extensive listing of recent auction results hammered down by Oregon cards and covers. The OPHJ is the official publication of the Oregon Postal History Society, with dues of \$5.00 per year, and membership information available from Bernard Griffin, Editor, 201 Lowell St., Klamath Falls, OR 97601.

Ted Gruber, 3104 Westfield St., Las Vegas, NV 89121, sends word of the intent of a group of interested postal history enthusiasts to form a NEVADA POSTAL HISTORY SOCIETY. The group will hold an organizing meeting in San Francisco in conjunction with WESTPEX in Room 378, Cathedral Hill (formerly Jack Tar) Hotel on Saturday, April 30, at 11:00 AM. A 30-minute slide presentation featuring various Nevada cancellations will be given, and all persons are welcome to attend. Further information on the Nevada Postal History Society may be obtained by writing Ted Gruber



## TIPS ON TECHNIQUES: USING PERSONAL COMPUTERS, Part II: Printers and Filing Software

A printer is rarely included with the basic personal computer system. These must be purchased separately, and again we find a nearly bewildering variety of styles and prices from which to choose. The two most common types of printers available are termed "line printers" and "daisy wheel printers." The line printers are very fast, and, while the least expensive generally print only one style of characters in the traditional squared-off computer look, the more sophisticated offer a variety of type styles including what is termed "near type-writer quality." If you want a fast printer, and are not too concerned about the type style looking like it came from an expensive typewriter, then look closely at a line printer. They start about \$400 and run as high as \$2,000, with price varying according to speed, print styles available, and other extras.

The daisy wheel printers employ an interchangeable typing element, which is shaped something like a daisy. The quality of type is indistinguishable from the finest office typewriter, and the selection of type styles is much greater than any line printer. Printers of this type are slower by far than line printers, i.e., about 40 characters per second versus 120 characters per second, and generally more expensive than line printers. This latter disadvantage may be changing however, for in recent months one company has begun marketing a daisy wheel for about \$700, roughly half the previous low price for a machine of this type. Daisy wheel printers are ideal if you need to turn out copy from your computer in a polished form, and are not overly concerned about speed, although 40 characters per second is roughly equivalent to a typing rate of 500 words per minute.

A third possibility one might use to solve the printer problem is the one I chose. LA POSTA is initially printed on a reconditioned IBM Selectric which has been modified to take commands from my personal computer. As somewhat of a traditionalist, I've long admired the durability of IBM typewriters, and, when I learned it was possible to purchase a machine modified to match my computer, that's the route I chose. For what it's worth, I have no regrets, but, with the recent break through in daisy wheel prices I can not say that I would

make the same choice today without at least examining one of the new low-priced machines.

The computer and the printer are the two basic pieces of hardware needed to have a system capable of assisting you in your postal history endeavors. It is usually less expensive to purchase the two together in a package deal. This is a very competitive business today, and there are always deals to be made when buying computer hardware. Careful shopping may save you hundreds of dollars over list prices.

It is becoming increasingly possible to purchase used equipment as more and more machines come on the market, and more and more owners decide that they can not live without the latest and most powerful. I have assembled my system from both new and used pieces, and, although I may have just been lucky, it is my opinion that used computer components can be a bargain. There are after all few moving parts, and, while there are certainly lots of things that can go wrong with a complex electronic system, most do not require major surgery to correct. If you wish to include the possibility of used equipment in your shopping, be sure to examine the system in operation and run through the various system reliability test programs available to the CPU. If the system tests work well and the seller can demonstrate a few programs for you on the system, the odds are pretty good you've found a used computer in good working order. One caution is in order here. The price difference between new equipment purchased as a package, and used equipment is sometimes not too great. It may well be worth paying a bit more for the guarantee of your hardware and future service considerations.

The term "software" is now a widely used part of our vocabulary. We see Bill Cosby on TV telling us how much software his particular brand of computer has available, and we know that if Bill Cosby feels comfortable with the term we should too. Still, there's something about the word, a vagueness perhaps, that leaves some of us just a wee bit self-conscious in using it very freely. For purposes of our discussion, we will use this term to refer to a set of prepackaged steps, or instructions, which, when taken as a whole, makes the computer perform some operation which is useful to us. The key word is "prepackaged". Once we buy a software program and load it into our machine's



memory, we expect it control the machine in a way we consider desirable. In other words, if we buy word-processing software, we expect it to make our computer behave like a word-processor. If we buy file building software, we expect it to make our machine perform filing operations. It is generally not necessary for the operator of a personal computer to modify the software in order to make it work as desired. Modification of software is usually possible, but a lot of people find this more frightening than reassuring.

The choice of software available on today's market is extremely wide, particularly when it comes to programs designed to do popular things like filing and word-processing. For any of the popular computers, there are bound to be several competing software packages designed to perform nearly identical functions. These software packages vary in price, sometimes drastically, and generally offer features and nuances which attempt to set them apart from the crowd. The last time I checked, there were at least six different competing software packages all designed to turn my machine into a filing system. One was sold by the company that built the machine. The other five were invented and marketed by independent individuals and companies. We are impressed daily by the explosion in computer hardware retailing. The explosion in computer software is no less dramatic; only slightly less obvious.

To answer the question "What software do I buy?" it is again necessary to ask yourself what it is you wish your computer to accomplish. Since we already covered that question in the first installment, let us say that we wish our computer to help us organize our postal history collection. To be a bit more specific, let's say that we want our computer to keep track of covers and cards from all 19th century post offices in our state of interest. We would like the computer to contain a filing system with details of price, condition and availability so that whenever a particular 19th century postmark from our state came to our attention (for sale in an auction, say), we could query the computer about that postmark and it would tell us 1) whether or not a similar example was in our collection; 2) when and how many similar postmarks have sold since we began building our file; 3) the price(s) at which such postmarks were traded; and 4) notes on condition of other cards and covers bearing this postmark.

# S & L POSTAL HISTORY AUCTION NO. 1

JOHN LARIN - STEVE SCHMALE

BOX 1929 SAN ANSELMO, CA 94960

(707) 829-1073

## ARKANSAS

1. ALTO, 1910, F 4-bar on ppc. DPO E \$6.
2. CHERRY VALLEY, 1912, F 4-bar on ppc(1900 pop.54)E\$7.
3. HYDRICK, 1910, VF 4-bar on ppc DPO(1900 pop.12)E \$10.
4. LEFANTO, 1910, VF 4-bar on ppc E \$3.
5. PRINCE DALE, 1910, F 4-bar on ppc. DPO E \$6.
6. WHITE HALL, 1911, VF 4-bar on ppc. DPO E \$6.
7. WYNNE, 1910, F Dup on ppc DPO E \$5.

## CALIFORNIA

8. BIG TREES, 1933, VF 4-bar on U93 (1865-1943) E \$4.
9. DECOTO, 1938, F Dup. on cov. (1871-1959) E \$4.
10. DUDLEY, 1907, F 4-bar on ppc (1887-1918) E \$12.
11. GRANITEVILLE, 1909, legible dup on ppc(1867-1959)E\$5.
12. ELECTRIC, 1889, VG cds on gov. pc used as rec. mk. a 4-year office. E \$20.
13. FETTERS SPRINGS, 1936, VF 4-bar on cov.(1913-55) E \$4.
14. HEMLOCK, 1912, F 4-bar on ppc 4th cl. DPO(1890-1916)E\$8.
15. HIPASS, 1934, EX 4-bar on cov. (U93) (1917-56)E\$3.
16. HOT SPRINGS, 1906, VF cds on ppc of same(1900-26) E \$10.
17. LAS PLUMAS, 1934, VF 4-bar on cover (1908-67) E \$4.
18. LOKOYA, 1940, EX 4-bar on Gov. p/c w/ad of lodge(25-51)E\$6.
19. MALAGA, 1907?, F Doane on ppc (1886-1964) E \$4.
20. MCKINNEY, 1907, VF 4-bar on ppc (1884-1928) E \$5.
21. MINTURN, 1906, EX Doane on ppc.(1884-1922) E \$8.
22. MOUNT BULLION, F 4-bar on ppc (1862...1955) E \$8.
23. PITTVILLE, 1935, VF 4-bar on cov.(1873...1961)E\$5.
24. PURSER, 1909, VF 4-bar(over mach. can.)as rec. mk. on ppc (1908-1915) E\$8.
25. SAINT HELENA, 1895, VF cds on cov.ck.kill.ties(250)E\$4.
26. SANTA BARBARA, 1908, Bold, blurry rect. cancels on reg. cover w/vig. of Arl. Hotel E\$6.
27. SHERWOOD, 1908, VF Doane on ppc(nick at top)(1867-1920)E\$12.
28. SKAGGS, 1915, F 4-bar on ppc of res. (1878-1943)E \$8.
29. STIRLING, 1913, G Dup on cov. int. ltr. fr log campE \$5.

## COLORADO

30. LAWSON, 1909, EX 4-bar on ppc DPO (Clear Creek)E \$10.
31. MORRINE PARK, (1902-21)F 4-bar on ppc E \$10.
32. SUPERIOR, 1910, VF 4-bar on ppc w/crease, DPO, E\$6.

## FLORIDA

33. FORT DADE, 1911, F rec. mk.ties 1-cent, DPO, E\$6.

## IOWA

34. HAYWARD, 1912, VF 4-bar on ppc, DPO E \$6.
35. ORLEANS, 1910, F cds w/target on ppc, DPO E \$8.

## KENTUCKY

36. PLEASANT HILL, 1896, F cds on cov.DPO. Nice app. E\$25.

## MONTANA

37. ADAMS, 1906, VF 4-bar(on r/p pc of Glendive) DPO. A 2-year office. E \$30.
38. PLAINS, 1907, F Dup on r/p st. scene of same. E \$12.

## NEVADA

39. MILLERS, 1931, VF 4-bar on cov. last yr.DPO E \$10.
40. NATIONAL, 1912, VF 4-bar on ppc (1908-1919) E \$15.

## OHIO

41. M1. UNION, 1888, VF cds w/bullseye on Cov. DPO E\$15.

## OREGON

42. BONANZA, 1913, VF 4-bar on ppc(1900 pop:118) E\$4.
43. DAIRY, 1909, F 4-bar on ppc (1876...1967) E \$4.
44. FRE MONT, 1909, EX 4-bar on ppc (1908-1919) E \$20.
45. HOSKINS, 1936, F 4-bar on cov. flap dam. (91-58)E\$4.
46. LAKE CREEK, 1910, F 4-bar on ppc (86-59) E \$6.
47. MIDLAND, 1910, VF 4-bar on ppc E \$4.

## UTAH

48. NEPHI, 1910, F Dup on r/p St. scene of same E \$12.

## WASHINGTON

49. MUKILTEO, 1914, VF Dup on R/P St. scene of same E\$12.

## SHIP CANCEL

50. USS S. DAKOTA, 1914, Fine strike on ppc. E \$15.
- Minimum bid is \$2. All lots shipped insured at buyers expense. Lots sold at slight advance over second high bid. Improperly described lots are returnable within 10 days. PLEASE BID BEFORE: MAY 31, 1983. THANK YOU!



A filing system is an ideal job for a personal computer. There are any number of software filing packages available which could build a file such as this. In fact, building the filing system is probably the least concern when shopping for the most desirable package. The kinds of options available to sort files, the availability of changing, adding and deleting files, the flexibility of turning files into printed records (hardcopy) and the possibility of performing arithmetic operations with the files are more sophisticated questions and likely to be more important in guiding you decision. For example, if you would like to be able to ask your computer to tell you the total price you paid for the 19th century postmarks purchased by you between June 1980 and January 1982, you will need a filing system with the capability of adding records. Similarly, if you wish to have your computer give you the average price of all county-postmaster postmarks traded in your state during the past year, your filing system will need to have arithmetic capabilities. On the other hand, if you simply wish to know how many 19th century postmarks dating from 1870 or earlier are in your files, or how many items have traded for more than \$100, a series of less than, equal to and greater than commands for sorting should prove adequate.

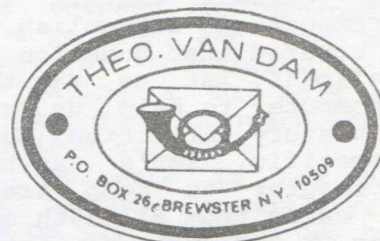
A friend of mine who deals in a wide variety of postal history tells me he would like a filing system keyed to the individual interests of his clients so that when he finds a nice item from early Brunei, he can ask his computer who might be an interested buyer and the names of three or four customers for Brunei appear on the display screen. Such a filing system of clients could obviously be cross-indexed with both general and specific interests, so that the computer could list all British Asia collectors, all 19th century British Asia collectors, all 19th century stampless British Asia collectors, and all 19th century stampless Brunei collectors depending upon the level of detail requested of the computer. A filing program such as this is "duck soup" for most personal computer software packages.

