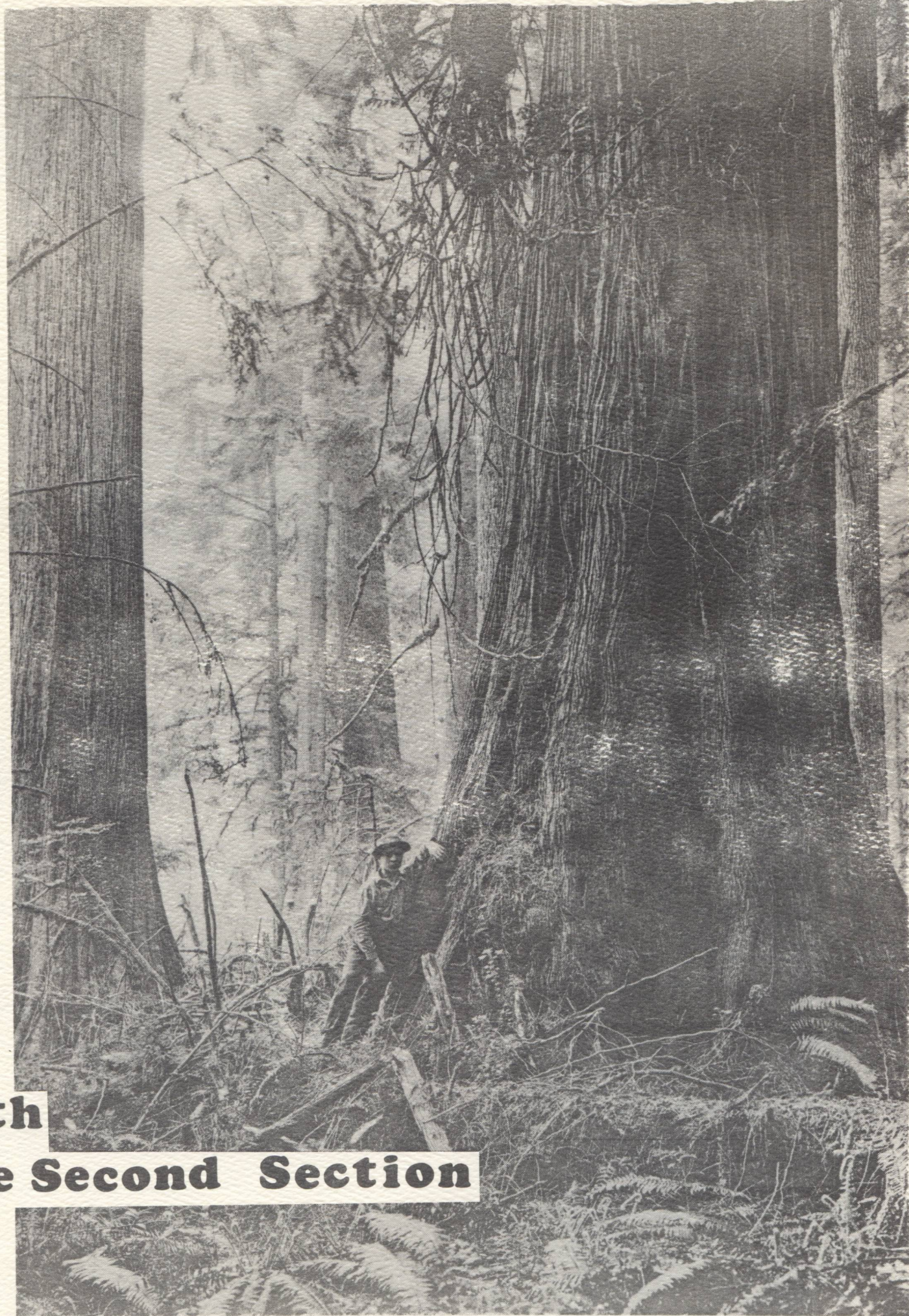


L A P O S T A

with
The Second Section





LA POSTA

OCTOBER 1983
VOLUME 14, NO. 5
WHOLE NO. 83

A JOURNAL OF WESTERN POSTAL HISTORY

IN THIS ISSUE

| | Page |
|--|------|
| POST OFFICES OF KING COUNTY, WASHINGTON By Tim Boardman and Richard Helbock | 2 |
| ANNOUNCING THE MIDWESTERN SECTION By Alan H. Patera | 14 |
| POST OFFICES OF IMPERIAL COUNTY, CALIFORNIA By Randy Stehle | 15 |
| NEVADA POST OFFICES IN OTHER STATES, Part I: The Creation of Nevada Territory By Ted Gruber | 25 |
| EDITOR'S COMMENTS | 32 |
| THE BLACK DIAMOND COAL FIELDS OF CALIFORNIA By Alan H. Patera | 33 |
| THE SECOND SECTION Edited by Charles L. Towle | 37 |
| RAILPOST HISTORY OF THE LONG ISLAND R.R., Section II - THE SOUTH SIDE R.R. CO. & Other Lines By Charles L. Towle | 37 |
| THE CHITTENDEN CORRESPONDENCE Western Postal History Museum Collection | 42 |
| AMERICAN POSTAL HISTORY NOTES | 45 |
| NUGGETS FROM THE POSTAL ARCHIVES By John L. Kay | 47 |
| ARIZONA STATEHOOD CATALOGUE | 50 |
| THE CATALOG SECTION (Additions to U.S.T.M.C.) | 51 |

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LA POSTA with THE SECOND SECTION is published bi-monthly with six numbers per volume appearing in February, April, June, August, October and December. The purpose of the journal is to improve opportunities for publishing research in postal history dealing with the American West and American Railways. A one volume subscription is \$10.00. An advertising rate schedule appears elsewhere in this issue. For additional information, write: EDITOR, LA POSTA, P.O. Box 135, Lake Oswego, OR 97034.

POST OFFICES OF KING COUNTY, WASHINGTON

By Tim Boardman and Richard Helbock

King County was created by the Oregon Territorial Legislature on December 21, 1852. Carved from Thurston County, which itself had only been erected in January 1852, the new county was named for W. R. King, Vice-President of the United States. King County was the fifth to be erected by the Oregon Territorial Legislature in the region lying north of the Columbia River (now Washington State).

Although King County is large in land area by standards of western Washington, it is principally noted as the largest population concentration in the state. King County has over one million residents, and is home to about one-third of the total population of Washington. The core of King County is, of course, the City of Seattle with a bit over one-half the county's population. In addition to housing over one-half the population, the industries of Seattle provide the economic base upon which nearly all King County residents depend. It is for these reasons that our brief discussion of the history of King County is largely limited to an historic trace of the City of Seattle.

Seattle was founded in 1851 by an exploring party led by Arthur A. Denny. The Denny party, which built its first cabins at nearby Alki Point, was impressed by the excellence of Elliott Bay as a port and with the easy access to timber afforded by the site. On February 15, 1852, Denny and several members of the party staked claims on the east side of the bay, and shortly thereafter moved their families to new cabins at this site. The locality was first called Duwamps, after the nearby river and the Indians who lived near it, but at the suggestion of Dr. David Maynard, who arrived in the spring of 1852, the name was changed to Seattle as a tribute to Chief Sealth, a local Indian leader. The Denny cabin was built on a spot which is now near the corner of First and Marion streets in heart of Seattle.

The arrival of Henry Yesler in the autumn of 1852 provided the first spark necessary to propel Seattle past being just another isolated settlement outpost. Yesler wanted to build a sawmill, and the settlers were so enthused that they gave him the waterfront and some of the best timberland. Yesler's mill and wharf, followed by a cookhouse and meeting hall soon became the core of Seattle. Most of the male population earned their money, directly or indirectly, from Yesler's enterprise. Seattle post office was established with the appointment of Arthur Denny as postmaster on October 12, 1852. The office is listed in the OFFICIAL REGISTER of 1853, but the notation "No return" indicates that business was either very light or non-existent that first year.

Seattle's population had grown to about 160 by 1856. The hamlet was built chiefly along one main street (now First Avenue), which was covered with sawdust during the winter to prevent it from becoming a total quagmire. The core of the settlement was Pioneer Place, the intersection of Mill Street (now Yesler Way) and First Avenue. The Yesler mess house, near the foot of Mill Street was the community's only restaurant and social center, and the mill was, of course, the economic center. Seattle boasted between 40 and 45 houses in all, mostly of crude log construction.

An attack by Klickitat Indians in 1856 might have succeeded in destroying the struggling hamlet, but for the unexpected arrival of the U.S. sloop-of-war, "Decatur", in Elliott Bay at a crucial moment. The crew lent assistance to the settlers, and the additions of the ship's fire power tipped the balance in favor of Seattle.

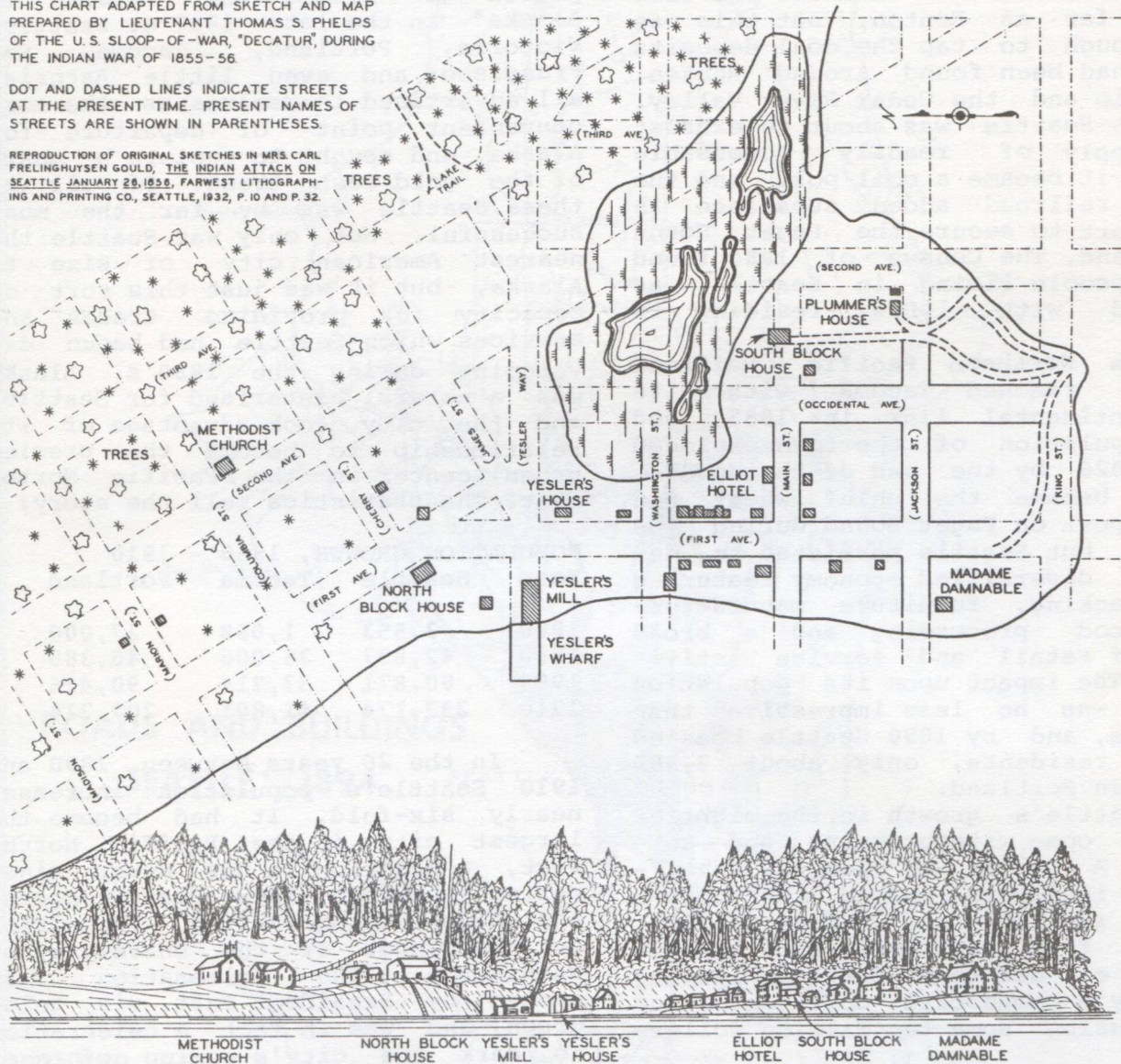
Pacification of the local Indians did not lead Seattle into a period of rapid growth and prosperity. On the contrary, the town's growth was quite slow until after the Civil War. Seattle was incorporated in January 1865 with an estimated population of only 300. A more rapid influx of settlers in the post-war period brought Seattle's 1870 population to 1,107. This was the first Census to list Seattle as a separate community.

SEATTLE: 1856

THIS CHART ADAPTED FROM SKETCH AND MAP PREPARED BY LIEUTENANT THOMAS S. PHELPS OF THE U. S. SLOOP-OF-WAR, "DECATUR", DURING THE INDIAN WAR OF 1855-56.

DOT AND DASHED LINES INDICATE STREETS AT THE PRESENT TIME. PRESENT NAMES OF STREETS ARE SHOWN IN PARENTHESES.

REPRODUCTION OF ORIGINAL SKETCHES IN MRS. CARL FRELINGHUYSEN GOULD, THE INDIAN ATTACK ON SEATTLE JANUARY 26, 1858, FARWEST LITHOGRAPHING AND PRINTING CO., SEATTLE, 1932, P. 10 AND P. 32.



The 1870's were a time of trial for Seattle. The advent of a trans-continental railroad reaching Puget Sound was a dream held by many in the region, and, when in 1873 Jay Cooke's Northern Pacific announced plans to do just that, Seattle offered the railroad a princely package of cash, bonds, land and concessions if it would but choose Seattle as its terminal. The railroad refused, choosing instead to build its terminal some 30 miles south at Tacoma, at the time a mere cluster of cabins which could be

developed just the way the railroad wanted. In a response, which must rank high among the more brash acts undertaken by any small town, Seattle determined to build its own railroad over the Cascades through Snoqualmie Pass. The route was to be called the Seattle and Walla Walla, and, although little actual construction was accomplished in the first two year's of its life, the Northern Pacific fared little better as a fiancial collapse brought major rail construction to a virtual halt

for nearly a decade.

In 1876 James Coleman acquired Yesler's wharf and took over construction of the Seattle & Walla Walla Railroad. He extended the line only as far as Renton, but this was far enough to tap the coal deposits which had been found around Renton, Newcastle and the Cedar River Valley. Just as Seattle was about to exhaust its supply of readily accessible timber, it became a coal port and the little railroad added substance in its effort to secure the Puget Sound hinterland. The Census of 1880 found 3,553 people living in Seattle, as compared with 1,098 residing in Tacoma.

The Northern Pacific Railroad finally reached Tacoma with its transcontinental link in 1885, and the population of the town exploded to 36,026 by the end of the decade. Tacoma became the chief wheat and lumber port on Puget Sound during the 1880's, but Seattle persisted to develop a diversified economy featuring meat packing, furniture manufacturing, food processing and a broad range of retail and service activities. The impact upon its population growth was no less impressive than Tacoma's, and by 1890 Seattle boasted 42,837 residents, only about 3,500 less than Portland.

Seattle's growth in the eighties did not come without pains and setbacks. A series of shameful anti-Chinese incidents marred the city's history in 1885, and on June 6, 1889, a huge fire destroyed more than 30 blocks of downtown Seattle, leaving the city's commercial core in ruins and causing some ten million dollars damage.

Seattle rebuilt rapidly during the 1890's, and, as the railroad boom which had propelled Tacoma into the spotlight a decade before began to level off, Seattle continued to benefit from a high rate of investment and business expansion. The number of manufacturing firms grew from 331 in 1890 to 953 by the turn of the century, and the Census of 1900 reported 80,671 residents, as compared with just 37,714 in Tacoma. A considerable boost to the economy of Seattle came late in the 1890's. The discovery of gold in the Yukon touched off the well-known rush for Alaska, but it

also gave Seattle a brand new hinterland hungry for the kinds of goods and services which Seattle could provide. Many cities and towns completed to become the "Gateway to Alaska" in the late 1890's. Seattle, Victoria, Portland, Tacoma, San Francisco, and even little Astoria, all advertised themselves as the most convenient point of departure for Alaska, and sought to capture a share of the gold rush trade. Of all of these Seattle was by far the most successful. Not only was Seattle the nearest American city of size to Alaska, but it was just this sort of capacity for providing trades and services which Seattle had begun developing during the 1880's. Alaska was a natural hinterland for Seattle, and the city took advantage of its relationship to become the premier urban center in the Pacific Northwest. The statistics tell the story:

POPULATION GROWTH, 1880 - 1910





| Year | Seattle | Tacoma | Portland |
|------|---------|--------|----------|
| 1880 | 3,553 | 1,098 | 17,000 |
| 1890 | 42,837 | 36,006 | 46,385 |
| 1900 | 80,871 | 37,714 | 90,426 |
| 1910 | 237,174 | 41,801 | 207,214 |

In the 20 years between 1890 and 1910 Seattle's population increased nearly six-fold. It had become the largest city in the Pacific Northwest, a position it has never since relinquished. In 1909 Seattle hosted the Alaska-Yukon-Pacific Exposition on the campus of the University of Washington. The celebration was opened by President Taft via telegraph, and was in fact a celebration to mark the city's coming of age. These were glory days in Seattle. The city was riding high on a wave of prosperity and optimism. If there were dark clouds on the horizon, no one paid much attention.

