

LA POSTA

with
The Second Section



Port Orford, Curry County, Oregon, in the 1850's.
Harper's New Monthly Magazine, October, 1856.



LA POSTA

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NINETEENTH CENTURY POSTMARKS OF OREGON'S SOUTH COAST: COOS & CURRY COUNTIES

By Charles A. Whittlesey

Oregon's southern coast, here defined as the counties of Coos and Curry, is a ruggedly beautiful land of rocky coastline, densely forested mountains cut by a few senic rivers, and the most spacious natural harbor in the state. The counties, which stretch some 120 miles north from the California border, have a combined population of only 80,000, about half of whom live in the centers around Coos Bay. Other centers of population are limited to the Coquille Valley and four towns spaced evenly along Highway 101 (Bandon, Port Orford, Gold Beach and Brookings).

Despite today's small population, and a very limited local economy dependent upon forestry, tourism and pastoralism, the southern coast was settled by Americans at a very early date and has been the scene of such diverse activities as coal mining and gold mining. The earliest settlements along the southern coast were founded in the early 1850's at Empire City, four miles inland from the entrance to Coos Bay, and Port Orford on Ewing Harbor, a few miles south of Cape Blanco. A period of Indian Wars from 1852 to 1856 inhibited settlement expansion to some areas, but by the end of the territorial period agricultural communities were firmly established on the Chetco River, the Rogue River, the Sixes River and along the Coos and Coquille Rivers near Coos Bay. Placer mining was underway at Gold Beach, Cape Blanco, Randolph and along Pistol River. Coal was an important attraction in the Coos Bay area. Mining began as early as 1853 in the Coalbank Slough area, two miles south of the present city of Coos Bay.

Empire City was the principal population center and port on Coos Bay for the first decade of settlement. The Census of 1860 listed a total population of 445 for Coos County, and 176 of them were reported living in Empire. Shortly thereafter coastal traffic began to shift to Marshfield, a competing settlement near the mouth of Coalbank Slough, where John Pershbaker had chosen to build his lumber and ship-building industries. By 1880 there were over one thousand residents of Marshfield Precinct, as compared with only

412 in Empire. The pattern for future growth had been established.

Elsewhere in Coos County, an early population center developed at Randolph, on Whiskey Run near the beach about six miles north of the mouth of Coquille River. The 1860 Census listed a population of 110 for this area, but the gold soon played out and the emphasis in this area shifted to Bandon, a port on the south bank of Coquille River near its mouth, and other small communities on the river. Even Randolph was relocated to a site on the Coquille, some three miles to the south. Further inland along the Coquille, settlements were begun at Coquille and Myrtle Point in the late 1860's.

Curry County, lacking a spacious harbor and significant level land along river flood plains, has always remained more lightly populated than Coos. In 1860, with a population of 393, Curry was at rough parity with Coos, but by 1880 Coos County stood at 4,834, while Curry had only 1,208 residents. In 1860 the population of Curry County was centered in three areas: Port Orford (146), around the mouth of Rogue River (167) and Chetcoe (80). The rugged nature of Coast Range mountains lying to the east of these early population centers prohibited each of them from acquiring sufficient hinterland areas to serve as trade centers of size. As a result, population growth was modest, and what settlement expansion did occur was confined to modest incursions along the river valleys and to land between the coastal settlements.

Population distribution today is little changed from the original pattern. Brookings, begun as a lumber town in 1913, has become the core of some 8,000 people residing near the mouth of Chetco River. Gold Beach (formerly Ellensburg) is the center for about 5,000 folks living near the mouth of Rogue River, and area around Port Orford is home to roughly 3,000.

Nineteenth century postmarks of Coos and Curry counties are more numerous than might be expected from this rather limited settlement history. Curry County is represented by only 10 different post office names, but both Port Orford and Ellensburg are known to have used a variety of different types. The list of known Curry County postmarks now stands at 26 different types.

A total of 23 post office names are represented on the Coos County list. Empire City, Myrtle Point, Coquille and Marshfield are all known to

have used eight or more different types, and the total number of Coos County types stands at 79. Postmarks incorporating the name of the county were particularly popular among Coos County post offices. Myrtle Point used no fewer than nine different county type devices between 1882 and 1896, includ-

ing a postmark which identified the office as "Myrtle Creek." As has been the case with previous listings of 19th century Oregon postmarks, this is a preliminary accounting. Readers able to add new towns, types and dates to the list are urged to contact the author in care of LA POSTA.

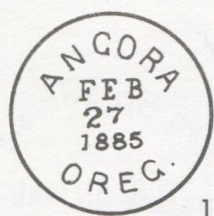


Southwestern Oregon, 1895

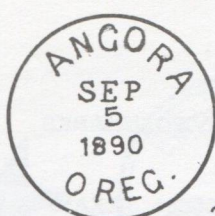
COOS COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
ANGORA (1883-1894)	1.		ClEN1BBR26	27Feb85	2Mar86	2	Target
	2.		ClEN1BBR27	5Sep90		1	Target
ARAGO (1886-1959)	1.		C41JN1RRB33	18Mar90	4Oct90	6	Target
	2.		ClEN1B27.5	25Aug99		1	None
BANCROFT (1892-1939)	1.	(1)	ClEN1BBR27	6May97	27May97	2	Target
BANDON (1877-Date)	1.		ClEAlBBR25	6Sep(86)	18Sep(86)	2	
	2.		ClC3N1RRB33	22Jun87	5May90	5	Target
	3.		ClJTLB29	14Aug94	2Aug97	3	quartered cork
COOS CITY (1873-1884)	1.		ClEAlB25.5	1Dec(81)		1	Cork
COQUILLE (1870-Date)	1.		MSS.	4Feb74		1	Mss.
	2.		ClEAlBBR25	5Aug(82)		1	Target
	3.		ClJS1B31	10Aug83	8Dec85	3	Target
	4.		ClEN1BBR28	12Nov88	29Jul90	2	Target
	5.		C41J13SlB32	8Apr91b	24Nov93v	5	star in circle
	6.		REG	4Jan94b		1	
	7.		ClB1,13SlB32	15Jan94b	11Apr95	6	Cork
	8.		ClJN1B27	25Feb98		1	circle of wedges
DORA (1874-1939)	1.		MSS.	15Jan75	29Jul82	7	Mss.
	2.		ClEN1BBR27	8Oct86		1	Target
ELLIOTT (1883-1897)	1.		ClEN1BBR27	12Sep85		1	Bars in circle
EMPIRE (1894-1957)	1.		ClJN1B28	20Feb95	1May97	2	circle of wedges
EMPIRE CITY (1858-1894)	1.		MSS.	28Jun58			
	2.		ClCAlBBR25	25Mar(ca60)			h/s PAID & Mss.
	3.		ClEAlBBR25	7Oct(70)	30Apr(76)	2	fancy cork
	4.		C21EN1RRB27	28May80r	6Mar81	4	Target
	5.		C41JN1RRB30	17Jun81	11Oct81	3	
	6.		C21JS1RRB30	14Aug82	2Nov82	2	neg.star in circ.
	7.		ClJS1B32	20Jan84	21Apr87	11	8-pt.shaded star
	8.		OC1EN1BBR25	18Aug88	7Dec88	2	Cork
	9.		ClJS1RRB32	31Jan89g	11Nov89v	7	8-pt.shaded star
	10.		ClJN1B27MOB	18Jan90		1	Mss.
	11.		ClJT6B32	31Dec90		1	

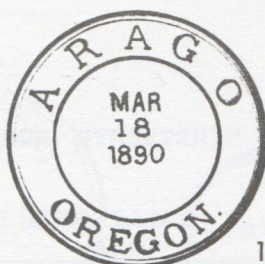
19TH CENTURY COOS COUNTY POSTMARKS



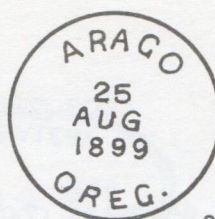
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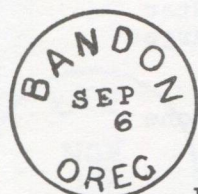
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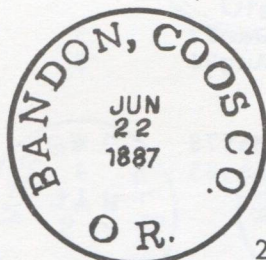
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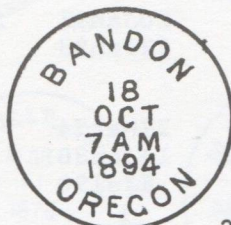
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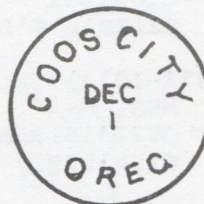
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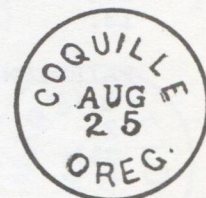
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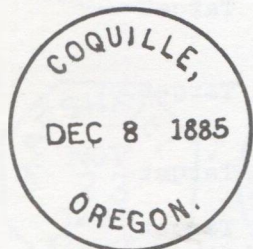
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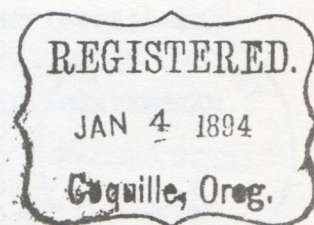
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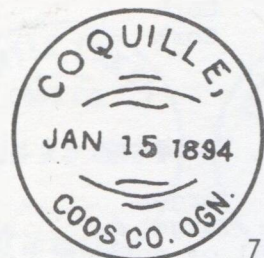
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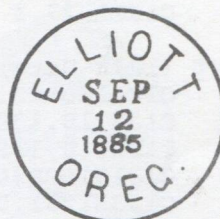
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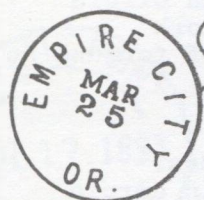
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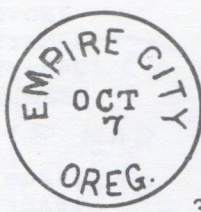
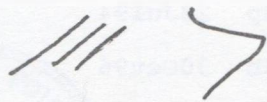


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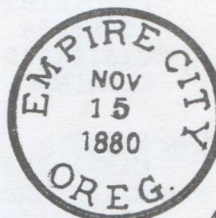


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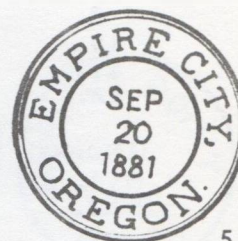
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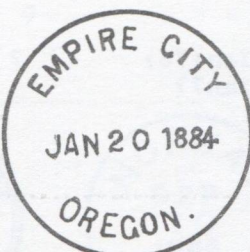
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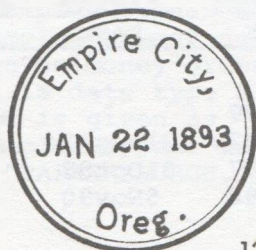
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COOS COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
EMPIRE CITY (Cont.)							
	12.	(2)	ClJS1B31	20Jan91	25Jan92	3	Star
	13.	(3)	C21ES1R'R'B31	22Jan93	3Aug94	5	Target
FAIRVIEW (1873-1913)							
	1.		MSS.	27Mar74	9Mar78	4	None
	2.		OV22J1S1RRB38x22	14Jan80	3Aug85	4	
	3.		ClEN1BBR27	8Jul90		1	
GRAVELFORD (1878-1924)							
	1.		MSS.	23Mar86		1	
	2.		ClJN1BBR28	14Jan98	15Feb98	2	Target
LEE (1888-1928)							
	1.		ClEN1BBR27	8Jul90	18Jan96	4	Target.
MARSHFIELD (1871-1945)							
	1.		ClEAlBBR24	17Mar74	20Jan76	2	Target
	2.		ClJ3N1RRB24	11Mar78	3Jun79	5	
	3.		ClJ3S1B31	6Mar84v		1	Target
	4.		ClEAlBBR26	16Oct85	6Apr89	6	Cork/target
	5.	(4)	OC1EN1BBR25	23Nov85	26Mar86	3	
	6.		ClEN1RRB27	3May86		1	Target
	7.		ClEN1B27	12Dec90	28Aug94	4	Cork
	8.	(5)	ClJT1B27.5	28Apr96	21Apr98	3	Cork
MYRTLE POINT (1876-Date)							
	1.		ClEAlBBR25.5	11Oct(80)p		1	
	2.		ClJ3,10,13S1BRB33	26May82p	19Mar83p	3	Target
	3.	(6)	ClJ3,10,13S1BRB33	23Jun83p		1	
	4.		ClJ1S1BRB30.5	3Jun85p	23Feb86	3	Target
	5.	(7)	ClJ3S1B31.5	14Dec85	31May87	6	Target
	6.		ClJ3S1B30	14Feb88p	21May92p	7	wheel of fortune
	7.		ClD1S1R'R'B30?	6Mar90		1	?
	8.		C31B1S1B28?	17Jul93		1	?
	9.		C21C1S1B30	7Nov93p	28Jul94	3	star in circle
	10.		ClJN1B28	22Mar95		1	Cork
	11.		ClJ1S1B30	24Sep96b	30Oct96	4	wheel of fortune
	12.		ClEN1B28	18Jul98			
NORWAY (1876-Date)							
	1.		ClEAlBBR25	23Aug(80)		1	Mss.
	2.		C21EN1RRB27	18Apr82v	19Jun82	2	star in circle
	3.		ClEN1RRB27	10Sep88		1	Target
OTT (1872-1876)							
	1.		ClEAlBBR25	12Jan(76)	?	2	Target
	2.		MSS.	11Jan77		1	Mss.



12



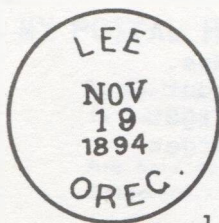
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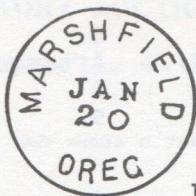
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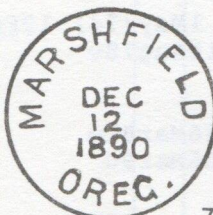
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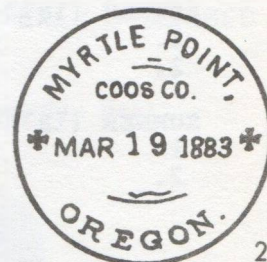
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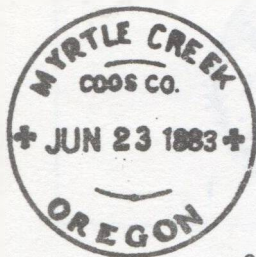
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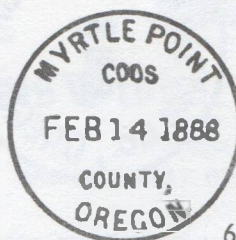
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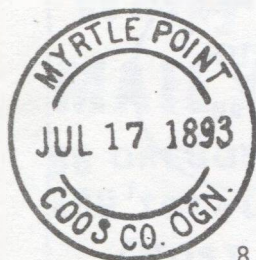
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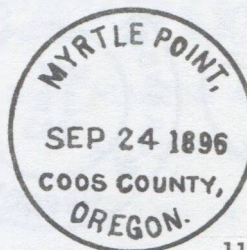
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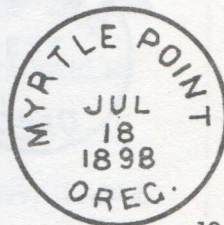
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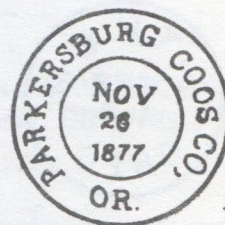
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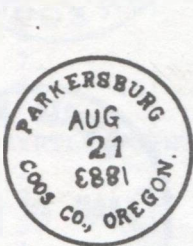


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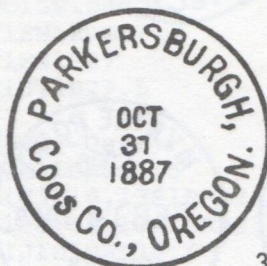


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TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
PARKERSBURG (1877-1919)							
1.			C31J3N1R28.5	26Nov77		1	Mss.
2.			ClJ1N1RRB24	17Feb82v	21Aug83v	5	Cork
3.	(8)		ClJ1N1B33	8Jul87	31Oct87	2	Maltese cross
4.	(8)		ClEN1BBR26.5	8Oct88	5Nov90	4	Target
PROSPER (1893-1929)							
1.			ClJN1BBR28	30Apr94		1	Target
RANDOLPH (1859-1893)							
1.			MSS.	ca68		1	Mss.
2.			ClEAlBBR24	27Jan(76)	2Feb(77)	4	target cut in 6
3.			C31J3,10N1B33	3Mar82v	27Nov86b	5	Target
4.			ClEN1B26.5	5Apr88	25May96	5	Target
RURAL (1890-1915)							
1.			ClEN1BBR28	23Dec92	26Nov97	4	Target
SITKUM (1873-1880 & 1890-1964)							
1.			MSS.	1May(74)	12Feb(77)	5	Cork
2.			OClJN1RRB27.5	15Aug78v		1	Star
SUMNER (1874-1955)							
1.			C21JS1RRB33	26Mar81m		1	Target
2.			ClEN1BBR27	26Mar90		1	Target



2



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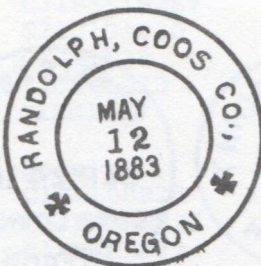
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2

- NOTES: (1) Device still in use in 1902.
(2) Known examples appear as broken or deformed circles.
(3) Some examples appear deformed or overstruck.
(4) Only seen on money order advices.
(5) Earliest is date type N1.
(6) Town name is given as "MYRTLE GREEK."
(7) Some examples appear in purple ink.
(8) Spelled "PARKERSBURGH."

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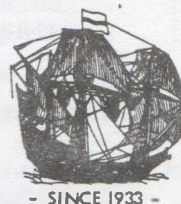


NINETEENTH CENTURY WESTERN POSTAL

HISTORY FOR THE DISCERNING
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Wally Wagner Auctions MAIL BID SALE no. 126

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289 TOTAL DPO LOTS

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+ FDC & UN LOTS

**Bids
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NUMBERS AND CONTENTS

LA POSTA, P.O. BOX 135,
Lake Oswego, OR 97034

CURRY COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
CHETCO (1863-1910)	1.		MSS.	29Jan68		5	Target
DENMARK (1882-1957)	1.		C2J3N1B33	28May83r	18Jan87	5	Cork
	2.		ClEN1BBR27	20Nov85		1	Target
ECKLEY (1883-1916)	1.		ClEN1BBR27.5	94		1	Target
ELLENSBURG (1863-1890)	1.		ClCN1B33	30Sep67		1	Cork
	2.		MSS.	13Jul74		1	Mss.
	3.		C3LEAlR25	24Apr (75)	25Mar (82)	7	Target
	4.		C3lJlONlRRB33	30Dec80b	8Jul81b	7	None
	5.		OC1ENlRRB28	6May82	5Jul82	4	Target
	6.		C4lJN1B28	21Mar84		1	Circle of bars
	7.	(1)	C2lEN1B28	25Dec85		1	Circle of bars
	8.	(1)	ClEN1BBR27	10Nov88	23Nov89	2	
FERRY (1888-1898)	1.		ClEN1BBR27	6Feb95		1	Target
GOLD BEACH (1890-Date)	1.		ClEN1BBR27.5	20Jan94		2	Target
	2.		ClJT1B28	27Apr95		1	Cork
IRMA (1895-1902)	1.		ClEN1B27	9Nov99		1	Target
LANGLOIS (1881-1882 & 1887-Date)	1.		ClEN1BBR27	5Sep93		1	Target
	2.		ClEN1B28	17Jan96	5Feb98	2	Target
OPHIR (1891-Date)	1.		ClJN1B29	30Nov91p		1	Star in circle
PORT ORFORD (1855-Date)	1.	(2)	MSS.	55		3	Mss.
	2.		C-MSS-25	26Jun (55)		1	
	3.		ClHAlR37	14Feb (56)	?	5	
	4.		C3lENlR25	22Mar74	28Mar75	4	Neg.star in circ.
	5.		ClEN1BBR26.5	1May81		1	Target
	6.		ClEN1BBR27.5	19Jun95		1	
	7.		ClEN1B28	16Nov98		1	Target

(1) Spelled "ELLENSBURGH"

(2) Bearing 6¢ prepaid rate (in effect until April 1, 1855)

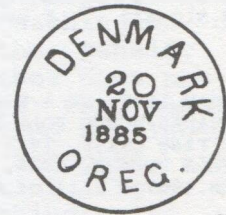
19TH CENTURY CURRY COUNTY POSTMARKS

*Chetwaga
Feb 30*

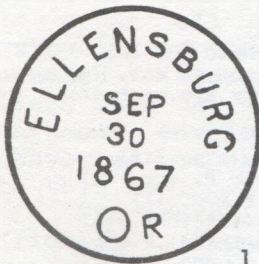
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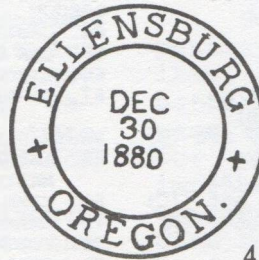
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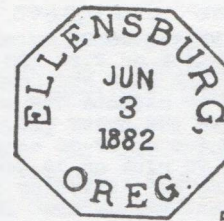
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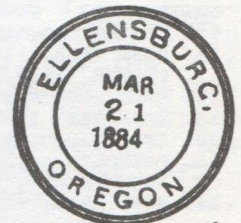
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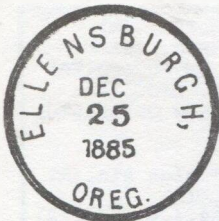
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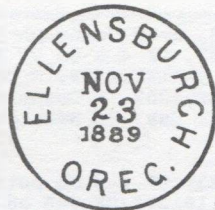
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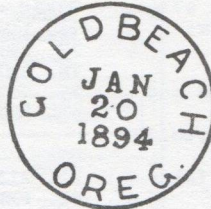
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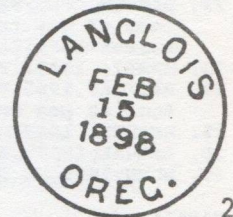
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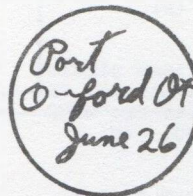
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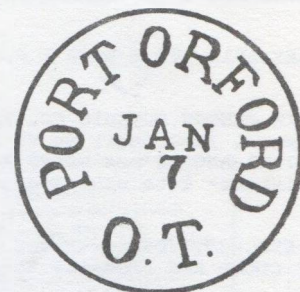
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5



6

Len Persson Auction #2

P.O. BOX 774, Barrington, ILL 60010

ESTIMATE RANGES:

A \$24-\$5	D \$15-\$20
B \$5-\$10	E \$20-\$30
C \$10-\$15	F over \$30

ALASKA

1. CHATHAM, 1907, VF 4-B on F PPC. (F)
2. FAIRBANKS/NORTH POLE RUR STA, 1954 FDC on pstl (A)
3. NOME Flag cxl, F, 1911 on F Eskimo P.C. (C)
4. WASILLA VF 4-B, 1924, Harding Imp. on env. (F)
5. WALES, 1907, F (AL) of Alaska missing on 2¢ ent. (E)

ARIZONA

6. CAMP VERDE, 6/25/12, F 4-B on VF P.C. (A)
7. DEWEY, 1909, F-VF 4-B on F P.C. (C)
8. HOT SPRINGS, 1921, F-VF 4-B on VF PPC (B)
9. PAGE, 1957, 4-B, FDC, cacheted env. (A)

CALIFORNIA

10. CHOWCHILLA, 1913, VF 4-B on PC (A)
11. EDEN VALE, 1909, VF 4-B on F PC DPO (B)
12. FOSTER, 1909, F-VF 4-B on F PPC. DPO (B)
13. LAKE HUGHES, 1927, F-VF magenta 4-B on VF PPC (B)
14. LAKESIDE, 1911, F-VF 4-B on VF P.C. (A)
15. LOST HILLS, 1915, VF 4-B on VF 2¢ entire (A)
16. PETROLIA, ca. 1870's, VF blue on 3¢ green ent. (C)
17. REDWOOD CITY VF Flag cxl, 1927, club cc env. (A)
18. RUST, 1910, VF 4-B on VF P.C. DPO (C)

COLORADO

19. AURORA, 1910, F 4-B on VF PPC. (A)
20. COALCREEK (1 word), 1908 VF 4-B on F P.C. (B)
21. COLORADO SPRINGS, 1870's VF magenta on 3¢ ent. (C)
22. DENVER, COLO/REC'D, Rimless, F-VF, Jarrett #73 on face of env from Chicago, 3¢ green on back; a scarce territorial marking. Est. (F)
23. DERBY, 1911, F-VF 4-B on F P.C. (B)
24. HALFWAY, 1905, F Doane also blue PIKES PEAK cog tourist pmk on VF PPC. (B)
25. KERSEY, 1913, F 4-B ties 1¢ Balboa on photo. (B)
26. KARVAL, 1917, VF blue 4-B on F P.C. (B)
27. NUNN, 1908, VF Doane on VF cow girl card. (B)

HAWAII

28. HONOLULU, 1901, ties 2¢ PanAm, cc to Waimea (A)
29. WAIMEA, 1907 ties 2¢ Jamestown on env. w/ Honolulu Received Doremus on back. (B)

IDAHO

30. STARKEY, 1913, VF 4-B on F P.C. (B)

IOWA

31. GUTHRIE CENTER, GUTHRIE CO. in F 36mm circle (yr date & Iowa poor) on VF 1864 entire. (E)
32. MILL IOWA AUG 24 mss on VF 3¢ star die w/VF 1861 letter- late use, scarce DPO. (D)

KANSAS

33. LOST SPRINGS, 1908, F-VF 4-B on F P.C. (A)
34. WHITE CLOUD KAS ties #65 to VF envelope (D)

MINNESOTA

35. FIRMAN, 1910, F Doane on VF photo. DPO. (B)
36. JACKSON, 1912, pencil mss on PC to Jackson. (A)
37. OSTLUN, 1910, F-VF 4-B on F P.C. DPO (B)

MISSOURI

38. DRAKE, MO, '78 in mss 3¢ green tied, DPO (B)

MONTANA

39. HYSHAM, 1921, F-VF cds on revalued env. (A)
40. WHITLASH, 1907, F Doane on VG P.C. (A)

NEBRASKA

41. HARRISON hndst. flag cxl, 1942 on WWII Pat. (A)
42. ROSELMA NEB '90 mss on 2¢ entire. DPO. (C)

NEVADA

43. BLUE DIAMONDVILLE, 1942, FDC on card. (A)
44. CALIENTE, 1911, F-VF pmk on F P.C. (A)
45. COLUMBIA, 1907, F Doane on F P.C. DPO (C)
46. INLAY, 1910, F 4-B on VF PPC. (B)
47. SAINT THOMAS, 1938, LD green 4-B, cachet. (A)
48. SHURE, 1943, VF 4-B on postal. (B)