There is no substitute for knowledge and experience when buying a software filing system. Read the literature. Many software packages have been reviewed and compared in personal computer magazines. Talk to the experts. Most people who own a personal

computer have a filing system, and will generally be willing to tell you their opinion of the pros and cons of their program. Get some "hands on" experience. If possible work a little with the filing system before buying it. This is not always possible, but as retail computer shops become a more common feature of the urban/suburban landscape it might be possible to try out a package before you take it home.

The price of a good filing system may vary from less than \$100 to more than \$300 depending upon its capabilities, your hardware and the competitiveness of the market. If you are told by someone that they can obtain a filing program for you free or at a very nominal price, they may well be telling the truth but are probably involved in pirating, or making illegal copies. In the real world, this is a very common practice, and few if any people are likely to go to jail for it. Whether or not a person chooses to use pirated software is basically a moral question today. Ultimately, if the practice becomes too widespread it will have at least two harmful effects: prices for software will remain artificially high to account for pirating, and some potential inventors of new software will be dissuaded from their work by loss of profit motive. My advice is to shop carefully, but buy the software you want from a reputable retail outlet.

# POSTAL



## COVERS WHAT?

*You collect postal history  
and don't receive  
our catalogues?*

**Send \$1 for the next sale's  
listings.**



## THE POST OFFICES OF SOUTHEASTERN ALASKA

By Richard W. Helbock

(Continued from LA POSTA, 14/1)

### JACKSON

Estab. 24 Jul 1882. Dis. 14 May 1886. NCT: Howcan. Re-estab. 11 Apr 1890. Was Howcan. Dis. 16 May 1905. NCT: Howkan.

Sheldon Jackson founded a mission at this, the largest Haida village, in 1881. Located on the northwest coast of Long Island at Howkan Narrows, the post office name was eventually changed to that of the village. John Loomis Gould, 1st PM.

### JUALIN

Estab. 2 Aug 1901. Dis. 15 Dec 1909. MT: Juneau. Re-estab. 17 Oct 1912. Dis. 31 Aug 1918. MT: Haines. Modified to: 21 Oct 1918. MT: Juneau.

A gold mining camp located on Johnson Creek, 4 miles south of Point Sherman on Lynn Canal, 44 miles northwest of Juneau. The camp was named for Julia Mellin and Ellin Hoggatt, wives of the two principal owners. Wilford B. Hoggatt, 1st PM.

### JUNEAU

Estab. 10 Jan 1882. Was Harrisburgh.

The name selected by a meeting of miners in 1881 honored Joseph Juneau, one of the two men credited with the initial gold discovery here. The Census of 1890 reported a population of 1,253 for Juneau, larger than Sitka's 1,190, and far larger than any other Alaskan community. In 1900 the Territorial capital was moved to Juneau, and its continued growth was assured. The Census of 1900 reported 1,864 residents with 325 more in Douglas and 522 in nearby Treadwell, but by that year the great series of Alaska gold rushes were well underway and larger population concentrations existed at Skagway and Nome. Fairbanks and Anchorage, both more recent communities, eventually outpaced Juneau in population and economic importance, but Juneau has retained its role as the capital of Alaska. The most recent census lists 19,483 as the population. Edward DeGroff, 1st PM.

### KAKE

Estab. 25 Jul 1904.

A Tlingit Indian village located on the northwest coast of Kupreanof Island. The village is named for the Kake Tribe, its principal inhabitants. Fishing and canning are the primary economic activities. The population was reported at 234 in 1890, and has undergone a slow, but steady, increase to 547 in the Census of 1930. Fred C. Stepp, 1st PM.

### KASAAN

Estab. 24 Jan 1900. Dis. 16 Jul 1906. MT: Ketchikan. Re-estab. 7 Jun 1907. Dis. 31 May 1971. MT: Ketchikan.

Located on Kasaan Bay on the southwest coast of Kasaan Peninsula, Cape Prince of Wales Island. This village was at the site of a salmon-packing plant founded in the 1890's. It was populated largely by Haida Indians, who relocated here from their former village of the same name located some eight miles to the south when the plant began operating. The Census of 1910 reported 129 residents, and the figure remained over 100 until 1930. By 1950 only 47 people remained at Kasaan, and when the post office closed in 1971, only eight full-time residents remained. Louis A. Babcock, 1st PM.

### KETCHIKAN

Estab. 4 Mar 1892.

This city on the south coast of Revillagigedo Island began life in 1887 as a fishing community adjacent to a newly opened cannery. In its early years Ketchikan was overshadowed by both nearby Loring and Metlakatla. In 1890 Loring, a somewhat older cannery town, had 208 residents, Metlakatla had 823 residents, and Ketchikan had but 40. Ten years later Ketchikan's population stood at 459, Metlakatla had 465 and Loring was down to 168. The difference had been that citizens of Ketchikan had seized opportunity during the late 1890's to turn their town into a major supply center for prospectors bound for the northern gold fields. From this aggressive beginning Ketchikan has never looked back. Its population has continued a steady rate of growth as the local economy has been bolstered by fishing, logging, tourism and government employment. Today, the population of Ketchikan is over 7,000, and the



summer season brings many more for the fishing and tourist season. George W. Clark, 1st PM.

#### KETCHIKAN CONTRACT STATION NO. 1

Estab. about 1925. Dis. about 1929.

#### KETCHIKAN CONTRACT STATION NO. 2

Estab. about 1928. Dis. 30 Apr 1934.

#### KIAM

Estab. 23 Oct 1905. Dis. 31 Mar 1908.  
MT: Ketchikan.

Served a mining community at the head of McKenzie Inlet, on the south side of Skowl Arm. The Kiam Copper Company was the owner and operator of the mine, but a decline in copper prices in 1907 brought mining operations to an early demise here. John McCallion, 1st PM.

#### KILLISNOO

Estab. 19 Feb 1882. Site moved and name changed to Angoon: 17 Nov 1930.

Killisnoo was the site of a pioneer fish rendering plant in Southeast Alaska. Founded by the Northwest Trading Company, the Killisnoo plant employed members of the Tlingit tribe brought to the site from their villages at Angoon and Nahltushkan. Fish meal and whale oil were the chief products of the plant. The Census of 1890 reported a population of 79 for the community, but the number had grown to 351 by 1910. Closure of the factory in the 1920's caused Killisnoo to become a ghost town, and in 1930 the post office was moved 2.5 miles north to Angoon. Carl Spuhn, 1st PM.

#### KIMSHAN COVE

Estab. 4 Oct 1930. Dis. 31 Jul 1951.  
MT: Chichagof.

A mining village located on the west coast of Chichagof Island, about 2 miles north of Chichagof. The name is Chinese, and means "gold mountain." Mine operations were conducted by the Hirst-Chichagof Mining Company. Daniel J. Williams, 1st PM.

#### KLAWOCK

Estab. 21 Sep 1882. Dis. 30 Nov 1923.  
MT: Bayview. Re-estab. 20 Aug 1924. Was Bayview.

A Tlingit village, which became the site of a cannery founded in 1878. The village is located on the west coast of Prince of Wales Island, five miles north of Craig. In 1890 the population was recorded at 261, and, although there have been considerable fluctuations over the years, the 1980 Census recorded 321 residents. An attempt was made in the early 1920's to change the name of this post office by having it closed out to nearby Bayview. The attempt was short-lived, and after less than a year interruption Bayview became Klawock. Robert J. Armer, 1st PM.

#### KLINQUAN

Estab. 3 Jan 1906. Dis. 31 Jan 1909.  
MT: Howkan

A small Haida village on the southwest coast of Prince of Wales Island at the entrance to Hunter Bay. The Pacific Steam Whaling Company built a cannery here during the late 1890's, but local residents abandoned the site in favor of Hydaburg about 1911. John V. McCullough, 1st PM.

#### KLUKWAN

Estab. 17 Dec 1920. Dis. 31 Jan 1923.  
MT: Haines. Re-estab. 14 Dec 1939. Dis. 16 Aug 1963. MT: Haines.

Served a village located 23 miles northwest of Haines on the north shore of Chilkat River. Originally a Tlingit village, it was reported in the Census of 1890 as "Klakwan" with a population of 326 residents, three of whom were not Indian. Population declines were constant during the first three decades of this century, and by 1930 there were only 97 residents remaining. This pattern of decline apparently continued in the postwar era, causing the village to lose its post office in 1963. John D. Ward, 1st PM.

#### KNUDSON COVE

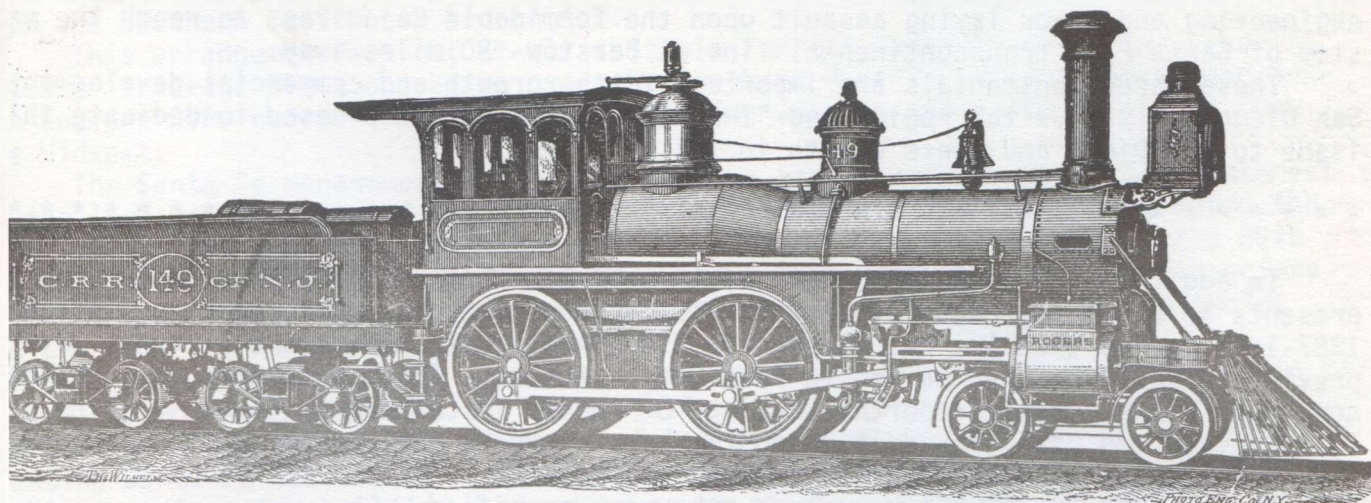
Estab. 1 Jul 1961 as Rural Station of Ketchikan. Dis. 15 Mar 1964.  
A village at the south entrance to Clover Passage on the west coast of Revillagigedo Island, about 35 miles northwest of Ketchikan.



# THE SECOND SECTION

The SECOND SECTION will follow regular issues of LA POSTA and will present, from a national standpoint, articles, catalog listings and information on the Transit Markings of Railways, Steamboats, Post Offices, Railway Stations and various Special usages. Present plans are to provide information on, but not necessarily limited to, the following areas of Postal Transit Markings-

Railway Markings	Post Office Transit Markings
Seapost, Coastwise and Inland Waterway	Steamboat Transit Markings
Mail Clerk Markings	'Train Late' Markings
City Distribution Markings	Station Agent/Post Office Markings
Individual articles on Railway, Steamboat and Transit Postal History	
Reports and Research on Transit Marking History	



Catalog listings in the SECOND SECTION are supplementary to and extensions of basic catalog listings published by Mobile Post Office Society in the U.S. TRANSIT MARKINGS CATALOG - Vol. I covering 1837-1886 Markings, Vols. II and III covering 1887-1977 R.P.O. Markings and Vol. IV covering Transfer Clerk and Transfer Office Markings 1870-1971. These basic catalogs may be obtained in looseleaf edition from Warren Kimball Jr., RFD 1, Box 91, Contoocook, N.H. 03229 at a cost of \$16.50 each pp. for Vols. I, II and III and \$4.00 for Vol. IV. Hardbound editions may be ordered from C.L. Towle, 4621 E. Don Jose Drive, Tucson, Az. 85718 at a cost of \$24.00 pp. each for Vols. I, II and III. Supplies of Volume I limited in both.