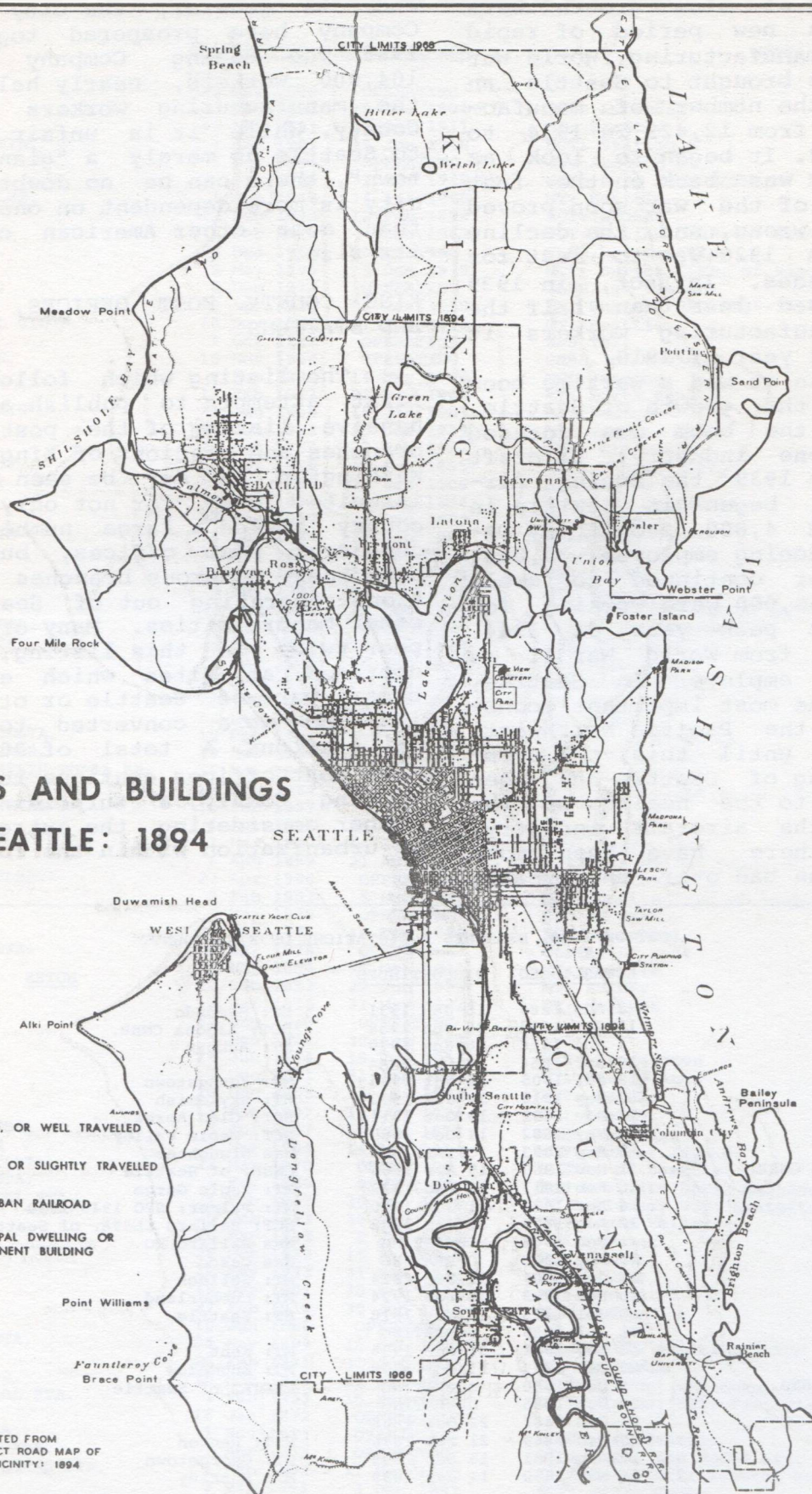
The Seattle story does not end here, of course. The boom times in Alaska were followed by stagnation and decline beginning shortly after 1910, and a pattern of boom and bust was established which has plagued the city's economy to this day. Growth began to slow after 1909, but few were overly concerned for everyone expected some period of "leveling off".

ROADS AND BUILDINGS SEATTLE: 1894

LEGEND

-  GOOD, OR WELL TRAVELLED ROAD
-  POOR, OR SLIGHTLY TRAVELLED ROAD
-  SUBURBAN RAILROAD
-  PRINCIPAL DWELLING OR PROMINENT BUILDING

THIS MAP ADAPTED FROM
MCKEE'S CORRECT ROAD MAP OF
SEATTLE AND VICINITY: 1894



Five years of slow growth were followed by a new period of rapid expansion in manufacturing. World War I preparations brought to Seattle an increase in the number of manufacturing workers from 12,429 in 1914 to 40,843 in 1919. It began to look as though the city was back on the fast track. The end of the war soon proved this optimism wrong, and the decline which began in 1920 was to last for nearly two decades. In fact, in 1939 Seattle employed less than half the number of manufacturing workers it had in the peak year of 1919.

Once again it was a wartime boom which spurred the growth of Seattle, but this time the boom was focused heavily on one industry: aircraft manufacture. In 1939 the Boeing Airplane Company, begun in Seattle in 1916, employed 4,000 people. By December 1941, Boeing employed 30,000, and that number continued to swell until fully 50,000 were working for Boeing in the peak year of 1944. Boeing emerged from World War II as the principal employer in Seattle, and one of the most important economic forces in the Pacific Northwest. From that time until this, the economic well-being of Seattle has been tightly tied to the health of the company and the aircraft industry. Fortunately, there have been more good times than bad over the years,

and, in general, the City and the Company have prospered together. In 1968 The Boeing Company employed 104,000 workers, nearly half of all the manufacturing workers in King County. While it is unfair to refer to Seattle as merely a "giant company town", there can be no doubt that the city is more dependent on one company than most other American cities of its size.

KING COUNTY POST OFFICES, BRANCHES AND STATIONS

The listing which follows is the first attempt to publish a comprehensive listing of the post offices, branches and stations of King County, Washington. As may be seen the list is quite long, for not only has the county hosted a large number of independent post offices, but there have been numerous branches and stations operating out of Seattle and other major cities. Many offices appear twice in this listing, as they operated at sites which eventually became part of Seattle or other cities, and were converted to branches or stations. A total of 30 independent post offices continue to operate in King County, a surprisingly high number considering the extreme degree of urbanization within the county.

POST OFFICES, BRANCHES AND STATIONS OF KING COUNTY

| <u>POSTAL UNIT</u> | <u>ESTABLISHED</u> | <u>DISCONTINUED</u> | <u>NOTES</u> |
|----------------------|--------------------|---------------------|--------------------------------|
| ADELAIDE | 2 Aug 1886 | 15 Jan 1931 | MT: Redondo |
| ALGONA | 15 Mar 1909 | 30 Jun 1958 | NCT: Algona CNBR. |
| ALGONA CNBR. | 1 Jul 1958 | 26 Jun 1979 | MT: Auburn |
| ALKI | 29 Apr 1854 | 27 Mar 1855 | |
| ALKI POINT | 18 Jul 1905 | 14 Jul 1906 | MT: Youngstown |
| ALPINE | 17 Sep 1910 | 30 Jun 1932 | MT: Skykomish |
| AQUARIUM | 30 Nov 1892 | 19 Oct 1914 | NCT: Glen Acres |
| ARTHUR | 22 May 1882 | 14 Dec 1885 | NCT: Maple Valley |
| AUBURN | 8 Sep 1893 | OPERATING | Was Slaughter |
| AURORA VILLAGE CNBR. | 1 Nov 1965 | 15 Apr 1966 | CNBR. of Seattle |
| BALDI | 6 Feb 1917 | 28 Feb 1929 | MT: Eagle Gorge |
| | 16 Apr 1932 | 31 Oct 1950 | MT: Palmer; SPO 1948-1950 |
| BALLARD | 22 Aug 1889 | 31 Jan 1908 | NCT: Ballard CLSTA. of Seattle |
| BALLARD CLSTA. | 1 Feb 1908 | OPERATING | Was Ballard PO |
| BARING | 14 May 1900 | OPERATING | Was Casco |
| BARNESTON | 12 Jun 1901 | 31 Jan 1924 | MT: Selleck |
| BAYNE | 10 Dec 1908 | 15 Feb 1924 | MT: Cumberland |
| BEAUX ARTS | 3 Jul 1913 | 15 Mar 1918 | MT: Seattle |
| BELLEVUE | 21 Jul 1886 | OPERATING | |
| BERRYDALE | 12 May 1921 | 31 Mar 1934 | MT: Kent |
| BIRCH | 23 Mar 1892 | 15 Jul 1899 | MT: Enumclaw |
| BITTER LAKE CLSTA. | 1 Dec 1960 | OPERATING | CLSTA. of Seattle |
| BLACK DIAMOND | 22 Jul 1885 | OPERATING | |
| BLACK RIVER | 21 Jan 1867 | 22 Oct 1868 | |
| | 29 Dec 1869 | 21 Feb 1876 | NCT: Renton |
| BLACK RIVER | 12 Aug 1891 | 15 Sep 1909 | MT: Georgetown |
| BOISE | 26 Mar 1890 | 14 Jan 1899 | MT: Buckley |