NEW MEXICO

49. COLUMBUS, 1919, VF flag cxl, 2 tears in env. (B)
50. EAST LAS VEGAS, 1909, F Doremus on P.C. (A)
51. ESTANCIA, 1907, F-VF Doane on Tuck card. (B)
52. LAMY, 1911, VG-F 4-B on P.P.C. (B)
53. LEVY, 1910 VG-F 4-B plus NOLAN 4-B as rcvng. mark on P.C. - bouble territorial. (C)
54. SHERMAN, 1942, VG 4-B on WWII patriotic. (A)

NORTH DAKOTA

55. CHURCHES FERRY, 1916, F pmk on F P.C. (A)
56. CUMINGS, 1908, VF Doane on VF PPC. (A)
57. FORBES, 1907, VF Doane on VF P.C. (A)
58. GILBY, 1902, F-VF grid ties 2¢ red, c.c. (A)
59. KELSO, 1909, VG-F Doane on VF PPC. DPO. (A)

OKLAHOMA

60. FORT COBB, 1908, F-VF duplex on PC. (A)
61. FOUNTAIN, 1909, VG-F Doane on P.C. DPO. (B)
62. INDIANAPOLIS, 1910, F-VF 4-B on PPC. DPO. (B)
63. ORLANDO, 1899, VF cds on F 2¢ ent. (Terr) (D)

OREGON

64. CANARY, 1940, VF 4-B DPO. (A)
65. OAK GROVE, 1910, VG-F 4-B on photo PC. (A)
66. OREGON CAVES, 1934, VF 4-B resort cc env. (A)
67. TIMBERLINE LODGE, 1942, 4-B, Pony Exp. cach. (A)

SOUTH DAKOTA

68. ABERDEEN, 1882, F-VF dbl. circle + partial Maltese cross ties 3¢ green to F. env. (C)
69. CAMP CROOK, 1907, F 4-bar on F P.C. (A)
70. CHANCE, 1924, VF 4-bar on F 2¢ ent. DPO. (A)
71. FORT YATES, 1904 ("S.DAK" not inked), F. env (A)
72. HILLAND, 1915, F 4-B on F. P.C. DPO. (A)
73. PLUM, 1907, F Doane on F PPC. DPO. (A)
74. VIEWFIELD, 1913, VF Doane on VF PPC. DPO. (B)
75. WELLSBURG, 1910, VF pupple 4-B on PC. DPO. (B)

TEXAS

76. LOIRE, 1908, F-VF Doane on F P.C. DPO. (A)
77. SEBREE, 1907, VF 4-B on VF PPC. DPO. (B)
78. SMITHSONS VALLEY, 1909, F Doane on PC. DPO. (A)
79. TWIN SISTER, 1909, F Doane on PC. DPO. (A)
80. RONDO, 1856, mss. on Nesbitt to New Orleans (C)

UTAH

81. ALTONAH, 1919, VF 4-B on pstl. ½" glue stn. (A)
82. FRUITLAND, 1912, F-VF 4-B on P.C. (A)
83. OGDEN/LITTLE VALLEY RUR STA, 1959, 4-B, cach. (A)

WASHINGTON

84. CARSON, 1908, VF Doane on VF PPC. (A)
85. CHAUTAUQUA, 1909, VG-F Doane (½ over writing) on PPC. DPO. (A)
86. DELRIO, 1913, F-VF 4-B on PPC. DPO. (B)
87. LEAHY, 1907, VF Doane on PPC. DPO. (B)
88. LIND, 1906, ExF Duplex on PPC. (A)
89. MONDOVI, 1911, VF 4-B on PPC. DPO. (A)
90. RICHLAND/ENTERPRISE RUR STA, 1953, env. (A)

WYOMING

91. FOUR CORNERS, 1935, 4-bars struck in magenta in all four corners of envelope. (A)
92. HEART MOUNTAIN, 1953, VF 4-B, Relocation Cmp. (C)
93. MEDICINE BOW, 1909, VF 4-B on photo P.C. (B)
94. MIDWEST, 1934, machine cxl on envelope (A)
95. TRIANGLE F RANCH, 1938, VF 4-B on permit c. (B)
96. UPTON, 1910, VF 4-B on VF P.C. (B)

RAILWAY POST OFFICES

97. ASHTON & POC (ATELLO didn't print), 1917, ppc (A)
98. CHI & MILLARD AVE, 1908, TP. 2, VF, P.C. (A)
99. FULTON & JACKSON, 1914, VF, PPC (B)
100. LAWRENCE & GRIDLEY, 1925, F-VF, also AGRICOLA, KANS on Reg. Rct. card. (A)
101. MEM. GRENADA & N.O., 1905, as way or receiving mark on PPC. (B)
102. RED & SACTO AGT., F, 3¢ green. (C)
103. STURGBAY & GR. BAY, 1914, VF on PPC. (C)
104. VAUGHN & ALBUQ, 1923, VG-F on PPC. (B)

Min. bid is \$2.50; Bidding increment is 50¢. Lots awarded at 50¢ over 2nd highest bid (in 1st sale several bid limits were reduced over 80%). No 10¢ premium, but buyer pays all shipping costs. All bids kept in strict confidence.

BIDS CLOSE: JULY 15, 1983

POSTAL HISTORY NOTEBOOK: WAR DEPARTMENT ENVELOPES & WRAPPERS CONVERTED TO PENALTY USE

By Leroy L. Ross

On March 3, 1877, an Act of Congress authorized the use of a "PENALTY" clause to be used by the Post Office Department on its official mail. This penalty clause was to read "PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, \$300". Two years later, on March 3, 1879, this penalty use was extended to cover all Government Departments. Extension of the provisions of this Act created interesting postal history items when a large stock of War Department envelopes and wrappers were converted to penalty use in compliance to this law.

Perforated and imperforated labels (figures 1, 2 and 3) were sent to the weather reporting stations from Wash-

ington, D.C., to be pasted over the embossed envelope stamp on envelopes in stock at the stations.

A rubber handstamp (figure 4) was used for the same purpose until envelopes in stock in Washington could be overprinted with the penalty clause (figure 5). The author does not know if the rubber handstamps were manufactured locally or shipped from Washington.

War Department wrappers are known with printed overprint (figure 6). They were used from Washington to mail the completed weather maps and predictions to Postmasters and subscribers of this service.

Some 75 years later a provisional penalty overprint was used from Ketchikan, Alaska, when the seven wavy lines pattern of a cancelling machine was used to "devalue" the embossed envelope for penalty use. A rubber hand stamp impression to the left and top of the embossed stamp reads "IMPORTANT OFFICIAL MAIL/NO POSTAGE REQUIRED/(See Par. 3, Sec. 511, P.L.&R.))D (figure 7).

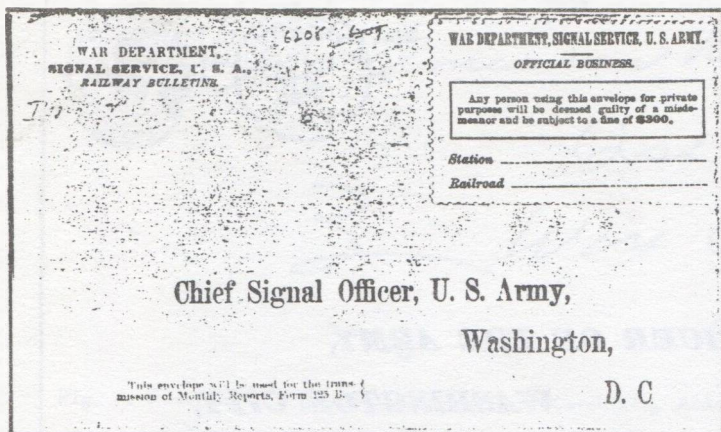
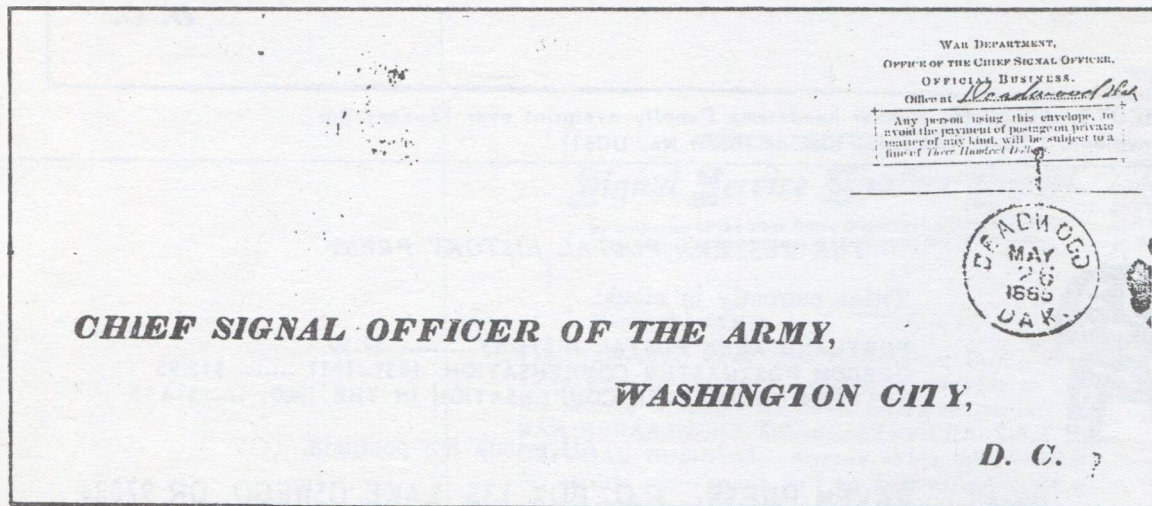


Fig. 1. Perforated label over 3-cent War Department envelope. (Thorpe No. 6208) Wmk. 5. (Scott No. U054)

Fig. 2. DEADWOOD, DAKOTA. Imperforated label over 15-cent War Department envelope. (Thorpe N. 6149) Wmk. 2 (Scott U027)



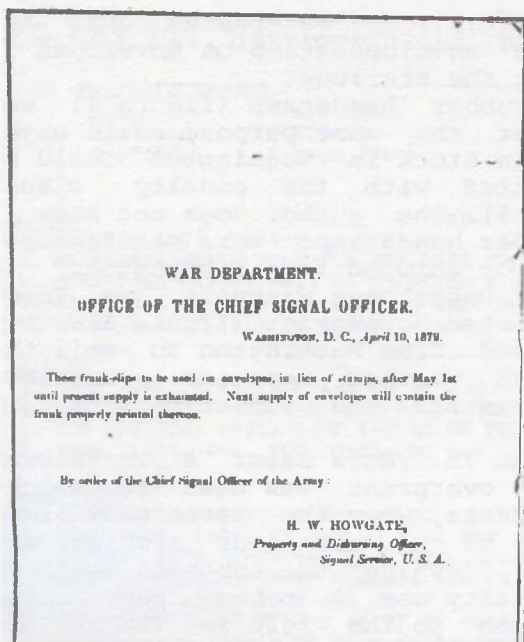


Fig. 5. Puss printed Penalty Overprint Type 1. (Thorp No. 6208) (Scott No. UO54). Wmk. 5

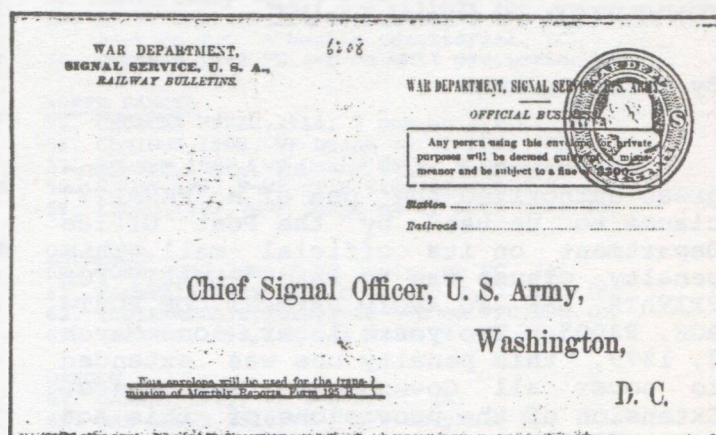


Fig. 3. Packing slip (5.75 x 8.75 inches) used in a parcel containing gummed labels sent to various weather reporting stations to be pasted over embossed stamps.

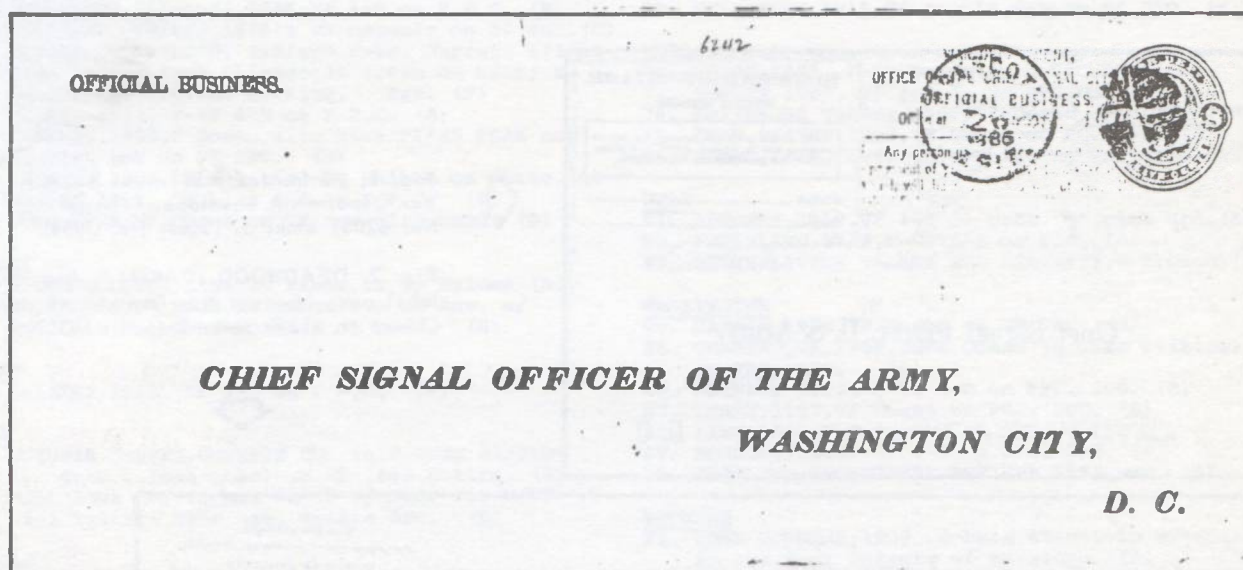


Fig. 4. PRESCOTT, ARIZONA. Rubber handstamp Penalty overprint over 12-cent War Department envelope. (Thorp No. 6242) Wmk. 2 (Scott No. UO61)



THE WESTERN POSTAL HISTORY PRESS

Titles currently in stock:

PORTLAND AREA POSTAL HISTORY \$7.50
OREGON POSTMASTER COMPENSATION, 1851-1911 \$12.95
WESTERN POSTMASTER COMPENSATION IN THE 1880 \$14.95

All prices are postpaid.

RAVEN PRESS P.O. BOX 135, LAKE OSWEGO, OR 97034

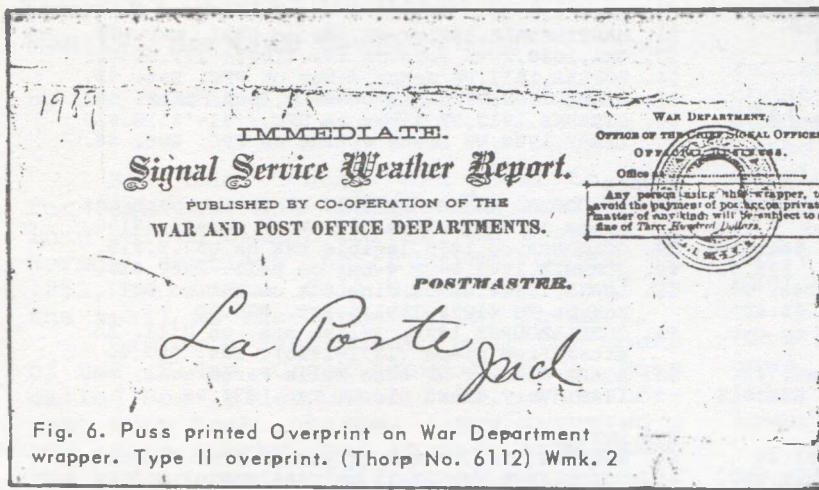


Fig. 6. Puss printed Overprint on War Department wrapper. Type II overprint. (Thorpe No. 6112) Wmk. 2

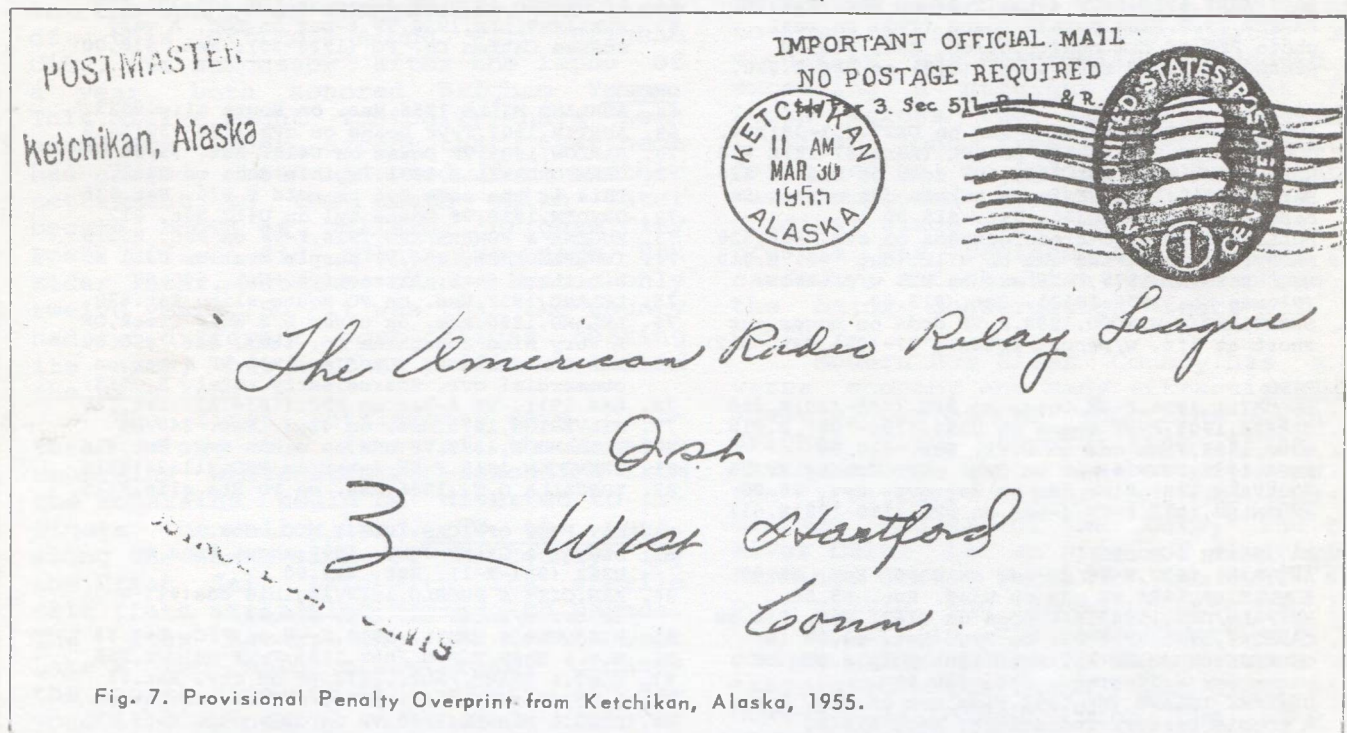


Fig. 7. Provisional Penalty Overprint from Ketchikan, Alaska, 1955.

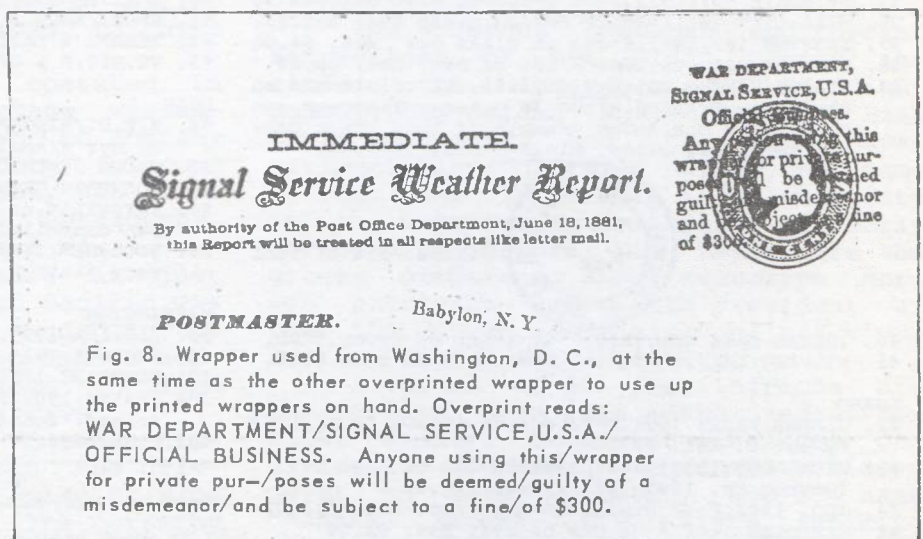


Fig. 8. Wrapper used from Washington, D. C., at the same time as the other overprinted wrapper to use up the printed wrappers on hand. Overprint reads: WAR DEPARTMENT/SIGNAL SERVICE, U.S.A./OFFICIAL BUSINESS. Anyone using this wrapper for private purposes will be deemed/guilty of a misdemeanor/and be subject to a fine/of \$300.

THOMAS M. MILLS

Mall Bid sale no. 5

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

ALASKA

1. DILLINGHAM, 1949, VF Ty2 on Penalty Env. Est. \$5.
2. EAGLE, 1907, F-VF Ty3 on PPC. Est. \$12.00
3. SAINT MICHAEL, 1907, VF Doane Ty5 on PPC. Est. \$15
4. TANANA, 1908, VF Doane Ty2 on cover. Est. \$35.00
5. WAINWRIGHT, 1945, VF 4-bar Ty2 on cover. Est. \$5.
6. SEATTLE & SEWARD, 1935, Ty14 on PPC. Est. \$8.00
7. SEATTLE & SEWARD/S.S. ALASKA, 1928, VF Ty7 on cvr. Est. \$12.00
8. SEATTLE & SEWARD, 1938, VF Ty21 on PPC. Est. \$8.
9. SEWARD & UNALASKA, 1929, VF Ty2 on cover. Est. \$15

ARIZONA

10. CASHION, 1913, VF red 4-bar on PPC. Est. \$5.00
11. GOLDROAD, 1906, Fine, light Doane on PPC. Est. \$50.
12. HACKBERRY, 1910, F-VF 4-bar (Ty7) on PPC. Est. \$8.
13. PARKER, 1908, Fine purple Doane (Ty3) on real photo PPC of dam construction. Est. \$30.00
14. REDROCK, 1911, VF blue 4-bar (Ty3) on PPC. Est. \$20.

CALIFORNIA

15. BOYES SPRINGS, 1916, VF 4-bar on UX27. (11-38) E\$8.
16. DUDLEY, 1913, F-VF 4-bar on PPC. (Kern 87-18) E \$12
17. GOLD RUN/Placer Co., 1882, VF dcds on U163. E \$20
18. HAYDEN HILL, 1884, VF fancy purple cds w/star in circle killer on U331. Est. \$15.00
19. HOLLISTER, 1875, VF green octagon on cvr. Est. \$20
20. NASHVILLE, 1897, Fine cds on UYlr. (out '07). E. \$10
21. NELSON POINT, 1878, F-VF cds on UX5 w/creases. (Plumas Co. 1870-1912). Est. \$15.00
22. SWEETLAND/J.W. WOOD, 1894, F-VF dcds on cover cut short at lft. w/pencil notes. ('57-'05). Est. \$12

COLORADO

23. GOLDHILL, 1904, F-VF Doane on PPC. ('95-'20) E. \$10
24. HARRIS, 1905, F-VF Doane on U395. ('90-'08) E. \$15
25. HUGO, 1888, Fine cds on U311. Est. \$10.00
26. MESA, 1909, F-VF 4-bar on Reg. cvr. Pretty. E. \$5
27. ROCKVALE, 1897, Fine cds on Reg. cvr. Est. \$8.00
28. SMUGGLER, 1912, F-VF 4-bar on PPC. ('95-'28) E. \$12

DAKOTA (NORTH & SOUTH)

29. ANETA (N), 1898, F-VF duplex on U395. Est. \$5.00
30. BOWDLE (S), 1894, VF cds on U349. Est. \$5.00
31. BUFFALO/DAK., 1883, EXC dcds on U163. Est. \$50.00
32. CARBURY, 1911, VF 4-bar on PPC. Est. \$4.00 (N)
33. COOPERSTOWN/DAKOTA, Fine, light purple cds on clean cvr w/2¢ green. Est. \$20.00
34. GRAHAMS ISLAND (N), 1892, Fine cds on Reg. cvr. A couple letters indistinct. Est. \$15.00
35. HEIMDALE (N), 1912, F-vf 4-bar on PPC. Est. \$4.00
36. HILL CITY (S), 1899, VF cds on clean cvr. Est. \$5.
37. KEMPTON (N), 1897, F cds on clean cvr. Est. \$4.00
38. KIMBALL/DAK., ca. 1886 F cds on cvr. Est. \$5.00
39. LISBON/RANSOM CO., N.D.T., 1881, VF triple cds on clean cvr franked w/two 3¢ greens. Thompson reports only one known example of this great Dakota Territory piece. Minimum bid: \$175.00.



illus. 65% of full size.

40. TURTLE LAKE (N), 1908, F-VF 4-bar on cover. E. \$5.
41. WINFRED/DAK., 1885, Fine cds on clean cvr. E. \$5.

IDAHO

42. GLENN'S FERRY, 1898, F-VF cds on OREGON SHORT LINE RR cover. Est. \$8.00
43. HICKAHONEY, 1897, decipherable cds on Reg. cvr. (Owyhee Co. 1895-1911). Est. \$10.00
44. ILO, 1903, F-VF duplex on Reg. cvr. Est. \$15.00
45. MERIDIAN, 1901, Fine cds on cvr. Est. \$5.00
46. OAKLEY, 1890, Fine cds on U311. Est. \$10.00
47. PARDEE, 1905, VF cds on cvr w/mining cc. Est. \$15
48. STUART, 1899, F-VF cds on Reg. cvr. Est. \$10.00
49. STEELE, 1911, VF 4-bar on PPC. ('96-'23) E. \$15.

MONTANA

50. BUSBY, 1904, EXC Doane on VF cvr. Est. \$6.00
51. HECLA, 1891, F-VF purple cds on U311. ('81-'14) Est. \$20.00
52. MARTINSDALE, 1891, F-VF cds on U311. Est. \$8.
53. OKA, 1886, F-VF dcds on cvr. (1880-'23) E. \$25
54. POPLAR, 1911, VF fancy 4-bar on PPC. Est. \$5.
55. STARK, 1908, VF Doane on PPC. (out '59) E. \$6.
56. STEARNS, 1912, VF 4-bar on PPC. ('91-'21) E. \$10
57. TERRY, 1906, VF Doane w/time on PPC. Est. \$6.