The Editor of the SECOND SECTION, Charles L. Towle, 4621 E. Don Jose Drive, Tucson, Az. 85718 solicits reports of new types of markings or routes not listed in the basic catalogs or these reports. Inquiries or questions are welcome.



APRIL 1983  
THE SANDICAL ISSUE

With the show theme of 1983 SANDICAL-EXPO being 'International Mail Transportation', it is fitting that this SANDICAL edition of 'THE SECOND SECTION' highlight the inauguration of railway mail service to the oldest city in California. This is also the story of the development of the Atchison, Topeka and Santa Fe rail system in Southern California- a system that is still an important transportation artery in this region.

This 1983 SANDICAL -EXPO takes place in the Centennial year of many notable events in the creation of the Atchison, Topeka and Santa Fe System in California.

On April 16, 1883 the Southern Pacific R.R. completed a railroad across the lonely Mohave Desert from Barstow 170 miles east to the Colorado River at Needles. Although this line had been authorized by an 1866 Act of Congress as a land grant railroad, its construction by the Southern Pacific was solely an effort to block the Atchison, Topeka and Santa Fe from entering California.

On May 20, 1883 the Santa Fe-controlled Atlantic and Pacific R.R. bridged the Colorado River from Arizona Territory into Needles, completing its owned and controlled railroad for the impressive distance of 1500 miles from Kansas City. This was the first major threat to the domination of California rail traffic by the 'Big Four' -Crocker, Huntington, Stanford and Hopkins. Through clever political and economical manipulation the resourceful Santa Fe System succeeded in forcing the Southern Pacific R.R. to lease its desert trackage from Needles to Mojave, Cal. to the Atlantic & Pacific R.R., thus opening up entry to Southern California and San Diego on Oct. 1, 1884.

While the first train and mail service operated from San Diego to a connection with the Southern Pacific R.R. at Colton late in August 1882, it was not until Sept. 13, 1883 that the first California Southern R.R. train operated over the entire line into San Bernardino- thus placing the California Southern in position for the difficult engineering and track laying assault upon the formidable Cajon Pass to reach the main stem of Santa Fe's transcontinental line at Barstow- 80 miles away.

These three Centennials are important to the growth and commercial development of San Diego and this vital region and "THE SECOND SECTION" is pleased to dedicate this issue to San Diego and these events in its history.

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In addition to the Railway Mail History of San Diego "THE SECOND SECTION" also presents an eight page catalog section listing newly-reported R.P.O. markings of the 1887-1977 period that are not covered in U.S. TRANSIT MARKINGS, Volume II and III, previously published by the Mobile Post Office Society. These postmarks are principally new types of previously reported markings of routes in California, Oregon, Washington, Idaho, Nevada and Utah. In addition postmarks of several newly-reported routes are given.

Information on R.P.O. markings cataloged herein:

- (a) All markings are in BLACK, unless otherwise specified.
- (b) All R.P.O. markings are circles, unless otherwise stated. Circle diameters are listed in millimeters.
- (c) Markings indicated with an \* are first markings reported for the particular route listed.
- (d) Catalog numbers employed are similar to those used in the Towle-Meyer Catalog of 1861-1886 Railway Markings and the U.S. TRANSIT MARKINGS CATALOG Vols. I-III.
- (e) Table of estimated values shown after marking listings -
 

I -Up to \$5.00	II - \$5 to \$10	III- \$10 to \$20	IV-\$20 to \$30
V -\$30 to \$50	VI - \$50 to \$75	VII- \$75 to \$100	VIII- \$100 to \$150
	IX - \$150 to \$250	X - \$250 to \$500	



Although San Diego was the first settlement in California and possessed the finest natural harbor south of San Francisco, its development as a commercial and port city was long delayed by its geographical setting. Unlike San Francisco and Los Angeles, it was not at the mouth of a major river or capable of railroad access by favorable passes through the mountains. Instead, going east from San Diego a succession of fairly high ridges of the Coast Range are encountered in such a short distance that any railroad route would encounter heavy gradients and much tunneling.

In 1856 several routes were surveyed by the Pacific Railroad Survey from San Diego east to Yuma but construction did not materialize. Railroad companies were created with such names as San Diego & Gila-Atlantic & Pacific; Memphis, El Paso & Pacific and Texas & Pacific Railroads, but all that resulted was a few miles of grading in the City of San Diego. San Diego offered all kinds of cash and land deals, but all to no avail.

In 1877 the Southern Pacific R.R., which had built south from San Francisco, continued a railroad east from the small village of Los Angeles over San Geronimo Pass and across the desert to the Colorado River at Yuma- part of a future major transcontinental route. San Diego wanted a branch line from Colton on this route and granted land to the Southern Pacific for such a line, but that railroad spurned San Diego's bid and promptly sold the land for cash.

Finally a development occurred which was to offer a solution to the desperate city. Financed by Eastern interests, the Atchison, Topeka and Santa Fe R.R. had built a railway from Atchison and Kansas City west through Kansas and Colorado, over Raton Pass and on to Albuquerque. The Santa Fe had strong ambitions to reach a Pacific port so they continued to build south to a connection with the Southern Pacific at Deming, N.M.T. They also financed and aided the construction of a 353 mile rail line from the Mexican port of Guaymas in Sonora, north across the border to a connection with the Southern Pacific at Benson, A.T.

This arrangement was not at all suitable for the Santa Fe as it involved 175 miles of trackage right operation over the Southern Pacific between Deming and Benson and the S.P. had no intention of cooperating with or aiding this upstart from the Midwest.

The Santa Fe management decided on another attack and purchased half-interest in the land grant rights of the Atlantic & Pacific R.R., which had been granted the right by an 1866 Act of Congress to build a railroad from Albuquerque on the 35th parallel route to the Colorado River. Also about this time the Santa Fe financiers in casting about for ways to checkmate the Southern Pacific California monopoly, noticed the fine harbor and lack of railroad service at San Diego.

At a meeting in Boston, a contract was concluded July 23, 1880 between Santa Fe interests and Frank A. Kimball of San Diego, San Diego Chamber of Commerce, San Diego Board of trustees and several citizens of San Diego. This agreement had the intent of granting Santa Fe \$25,000 in cash, 17,000 acres of land, 485 city lots and other rights in return for building a standard gauge railroad from Bay of San Diego to a connection with the Atlantic & Pacific R.R. in California to be completed to San Bernardino by Jan. 1, 1882 and to a connection with Atlantic & Pacific by Jan. 1, 1884. Accordingly Oct. 12, 1880 the California Southern R.R. was incorporated to build to San Bernardino.

The Santa Fe meant business and on Oct. 11, 1880 one Joseph Osgood arrived at San Diego on the Pacific Coast Steamship Company's "Orizaba" to be Chief Engineer of the California Southern. The land granted to the railroad was a portion of the famous old Rancho de La Nacion - and hence the railroad's offices and shops on this land were named National City.

Osgood organized 4 surveying crews and construction was under way by March 1881. The British ship "Trafalgar" arrived Aug. 18, 1881 with rail and fittings from Belgium and Germany for 29 miles of track. Other ships brought in ties from Japan and Oregon and the brig "Orient" arrived July 13, 1881 from San Francisco with the first loco-



motive. In the rush the locomotive was named "Ures" and carried markings of the Sonora Railway. On Aug.31,1881 the locomotive with Engineer John Xavier Zander and Conductor J.H.McNeill ran on track from National City to steamboat wharf at 5th Street, San Diego.

Ships continued on the long voyage around Cape Horn bringing rail from Europe and the barks "Wright","Osceola","Anna Camp" and "E.L.Pettingill"brought 10 more locomotives from Eastern builders to San Diego in the Fall of 1881 and Spring of 1882.

Hundreds of Chinamen wielding picks and shovels worked on the grade and the track advanced up the coast, with many timber bridges, to Oceanside and,turning inland,reached Fallbrook Jan.2,1882. Although natives warned Osgood of winter floods the Santa Fe built track right up Temecula canyon on a grade only a few feet above the creek.Construction proceeded rapidly reaching Temecula March 22,1882-East Riverside Aug.12, and on August 21,1882 line joined Southern Pacific at Colton. Train service soon started between National City and Colton and first Railway Post Office service commenced into San Diego- the Colton & National City R.P.O.

About this time troubles began and the Southern Pacific refused to let the California Southern cross its track at Colton, as well as starting a rate war favoring freight through Wilmington Harbor over that via port of San Diego. Frederick Perris became Chief Engineer of the C.S. and built an unconnected track from San Bernardino to Colton. Finally, as a result of bitter court suits and some physical violence,the California Southern placed its crossing frog in Southern Pacific track at Colton and on Sept.13,1883 the first train from National City entered San Bernardino.The difficulties were not over,however, as on Feb.15,1884 floods washed out all the line between Oceanside and Temecula. For a lengthy nine month period San Diego had no train service as the railroad struggled to rebuild its track through the canyon.

Meanwhile work continued north from San Bernardino through the difficult Cajon Pass to reach a connection with the Atlantic and Pacific,which leased Southern Pacific Mojave-Needles line Oct.1,1884. On Nov.5,1885 the Cajon Pass was finally conquered and the 78 mile line to Waterman Jct.(Barstow) was finally completed.

The first train left San Diego for the East Nov.16,1885 from the old D Street Depot and on Nov.26 the first Pullman car train from Kansas City pulled into San Diego. As a result of the completion of the Cajon Pass line the great land boom of 1887 resulted in surging population growth for San Diego and the Los Angeles basin.

On Nov.29,1885 the California Southern R.R.obtained trackage rights over the Southern Pacific from Colton to Los Angeles and in June 1886 a new fast train,"The Cannon Ball", was placed in service between National City and Los Angeles via Colton-making the run in 7 hours and 15 minutes. The Colton & National City R.P.O. as a result was replaced by the Los Angeles & National City R.P.O. over the new route.

To meet the growing importance of Southern California the Santa Fe created another construction company-The California Central on May 20,1887. Utilizing acquired Los Angeles & San Gabriel Valley R.R. and constructing some 40 miles of track,the C.C.opened a direct line from San Bernardino to Los Angeles via Pasadena and on June 25,1887 the first through Santa Fe Ry.Railway Post Office opened between Albuquerque and Los Angeles. To make a connecting service to San Diego with eastern trains at San Bernardino, the San Bernardino & National City R.P.O. commenced operation July 28,1887.

The California Central also started a new line from East Riverside(High Grove) to Orange, San Juan Capistrano and Fallbrook Jct. which was completed August 8,1888. In addition,a few days later a new line was completed from Los Angeles via Fullerton to Orange. Thus on October 6,1888 the Los Angeles & National City R.P.O.was placed in operation on the new route through Orange and operation over Southern Pacific trackage ceased. Except for a change in name in 1897 to Los Angeles & San Diego R.P.O. this operation continued until cessation of service in 1964.

Several other mail service changes occurred with opening of routes via Orange. The San Bernardino & National City R.P.O.was changed to San Bernardino and Oceanside R.P.O. in 1888, and to short-lived San Bernardino & Escondido R.P.O. in 1890. On Feb. 25,1891 a major flood again destroyed tracks between Temecula and Fallbrook Jct.,but this time the Santa Fe decided that it had enough. Except for a spur to Fallbrook,the



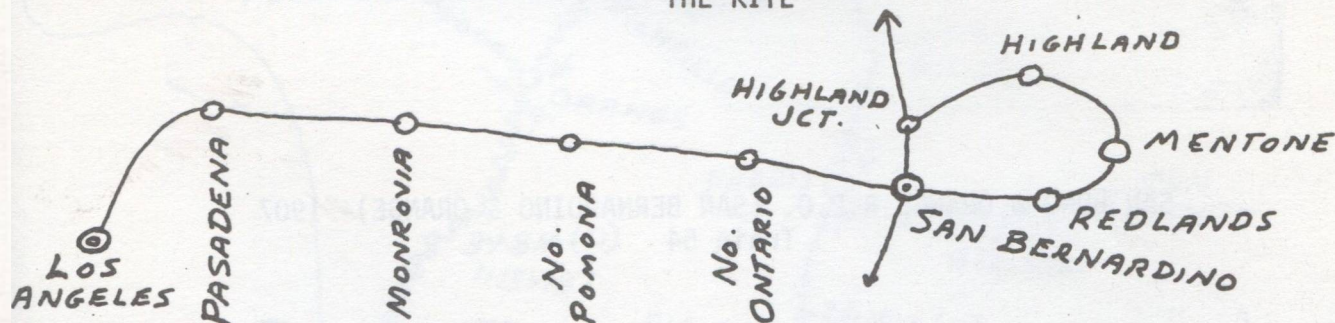
canyon line was abandoned for all time and R.P.O.service was reduced to 51.6 mile line from San Bernardino to Temecula. Due to lack of business (no postmarks have been recorded) this route was changed to branch line run and became San Bernardino & San Jacinto R.P.O.from 1894 until service ceased in 1918.