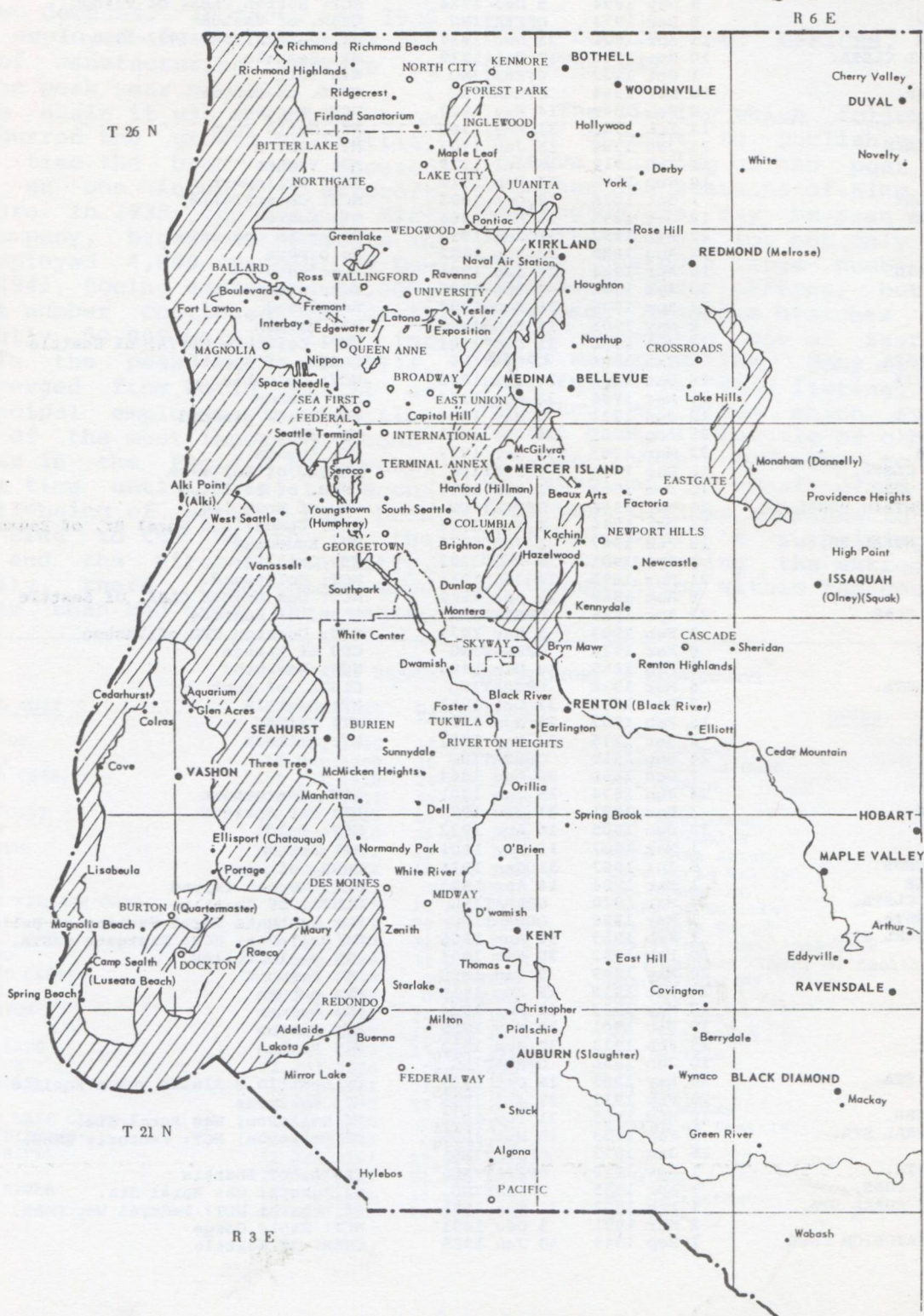
POST OFFICES, BRANCHES AND STATIONS OF KING COUNTY

| POSTAL UNIT | ESTABLISHED | DISCONTINUED | NOTES |
|----------------------------|-------------|--------------|---|
| BOTHELL | 25 May 1888 | OPERATING | |
| BOULEVARD | 27 Feb 1891 | 19 Dec 1894 | NCT: Interbay |
| BRIGHTON | 11 Apr 1901 | 31 Oct 1911 | MT: Seattle |
| BROADWAY CLSTA. | 1 Jun 1907 | 15 Jun 1910 | NCT: Station B |
| | 1 Jun 1936 | OPERATING | Was Station B |
| BRYN MAWR | 24 Jan 1906 | 31 Mar 1948 | NCT: Bryn Mawr CLBR. of Seattle |
| BRYN MAWR CLBR. | 1 Apr 1948 | 14 Apr 1960 | MT: Seattle |
| BUENNA | 19 Sep 1890 | 12 Feb 1898 | NCT: Stones |
| BURIEN | 11 Dec 1919 | 7 Dec 1962 | NCT: Burien CLBR. of Seattle |
| BURIEN CLBR. | 8 Dec 1962 | OPERATING | CLBR. of Seattle |
| BURTON | 9 May 1894 | 5 Dec 1974 | NCT: Burton CLBR. of Vashon |
| BURTON CLBR. | 6 Dec 1974 | OPERATING | CLBR. of Vashon |
| CAMP SEALTH | 13 Apr 1922 | 31 Dec 1950 | MT: Burton; SPO 1937-1950 |
| CAPITOL HILL CLSTA. | 10 Nov 1969 | 17 Jul 1979 | MT: Seattle |
| CARNATION | 1 Oct 1922 | OPERATING | Was Tolt |
| CASCADE CNBR. | 16 Nov 1964 | OPERATING | CNBR. of Renton |
| CASCO | 2 Feb 1899 | 14 May 1900 | NCT: Baring |
| CEDAR FALLS | 12 Feb 1912 | 31 May 1960 | MT: North Bend |
| CEDAR MOUNTAIN | 21 Jan 1888 | 15 Jan 1907 | MT: Renton |
| CEDARHURST | 11 Jan 1912 | 15 Jul 1919 | MT: Vashon |
| CHATAUQUA | 10 Sep 1888 | 27 Feb 1912 | NCT: Ellisport |
| CHERRY VALLEY | 1 Oct 1878 | 18 Oct 1895 | NCT: Cherryvalley |
| CHERRYVALLEY | 18 Oct 1895 | 15 Mar 1906 | MT: Monroe |
| CLEARWATER | 22 Mar 1892 | 31 Aug 1894 | Never in operation |
| CLINE | 22 Aug 1889 | 22 Dec 1892 | No papers |
| COAL MOUNTAIN | 16 Apr 1904 | 27 Sep 1904 | Rescinded |
| | 30 Apr 1906 | 7 Sep 1906 | Rescinded |
| | 21 Apr 1908 | 25 Nov 1908 | Rescinded |
| COLRAS | 9 May 1905 | 14 Feb 1906 | MT: Vashon |
| COLUMBIA | 23 Jul 1902 | 31 Dec 1904 | NCT: Columbia CLSTA. of Seattle |
| COLUMBIA CLSTA. | 1 Jan 1905 | OPERATING | CLSTA. of Seattle |
| COLUMBIA CITY | 16 Dec 1891 | 23 Jul 1902 | NCT: Columbia |
| COVE | 26 Mar 1904 | 30 Sep 1956 | MT: Vashon |
| COVINGTON | 18 Jun 1891 | 5 May 1894 | MT: Black Diamond |
| | 25 Sep 1901 | 14 Dec 1903 | MT: Kent |
| CHRISTOPHER | 22 Mar 1887 | 15 Oct 1917 | MT: Auburn |
| CROSSROADS CLSTA. | 10 Dec 1981 | OPERATING | CLSTA. of Bellevue |
| CROSSROADS CNBR. | 10 Dec 1962 | 2 Sep 1977 | CNBR. of Bellevue |
| CRYSTAL MOUNTAIN RURAL BR. | 26 Mar 1966 | OPERATING | CPO of Enumclaw |
| CUMBERLAND | 13 Oct 1894 | 9 Feb 1967 | NCT: Cumberland Rural Br. of Enumclaw |
| CUMBERLAND RURAL BR. | 10 Feb 1967 | 8 Jun 1973 | MT: Enumclaw |
| DELL | 1 Apr 1901 | 28 Feb 1903 | MT: Orillia |
| DERBY | 21 Mar 1892 | 14 Jan 1911 | NCT: Hollywood |
| DES MOINES | 6 Aug 1889 | 21 Apr 1966 | NCT: Des Moines CLBR. of Seattle |
| DES MOINES CLBR. | 22 Apr 1966 | OPERATING | CLBR. of Seattle |
| DOCKTON | 9 Feb 1903 | 5 Mar 1979 | NCT: Dockton CPO of Vashon |
| DOCKTON CPO | 6 Mar 1979 | OPERATING | CPO of Vashon |
| DONNELLY | 5 Feb 1885 | 10 Dec 1888 | NCT: Monahan |
| DOWNTOWN CLSTA. | 6 Mar 1978 | OPERATING | CLSTA. of Kent |
| DUNLAP | 3 May 1894 | 31 Oct 1911 | MT: Seattle |
| DURHAM | 16 Feb 1892 | 29 Jun 1893 | MT: Palmer |
| | 2 Mar 1915 | 31 May 1921 | MT: Selleck |
| DUVAL | 24 Sep 1910 | OPERATING | |
| D'WAMISH | 7 Dec 1860 | 30 Aug 1864 | |
| DWAMISH | 24 Jun 1874 | 19 Jun 1901 | NCT: Georgetown |
| EAGLE GORGE | 3 Dec 1891 | 31 Jan 1902 | MT: Hot Springs |
| | 18 Dec 1905 | 15 Apr 1932 | NCT: Baldi |
| EARLINGTON | 1 Mar 1907 | 15 Nov 1924 | MT: Renton |
| EAST HILL CNBR. | 5 Jul 1967 | 31 Jan 1976 | CNBR. of Kent |
| EAST SEATTLE | 1 Mar 1904 | 14 Apr 1924 | NCT: Mercer Island |
| EAST UNION CLSTA. | 23 Mar 1970 | OPERATING | CLSTA. of Seattle |
| EASTGATE CNSTA. | 1 May 1956 | OPERATING | Was Eastgate Rural Station of Bellevue |
| EASTGATE RURAL STA. | 1 Feb 1953 | 30 Apr 1956 | Of Bellevue; NCT: Eastgate CNSTA. |
| EDDYVILLE | 20 Feb 1892 | 30 Mar 1901 | MT: Maple Valley |
| EDGEWATER | 20 May 1889 | 5 Jan 1890 | MT: Fremont |
| EDGEWICK | 26 Oct 1912 | 15 Aug 1919 | MT: Auburn |
| ELKCOAL | 12 May 1923 | 31 Mar 1924 | MT: Palmer |
| ELLIOTT | 19 Dec 1901 | 30 Nov 1928 | MT: Renton |
| ELLISPORT | 27 Feb 1912 | 30 Jun 1943 | MT: Vashon |
| ENUMCLAW | 10 Jun 1886 | OPERATING | |
| EXPOSITION STA. | 24 May 1909 | 16 Oct 1909 | Of Seattle @ Alaska Yukon Pacific Expo. |
| FACTORIA | 28 Feb 1911 | 31 Jul 1925 | MT: Bellevue |
| FACTORIA CNBR. | 16 Nov 1955 | 31 Dec 1963 | Of Bellevue; Was Rural Sta. |
| FACTORIA RURAL STA. | 1 Feb 1953 | 15 Nov 1955 | Of Bellevue; NCT: Factoria CNBR. |
| FALL CITY | 16 Jan 1872 | OPERATING | |
| FEDERAL CLSTA. | 1 Nov 1933 | OPERATING | CLSTA. of Seattle |
| FEDERAL WAY CNBR. | 1 Apr 1955 | OPERATING | Of Auburn; Was Rural Sta. |
| FEDERAL WAY RURAL STA. | 1 Feb 1953 | 31 Mar 1955 | Of Auburn; NCT: Federal Way CNBR. |
| FERNDALE | 2 Mar 1891 | 3 Dec 1891 | NCT: Eagle Gorge |
| FIRLAND SANATORIUM CNBR. | 1 Sep 1949 | 30 Jun 1965 | CNBR. of Seattle |

Western King County



- OPERATING POST OFFICE
- OPERATING BRANCH/STATION
- Discontinued



POST OFFICES, BRANCHES AND STATIONS OF KING COUNTY

| POSTAL UNIT | ESTABLISHED | DISCONTINUED | NOTES |
|------------------------|-------------|--------------|---|
| FOREST PARK CNBR. | 16 Oct 1964 | OPERATING | CNBR. of Seattle |
| FORT LAWTON STA. | 1 Nov 1905 | 25 May 1909 | Sta. of Seattle |
| FORT LAWTON CLSTA. | 1 Feb 1947 | 2 Aug 1963 | CLSTA. of Seattle |
| FORT LAWTON CNBR. | Aug 1941 | 28 Feb 1945 | CNBR. of Seattle |
| FOSTER | 17 Aug 1903 | 30 Apr 1907 | MT: Georgetown |
| FRANKLIN | 9 Nov 1886 | 31 Jan 1916 | MT: Black Diamond |
| FREMONT | 25 Mar 1890 | 15 Jul 1901 | NCT: Fremont CLSTA. of Seattle |
| FREMONT CLSTA. | 15 Jul 1901 | 31 Mar 1908 | NCT: Station F of Seattle |
| | 1 Jun 1936 | 30 Sep 1945 | Was Station F of Seattle |
| FRONT | 12 Feb 1906 | 22 May 1906 | Rescinded |
| GEORGETOWN | 19 Jun 1901 | 31 Aug 1910 | NCT: Georgetown CLSTA. of Seattle |
| GEORGETOWN CLSTA. | 1 Sep 1910 | OPERATING | Was Georgetown PO |
| GILSON | 15 Feb 1901 | 6 Jul 1901 | Rescinded |
| GLEN ACRES | 19 Oct 1914 | 15 Oct 1918 | MT: Vashon |
| GREENLAKE | 5 Dec 1894 | 15 Jul 1901 | MT: Seattle |
| GREENLAKE CLSTA. | 1 Sep 1901 | 14 Nov 1945 | Was Winslow Sta.; CLSTA. of Seattle |
| GREEN RIVER | 9 Mar 1885 | 31 Dec 1900 | MT: Auburn |
| GREENWOOD CLSTA. | 1 Sep 1914 | 1 Dec 1914 | CLSTA. of Seattle |
| | 1 Oct 1945 | OPERATING | CLSTA. of Seattle |
| GROTTO | 13 Jul 1910 | 30 Nov 1918 | MT: Miller River |
| | 9 Jul 1923 | 31 Mar 1980 | MT: Skykomish |
| HANFORD | 4 May 1906 | 31 Jan 1908 | Was Hillman; MT: Seattle |
| HAZELWOOD | 14 Mar 1908 | 31 Jul 1930 | MT: Renton |
| HIGHLANDS CLSTA. | 16 Sep 1946 | OPERATING | CLSTA. of Renton |
| HIGH POINT | 3 Jul 1910 | 31 Dec 1943 | MT: Issaquah |
| HILLMAN | 30 Mar 1904 | 4 May 1906 | NCT: Hanford |
| HOBART | 9 May 1903 | OPERATING | |
| HOLLYWOOD | 14 Jan 1911 | 30 Dec 1922 | Was Derby; MT: Woodinville |
| HOT SPRINGS | 18 Apr 1887 | 31 Oct 1910 | MT: Lester |
| HOUGHTON | 20 Jun 1881 | 14 Apr 1961 | NCT: Houghton CLBR. of Kirkland |
| HOUGHTON CLBR. | 15 Apr 1961 | 30 Jun 1962 | Was Houghton PO; CLBR. of Kirkland |
| HUBBARD | 20 Jun 1881 | 30 Apr 1886 | NCT: Juanita |
| HUMPHREY | 13 Jan 1903 | 19 Jul 1905 | NCT: Youngstown |
| HUMPHREY | 17 Mar 1937 | 31 Jan 1941 | MT: Baldi |
| HYLEBOS | 22 Aug 1933 | 30 Dec 1933 | Transferred from Pierce Co.; MT: Tacoma |
| INGLEWOOD | 21 Aug 1889 | 28 Feb 1923 | MT: Redmond |
| INGLEWOOD CNBR. | 15 Jun 1967 | OPERATING | CNBR. of Bothell |
| INTERBAY | 14 Dec 1894 | 2 Nov 1898 | Was Boulevard; MT: Ross |
| INTERBAY CLSTA. | 1 Jun 1936 | 31 Aug 1954 | Of Seattle; Was Sta. I; NCT: Magnolia |
| INTERNATIONAL CLSTA. | 24 Sep 1956 | OPERATING | CLSTA. of Seattle |
| ISSAQUAH | 10 Jun 1895 | OPERATING | |
| JACKSON CLSTA. | 18 Jun 1949 | 22 Sep 1956 | CLSTA. of Seattle |
| JUANITA | 30 Apr 1886 | 31 May 1905 | Was Hubbard; MT: Kirkland |
| JUANITA CNBR. | 1 Aug 1960 | OPERATING | CNBR. of Kirkland |
| KACHIN | 9 Aug 1871 | 21 Feb 1873 | |
| KANASKAT | 31 Dec 1901 | 15 Feb 1909 | |
| KANGLEY | 30 Jun 1890 | 20 Oct 1898 | MT: Palmer |
| | 28 Feb 1903 | 4 Mar 1910 | MT: Selleck |
| KENMORE | 12 Nov 1903 | 31 May 1915 | MT: Seattle |
| | 3 May 1939 | 12 Oct 1973 | NCT: Kenmore CLBR. of Seattle |
| KENMORE CLBR. | 13 Oct 1973 | OPERATING | Was Kenmore PO; CLBR. of Seattle |
| KENNYDALE | 18 Aug 1904 | 12 Feb 1965 | MT: Renton |
| KENT | 29 Oct 1884 | OPERATING | |
| KERRISTON | 23 Nov 1904 | 31 Jan 1935 | MT: Taylor |
| KILBOURNE CLSTA. | 1 Jan 1901 | 15 Jan 1903 | CLSTA. of Seattle |
| KIRKLAND | 31 Jan 1889 | OPERATING | |
| LAKE CITY CLBR. | 11 May 1946 | 3 Jan 1954 | NCT: Lake City CLSTA. of Seattle |
| LAKE CITY CLSTA. | 4 Jan 1954 | OPERATING | CLSTA. of Seattle |
| LAKE HILLS CNBR. | 13 Apr 1959 | 1974 | CNBR. of Bellevue |
| LAKOTA | 4 Oct 1915 | 14 Jul 1934 | MT: Tacoma |
| LATONA | 20 Dec 1890 | 15 Jul 1901 | MT: Seattle |
| LESTER | 13 Nov 1891 | 30 May 1969 | MT: Seattle |
| LISABEULA | 30 Jun 1892 | 28 Feb 1931 | MT: Burton |
| | 27 Feb 1932 | 30 Nov 1935 | MT: Vashon |
| LUSEATA BEACH | 22 Jun 1916 | 13 Apr 1922 | NCT: Camp Sealth |
| MACKAY | 21 Oct 1901 | 31 Jul 1907 | MT: Black Diamond |
| MAGNOLIA CLSTA. | 1 Sep 1954 | OPERATING | Of Seattle; Was Interbay CLSTA. |
| MAGNOLIA BEACH | 30 Jun 1908 | 30 Sep 1953 | MT: Burton |
| MAURY | 13 Oct 1888 | 31 May 1908 | MT: Portage |
| MANHATTAN CNBR. | 1 Oct 1962 | 15 Oct 1970 | Was Station No. 39 of Seattle |
| MAPLE LEAF | 21 Aug 1889 | 1 May 1891 | MT: Pontiac |
| MAPLE VALLEY | 14 Dec 1885 | 16 Jul 1895 | NCT: Maplevalley |
| | 1 Oct 1924 | OPERATING | Was Maplevalley |
| MAPLEVALLEY | 16 Jul 1895 | 1 Oct 1924 | Was Maple Valley; NCT: Maple Valley |
| MAYWOOD | 18 Oct 1892 | 10 Mar 1899 | MT: Hot Springs |
| MCCAIN | 10 Jan 1901 | 27 Apr 1906 | NCT: Scenic |
| McGILVRA RURAL STA. | 1 Nov 1949 | 30 Sep 1950 | Rural Sta. of Mercer Island |
| McMICKEN HEIGHTS CNBR. | 1 Jan 1963 | 2 Sep 1977 | CNBR. of Seattle |
| MEDFORD | 2 Apr 1901 | 31 Oct 1902 | MT: Northbend |
| MEDINA | 19 Mar 1914 | OPERATING | |

POST OFFICES, BRANCHES AND STATIONS OF KING COUNTY

| POSTAL UNIT | ESTABLISHED | DISCONTINUED | NOTES |
|---|-------------|--------------|--|
| MELROSE | 28 Jun 1881 | 19 Mar 1883 | NCT: Redmond |
| MERCER ISLAND | 14 Apr 1924 | OPERATING | |
| MIDWAY | 1 Dec 1906 | 6 May 1907 | Rescinded |
| | 7 Jul 1938 | 21 May 1965 | NCT: Midway CLSTA. of Kent |
| MIDWAY CLSTA. | 21 May 1965 | OPERATING | Was Midway PO; CLSTA. of Kent |
| MILLER RIVER | 22 Jun 1913 | 15 Jun 1934 | MT: Skykomish |
| MILTON | 3 Dec 1878 | 10 Mar 1879 | |
| | 18 Jul 1888 | 19 Sep 1890 | NCT: Buenna |
| MIRROR LAKE | Jul 1944 | 31 Mar 1955 | NCT: Mirror Lake Rural Sta. of Auburn |
| MIRROR LAKE RURAL STA. | 1 Apr 1955 | 31 Aug 1959 | Of Auburn |
| MONAHAN | 10 Dec 1888 | 30 Jun 1926 | MT: Issaquah |
| MONCTON | 17 Sep 1910 | 12 Feb 1912 | NCT: Cedar Falls |
| MONTERA | 22 Dec 1904 | 31 Oct 1911 | MT: Seattle |
| MOUNTAIN VIEW | 3 Mar 1890 | 31 Dec 1890 | NCT: North Bend |
| NAGROM | 14 Dec 1911 | 31 Dec 1936 | MT: Lester |
| NAVAL AIR STATION CLSTA. | Sep 1939 | 31 Jul 1974 | CLSTA. of Seattle |
| NAVAL HOSPITAL CLBR. | 22 Aug 1942 | 1946 | CLBR. of Seattle |
| NAVAL TORPEDO STATION, KEYPORT CNBR. | 2 Jun 1934 | 1946? | CNBR. of Seattle |
| NAVY NO. 10152 BR. | 15 Jun 1943 | 31 Oct 1945 | BR. of Seattle; Naval Air Station |
| NAVY NO. 10254 BR. | 1 Dec 1943 | 30 Mar 1946 | BR. of Seattle; Naval Barracks at Harbor Island |
| NAVY NO. 10273 BR. | 15 Feb 1944 | 14 Oct 1945 | BR. of Kirkland; Naval Rec. Barracks |
| NAVY NO. 10337 BR. | 1 Jul 1944 | 30 Mar 1946 | BR. of Seattle; Naval Receiving Sta., Naval Station |
| NEW CASTLE | 22 Aug 1878 | 12 Jul 1894 | NCT: Newcastle |
| NEWCASTLE | 12 Jul 1894 | 31 Jan 1935 | MT: Renton |
| NEWPORT HILLS CNBR. | 16 Nov 1964 | OPERATING | CNBR. of Bellevue |
| NIPPON CNBR. | 15 Sep 1905 | 16 Jan 1944 | CNBR. of Seattle |
| NORMANDY PARK CNBR. | 1 Aug 1962 | 30 Apr 1965 | CNBR. of Seattle |
| NORTH BEND | 31 Dec 1890 | 9 Aug 1894 | NCT: Northbend |
| NORTHBEND | 9 Aug 1894 | OPERATING | Was North Bend |
| NORTH CITY CLBR. | 27 Jan 1969 | 15 Oct 1974 | CLBR. of Seattle |
| NORTH CITY CLSTA. | 1 Jul 1980 | OPERATING | CLSTA. of Seattle |
| NORTHGATE CLSTA. | 16 Jan 1953 | OPERATING | CLSTA. of Seattle |
| NORTHUP | 29 Jul 1892 | 28 Jun 1897 | MT: Houghton |
| NOVELTY | 24 Dec 1878 | 14 Feb 1906 | MT: Monroe |
| O'BRIEN | 6 Feb 1890 | 15 Jun 1920 | MT: Kent |
| OLNEY | 31 Jan 1889 | 10 Jun 1895 | NCT: Issaquah |
| ORILLIA | 14 Dec 1887 | 5 Jun 1964 | MT: Kent |
| OSCEOLA | 16 Nov 1877 | 31 May 1909 | MT: Enumclaw |
| PACIFIC | 26 Oct 1906 | 29 Jun 1971 | NCT: Pacific Rural Br. of Auburn |
| PACIFIC RURAL BR. | 30 Jun 1971 | OPERATING | CPO of Auburn |
| PAEOSCO | 7 Mar 1918 | 31 Jul 1922 | MT: Black Diamond |
| PALMER | 25 Jul 1888 | OPERATING | |
| PARADISE LAKE | 12 May 1903 | 15 Dec 1904 | MT: Maltby |
| PIALSCHIE | 21 Jun 1887 | 31 Jan 1907 | NCT: Thomas |
| PIONEER SQUARE CLSTA. | 20 Mar 1878 | OPERATING | CLSTA. of Seattle |
| PONTIAC | 18 Jan 1890 | 30 Jun 1909 | MT: Yesler |
| PORT OF EMBARKATION CNSTA. | Nov 1942 | 3 Sep 1957 | CNSTA. of Seattle |
| PORTAGE | 18 May 1903 | 12 Jul 1968 | MT: Burton |
| PRESTON | 13 Jan 1893 | OPERATING | |
| PROVIDENCE HEIGHTS RUR. STA. | 15 Jun 1961 | 30 Apr 1969 | Rural Station of Issaquah |
| QUARTERMASTER | 21 Jun 1890 | 9 May 1894 | NCT: Burton |
| QUEEN ANNE CLSTA. | 1 May 1919 | OPERATING | CLSTA. of Seattle; Was Station P |
| RAECO | 23 Dec 1907 | 31 Aug 1911 | MT: Portage |
| RAVENNA | 8 Jan 1890 | 9 Feb 1901 | MT: Seattle |
| RAVENSDALE | 21 Dec 1901 | OPERATING | |
| REDMOND | 19 Mar 1883 | OPERATING | Was Melrose |
| REDONDO | 8 Oct 1904 | 13 Sep 1963 | NCT: Redondo Rural Sta. of Auburn |
| REDONDO RURAL STA. | 14 Sep 1963 | OPERATING | CPO of Auburn |
| RENTON | 21 Feb 1876 | OPERATING | Was Black River |
| RENTON HIGHLANDS CLBR. | 1 Oct 1943 | 15 Sep 1946 | CLBR. of Renton |
| RICHMOND | 16 Oct 1889 | 3 Dec 1910 | NCT: Richmond Beach |
| RICHMOND BEACH | 3 Dec 1910 | 21 May 1964 | Was Richmond; NCT: Richmond Beach CLBR. |
| RICHMOND BEACH CLBR. | 22 May 1964 | 15 Mar 1976 | Was Richmond Beach PO; CLBR. of Seattle |
| RICHMOND HIGHLANDS | 2 Apr 1912 | 31 Oct 1948 | NCT: Richmond Highlands CLBR. |
| RICHMOND HIGHLANDS CLBR. | 1 Nov 1948 | 31 Dec 1960 | CLBR. of Seattle |
| RIDGECREST CNBR. | 16 Nov 1965 | 3 Feb 1968 | CNBR. of Seattle |
| RIVERTON | 10 Feb 1904 | 30 Apr 1907 | MT: Georgetown |
| RIVERTON HEIGHTS | 10 Jun 1940 | 31 Jul 1947 | NCT: Riverton Heights CLBR. |
| RIVERTON HEIGHTS CLBR. | 1 Aug 1947 | OPERATING | CLBR. of Seattle |
| ROCKDALE | 14 Aug 1912 | 27 Feb 1915 | MT: Cedar Falls |
| ROSE HILL CNBR. | 15 Sep 1962 | 2 Sep 1977 | CNBR. of Kirkland |
| ROSS | 30 Jul 1888 | 15 Jul 1901 | MT: Seattle |
| SALLAL | 10 Nov 1896 | 24 May 1898 | MT: North Bend |
| SCENIC | 27 Apr 1906 | 30 Jun 1944 | MT: Skykomish |
| SEA FIRST CLSTA. | 21 Jul 1969 | OPERATING | CLSTA. of Seattle |
| SEAHURST | 9 Mar 1920 | OPERATING | |