NEVADA

58. EL DORADO CANON NEV/5-14-83 in two neat mss lines on very clean cvr. Very nice! E. \$100.
59. GOLCONDA, ca. 1875, legible cds on U82. E. \$15.
60. JOHNNIE, 1909, F-VF 4-bar on U411. Est. \$10.
61. LEWIS, 1884?, about Fine cds on soiled U277 Scarce PO (1878-1901). Est. \$25.00
62. SCHELLBOURNE, 1898, 3-line mss. on U311. An attractive piece (1871-1925). Est. \$60.00
63. STARR CITY, F-VF blue Wells Fargo oval, ca. 1868. Very clean piece. Est. \$50.00

NEW MEXICO

64. HOLLENE, 1908, VF 4-bar (Ty1) on PPC. Est. \$10.
65. OCATE, 1876, Mss (Ty1) on U164 w/encl. E. \$75.
66. PROGRESSO, 1930, VF 4-bar on LDC. (09-30) E\$5.
67. SWEAZEAVILLE, 1930, VF 4-bar on LDC. A very scarce Catron Co. PO (1928-30). Est. \$10.00

OREGON

68. ASHLAND MILLS, 1856, Mss. on Route slip. E\$25.
69. AUSTIN, 1907, F-VF Doane on cvr. ('88-'50) E\$10
70. BARLOW, 1909, VF Doane on U412. Est. \$5.00
71. CRAWFORDSVILLE, 1891, legible dcds on U312. This is the same Ty5 pm sold @ \$70. Est. \$35
72. DRYDEN, 1910, VF Doane Ty1 on U412. Est. \$12.
73. EUGENE & POWERS/RPO, 1918, F-VF on PPC. E. \$15
74. INDEPENDENCE, 1884, VF purple oval on U331 a bit short @ rt. Attractive. Est. \$40.00
75. LELAND, 1857, Mss. on PO Route slip. Est. \$30.
76. LELAND, 1890, Mss. on cover b/s Wolf Creek, OR A very nice Josephine Co. item. Est. \$50.00
77. PORTLAND/STANLEY RUR STA., 1934, VF 4-bar on commercial cvr. Scarce, early rural. E. \$15.
78. REX, 1911, VF 4-bar on PPC. ('01-'43) Est. \$10
79. SILVERTON, 1875, Mss. on U163. Est. \$40.00
80. TILLAMOOK, 1890, VF cds on clean cvr. Est. \$10
81. TRENHOLM, 1915, F-VF 4-bar on PPC. (11-24) E\$10
82. YONCALLA O.T., 1856, Mss. on PO Rte slip. E\$25

RAILWAY POST OFFICES (U.S.T.M.C. Nos.)

83. DENVER & GRAND JUNC., 1899, about Fine on U362 (953-K-1). Est. \$12.00
84. KAN. CITY & PUEBLO, 1879, legible cds (911-H-3) on cvr w/Hotel cc. Est. \$10.00
85. MISSOULA & HAMIL., 1910, F-VF on PPC. Est. \$8
86. N.Y. & WASH. R.P.O./DAY, 1885, F-VF on cvr. E\$8
87. PORT. & SWANT./AGT., 1877, VF on cvr. Est. \$5
88. R.POINT & ALB/AGT., 1874, F-VF on cvr. Est. \$5
89. RENO & MINDEN, 1940, VF on cml. cvr. Est. \$8
90. SEATTLE & HOQUIAM, 1911, F-VF on PPC. Est. \$6
91. SPOK. PASCO & SEAT., 1913, VF on PPC. Est. \$10
92. TEXARK & LAREDO, 1904, VF on U362. Est. \$10
93. VT. DIV. P & O/R.R., ca. 1877, F-VF on cvr. E\$8

UTAH

94. R.F.D./BINGHAM CANYON, 1902, F-VF Rt 1 mark on cvr w/small repaired nicks @ top. E. \$12
95. CACHE JUNCTION, 1895, Fine cds on cvr. E. \$10
96. FOUNTAIN GREEN, 1913, VF 4-bar on PPC. E. \$6
97. KAYSVILLE, ca. 1875, F-VF cds on clean cvr w/pen cancelled 3¢ green. Early. Est. \$25.00
98. WOODRUFF, 1893, F-VF cds on clean Reg. cvr. A very attractive item. Est. \$50.00

WASHINGTON

99. ALFALFA, 1905, EXC Doane on U395. (04-31) E\$15
100. ARCADIA, 1911, VF Doane on PPC. ('74-'18) E\$12
101. BOUNDARY, 1905, F-VF cds on PPC. (93-60) E. \$5
102. CEMENT, 1909, F-VF Doane on PPC w/damaged UR corner. Scarce PO (1904-14). Est. \$10.00
103. PAHA, 1894, VF cds on U349. ('86-'43) E. \$15.

MINIMUM BID: \$2.00 Bidding increments: \$2-25:\$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: JULY 21, 1983

THE POST OFFICES OF UTAH

Part XV: Box Elder County

By Dan Meschter with Arthur E. Rupert

Box Elder County was known to the fur traders and California emigrants long before Simeon Carter led a group of Mormon settlers north from Ogden in 1851, and Anson Call built a "fort" on the trail to the Cache Valley in 1852.

Carter's settlement near the mouth of Box Elder Creek seems to have been called Box Elder until 1853, when Lorenzo Snow took charge. Snow surveyed a new site nearby, and it was here that the second post office was established in the county as Youngsville. The name of this office, along with Brigham City, its successor after the lapse of a year, both honored Brigham Young. This office might logically have been named Box Elder, except that that name had already been adopted for another settlement to the south which later became known as Willard. Brigham City Post Office did adopt the name Box Elder later, but the change lasted only twelve years. So it was that the county had two different post offices bearing its name, but neither office retained the name long.

The first settlements were clustered along the front of the Wasatch Mountains where streams cascading from the mountains could be diverted to irrigate the valley land. To the west, along the south side of the county lay the Great Salt Lake with its sterile salt flats stretching beyond to Nevada. The Bear River, one of Great Salt Lake's two main tributaries, crosses the north side of the county, and beyond it lies nearly a hundred miles of rolling grass lands and broken hills. Here, the few post offices to ever exist served remote ranches.

Only two post office operated in Box Elder County until Portage was established on the road north to Montana in 1867, and Bear River (City) followed in 1868. Bear River probably was more than just an agricultural settlement. The Union Pacific tracks were approaching Utah from the east at just that time, and the Central Pacific was building across the arid lands to the west. Bear River may have been a construction camp, and a place to land ties being floated down the river.

No event in Box Elder County history has as yet overshadowed the driving of the famous Golden Spike at Promontory on May 10, 1869. The ceremony symbolized the joining together of our

nation from sea to sea.

Although there were no major railroad support facilities in the county, Corinne became a vital transshipment point for traffic north into Idaho and the Montana mines. It later developed into the junction for the Utah & Northern Railroad which extended to Butte in 1883. For a time in the early 1870's, sacked silver ore was hauled from Montana through Utah and on to San Francisco for shipment to smelters at Swansea, Wales. Returning wagons were loaded with salt from the Lake, which was used for salt-roasting lower grade ores nearer the mines.

Unfortunately, the original grade of the Central Pacific around the Great Salt Lake (see map) served no markets to justify its circuitous route. This situation was eventually corrected by extending a straight line east from Lucin across the salt flats, and a 12-mile long trestle to Promontory Point and on to Ogden. The Lucin Cutoff was completed March 8, 1904, and the original grade abandoned. In 1959 the trestle was replaced by parallel rock causeway, a task which ranks as one of the major construction feats of the century.

Modern Box Elder County has a diverse economy and many attractions. The lower slopes of the mountains south of Brigham City support fine fruit orchards along what has become known as the "fruitway." Further out on the reclaimed shores of the Lake, the Bear River Delta is an area of diversified farming. Grass lands to the west support cattle and sheep. Mining had little impact in the development of the county. The mines at Vipont were more associated with Idaho than Utah. Salt, however is "mined" from the Lake in evaporation ponds.

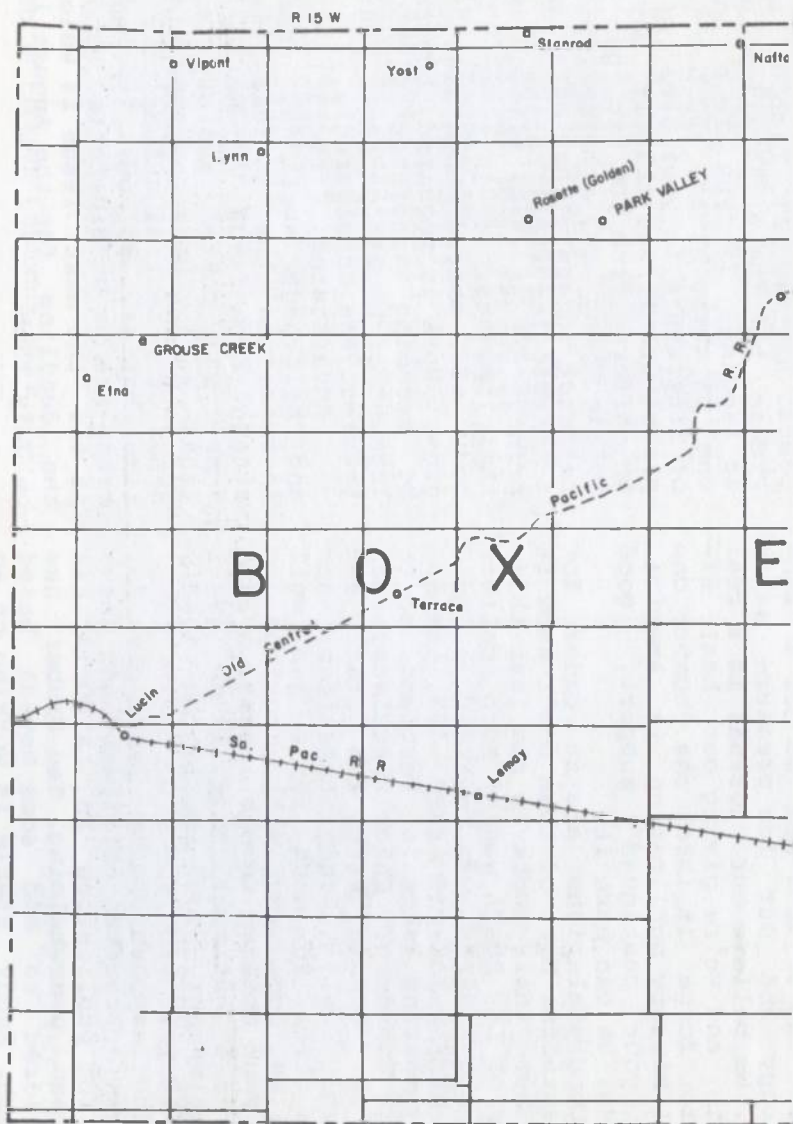
The numerous cultural and tourist attractions of Box Elder County include: the Intermountain (Indian) School, the Golden Spike National Historic Monument, and the Bear River National Migratory Bird Refuge, to name a few. The Tabernacle in Brigham City is an outstanding example of early Mormon architecture. Not least are the graves of Lorenzo Snow, archetype Mormon patriarch and Fifth President of the LDS Church, and eight of his wives in the Brigham City cemetery.

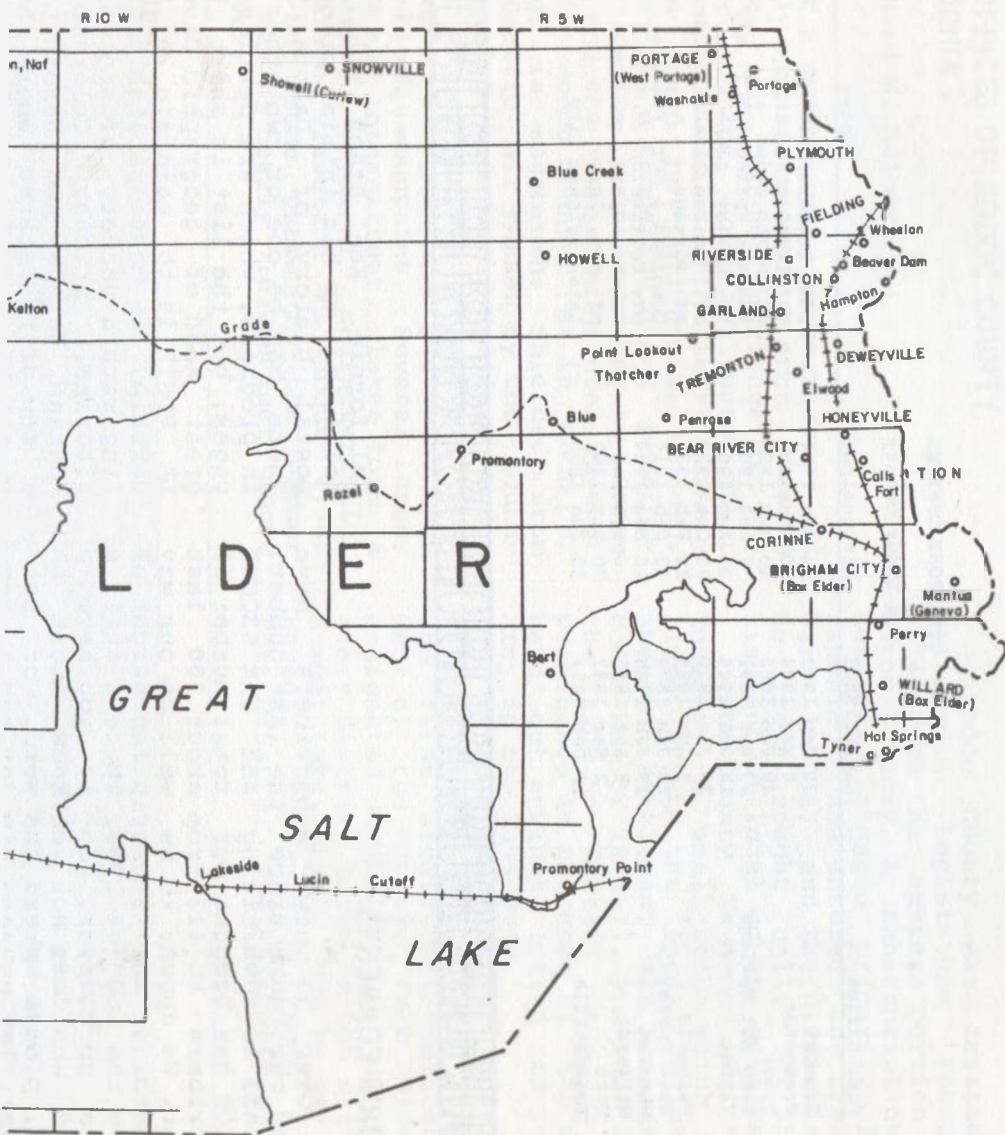
A total of 69 post offices are reported to have been authorized in Box Elder County. This list includes one office -- London -- which is believed never to have operated, and 11 name changes. Recent USPS lists indicate that 17 offices are still in service.

UTAH POST OFFICES

Box Elder County

Post Office	Established	Discontinued	Notes
Bear River	2 Sep 1868	15 Jun 1869	
Bear River City	20 Apr 1871	Operating	
Beaver Dam	16 Jun 1910	15 Jan 1913	MT: Collinston
Bert	12 Aug 1915	15 Feb 1935	MT: Promontory
Blue	4 Aug 1880	31 Jan 1883	MT: Promontory
	17 Sep 1884	29 Aug 1887	MT: Promontory
Blue Creek	20 Jan 1915	31 Aug 1942	MT: Tremonton
Box Elder	20 Jan 1853	5 Apr 1859	NCT: Willard
Box Elder	9 Mar 1883	4 Dec 1895	Was Brigham City; NCT: Brigham
Brigham	4 Dec 1895	1 Aug 1950	Was Box Elder; NCT: Brigham City
Brigham City	22 Jul 1856	9 Mar 1883	NCT: Box Elder
	1 Aug 1950	Operating	Was Brigham
Calls Fort	7 Mar 1873	29 Aug 1887	MT: Box Elder
Collinston	28 Feb 1881	Operating	Conv. to RB Brigham City on 4 Dec 1964
Corinne	14 Apr 1869	Operating	
Curlew	15 Jun 1897	8 Feb 1910	NCT: Showell
Deweyville	29 Sep 1873	29 Aug 1887	
	4 Apr 1888	Operating	Conv. to CPO of Brigham City on 6 Dec 1975
Elwood	14 Aug 1901	29 Nov 1902	MT: Deweyville
Etna	4 Oct 1904	15 Feb 1941	MT: Lucin
Fielding	18 Oct 1892	Operating	
Garland	11 Jun 1895	Operating	
Geneva	13 Jun 1892	2 Jan 1924	NCT: Mantua
Golden	18 Jul 1901	30 Sep 1903	MT: Rosette
	22 Jul 1904	15 Nov 1909	NCT: Rosette
Golden	4 Jan 1910	31 Jul 1913	MT: Rosette
Grouse Creek	11 Apr 1877	7 Sep 1877	
	30 Dec 1878	Operating	
Hampton	20 Nov 1872	9 Nov 1874	
Honeyville	1 May 1877	29 Feb 1904	MT: Brigham
	9 Jun 1915	Operating	
Hot Springs	6 Oct 1890	23 Apr 1891	NCT: Utah Hot Springs
	7 Aug 1907	31 Jan 1910	Was Utah Hot Springs; MT: Ogden
Howell	16 Dec 1910	15 Nov 1928	MT: Tremonton
	17 Dec 1928	Operating	
Hyland	4 Jan 1910	30 Jun 1911	MT: Rosette
Kelton	16 Dec 1869	14 Nov 1942	MT: Snowville
Kosmo	5 Feb 1919	15 Jun 1922	MT: Kelton
Lakeside	25 Mar 1910	25 Mar 1943	MT: Ogden
Lemay	27 Mar 1920	30 Jun 1932	MT: Lucin
	25 Jul 1934	31 Jan 1936	MT: Lucin
Little Valley Rur. Br.	1 Jun 1956	31 Jul 1959	Of Ogden
London	21 Dec 1894	No date	No papers
Lucin	27 Jan 1905	28 Aug 1959	
Lynn	12 Jun 1903	31 Aug 1951	MT: Almo, Idaho
Mantua	30 Jul 1877	27 Apr 1882	MT: Brigham City
	2 Jan 1924	31 Oct 1949	Was Geneva; MT: Brigham
Naf	28 Feb 1911	15 May 1915	PO moved to Naf, Idaho
Nafton	4 Jan 1917	30 Nov 1918	MT: Naf, Idaho
Park Valley	12 Sep 1879	30 Aug 1887	MT: Rosette
	7 Dec 1887	Operating	
Penrose	11 Aug 1900	15 Jun 1909	MT: Tremonton
Perry	1 Apr 1898	30 Apr 1906	MT: Brigham
Peters	5 Oct 1881	23 Feb 1882	MT: Brigham City
Plymouth	18 Jun 1875	13 Nov 1885	MT: Collinston
	8 Oct 1888	Operating	
Point Lookout	27 Mar 1879	10 Mar 1881	
	2 Dec 1896	15 Jun 1909	MT: Tremonton
Portage	18 Dec 1867	Operating	Moved to West Portage
Promontory	29 Jan 1877	18 Jun 1877	
	26 Nov 1877	14 Oct 1880	
	14 Mar 1881	27 Jul 1881	
	5 May 1884	10 Apr 1886	No papers
	14 Apr 1886	30 Apr 1940	MT: Corinne
Promontory Point	16 Apr 1906	31 Dec 1930	MT: Ogden
Riverside	5 Dec 1895	Operating	
Rosette	1 Feb 1886	30 Nov 1907	MT: Park Valley
Roweville	4 Jun 1894	30 Jun 1896	MT: Garland
Rozel	21 Jul 1916	30 Sep 1919	MT: Promontory
Showell	8 Feb 1910	31 Jul 1915	Was Curlew; MT: Snowville
Snowville	18 Dec 1877	Operating	
Stanrod	30 Jun 1909		Moved from Cassia Co., Idaho
		15 Aug 1914	MT: Naf
Terrace	28 Feb 1872	15 Jun 1914	MT: Tecoma, Nevada
Thatcher	18 Sep 1896	15 Jun 1909	MT: Tremonton





UTAH POST OFFICES

Box Elder County

Post Office	Established	Discontinued	Notes
Tremont	30 Sep 1903	4 May 1904	NCT: Tremonton
Tremonton	4 May 1904	Operating	Was Tremont
Tyner	20 Feb 1880	13 Aug 1890	MT: North Ogden
Utah Hot Springs	23 Apr 1891	7 Aug 1907	Was Hot Springs; NCT: Hot Springs
Vipont	12 Jul 1900	31 Aug 1905	MT: Oakley, Idaho
	24 Jun 1920	22 Oct 1922	MT: Moulton, Idaho
Washakie	7 Apr 1884	28 Feb 1931	MT: Portage
West Portage	25 Jun 1879	13 Feb 1914	Combined & NCT: Portage
Wheelon	17 Feb 1926	15 Aug 1927	MT: Collinston
Willard	5 Apr 1859	Operating	Was Box Elder
Yost	2 Mar 1887	30 Nov 1968	MT: Naf, Idaho
Youngsville	13 Dec 1853	30 Jun 1855	Later Brigham City

EDITOR'S COMMENTS

Over 50 new subscribers have joined our ranks since the last number! Response to advertising and THE SECOND SECTION has brought our total number of subscribers to 413 from about 200 last summer. We appear to be well on our way of reaching the subscription target of 500 by the end of 1983. There's still a way to go however, so, if you have a friend who does not yet know about LA POSTA, please spread the word, or better yet, let us send him or her a sample copy and our low pressure sales pitch. We believe our journal is a real bargain, and we're giving our best effort to forge it into the number one postal history publication in America. With your continued support, good friends, we can make it.

Congratulations are in order for our authors. Most of them don't know it yet, but their work in the last three issues of LA POSTA was of such caliber that the journal was awarded a gold medal at PAN PACIFIC EXPO '83, the APS Spring meeting show in Portland. So to you Tim Boardman, Chuck Whittlesey, Dan Meschter, Dennis Pack, Ken Stach and Charles Towle; congratulations and thanks ever so much for a job well done. We hope you will continue to share your talents in our pages. A gold medal in a national show is no small accomplishment. You should be justly proud of your labors.

The response to my last plea for articles, stories, listings and news items for publication in LA POSTA has not been overwhelming. Ted Gruber has volunteered to add some Nevada based research. Randy Stehle is working on an article dealing with Imperial County,

California. Ken Stach will soon be following up his initial piece on the postal history of Dakota Territory. There may be one or two other projects in progress, which are destined for our pages, but the list is short. We are in great need of geographic diversity. If LA POSTA is to maintain a broad readership, we must publish articles dealing with a variety of states and territories. Arizona, Colorado, Idaho, Montana, Nevada and Washington are but a few of the states where interest in postal history is high or on the increase, but the publication of research is lagging. If you are a collector of one of these areas, and decry the lack of literature in your area of interest, please understand that it may well take an effort from YOU to get the ball rolling and get others involved. Experience suggests that once research on a particular state begins to appear in print, others join in and contribute their talents. It is in this way that a body of shared knowledge begins to grow. Work is required, but the rewards of becoming associated with the development of knowledge about your area of interest are considerable.

Advertising, including one-page and half-page auctions, continues to increase as the current issues will attest. Each issue is being mailed to some 600 postal history enthusiasts (400+ subscribers and approximately 200 names of potential subscribers on a one time basis), so our low advertising rates are a considerable bargain. Your ad for the next issue is welcomed, and the deadline for the August issue will be July 15th.

Richard W. Helbock, Editor

POST OFFICES OF MODOC COUNTY, CALIFORNIA

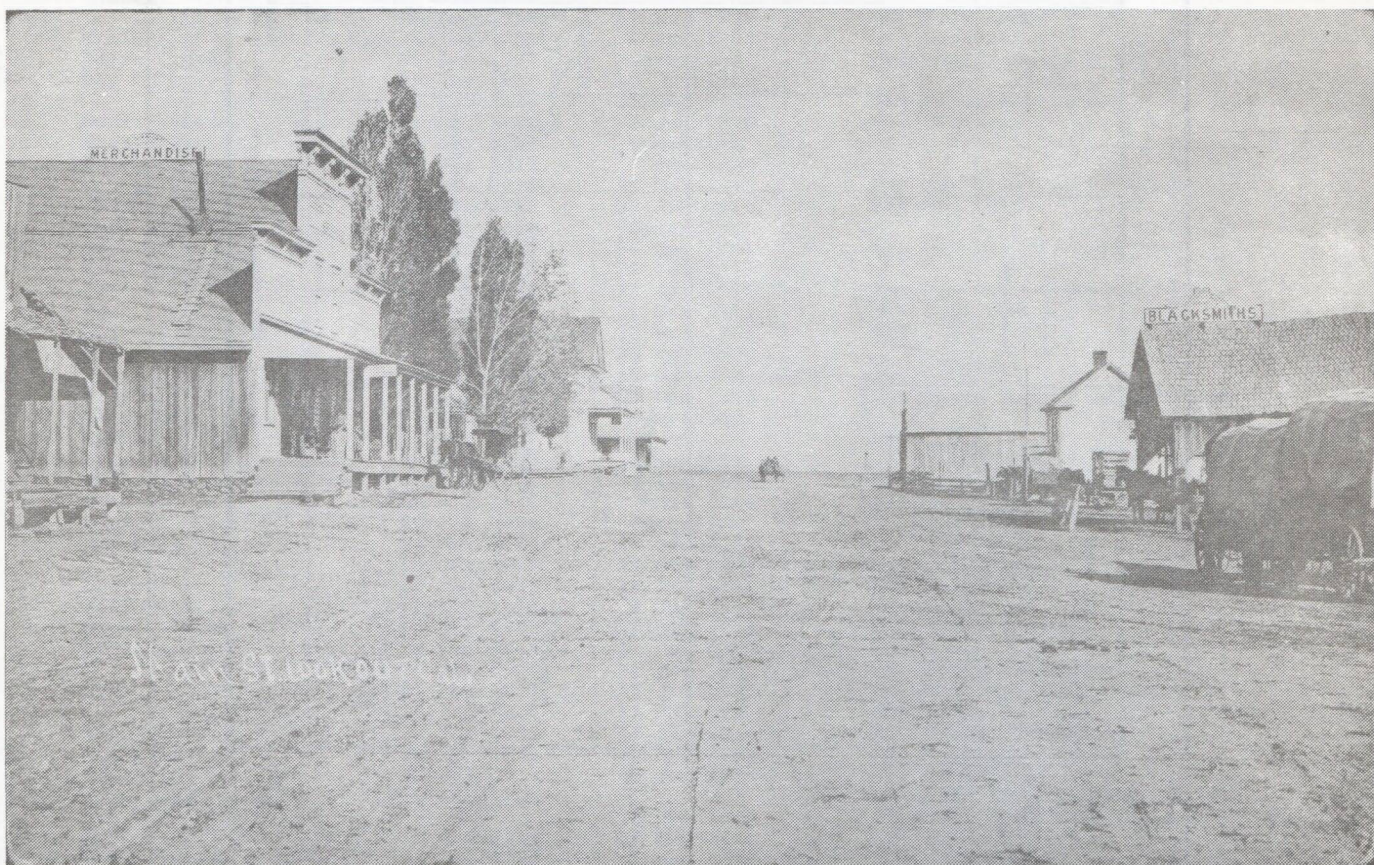
By Richard W. Helbock

If a person was mysteriously and suddenly transported to a spot outside Alturas, and had no knowledge of his actual location, a logical guess might be Wyoming. One of the least likely guesses would be California. Indeed, Alturas has a temperature and precipitation regime quite similar to Cheyenne, and the dominant natural vegetation in Modoc County, as in much of Wyoming, is sagebrush. Shielded from moist Pacific air masses by the Southern Cascades and Sierra Nevadas, Modoc County is an arid, relatively flat landscape of valleys, plateaus and fault block mountains. Several large, shallow and intermittent, lakes form a distinctive physical characteristic. The average elevation is about 4,500 feet, but some peaks in the Warner Range reach nearly 10,000 feet above sea level.