To connect with San Diego service from Los Angeles, a San Bernardino & Orange R.P.O. was established April 29, 1889 and continued until 1910, although it may have been interrupted for a period between 1892 and 1900. A short-lived San Bernardino & Fullerton R.P.O. continued the connecting service in 1910 and 1911 after the opening of the Fullerton cut-off.

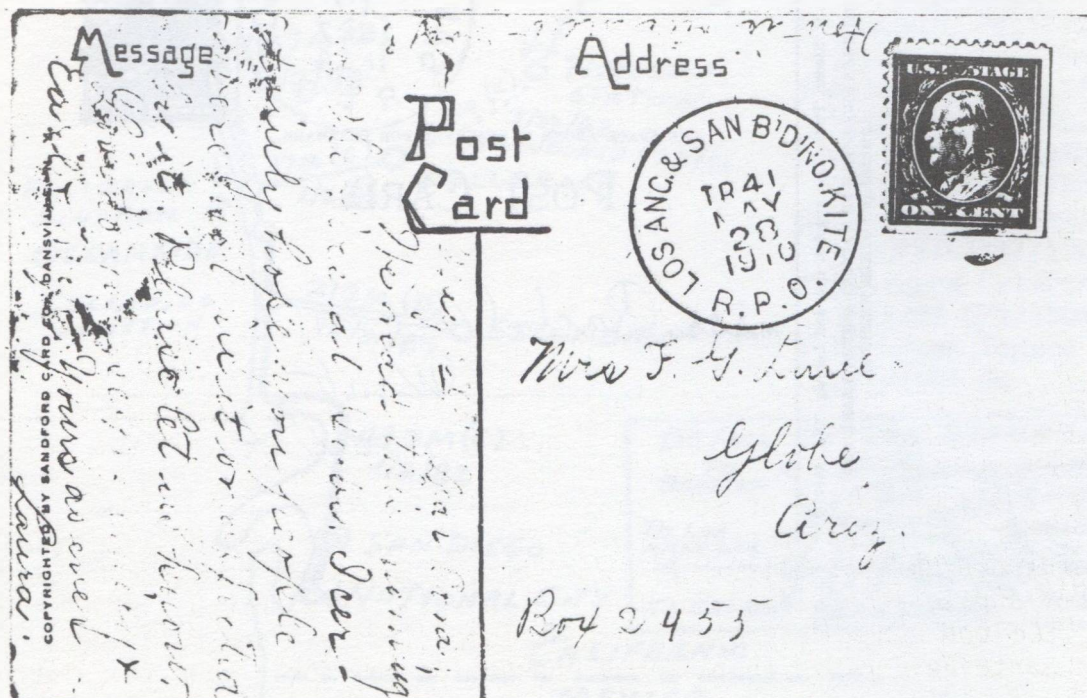
Meanwhile, the growth of suburban communities along the Santa Fe line necessitated local train Railway Post Offices to collect and distribute mail to and from many towns in the valley. A double daily service was established about 1892 serving all points to San Bernardino and operating around the loop line to the towns of Redlands, Mentone and Highland. Service was provided in both directions. From the shape of the R.P.O. line on the map it was named the San Bernardino & Los Angeles (later Los Angeles & San Bernardino) Kite Shaped R.P.O. The Los Angeles-Pasadena line was the kite-string and the loop from San Bernardino to Redlands, Mentone, Highland, Highland Junction and San Bernardino was the kite. Other services provided on trains to and from the East, or trains terminating at San Bernardino were the Los Angeles & San Bernardino R.P.O. or the Albuquerque & Los Angeles Short Run R.P.O.

These Santa Fe routes in Southern California provide an interesting collecting field for the transit marking collector or specialist, and have the attraction of several very difficult challenges in locating rarer markings on cover.

'THE KITE'



A superb strike of Los Ang. & San B'd'no.Kite R.P.O. marking of 1910-Train 41

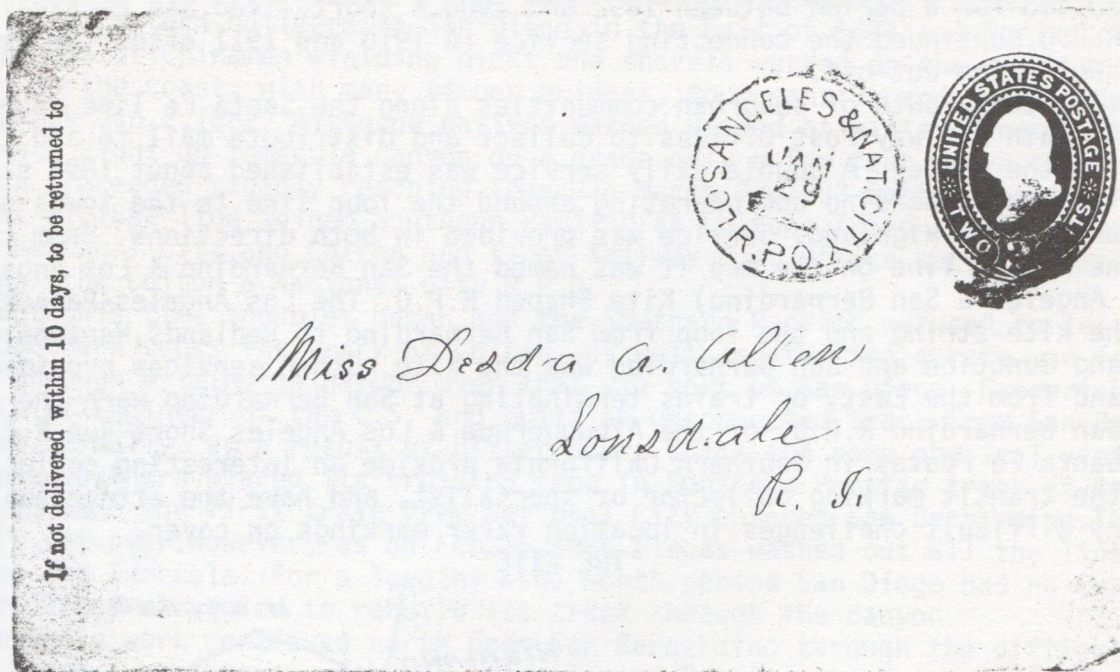




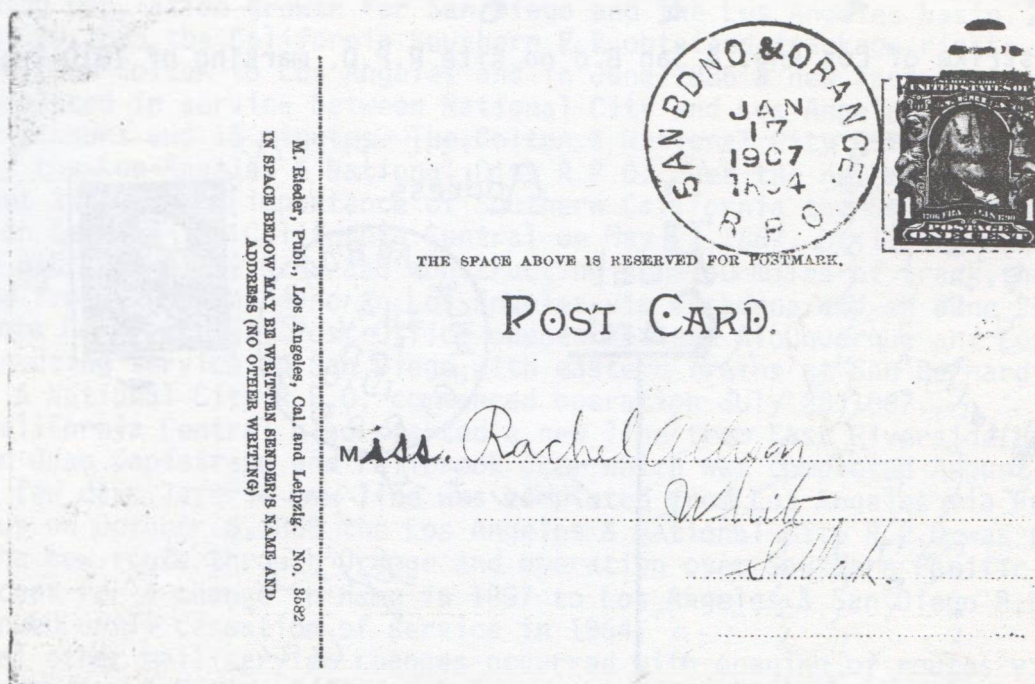
THE SECOND SECTION - PAGE 4

COVER ILLUSTRATIONS

LOS ANGELES & NAT.CITY R.P.O. (LOS ANGELES & NATIONAL CITY)  
1887 - 1894 Stamped Envelope

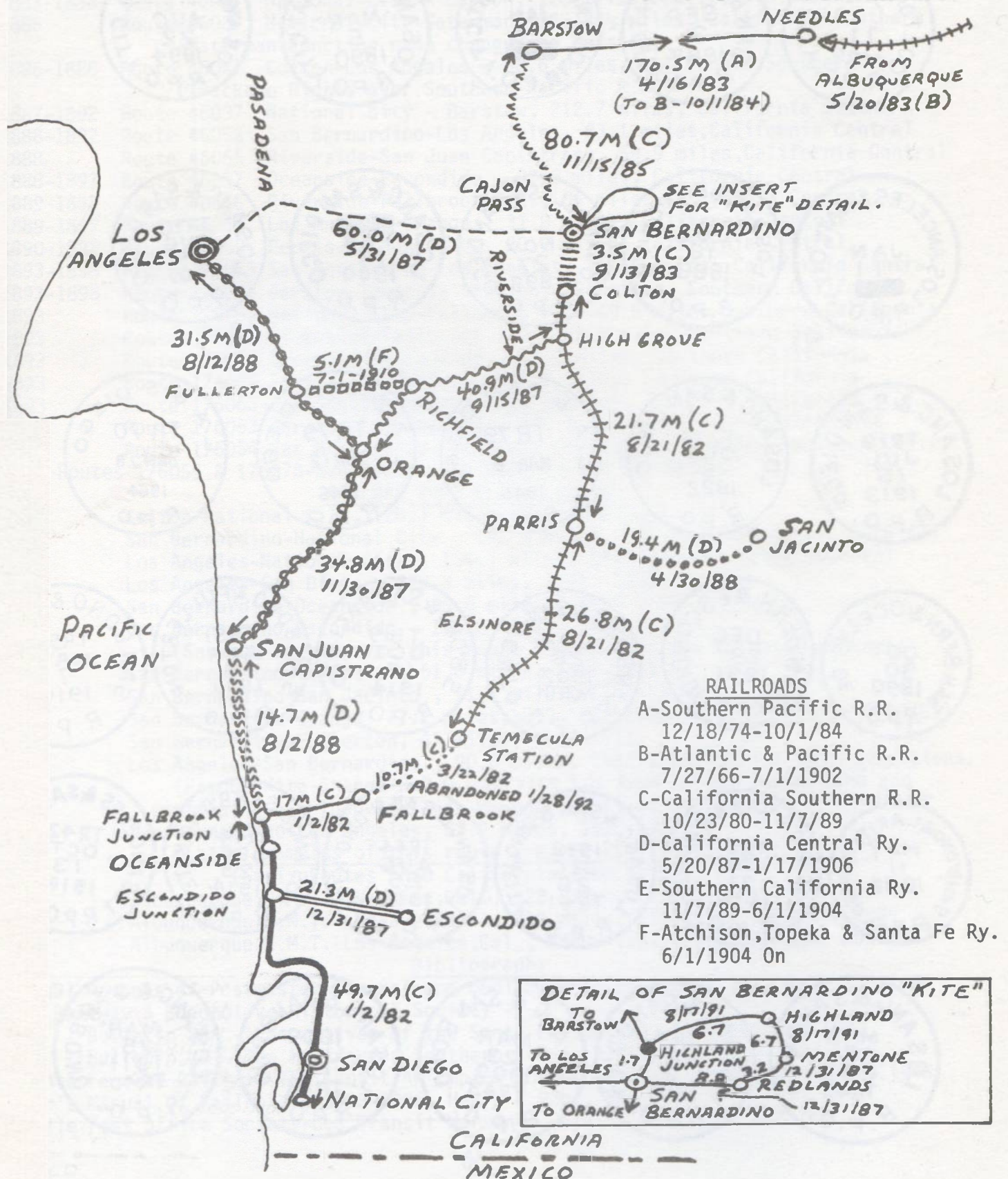


SAN BDNO & ORANGE R.P.O. (SAN BERNARDINO & ORANGE)- 1907  
Train 54



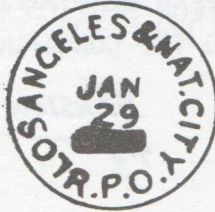


LINES OF ATCHISON, TOPEKA AND SANTA FE RY.  
 AND SUBSIDIARY COMPANIES NORTH FROM SAN DIEGO-  
 SHOWING EACH CONSTRUCTION SECTION WITH MILEAGE,  
 DATE OF COMPLETION AND THE CONSTRUCTING COMPANY.