POST OFFICES, BRANCHES AND STATIONS OF KING COUNTY

| POSTAL UNIT | ESTABLISHED | DISCONTINUED | NOTES |
|---------------------------|-------------|--------------|---|
| SEATTLE | 17 Mar 1855 | OPERATING | |
| SEATTLE LETTERED STATIONS | | | INITIALLY LOCATED |
| STATION "A" | 1 Jul 1900 | 31 Mar 1933 | 13th Ave West and Alva Street |
| STATION "B" | 1 Jul 1902 | 31 May 1936 | Was Sta. #13; Greenlake Blvd & 66th N. |
| STATION "C" | 15 Sep 1902 | 31 May 1909 | Madison and Laurel Shade |
| STATION "D" | 15 Sep 1902 | 31 Jan 1908 | 2707 Madison St.; NCT: Sta. #27 |
| | 1 Nov 1908 | 30 Jun 1914 | 3801 34th Ave. West |
| STATION "E" | 15 Sep 1902 | 29 Feb 1908 | 2116 14th Ave. South; NCT: Sta. #28 |
| | 1 Nov 1908 | 15 Mar 1910 | W. Alaska St. & California Ave. |
| STATION "F" | 1 Apr 1908 | 31 May 1936 | Was Fremont Sta.; NCT: Fremont Sta. |
| STATION "H" | 15 Sep 1902 | 31 Mar 1910 | Rainier Ave. and Hall Street |
| STATION "I" | 15 Sep 1902 | 31 May 1936 | 15th Ave. W & Grand Blvd; NCT: Interbay |
| STATION "K" | 15 Feb 1904 | 15 Oct 1909 | 4th Ave NW & 60th St. (Gilman Park) |
| | 1 Dec 1914 | 30 Jun 1916 | King St. between 2nd and 3rd Aves. |
| | | | NCT: Seattle Terminal CLSTA. |
| STATION "L" | 15 Feb 1904 | 31 Mar 1909 | N. 54th St. & 22nd Ave. (Ravenna Park) |
| STATION "M" | 1 Jan 1905 | 31 May 1914 | Was South Seattle PO |
| STATION "O" | 16 Jan 1906 | 31 Mar 1910 | Southeast Seattle |
| STATION "P" | 17 Nov 1907 | 1 May 1919 | 1st Ave W & Republican St.; |
| | | | NCT: Queen Anne CLSTA. |
| | | | Rescinded |
| | | | 7025 California Ave. |
| STATION "R" | 16 Oct 1909 | 8 Nov 1909 | |
| | 16 Dec 1911 | 30 Jun 1914 | |
| | | 1910? | 30 Jun 1915 |
| STATION "S" | 16 Oct 1909 | 30 Jun 1916 | Fauntleroy Park |
| STATION "T" | 1 Apr 1908 | 31 May 1936 | Was West Seattle CLSTA.; NCT: West |
| STATION "W" | | | Seattle CLSTA. |
| SEATTLE TERMINAL CLSTA. | 1 Jul 1916 | 30 Jun 1937 | NCT: Terminal Annex CLSTA. |
| SELLECK | 4 Mar 1910 | 30 Jun 1976 | MT: Ravensdale |
| SEROCO CNSTA. | 1 Oct 1921 | 3 Jun 1956 | At Sears-Roebuck & Co., Of Seattle |
| SHERIDAN | 25 Feb 1892 | 22 Jun 1895 | No papers |
| SHERWOOD | 29 Jul 1892 | 22 Oct 1895 | MT: Maple Valley |
| | 31 May 1899 | 30 Apr 1901 | MT: Maple Valley |
| SKYKOMISH | 8 Jul 1893 | OPERATING | |
| SKYWAY CLBR. | 15 Apr 1960 | OPERATING | |
| SLAUGHTER | 21 Jan 1867 | 22 Oct 1868 | CLBR. of Seattle |
| | 28 Dec 1869 | 8 Sep 1893 | NCT: Auburn |
| SNOQUALMIE | 20 May 1870 | OPERATING | |
| SNOQUALMIE FALLS | 26 Dec 1916 | 30 Jun 1971 | MT: Snoqualmie |
| SNOQUALMIE PASS RURAL BR. | 1 Mar 1966 | 30 Oct 1968 | Rural Br. of North Bend |
| SNOQUALMIE PASS RURAL BR. | 1 Nov 1968 | OPERATING | CPO of Seattle |
| SOUTH SEATTLE | 14 Mar 1892 | 31 Dec 1904 | NCT: Station M of Seattle |
| SOUTHPARK | 25 Jun 1892 | 31 Oct 1908 | Sometime spelled "South Park" |
| SPACE NEEDLE CLSTA. | 21 Apr 1962 | 21 Oct 1962 | CLSTA. of Seattle @ World's Fair |
| SPRING BEACH | 31 May 1913 | 30 Apr 1943 | MT: Burton; SPO 1938-1941 |
| SPRING BROOK | 2 Jun 1879 | 31 Oct 1881 | |
| SQUAK | 20 May 1870 | 31 Jan 1889 | NCT: Olney |
| STAR LAKE | 25 Jun 1892 | 24 Aug 1895 | NCT: Starlake |
| STARLAKE | 24 Aug 1895 | 28 Feb 1898 | MT: Buenna |
| STILLWATER | 17 Sep 1910 | 15 Jul 1925 | MT: Carnation |
| STONES | 12 Feb 1898 | 8 Oct 1904 | NCT: Redondo |
| STUCK | 10 Mar 1887 | 31 Oct 1901 | MT: Auburn |
| SUNNYDALE | 20 Jan 1887 | 15 Aug 1903 | MT: Southpark |
| TAMILL CNSTA. | 1 Aug 1909 | 30 Jun 1929 | CNSTA. of Seattle (70th S. & Rainier) |
| TANNER | 1 Apr 1907 | 31 Jul 1912 | MT: North Bend |
| TAYLOR | 16 Apr 1904 | 31 Jul 1944 | MT: Renton |
| TERMINAL ANNEX CLSTA. | 1 Jul 1937 | OPERATING | Was Seattle Terminal CLSTA. |
| THOMAS | 31 Jan 1907 | 15 Jan 1925 | MT: Kent |
| THREE TREE | 24 Feb 1915 | 15 Nov 1917 | MT: Seattle |
| TIMES SQUARE CLSTA. | 1 Dec 1945 | 1 Aug 1975 | CLSTA. of Seattle |
| TOLT | 4 Dec 1883 | 1 Oct 1922 | NCT: Carnation |
| TOTEM LAKE CNSTA. | 2 Sep 1977 | OPERATING | CNSTA. of Kirkland |
| TUKWILA | 14 Mar 1904 | 5 May 1966 | NCT: Tukwila CLBR. of Seattle |
| TUKWILA CLBR. | 6 May 1966 | OPERATING | Was Tukwila PO |
| UNIVERSITY CLSTA. | 15 Oct 1900 | OPERATING | CLSTA. of Seattle |
| VANASSETT | 19 Nov 1892 | 31 Mar 1913 | MT: Georgetown Station of Seattle |
| VASHON | 12 Apr 1883 | OPERATING | |
| VEAZIE | 23 Jun 1890 | 28 Jul 1892 | MT: Birch |
| VINCENT | 27 Jun 1894 | 18 Nov 1899 | MT: Tolt |
| WABASH | 30 Jun 1892 | 14 Jan 1904 | MT: Osceola |
| WALLINGFORD CLSTA. | 15 Nov 1945 | OPERATING | CLSTA. of Seattle |
| WEDGWOOD CLSTA. | 7 Aug 1967 | OPERATING | CLSTA. of Seattle |
| WELLINGTON | 27 Jun 1894 | 15 Jan 1929 | |
| WEST SEATTLE | 6 Aug 1889 | 29 Feb 1908 | NCT: West Seattle CLSTA. of Seattle |
| WEST SEATTLE CLSTA. | 1 Mar 1908 | 31 Mar 1908 | Was West Seattle PO; NCT: Station W |
| | 1 Jun 1936 | OPERATING | Was Station W of Seattle |
| WESTFAIR CNBR. | 1 Apr 1970 | OPERATING | |
| WESTON | 20 Jan 1888 | No Date | Probably never in operation |
| WESTWOOD VILLAGE CLSTA. | 16 Jan 1981 | OPERATING | CLSTA. of Seattle |
| WHITE | 6 Jan 1890 | 25 Jan 1895 | MT: Redmond |
| WHITE CENTER CLBR. | 1 Oct 1944 | 16 Jan 1981 | CLBR. of Seattle |
| WHITE RIVER | 21 Jan 1867 | 22 Oct 1868 | |
| | 29 Dec 1869 | 6 Feb 1890 | NCT: O'Brien |

POST OFFICES, BRANCHES AND STATIONS OF KING COUNTY

| POSTAL UNIT | ESTABLISHED | DISCONTINUED | NOTES |
|-------------------|-------------|--------------|-----------------------------------|
| WINSLOW CLSTA. | 1 Jan 1901 | 1 Sep 1901 | NCT: Greenlake CLSTA. of Seattle |
| WOODINVILLE | 27 Jun 1881 | OPERATING | |
| WYNACO | 17 Nov 1910 | 15 Feb 1913 | MT: Auburn |
| YESLER | 21 Jan 1890 | 28 Feb 1917 | MT: Seattle |
| YORK | 18 Apr 1890 | 21 Mar 1892 | NCT: Derby |
| YOUNGSTOWN | 19 Jul 1905 | 30 Jun 1909 | NCT: Youngstown CLSTA. of Seattle |
| YOUNGSTOWN CLSTA. | 1 Jul 1909 | 15 May 1910 | CLSTA. of Seattle |
| ZENITH | 25 Oct 1906 | 9 Apr 1968 | MT: Seattle |
| ZENITH CLBR. | 4 Oct 1968 | 9 Jun 1973 | CLBR. of Seattle |

NOTES: CLBR - Classified Branch; CLSTA - Classified Station; CNBR - Contract Branch; CNSTA - Contract Station; RB - Rural Branch; RS - Rural Station; CPO - Community Post Office.


MT: Mail to ---; NCT: Name changed to ---, SPO - Summer Only Post Office.



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ALASKA

1. BEAVER, 1935 (Tyl) VF ties #737 to cml. cvr w/cc of Gen'l Merchant & Miners' Supply. Est. \$15.00
2. CHANDALAR, 1939 (Tyl) VF on flight cvr. E. \$10.
3. FRANKLIN, 1944 (Ty2) VF purple on patr. cvr. E\$15
4. KLAUACK, 1891 (Tyl) VF on piece 1-inch square. Only two examples are known, both on piece. E\$15
5. LAKE BAY, 1917 (Tyl) VF on piece 1 1/2 x 3 1/2 w/stamp. A very scarce PO (earliest known). Est. \$8.00
6. NOME, 1908 (Tyll) a VF exple of the scarce flag on PPC. Est. \$15.00
7. STAMPEDE, 1944 (Tyl) EXC red 4-bar on LD cd. E\$10
8. TAKU HARBOR, 1936 (Tyl) VF on photo PPC of Taku Harbor Cannery. Est. \$25.00
9. TOLOVANA, 1940 (Ty2) VF purple 4-bar on postal reply card. Est. \$7.50
10. WALLEN, 1950 (Tyl) VF on phil. cd. Est. \$8.00
11. WHITTIER BR/SEWARD, 1943 (Tyl) VF on censored cml. cvr. Very scarce thus. Est. \$25.00
12. Lot of 20 diff. Alaska view PPCs (some real photos; all used but strikes only poor-fair). A very good collateral lot. Est. \$75.00

ARIZONA

13. COOLIDGE/INTERMENT BR., 1945 VF on PPC. E\$30.00
14. HEREFORD, 1910 (Ty2) light, readable 4-B on PPC. Est. \$15.00
15. REDROCK, 1908 (Ty3) VF 4-bar on PPC. Est. \$18.00

CALIFORNIA

16. LOMA PORTAL, 1919 VF 4-B on cvr. (SD 1915-28) E\$12
17. MARE ISL. NAVAL BR/VALLEJO, VF 1917 duplex on censored PPC. (Sol. 1917-20). Est. \$25.00
18. ORLOFF, 1910 F-VF 4-B on PPC. (Bu 1905-11). E. \$15
19. PLEASANT VALLEY, 1910 VF 4-b on PPC. '64-'17. E\$12
20. ROSEDALE, 1911 F-VF 4-B on PPC. (Kern '91-'13) E\$15
21. STENT, 1909 F 4-B on PPC. (Tou '95-'25). E. \$8.00
22. TROPICO, 1909, VF 4-B on PPC. (LA '88-'12). E. \$8
23. WISEBURN, 1905 VF Doane on PPC. (LA '91-'06) E. \$25

COLORADO

24. Association Camp, Colo/Jul 24 1916 in two st.lns neatly tie 1¢ green to PPC. Scarce prov. PM. E\$30
25. DENVER MILLS, 1908 legible 4-B on PPC. Est. \$10
26. FORKSCREEK, 1908 F-VF Doane on cvr. ('95-'27) E. \$12
27. HEZRON, 1909, F-VF purple 4-B on PPC. ('02-'12). E. \$25
28. HIGHO, 1910, VF cds on PPC. ('89-'30). Est. \$15.00
29. HOLTWOOD, 1910, VF purple 4-B on PPC. (1910-'17) E\$35
30. MORAIN PARK, 1912 F-VF 4-B on PPC. (1902-'21). E. \$12
31. PRIMOS, 1909, VF 4-B on PPC. (1907-'13). Est. \$35