Modoc County was created by the California Legislature February 17, 1874, from the eastern portion of Siskiyou County. A substantial number of settlers, engaged primarily in cattle ranching, had entered the area by the early 1870's, and the difficult journey to Yreka brought calls for the establishment of local county government.

The county is named for the Modoc Indians, a small tribe which formerly lived around the lakes. Resistance to American settlement was manifest in the Modoc War of 1872-73, and the leader of the tribe -- Captain Jack -- achieved prominence in the news of the day as he held out against forces of the U.S. Army in the lava beds.

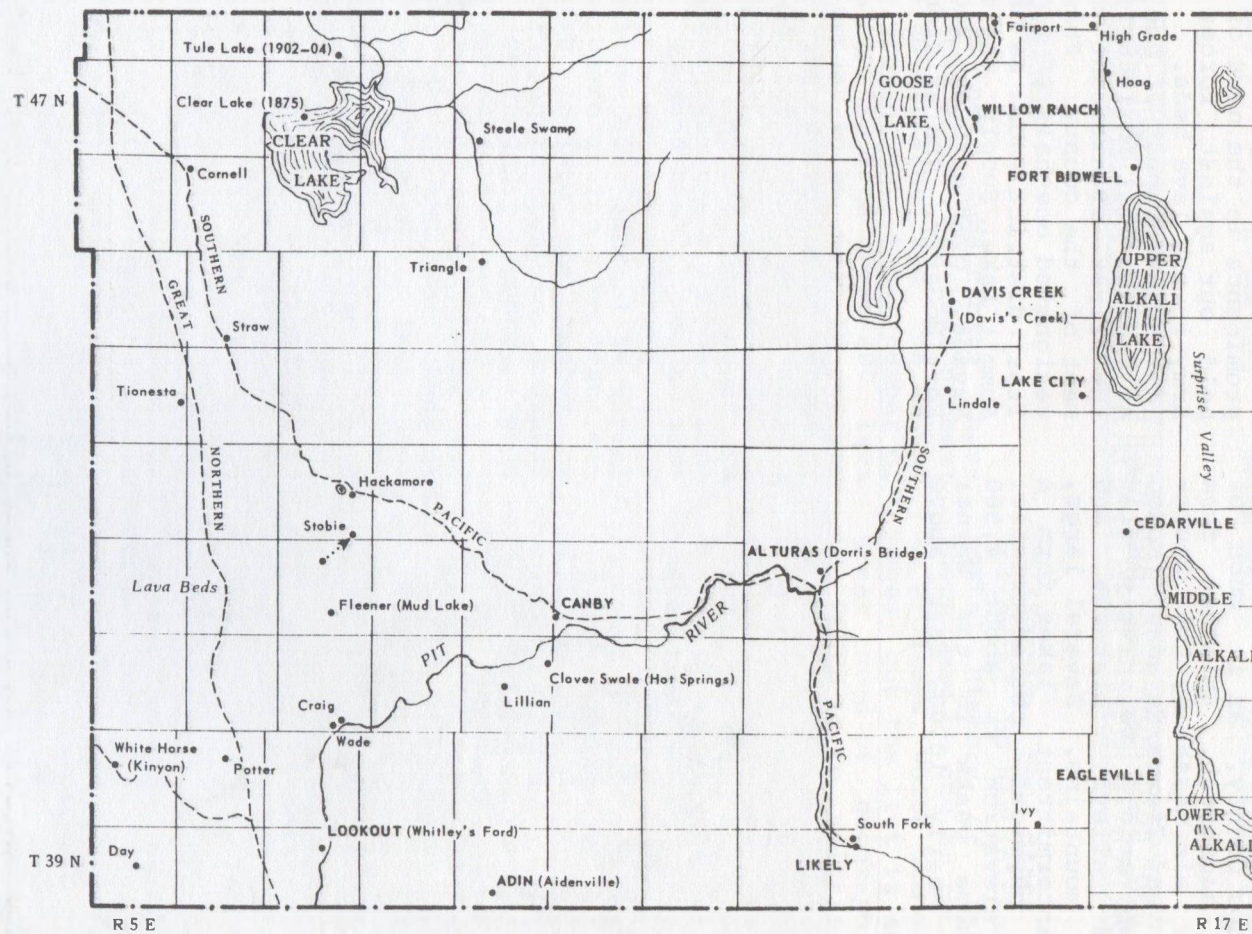
Establishment of the Cavalry post at Fort Bidwell in 1866 led directly to the first significant American settlement of the county. Fort Bidwell was designated one-half of a two fort military district known as the District of Summit Lake. Supply was by way of Reno, Nevada, over a rough wagon road from Fort McGarry. The existence of the fort



Mainstreet of Lookout, California, circa 1910.

(JOHN WILLIAMS COLLECTION)

MODOC COUNTY



brought about a small rush of settlers to the Surprise Valley, and post offices were authorized for Fort Bidwell, Eagleville and Lake City in 1868. Cedarville was granted a post office in 1869. These four villages, never reached by a railroad, have all managed to survive through the years as market centers for the surrounding livestock ranches.

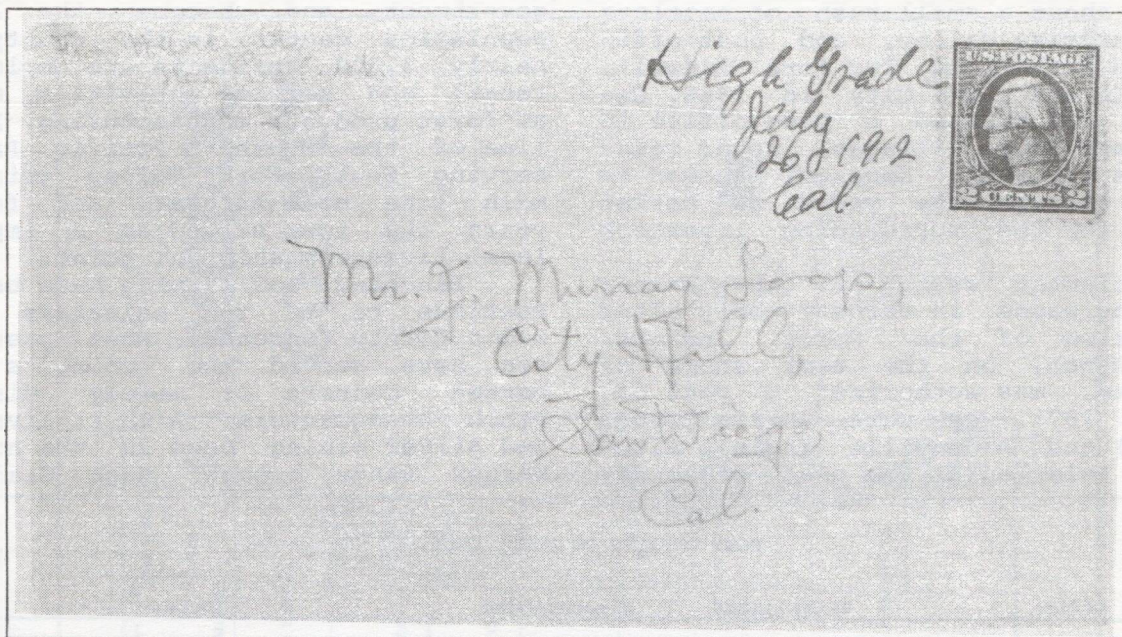
Settlement west of the Warner Range progressed in earnest only after pacification of the Modoc Indians. Willow Ranch, on the east shore of Goose Lake, was authorized a post office in 1871, as were Dorris Bridge (Alturas) and Aidenville (Adin). Alturas was selected as the seat of county

government, and became the largest population center in the county. Its nearly 3,000 residents are employed in retail and service activities, as well as forst products manufacturing. A spur line of the Southern Pacific Railroad serving South Fork Valley joins the main line near Alturas, and for many years the town served as an important local livestock shipment point.

Ranching and farming have been and continue to be the mainstays of the Modoc County enconomy. Most post offices have served the county's small market centers or merely disperced ranch headquarters. A short-lived gold and silver mining boom in the northern Warner Range brought High Grade and

POST OFFICES OF MODOC COUNTY

Post Office	Established	Discontinued	Notes
Adin	11 Dec 1876	Operating	Was Aidenville
Aidenville	13 Apr 1871	11 Dec 1876	NCT: Adin
Alturas	6 Jun 1876	Operating	Was Dorris Bridge
Canby	10 Aug 1874	Operating	
Cedarville	22 Dec 1869	Operating	
Clear Lake	17 Oct 1875	10 Nov 1886	
	5 Jan 1887	9 Aug 1893	PO moved 3/4 mile north into Klamath Coounty, Oregon
Clover Swale	30 Mar 1876	27 Feb 1878	Was Hot Springs; MT: Adin
Cornell	26 Jan 1884	20 Oct 1890	
	23 Dec 1890	31 Dec 1904	MT: Tule Lake
Craig	8 Jun 1886	31 Jul 1903	MT: Lookout
Davis Creek	26 Sep 1877	Operating	Originally Davis's Creek
Day	29 Jun 1888	15 Oct 1925	
	22 Sep 1926	31 Aug 1953	MT: Pittville
Dorris Bridge	1 Dec 1871	6 Jun 1876	NCT: Alturas
Eagleville	10 Jul 1868	Operating	
Fairport	29 Jul 1912	Jun 1924	
	1 Nov 1924	29 Feb 1932	MT: New Pine Creek, Oregon
Fleener	28 Feb 1889	30 Jun 1893	Was Mud Lake
Fort Bidwell	14 Apr 1868	Operating	
Hackamore	2 Jun 1903	31 Dec 1904	Was Stobie; MT: Lookout
High Grade	21 May 1912	31 Jul 1913	
	23 Apr 1914	31 Mar 1916	MT: New Pine Creek, Oregon
Hoag	4 Feb 1909	31 Jan 1911	MT: Fort Bidwell
Hot Springs	28 Dec 1871	30 Mar 1876	NCT: Clover Swale
Ivy	11 Dec 1899	30 Oct 1920	
	1 Jun 1921	31 Jan 1922	MT: Likely
Kinyon	1 Aug 1952	23 Oct 1964	Was White Horse; MT: McCloud
Lake City	26 Aug 1868	Operating	
Lapway	12 Oct 1914	---	Rescinded
Likely	13 Apr 1886	Operating	
Lillian	9 Jun 1881	2 Aug 1882	MT: Canby
Lindale	26 May 1876	27 Mar 1884	MT: Davis Creek
Lookout	20 Feb 1880	Operating	
Mud Lake	9 Jul 1886	20 Dec 1888	
	14 Jan 1889	28 Feb 1889	NCT: Fleener
Potter	27 Jul 1889	15 Jul 1896	MT: Lookout
South Fork	4 Oct 1878	3 Jul 1882	MT: Alturas
Steele Swamp	19 Jun 1888	29 Dec 1894	NCT: Steeleswamp
Steeleswamp	29 Dec 1894	31 Oct 1912	
	24 Jan 1916	30 Nov 1926	MT: Malin, Oregon
Stobie	21 Aug 1897	2 Jun 1903	PO moved & NCT: Hackamore
	19 Jan 1910	31 Jan 1912	MT: Lookout
Straw	6 Jun 1902	14 Jan 1928	MT: Malin, Oregon
Tionesta	18 Apr 1939	30 Nov 1955	MT: Tulelake
Triangle	17 Jul 1912	15 Jan 1919	MT: Alturas
Tule Lake	8 Aug 1902		PO moved from Klamath Co., OR
			PO moved back to Klamath Co., OR
Wade	21 Oct 1880	10 Feb 1881	MT: Lookout
White Horse	24 Jan 1930	1 Aug 1952	NCT: Kinyon
Whitley's Ford	24 Aug 1874	22 Jun 1875	MT: Aidenville
Willow Ranch	3 Jul 1871	4 Dec 1882	
	24 Jan 1883	Operating	Also used 1 word form for name



Envelope with Manuscript postmark of High Grade, California, Jul. 26, 1912.
(Courtesy of John Williams)

Hoag post offices into existence during the years before World War I, but their lives were short. Exploitation of forest resources increased during the late 1930's, giving life to places such as Tionesta and White Horse, but there too operations have ceased.

The steady population decline which has characterized the settlements of Modoc County in recent decades seems destined to continue. Situated far from major metropolitan centers and well off the primary interurban highways, the natural beauty of the Warner Range and solitude of Pit River country appear insufficient to attract either tourists or new settlers in substantial numbers.

COLLECTING MODOC COUNTY POSTMARKS

A total of 42 names appear on the list of post offices which have been authorized for the country now organized as Modoc County. This list includes six name changes and one office -- Lapway -- whose authorization was rescinded before it could function. There are presently 11 post offices in operation, which leaves 30 discontinued post offices and obsolete names needed to complete a collection of Modoc County postmarks.

These 30 discontinued offices and obsolete names may be grouped into the same five difficulty groups introduced in the discussion of Siskiyou County

postmarks (LA POSTA 14/2, p. 7) with the following result:

GROUP I
DAY
KINYON
TIONESTA
WHITE HORSE

GROUP II
FAIRPORT
IVY
STEELE SWAMP
STRAW

GROUP III
CRAIG
STEELESWAMP
STOBIE
TRIANGLE

GROUP IV
AIDENVILLE
CLEAR LAKE
CORNELL
DORRIS BRIDGE
FLEENER
HACKAMORE
HIGH GRADE
HOAG
LINDALE
POTTER
SOUTH FORK
TULE LAKE

GROUP V
CLOVER SWALE
HOT SPRINGS
LILLIAN
MUD LAKE
WADE
WHITLEY'S FORD

The four Group I offices have all closed since World War II, and it should be reasonably easy to locate examples of their postmarks. The four in Group II closed between World War I and II, and, while their postmarks are apt to prove more elusive, they should be available with some seeking, particularly on picture post cards. The Group III offices are likely to present a somewhat greater challenge. These post offices all operated in the post card era, but for a restricted period.

They are bound to be elusive.

Group IV contains 12 names. It is the core of a Modoc County town collection, and contains a dozen very challenging post offices from which examples may be found only after considerable search. The six remaining names in Group V represent the most difficult Modoc County offices from which postmarks might be found. It is highly probable that examples of postmarks from most of these offices will be missing from even the most advanced collection.

The task of building a representative collection of Modoc County postmarks will not be easy. Many of the post offices were very low volume facilities, and several operated for only a few years. It should be possible to acquire 20 to 25 different post offices, including the operating offices, with a moderate amount of searching and financial outlay, but to increase the number of "towns" beyond that point is likely to require some good fortune as well as effort. Good hunting!

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ALASKA

1. CATALIA, 1906, EX. Doane ties 1-cent on p/c (Wash D.C. mach. cancel also ties-ask for xerox). Very scarce (04-07) E \$75.
2. NOME, 1907, VF Dup. (H 7) on ppc E \$15.
3. SITKA, 1904, F CDS w/cork killer ties Livingston comm. on p/c of Haines (Halbock-14) E \$30.
4. SKAGWAY, 1909, F-VF Dup ties 1-cent on ppc of pack train, E \$12.

CALIFORNIA

5. AMEDEE, 1907, F-VF Doane ties Jamestown (Lassen) (1890-1924) E \$15.
6. ARCHISON, 1908, F 4-bar on ppc (Con. Cos.-1903-12) E \$15.
7. BERENDO, 1908, VF violet 4/b on ppc (Madera-disc. 1935) E \$10.
8. BETHANY, 1908, Ex. Doane as rec. mk. on ppc (San Joaquin-79-40) E \$8.
9. DENVERTON, 1908, EX Doane on ppc as rec. mk. (Solano-disc. 1911) E \$10.
10. ELDER, 1911, F 4-bar on ppc (Humboldt-1893-1913) E \$15.
11. FOREST, 1909, F 4-bar on ppc addr. to Chipp's Flat (Sierra-Disc. '47) E \$8.
12. GELATT, 1928, FINE 4-bar on ppc (Nevada 1923-35) E \$15.
13. GERMANTOWN, 1908, F Dup on ppc (Glenn, 1877-1918) E \$10.
14. INWOOD, 1907, VG-F CDS on ppc (Shasta, 1887-1947) E \$7.
15. KENNY, 1908, F 4-bar on ppc (Hondo, disc. 1924) E \$18.
16. LUNDY, 1889, VG CDS on cover, Bodie S/S, (MONO 1880-1914) E \$30.
17. VISTA GRANDE, 1909, F 4-bar on ppc (San Mateo, 1908-1913) E \$18.
18. WALSH STATION, 1912, VG 4-bar on ppc (Sacto, 1876-1917) E \$8.
19. WILBUR SPRINGS, 1923, F-VF 4-bar on ppc, real photo of same (Col 09-45) E \$10.

INDIAN TERRITORY

20. SAPULPA, 1907, VF rec. mk. on ppc E \$15.

KANSAS

21. DUQUOIN, 1914, VF 4-bar on ppc E \$3.
22. GRAND SUMMIT, 1909, F Doane on ppc (82-33) E \$7.
23. LOCO, 1907, F-VF Doane on ppc (01-10) E \$10.
24. BEVERDALE, 1908, F 4-bar on ppc E \$3.
25. TAW, 1910, F 4-bar on ppc, no stamp (86-13) E \$7.

NORTH DAKOTA

26. HANKS, 1911, VF 4-bar on ppc sl. stain E \$3.
27. LEAL, 1925, Bold, stuttered 4-bar on ppc E \$6.
28. OAKDALE, 1908, lt. but F 4-bar on ppc E \$3.

OKLAHOMA

29. BERLIN, 1909, F 4-bar on ppc E \$7.
30. CARTHAGE, 1911, VF 4-bar 1 in kill E \$7.
31. GIBSON STATION, 1909, VF 4-bar on ppc E \$7.
32. GOODWIN, 1909, VF 4-bar on ppc E \$7.
33. RIVERSIDE, 1912, VF 4-bar on ppc stain u/l, crease E \$5.

OREGON

34. OREGON CAVES, 1932, EX 4-bar on ppc of same, E \$6.
35. LELAND, 1917, F 4-bar on cover to Harial (Jos. disc. 1943) E \$10.
36. SITKUM, 1925, EX 4-bar on ppc (Coca, disc. 1964) E \$5.

RAILWAY POST OFFICES

37. LAZADERO & SAN FRAN, 1914, F Dup on ppc E \$10.
38. FT. WORTH & BRADY, 1906, F-VF Dup on leather pc E \$10.
39. GREEN RIVER & POC, 1920, F-VF Dup, mess from RPO empl to wife on ppc E \$18.

40. K CITY & MEMPHIS, 1916, F-VF on ppc E \$6.
41. OMAHA & OGDEN, 1910, EX str on ppc E \$6.
42. SLO & LOS OLIVOS, 1914, Ex. str. on ppc E \$15.
43. TRUCKEE & LAKE TAHOE, 1914, F str on ppc E \$8.
44. TUOLUMNE & STOCK, 1909, F Dup on ppc E \$12.
45. WILLIAMS & LOS ANG, 1907, F-VF on ppc, E \$4.
46. WILLISTON & SPOK, 1923, F str on ppc E \$8.

SOUTH DAKOTA

47. COLE, 1910, VF 4-bar on ppc (09-37) E \$10.
48. VAN METRE, 1920, F-VF 4-bar on ppc E \$8.

WASHINGTON

49. ELECTRON, 1909, leg. Doane on ppc (1903-42) E \$5.
50. EUREKA, 1909, F-VF 4-bar on ppc E \$8 (1900 pop: 24.)
51. NAHCUTTA, 1909, VF 4-bar on ppc sm. cr LR E \$8.
52. PARK, 1909, F-VF 4-bar on ppc E \$8.

SHIP CANCEL

53. USS SAN DIEGO, 1916, Fine strike on real photo p/c of the ship's baseball team. E \$15.

All lots sold at slight advance over 2nd high bid. Min. bid, \$2. Buyer to pay mailing cost (1st class under \$50; insured 1st over \$50). Will send xerox for SASE; prices realized sent to all successful bidders, and others if requested with SASE.

PLEASE BID BY JULY 31, 1983! Thank you-and thanks to all the bidders who made the first auction a success! ☺

TRIPLE S

MAIL AUCTION No.5
P.O. Box 224
URBANA, OH 43078
513-653-8094

ALASKA		est
1. cvr	CROOKED CREEK, JUL 7, 1930, VF, 4-bar	10-15
2. cvr	HOLY CROSS, JUN 21, 1930, F, 4-bar	10-15
3. cvr	HOPE, JUN 15, 1930, F, 4-bar	7
4. cvr	MOOSE PASS, DEC 2, 1929, VF, 4-bar	10-15
5. cvr	POORMAN, JUN 27, 1930, F, 4-bar	10-15
above lots philatelic with 2¢ Vincennes stamp		
6. pc	SEWARD, MAR 14, 1911, Ty 2, scarce	25-50
7. UX20	TREADWELL, FEB 8, 1909, VF, Ty 1 cds	10-25
8. cvr	USS SWALLOW/NIKOLSKI ALEUTIANS 1934	10-15
9. cvr	USS OGLALA/YOKE DOVE ALEUTIANS 1934	10-15
10. cvr	KASILOFF, DEC 9, 1940, Emergency Air Route	5-10
11. cvr	First Alaska Philatelic Exhibition 1953	40
12. cvr	Second Exhibition 1954	10-20
13. cvr	Third Exhibition 1955	10-20
PROVISIONAL CENSORS		
13. cvr	ANCHORAGE, APR 24, 1942, similar to Ty 5&6	20-40
14. cvr	Ketchikan, ANNETTE ISLAND LANDING FIELD, FEB 20, 1942, with sl "CENSORED, HQ, A.I.L.F.	40-60
15. cvr	as above- MAR 11, 1942, scarce covers	30-50
16. cvr	FT. RICHARDSON, JAN 27, 1942, unlisted	30-40
17. cvr	FT. GREELY, APR 2, 1942, Ty 1.	20-30
18. cvr	FT. GREELY, MAR 18, 1942, unlisted "P"	30-40
19. cvr	Seattle, APR 29, 1942, return address, Yakutat Landing Field, sl "CENSORED USA" Ty 2	20-36
CALIFORNIA		
20. U349	ALPINE 1898, F, cds	6-10
21. cvr	GRIZZLY FLATS, SEP 11, 1907, VF, Doane Ty2	25-35
22. U163	MILFORD/GA DOYLE/PM 1883, F, cds	25-40
23. UX18	MOORES FLAT, DEC 31, 1908, F, Doane Ty2	20-40
24. cvr	PACIFIC BEACH, OCT 6, 1905, VF, Doane Ty2	15-25
25. cvr	SANTEE, DEC 29, 1909, F, VF, Doane Ty2	10-20
26. U38	Santa Clara, TRUMAN & CO. EXPRESS imprinted envelope. Trimmed slightly at right. F	40-60
27. cvr	SMITHS RANCH, 1885, #205 to Italy, avg	40-60
28. U349	TOHLE/PLACER CO., CAL 1894, F, cds & c/c	10-20
COLORADO		
29. pc	BEULAH, 1907, F, 4-bar, view Grand Ave.	5-10
30. pc	HALFWAY, 1905, VF, Doane Ty2, Pikes Peak	7-12
31. cvr	HUGO, 1884, VF, cds & cork on #210	10-15
32. cvr	HUGO, 1885, F, pair #210.	8-12
33. pc	SEDALIA, AUG 2, 1907, F-VF, Doane Ty3	8-12
34. pc	SEDALIA, AUG 28, 1907, avg-F, Doane Ty3	5-10
35. pc	SPRINGFIELD, 1914, F, 4-bar	5-10
36. pc	TENNESSEE PASS, 1913, F, 4-bar	5-10
37. pc	UNIVERSITY PARK, MAY 7, 1908, F-VF, Doane Ty2	10-20
IDAHO		
39. pc	ARTESIAN CITY, MAY 28, 1912, avg-F, 4-bar	8-15
39. pc	ARTESIAN CITY, FEB 11, 1913, avg-F, 4-bar	8-15
40. pc	EDEN, 1912, F, 4-bar	4-7
41. UX14	GRANGEVILLE, 1899, F, cds	5-10
42. pc	IOLA, F 1908 cds, scarce	15-25
43. pc	KIMBERLY, 1909, F, 4-bar	3-6
44. pc	MINIDOKA, 1911, F, 4-bar	4-8
45. pc	MINIDOKA, JAN 2, 1917, F-VF, Doane Ty3	10-15
46. pc	POST FALLS 1908, f 4-bar	3-6
47. U385	THIN FALLS, DEC 4, 1905, VF, Doane Ty2	5-10
NEVADA		
48. pc	CARLIN 1912, F, 4-bar	4-8
49. pc	HAZEN, JUL 18, 1908, avg-F, Doane Ty3	5-10
50. pc	LAS VEGAS, OCT 9, 1907, F-VF, Doane Ty3	10-20
NEW MEXICO		
51. cvr	MOSQUERO 1917, F, 4-bar, scarce town	8-15
52. cvr	SAN MIGUEL, Ty 1 ms, OCT 8, 1885 w/ c/c	100-150
53. cvr	WAGON MOUND, 1902, VF, duplex	3-6
MONTANA		
54. UX13	ARGENTA, NOV 21, 1911, F, Doane Ty3	15-25
55. pc	BASIN, 1907, VF duplex	2-5
56. pc	BIGFOOT, 1911, view Carruth land office, "Home- stead Lands" cars in front, F	10-20

57. pc	BUTTE 1906-"TRAIN LATE/MAIL DELAYED	3-6
58. cvr	LIVINGSTON 1884, F, cds, 1¢ BN	5-10
59. pc	MAIDEN, FEB 11, 1909, avg, Doane Ty2	10-20
60. U406	MANHATTAN, 1909, F-VF, 4-bar	5-10
61. UX7	MILES CITY, 1882, avg, cds	5-10
62. cvr	TERRY 1889, avg, cds on #210	10-20
63. pc	VIRGELLE, 1914, F, 4-bar	7-12
64. UX5	VIRGINIA CITY, 1882, avg-F double circle	10-15
65. UX7	VIRGINIA CITY, 1882, F double circle cds	12-18
66. pc	WHITEPINE, 1915, VF, 4-bar	8-15
OKLAHOMA		
67. pc	CORA, 1911, F, 4-bar	4-8
68. pc	HERMOSA, 1909, avg, 4-bar	4-8
69. pc	MARAMEC, 1909, F, 4-bar	4-6
70. pc	MILLCREEK, 1909, F, 4-bar	4-8
71. pc	WANETTE, 1908, VF, 4-bar	5-10
72. pc	WAYNOKA, 1908, F-VF, 4-bar	4-8
OREGON		
73. pc	BARVIEW, 1914, VF, 4-bar.	8-12
74. pc	CLEONE, DEC 11, 1907, F-VF, Doane Ty2	10-20
75. U311	DAMASCUS, (1880's) registered w/2 #215	40-60
76. pc	DUNDEE, SEP 11, 1907, F, Doane Ty2	5-10
77. pc	GOVERNMENT CAMP, 1944, VF, 4-bar	3-6
78. pc	IRVING, APR 12, 1910, F, Doane Ty3	9-12
79. pc	KINGSTON, 1910, VF, 4-bar	10-20
80. U163	LINKVILLE, 1881, F, double circle, cds	15-30
81. UX14	SAINT JOHNS, 1899, F, cds	6-12
82. UX5	SHEDD, 1878, avg cancel	20-40

SOUTH DAKOTA		
83. pc	BATES, 1911, F, Doane Ty2	5-10
84. cvr	FARMER, AUG 8, 1904, RFD, unlisted	20-40
UTAH		
85. pc	CISCO, 1909, F, 4-bar	3-6
86. pc	GARFIELD, FEB 15, 1907, VF, Doane Ty3	10-20
87. U349	HARRISVILLE, 1893, f, cds	10-20
88. U349	HOOPER, 1893, F-VF, cds	10-20
89. pc	NEWTON, JAN 6, 1910, F, Doane Ty2	8-12
90. U82	SALT LAKE CITY (1872) avg	4-8
WASHINGTON		
91. pc	ASHFORD, DEC 4, 1906, F-VF, Doane Ty2	8-12
92. cvr	BAYCENTER, 1899, VF, cds	4-6
93. U385	BISSELL, FEB 8, 1907, F-VF Doane Ty 1	20-30
94. cvr	BLACK DIAMOND, 1896, F, cds	5-10
95. pc	CEDAR LAKE, FEB 1, 1909, VF, Doane Ty3	5-10
96. pc	LAKEVIEW, JAN 18, 1911, avg-F, Doane Ty2	8-12
97. pc	McGOWAN, MAR 27, 1908, avg-F, Doane Ty2	5-10
98. pc	OLALLA, JUN 25, 1913, F, Doane Ty3	15-25
99. cvr	ORONDO 1896, 1, 2, 4, 5¢ Bureau on registered cvr cgs, avg-F, scarce	20-40
100. UX18	WELLINGTON, JAN 31, 1910, avg-F, Doane Ty2	20-30
101. pc	WOODLAND, APR 27, 1909, VF, Doane Ty2	10-15
102. pc	SEATTLE & SEATTLE/RPO, 1912, F, duplex	20-40

WYOMING		
103. pc	FOSSIL, 1910, VF, 4-bar	4-8
104. pc	GILLETTE, JUL 15, 1909, avg-F, Doane Ty2	5-10
105. pc	LUTHER, AUG 20, 1908, VF, 4-bar, Top of "TH" off card. town view.	40-60
106. pc	MANVILLE, 1917, F, 4-bar	3-6
107. pc	SUNDANCE, 1908, avg-F, 4-bar, town view	3-6
108. pc	TORRINGTON, JUN 17, 1908, F, Doane Ty2.	5-10
109. UX18	WORLD, JUL 25, 1908, F, Doane Ty3	15-25
LOTS SOLD AT SLIGHT ADVANCE OVER 2nd HURON BID. minimum Bid-\$2.00. Buyers pay mailing cost, first class and/or certified.		