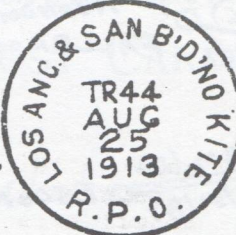
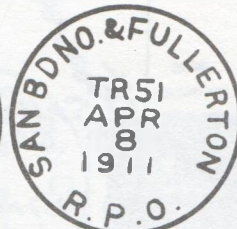
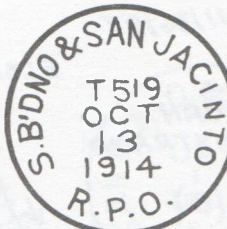
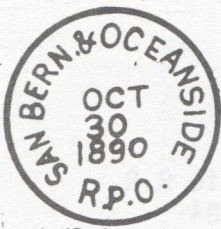
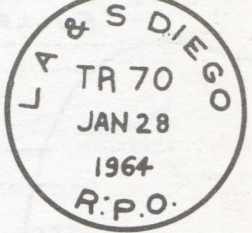
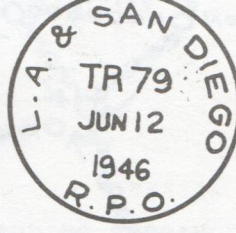
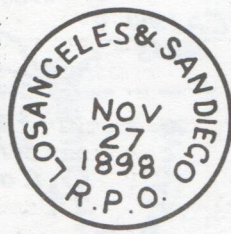




RAILWAY POST OFFICE MARKINGS OF SOUTHERN CALIFORNIA SANTA FE LINES  
(All routes shown except the rare San Bernardino & Temecula Station)



90's





POST OFFICE DEPT. MAIL CONTRACTS AND RAILWAY POST OFFICE ROUTES  
ON ATCHISON, TOPEKA & SANTA FE RY. SUBSIDIARIES IN SOUTHERN CALIFORNIA

CONTRACTS

1883-1885 Route 46037 National City - Colton, 128 miles, California Southern  
1886 Route 46037 National City-Waterman, 128/85½ miles, California Southern  
(Waterman Junction name changed to Barstow)  
1886-1888 Route 46047 Colton-Los Angeles, 58.6 miles, California Southern  
(Trackage Rights over Southern Pacific R.R.)  
1887-1892 Route 46037 National City - Barstow, 212.7 miles, California Southern  
1888-1892 Route 46053 San Bernardino-Los Angeles, 63.1 miles, California Central  
1888 Route 46055 Riverside-San Juan Capistrano, 59.9 miles, California Central  
1888-1892 Route 46057 Oceanside-Escondido, 22.8 miles, California Central  
1889-1892 Route 46055 Riverside-Fallbrook Jct., 86 miles, California Central  
1889-1892 Route 46063 Los Angeles-Orange, 31.8 miles, California Central  
1890-1892 Route 46059 Perris-San Jacinto, 20.2 miles, California Central  
1893-1898 Route 176053 San Bernardino-Los Angeles, 60.5 miles, California Central  
1893-1898 Route 176074 Barstow-Temecula Station, 133 miles, Southern California  
1893 Route 176037 National City-Fallbrook Jct, 49.9 miles Southern California  
1893 Route 176055 Riverside-Fallbrook Jct., 89.5 miles Southern California  
1893 Route 176057 Oceanside-Escondido, 22.9 miles, Southern California  
1893 Route 176059 Perris-San Jacinto, 20.2 miles, Southern California  
1893 Route 176063 Los Angeles-Orange, 31.8 miles, Southern California  
1899 Route 176053 Barstow-Los Angeles, 141.1 miles, Southern California  
1899 Route 176054 San Bernardino- Temecula Station, 51.6 miles, Southern Calif.  
1892-Routes 176056 & 176078-San Bernardino-Mentone-San Bernardino

RAILWAY POST OFFICE ROUTES

Colton-National City, 128.2 miles, 1883, 1885-1887  
San Bernardino-National City, 132.8 miles, 1887-1888 (Effective 7-28-87)  
Los Angeles-National City, 134.1 miles, 1888-97 (Effective 10-6-88)  
Los Angeles-San Diego, 129.3 miles, 1897- 1964  
San Bernardino-Oceanside, 83.8 miles, 1888-1890  
San Bernardino-Escondido, 106.6 miles, 1890-1891  
(Service ceased over this route Feb.25,1891 due to total washout)  
San Bernardino-Temecula, 51.6 miles, 1891-1894  
San Bernardino-San Jacinto, 51.7 miles, 1894-1918  
San Bernardino-Orange, 47.2 miles, 1889-1892, 1900-1910 (Effective 4/29/89)  
San Bernardino-Fullerton, 47 miles, 1910-1911  
Los Angeles-San Bernardino, 90.6 miles, 1892-1920-Service both directions.  
(Famous Kite-Shaped R.P.O.-Service Los Angeles-San Bernardino and  
continuing via loop Redlands-Mentone-Highland back to San Bernardino)  
San Bernardino-Los Angeles, 63.1 miles, 1920-1934  
(Later examples of this route are via Pacific Electric Rwy.)  
(Early Routes into California from East)  
Albuquerque,N.M.T.- Needles,Cal., 578 miles, Effective May 20,1883  
Albuquerque,N.M.T.- Mojave,Cal., 818 miles, Effective August 7,1885  
Albuquerque,N.M.T.-Los Angeles,Cal., 888 miles, Effective June 25, 1887

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TIME CARD OF CALIFORNIA CENTRAL AND CALIFORNIA SOUTHERN RAILROADS  
APRIL 1888California  
Central  
AND SouthernTIME  
CARD.

APRIL

1888.

## THROUGH CAR SERVICE.

## BARSTOW TO LOS ANGELES.

Through Coach—Barstow to Los Angeles, Los Angeles to Barstow.

## BARSTOW TO NATIONAL CITY.

Through Pullman Sleeper and Tourist Car—Barstow to National City, National City to Barstow.

## LOS ANGELES TO NATIONAL CITY.

Through Coaches—Between Los Angeles, San Diego, and National City on all Trains.

## SAN BERNARDINO TO SAN JUAN.

Through Car—Between San Bernardino and San Juan.

LOCAL THROUGH CAR LINE.  
BARSTOW TO LOS ANGELES.

Daily				Daily			
10.40PM	0	Lv.	Barstow	Ar.	6.30AM		
2.10AM	81	Ar.	San Bernardino	Lv.	2.45AM		
4.15AM	81	Lv.	San Bernardino	Ar.	12.45AM		
7.05AM	141	Ar.	Los Angeles	Lv.	10.00PM		

## BARSTOW TO NATIONAL CITY.

Daily				Daily			
10.40PM	0	Lv.	Barstow	Ar.	6.30AM		
2.10AM	81	Ar.	San Bernardino	Lv.	2.45AM		
3.00AM	206	Lv.	San Bernardino	Ar.	2.00AM		
9.29AM	206	Ar.	San Diego	Lv.	7.50PM		
9.50AM	211	Ar.	National City	Lv.	7.15PM		

## LOS ANGELES TO SAN DIEGO AND NATIONAL CITY.

Daily	Daily			Daily	Daily		
10.00PM	7.30AM	0	Lv.	Los Angeles	Ar.	4.50PM	7.05AM
12.45AM	10.15AM	Ar.	San Bernardino	Lv.	2.30PM	4.15AM	
3.00AM	11.58AM	60	Lv.	San Bernardino	Ar.	2.00PM	2.00AM
9.29AM	5.50PM	184	Ar.	San Diego	Lv.	8.10AM	7.50PM
9.50AM	6.10PM	190	Ar.	National City	Lv.	7.25AM	7.15PM

## SAN BERNARDINO TO SAN JUAN.

Daily				Daily			
7.00AM	0	Lv.	San Bernardino	Ar.	5.00PM		
7.25AM	6	Lv.	East Riverside	Ar.	4.40PM		
11.00AM	74	Ar.	San Juan	Lv.	12.00PM		



**H. B. WILKINS,**  
General Passenger and Freight Agent,  
San Diego, Cal.

## AGENTS:

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General Agent, 239 North Main Street, Los Angeles.

**CHAS. T. PARSONS,**  
Ticket Agent, 239 North Main Street, Los Angeles.

**HARRY N. BUTTERFIELD,**  
City Passenger Agent, 239 North Main Street, Los Angeles.

**L. J. KYES,**  
Ticket Agent, San Diego.

**JOHN L. TRUSLOW,**  
General Agent, Santa Barbara.



*Miss M. H. H. H.*

*(M. H. H. H.)*

#1012, 1886



THE SECOND SECTION - Page 9  
TIMETABLES OF CALIFORNIA CENTRAL AND CALIFORNIA SOUTHERN RAILROADS - APRIL 1888

WEST BOUND.				EAST BOUND.				SOUTH BOUND.				NORTH BOUND.			
361	308	301	Distance Miles	LA BALLONA DIVISION.	302	304	350	41	38	1	Distance Miles	BARSTOW DIVISION.	2	38	40
Mixed.	Pass.	Pass.		STATIONS.	Pass.	Pass.	Mixed.	East Freight	Accom.	Pacific Exp.		STATIONS.	Atlantic Exp.	Fast Freight	Accom.
Second Class.	First Class.	First Class.			First Class.	First Class.	Second Class.	Third Class.	Second Class.	First Class.			First Class.	Third Class.	Second Class.
Daily	Daily	Daily		Lv. Los Angeles Ar.	Daily	Daily	Daily	Daily	Daily	Daily	1631	Lv. Barstow Ar.	Daily	Daily	Daily
6:15PM	1:30PM	9:25AM	2.03	Ballona Junc.	12:20PM	3:40PM	8:00AM	6:45PM	3:45PM	11:00PM	1643	Cottonwood.	6:30AM	10:15AM	12:15PM
6:27	1:40	9:35	4.83	Nadeau Park.	12:10	3:30	7:48	7:25	3:28	11:13	1653	Point of Rocks.	6:45	9:42	11:42AM
6:37	1:50	9:45	6.23	Haldwin.	12:05	3:25	7:32	8:04	4:10	11:32	1663	Oro Grande.	6:52	9:02	11:02
6:48	1:58	9:53	7.03	Slawson.	12:00PM	3:20	7:26	8:25	4:30	11:44PM	1669	Victor.	6:53	8:42	10:12
6:50	2:01	9:56	8.03	Wilderson.	11:59AM	3:19	7:25	8:59	5:05	12:04PM	1677	Reperia.	6:53	8:10	10:10
6:58	2:07	10:02	10.03	Hyde Park.	11:53	3:13	7:17	9:45	5:50	12:49	1688	Summit.	6:58	7:30	9:30
6:07	2:12	10:07	11.83	Ingleswood.	11:48	3:08	7:10	10:25	6:30	1:17	1694	Cajon.	6:58	6:35	8:35
6:14	2:15	10:10	12.83	Danville.	11:45	3:05	7:01	11:30	7:25	1:52	1705	Irvington.	6:58	5:34	7:34
6:20	2:20	10:15	14.63	Mesmer.	11:40	3:00	6:55	11:56PM			1712	ArSanBernardinoLv	2:45AM	5:00AM	7:00AM
6:25PM	2:30PM	10:25AM	18.93	Ar Port Ballona Lv.	11:30AM	2:50PM	6:40AM								