DAKOTA (N) NORTH and (S) SOUTH

32. DAGLUM (N), 1908, F-VF Doane on PPC. (1906-'20). E. \$12
33. DESLACS (N), 1915, VF 4-B on PPC. (1900-'48). E. \$6
34. ELLIS (S), 1912, F-VF 4-B on PPC. ('93-'42). E. \$6
35. GOOBY (S), 1914, VF 4-B on PPC. (1910-'20). E. \$15
36. RUDSER (N), 1909, VF Doane on PPC. (1906-'17). E. \$15
37. SNOMA (S), 1910, F 4-B on PPC. ('90-'11). Est. \$12
38. TASKER (N), 1913 VF Doane as rcv mk on PPC. Est. \$8
39. TEPEE (S), 1910, F cds on PPC. (1905-'26). Est. \$10
40. WIST (S), 1911, F-VF 4-bar on PPC. ('94-'11). E. \$10

IDAHO

41. BAYVIEW, 1944 on Free cvr w/Navy r.a. Est. \$5.00
42. HARLEM, 1913, VF 4-B on PPC. (1907-'18). Est. \$25.
43. FALK, 1915?, F-VF 4-B on PPC. (1914-'22). E. \$15.00
44. GREEN TIMBER, VF Doane on PPC. (1906-'12). E. \$45.
45. HARRISBURG, 1913, F cds on PPC. (1903-'20). E. \$15.
46. LINDEN, 1916, VF 4-B on PPC. (1889-'1929). E. \$12.00
47. MACE, 1907, VF Doane on PPC. ('99-'22). E. \$15.00
48. PINEHURST, 1910, F-VF 4-B on PPC. (1903-'18). E. \$20
49. WESTMOND, 1909, VF 4-B on PPC. (1903-'25). E. \$15
50. WILSON, 1916, F 4-B on PPC. (1897-'23). Est. \$10.00

KANSAS (K) and NEBRASKA (N) (ALL DPOs)

51. ABBOTT (N), 1908, VF Doane on PPC. Est. \$6.00
52. CONQUEST (K), 1908, F-VF cds on PPC. Est. \$7.00
53. CUMRO (N), 1910 F-VF cds on PPC. Est. \$6.00
54. DESOTO (N), 1907, F-VF cds on PPC. Est. \$6.00
55. ERINA (N), 1906 F-VF Doane on PPC. Est. \$8.00

KANSAS (K) and NEBRASKA (N) continued

56. GOODRICH (K), 1910 F-VF 4-B on PPC. Est. \$5.
57. KAW (N), 1910 F-VF 4-B on PPC. Est. \$6.00
58. OASIS (N), 1908 VF Doane on PPC. Est. \$10.00
59. PAWNEE STATION (K) F-VF purple Doane on PPC. Est. \$8.00
60. WILBURN (K), 1906, F-VF Doane on PPC. E. \$15

MONTANA

61. ADA, 1910, VF 4-B on PPC. ('96-'17). E. \$20.
62. BOWLER, 1911, F-VF Doane on PPC. ('94-'36) E. \$8
63. CONCORD, VF 1910 4-B on PPC. (1908-'12). E. \$20
64. CLEMONS, 1911 VF 4-B on PPC. ('98-'25). E. \$15
65. FLOWEREE, Apr 11 1910, provisional mss. PM on PPC. Attractive & scarce. Est. \$35.00
66. GRANITE, 1907, F-VF dup. on PPC. (86-'08) E\$10
67. HOGAN, 1909, F 4-B on PPC. ('87-'19). E. \$10
68. PIPESTONE SPRINGS, 1909, VF Doane on PPC. E\$10
69. STEARNS, 1911 VF 4-B on PPC. ('91-'21). E. \$15
70. TUSCOR, 1917 VF 4-B on PPC. ('14-'56). E. \$5.00

NEVADA

71. AIR CORPS GUNNERY SCH. & ARMY GUNNERY SCH. Branches LD & FD (Jun '42) on PPC. Est. \$12
72. RAWHIDE, 1908 F-VF 4-B on PPC. (1907-'41). E\$8

NEW MEXICO TERRITORY (Dike Types)

73. OSCURO, 1910, VF Ty2 on PPC. Est. \$12.00
74. THREE RIVERS, 1910 VF purple Ty2 on PPC. E\$20
75. WILLARD, 1907 F-VF Ty1 on PPC. (Doane). E. \$20

OREGON

76. AJAX, 1907, EXC Doane on PPC. (1888-'21). E. \$15
77. ASH, 1911, VF 4-B on PPC. (1894-'34). E. \$8.00
78. CLEVELAND, VF 1910 cds on PPC. ('74-'23). E\$12
79. GRANDVIEW, 1914 F-VF 4-B on PPC. (1912-'49) E\$8
80. HAYCREEK, 1909, F-VF Doane on PPC. Est. \$12
81. LAIDLAW, 1911, VF 4-b as rcv mk. on PPC. E\$6
82. ORETOWN, 1894 VF cds Ty3 (one of four known) on VF cover. Est. \$40.00
83. PRINEVILLE/Wasco Co., 1880 F-VF red cds w/star-in-circle on UX5. Est. \$65.00
84. ROCKCREEK, 1911, Fine light 4-B on PPC. E\$10
85. VICTOR, 1910 VF Doane Ty1 on PPC. (93-'12) E\$25

RURAL FREE DELIVERY (RFDs)

86. "Cancelled by Edward S Pearson/R F C No 1 Albion" Wash. 1909 unlisted & VF. Est. \$25
87. CONCORDIA, MO 1904 Ty 1 VF. Est. \$12.00
88. CHERRY VALLEY, ILL 1906 Ty1? Rt2 F-VF. E\$10
89. MILLMONT, PA 1909 Ty11, VF unlist. E. \$12
90. SACRAMENTO, CAL 1908 Ty2F Rt1 F-VF purple. Est. \$10.00

RAILWAY POST OFFICES (RPOs)

91. BILLINGS & THERMOP., 1911 Exc. on PPC. E\$15
92. COBRE & ELY, 1915 VF on cover. E. \$15.00
93. GREELEY & DENVER, 1910, VF on PPC. Est. \$10
94. HAVRE & ANACONDA, 1905, VF on UX18. E. \$15
95. SEATTLE & NEAH BAY/SR, 1912 VF on PPC. (stm. boat). Est. \$20.00

TEXAS

96. ALTURA, 1912, Mss w/blue st. line date stamp (El Paso Co. 1908-'15). Very scarce. Est. \$30
97. DUVAL, 1910 VF 4-B on PPC. (1908-'10). E. \$25
98. GASOLINE, 1939, VF purple 4-B on UX27. E\$8.
99. IATAN, 1911, VF 4-B on PPC. (1890-'24). E. \$6
100. RUTERSVILLE, 1906 F-VF cds on PPC. E. \$6.00
101. SMELTERTOWN, 1939 VF 4-B on UX27. E. \$8.00
102. COMYN, 1910, VF 4-B on PPC. Est. \$6.00

WASHINGTON

103. DOWNS, 1909, F Doane on PPC. (1902-'30). E\$8
104. FORT CASEY, 1909 VF 4-B on AYP PPC. E. \$10
105. FORT FLAGLER, 1900 EXC cds on U362. E. \$10
106. HAYES, 1912 VF cds on PPC. ('76-'13). E\$15
107. HOLLISTER, 1909 F Doane on PPC. (1906-'10). Est. \$20.00
108. LITTLE FALLS, 1910, VF 4-B on PPC. Est. \$8
109. PARK, 1908, F-VF Doane on PPC. ('05-'25) E\$8
110. SPRINGDALE, 1908 two-line purple handstamp on PPC (real photo of fire destruction) The message refers to fire. Emergency PM. E. \$25

All lots sold at a slight advance over 2nd high bid. Minimum bid: \$2. Buyers pay mailing costs. Photo copies sent for SASE. Improperly described lots returnable within 10 days. Prices realized sent to successful bidders. Phone bids accepted up to hour of closing.

BIDS CLOSE: November 30, 1983 (10 PM Pacific)

ANNOUNCING A MAJOR EXPANSION OF LA POSTA: THE NEW MIDWESTERN SECTION

By Alan H. Patera

Beginning with the first issue of Volume 15 (February 1984) of LA POSTA, I will be editor of a new Midwestern Section. I intend to present the same types and diversity of articles that have characterized LA POSTA these past 14 years, only for areas that LA POSTA has not touched on before. The states that the Midwestern Section will be covering are: Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, and Wisconsin. Now, this is a big chunk of territory, some 850,000 square miles covering the bulk of the Mississippi River drainage basin, so it will of course be impossible to cover each of the states in each issue, but I will try to include at least two major articles per year on each state.

Through the Midwestern Section of LA POSTA you will be able to meet the various state postal history societies; follow the westward expansion of settlement across the plains; learn something of ethnic settlements, coal mining (even copper and lead mining), and city growth in the states covered. Much of the information will be presented with the idea in mind that many collectors of postal history material work with a county orientation. Post office lists, maps of post office locations, and some other articles will be dealt with on a county basis. Other information will be published on postmarks and cancels, post office revenues, and occasionally information oriented towards the detailed demands of the dedicated researcher.

I hope not to do this alone. I will need your assistance and support to succeed. Many of you know me through my research published under The Depot. Some of you have already been contacted by me in my preparations to take on this editorship. I plan to write some articles based on my experience and interests, but, to give the Midwest the balance and diversity it deserves, we will need cooperation from those of you who have interests and specialties in the region.

I know that most of the current subscribers to LA POSTA have an interest in the American West, and, although not all live in the West, the majority do. I also know that a great many of the people living in the West have come there from somewhere else, and the Midwestern states have long been a point of departure for westward migration. Let's face it, some of you western collectors have roots in the Midwest, and some of you still collect areas of the Midwest. Let's hear from you! Where are you from? What was it like? Write about it! If you need postal information to be able to complete an article, I'll try to help you find it. If you're not confident of your ability as a writer, I'll help you. Communications may be sent to me at 505 Lincoln Avenue, Takoma Park, MD 20912. Hope to hear from you!



Postal History - Scripophily



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POST OFFICES OF IMPERIAL COUNTY,
CALIFORNIA

By Randy Stehle

On August 6, 1907, voters in the eastern part of San Diego County went to the polls and cast their ballots in favor of forming a new county. Nine days later, on August 15, 1907, Imperial County officially became California's 58th and final county. The desire to breakaway from San Diego County had only been around for a few years. Residents of the Imperial Valley cited geographical distance as the primary reason for the creation of their own county. A high range of mountains separated them from the county seat at San Diego, and it was a hardship to travel the almost 300 miles by rail in order to conduct legal matters. Adding further to the feeling of separation was the fact that San Diego was a maritime city, and the Imperial Valley was largely agricultural.

Some say that on election day, one-half of the registered voters did not vote. They were in San Diego to

escape the heat. This may be true, since only 1,326 people voted out of an estimated population of 10,320. In order to form a new county, 65% of the votes had to be in favor. The final count showed a huge 84% plurality voting in favor. In the county seat fight, El Centro won by 563 to 455 for Imperial and 222 for Brawley.

The above reference to the high temperatures found in Imperial County is indicative of the important place that climate has held in the history of the county. The area is characterized by extreme heat and aridity. A record high temperature of 130 degrees Fahrenheit has been recorded, and the average annual rainfall is around three inches. The entire county lies within the Colorado Desert. Several mountain ranges add relief to the extreme western part of the county along the border with San Diego County, but the most prominent feature of the county is the Salton Sea, formed during 1905 - 1907 and located in the northwest corner. This large, salty body of water lies below sea level as does the Imperial Valley, which stretches south from Salton Sea to the Mexican border. In the



MAIN ST. LOOKING EAST. BRAWLEY, CAL.

eastern part of the county are found the Chocolate Mountains, now used as an aerial gunnery range. These mountains extend east to the Colorado River, which separates California from Arizona.

American settlement of Imperial County is a fairly recent event, but its beginnings can be traced back to the 1850's, when, as a part of San Diego County, Dr. Oliver Wozencraft began to expound the idea that the Imperial Valley could be irrigated by gravity flow from the Colorado River. Wozencraft continued to argue in favor of his scheme for the next 30 years, but to no avail. In 1879 the Southern Pacific Railroad completed its main line to Old Beach (now Niland), but it was 1896 before the first real effort to undertake an irrigation project was made. In that year the Colorado River Irrigation Company was organized, and a 50-mile canal was built, running through the United States and Mexico. The canal was finished in 1901, the same year that the post office was established at Imperial. Of all post offices still operating in the county, Imperial is the oldest. There were several post offices that were established before the canal was completed, but, except for Glamis and Ogelsby (Ogilby), all of these were closed by the time the county was formed. For the record, the following post offices were established and discontinued in what was San Diego County before the creation of Imperial County: Barnes, Bradtmore (name changed to Heber), Cactus, Eastside (name later changed to Holtville), Flowingwell, Hedges, Indian Wells, Senator and Volcano Springs. The locations of these offices are indicated on the accompanying map (except for Senator and Indian Wells which did not have Site Reports), but they have been omitted from the List of Imperial County Post Offices.

The availability of sufficient water carried the population of the county from under 1,000 in 1900 to 10,300 by 1907, and 13,500 by the time of the Census of 1910. One might mistakenly think of Imperial County as one of California's least populated and most rural counties, but in 1910 it ranked as the 36th most populous among the state's 58 counties. By comparison, Inyo County (another de-

sert county) had 7,000 residents in 1910, Lake County had 5,600 and Eldorado County had 7,500.

Along with the increase in population came the establishment of new post offices. Just prior to becoming a county there were only 12 post offices in the area. Eight of these were on the Southern Pacific Railway line, and enjoyed mail delivery seven days a week. Of the remaining four towns, three had mail delivery three times a week (Palo Verde, Silsbee and Picacho), while Potholes had delivery six times a week. There were no rural delivery routes in the area then. Nine years later, in 1916, there were 22 towns with post offices, and during these nine years eleven other post offices had come in and gone out. Frequency of mail delivery had generally been improved. Two of the three towns receiving three times a week delivery in 1910, Silsbee and Palo Verde, were up to six times a week, as were Bard and Andrade in 1916. Remote Picacho was down to twice a week, and newly established Highline received delivery three times a week. Rural Free Delivery made its first appearance by 1909 at Holtville (one route), and by 1911 Calexico had one route, El Centro had two, and Imperial had one. By 1916 there were rural delivery routes originating out of Brawley that stretched to Westmoreland to the west, Wiest to the north and Alamorio to the east. The only other rural route in 1916 was from Calexico to Mount Signal.

The growth of the post office system can clearly be seen in the Table of Postmaster Compensation. Prior to becoming a county, only Calexico and Imperial had assistant postmasters, while Old Beach had a clerk. In 1909 Brawley and El Centro got assistant postmasters, and Holtville had two clerks and one rural carrier. In 1911 (the last year covered by the OFFICIAL REGISTER, the source of this data), Calexico and Imperial each added a clerk and got a rural carrier. El Centro got one clerk and two rural carriers, while Holtville lost a clerk and gained a second rural carrier. Even little Meloland had an assistant postmaster in 1911. The job paid \$30.00.

The number of post offices had declined to 17 by 1933 (there are 15

IMPERIAL COUNTY POSTMASTER COMPENSATION, 1905-1911

| Post Office | 1905 | 1907 | 1909 | 1911 |
|-------------------|-------------------------------------|------------------------------------|--|---|
| ALAMORIO | | | | \$250 |
| ALBERTA | | | | 110 |
| BARD | | | | 290 |
| BRAWLEY | 673 | 832 | PM 1,600 AP 300 <u>1,900</u> | PM 1,800 360 <u>2,160</u> |
| CALEXICO | PM 766 CLK 60 <u>826</u> | PM 1,000 AP 60 <u>1,060</u> | PM 1,500 AP 240 <u>1,740</u> | PM 1,700 AP 900 CLK 720 RD 560 <u>3,880</u> |
| EL CENTRO | | 713 | PM 1,800 AP 444 <u>2,244</u> | PM 2,200 AP 900 CLK 600 RD 800 RD 1,000 <u>5,500</u> |
| HAZELWOOD | | | | 30 |
| HEBER | 182 | 128 | 363 | 480 |
| HOLTVILLE | 404 | 662 | PM 1,500 CLK 120 CLK 120 RD 864 <u>2,604</u> | PM 1,700 CLK 900 RD 1,000 RD 960 <u>4,560</u> |
| IMPERIAL | PM 1,500 CLK 240 <u>1,740</u> | PM 1,500 AP 240 <u>1,740</u> | PM 1,800 AP 444 <u>2,244</u> | PM 2,000 AP 700 CLK 600 RD 1,000 <u>4,300</u> |
| IMPERIAL JUNCTION | | | | 270 |
| LAPARRA | | | 3 | 20 |
| MELOLAND | | | 161 | PM 151 AP 30 <u>181</u> |
| MOBILE | | | | 140 |
| OGILBY | 197 | 35 | 151 | 224 |
| OLD BEACH | | PM 328 CLK 144 <u>472</u> | | |
| PALO VERDE | 227 | 362 | 32 | 110 |
| PICACHO | 152 | 98 | 105 | 50 |
| POTHOLES | | 320 | | |
| SEELEY | | | | 170 |
| SILSBEE | 146 | 95 | 261 | |
| TUMCO | | | | 520 |
| WESTMORELAND | | | | 50 |
| WIEST | | | 62 | |

ABBREVIATIONS: PM=Postmaster; AP=Assistant Postmaster; CLK=Clerk
RD=Rural delivery carrier

NOTE: The Post Office Department operated on a fiscal year ending June 30th. Therefore, 1911 figures actually represent salaries paid for the period from July 1, 1910, to June 30, 1911.

operating office and branches today). In 1933 all the post offices had daily delivery except for Palo Verde and Westmoreland with mail deliveries six times a week. There were also rural delivery routes to Wiest, Mount Signal, Silsbee, Bonds Corner and Bard.