Closing date; JULY 18 8PM EST

THE POST OFFICES OF SOUTHEASTERN ALASKA

By Richard W. Helbock

(Continued from LA POSTA, 14/2)

LAKE BAY

Estab. 23 Jun 1911. Dis. 15 Jun 1921.
MT: Token.

Lake Bay post office served a fishing village on a creek of the same name on the northeast coast of Prince of Wales Island. The village was described as being only seasonally inhabited in an 1890 Census report. Hiram D. Campbell, 1st PM.

LORING

Estab. 20 Sep 1885. Dis. 31 Mar 1936.
MT: Ketchikan.

Located on the west coast of Revillagigedo Island, near the head of Naha Bay, about 25 miles north of Ketchikan. A major salmon cannery was built here in 1888 by the Alaska Salmon and Fur Company, and until the plant was closed in 1931, the community was a busy place in summer months. During the 8-month fishing season, the population ran at about 200, but during the winter months declined to only half a dozen. Depletion of the local salmon run forced closing of the cannery, and today Loring remains with only a few residences occupied. Emilio Torello, 1st PM.

MARY ISLAND

Estab. 1 Mar 1892. Dis. 14 Jul 1900.
MT: Ketchikan.

Site of the U.S. Customs Office from 1878 to 1900. Located on the northeast coast of 5-mile long Mary Island in Revillagigedo Channel, 25 miles southeast of Ketchikan. Removal of the Customs Office diminished the importance of the place significantly, although a U.S. Lighthouse was maintained at the site and was staffed until relatively recent times. James D. Smith, 1st PM.

METLAKATLA

Estab. 20 Apr 1888 as METLAKAHTLA. Dis. 2 Aug 1889. MT: Loring. Re-estab. 11 Nov 1896. Spelling changed to Metlakatla: 20 Apr 1904.

Located on the west coast of Annette Island, 15 miles south of Ketchikan,

this post office serves a Tsimshian Indian community of some 800. The town was established in 1887 under the direction of Rev. William Duncan, who moved here with most of his parishers from Old Metlakatla in British Columbia. Duncan, who served as 1st PM, ran into difficulty with his superiors over conduct of his work, and, after nearly 30 years in British Columbia, simply relocated to Alaska.

MEYERS CHUCK

Estab. 1 Oct 1965 as a Rural Branch of Ketchikan. Was MYERS CHUCK Rural Branch.

Serves a fishing village of about 30 residents on Clarence Strait, at the southwest end of Cleveland Peninsula, about 50 miles northwest of Ketchikan. "Chuck" is a Chinook jargon word for "water", and often refers to a salt lake which fills at high tide. Meyer was reportedly an early prospector in the area.

MITKOF

Estab. 11 Jan 1910. Dis. 31 Aug 1914.
MT: Wrangell.

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MOUNT EDGE CUMBE

Estab. 1 Sep 1947. Converted to Classified Branch of Sitka: 1 Dec 1959.

Serves a former U.S. Navy center adjacent to Sitka, which was converted to a boarding school and hospital for Alaskan natives following World War II. The vocational school has had an enrollment of some 650 students, and the hospital provides a 400-bed tuberculosis sanatorium and a 100-bed orthopedic facility. Ruth L. Nelson, 1st PM.

MYERS CHUCK

Estab. 1 Nov 1961 as Rural Branch of Ketchikan. Named changed to MEYERS CHUCK: 1 Oct 1965.

See Meyers Chuck for details.

NEW METLAKAHTLA

Estab. 30 Jul 1892. Dis. 22 Jun 1895. No papers.

This post office was authorized to serve Rev. Duncan's transplanted village on Annette Island. The fact that the office does not appear in the 1893 OFFICIAL REGISTER, and was closed with "no papers" suggests that this post office existed only on paper. James F. McKee, 1st and only PM.

NIBLACK

Estab. 9 Sep 1901. Dis. 15 Jun 1909. MT: Ketchikan.

Served a copper mining camp on the southeast coast of Prince of Wales Island. The camp was named for the anchorage, which was in turn named in 1885 for Ensign Albert Niblack, a member of the U.S. Navy's expedition commanded by Lt. Cmdr. R. C. Clover. Mertie Hart, 1st PM.

PUBLIC AUCTIONS

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%.

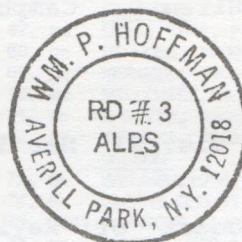
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Richard W. Helbock Mail Auction No. 5

P.O. BOX 135, LAKE OSWEGO, OR 97034

(503) 246-5246

ALASKA

1. DUTTON, 1907, VF Doane as rcv mark on picture side of PPC. Unlisted, rare (1905-09). Est. \$75-100.
2. FAIRBANKS/SCOTTY BR., F-VF 1944 on cml. cvr. Very scarce 2 1/2 month branch. Est. \$50.00
3. FORT RICHARDSON, 1941, VF Ty 1 on FDC. Est. \$8.
4. FORT YUKON, 1921, VF Ty2 on real photo PPC of Haly's Roadhouse. Early for PO. Est. \$30.00
5. KASAAN, 1905, VF cds Ty1 on U385 open a bit rough at rt. just touching stamp. Nice item. Est. \$75.
6. LATOUCHE, 1908, VF Doane Ty1 (earliest) on cover just a bit uneven @ rt. Scarce. Est. \$75.00
7. POINT AGASSIZ, 1941, VF Ty1 on Bus. Reply cover w/ pair of 2¢ dues tied Vancouver, WA. Est. \$45.00
8. SAINT TERESE, 1938, Exc. Ty 1 on FDC. Est. \$12.00
9. TYEE, 1920, Fine, light blue Ty1 on PPC. Est. \$25.
10. UNGA, 1900, just legible cds on reverse of cover mailed to "Apollo, Unga Island". Est. \$10.00
11. FAIRBANKS & SEWARD/R.P.O., 1949, F-VF Ty1 on cvr. w/Dept of Int./Alaska RR corner. Nice. \$15.00
12. JUNEAU, 1945, reg. cvr. w/VOTE YES FOR STATEHOOD sticker on back tied by two GP-type marks. E. \$10.

CALIFORNIA

13. ATLAS, 1908, F-VF Doane on PPC. (Napa 93-34) E. \$5.
14. CAHUENGA, 1907, VF 4-bar on PPC. (LA 04-07) E. \$25.
15. EAST PASADENA, EXC Doane on PPC. (LA 04-07) E. \$15.
16. LETCHER, 1911, VF Doane on PPC. (Fresno 86-15) E. \$10.
17. MONUMENTAL, 1910, Fine Doane on PPC. (04-11) E. \$10.
18. MARK WEST, 1906, VF cds on PPC. (Son. 65-17) E. \$15.

COLORADO

19. CLIFF, 1908, Fine Doane on PPC. ('89-23). Est. \$15.
20. GRANDLAKE, 1927, VF 4-bar on PPC. (95-38) E. \$6.
21. IOLA, 1910, Mss. RFD marking (Richow Ty 11a) unlisted. Est. \$25.00
22. VILLAGROVE, 1906, VF Doane on VF cvr. Est. \$10.00
23. SUNSHINE/Boulder Co., 1884, F toothed oval on cvr w/2¢ brown. Est. \$40.00

DAKOTA (NORTH & SOUTH)

24. BEMIS, 1910, VF violet Doane on PPC. Est. \$4.00
25. CASSELTON, 1878, about Fine cds on UX5. Est. \$8.
26. DOLAND, 1885, F-VF cds on UX5. Est. \$10.00
27. NEW ENGLAND, 1906, F Doane on leather PPC. E. \$4.

DOANE CANCELLATIONS (Non-Western) (All DPOs)

28. CLARKS CORNER/CONN., 1910, VF Ty2 on PPC. E. \$5.
29. NOBLE/IOWA, 1910, EXC Ty2 on PPC. Est. \$5.00
30. KIMBAL/KANS., 1909, F-VF Ty3 on PPC. Est. \$4.00
31. LAWRY/MAINE, 1911, VF Ty3 on PPC. Est. \$5.00
32. CHANEY/MD., 1907, F-VF Ty3 on PPC. Est. \$5.00
33. HAZEL/MINN., 1909, VF Ty2 on PPC. Est. \$5.00
34. TIBBS/MISS., 1909, EXC Ty2 on PPC. Est. \$6.00
35. BOEUF CREEK/MO., 1908, EXC Ty2 on PPC. Est. \$5.00
36. SELDEN/NEBR., 1909, VF example on scalloped Ty2 Est. \$6.00
37. BEAR ISLAND/N.H., 1904, VF Ty2 on UX18. Est. \$5.
38. UPPER REDHOOK/NY, 1905, VF Ty2 on PPC. Est. \$5.
39. FREED/PA., 1908, VF Ty2 on PPC. Est. \$5.00
40. REMLIG/TEX., 1907, VF Ty3 on PPC. (1905-26) E. \$8.
41. CANTON/W.VA., 1908, VF Ty3 on PPC. Est. \$5.00
42. MAREK/WIS., 1908, EXC Ty2 on PPC. Est. \$5.00

IDAHO

43. ARROWROCK, 1912, VF 4-bar on real photo PPC of the mine & plant. (1911-17). Est. \$30.00
44. BLACK BEAR, 1912, VF violet 4-bar on PPC. E. \$20.
45. DARLINGTON, 1912, F-VF 4-bar on PPC. (02-14) E. \$20.
46. DEWEY, 1909, VF 4-bar on PPC. (1906-11) E. \$40.00
47. TOLO, 1909, Fine, light 4-bar on PPC. (96-12) E. \$15
48. WILSON, 1908, F-VF 4-bar on PPC. (97-23) E. \$15.

All lots sold at a slight advance over 2nd highest bid. Minimum bid is \$2.00. Buyers pay mailing cost. Photo copies available for SASE. Improperly described lots returnable within 10 days. Prices realized sent to all successful bidders, and to others for a SASE.

BIDS CLOSE: July 31, 1983 (10 PM Pacific Time)

MONTANA

49. CHICO, 1909, Fine duplex on photo PPC of "The Hotel" (1874-1919). Est. \$6.00
50. COMANCHE, F-VF 1910 4-bar on PPC. (09-'42) E. \$7
51. ELSO, 1909, Fine Ty1 Doane on PPC. (91-16) E. \$15
52. ROLLINS, 1906, F-VF Doane on leather PPC. E. \$5.
53. SALESVILLE, 1910, VF Doane on PPC. (80-27) E. \$10
54. SIDNEY, 1908, VF Doane Ty3 on PPC. Est. \$4.00
55. WARLAND, 1938, F-VF Doane on PPC. (07-57) E. \$4.

NEVADA

56. HUMBOLDT HOUSE, 1907, VF cds on PPC (72-09). A 1¢ green is tied by fingerprint Miller. E. \$25
57. IMLAY, 1913, F-VF 4-bar on PPC. Est. \$4.00
58. JARBIDGE, 1913, VF 4-bar on photo PPC a mule rigged to wheelbarrow. Est. \$6.00
59. MOUND HOUSE, 1908, EXC purple 4-bar on PPC. A great example of tough PO (1877-1929). E. \$25.
60. PARADISE VALLEY, 1912, VF 4-bar on PPC. E. \$5.
61. RENO & GOLDFIELD/RPO, 1906, F-VF on PPC. E. \$20.

OREGON

62. BLODGETT, 1910, EXC Doane Ty2 on PPC. E. \$4.
63. CELILO, 1910, F-VF 4-bar on PPC. ('89-14) E. \$5.
64. CLIFF, 1909, readable Doane as rcv mark on PPC. (1906-20). Est. \$5.00
65. FIRE, 1909, VF 4-bar on PPC. (1890-1937). E. \$10.
66. HARDMAN, F-VF Doane Ty2 on PPC. Est. \$5.00
67. KINGSLEY, 1909, VF Doane on PPC. ('78-'20) E. \$10
68. PEAK, 1916, Fine 4-bar on ent. (1899-'17) E. \$15.
69. PENDLETON, 1878, Fine cds on entire. Early. Est. \$10.00
70. PILOT ROCK, 1907, VF Doane Ty2 on PPC. Est. \$4
71. SPEAKER, 1911, about Fine purple cds on PPC. (Joseph. Co. 1905-25). Est. \$6.00
72. TYGH VALLEY, 1909, F-VF Doane on PPC. Est. \$4.
73. YOUNGS, 1908, F-VF Doane on PPC. ('06-'13) E. \$10
74. ARLINGTON & CONDON/RPO, 1934, F-VF on cover w/hotel cc. Est. \$10.00
75. ONTARIO & BURNS/RPO, 1936, Fine ("RPO" not well struck) on w/crease UR thru stamp. Est. \$8.
76. PORT & TILLAMOOK, 1915, Fine on PPC. Est. \$6.

UTAH

77. BLUFF, 1908, F-VF Doane on PPC. Est. \$5.00
78. CHARLESTON, 1909, VF Doane on PPC. DPO. \$6.00
79. EDEN, 1907, VF Ty2 Doane on PPC. Est. \$5.00
80. ELSINORE, 1909, F-VF Ty2 Doane on PPC. E. \$5.
81. SALT LAKE CITY, SUGARHOUSE STATION, 1925, flag cxl, F-VF on entire. Scarce flag. E. \$10

WASHINGTON

82. ACME, 1907, F-VF Doane on PPC. Est. \$5.00
83. BAKER, 1909, VF Doane on PPC. ('92-'10) E. \$15.
84. BENSTON, 1908, VF Doane on PPC. ('92-'16) E. \$12.
85. BLOCKHOUSE, 1913, F-VF 4-bar on PPC. (74-30) Klickitat Co. Est. \$8.00
86. DOT, 1908, F-VF Doane Ty2 on PPC. (85-22) E. \$8
87. ECHO, 1910, F-VF 4-bar on PPC. ('90-'15) E. \$10.
88. GODFREY, 1908, F-VF Doane as rcv mark on PPC (Stevens Co. 1905-1912). Est. \$8.00
89. NEW WHATCOM, 1892, VF cds on UX9. (1891-1901) Est. \$8.00
90. SAINT HELEN, 1910, VF 4-bar on PPC. (93-35) E. \$8
91. SEATTLE, EXPOSITION STATION, 1909, VF on PPC of Alaska Yukon grounds. Est. \$8.00
92. SPOK & SEATTLE 25 Feb (ca. 1910)/Hugh D. Jeffers, in two purple straight lines on PPC w/1¢ green missing corner. Late RR agent marking. Est. \$12.00
93. TURK, 1910, Fine Doane Ty 2 on PPC. (1905-19) Est. \$15.00
94. WENAS, 1910, F-VF cds on PPC. (82-35) Est. \$6.

WYOMING

95. BAGGS, 1911, F-VF bright blue 4-bar on PPC w/1¢ green missing corner. Est. \$4.00
96. CLIFTON, 1908, F-VF 4-bar on PPC. (07-47) E. \$8.
97. FORT RUSSELL, 1906, EXC Doane on PPC. E. \$10.
98. HELLS HALF ACRE, 1941, F-VF 4-bar on PPC. (1940-1959). Est. \$5.00
99. HILLSDALE, 1920?, F-VF 4-bar w/WYO in st. line under date. Unusual. Est. \$5.00
100. LAVOYE, 1924, about Fine (Wyo not struck) dup. on PPC. (1923-29). Est. \$8.00
101. TORRINGTON, 1908, VF Doane on PPC. Est. \$5.00

LARGE LOT

102. Lot of 85 hotel covers, (53) illustrated, most from 1940's w/a few earlier. Most are western US. Est. \$50.00

BOOKS IN REVIEW

THE FRESNO AND SAN FRANCISCO BICYCLE MAIL OF 1894 By Lowell B. Cooper. Published by Leonard H. Hartmann, P.O. Box 36006, Louisville, KY 40233. Cloth bound, 152 pages with 100 illustrations. Available from the publisher at \$35.00 per copy postpaid.

This long-awaited and much needed study of Arthur Banta's emergency mail route, which operated during the ARU - Pullman strike of 1894 between Fresno and San Francisco, should please even the most discriminating postal historian and philatelic bibliophile. Production features high quality type setting, halftones and line drawings on 80# Wedgewood enamel paper. The Buckram binding and Smythe sewn signatures will ensure survival of the book under heavy use for many years. It is a first rate production of which both Cooper and Hartmann must be proud.

According to one knowledgeable collector of this popular specialty, this book sets the record straight on a variety of misconceptions and partial truths which had grown up about the subject over the years. Organization of the work is straight forward and covers such topics as operation of the mail route, the stamps and reprints, issued envelopes and reprints, various used covers, attempts at counterfeiting, the 1935 rerun of the route and discussion of the fate of various dies. It is a fascinating story, well illustrated and well produced.

The edition has been produced in 500 copies with an additional limited deluxe edition of 25 copies (\$300 each). Word circulating in postal history circles at San Francisco's WESTPEX was that bicycling enthusiasts have "discovered" this book, and the 500 copies may not last long. LA POSTA is pleased to recommend the Cooper book most highly, and to extend congratulations to Publisher Hartmann on a truly outstanding contribution to the literature.

ENCYCLOPEDIA OF R.F.D. CANCELS By Harold C. Richow. Published by J-B Publishing Co., 430 Ivy Avenue, Crete, Nebraska 68333. Clothbound, 281 pages, 8.5 x 11-inch format. Available from the publisher at \$25.00 each.

Author Richow has undertaken a project which is bound to excite a

whole new postal history specialty. Rural Free Delivery postmarks and cancels are familiar to most of us who pursue state specialties. We are aware of the straight line format handstamps with horizontal killer bars, the squiggles and manuscripts applied in indelible pencil by RFD carriers and the occasional unusual R.F.D. marking, which does not seem to fit any familiar design. Our knowledge, for the most part, has been limited geographically, and these limits have tended to relegate R.F.D. markings to an interesting, but not primary, specialty. With Richow's first attempt to catalogue R.F.D. markings for the entire nation in hand, all this may soon change.

The Encyclopedia begins with a brief discussion of the R.F.D. system, which would be inadequate by itself, but is essentially a review of Edith R. Doane's COUNTY SYSTEMS OF R.F.D. (J-B Pub. Co., 1977). New material begins with a discussion of the "Evaluation of Individual R.F.D. Cancels", for Richow has not been content with merely listing the various cancels but provides a value classification as well.

Illustrations of more than 300 different R.F.D. markings follow, forming an effort to classify the various types according to design. This is an important contribution in its own right.

The main body of work is given to a state by state listing of all R.F.D. cancels recorded by Richow and his associates thus far, and the book concludes with a series of halftones illustrating covers, cards and unusual related material.

This is a spectacular first effort! Certainly the catalogue will need revision as new towns and types and dates become known, but this is the kind of pioneering document which is bound to inspire people to build collections of R.F.D. cancels as a subject unto themselves. Our initial reaction to the values assigned individual cancels with which we were familiar was that they tended to be on the high side, but Richow's knowledge of the subject is certainly greater, and, even if they are a bit high at the moment, they will not remain so for long once this book begins to make its impact. LA POSTA recommends that anyone who has even casual contact with R.F.D. material acquire a copy of this book. It definitely contains information which can quickly return the price of purchase in short order.

PORTLAND AREA POSTAL HISTORY By Richard W. Helbock. Published by Raven Press, P.O. Box 135, Lake Oswego, OR 97034. Stiff paper bound, 46 pages, 8.5 x 11-inch format. Available from the publisher at \$7.50 per copy postpaid.

This monograph attempts to tell the story of the post offices which have come to be merged into the modern Portland, Oregon, Post Office. Through the generous use of maps, tables, postmark tracings and halftones, the author recounts the history of Portland's post office and those of surrounding post offices which have become neighborhoods and suburbs of the City. This is not a major work in the sense of the two books previously described. It is a monograph designed to serve as background material for a person wishing to build a Portland metropolitan postmark collection, or a reader with an interest in how the post office reflects broader historic developments.

STOCK CATALOG NUMBER EIGHT OF PHILATELIC LITERATURE By Leonard H. Hartmann, P.O. Box 36006, Louisville, KY 40233. Paper bound, 80 pages, 8.5 x 5.5 format. Available at \$2.00 postpaid from author.

It may seem unusual to review a stock catalog, but there comes a point when such documents become important postal history research tools in their own right. Hartmann's current catalog has reached that point.

Over 1,000 titles are listed for sale in Catalog 8, which contains Colonial Postal History, Early Territory, State Postal Histories (90 titles alone), Postal Rates, Postal Markings, Postal Records, Transport and many other subjects. For readers who are new to the hobby, this is one very good place to start. The literature is absolutely fundamental to building an understanding of postal history. With a stock catalog as complete as the current Hartmann catalog, one can quickly survey the extent of our published knowledge and identify the areas where knowledge remains sadly lacking. LA POSTA suggests that the Hartmann Stock Catalog is \$2 well spent.

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READER'S CORNER

Wallace R. Beardsley, P.O. Box 531,
Newark, CA 94560, writes:

I am involved in two projects -- the MPOS monograph on San Francisco street RPO's (including Hay & Oak RPO), and the West Coast water route RPO and closed pouch services. Alaska is of course part of this.

I am looking for copies of schedules of mail routes to help in this work. I am willing to pay for copies or exchange for copies of some of mine (including Adv for Alaska Mail Steamboat & Star Route Service 1938-1942). So far, I have these schedules:

DIVISION 8 - #66, 216, 266, 315, 388,
415, 441, 446, 465, 489, 490 & 512.
DIVISION 13 - #31, 43, 126, 127, 130,
132, 136, 138, 139, 140, 144, 148, 155,
163, 172, 176, 183, 184, 188 & 193.
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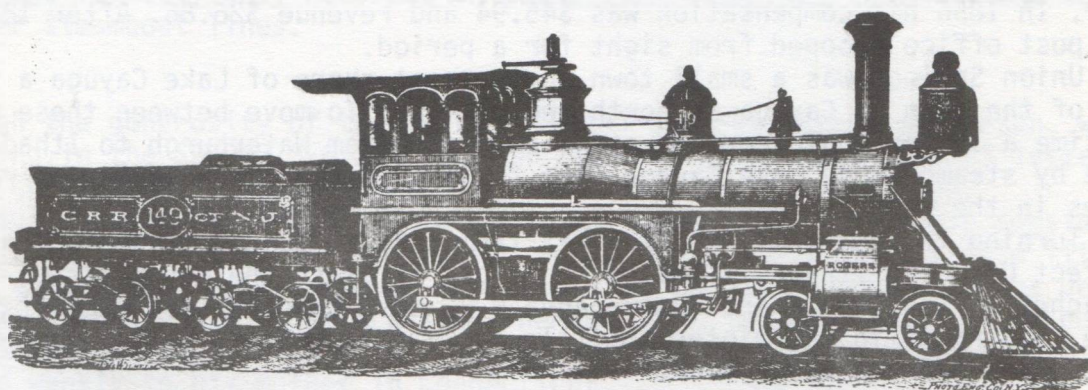
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THE SECOND SECTION

TRAIN NO.2



In railway terminology a scheduled train carrying green flags by day or green lanterns by night at head end of locomotive, signifies that another section of the same-numbered train is following, hence the SECOND SECTION.