WEST BOUND.										EAST BOUND.									
55	58	61	59	57	56	53	51	1	Dist. from River.	50	58	54	56	58	60	64			
Theatre Accom.	Los An- geles Accom.	Los An- geles Exp.	Glendora Accom.	Lamanda Park Accom.	Duarte Accom.	Los An- geles Accom.	Duarte Accom.	Pacific Exp.	Miles	San Bern- ardino Accom.	San Diego Exp.	Lamanda Park Accom.	Glendora Accom.	San Bern- ardino Accom.	Duarte Accom.	Duarte Accom.	Theatre Accom.		
First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.		First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.		
Tu-Thu. Sat. Only.	Daily.	Daily.	Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only.	Daily.	Daily Ex. Sunday	Daily.		Daily.	Daily.	Daily Ex. Sunday	Daily Ex. Sunday	Daily.	Daily Ex. Sunday	Sunday Only.	Tu-Thu Sat. Only.		
	2:45PM	2:30PM				7:30AM		4:15AM	1712	Lv. San Bernardino Ar.	12:45PM	10:19AM	11:30AM	7:00PM					
	2:53	2:38				7:38			1716	Rialto	10:09			6:52					
	3:03	2:48				7:51			1723	Aranda.	9:57			6:37					
	3:20	2:56				8:02			1732	North Cucamonga.	9:46			6:26					
	3:28	3:03				8:13			1736	Nor L Ontario.	9:38			6:17					
	3:37	3:12				8:22			1736	Clemon.	9:29			6:09					
	3:41	3:16				8:27			1737	North Pomona.	9:25			6:05					
	3:51	3:26				8:30			1739	Lordburg.	9:15			6:02					
	4:01	3:36	2:00PM			8:37	5:29		1743	San Dimas.	9:06	10:35	1:50PM	5:55					
	4:07	3:42	2:07			8:51	5:34		1745	Glendora.	9:06	10:35	1:50PM	5:45					
	4:13	3:47	2:25			8:58	5:49		1748	Azusa.	11:25	8:58	1:43	5:38					
	4:20		2:31			9:08	5:49		1751	Duarte.	11:18	8:51	10:15	5:28	6:05PM	7:30PM	12:35AM		
	4:31		2:36			9:18	5:47		1753	Monrovia.	11:13	8:46		5:20	5:59	7:14	12:30		
	4:36		2:40			9:18	5:50		1755	Aranda.	11:10	8:41		5:15	5:53	7:09	12:35		
	4:40		2:45			9:24	7:23		1757	Santa Anita (Sierra Madre).	11:10	8:38		5:11	5:49	7:05	12:30		
	4:43		2:45			9:29	7:28		1758	Chapman.	8:35		1:15	5:08	5:45	7:02	12:17		
									1759	Lamanda Park									
									1760	Marceline									
									1762	Raymond.									
									1759	Lamanda Park	11:01	8:25	10:05AM	1:13	5:05	5:43	7:00	12:15	
									1760	Fair Oaks	8:20		10:02	1:05	4:55	5:40	6:56	12:11	
									1761	Olivewood	8:18		10:00	1:03	4:53	5:38	6:53	12:08	
									1763	Pasadena	10:47	8:14	9:55	1:00	4:48	5:35	6:50	12:03AM	
									1764	California St.									
									1764	Raymond.	10:37	8:07	9:35	9:48	4:35	5:31	6:46	11:58PM	
									1765	South Pasadena.		8:03		9:43	4:30	5:28	6:42	11:56	
									1766	Lincoln Park		8:00		9:41	4:26	5:26	6:39	11:52	
									1767	Garvanzo.		7:53		9:37	4:23	5:23	6:35	11:48	
									1768	Highland Park		7:50		9:35	4:20	5:20	6:33	11:46	
									1768	Sycamore Grove.									
									1769	Morgan.									
									1771	Downey Avenue.	10:10	7:40	9:10	9:35	4:10	5:10	6:25	11:38	
									1772	Ar. Los Angeles Lv.	10:10PM	7:30AM	9:00AM	9:18AM	4:00PM	5:00PM	6:15PM	11:30PM	

WEST BOUND.										EAST BOUND.									
17	15	13	11	9	7	5	3	1	Dist. from River.	6	8	10	12	14	16	18			
Econ- dido Accom.	Econ- dido Accom.	Rincon Accom.	River- side Accom.	River- side Accom.	River- side Accom.	Night Exp.	San Juan Exp.	San Diego Exp.	Miles	Los An- geles Exp.	Night Exp.	Rincon Accom.	San Juan Exp.	River- side Accom.	River- side Accom.	Econ- dido Accom.	Econ- dido Accom.		
First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.		First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
									1719	Lv. San Bernardino Ar.	12:45PM	10:19AM	11:30AM	7:00PM					
									1713	Colton	1:39	1:40	7:15	6:40					
									1718	Eas. Riverside.	1:29	1:25	7:06AM	6:42PM	12:23PM	5:42PM			
									1726	Box Springs.	1:05	12:55							
									1729	Alisandro.	12:58	12:45							
									1736	Ferris.	12:48	12:35AM							
									1742	Canon Biding.	12:37								
									1748	Elisnore.	12:10	11:48PM							
									1753	Widomar.	12:01PM	11:38							
									1758	Murrieta.	11:52AM	11:28							
									1760	Linda Rosa.	11:27	11:22							
									1764	Tumac.	11:34	11:28							
									1771	Ranchita.	10:56	10:46							
									1775	Fullbrook.	10:47	10:34							
									1781	Ie Lux.	10:27	10:08							
									1792	Saidora.	10:07	9:18							
									1795	Oceanside.	9:58	9:38							
									1798	Carlsbad.	9:36	9:31							
									1800	Stewarts.	9:46	9:26							
									1805	Leucadia.	9:37	9:17							
									1807	Eucinitas.	9:34	9:14							
									1810	Lockwood.	9:34	9:05							
									1813	El Mar.	9:30								
									1815	Sea Wall Spur.									
									1816	Ordoro.	9:05	8:44							
									1817	Sorrento.	9:02	8:41							
									1823	La Jolla.	8:42	8:20							
									1826	La Jolla.	8:30								
									1827	Rose's Siding.									
									1830	Morena.	8:34	8:04	4:04PM	10:09AM	20.2				
									1832	Cid Town.	8:20	8:00	4:39	10:34	18.0				
									1836	San Diego.	8:10	7:50	4:00	10:54	16.0				
									1837	San Juan.	7:35	7:15	5:15	11:04	6.7				
									1841	Ar. National City Lv.	7:25AM	7:15PM	5:49PM	11:30AM					

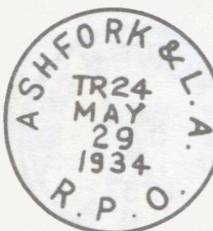
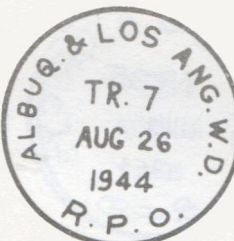
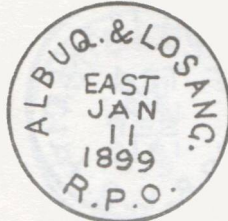
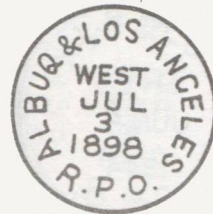
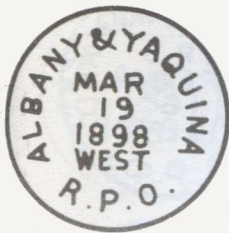
WEST BOUND.			SAN BERNARDINO VALLEY DIVISION.			EAST BOUND.			EAST BOUND.			Dist. from Escondido.	ESCONDIDO DIVISION.	WEST BOUND.				
405	408	401	402	404	406	403	407	409	410	411	412			413	414	415	416	
Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.	Pass'r.		
First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
12.45 PM	9.20 AM	6.30 AM	12.5 PM	4.45 PM	8.00 PM	12.05 PM	4.30 PM	7.45 PM	11.30 AM	4.00 PM	7.15 PM	9.50 AM	6.10 PM	3.00 PM	9.40 AM	6.05 AM		
1.00	9.35	6.50	1.00	4.50	8.15	12.10	4.40	7.55	11.35	4.05	7.20	9.55	6.15	3.05	9.45	6.10		
1.30 PM	10.05 AM	7.20 AM	1.30 PM	5.10 PM	8.30 PM	12.40 PM	5.10 PM	8.15 PM	12.00 PM	4.10 PM	7.25 PM	10.00 AM	6.20 PM	3.10 PM	9.50 AM	6.15 AM		
			STATIONS.									Miles.	STATIONS.					
			Lv. Mentone			Ar. Redlands-Lugonia			San Bernardino			Ar. Escondido			Lv. Buena Vista			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
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			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
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			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
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			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.			Ar. Lv.			Ar. Lv.			Ar. Lv.			Ar. Lv.			
			Lv. Ar.															



MAP OF SANTA FE RAIL LINES IN SOUTHERN CALIFORNIA - 1888







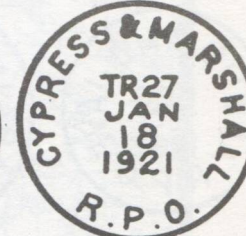
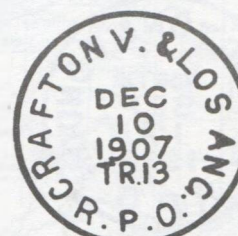
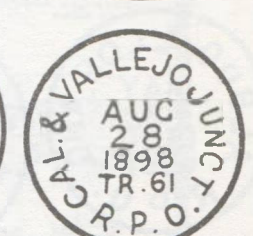
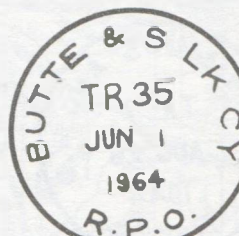
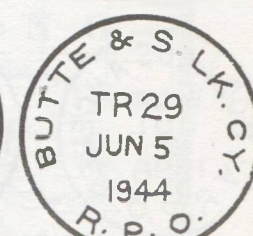
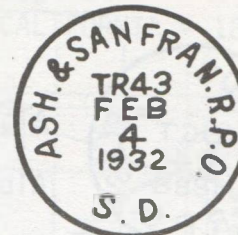
Albany-Yaquina, Ore., 83.3 miles, Southern Pacific R.R.  
 900.1-A-2; Albany & Yaquina RPO, 29, 1898, Dir., IV  
 Albuquerque, N.M.T.-Los Angeles, Cal., 888 miles,  
 Atlantic & Pacific (A.T.&S.F.) R.R.  
 964-I-1; Alb. & Los (Ang) eles RPO, 27, 1888, Partial, IV  
 964-U-1; Albq. & Los Angeles RPO, 27, 1897, IV  
 964-V-1; Albuquerque & Los Angeles RPO, 27½, 1897, Dir., III  
 964-V-2; Albuquerque & Los Angeles RPO, 27½, 1898, Dir., III  
 964-F-2; Albuquerque & Los Ang. RPO, 29½, 1899, Dir., III  
 964-F-3; Albuquerque & Los Ang. RPO, 28½, 1900, Dir., III  
 Albuquerque, N.M.-Los Angeles, Cal., Atchison, Topeka &  
 Santa Fe R.R. -487 miles  
 Western Division-Ash Fork, Ariz.-Los Angeles, Cal.  
 964-E-2; Albuquerque & Los Ang. W.D. RPO, 30½, 1944, T.N., I  
 964-J-1; Alb. & L.A. W.D. RPO, 31, 1958, T.N., I  
 Albuquerque, N.M.-Los Angeles, Cal., Atchison, Topeka &  
 Santa Fe R.R.-Short Run-San Bernardino-Los Angeles,  
 Cal. - 61 miles  
 964-T-1; Albuquerque & Los Ang. Short Run RPO, 27½, 1891, III  
 Albuquerque, N.M.T.-Mojave, Cal., 818 miles, Atlantic &  
 Pacific R.R.  
 964-A-2; Albuquerque & Mojave RPO, 27½, 1887, V  
 Arlington-Condon, Ore., 44½ miles, Union Pacific R.R.  
 896.1-A-2; Arlington & Condon RPO, 30½, 1930, Dir., III  
 Ash Fork, Ariz.-Los Angeles, Cal., 487 miles, Atchison,  
 Topeka & Santa Fe R.R.  
 964-L-4; Ash Fork & Los Ang. RPO, 29½, 1912, T.N., II  
 964-N-2; Ash Fork & L.A. RPO, 29, 1933, T.N., I  
 964-N-1; Ash Fork & L.A. RPO, 29½, 1934, T.N., I  
 Ash Fork, Ariz.-Los Angeles, Cal., Atchison, Topeka & Santa  
 Fe R.R., Western Division, Needles-Los Angeles, Cal.,  
 311 miles.  
 964-P-1; Ash Fork & Los Ang. RPO, W.D., 30, 1918, T.N., II

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Note- Illustrations for all markings listed will be  
 found on the same page in adjoining column.  
 T.N.=Train Number Dir.=Direction of run.