Water from the Colorado River brought the opportunity to irrigate the rich lands of the Imperial Valley, but only so long as the canal was properly maintained. The main canal eventually was allowed to fill

with enough silt to make it inadequate for carrying sufficient water to care for the expanding irrigated acreage. A new canal was cut below the old one, but, before it could be completed, an unusually heavy snow runoff caused the Colorado River to flood in the spring of 1905. The river swept into the Imperial Valley, following down the Alamo and New rivers, and filled the old Salton Sink to form the Salton Sea. During this flood, the rivers cut mile wide channels through fertile lands, des-

destroying homes and devastating sections of cities. The Southern Pacific joined the struggle to control the river, but it took almost two years to accomplish this. Final control was achieved in February 1907, and by that time the railroad had spent some \$3.1 million of its own money. An appeal to the U.S. Government for reimbursement by the railroad was met with President Theodore Roosevelt's refusal on the basis that he insisted the railroad had been chiefly concerned with protecting their own investments in the valley. This refusal led to years of litigation, and it was not until 1936 that Southern Pacific received slightly over \$1 million, less than one-third of what they had spent.

Six months after the flooding was controlled, Imperial County came into existence. The flood emphasized the need for a program of control in the area surrounding the Colorado River. During the next 25 years two reports were issued, but nothing material was done. One report was issued by a Congressional subcommittee and the other by the United States Bureau of Reclamation. Both reports urged construction of a high dam at Boulder Canyon, a reservoir, a second smaller dam and an irrigation canal. The Hoover Dam was finally begun in 1934, and completed in 1936 on the Colorado River between Arizona and Nevada. It ended the threat of flooding by diverting excess water to a reservoir, Lake Mead, which also provides a source of electric energy for the entire area. The second dam, Imperial Dam, built in 1938, diverts the lower Colorado River waters to the All American Canal. Completed in 1940, this 80-mile-long waterway irrigates a half-million acres of Imperial Valley land.

Irrigation has turned the Imperial Valley into one of the most productive farm areas in the United States. Initially barley, asparagus, hay, cotton, wheat and cantaloupes were the major crops. Soon, hogs, sheep, cattle and turkeys were being raised along with raisins, oranges and grapefruit. Today, cotton is the most important crop, but a wide variety of other crops are still produced. In addition to farming, some mining (gypsum and gold) is presently being done.

By 1980, the population of the county was 92,100, ranking it as the 30th most populous in the state. Imperial County compared favorably with such other California counties as Napa (99,000) and El Dorado (85,000) in 1980. The huge increases in population experienced by the county's major cities between 1910 and 1980 is summarized in the Table of Population below.

TABLE OF POPULATION

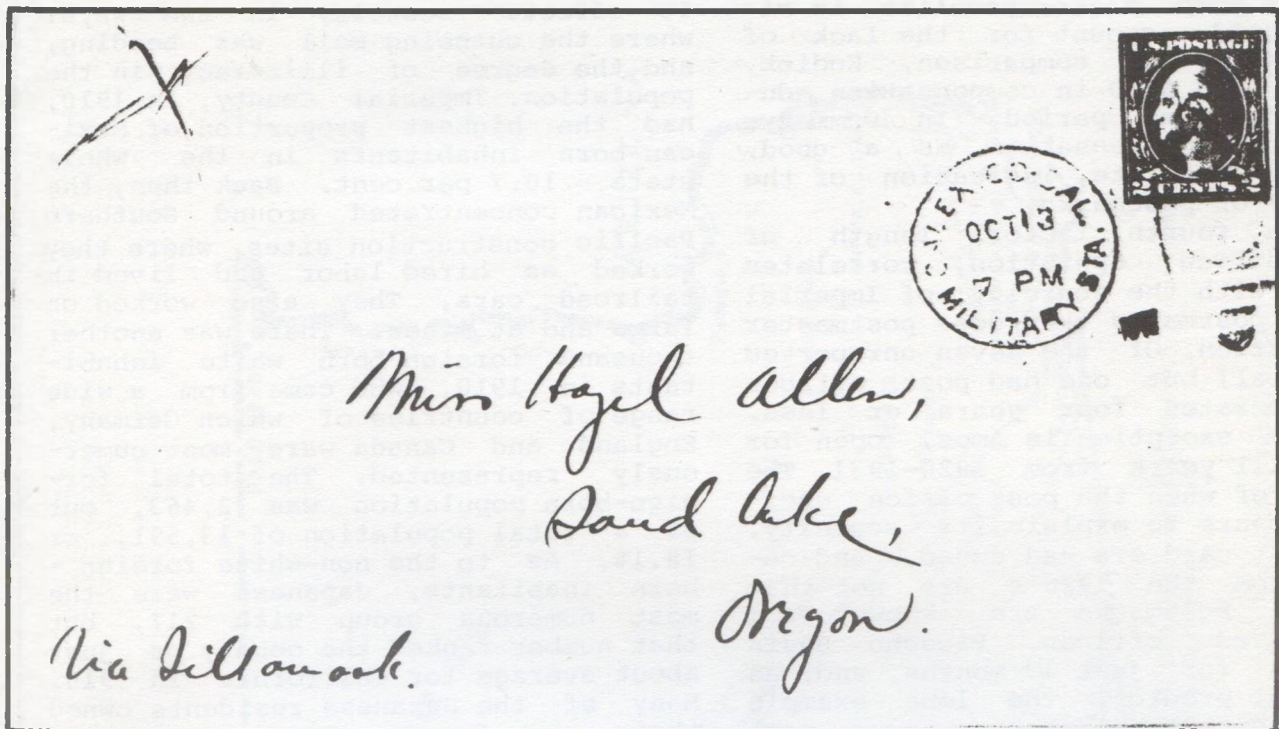
| Town | 1910 | 1980 |
|------------------|--------|--------|
| Brawley | 881 | 14,900 |
| Calexico | 797 | 14,400 |
| Calipatria | - | 2,600 |
| El Centro | 1,610 | 24,000 |
| Heber | - | 950 |
| Holtville | 729 | 4,400 |
| Imperial | 1,257 | 3,450 |
| Niland | - | 950 |
| Seeley | - | 950 |
| Westmorland | - | 1,600 |
| Winterhaven | - | 800 |
| County total | 13,591 | 92,100 |
| Rank (out of 58) | 36th | 30th |

Note: Only incorporated towns were listed separately in the Census of 1910

COLLECTING IMPERIAL COUNTY POSTMARKS

There are five major factors that determine the scarcity of a postmark: 1) the number of non-residents using the local post office; 2) when the post office operated; 3) mail volume; 4) length of post office operation; and, 5) the nativity of local residents. This section will attempt to show how these five factors affect the scarcity of Imperial County postmarks.

The first factor, the number of non-residents using the local post office, is concerned with the idea that non-residents (primarily vacationers) tend to write more often than do the local residents. This factor is probably the least important one, since Imperial County, at least in the first two decades of its existence, did not have much in the way of a tourist trade in the manner that Marin or Sonoma counties had.



Cover postmarked CALEXICO, MILITARY STA., Oct 13, 1917

(John Williams Collection)

The second factor, when the post office operated, is the one factor that makes collecting the postmarks of this county the most appealing. Imperial County was established in the twentieth century, at the height of the great post card craze. It should be possible to acquire an example of postmarks from every post office in the county by this fact alone. Towns established after the end of the post card period (ca. 1912), will be harder to find. Post cards tended to be saved at a far greater rate than envelopes. There are seven towns with no reported postmarks (not counting Navy numbered branches). Five of the towns had post offices established after 1912. These towns are: Amos, Bernice, Bonds Corner, Highline and Hobgood. The other two towns from which no markings are known are Alberta and Tumco. In addition, Old Beach and Potholes have no postmarks reported for their Imperial County period, although examples are known from their San Diego County period.

The third factor, mail volume, can be extrapolated by looking at postmaster compensation figures. In the period listed on the compensation table, postmaster compensation for the smaller offices, i.e., those with

only a postmaster and no other staff, usually approximated the actual receipts of the post office. Post office receipts should be a good indication of mail volume. Since the compensation table is drawn from the OFFICIAL REGISTER, which only lists salaries for odd-numbered years and ends in 1911, postmaster compensation for five of the seven unreported towns is unknown. Of the other two towns, Alberta's postmaster received \$110 in 1911, while Tumco's got the hefty sum of \$520 that same year. One must remember that there are offices from which postmarks are known, but that had low compensation figures, e.g., Hazelwood (\$30), Laparra (\$20), Picacho (\$50) and Westmorland (\$50), all for 1911.

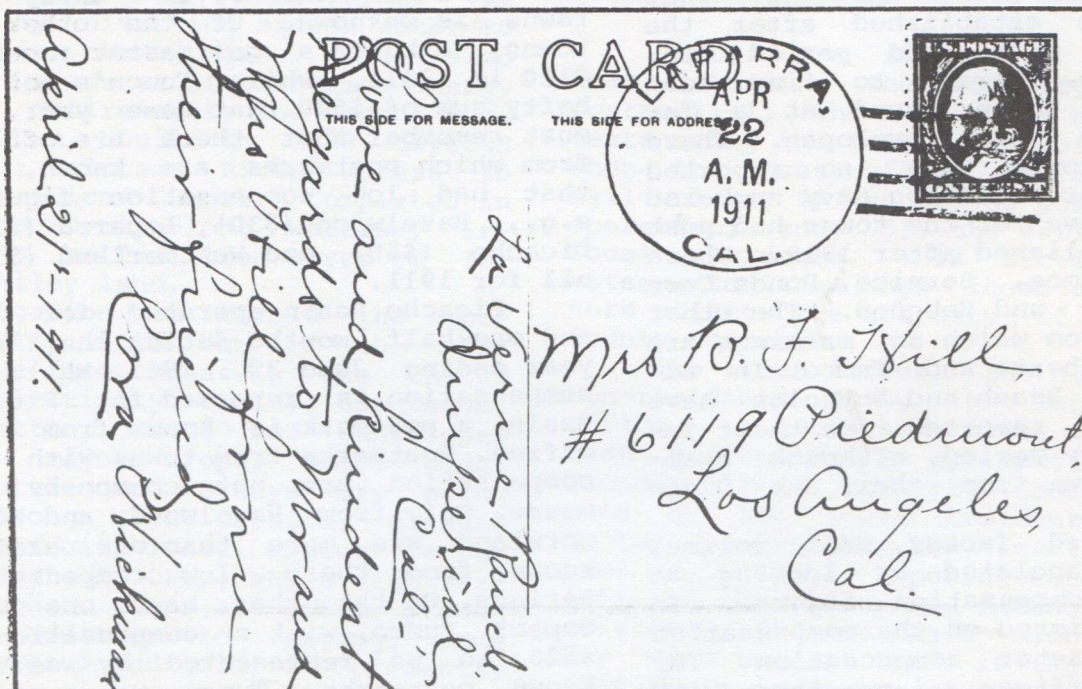
Picacho Basin operated for four and one-half months during the fiscal year ending June 30, 1911. While no compensation is reported for Picacho Basin, a postmark is known from this office. Postmarks from towns with low compensation are not common by any means. Only from Hazelwood and Westmoreland are more than one example known from their low compensation periods. On the other hand, one would expect Tumco, with a compensation of \$520, to be represented by several known postmarks. Tumco was a mining

town, so some factor peculiar to mining could account for the lack of postmarks. By comparison, Kodiak, Alaska, had \$310 in compensation during the same period. In summary, postmaster compensation is a good, but not absolute, indication of the scarcity of postmarks.

The fourth factor, length of post office operation, correlates better with the scarcity of Imperial County postmarks than does postmaster compensation. Of the seven unreported towns, all but one had post offices which operated four years or less. The one exception is Amos, open for almost 11 years from 1920-1931. The factor of when the post office operated appears to explain its scarcity. The post card era had ended, and covers from the 1920's are not that common. Postmarks are known from short-lived offices. Picacho Basin was open for just 15 months, and, as one might predict, the lone example of its postmark appears on a post card. In addition, there are seven other offices with reported postmarks which operated four years or less (in total, or during one of the post office's periods).

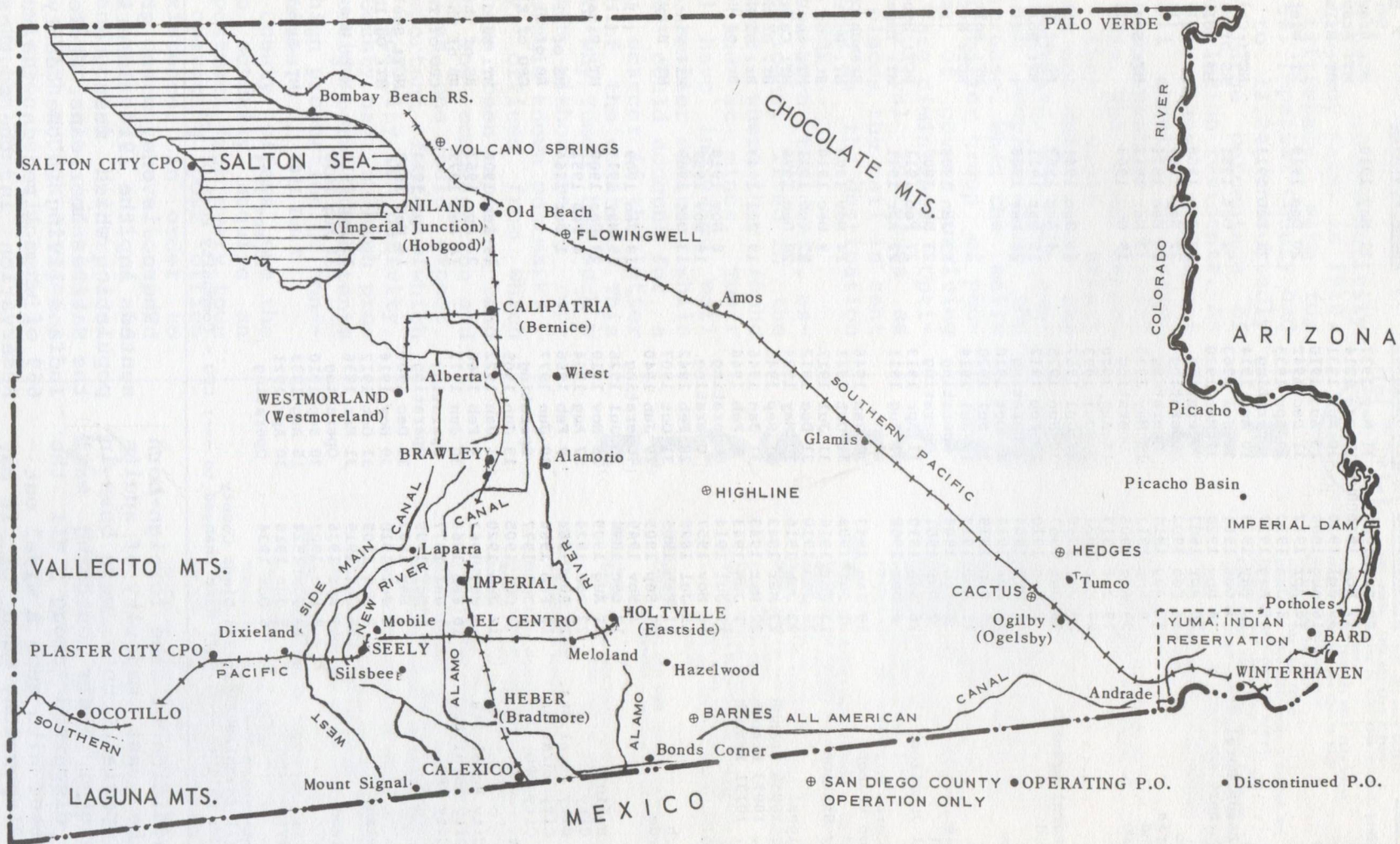
The fifth and final factor, nativity, is especially pertinent to Imperial County. Nativity can be defined, for our purposes, as where the inhabitants of the county were born.

It affects scarcity in two ways: where the outgoing mail was heading, and the degree of illiteracy in the population. Imperial County, in 1910, had the highest proportion of Mexican-born inhabitants in the whole state - 10.7 per cent. Back then, the Mexican concentrated around Southern Pacific construction sites, where they worked as hired labor and lived in railroad cars. They also worked on farms and at mines. There was another thousand foreign-born white inhabitants in 1910, who came from a wide range of countries of which Germany, England and Canada were most numerous represented. The total foreign-born population was 2,463, out of a total population of 13,591, or 18.1%. As to the non-white foreign-born inhabitants, Japanese were the most numerous group with 217, but that number ranked the county as just about average for California in 1910. Many of the Japanese residents owned their own farms, where cantalopes were a major crop. In summary, Imperial County had a 1910 population which was about 20% foreign-born. A good proportion of the mail generated from the county's foreign-born residents must surely have headed out of the country. Once delivered out of the United States, there would appear to be a diminished chance that covers would ever find their way back to our collections.



Post card postmarked LA PARRA, Apr 22, 1911.

IMPERIAL COUNTY



Locations based on site report data courtesy of Alan Patera.