Second sections often run on an irregular schedule and, in contrast with the regular section, carry a mixed consist and make unscheduled stops. Thus this publication, aimed at filling an existing void in the field of popular American Postal History, will run as a second section to LA POSTA and will carry a mixed postal history consist. For the initial period at least, it will feature additions to transit postal history knowledge, but as contributors are gained will operate in areas of varied Canadian and U.S. Postal History not covered elsewhere.

Each issue in the near future will carry such features as John L.Kay's "Nuggets from the Postal Archives", letters from the Western Postal History Museum's colorful Chittenden Collection, American Postal History Notes- a review of local, state and regional postal history organizations and publications, and in addition newly reported or discovered transit markings not listed in previously published U.S. TRANSIT MARKINGS CATALOG. Another regular feature will be postal transit histories of specific railway companies, or else further cataloging of postal marking groups that need extensive updating or the cataloging of types of markings previously uncataloged.

Additional power units are on standby for the SECOND SECTION and consist can be augmented or switched on any scheduled run so contributions, suggestions, reviews and reader input are always welcomed by the Editor-Dispatcher to improve operations in the future. Contact C.L.Towle, 4621 E.Don Jose Drive, Tucson, Az. 85718.

COVER EXAMINATION ADDS TO POSTAL HISTORY KNOWLEDGE

The recent acquisition of a cover bearing route agent postmark Remele C-4-a, CAYUGA & SUSQh.R.R., has greatly expanded our knowledge of the route on which this marking was employed and also provided a new example of combination-carriage postmarks, which were formerly only considered as the U.S. EXPRESS MAIL markings and the N.Y. & BOSTON STMB. & R.R.R. Previous writings on this marking had assigned it without question solely to the railroad from Owego to Ithaca, N.Y.

The newly found stampless cover carries at upper right "FREE, L.H. Owen, P.M./ at Waterburgh, N.Y." in manuscript. It is addressed to Messrs. J. & N.C. Simons, Union Springs, Cayuga Co., N.Y. and carries a fine black strike of C-4-a (USTMC 131-A-1), CAYUGA & SUSQh.R.R., a clear black 20 x 4½ mm. FREE and at lower right a vaguely struck black CDS, which contains at least some of the letters of 'Waterburgh'.

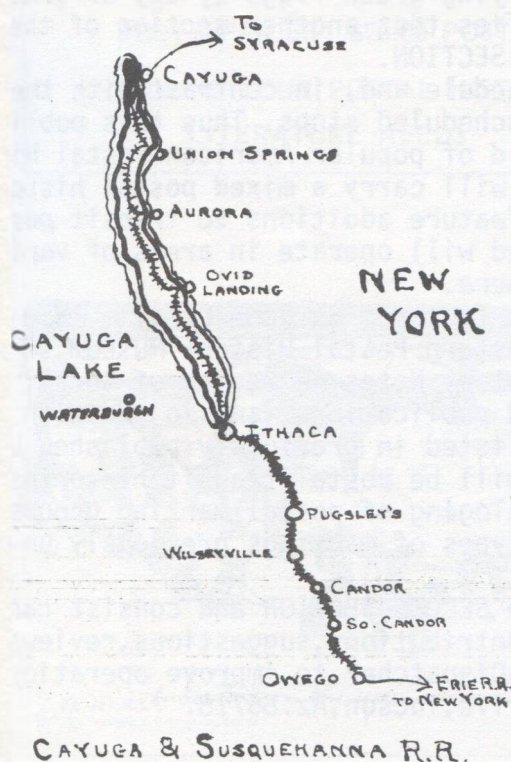
Waterburgh was located in Tompkins Co. a few miles northwest of Ithaca and from Post Office records we note that from 1850 to 1856, Levi H. Owen was the postmaster. In 1856 his compensation was \$45.94 and revenue \$26.86. After 1856 Waterburgh post office dropped from sight for a period.

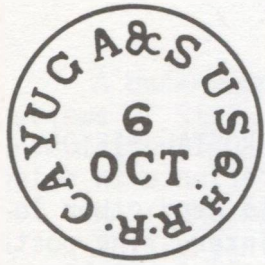
Union Springs was a small town on the east shore of Lake Cayuga a few miles south of the town of Cayuga at north end of lake. To move between these points at this time a letter would move by stage or wagon from Waterburgh to Ithaca and thence by steamboat on Lake Cayuga. Due to its great depth Lake Cayuga rarely freezes in the winter.

Turning to contracts we find that from 1845 to 1848 a railroad contract was in effect Owego to Ithaca, 30 miles, 6 trips. It bears the odd notation "4 months in coaches". The Cayuga and Susquehanna R.R. must have had the weakest locomotive in the country if in the winter a little snow would force a switch from the railroad to a horsedrawn stagecoach.

Starting in 1850 Route 1246 covers the railroad route from Owego to Ithaca, 30 miles, 6 trips. Referring to list of steamboat contracts we find the same contract number 1246 applied to a lake route from Ithaca to Cayuga, 46 miles, 6 trips, \$1500 compensation. The listing in 1853 and 1854 steamboat contract also carries the notation "Part of a railroad contract". This arrangement continued until 1857 when the Cayuga & Susquehanna was taken over by the Delaware, Lacakawanna & Western RR.

Referring to an 1851 timetable the train left Owego at 2.25 A.M., after arrival of New York and Erie R.R. train from New York. It arrived at Ithaca 4.05 A.M., where agent laid over until 7.00 A.M. when the "splendid" steamboat "Wm. E. Dodge" sailed except Sunday for way points to Cayuga. At Cayuga connection was made in both directions with the through Albany-Buffalo trains of the New York Central R.R. Returning the steamboat left Cayuga 1.15 P.M., arriving Ithaca 4.10 P.M. At 7.30 P.M. route agent left on train for Owego, where on its arrival at 9.10 P.M. connection was made with the night train on Erie R.R. to New York. Intermediate boat landings were made at Ovid Landing, Aurora and Union Springs. Only one route agent was employed on the route. First was A.B. Dana, who was replaced 5/24/53 by J.C. Lansing. It would seem that





FREE

the \$600 annual compensation was hardly adequate to compensate for such a hectic work schedule with little opportunity for any lengthy rest.

In 1855 the Owego-Ithaca line was operated as an extension of the Delaware, Lackawanna & Western R.R. The train left Owego 3.15 A.M. and arrived Ithaca at 5.55 A.M. On return train left Ithaca 10.00 P.M. arriving at Owego 12.45 A.M. Following note is added to the schedule - "Steamer leaves Ithaca, on arrival of cars, for Cayuga and intermediate landings. Connecting with

trains on New York Central R.R. at Cayuga running both east and west. Leaves Cayuga Bridge for Ithaca and intermediate landings, arriving Ithaca in time to take the cars to Scranton and New York.

Thus from a cover randomly purchased we create an extension of knowledge on how mail was handled on this little railroad in the Finger Lake Country of New York. We also can make an addition to the rare list of combination rail-steamboat route agent markings formerly only recorded in connection with Long Island Sound and Hudson River steamboat lines.

Announcement

Through the generosity of the Western Postal History Museum of Tucson, we will be presenting in the SECOND SECTION, commencing with next issue, the 33 letters of the Samuel Chittenden correspondence dating from Feb.25 to Dec.8,1868.

This outstanding historical series from the museum collection has considerable postal and railroad historical information and offers a rare insight into life and conditions experienced by a surveyor in advance of the construction of the Union Pacific R.R. tracks - the first transcontinental line. Mr.Chittenden, a graduate of Sheffield School of Yale College, had a keen eye for the events of the frontier as he reported weekly to his mother in Connecticut.

The letters in the series will be accompanied by photographs of covers used from Fort Sanders,D.T. to Gilmer, Wyoming Territory; by maps of the route showing camps utilized in comparison to stage and railroad route and by copious reference footnotes clarifying some of the historical events involved during the time of the Chittenden Chronicle.

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Publications Available

- (1) Arizona Territory Post Offices and Postmasters , by John & Lillian Theobald
178 pages, Paperbound, long out of print - Postpaid \$10.00
- (2) Wells Fargo in Arizona Territory , by John & Lillian Theobald
212 pages, Paperbound, 2 maps and over 100 illustrations-Postpaid \$10.00
- (3) Centennial Catalog of Arizona Railway Postal Markings , by Charles Towle
1978, Map, 131 different agent and R.P.O.markings- Paperbound-Postpaid \$6.50
- (4) Arizona Territory Map in Color -Suitable for framing-Size 22½" x 25"
Post offices in existence 1863-1912, Mailed in tube. Postpaid - \$4.00
- (5) Wells,Fargo & Co. Express Directory and Shipping Guide, reprint of 1884
Edition, 415 pages, Complete 415 page Xerox Copy,Plastic bound-Postpaid \$50
- (6) R.G.Dun Mercantile Agency Postal & Shippers Guide, reprint of 1884 Edition,
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NUGGETS FROM THE POSTAL ARCHIVES
by John L. Kay

John L. Kay, author of NEW YORK POSTAL HISTORY, PENNSYLVANIA POSTAL HISTORY and NEW JERSEY POSTAL HISTORY over the years has had extensive experience in doing philatelic research in the National Archives, Post Office Dept. files and other locations in Washington, D.C. In the process he has uncovered many interesting postal history notes and gems. We are fortunate in having his cooperation in furnishing many such items for use in the SECOND SECTION.

(a) The Baltimore & Susquehanna R.R. was chartered Feb. 13, 1828. Building north from Baltimore it was completed to York, Pa., 57 miles, August 23, 1838. A contract for carrying mail over the railroad was made by Post Office Dept. Dec. 27, 1839, and was extended to Columbia, Pa. via a connecting railroad Jan. 1, 1841. A most unusual arrangement was made by the Post Office Dept. a few years later :

" 6/11/1849 Route 1905 Baltimore to Columbia. Authorize Conductor Scott on the Rail Road line from Baltimore to Columbia, to take and deliver postage stamped letters from one point of said line to another, upon condition that he keep himself supplied with postage stamps to sell to persons who may request the forwarding of letters through his hands. The conductor is to be duly sworn as a mail carrier and to make his returns under oath taken before a Magistrate. He is to be furnished with a letter case and blanks for his monthly returns to the Auditor, who is authorized to allow said conductor, two cents for every letter conveyed and delivered, by said conductor, either through a Post Office or otherwise. The payments are to be made monthly or quarterly as may be convenient".

This unusual arrangement made the train conductor in effect a WAY messenger. Did he mark letters he handled and, if so, in what manner ?

One of the strangest items Kay located concerns what appears to be Route Agents on canal boats. Remember that at this time the Orders sometimes called the men Route Agents and sometimes Mail Agents. "May 9, 1854 - Mail Agencies - Canal Packet Boats. Appoint J.D. Murphy and Harvey Walters (Captains) of the Canal Packet Boats plying between Northumberland, Pa. and the Juniata River, Pennsylvania, Mail Agents to change and deliver the mails at the intermediate offices on this route, at \$50.00 each, for the season of navigation, said Captains to be furnished with the iron key and to be sworn and their oaths forwarded to the Department". About a year earlier, the Postmaster of Chicago, Ill. was authorized to select four Captains on Canal Packets from Chicago to Springfield for similar duty. However there is no record of such appointments being made. (Question-Did a canal ever reach Springfield via Illinois & Michigan Canal, Illinois River and south fork of Sangamon ?)

John Kay reports " The Canal Agents, I believe, did more than operate a closed pouch service. They were furnished a key, and therefore, probably opened the Way pouch they carried. I don't believe they ever cancelled a letter, but it is possible they received Way letters, since way fees were in existence until July 1, 1863. The Susquehanna Division of the Susquehanna Canal ran from Northumberland to Clark's Ferry, 41 miles. Someone may own a WAY cover, which they believe travelled on land, but could be a Canal Way letter".

(Your Editor will report further on this after he reviews letters from former APS President Willard on the subject- Principal points on the Susquehanna Division Canal were Liverpool (MP 15) and Selin's Grove (MP 33)).

AMERICAN POSTAL HISTORY NOTES

A Department devoted to news, announcements, outlines, summaries and publication reviews of State, Regional and Thematic Postal History Organizations. Please report information to Editor - C.L.Towle, 4621 E. Don Jose Dr., Tucson, Az. 85718.

MARYLAND POSTAL HISTORY SOCIETY

This organization has its annual meeting and banquet at BALPEX, Hunt Valley Inn, outside of Baltimore, each year on Labor Day weekend. Its goal is to promote interest in Maryland Postal History using news letters, publications and shows. A trophy will be presented at BALPEX each year for best Maryland presentation. A donation auction will be held annually. Mr. Denwood Kelly of Baltimore is presently compiling a listing of all articles printed on Maryland postal subjects. Roy Cox of Baltimore is the Bulletin editor. Annual dues for this 60 member organization are \$5.00. Send to Mr. W. Joseph Harris, 255-B S. Clinton St., Baltimore, Md. 21224

PENNSYLVANIA POSTAL HISTORY SOCIETY

This active group was established in 1974 and presently has a membership of 200. Two general meetings are held per year. Its bimonthly journal, "The Pennsylvania Postal Historian" is mailed to members and contents include regular columns, general Society news and research articles contributed by members. Mail bid auctions are held on a regular basis as material is received. Annual dues are \$5.00 and applications may be obtained from Mr. William Schultz, 1305 Murdock Drive, West Chester, Pa. 19380

LONG ISLAND POSTAL HISTORY SOCIETY

Organized in 1980, this Society now has 52 members. Annual dues are \$10 payable to the Secretary LIPHS, P.O. Box 1178, Southold, N.Y. 11971. Dr. John Price is its President, Calvet Hahn is Journal Editor and J. Fred Rodriguez is the Quarterly Newsletter Editor. LIPHS auctions are conducted by Brad Arch and contain much worthwhile material. LIPHS naturally is devoted primarily to Postal History of that most interesting and historical seaboard moraine extending from Fort Hamilton to Montauk Point. Incidentally the next issue of the SECOND SECTION will carry a feature on the Long Island R.R. and its postal markings and history.

Review - STREET CAR R.P.O. SERVICE IN CHICAGO

This monograph by John R. Mason and Raymond Fleming has just been released by the Mobile Post Office Society. The 72 page paperbound monograph is the first definitive work on the street car mail and R.P.O. markings of Chicago.

Copiously illustrated, this interesting publication explains the development and shows diagrams of all seven Chicago street car R.P.O. lines. Also featured are a catalog of 50 types of street car postal markings, two system maps of Chicago street car lines and operating schedules for the various mail routes.

This work is the fifth in the MPOS series of street car R.P.O. monographs. Philadelphia, Brooklyn-New York, Baltimore and Boston have previously been published and are still obtainable. Washington, Pittsburgh, St. Louis and San Francisco-Seattle are in preparation for release in 1983 and 1984. The "Street Car R.P.O. Service in Chicago" may be obtained for \$6.00 postpaid from Mobile Post Office Society, RFD #1, Box 91, Contoocook, New Hampshire, 03229.

THE FIRST TRUNK LINE

by John L. Kay

On January 20, 1838 a contract was made between the U.S. Post Office Department and the Philadelphia, Wilmington & Baltimore Railroad, to carry mail over the 97 mile rail line between Philadelphia, Pa. and Baltimore, Md. for the sum of \$27,500 per annum. The contract stated that the mail should leave Philadelphia after the arrival of the New York mail, which shall not be later than 5 A.M., and arrive at Baltimore by 2.30 P.M. According to schedules the New York mail was due in Philadelphia by 1 A.M. and the Baltimore train left between 7 and 8 A.M. from Philadelphia.

On July 12, 1839, Postmaster General Amos Kendall wrote to the railroad company proposing that they carry two daily mails from Philadelphia to Baltimore, for the same sum of \$27,500, the mails to leave Philadelphia after the arrival of the two mails from New York, one train to leave at 3 or 4 P.M., and the other at night about 1 A.M.

On August 19, 1839 the railroad answered that they would carry the mail once daily each way for \$30,000 per annum. The increase in price resulted from the increase in the size and weight of the mails, and the expected increase over the life of the new contract. The Postmaster General rejected this offer, stating that under the Congressional Acts in effect, the Post Office Dept. could only pay a railroad up to 25% more than the cost of similar transportation in Post Coaches, with a limit of \$300 per mile per annum. Since the rail line was less than 100 miles in length, he therefore could not pay them the amount requested. He also asserted that the Postmaster General had the power to control the hours of Post Coaches and he claimed the right to extend this control to the railroads.

Negotiations concerning the operation of a night train and the cost of the contract continued. On November 29, 1839 the P.W. & B. made its final reply to the PMG, stating that if they started a train at 12 or 1 o'clock at night it would run without passengers, since people did not travel at night, and there would be many difficulties and dangers attending night service, particularly in crossing the Susquehanna River at Havre de Grace, Md. by ferry, and finally, they could not in justice to themselves, undertake to leave Philadelphia at the hours required, for a compensation of less than \$50,000 per annum. The railroad requested the Postmaster General to join them in an application to Congress to approve the amount of the contract.

The Postmaster General replied that their request was outrageous, a line of less than 100 miles was not entitled to \$30,000, not to mention \$50,000. He cited the facts that the New Jersey railroads had for some years past, conveyed mail by night both ways, and a second by day for less than \$300 per mile, and some of the Virginia and Georgia Railroads were now carrying mail at night for \$237 per mile.

On December 27, 1839 the Editors of the Pennsylvanian published a letter from the Postmaster General, stating that he had made arrangements to ship the mail over other lines, and the following was the result, "The Great Western and Southern Mails will leave Philadelphia immediately after their arrival from New York, upon the Pennsylvania State Railroad to Columbia. The Great Western Mail will leave that road near Lancaster, pass over the railroad owned by private companies to Harrisburg, Chambersburg and within a few miles of Hagerstown, Md., to which it will be carried in post-coaches, and thence on the present line west. The Pittsburg mails will go with it as far as Chambersburg. In the transportation of these mails, the Department will gain in their progress West the best part of half a day. The Great Southern Mail will pass on to Columbia, and be conveyed thence to York on wagons, and thence by the Baltimore and York Railroad to Baltimore, where it will arrive in time to proceed South as early as it does now, so that nothing will be lost by the progress of the mail South by this circuitous transportation. It is otherwise, however, in the

progress of the mails North, they cannot, by this route, be delivered in Philadelphia until sometime in the night, and of course will go on to New York by the morning line, losing half a day".

This service started on January 1, 1840. To the amazement of the merchants in Philadelphia, they were receiving their mail from the west and the south at the normal time. The Postmaster of Philadelphia, when questioned, said he could not explain the reason for the on-time service.

The merchants soon received the answer. The Public Ledger and Daily Transcript published in Philadelphia Tuesday January 7, 1840, carried the following story, "U.S. MAIL STOPPED - It seems that while the Baltimore and York, and Philadelphia and Columbia Railroad Companies are paid \$200 a mile, being \$29,200 per annum, for the transportation of the mail between Philadelphia and Baltimore, somebody, well aware that it cannot be accomplished by them in a manner satisfactory to the merchants and citizens of this and the Northern and Eastern cities, has, to appease them, and to blind them to the real evils of the change, smuggled it through by the old route, as baggage, free of expense, until Sunday last, when the suspicious trunk containing it was objected to at Baltimore".

"The gentleman having it in charge, protested that it was his baggage, and insisted that he had a right to the transportation of his baggage. Upon being informed that his legitimate right to its transportation as baggage was doubted, and he must furnish satisfactory evidence either by an exhibition of its contents or otherwise, that it was what it purported to be, before it could be taken, he was so completely thrown off his guard, that he ordered the porter"- "Take it back to the Postoffice".

The Postmaster General had ordered the Postmaster of Baltimore to sort the mail from the west and the south, and remove the mail for Philadelphia and New York City. This mail was to be placed in trunks, and sent to Philadelphia, accompanied by an agent, over the Philadelphia, Wilmington & Baltimore R.R. to Philadelphia.

The newspapers were publishing articles and editorials in favor of the railroad, and it appears that the merchants and general public also took this stand. The merchants of Baltimore appointed a committee to protest to the PMG. On January 10th, he sent them a letter which covers nine large pages in the PMG Letter Books, a section of that letter, quoted here, shows that Amos Kendall believed that the Law, common sense and moral right were all on his side.

"Cut off from the use of the (rail)road directly or indirectly for the whole mail, there was still another mode by which it was hoped that the letter correspondence between your city and the east might be kept up as formerly without putting the company to any inconvenience as to change of hours. By the charter of the Company any passenger has a right to carry fifty pounds of baggage, provided it is not more than two cubic feet in bulk. What that baggage shall be composed of the Law does not define, and it is presumed the Company has no right to inquire. When a passenger presents himself with his trunk, bag or bundles, the only point upon which it is believed they have a right to inquire is, whether they weigh more than fifty pounds, or exceed two cubic feet in bulk. They have no right to open them, to require the passenger to open them or interrogate him as to their contents. The universal custom of this country is, in conformity with this principle. Scarcely a traveller passes from one place to another who does not carry in his trunks or bags articles which do not belong to him. How many of your citizens going to Philadelphia and New York over this very railroad, carry in their trunks letters and parcels for their friends and neighbors? Do any of them suppose that they are liable to have their trunks stopped at the depot on that account. Do they suppose that this company has the right to examine their parcels to see whether or not they may contain something (the railroad) does not consider baggage- to question them as to their contents, or to refuse to carry them whatever they may contain. The common

sense as well as the pride of every free citizen will answer in the negative. A traveller's baggage is what he chooses to carry. The Law limits its weight and bulk but has not defined its character. We have not yet arrived at that stage where a tyrannical police, stationed at every Railroad Depot, may pry into a freeman's trunks, bundles and packets to see whether he carries anything in them but his own necessary clothing. Our laws have given no such power to Railroad Companies or their agents and an attempt to exercise it in your city on private citizens would be followed by an immediate burst of indignation, if not by open resistance. The Law knows no difference between one who travels upon his own business and one who travels on another's, between a private agent and a public agent. Presenting themselves with a lawful weight of baggage, the company is bound to convey him by the law which governs all common carriers, without knowing or enquiring in what character they travel. They cannot refuse without violating the Law, if not their charters".

"Thus viewing the Law the Department believed it had a right to send its Agents along the railroad daily with his fifty pounds of baggage as any member of your Board has; and it did not feel itself at liberty to omit the exercise of any legal right by which it could obviate in a great degree the public inconvenience likely to arise from the refusal of the company to take the mail contract. To prevent inconvenience of which you complain it was willing to hire the messengers and pay their passage on the Railroad, thereby incurring an expense of more than four thousand dollars a year. This step was accordingly taken, but the Company has assumed the power to cut off this recourse by stopping the Agent's baggage at the Depot. For this act of the company what good reason is there independent of the question of power? The mail matter carried daily cannot exceed fifty pounds of weight, for it is not necessary for the return mail from Philadelphia. For this service the Company would receive the passage money of the Agents amounting to eight dollars a day, equal to \$2,920 a year. The whole mail they offered to carry both ways with the Agents, for \$50,000 will average over 3000 pounds daily, which if paid for at the rate of \$2,920 for every 50 pounds with Agents would come to \$175,000 a year, or three and a half times as much as the company asks! If they are willing to carry the whole mail for a very high price at inconvenient and dangerous hours, why should they be unwilling to carry a small part of it for a much higher price at hours perfectly convenient?"

On February 29, 1840 the Philadelphia, Wilmington & Baltimore R.R. made an offer that was accepted by the Post Office Department. They offered to carry the mail, two trips per day, at the rate of \$300 per mile, until January 1, 1841. The object of the Company was to test by experience, the question of profit or loss under such an arrangement. The PMG agreed to this offer and once again the mail travelled over the Philadelphia, Wilmington & Baltimore Railroad.

One little note finishes the story. In July the Postmaster General ordered the Postmaster at Baltimore to sell two surplus trunks, in his possession, and to remit the money to the Auditor of the Department. Thus if you possess a letter mailed from Washington or Baltimore on January 1, 2 or 3, 1840 addressed to Philadelphia or New York you probably have a souvenir of the Great Baltimore Trunk Caper!

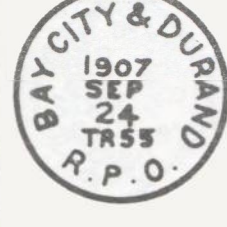
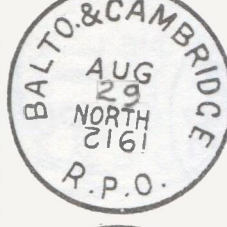
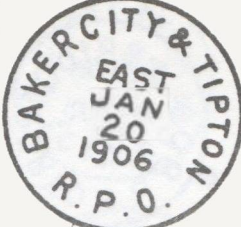
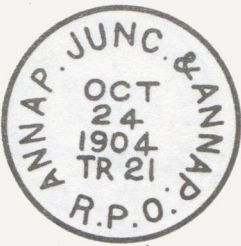
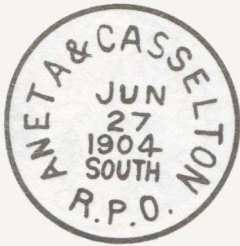
References: Public Ledger and Daily Transcript, Dec. 1839 to April 1840, Phila. Pa. Letter Books of the Postmaster General

Orders of the Immediate Office of the Postmaster General.

THE SECOND SECTION

Catalog Section

This second run is devoted solely to newly reported R.P.O. markings of the 1887-1977 period that are not listed in U.S. TRANSIT MARKINGS CATALOG, Vol. II and III, previously published by Mobile Post Office Society. See last page of catalog for legend.