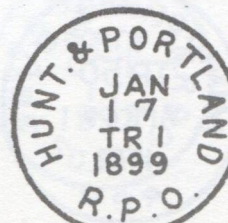
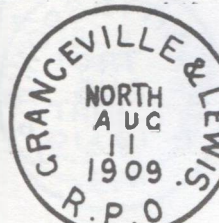
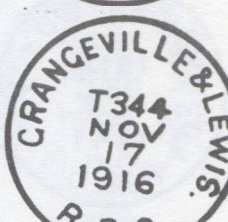
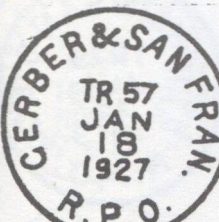
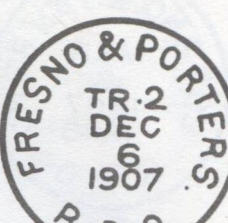


Ashland,Ore.-San Francisco,Cal. Southern Pacific R.R.  
Southern Division,Gerber-San Francisco,Cal.  
191 miles  
982-E-2; Ash. & San Fran.RPO S.D.,30,1932,T.N.,I  
Baker-Portland,Ore.,342 miles, Union Pacific R.R.  
898-C-2; Baker & Portland RPO,29½,1918,T.N.,III  
Bellingham-Anacortes,Wash.,22 miles,Puget Sound Steam-  
boat  
W-58-b; Bell. & Anacortes RPO,29½,1909,Dir.,III  
Blaine-Seattle,Wash.,119 miles, Great Northern Rwy.  
903-A-3;Blaine & Seattle RPO,30½, 1959, T.N., I  
Butte,Mont.-Salt Lake City,Utah,434 miles, Union Pac-  
ific R.R.(Oregon Short Line-Utah & Northern)  
890-P-1; Butte & Salt Lake City RPO,30,1910,T.N.,II  
890-Q-1; Butte & S.Lk.Cy.RPO, 30½,1944,T.N., I  
890-Q-2; Butte & S.Lk.Cy.RPO,30½, 1964,T.N., I  
Calistoga-Vallejo Jct.,Cal.,44 miles,Southern Pacific  
R.R.  
983-I-1, Cal. & Vallejo Junct.RPO,28,1898,T.N.,III  
983-F-2; Calis. & Vallejo Jc.RPO,29½, 1907,T.N.,II  
Cazadero-San Francisco,Cal.,87 miles,Northwestern Paci-  
fic Railroad  
985-H-2; Cazadero & San Fran.RPO,27½,1894, II  
Craftonville-Los Angeles,Cal.,71 miles,Southern Pacific  
R.R.  
994.2-A-2;Craftonv.& Los Ang.RPO,29½,1907,T.N.,III  
Cypress,La.-Marshall,Tex.,133 miles,Texas & Pacific Ry.  
439-E-1,Cypress & Marshall RPO,30½,1921,T.N.,III\*  
Deming,N.M.T.-Los Angeles,Cal.,724 miles,Southern Pac-  
ific R.R.  
963-E-3; Dem.& Los Ang.RPO, 26,1887, IV  
Eastport,Ida.-Spokane,Wash.,142 miles,Spokane Inter-  
national R.R.  
906.2-B-1; Eastport & Spokane RPO,30½,1911,T.N.III  
906.2-B-2; Eastport & Spokane RPO,29½,1932,T.N.,II  
906.2-A-2; Eastport & Spok.RPO 30½,1937,Partial,  
T.N., II



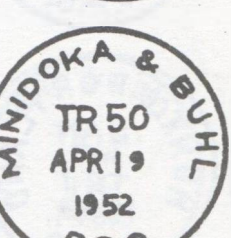
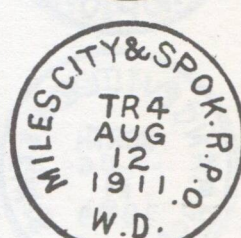
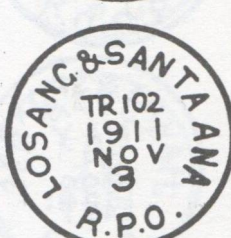
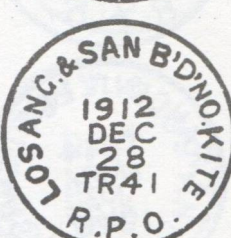
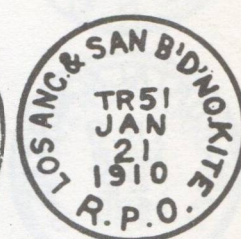
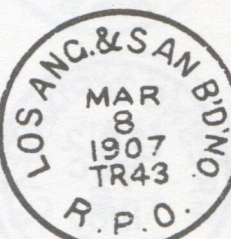
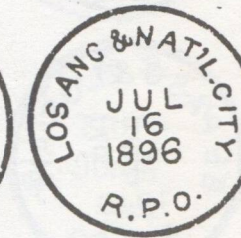
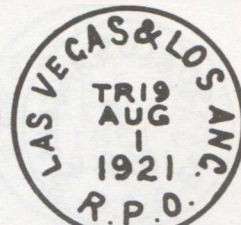


El Paso, Tex.-Los Angeles, Cal., 808 miles, Southern Pacific R.R.  
 963-L-2; El Paso & Los Angeles RPO, 27½, 1896, III  
 963-M-2; El Paso & Los Ang. RPO, 28½, 1898, Dir., II  
 963-L-3; El Paso & Los Angeles RPO, 28½, 1899, Dir., II  
 963-M-3; El Paso & Los Ang. RPO, 29½, 1909, T.N., II  
 963-M-4; El Paso & Los Ang. RPO, 29½, 1910, T.N., II  
 963-L-4; El Paso & Los Angeles RPO, 29½, 1919, T.N., II  
 El Paso, Tex.-Los Angeles, Cal., Southern Pacific R.R.  
 Western Division-Tucson, Az.-Los Angeles, Cal.  
 499 miles  
 963-Q-4; El Paso & L.A.W.D. RPO, 29, 1934, T.N., I  
 963-Q-5; El Paso & L A W D RPO, 30½, 1963, T.N., I  
 El Portal-Merced, Cal., 78 miles, Yosemite Valley R.R.  
 997.1-A-2; El Portal & Merced RPO, 29½, 1923, T.N., II  
 Fresno-Porterville, Cal., 69 miles, Southern Pacific R.R.  
 992.3-F-1; Fresno & Porters. RPO, 30½, 1907, T.N.,  
 Mis-spelling, II  
 Gerber-San Francisco, Cal., 215 miles, Southern Pacific RR  
 982-H-2; Gerber & San Fran. RPO, 29½, 1927, T.N., II  
 Grangeville-Lewiston, Ida., 77 miles, Camas Prairie R.R.  
 (U.P.-N.P.)  
 904.3-D-1; Grangeville & Lewis. RPO, 30½, 1916, T.N., II  
 904.3-D-2; Grangeville & Lewis. RPO, 29½, 1909, Dir. III  
 Havre, Mont.-Spokane, Wash., 532 miles, Great Northern Ry.  
 869-BF-1; Havre & Spokane RPO, 28½, 1899, Dir., III  
 Huntington-Portland, Ore., 405 miles, Oregon Railway and  
 Navigation Co.  
 898-R-1; Hunt. & Portland RPO, 27½, 1891, III  
 898-R-2; Hunt. & Portland RPO, 29½, 1899, TN, III





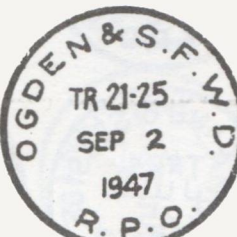
Helena, Mont.-Spokane Falls, Wash., 387 miles, Northern Pacific R.R.  
 892-B-2; Helena & Spok. Falls RPO, 28½, 1890's, Dir. III  
 Las Vegas, Nev.-Los Angeles, Cal. 345 miles, San Pedro, Los Angeles & Salt Lake R.R.  
 972-C-2; Las Vegas & Los Ang. RPO, 30, black, 1921, T.N. III  
 Leadville-Aspen, Col., 129 miles, Denver & Rio Grande R.R.  
 953-AC-1; Leadville & Aspen RPO, 28½, 1889, VI \*  
 Los Angeles-Santa Barbara, Cal., 110 miles, Southern Pacific R.R.  
 980-W-1; Los Angeles & Barbara RPO, 27, 1894, III  
 Los Angeles-National City, Cal., 134 miles, Southern California R.R.  
 987-M-1; Los Angeles & Nat'l. City RPO, 30, 1890's, III  
 987-N-1; Los Ang. & Nat'l. City RPO, 29½, 1896, III  
 Los Angeles-Redondo Beach, Cal., 21 miles, Pacific Electric Railway  
 998-I-1; Los Ang. & Redondo Beach RPO, 30, 1911, T.N., III  
 Los Angeles-San Bernardino, Cal., 60 miles, Atchison, Topeka & Santa Fe R.R.  
 964-X-1; Los Ang. & San Bd'no. RPO, 29½, 1907, T.N., II  
 964-X-2; Los Ang. & San B'd'no. RPO, 30½, 1907, T.N., II  
 Los Angeles & San Bernardino Kite Shaped R.P.O., 90.6 miles, Atchison, Topeka & Santa Fe R.R.,  
 Los Angeles-Pasadena-San Bernardino  
 San Bernardino-Redlands-Highland-San Bernardino  
 993.1-C-2; Los Ang. & San B'd'no Kite RPO, 29, 1910, T.N., IV  
 993.1-C-3; Los Ang. & San B'd'no Kite RPO, 29½, 1912, T.N., IV  
 Los Angeles-San Diego, Cal., 126 miles, Atchison, Topeka & Santa Fe R.R.  
 987-E-3; Los Ang. & San Diego RPO, 29½, 1913, T.N., II  
 Los Angeles-Santa Ana, Cal. Southern Pacific R.R.  
 988-B-2; Los Ang. & Santa Ana RPO, 28½, 1911, T.N., II  
 Miles City, Mont.-Spokane, Wash., Northern Pacific Ry.  
 Western Division-382 miles-Helena, Mont.-Spokane, Wash.  
 892-L-3; Miles City & Spok. RPO, W.D., 30½, 1911, T.N., III  
 Minidoka-Buhl, Ida., 74 miles, Union Pacific R.R.  
 896.10-B-2; Minidoka & Buhl RPO, 30½, 1952, T.N., III  
 Northport-Spokane, Wash., 131 miles, Spokane Falls & Northern Railway  
 902.1-I-1; Northport & Spok. RPO, 29½, 1905, Dir., III