POST OFFICES OF IMPERIAL COUNTY

| Post Office | Established | Discontinued | Earliest Known Postmark | Notes |
|---------------------------------|-------------|--------------|-------------------------|---------------------|
| Alamorio | 29 Dec 1909 | 31 May 1917 | 11 May 1910 | MT: Brawley |
| Alberta | 17 Nov 1910 | 15 Dec 1914 | | MT: Brawley |
| Amos | 30 Jul 1920 | 30 Apr 1931 | | MT: Niland |
| Andrade | 16 Aug 1909 | 15 Aug 1910 | | |
| | 16 Apr 1912 | 31 Dec 1942 | 20 Dec 1919 | MT: Winterhaven |
| Bard | 8 Jun 1910 | 29 Apr 1933 | | |
| | 31 Aug 1937 | Operating | 21 Feb 1911 | |
| Bernice | 10 May 1913 | 10 Aug 1914 | | NCT: Calipatria |
| Bombay Beach Rural Sta. | 1 Oct 1961 | 31 Jul 1963 | 2 Oct 1961 | RS of Niland |
| Bonds Corner | 4 Nov 1929 | 31 Mar 1930 | | MT: Holtville |
| Brawley | 20 Apr 1903 | Operating | 23 Jan 1908 | (1) |
| Calexico | 11 Dec 1902 | Operating | 22 Sep 1907 | (1) |
| Calipatria | 10 Aug 1914 | Operating | 20 Dec 1914 | |
| Dixieland | 6 Apr 1912 | 15 May 1935 | 3 Mar 1914 | MT: Seely |
| El Centro | 29 Aug 1905 | Operating | 19 Nov 1908 | (1) |
| Glamis | 19 Jul 1917 | 14 Aug 1920 | | |
| | 24 Mar 1921 | 31 Jul 1923 | | |
| | 29 Jan 1940 | 27 Jul 1967 | 16 Jun 1941 | (1) |
| Glamis Rural Branch | 28 Jul 1967 | 30 Jun 1975 | 4 Aug 1969 | RB of Brawley |
| Hazelwood | 2 Dec 1910 | 29 Feb 1912 | 15 Mar 1911 | MT: Holtville |
| Heber | 1 Oct 1904 | Operating | 28 Mar 1908 | (1) |
| Highline | 25 Apr 1914 | 31 Oct 1918 | | |
| | 26 Sep 1919 | 31 Jul 1920 | | MT: Holtville |
| Hobgood | 11 Apr 1913 | 17 Jul 1914 | | NCT: Niland |
| Holtville | 5 Feb 1904 | Operating | 13 Jan 1908 | (1) |
| Imperial | 7 Mar 1901 | Operating | 23 Nov 1907 | (1) |
| Imperial Junction | 26 Sep 1910 | 11 Apr 1913 | 27 Feb 1911 | NCT: Hobgood |
| Laparra | 8 Dec 1908 | 31 Aug 1911 | 22 Apr 1911 | MT: Imperial |
| Marine Corps Air Station Branch | 19 Jan 1943 | 29 Jan 1946 | | Branch of Imperial |
| Meloland | 1 Jul 1908 | 31 Oct 1911 | 14 Nov 1909 | MT: Holtville |
| Military Station | 13 Jul 1916 | 31 Jul 1917 | 9 Dec 1916 | Sta. of Calexico |
| Mobile | 29 Jun 1910 | 31 Dec 1912 | 25 Feb 1911 | MT: Seely |
| Mount Signal | 23 Jun 1916 | 30 May 1934 | 20 Dec 1926 | MT: Calexico |
| Navy No. 10058 Branch | 22 Mar 1943 | 21 Sep 1945 | | Br. of Westmorland |
| Navy No. 10073 Branch | 22 Mar 1943 | 31 Jan 1946 | 19 Jul 1943 | Br. of Niland |
| Navy No. 10131 Branch | 1 Jun 1943 | 1 Feb 1946 | | Br. of Holtville |
| Niland | 17 Jul 1914 | Operating | 8 Nov 1918 | |
| Ocotillo | 16 Nov 1957 | Operating | 16 Nov 1957 | |
| Ogilby | 15 Jul 1898 | 28 Feb 1942 | 13 Oct 1909 | MT: Winterhaven (1) |
| Old Beach | 11 Feb 1905 | 31 Oct 1907 | | MT: Brawley (1) |
| Palo Verde | 29 Sep 1905 | 29 Jun 1940 | | |
| | 1 Nov 1949 | Operating | 18 Jan 1909 | (1) |
| Picacho | 12 Dec 1894 | 15 Jul 1926 | 15 May 1913 | (1) |
| Picacho Basin | 11 Aug 1909 | 15 Nov 1910 | 23 Dec 1909 | MT: Picacho |
| Plaster City | 22 Dec 1924 | 27 Aug 1964 | 6 Feb 1951 | |
| Plaster City Rural Sta. | 28 Aug 1964 | 9 Feb 1966 | 1 Oct 1964 | RS of El Centro |
| Plaster City Rural Br. | 10 Feb 1966 | 30 Jun 1977 | | RB of El Centro |
| Plaster City CPO | 1 Jul 1977 | Operating | | CPO of El Centro |
| Potholes | 3 Oct 1905 | 15 Jun 1909 | | |
| | 12 Jun 1920 | 31 Jan 1922 | 19 Feb 1908 | MT: Bard (1) |
| Salton City Rural Sta. | 8 Jul 1961 | 9 Feb 1966 | 23 Apr 1963 | RS of Thermal |
| Salton City Rural Br. | 10 Feb 1966 | 30 Jun 1977 | 14 Feb 1972 | RB of Thermal |
| Salton City CPO | 1 Jul 1977 | Operating | | CPO of Thermal |
| Seely | 1 Oct 1909 | Operating | 16 Apr 1913 | |
| Silsbee | 1 May 1902 | 31 Dec 1909 | 14 Nov 1907 | NCT: Seely (1) |
| Tumco | 8 Jul 1910 | 30 Nov 1914 | | MT: Ogilby |
| Westmoreland | 8 Nov 1909 | 31 Oct 1912 | | |
| | 25 Jul 1919 | 31 Mar 1936 | 15 Sep 1910 | NCT: Westmorland |
| Westmorland | 1 Apr 1936 | Operating | 31 Aug 1936 | |
| Wiest | 9 Dec 1907 | 30 Sep 1910 | | |
| | 19 Jun 1914 | 15 Aug 1933 | 7 Jul 1909 | MT: Brawley |
| Winterhaven | 5 Jun 1916 | 30 Apr 1921 | | |
| | 6 Oct 1934 | Operating | 15 Nov 1934 | |

NOTES: (1) Established in San Diego County

MT: Mail to ---; NCT: Name changed to ---; CPO - Community Post Office

In addition to the foreign-born people, the vast majority of adults in 1910 Imperial County were born in another state. Their outgoing mail would be dispersed among all the other states. With such a wide out-of-state dispersion, much of it may not find its way back.

There is one more group represented in the 1910 Imperial County population which must be addressed: the Native Americans. There were 682 Indians living in the county in 1910, 669 of whom lived on the Yuma Indian Reservation in the southeastern corner. One can only speculate about how

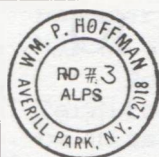
much mail came out of the Reservation, but there would appear to be little need to write if everyone you knew lived nearby.

The second part of the nativity factor is the literacy rate. In 1910, the statewide illiteracy rate for adults was 4.6%. Imperial County had a rate equal to 13.2%, undoubtedly reflecting the large percentage of foreign-born and Indian residents. As the illiteracy rate rises, the amount of outgoing mail should decrease. Post office compensation figures should reflect this. The other aspect of illiteracy that would affect scarcity is that not only would the outgoing mail decrease, but the number of different people using the mails would decrease. When the mails are used by a smaller group of people, the chance of covers surviving to the present are diminished. Optimal postmark survival increases as the number of places the mail is sent increases, as long as the destination is not too far away.

The foreign-born residents, especially the Mexicans, lived in the more rural areas, where they found work on farms and at mines. Their numbers should have increased mail volume at the smaller offices, while at the same time could account for a postmark being scarcer if the letter was mailed out of the country. This may help explain why Tumco had such a high compensation without being represented by a single known postmark.

In summary, offices from which no postmarks have been reported tend to be those with low compensation and a short life, as one would expect. The other important factor which should affect scarcity is nativity, as Imperial County had a high proportion of foreign-born inhabitants and also a high proportion of non-native Californians.

Imperial County offers one the opportunity to actually acquire an example of a postmark from every town that had an operating post office during its existence. In order to accomplish this, one may have to spend years at flea markets, antique and stamp shows and postal history auctions, and one might also consider a trip to Mexico. With enough diligence and luck, completion is a possibility. The fun is in the hunt.



NET PRICE SALE

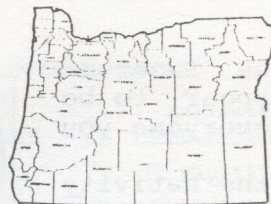
| | | |
|---|-------------|--------|
| COLORADO | | |
| CENTRAL CITY partial cds U163 | | \$4.00 |
| CENTRAL CITY (Terr) poor cds/fine "w" obl def. U82 encl. D11873 | | 20.00 |
| DEL NORTE 1892 cds ties # 2190 | | 3.00 |
| DENVER cds ties 3/4 B.N. (bit reduced) mission c.c. env. | | 5.00 |
| FORT MORGAN 1896 cds UX12 file holes | | 3.00 |
| GOLDEN 1908 cds ppc Castle Rock | | 3.00 |
| GUNNISON 1908 cds U406 | | 3.00 |
| LAMAR 1898 cds #267 | | 3.00 |
| LONGMONT cds ties 3/4 bn | | 5.00 |
| LONGS PEAK 1916 close space 4 bar ppc dpo | | 5.00 |
| SAGAUCHE 1892 cds #220 w/encl. | | 4.00 |
| SEIBERT 1909 close space 4 bar ppc | | 3.00 |
| SILVER PLUME 1909 close space 4 bar ppc | | 3.00 |
| CANONCITY FLAGS 1908-11 ppcs (3) Denver 1905, 16 machines ppcs (2) | Lot 8.00 | |
| DENVER 1882 Erie 1892 Glenwood Springs 1902 Pueblo 1890 Silverton 189(recd) Walsenburgh 1909 | Lot 10.00 | |
| DAKOTA TERRITORY | | |
| PORTLAND July 1888(89) cds #213 | | 18.00 |
| YANKTON partial cds 6 covers/5 encl. 1884-1887 | All 25.00 | |
| MONTANA | | |
| ANACONDA 1894 cds #231 | | 6.00 |
| BUTTECITY (Terr) 1882 cds w/star obl #207 | | 25.00 |
| CLYDE PARK 1907 close space 4 bar ppc | | 3.00 |
| DEERLODGE 1908 cds w/oval grid obl ppc | | 4.00 |
| DENTON 1925 cds w/oval grid obl 2/4 reg. | | 2.00 |
| GARDINER 1906 cds w/oval grid obl ppc | | 3.00 |
| GARDINER 1909 close space 4 bar ppc | | 3.00 |
| HELENA (Terr) cds U165 | | 15.00 |
| HELENA (1894) cds #231 c.c. envl. | | 6.00 |
| LIVINGSTON 1904 cds #306/U365 registry | | 12.00 |
| LIVINGSTON 1894 cds #231 (broken frame line) | | 6.00 |
| MILES CITY 189- cds #231 | | 8.00 |
| PARK CITY 1894 cds #231 | | 8.00 |
| SUNBURST 1926 wide space 4 bar 2/4 ent. | | 2.50 |
| VIDA 1928 close space 4 bar 2/4 reg. | | 2.50 |
| VIRGINIA CITY 1903 cds 2/4 ent. | | 4.00 |
| NEBRASKA | | |
| CRETE adv. 1/4 front Doane College, cds ties #184 | 20.00 | |
| FAIRBURY cds #207(X2) for dbl wgt | | 5.00 |
| NELSON 1889 cds #213 | | 4.00 |
| OAKLAND weak cds ties #207 | | 3.00 |
| OMAHA 1889 cds ties #213 ag. impl. c.c. | | 4.00 |
| OMAHA 1889 cds ties #213 printed adv produce and oysters | | 8.00 |
| SILVER CREEK 188- cds U314 | | 4.00 |
| SIoux 1899 cds ties #2798 dpo | | 8.00 |
| EMERSON 1887 Falls City 1877, Guide Rock 1907 South Omaha 1915, Wahoo 1889, Hemingsford 1908 reg (#10 env), Central City 1898 (#10 env) | Lot \$15.00 | |
| SOUTH DAKOTA | | |
| CAVOUR (Dak. cds) 1890 cds #213 w/encl Re: Temperance - suffrage - fine letter | | 15.00 |
| WELLS FARGO | | |
| Type V Franks U10 YANKEE JDMS U161 LOS BANOS, both poor but readable strikes | Pr.30.00 | |
| RAILWAY POST OFFICES | | |
| ALBUQUERQUE & ELPASO 1888&1890 cds U312 & U313 | Pr.17.50 | |
| ELPASO & LOS ANGELES 1893 cds U349 | | 10.00 |
| ELPASO & LOS ANGELES 1916 cds 2/4 wash/franklin | | 6.00 |
| HOUSTON & ELPASO 1907 cds 2/4 blue ent. adv cc | | 12.00 |
| HOUSTON & TAYLOR 1894 cds U311 | | 17.50 |
| LINCOLN & ALMA 1896 cds U311 | | 7.50 |
| LOUPCITY & GRAND ISLAND 1892 partial cds #220 | | 5.00 |
| NEWTON & GALVESTON 1896 cds U311 | | 10.00 |
| PARIS & CLEBURNE 1922 cds 2/4 ent. | | 5.00 |
| PORTLAND & DALLAS 1912 cds 2/4 wash/franklin | | 7.50 |
| SAN FRANCISCO, SANJOSE & LOS ANGELES 1903 cds #279B | | 5.00 |
| SAN FRANCISCO, SANJOSE & LOS ANGELES 1911 cds ppc | | 3.50 |
| T.C.O.S.L. DEPOST, S.L. CITY UTAH 1912 cds ppc | | 8.00 |
| TRACY & PIERRE 1907 cds #319 ppc | | 4.00 |
| TRACY & PIERRE 1896 cds U311 | | 5.00 |
| RAILROAD COLLATERAL | | |
| FITCHBURG RAILROAD CO. Rules & Regs. 1877 clothbound 5x7 1/4 | | 20.00 |
| PENNSYLVANIA P.O.'s & Post Routes 1937 clothbound 9x4 | | 8.00 |
| PENNSYLVANIA Gen. scheme 1936 heavily tipped in, card 9x5 1/4 | | 10.00 |
| NEW YORK, NY Bronx Borough Sep. scheme 1952 linen cd bound 7 1/2x4 1/4 | | 8.00 |
| NEW YORK, NY City dist. scheme 1934 tipped in, card bound 9x6 | | 10.00 |
| MANIFOLD REG. DISPATCH BOOK Mackinaw & Richmond 1920-21 1/4 used 8x8 | | 15.00 |

* Add postage on any collateral item*

PLEASE READ: This is a NET PRICE SALE, NOT an Auction. Terms are payment with order unless you are known to me. For previous customers I'll send on usual 10 day invoice, if you like. In the event that you don't find anything of interest in this sale and I don't have your wants on file, then please drop me a line. To reserve any item you may call (518) 674-5613 7PM-11PM Eastern Time.