Aneta-Casselton, N.D., 66 miles, Great Northern R.R.*
 876.13; Aneta & Casselton R.P.O.; 30, 1904, Dir., III
 Annapolis Junction-Annapolis, Md., 21 miles, Washington,
 Baltimore & Annapolis Electric Rwy. (Steam)*
 269-B-1; Annap. Junc. & Annap. R.P.O. 30½, 1904, T.N., IV
 Ashport-Memphis, Tenn., 94 miles, Mississippi River Steam-
 boat, Bayliss G. Lee, Contractor *
 M-10-b; Ashport & Memphis R.P.O., 29½, 1907, Dir., V
 Atchison-Topeka, Kan., 51 miles, Atchison, Topeka & Santa
 Fe Rwy.*
 911-W-1, Atchison & Topeka R.P.O., 29½, 1899, T.N., III
 Atlanta, Ga. Exposition R.P.O. Car-Cotton States and
 International Exhibition, Sept. 18-Dec. 3, 1895
 374-H-2, Atlanta Exposition R.P.O., 28½, 1895, VI
 Baker City-Tipton, Ore., 51 miles, Sumpter Valley Ry. (NG)
 896.2-F-1; Baker City & Tipton R.P.O., 30½, 1906, Dir.,
 V
 Baldwin-Grand Rapids, Mich., 73 miles, Chicago & West
 Michigan Rwy.*
 632-F-1; Baldwin & Gd. Rap. R.P.O., 28, 1888, III
 Baltimore, Md.-Bristol, Va. W. Div. R.P.O.-Western Maryland
 R.R., Shenandoah Valley R.R., Norfolk & Western R.R.
 W. Div.-Roanoke-Bristol, Va. 151 miles, N. & W. R.R.
 275-C-2; Balt. & Bris. W. Div. R.P.O., 27, 1887, III
 Baltimore-Cambridge, Md., 96 miles, Chesapeake Bay Steam-
 boat-Baltimore, Chesapeake & Atlantic Rwy.*
 G-9-b; Balto. & Cambridge R.P.O., 29½, Dir., 1912, V
 Baltimore, Md.-Norfolk, Va., 180 miles, Chesapeake Bay
 Steamboat-Baltimore Steam Packet Co. (See Note A)
 G-20-h; Balt. & Norfolk R.P.O., 29½, 1910, Dir., III
 G-20-j; Balto. & Norfolk R.P.O., 29½, 1934, Dir., III
 Baltimore-Williamsport, Md., 94 miles, Western Maryland
 Railway
 275-B-3; Balt. & W'msport R.P.O., 27½, 1888, II
 Baltimore-Windy Hill, Md., 135 (?) miles, Chesapeake Bay
 Steamboat-Baltimore, Chesapeake & Atlantic Ry.*
 G-5-c, Balt. & Windy Hill R.P.O., 29½, 1909, Dir., IV
 Bar Harbor-Manset, Maine, 15 miles, Steamboat, Maine
 Central R.R. *
 A-9-a; Bar Harbor & Manset R.P.O., 29½, 1916, Dir., V
 Bay City-Durand, Mich., 53 miles, Grand Trunk Western
 R.R. *
 649.2-C-1, Bay City & Durand R.P.O., 27½, 1907, T.N.,
 III
 Bellingham-Friday Harbor, Wash., 66 miles, Puget Sound
 Navigation Co. Steamboat
 W-47-a; Bell. & Friday Harbor R.P.O., 30½, 1935, Dir.,
 IV

Note A -In 1910 Steamboats "Florida" and "Virginia"
 were operating. In 1934, Steamboats "President
 Warfield", "State of Maryland" and "State of
 Virginia" were operating.

Bellingham-Port Townsend-Seattle, Wash., 182 miles, Puget Sound Navigation Co. steamboat *
 W-15-c; Bell. Port T. & Seat. R.P.O. 30, 1905, Dir., V

Benton Harbor-Buchanan, Mich., 28 miles, Pere Marquette Railway
 637.3-A-1; B. Harbor & Buchanan R.P.O., 28½, 1904, T.N., IV *

Big Rapids-Holland, Mich., 91 miles, Chicago & West Michigan Ry.
 627-D-1; Big Raps. & Holl. R.P.O., 28½, 1907, T.N., II *

Blue Hill-Rockland, Me., 43 miles, Rockland, Blue Hill & Ellsworth Steamboat Co.
 A-14-a; Blue Hill & Rock. R.P.O., 30, 1907, Trip, IV *

Boston, Mass.-Bridgeport, Conn., 177 miles, New York, New Haven & Hartford-Old Colony R.R.'s-Short Run of Boston & New York R.P.O.
 70-AD-1; Bos. & Bridgeport R.P.O., 26½, 90's, ----, III

Boston-Cambridge, Mass., 5 miles, Boston Elevated Ry., Boston Street Car, 1904-1915
 BO-2-d; Boston & Cambridge B R.P.O., 29½, 1914, IX

Boston-Dorchester, Mass., 6.3 miles, Boston Elevated Ry., Boston Street Car 1895-1911
 BO-4-a; Boston & Dorchester R.P.O., 29½, 1911, Trip 11 VIII

Boston, Mass.-Hopewell Junction, N.Y., 215 miles, New York & New England R.R. Short Run Boston, Mass.-Hartford, Conn., 118.3 miles
 54-T-1; Bos. & Hope Junc. S.R.R. R.P.O., 28, 1887, III

Boston-Malden, Mass., 5 miles, Boston Elevated Ry., Boston Street Car 1901-07
 BO-5-a; Boston & Malden R.P.O., 29½, 1906-07, BPO killer, VIII

Boston-Roxbury, Mass., 4.5 miles, Boston Elevated Ry. Boston Street Car 1895-1915
 BO-3-a; Boston & Roxbury R.P.O., 27½, 1899, X

Boston, Clinton and Fitchburg, Mass., 59.5 miles, Boston & Albany R.R.; Old Colony R.R.
 52-E-1; Boston, Clint. & Fitch. R.P.O., 26½, 1891, T.N., III

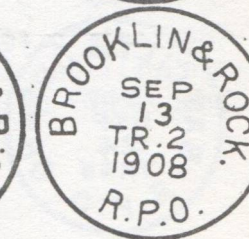
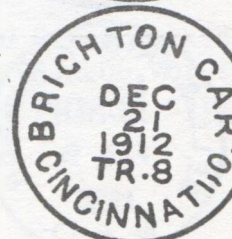
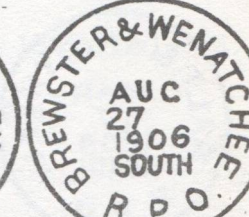
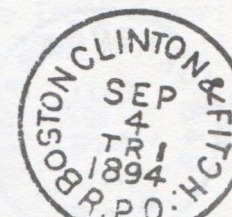
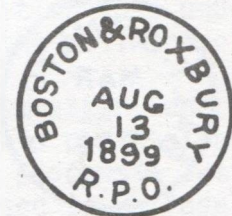
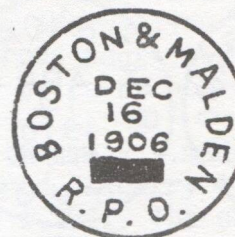
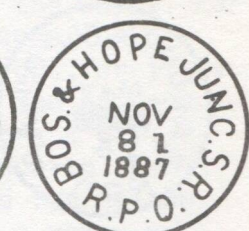
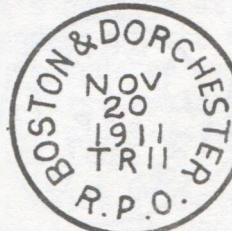
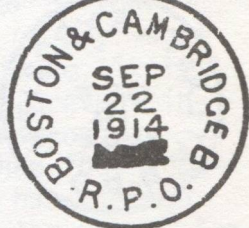
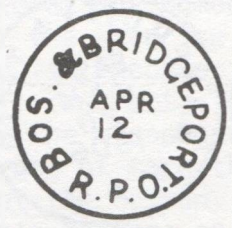
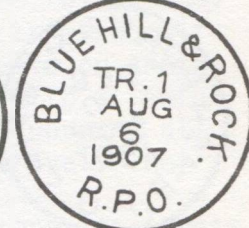
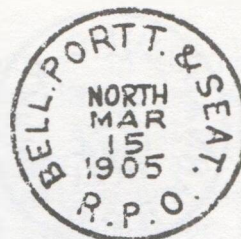
52-F-1; Boston, Clinton & Fitch R.P.O., 29½, 1894, T.N., III

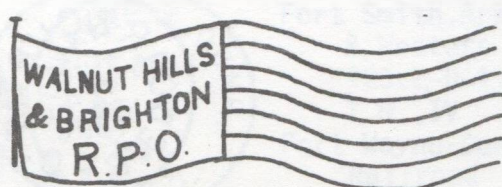
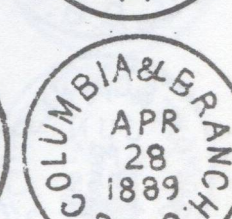
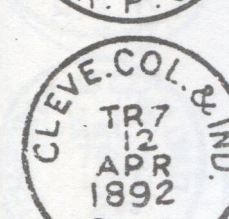
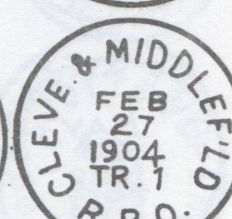
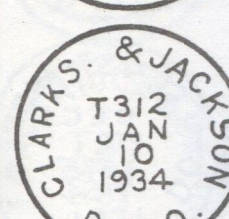
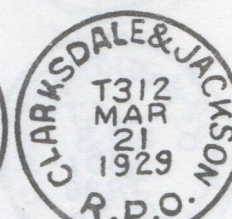
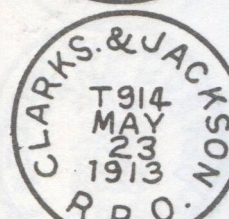
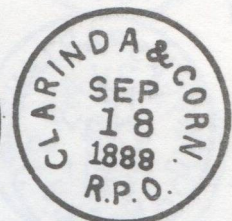
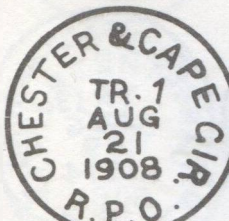
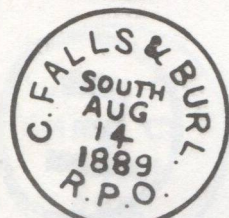
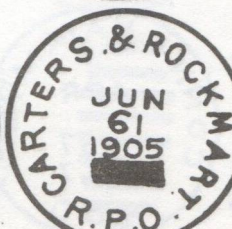
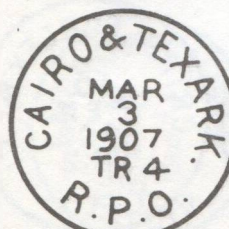
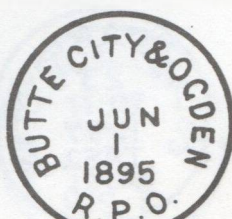
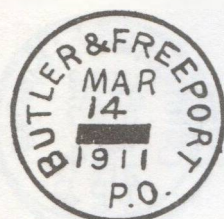
Brewster-Wenatchee, Wash., 70 miles, Columbia & Okanogan Steamboat Co., Columbia River steamboat
 W-9-a; Brewster & Wenatchee R.P.O., 31, 1906, VI *

Brighton Car, Cincinnati, Ohio-----Miles, Cincinnati Traction Co., Cincinnati & Mail Stations 11.62 miles (Not broken down into routes).
 CI-1-a; Brighton Car, Cincinnati, O., 29½, 1912, 15, VIII

Brooklin-Rockland, Me., 32 miles, Rockland, Blue Hill & Ellsworth Steamboat Co.
 A-14-b, Brooklin & Rock. R.P.O., 30½, 1908, Trip, IV *

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





Butler-Freeport, Pa., 21.5 miles, Pennsylvania Railroad 221-B-1; Butler & Freeport R.P.O., 27½, 1911, Partial, III

Butte City, Mont.-Ogden, Utah Terr., 399 miles, Oregon Short Line Ry.-Utah Northern Ry.

890-Y-1; Butte City & Ogden R.P.O., 29, 1895, IV

Cairo, Ill.-Texarkana, Ark., 418 miles, St. Louis Southwestern Railway

450-A-2; Cairo & Texark. R.P.O., 29½, 1907, T.N., II Cartersville-Rockmart, Ga., 22 miles, Seaboard Air Line Railway

378-D-1; Carters. & Rockmart R.P.O., 30½, 1905, III * Cedar Falls-Burlington, Ia., 156 miles, Burlington, Cedar Rapids & Northern Ry.

746-I-1; C. Falls & Burl. R.P.O., 28½, 1889, Dir., III Chattanooga, Tenn. Electric Car. Electric line-Chattanooga, Mail Stations and Post Offices, 16.79 miles, is listed by P.O.D. but only listings located show as closed pouch. Usage of this postmark not known at present.

515-A-4; Chatt. Tenn. Electric Car, 26, 1903, A.M., VIII Chester - Cape Girardeau, Mo., 63 miles, Chester, Perryville & Ste. Genevieve Railway.

820.3-B-1; Chester & Cape Gir. R.P.O., 29½, 1908, T.N., III *

Cincinnati, Walnut Hills & Brighton R.P.O., ---- miles, Cincinnati Traction Co., Electric line Cincinnati & Mail Stations, 11.62 miles, listed but not broken down into various route mileages.

CI-3-b; Cincinnati, Ohio, Walnut Hills & Brighton R.P.O., 23½, Flag, 1897, T.N., VIII

Clarinda-Corning, Iowa, 43.4 miles, Chicago, Burlington & Quincy R.R.-Kansas City, St. Joseph & Council Bluffs R.R.

777-A-2; Clarinda & Corn. R.P.O., 27½, 1888, III Clarksdale-Jackson, Miss., 160 miles, Yazoo & Mississippi Valley R.R. *

431-R-1; Clarks. & Jackson R.P.O., 30, 1913, T.N., III

431-T-1; Clarksdale & Jackson R.P.O., 29½, 1929, T.N., II

431-R-2; Clarks. & Jackson R.P.O., 29½, 1934, T.N., II Cleveland-Middlefield, Ohio, 41 miles, Eastern Ohio Traction Company

599.2-A-1; Cleve. & Middlef'ld R.P.O., 30, black, 1904, Trip, VII *

Cleveland-Columbus, Ohio-Indianapolis, Ind., 323 miles, Cleveland, Cincinnati, Chicago & St. Louis Ry.

555-K-1, Cleve., Col. & Ind. R.P.O., 29, 1892, T.N., III

Columbia-Branchville, S.C., 66 miles, South Carolina Ry. 336-Z-1; Columbia & Branch. R.P.O., 29½, 1889, II *

Columbia-Laurens, S.C., 75 miles, Columbia, Newberry & Laurens Ry.

347-B-1; Columbia & Laurens R.P.O., 28½, 1897, T.N., III *



Connellsville, Pa.-Fairmont, W.V., 70 miles, Baltimore & Ohio R.R.

289-E-1; Connells & Fairmont R.P.O., 27, 1898, T.N., III

289-F-1; Conn. & Fairmont R.P.O., 30½, 1937, T.N., I *

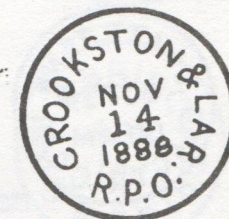


Cripple Creek-Canon City, Col., 41 miles, Florence and Cripple Creek R.R.

962.3-C-1; Cripple Creek & C.C. R.P.O., 30½, 1909, T.N., IV *

Crookston, Minn.-Larimore, D.T., 54 miles, Great Northern Railway (St. Paul, Minn. & Manitoba Ry.)

869-BD-1; Crookston & Lar. R.P.O., 27, 1888, E in circle killer, IV



Dante, Va.-Spartanburg, S.C., 283 miles, Carolina, Clinchfield & Ohio R.R. *

519-D-1; Dante & Spartanburg R.P.O., 30, 1911, T.N., III

519-D-2; Dante & Spartanburg R.P.O., 29½, 1914, T.N., II

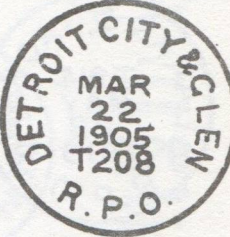
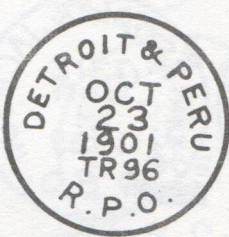


Detroit, Mich.-Peru, Ind., 194 miles, Wabash R.R.

629-K-1; Detroit & Peru R.P.O., 28½, 1901, T.N., III *

Detroit City-Glenwood, Minn., 94 miles, Minneapolis, St. Paul & Sault Ste. Marie R.R.

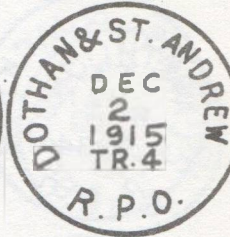
880.1-R-1; Detroit City & Glen. R.P.O., 30½, 1905, T.N., III *



Diff, Iowa- Elmer, Mo., 52 miles, Iowa & St. Louis R.R.

Diff railroad name for Sedan

817.4-A-1; Diff. & Elmer R.P.O., 30½, 1908, T.N., IV



Dothan, Ala.-St. Andrew, Fla., 85 miles, Atlanta & St. Andrews Bay R.R.

386-C-1; Dothan & St. Andrew R.P.O., 30½, 1915, T.N., III *

Dupont & Gainesville, Fla., 119.3 miles, Savannah, Florida & Western Railway

371-F-1; DuPont & Gainesville R.P.O., 28½, 1890's, T.N., IV



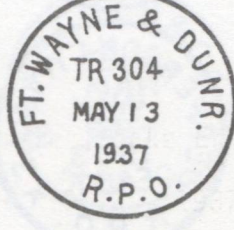
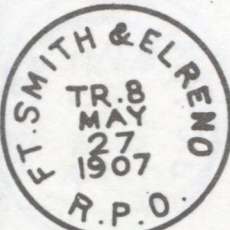
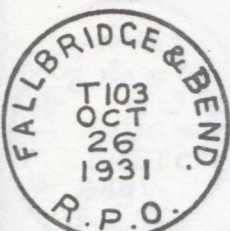
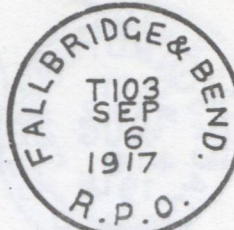
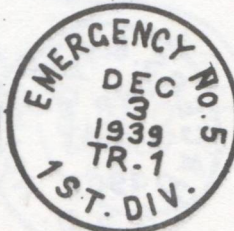
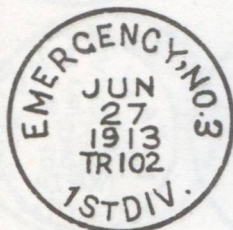
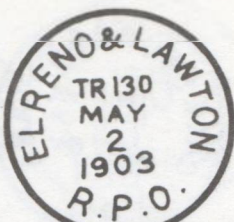
Dwight-Washington, Ill., 70 miles, Chicago & Alton R.R.

707-C-1; Dwight & Wash. R.P.O., 27½, 1894, III *

Edgar-Curtis, Nebr., 154 miles, Burlington & Missouri River Railroad in Nebraska

947.3-L-1; Edgar & Curtis R.P.O., 27½, 1888, 'E' killer, III *





Elmira, N.Y.-Williamsport, Pa., 79 miles, Northern Central Railway
129-J-1; Elmira & Wmsport R.P.O., 28½, 1898, T.N., II

El Reno-Lawton, I.T., 103 miles, Chicago, Rock Island & Pacific Railway
931.1-F-1; El Reno & Lawton R.P.O., 29½, 1903, T.N., IV *

Emergency R.P.O. -Used by First Division, Railway Mail Service on any route in the Division when hammer was missing due to wreck, floods, clerk not reporting, or lost, strayed, stolen regular hammer. Presumably Nos. 1 to 8 exist. First Division included most R.P.O. lines in New England

Emergency No. 3, First Division, Railway Mail Service
45-A-6; 29½, 1912, T.N., Oval Killer, III

Emergency No. 2, First Division, Railway Mail Service
Temporary Type (?)
45-A-5; 30½, 1900, V

Emergency No. 5, First Division, Railway Mail Service
45-A-7; 30, 1939, T.N. (Or Trip), III

Evergreen-Weiser, Idaho, 76 miles, Pacific & Idaho Northern Railroad
896.15-A-1; Evergreen & Weiser R.P.O., 30, 1909, T.N., IV *

Fair Oaks-Yeddo, Ind., 74 miles, Chicago & Eastern Illinois R.R.
686.2-B-1; Fair Oaks & Yeddo R.P.O., 28½, 1897, IV

Faithorn Junction, Mich.-Peshtigo, Wis., 47 miles, Wisconsin & Michigan R.R.
649.8-A-1; Faithorn & Peshtigo R.P.O., 30, 1909, T.N., IV *

Fallbridge, Wash.-Bend, Ore., 151 miles, Oregon Trunk Railway
899.1-G-1; Fallbridge & Bend R.P.O., 30½, 1917, T.N., III *
899.1-G-2; Fallbridge & Bend R.P.O., 29½, 1931, T.N., II *

Fort Scott, Kan.-Joplin, Mo., 84.3 miles, St. Louis and San Francisco Ry.-Commenced April 19, 1905
910-W-1; Fort Scott & Joplin R.P.O., 29½, 1908, T.N., III
910-W-2; Fort Scott & Joplin R.P.O., 29½, 1913, T.N., III

Fort Scott-Kanopolis, Kan., 260 miles, Missouri Pacific Railway
920-AK-1; (Ft.Sc)ott & Kanop.R.P.O., 27½, 1889. Partial, IV *

Fort Smith, Ark.-El Reno, Ind.T., 259 miles, Fort Smith & Western R.R.
923.2-D-1; Ft.Smith & El Reno R.P.O., 30½, 1907, T.N., IV

Fort Wayne-Dunreith, Ind., 94 miles, Lake Erie & Western Railroad
685-B-1; Ft.Wayne & Dunr.R.P.O., 29½, 1937, T.N., II *

Galesburg-Havana, Ill., 62 miles, Chicago, Burlington & Quincy (Fulton County Narrow Gauge) R.R.
699-M-1; Galesburg & Havana R.P.O., 30½, 1910, T.N., III *

Georgetown-Lanes, S.C., 36 miles, Seaboard Air Line Rwy.
348.6-A-1; Georgetown & Lane R.P.O., 29, 1906, T.N., III *

Gilman-Springfield, Ill., 113 miles, Illinois Central R.R.
719-G-1; Gilman & Spring R.P.O., 30½, 1910, T.N., II

Great Falls-Helena, Mont. Terr., 99 miles, Great Northern Rwy. *

891.6-D-1; G. Falls & Helena R.P.O., 27, 1888, Dir., IV

Hagerstown-Weverton, Md., 25 miles, Baltimore & Ohio R.R.
272-A-1; Hagers. & Weverton R.P.O., 30, 1909, T.N., IV *

Harford-Los Olivos, Cal., 76 miles, Pacific Coast Rwy. (Port Harford)
997.3-C-1; Har. & Los Olivos R.P.O., 28½, 1891, IV

Hastings-Alma, Neb., 137 miles, Chicago, Burlington & Quincy R.R.
947.11-C-1; Hastings & Alma R.P.O., 29½, 1930, T.N., II *

Ihlen, Minn.-Yankton, S.D., 97 miles, Great Northern Rwy. *

878.8-J-1; Ihlen & Yankton R.P.O., 29, 1923, T.N., III

Jackson-Dyersburg, Tenn., 48 miles, Gulf, Mobile & Northern R.R.
521.5-A-1; Jackson & Dyersburg R.P.O., 30, 1915, T.N., III *

Jackson-Hillsdale, Mich.-Ft. Wayne, Ind., 100 miles, Lake Shore & Michigan Southern R.R.
621-F-1; J. Hills & Ft. W. R.P.O., 27, 1889, III *

Jacksonville-Herrin, Ill., 164 miles, Chicago, Burlington & Quincy R.R. *

732-M-1; Jack & Herrin R.P.O., 29½, 1903, Dir., III

Jacksonville-Smithboro, Ill., 83 miles, Jacksonville Southeastern Line
732-D-2; Jack & Smith R.P.O., 27½, 1888, III

Jamestown-Burr Oak, Kan., 34 miles, Missouri Pacific Ry.
908-N-1; James. & Burr Oak R.P.O., 29, 1911, T.N., III

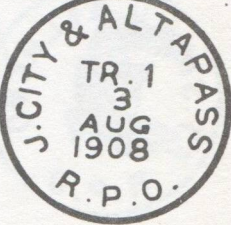
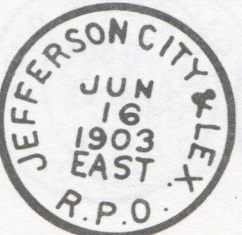
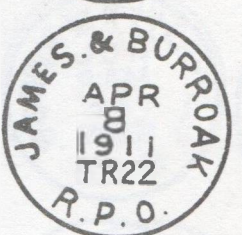
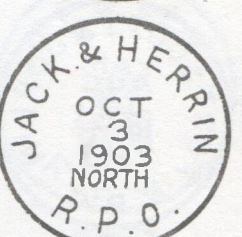
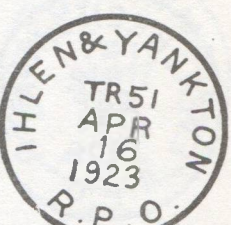
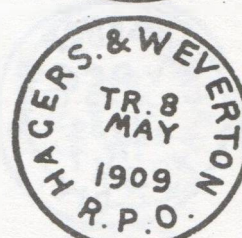
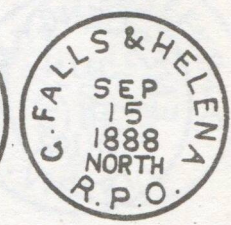
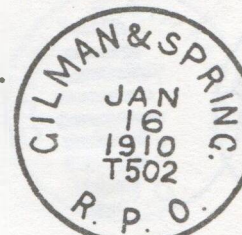
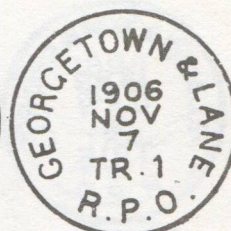
Jefferson City-Bagnell, Mo., 46 miles, Missouri Pacific Ry. *

820.6-A-1; Jeff. City & Bagnell R.P.O., 27, 1886, IV

Jefferson City-Lexington, Mo., 118 miles, Missouri Pacific Ry.
812-L-1; Jefferson City & Lex. R.P.O., 29½, 1903, Dir., III *

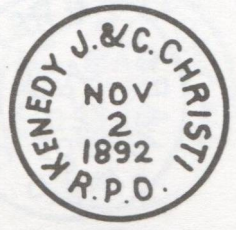
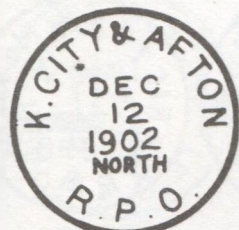
Johnson City, Tenn.-Altapass, N.C., 67 miles, Carolina, Clinchfield & Ohio R.R. *

519-E-1; J. City & Altapass R.P.O., 29, 1908, T.N., IV





Kaiser-Rice Lake, Wis., 74 miles, Chicago, St. Paul, Minneapolis & Omaha Ry.
834.4-B-1; Kaiser & Rice Lake R.P.O., 30, black, 1916, T.N., IV *



Kanaskat-Tacoma, Wash., 44 miles, Northern Pacific Ry.
901.2-F-1; Kanaskat & Tacoma R.P.O., 30, 1901, T.N., IV *

Kansas City, Mo.-Afton, Ind. Terr., 191 miles, St. Louis & San Francisco Ry. *

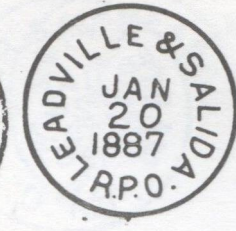
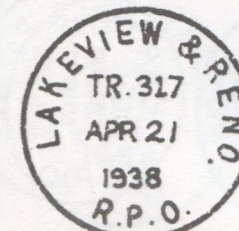
910-X-1; K. City & Afton R.P.O., 29½, 1902, Dir., III

Kenedy Junction-Corpus Christi, Tex., 90 miles, San Antonio & Aransas Pass Ry.