7-8-09

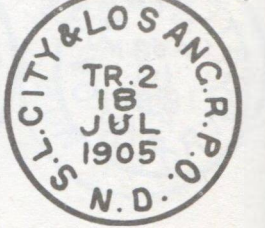
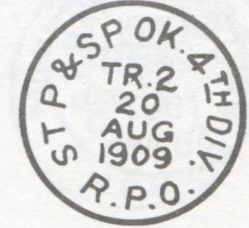
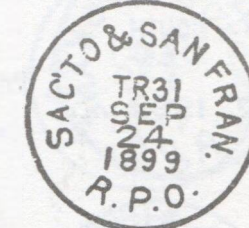
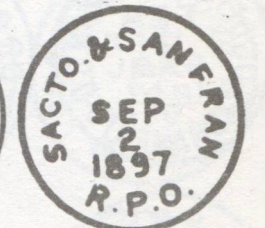
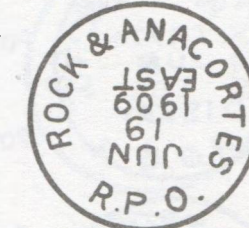
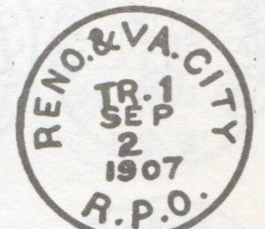
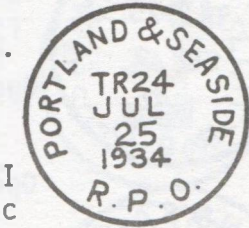
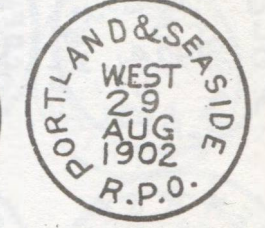
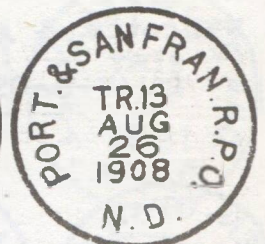
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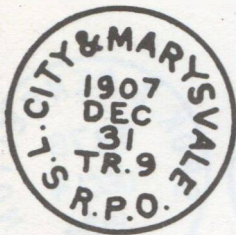
Nahcotta, Wash.-Astoria, Ore., 32 miles, Ilwaco R.R. and Ferry Co. (Union Pacific)  
 904.5-B-1, Nahcotta & Ast.Tr. 2, 51½ x 10½ Double S.L.  
 1909, Magenta, III  
 Ogden, Utah Terminal R.P.O. Clerk  
 971-B-5; Ogden, Utah Term. RPO, 29½, 1924, I  
 Ogden, Utah-San Francisco, Cal. Southern Pacific R.R.  
 Western Division-Sparks, Nev.-San Francisco, Cal.,  
 243 miles  
 976-T-3; Ogden & San Fran. RPO, W.D., 29½, 1937, T.N., I  
 976-U-2; Ogden & S.F.W.D. RPO, 30½, 1947, T.N., I  
 976-U-3; Ogden & S.F.W.D. RPO, 30½, 1947, T.N., I  
 Ogden, Utah-San Francisco, Cal. Southern Pacific R.R.  
 Eastern Division-Ogden, Utah-Sparks, Nev. 535 miles  
 976-Q-2; Ogden & San Fran. RPO E.D., 29½, 1928, T.N., II  
 Ogden, Utah-San Francisco, Cal., 786 miles, Southern Pacific  
 R.R.  
 976-D-7; Ogden & San Fran. RPO, 30½, 1906, T.N., II  
 Ogden, Utah-San Francisco, Cal. Southern Pacific R.R.  
 Sacramento City Distribution  
 976-X-1; Ogden & San Fran. Sacramento C.D., 28½, 1891,  
 Time, III  
 Oroville-Sacramento, Cal., 79 miles, Southern Pacific R.R.  
 982-O-1; Oroville & Sac'to. RPO, 30, 1913, T.N., II  
 Oroville-San Francisco, Cal., 142 miles, Southern Pacific  
 Railroad  
 982-P-1; Oroville & San Fran. RPO, 29, 1899, Dir., III  
 Oroville-Spokane, Wash., 227 miles, Great Northern Ry.  
 902.1-F-2; Oroville & Spokane RPO, 29½, 1909, Dir., II  
 Pocatello, Ida.-Portland, Ore., 726 miles, Oregon Short  
 Line-Oregon Railway & Nav. Co.  
 898-P-3; Pocatello & Port. RPO, 29½, 1909, T.N., II  
 Portland, Ore.-Dunsmuir, Cal., 449 miles, Southern Pacific  
 R.R. via Ashland  
 894-K-2; Port. & Dunsmuir RPO, 30, 1935, T.N., II  
 Portland, Ore.-Sacramento, Cal., 682 miles, Southern Pacific  
 Railroad  
 894-N-2; Portland & Sac. RPO, 27½, 1891, III  
 Portland, Ore.-San Francisco, Cal. Southern Pacific R.R.  
 Southern Division-Ashland, Ore.-San Francisco, Cal.  
 431.7 miles  
 982-Q-1; Port. & San Fran. RPO So. Div., 28½, 1893,  
 Dir., II



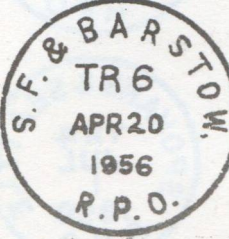
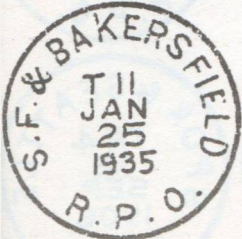
Portland,Ore.-San Francisco,Cal. Southern Pacific R.R.  
Southern Division,Ashland,Ore.-San Francisco,Cal.  
431.7 miles  
982-K-2;Port. & San Fran.RPO S.D.,30½,1907,T.N.,II  
Portland,Ore.-San Francisco,Cal. Southern Pacific R.R.  
Northern Division,Portland-Ashland,Ore.343 miles  
894-R-2; Port.& San Fran.RPO N.D.,30½,1908,T.N.,II  
894-T-2;Port.& San Fran.N.D.RPO,29,1908,T.N.,II  
Portland-Seaside,Ore.,118 miles,Spokane,Portland & Seat-  
tle Railway  
899.2-A-2;Portland & Seaside RPO,28½,1902,Dir.,III  
899.2-A-3;Portland & Seaside RPO,28½, 1934,T.N.,I  
Reno,Nev.-Sacramento,Cal.,235 miles,Western Pacific R.R.  
995-M-1; Reno & Sac'to.RPO, 29½, 1925, T.N., III  
Reno-Virginia City,Nev.,53 miles,Virginia & Truckee R.R.  
978-F-2; Reno & Virginia City RPO,28½, 1892, IV  
978-G-2; Reno & Va.City RPO, 29½, 1907, T.N., III  
Rockport-Anacortes,Wash., 54 miles, Great Northern Ry.  
902.4-D-1; Rock. & Anacortes RPO,29½, 1909,Dir.,III  
Sacramento-San Francicso,Cal.,140 miles,Southern Pacific  
R.R.  
979-G-2; Sacto.& San Fran.RPO, 28½, 1897, II  
979-F-3; Sac'to. & San Fran.RPO, 29½, 1899,T.N.,II  
979-F-4; Sac'to. & San Fran.RPO, 29,1927,T.N.,I  
979-F-5; Sac'to. & San Fran.RPO, 29½,1935,T.N.,I  
979-H-2; Sacto. & S.F.RPO, 28½, 1933, T.N., I  
St.Paul,Minn.-Spokane,Wash. Northern Pacific Ry.  
4th Division - Helena,Mont.-Spokane,Wash.381 miles  
892-M-4; St.P.& Spok.4th Div.RPO,28½,1909,T.N.,II  
Salt Lake City,Utah-Los Angeles,Cal. San Pedro,Los Ang-  
eles & Salt Lake R.R.-Northern Division-  
Salt Lake City,Utah-Caliente,Nev.,325 miles  
972-K-2;S.L.City & Los Ang.RPO N.D.,30,1905,T.N.,  
III







Salt Lake City-Marysvale,Utah,197 miles,Denver & Rio Grande R.R.  
974.1-D-2;S.L.City & Marysvale RPO,29½,1907,T.N., III



San Bernardino-Fullerton,Cal.,47 miles,Southern California Railway  
993.2-A-2;San Bdn. & Fullerton RPO,29½,1911,T.N., III



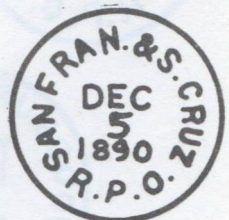
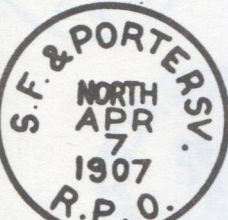
San Francisco-Bakersfield,Cal.,310 miles,Atchison,Topeka & Santa Fe R.R.  
993.3-D-1;S.F. & Bakersfield RPO,30½,1935,T.N.,II  
San Francisco-Barstow,Cal.,452 miles,Atchison,Topeka & Santa Fe R.R.  
993.3-C-2; S.F. & Barstow RPO,30½,1956,T.N.,I  
San Francisco-Los Angeles,Cal.,485 miles,Southern Pacific R.R. via Tracy and Fresno  
963-AH-1; S.F. & Los Ang.RPO Day Run,27½,1893,III  
963-X-2; San Fran. & L.Ang.RPO,27½,1894,II  
963-Y-5; San Fran. & Los Ang.RPO, 28½,1915,T.N.,I  
963-Z-4;S.F. & Los Angeles RPO,29½,1935,T.N.,I  
963-Z-5;S.F. & Los Angeles RPO,30½,1936,37,40,T.N.,I



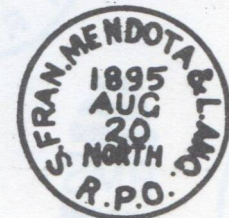
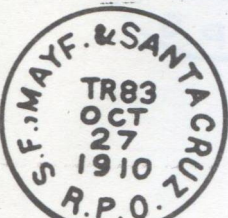
San Francisco-Pacific Grove,Cal.,130 miles,Southern Pacific R.R.  
980-I-3; San Fran. & Pac.Grove RPO,30,1910,T.N.,II  
San Francisco-Porterville,Cal.,282 miles, Southern Pacific R.R.  
963-AI-1,S.F. & Portersv.RPO,30,1907,Dir.,Misspelling, III



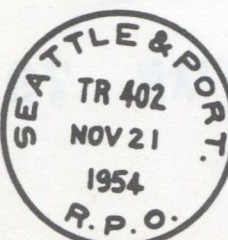
San Francisco-Santa Cruz,Cal., 80 miles,Southern Pacific Railway  
980-X-1; San Fran.& S.Cruz RPO,27½, 1890, IV  
San Francisco,Mayfield & Santa Cruz,Cal., 79 miles, Southern Pacific R.R.  
980-Y-1; S.F.Mayf. & Santa Cruz RPO,29½,1910,T.N., III



San Francisco,Mendota,Los Angeles,Cal., 484 miles, Southern Pacific R.R.  
963-AJ-1; S.Fran.,Mendota & L.Ang.RPO,27½,1895,Dir. III



Seattle,Wash.-Portland,Ore., 183 miles,NP-UP-GN Joint  
895-E-8; Seattle & Port.RPO, 30½, 1954, T.N.,I  
Spokane-Coulee City,Wash.,125 miles,Northern Pacific Ry.  
906.6-F-1;Spok. & Coulee Cy.RPO,30,1947,T.N.,II





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Seattle, Wash.-Seward, A.T., 1330 miles, Alaska Steamship Company  
X-14-th; Seattle & Seward RPO "S.S. Aleutian", 29½, 1939, Dir., II

Spokane, Wash.-Pendleton, Ore., 241 miles, Oregon-Washington Railway & Nav. Co.  
896.5-E-2; Spokane & Pendleton RPO, 29½, 1913, T.N., II  
896.5-I-1; Spok. & Pendelton RPO, 30½, 1934, T.N., Mis-spelling, III

Spokane-Seattle, Wash., 330 miles, Great Northern Ry.  
902.5-A-2; Spokane & Seattle RPO, 27½, 1898, T.N., III  
902.5-D-1; Spok. & Seattle RPO, 29½, 1906, T.N., II  
902.5-E-1; Spokane & Seat. RPO, 29½, 1909, T.N., II

Spokane, Wash.-Umatilla, Ore., 246 miles, Oregon-Washington Railway & Nav. Co.  
904.6-E-1; Spok. & Umatilla RPO, 29½, 1906, T.N., II

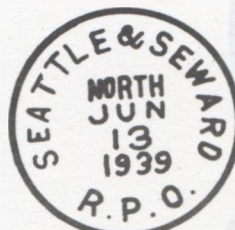
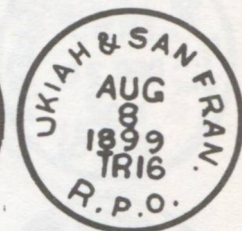
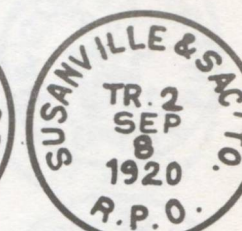
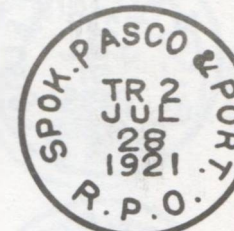
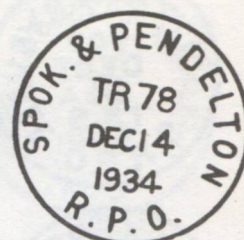
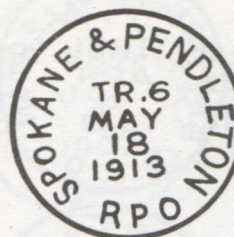
Spokane, Pasco, Wash.-Portland, Ore., 378 miles, Spokane, Portland & Seattle Rwy.  
899.1-C-3; Spok. Pasco & Port. RPO, 29½, 1921, T.N., II

Susanville-Sacramento, Cal., 290 miles, Southern Pacific R.R.-Western Pacific R.R.  
995-L-2; Susanville & Sac'to. RPO, 30, 1920, T.N., III

Truckee-Lake Tahoe, Cal., 47 miles, Southern Pacific R.R.  
997.4-A-2; Truckee & Lake Tahoe RPO, 29½, 1929, T.N., II

Ukiah-San Francisco, Cal., 113 miles, San Francisco and North Pacific Ry.  
985-R-3; Ukiah & San Fran. RPO, 28½, 1899, T.N., III

Woodburn-Albany, Ore., 56 miles, Southern Pacific R.R.  
900.6-A-1; Woodburn & Albany RPO, 30, 1925, T.N., III



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