482-U-1; Kenedy J. & C. Christi R.P.O., 28, 1892, IV

Lakeview, Ore.-Reno, Nev., 236 miles, Nevada-California-Oregon Railway

975-G-1; Lakeview & Reno R.P.O., 30½, 1938, T.N., III



Leadville-Salida, Colo., 62 miles, Denver & Rio Grande R.R. *

953-AJ-1; Leadville & Salida R.P.O., 27½, 1887, V

Lebanon-Nashville, Tenn., 32 miles, Nashville, Chattanooga & St. Louis Ry. *

507-B-1; Lebanon & Nashville R.P.O., 27½, 1892, III

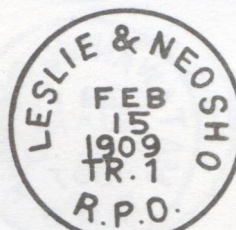
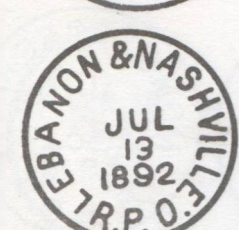
Leslie, Ark.-Neosho, Mo., 172 miles, Missouri & North Arkansas R.R. *

452-E-1; Leslie & Neosho R.P.O., 30, 1909, T.N., IV

452-E-2; Leslie & Neosho R.P.O., 29½, 1909, T.N., IV

Lewistown-Great Falls, Mont., 117 miles, Great Northern Railway

891.5-G-1; Lewistown & Gr. Falls R.P.O., 29½, 1914, T.N., III *



Lincoln-Stromsburg, Neb., 73 miles, Union Pacific R.R.

948.3-C-1; Lincoln & Stroms. R.P.O., 30½, 1906, Dir., III *

Litchfield-Stamford, Conn., 70 miles, New York, New Haven & Hartford R.R.

89-G-1; Litchfield & Stamford R.P.O., 28½, 1921, T.N., III *



Louisville-Bardstown, Ky., 39 miles, Louisville & Nashville R.R. *

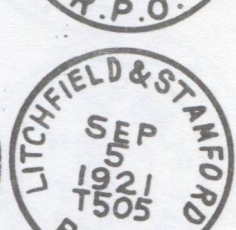
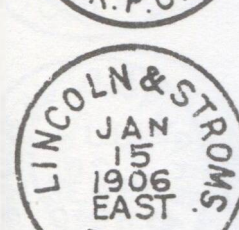
545.3-C-1; Louis. & Bardstown R.P.O., 27, 1888, IV

Macon-Dublin, Ga., 54 miles, Macon, Dublin & Savannah Ry.

369.7-B-1; Macon & Dublin R.P.O., 29, 1901, T.N., II *

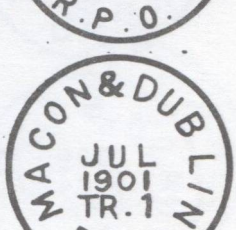
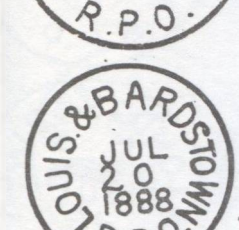
Macon-La Grange, Ga., 105 miles, Macon & Birmingham Ry.

369.9-A-1; Macon & La Grange R.P.O., 29½, 1919, T.N., III *

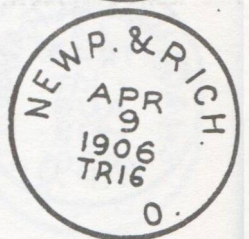
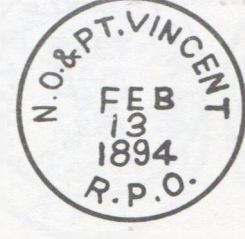
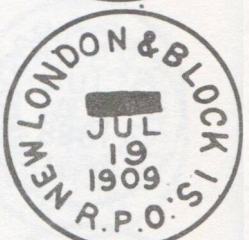
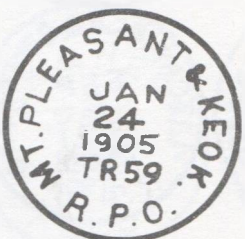
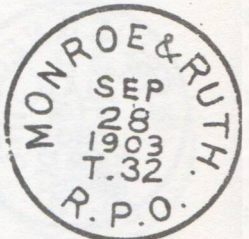
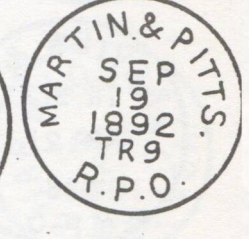
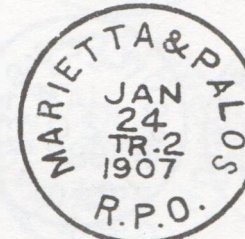
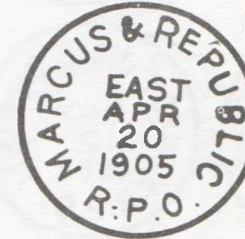
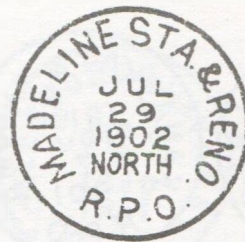


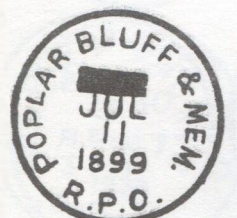
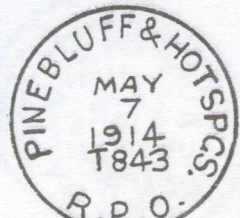
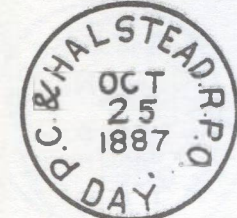
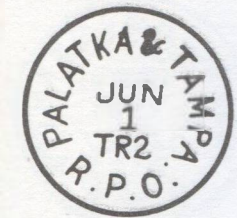
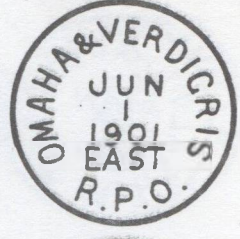
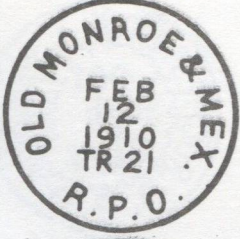
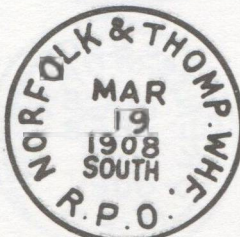
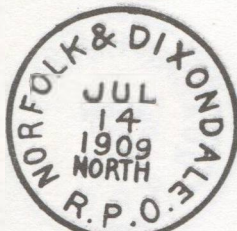
Mansfield-Coshocton, Ohio, 63 miles, Pennsylvania R.R.

600.3-B-1, Mansfield & Cosh. R.P.O., 29½, 1927, T.N., III *



Madeline, Cal.-Reno, Nev., 144 miles, Nevada-California-Oregon Rwy. *
 975-H-1; Madeline Sta. & Reno R.P.O., 30½, 1902, Dir., V
 975-I-1; Madeline & Reno R.P.O., 30½, 1908, Dir., IV
 Marcus-Republic, Wash., 77 miles, Great Northern Rwy.
 902.1-H-1; Marcus & Republic R.P.O., 30, 1905, Dir., III *
 Marietta-Newton, Ohio, 45 miles, Toledo & Ohio Central Extension R.R. *
 600.4-B-1; Marietta & Newton R.P.O., 28½, 1898, IV
 Marietta-Palos, Ohio, 44 miles, Toledo & Ohio Central Extension R.R.
 600.4-C-1; Marietta & Palos R.P.O., 30½, 1907, T.N. IV *
 Martinsburgh, W.V.-Pittsburgh, Pa., 228 miles, Baltimore & Ohio R.R. *
 235-D-1; Martin & Pitts. R.P.O., 28½, 1892, T.N., III
 Matawan-Long Branch, N.J., 21 miles, Central Railroad of New Jersey
 246-G-1; Matawan & L. Branch R.P.O., 30, 1907, A.M., Dir., III *
 Memence, Ill.-Terre Haute, Ind., 162 miles, Chicago & Eastern Illinois R.R. via Otter Creek Jct., Goodland
 686.2-C-1; Mom. & Terre Haute R.P.O., 30, 1904, T.N., IV *
 Monett, Mo.-Halstead, Kan., 248 miles, St. Louis & San Francisco Ry.
 807-Z-1; Monett & Halstead R.P.O., 28½, 1888, II
 Monroe-Rutherfordton, N.C., 104 miles, Seaboard Air Line Railway *
 331-R-1; Monroe & Ruth. R.P.O., 30½, 1903, T.N., III
 Mount Pleasant-Keokuk, Ia., 50 miles, St. Louis, Keokuk & Northwestern R.R.
 792-B-1; Mt. Pleasant & Keok. R.P.O., 29½, 1905, T.N., III *
 Murphy, N.C.-Blue Ridge, Ga., 25 miles, Louisville & Nashville R.R.
 521.3-B-1; Murphy & Blue Ridge R.P.O., 30½, 1910, T.N. II *
 Nashville-Tracy City, Tenn., 108 miles, Nashville, Chattanooga & St. Louis Rwy.
 510-K-1; Nash. & T. City R.P.O., 29½, 1909, T.N., III
 New London, Conn.-Block Island, R.I., 45 miles, Long Island Sound steamboat
 B-7-c; New London & Block Is. R.P.O., 30½, 1909, IV
 New Orleans-Port Vincent, La., 101 miles, Mississippi River Steamboat-J.A. Muir, Contractor
 L-12-b; N.O. & Port Vincent R.P.O., 29, 1894, IV
 Newport-Richford, Vt., 32 miles, Canadian Pacific Rwy.
 36-F-1; Newp. & Rich. R.P.O., 29½, 1906, Partial, T.N., III *





New York-White Plains, N.Y., 22½ miles, New York Central & Hudson River R.R., Chatham Div. Short Run *
108-I-1; N.Y. & White Plains R.P.O., 29½, 1906, III
Norfolk-Belfield, Va., 75 miles, Atlantic & Danville R.R.

317-F-1; Norfolk & Belfield R.P.O., 27, 1890, IV *
Norfolk-Dixondale, Va., ----miles, Old Dominion Line Steamboat *

G-40-c; Norfolk & Dixondale R.P.O., 30, 1909, Dir., V
Norfolk-Thompson's Wharf, Va., 57 miles, Old Dominion Line Steamboats

G-40-b; Norfolk & Thompson's Wharf R.P.O., 30½, 1908, Dir., V *

Northport-Walton, Mich., 55 miles, Traverse City, Leelanau & Manistique Ry.

637.4-A-1; North & Walton R.P.O., 30½, 1903, T.N., IV

Noyes, Minn.-Fargo, N.D., 161 miles, Great Northern Ry.

869-BE-1; Noyes & Fargo R.P.O., 30½, 1928, T.N., II *

Oil City, Pa.-Andover, Ohio, 62 miles, New York Central R.R.

228-D-1; Oil City & Andover R.P.O., 29½, 1924, T.N., III *

Old Monroe-Mexico, Mo., 64 miles, Chicago, Burlington & Quincy R.R. *

820.7-A-1; Old Monroe & Mexico R.P.O., 30, 1910, T.N., III

Omaha-Beatrice, Neb., 133 miles, Union Pacific R.R.

944-F-1; Omaha & Beatrice R.P.O., 29½, 1907, T.N., III

Omaha-Verdigris, Neb., 148 miles, Fremont, Elkhorn and Missouri Valley R.R.

939-H-1; Omaha & Verdigris R.P.O., 29½, 1901, Dir., IV *

Palatka-Tampa, Fla., 209 miles, Florida Southern R.R.-South Florida R.R.

387-L-1; Palatka & Tampa R.P.O., 27½, 1890's, T.N. IV

Paris-Galveston, Tex., 470 miles, Gulf, Colorado & Santa Fe Ry.

473-M-1; Paris & Galveston R.P.O., 30½, 1948, T.N., II *

Pierce City, Mo.-Halstead, Kan., 243 miles, St. Louis & San Francisco Ry.

807-AA-1; P.C. & Halstead R.P.O., 28, 1887, II *

Pine Bluff-Hot Springs, Ark., 77 miles, Missouri Pacific Rwy.

459-B-1; Pine Bluff & Hot Springs R.P.O., 29½, 1914, T.N., III *

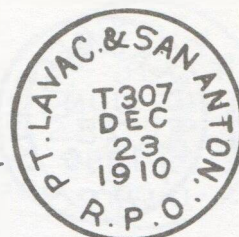
Poplar Bluff, Mo.-Memphis, Tenn., 161 miles, Missouri Pacific Ry. *

464.1-0-1; Poplar Bluff & Memphis R.P.O., 27, 1899, III

Port Barre-Cade, La., 42 miles, Louisiana & Texas R.R.

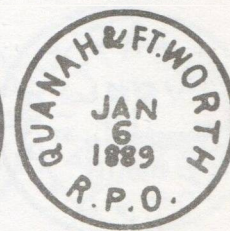
446.6-A-1; Port Barre & Cade R.P.O., 30, 1908, T.N., Mis-spelling, IV *

Port Lavaca-San Antonio, Tex., 141 miles, Galveston,
Houston & San Antonio R.R.
482-V-1; PT.LAVAC.& SAN ANTON.R.P.O., 29½, 1910, T.N.,
IV *



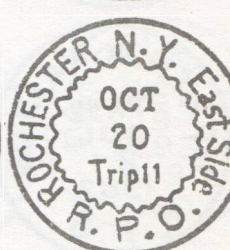
Port Tampa-Ellenton, Fla., 36 miles, Independent Line
of Steamboats

J-7-a; Port Tampa & Ellenton R.P.O., 28½, 1898, V *
Prentis, N.C.-Cornelia, Ga., 53 miles, Tallulah Falls Ry.
369.5-C-1; Prentis & Cornelia R.P.O., 30, 1908, T.N.,
IV *



Quanah-Fort Worth, Tex., 191 miles, Ft. Worth & Denver
City R.R.

958-Q-1; Quanah & Ft. Worth R.P.O., 28, 1889, IV *
Rich Hill, Mo.-Kiowa, Kan., 270 miles, Missouri Pacific
Railway *



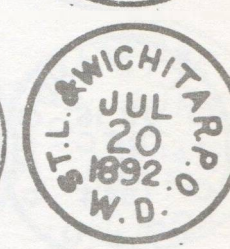
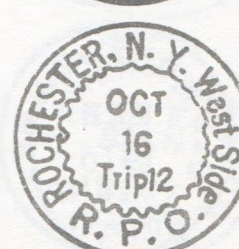
920-AL-1; Rich Hill & Kiowa R.P.O., 29, 1909, T.N., IV
Rochester, N.Y. Street Car -Rochester, Letter Boxes and
Mail Stations- 8 miles-Unreported as to individual
routes-East Side and West Side

RO-1-b; Rochester, N.Y. East Side R.P.O., 30½-19½

Fancy D.C., 1900's, T.N., VI

RO-5-b; Rochester, N.Y. West Side R.P.O., 30½-19½

Fancy D.C., 1900's, T.N., VI



St. Louis, Mo.-Wichita, Kan., Western Division, Springfield
, Mo.-Wichita, Kan., 267 miles, St. Louis & San Fran-
cisco Ry.

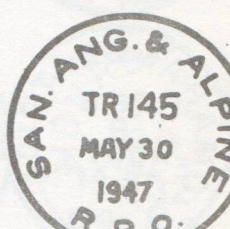
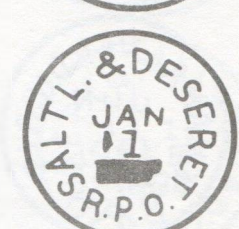
807-AB-1; St.L.& Wichita W.D.R.P.O., 27½, 1892, II

Salt Lake City-Deseret, Utah Terr., 158 miles, Utah Cen-
tral R.R.

972-O-1; Salt L.& Deseret R.P.O., 27, 1880's, V

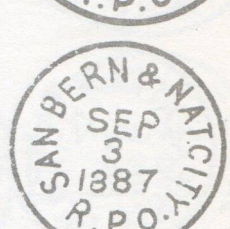
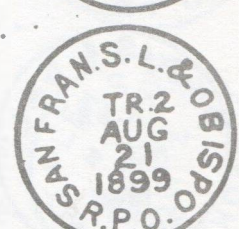
San Angelo-Alpine, Tex., 227 miles, Atchison, Topeka &
Santa Fe R.R.

San Ang.& Alpine R.P.O., 30½, 1947, T.N., I



San Francisco-San Luis Obispo, Cal., 248 miles, South-
ern Pacific Railway Coast Line

980-K-2; San Fran.S.L.& Obispo R.P.O., 28, 1899, T.N.
(An interesting error), V



San Bernardino-National City, Cal., 148 miles, Southern
California Ry.

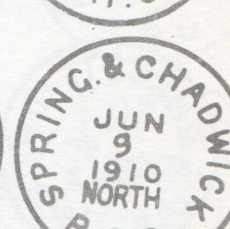
987-L-1; San Bern.& Nat.City R.P.O., 27½, 1887, III *

Sauk-Anacortes, Wash., 49 miles, Great Northern Ry.*

902.4-C-1; Sauk & Anacortes R.P.O., 29½, 1905, T.N., IV

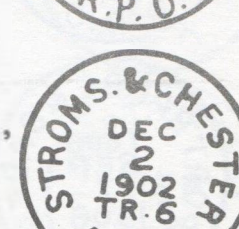
Springfield-Chadwick, Mo., 33 miles, St. Louis & San Fran-
cisco Railway

820.5-B-1; Spring.& Chadwick R.P.O., 30, 1910, Dir.,
III *



Stromsburg-Chester, Neb., 83 miles, Burlington & Missouri
River R.R. in Nebraska

947.11-E-1; Stroms.& Chester R.P.O., 29½, 1902, T.N.,
IV *

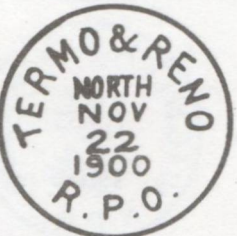


Stromsburg-Hastings, Neb., 75 miles, Chicago, Burlington
and Quincy R.R.

947.11-D-1; Stroms.& Hastings R.P.O., 29½, 1932, T.N.,
II *



Susanville-Sacramento, Cal., 290 miles, Southern Pacific-Western Pacific R.R.'s
995-L-1; Susanville & Sac'to. R.P.O., 30, 1919, T.N., III *



Tacoma-Glenavon, Wash., 63 miles, Tacoma Eastern R.R.
905.5-C-1; Tacoma & Glenavon R.P.O., 30½, 1909, T.N., IV *

Tehama-Sacramento, Cal., 124 miles, Central Pacific R.R.
982-C-2; Tehama & Sac. R.P.O., 30½, 1903, T.N.

Termo, Cal.-Reno, Nev., 127 miles, Nevada-California-Oregon Rwy.

975-I-1; Termo & Reno R.P.O., 30, 1900, Dir., V *

Titusville-Sanford, Fla., 48 miles, Jacksonville, Tampa & Key West Ry.

956-A-1; Titus & Sanford R.P.O., 29, 1908, T.N., III *

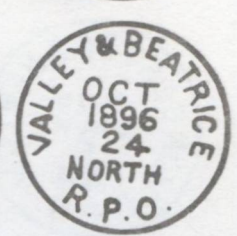


Tracy, Minn.-Huron, S.D., 136 miles, Chicago & North Western Rwy.

866-AF-1; Tracy & Huron R.P.O., 29½, 1901, T.N., II *

Union Pacific Transfer, Iowa Terminal R.P.O. (Council Bluffs, Ia.)

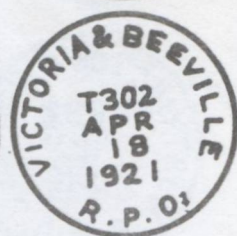
820-C-2; U.P. Transfer Term. R.P.O., 30½, 1911, Time, II



Valley-Beatrice, Neb., 97 miles, Omaha & Republican Valley R.R.

944-G-1; Valley & Beatrice R.P.O., 27½, 1896, Dir., III *

Valley Springs-Lodi, Cal., 27 miles, Southern Pacific RR
984.2-A-1; Valley Sp'gs. & Lodi R.P.O., 29½, 1907, T.N., III *

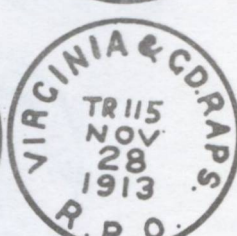
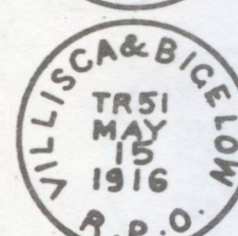


Victoria-Beeville, Tex., 56 miles, Texas & New Orleans R.R.

482-W-1; Victoria & Beeville R.P.O., 29½, 1921, T.N., III *

Villisca, Ia.-Bigelow, Mo., 69 miles, Chicago, Burlington & Quincy R.R.-Kansas City, St. Joseph & Council Bluffs R.R.

798-E-1; Villisca & Bigelow R.P.O., 30, 1916, T.N., III *

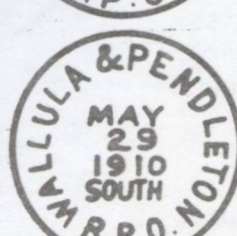
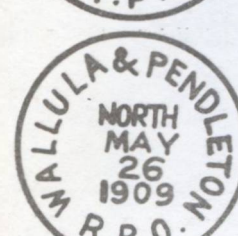


Virginia-Grand Rapids, Minn., 59 miles, Great Northern Ry.
878.6-E-1; Virginia & Gd. Raps. R.P.O., 30, 1913, T.N., III *

Wallula, Wash.-Pendleton, Ore., 41 miles, Northern Pacific R.R.

901.5-C-1; Wallula & Pendleton R.P.O., 29½, 1909, Dir., III *

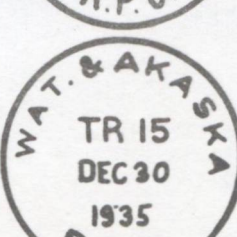
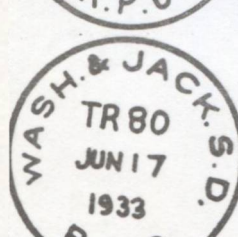
901.5-C-2; Wallula & Pendleton R.P.O., 30, 1910, Dir., III *



Washington, D.C.-Jacksonville, Fla., S.D.-Florence, S.C.-Jacksonville, Fla., 350 miles, Atlantic Coast Line RR
340-W-2; Wash. & Jack. S.D. R.P.O., 30½, 1933, T.N., I

Watertown-Akaska, S.D., 159 miles, Minneapolis & St. Louis R.R.

883-L-1; Wat. & Akaska R.P.O., 30½, 1935, T.N., III *



Watsonville Junction-Santa Cruz, Cal., 21 miles,
Southern Pacific R.R.
980-V-1; Watsonville & Santa Cruz R.P.O., 30½, 1914,
T.N., II *

White Cloud-Holland, Mich., 60 miles, Pere Marquette Ry.
627-E-1; White Cloud & Holland R.P.O., 30, 1925, T.N.,
III *

Wichita, Kan.-Oakwood, Ind. Terr., 157 miles, Kansas City,
Mexico & Orient Ry.
929-I-1; Wichita & Oakwood R.P.O., 29, 1905, T.N., IV*

Woodsfield-Bellaire, Ohio, 41.2 miles, Ohio River and
Western (Pennsylvania) R.R.- Narrow Gauge
593-E-1; Woodsfield & Bellaire R.P.O., 28½, 1928,
T.N., III

Woodward, Okla.-Wichita Falls, Tex., 221 miles, Missouri,
Kansas & Texas R.R. (Wichita Falls & Northwestern)
490-J-1; Woodward & Wich. Falls R.P.O., 29½, 1912, T.N.
II

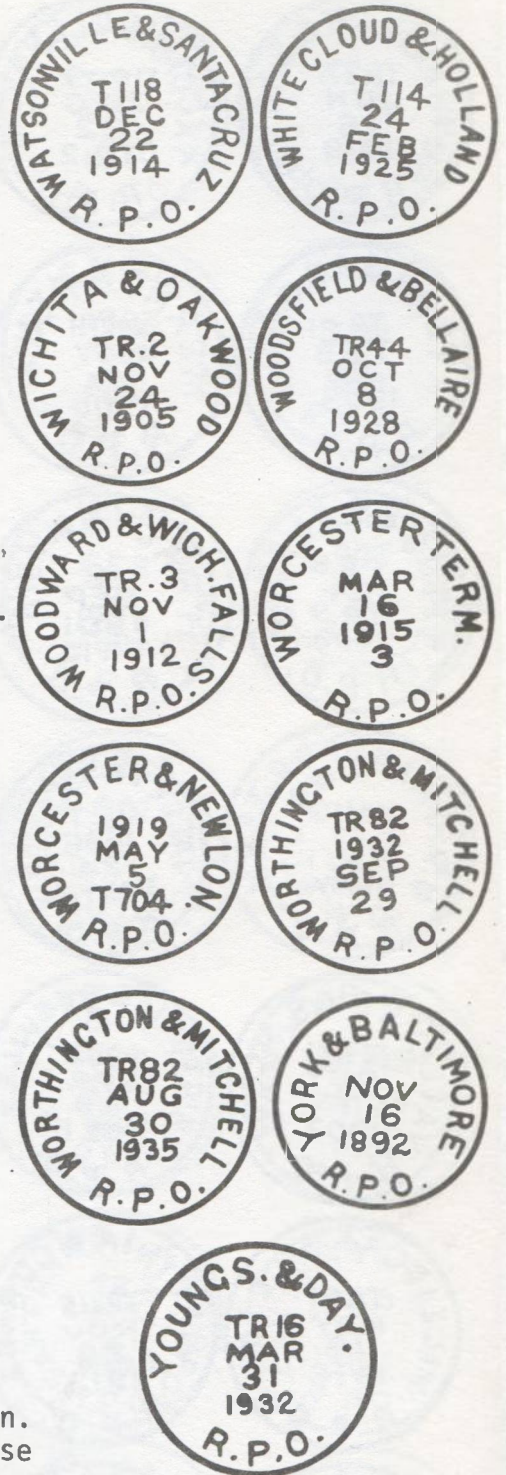
Worcester, Mass. Terminal Railway Post Office
69-E-6; Worcester Term. R.P.O., 30, 1915, 3rd Trick, I

Worcester, Mass.-New London, Conn., 72.3 miles, New York,
New Haven & Hartford R.R.
81-I-1; Worcester & New Lon. R.P.O., 28½, 1919, T.N.,
II

Worthington, Minn.-Mitchell, S.D., 133.9 miles, Chicago
& North Western R.R.
875-D-1; Worthington & Mitchell R.P.O., 30½, 1932,
T.N., I
875-D-2; Worthington & Mitchell R.P.O., 30, 1935,
T.N., I

York, Pa.-Baltimore, Md., 78.7 miles, Baltimore & Lehigh
R.R.
207-D-3; York & Baltimore R.P.O., 27½, 1892, III

Youngstown-Dayton, Ohio, 241.3 miles, Erie Railroad
550-Z-1; Youngs. & Day. R.P.O., 30, 1932, T.N., I



LEGEND

Information on R.P.O. markings listed in catalog section:

- All markings are in BLACK unless otherwise shown.
- All R.P.O. markings are circles, unless otherwise stated. Circle diameters are listed in millimeters.
- Miscellaneous information shown at bottom of the listing pages.
- Markings indicated with an * are first markings reported for the particular route listed.
- Catalog numbers employed are similar to those used in Towle-Meyer Catalog of 1861-1886 Railway Markings and U.S. TRANSIT MARKINGS CATALOG.
- Table of Estimated Values shown after markings listings: I -Up to \$5, 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