Charles Gillespie Mail Auction No. 10

P.O. BOX 13145, PORTLAND, OR 97213
(503) 88-2743



**oregon
only
sale!**

OREGON DOANE CANCELS - ALL DPOS

1. BAY CITY 1908 F no stamp on PPC (1889-63). E. \$3
2. BOYD 1908 F-VF on PPC (1884-1953). Est. \$3.00
3. BROOKS b/s 1907 F-VF on PPC (1871-1960). E. \$3
4. BUENA VISTA 1909 VF on PPC w/stern wheeler (1866-1935). Est. \$6.00
5. CLIFTON 1909 VF on PPC (1374-1956). Est. \$3.00
6. GREENVILLE 1907 VF on PPC w/view (1871-1907).E.\$10
7. HEMLOCK 1910 VF on PPC(cattle). (1906-21).E.\$10
8. HILLSDALE 1908 VF on PPC (1886-1935). Est. \$5.00
9. HOT LAKE 1908 F-VF on PPC(lodge) (1883-1943).E.\$8
10. KLAMATH AGENCY 1905 on PPC(view of bldgs) (1878-1965). Est. \$3.00
11. LEHMAN 1914 About Fine on PPC (1899-1928). E.\$8
12. LENTS 1908 F-VF on PPC (1886-1917). Est. \$6.00
13. MACLEAY b/s 1906 F-VF on PPC(view)(1882-39).E.\$5
14. MIST 1906 VF on PPC (1888-1958). Est. \$3.00
15. PARADISE 1911 VF on PPC w/stamp damgd. Est. \$6.
16. SITKUM 1907 VF on PPC w/crease (1873-64).E.\$3.00
17. SUVER 1909 Fine on PPC (1881-1935). Est. \$6.00
18. WARRENDALE 1908 F on soiled PPC (1894-42).E.\$6
19. WREN 1913 Fine on PPC w/lt. crease (1887-68).E\$3
20. YAQUINA 1906 F on view PPC w/crease/tear E. \$3

OREGON DPOS on card and cover

21. ACME 1907 VF Doane on PPC(car) (1885-1916).E.\$12
22. AIRLIE 1908 VF on PPC (1882-1943). Est. \$6.00
23. ALBA b/s 1903 About Fine (weak) W/E (1882-07).E\$25
24. ALDER 1881 VF on ratty env. (1878-90). Est. \$70.
25. ARLETA 1910 Fine on PPC (1904-11). Est. \$5.00
26. AJAX 1908 VF (no stamp) Doane on PPC.(1888-1921) Est. \$12.00
27. BAKER CITY 1908 F-VF oval cancel (no date) on PPC (1866-1911). Est. \$5.00
28. BARTON 1913 VF on PPC (1896-1935). Est. \$5.00
29. BEAGLE 1908 Fine on PPC (1885-1941). Est. \$10.00
30. BELKNAP SPRINGS 1939 VF on view PPC.(1875-42).E\$6
31. BERLIN 1912 F Doane on soiled PPC(house) E. \$6
32. BOHEMIA 1908 F-VF on PPC (1893-1922). Est. \$20.
33. BOURNE 1908 Fine on PPC (1895-1927). Est. \$12.00
34. BOYD 1925 VF (1884-1953). Est. \$5.00
35. BROADMEAD 1917 F-VF on PPC (1915-42). Est. \$6.00
36. BULLRUN 1908 VF on view PPC (1895-1939). E. \$6
37. BUNCOM 1911 F-VF on PPC (1896-1917). Est. \$18.00
38. CHITWOOD 1916 Fine on PPC (1887-1945) E. \$6.00
39. CLEONE 1911 F-VF on PPC (1883-1914). E. \$6.00
40. CROW 1909 VF on PPC (1874-1938). Est. \$6.00
41. DENZER b/s 1909 VF on PPC (1909-33). Est. \$10.00
42. DORA 1923 VF on PPC (1874-1939). Est. \$7.00
43. EARLY 1908 About Fine on PPC (1902-19). Est. \$22
44. ECOLA 1911 F-VF on PPC (1910-22). Est. \$12.00
45. EMPIRE CITY 1892 F-VF on Postal card (1858-1894) Est. \$30.00
46. EUGENE CITY b/s 1885 Rcvng stamp on cover w/ minor tears (1853-1889). Est. \$18.00
47. FAIRVIEW 1907 Fine+ on PPC (1873-1913). Est. \$12
48. FISHHAWK 1910 Fine on PPC (1890-1910). Est. \$25
49. FREEBRIDGE b/s 1910 VF on PPC (1908-1910).E.\$25
50. GEORGE 1909 VF on PPC (1881-1919). Est. \$12.00
51. GOOSEBERRY 1890 VF on cover (1884-1918). E. \$25
52. GREENHORN b/s Fine+ on cover w/flap torn (1902-1919). Est. \$20.00
53. HEMLOCK 1910 VF on PPC (1906-1921). Est. \$12.00
54. HOBSONVILLE 1909 Fine on PPC (1883-1913). E.\$14.
55. HOOVER 1909 Fine+ on PPC (1907-16). Est. \$15.00
56. IRVING 1910 VF Doane on PPC (1876-1919). E. \$6
57. LANGELLS VALLEY 1912 F-VF on PPC (1871-1930) Est. \$12.00
58. LAWRENCE b/s 1900 Fine+ on cover w/enclosure. (1898-1903). Est. \$70.00
59. LAUREL 1908 VF (1879-1935). Est. \$10.00
60. LEE'S CAMP 1947 VF on First Day of PO cover. (1947-1956) Est. \$6.00

OREGON DPOS on card and cover (cont)

61. LELAND 1907 Fine on view PPC (1855-1943). Est. \$6.00
62. LONDON 1912 Fine on PPC (1902-18).E.\$12
63. LOOKINGGLASS 1909 F-VF on PPC (1871-1942) Est. \$7.00
64. MARMOT 1912 VF on PPC(snow scene) (1886-1930) Est. \$15.00
65. MELROSE 1913 F-VF on PPC (1890-1933).E.\$7
66. MEHAMA 1921 F on soiled cvr.(1890-35).E.\$7
67. MINAM 1921 F on soiled cvr.(1890-45) E.\$6
68. MOUNTAINDALE 1911 F-VF on PPC (1873-35).E.\$7
69. NORTH YAMHILL 1908 Fine+ on patriotic PPC (1851-1908). Est. \$15.00
70. ONA 1915 VF on PPC(Otter Point) (1890-1920) Est. \$14.00
71. OPAL CITY 1915 VF on cvr. (1911-41). E.\$8
72. PENINSULAR b/s 1901 Fine on cvr w/enclosure (1890-1903). Est. \$40.00
73. PERRY b/s 1912 F-VF on PPC (1890-31).E.\$12
74. PITNER 1908 Fine+ on PPC (1901-10).Est.\$20
75. PLACER 1919 Fine+ on PPC (1894-1924).E\$14.
76. POINT TERRACE 1909 Fine+ on PPC (1889-1929) Est. \$14.00
77. PORTLAND/ROSE CITY RURAL STA. 1909 F-VF w/ slight smudging on part of strike (1909-10) A very scarce rural marking. Est. \$30.00
78. PRESCOTT 1914 VF on PPC (1907-46). Est. \$6
79. ROCCA 1912 VF on PPC (1895-1918). Est. \$25
80. ROCK POINT 1909 Fine on PPC (1859-1912).E\$25
81. RUCH b/s 1905 F+ on Postal card (1897-1939) Est. \$7.00
82. SCHOLLS FERRY 1895 VF on U311 w/small pin holes (1871-1895) Est. \$75.00
83. SHAW 1911 VF on PPC (1887-1937) Est. \$7.00
84. SODAVILLE 1910 F-VF on PPC (1871-1933).E.\$7
85. SOUTH FOREST GROVE 1911 Fine+ on PPC (1906-1914) Est. \$6.00
86. STAR 1907 VF on PPC (1891-1923). Est. \$7.00
87. SULPHUR SPRINGS 1909 F on PPC (1878-20).E\$14
88. THOMAS 1910 VF on PPC (1898-1920) Est. \$14
89. TOLO b/s 1912 Good on PPC w/bend & crease (1886-1918). Est. \$10.00
90. VICTOR b/s 1912 VF on PPC (1893-1912).E\$20
91. WALKER b/s 1910 F+ on view PPC (1891-1925) Est. \$20.00
92. WELLEN 1910 About Fine on PPC(hopyard) (1891-1922). Est. \$10.00
93. WOODVILLE 1910 F-VF on PPC(Mt.Pitt) (1876-1912). Est. \$10.00
94. YANKTON 1915 VF on PPC (1894-1931). E. \$8

OREGON DPOS on 2 x 4-inch cut pieces

95. CHAMPION 1913 F-VF 4-bar (1902-19).Est.\$20
96. CHESTERBROOK 1913 F-VF 4-bar (1913-17).E.\$35
97. MONTAGUE 1913 VF 4-bar (1911-15) Est. \$35
98. OWENS 1913 VF 4-bar (1912-17) Est. \$30.00
99. SKULLSPRING 1913 F-VF 4-bar (1902-19).E\$20
100. YONNA 1913 VF 4-bar (1906-13) Est. \$25.00
101. ALBERT 1912 VF 4-bar (1901-13) Est. \$18.00
102. ASBESTOS 1913 F-VF 4-bar (1893-18).E. \$20
103. BOOTH 1913 F-VF 4-bar (1907-14). Est. \$18
104. DESCHUTES 1912 Fine+ 4-bar (1902-28). E\$18
105. DOVER 1911 VF 4-bar w/large letters (1890-1911). Est. \$20
106. ELWOOD 1912 VF 4-bar (1892-1914). Est. \$20

(Please note: Lots 95-106 are neatly trimmed pieces cut approximately 2 inches by 4 inches and with stamps. This form was very popular with postmark collectors at one time).

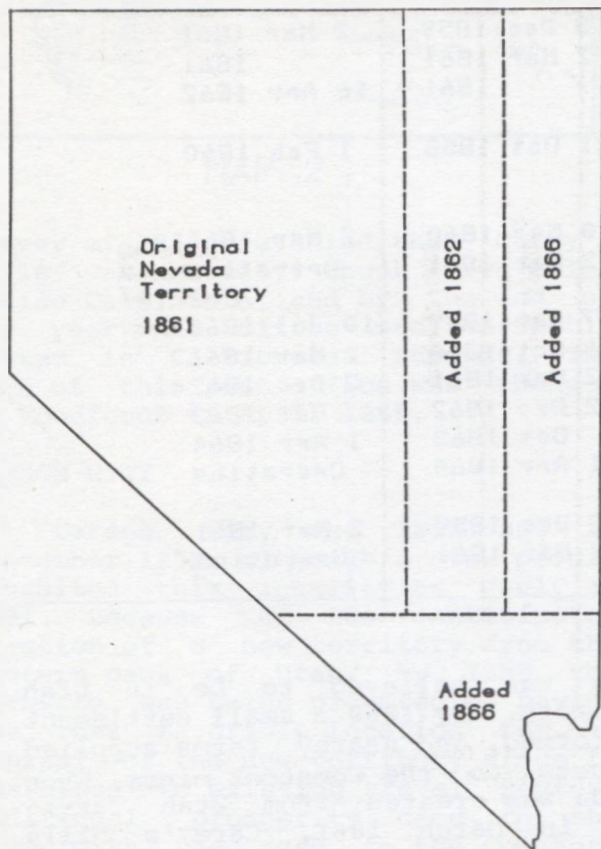
Minimum bid \$3.00 please. All lots sold at a slight advance over the second high bid. Buyers pay cost of mailing lots. A photo copy may be had for a SASE, and lots may be inspected by appointment (503) 288-2743 in Portland. Lots improperly described are returnable for a full refund within 10 days of receipt. Phone bids are accepted.

BIDS CLOSE: Monday, November 21, 1983 at 10 PM (Pacific).

NEVADA POST OFFICES IN OTHER STATES, Part I: The Creation of Nevada Territory

By Ted Gruber

When Nevada Territory was created from the western portion of Utah Territory on March 2, 1861, its area was only slightly more than half that of the present State of Nevada. Two additions were made, one during the territorial period and one after statehood, to bring Nevada to its current shape. The first of these occurred on July 14, 1862, when Nevada's eastern boundary was moved one degree of longitude east, at the expense of Utah Territory. Nevada became a state on October 31, 1864, and on May 5, 1866, its eastern boundary was moved one degree farther east to its present location, again at the expense of Utah Territory. On the same date, a triangular area was added on the south from Arizona Territory, giving Nevada its present shape, although Arizona contested this transfer until 1871. These



MAP 1

NEVADA BOUNDARY CHANGES

boundary changes are summarized in Map 1.

Post offices brought into Nevada Territory at its creation in 1861 may be classified into three groups. The first group contains five offices: Carson City, Carson Valley, Fort Churchill, Silver City, and Virginia City. These post offices, each formerly located in Carson County, Utah Territory, were situated in the area which became Nevada Territory.

The second group consists of Daggett's Run, Job's Store, Mineral Rapids, and Mott's Ranch. These short-lived post offices were discontinued prior to the creation of Nevada Territory from the Utah area, but their sites are in present Nevada.

Carey's Mills, Monoville, and Susanville are in the third group. These three post offices were listed in Carson County, Utah Territory, but were geographically in California. Each was situated between the summit of the Sierra Nevada Mountains and the western boundary of Utah Territory (now the western boundary of Nevada). The confusion arose because the Utah-California line had not yet been surveyed, and the mail routes for these offices originated in Carson County. Carey's Mills and Susanville were transferred to Nevada Territory when it was created, and were correctly placed in California shortly after the boundary was surveyed in September 1863. Monoville, however, never appeared in Nevada post office records, although it logically became a Nevada post office with the creation of Nevada Territory. It is interesting to note that all known Monoville postmarks have a California designation, and the town of Aurora, located east of Monoville, was in 1861 considered to be in California, but was actually in Nevada Territory. Quite likely, the entry for Monoville in the Utah records is simply a mistake on the part of the Post Office Department, and if so, Monoville should be considered strictly a California post office.

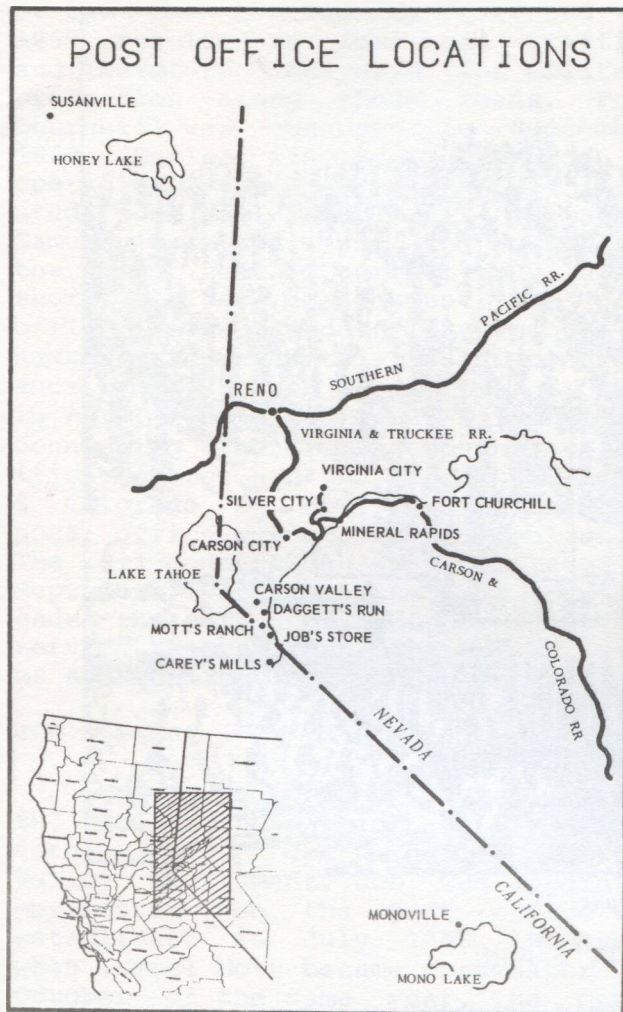
The table below summarizes date of operation and county locational information about these post offices. Their sites are indicated on Map 2, and the remainder of the article presents individual histories of these early post offices.

| OFFICE | COUNTY | ESTABLISHED | DISCONTINUED |
|-------------------------------|----------------------|-------------|--------------|
| CAREY'S MILLS | Carson, UT | 1 Jul 1858 | 2 Mar 1861 |
| | into Nev Terr | 2 Mar 1861 | 28 Dec 1863 |
| | into Amador, CA | 28 Dec 1863 | 16 Mar 1864 |
| | into Alpine, CA | 16 Mar 1864 | 1 Apr 1869 |
| PO name changed to Woodfords. | | | |
| CARSON CITY | Carson, UT | 18 Nov 1858 | 2 Mar 1861 |
| | into Ormsby, NV | 2 Mar 1861 | 1 Jul 1969 |
| | into Carson City, NV | 1 Jul 1969 | Operating |
| CARSON VALLEY | Utah Terr | 10 Dec 1852 | 17 Jan 1854 |
| | into Carson, UT | 17 Jan 1854 | 2 Mar 1861 |
| | into Douglas, NV | 2 Mar 1861 | 20 Aug 1863 |
| PO name changed to Genoa. | | | |
| DAGGETT'S RUN | Carson, UT | 1 Jul 1858 | 21 Oct 1858 |
| FORT CHURCHILL | Carson, UT | 9 Oct 1860 | 2 Mar 1861 |
| | into Lyon, NV | 2 Mar 1861 | 19 Dec 1861 |
| | | 22 Nov 1878 | 14 Feb 1882 |
| | | 10 Apr 1905 | 9 Sep 1924 |
| JOB'S STORE | Carson, UT | 1 Jul 1858 | 21 Oct 1858 |
| PO moved to Mott's Ranch. | | | |
| MINERAL RAPIDS | Carson, UT | 17 Apr 1860 | 13 Feb 1861 |
| MONOVILLE | Carson, UT | 3 Dec 1859 | 2 Mar 1861 |
| | into Nev Terr | 2 Mar 1861 | 1861 |
| | into Mono, CA | 1861 | 16 Apr 1862 |
| MOTT'S RANCH | Carson, UT | 21 Oct 1858 | 1 Feb 1860 |
| PO moved from Job's Store. | | | |
| SILVER CITY | Carson, UT | 10 May 1860 | 2 Mar 1861 |
| | into Lyon, NV | 2 Mar 1861 | Operating |
| SUSANVILLE | Carson, UT | 17 Mar 1859 | 10 Jul 1860 |
| | | 16 Oct 1860 | 2 Mar 1861 |
| | into Lake, NV | 2 Mar 1861 | 2 Dec 1862 |
| | into Roop, NV | 2 Dec 1862 | Oct 1863 |
| | into Plumas, CA | Oct 1863 | 1 Apr 1864 |
| | into Lassen, CA | 1 Apr 1864 | Operating |
| VIRGINIA CITY | Carson, UT | 3 Dec 1859 | 2 Mar 1861 |
| | into Storey, NV | 2 Mar 1861 | Operating |

CAREY'S MILLS

Daniel Woodford established a stage station here in 1849, and in 1853 John Carey built a sawmill at this site. Woodford became postmaster when Carey's Mills post office was established in 1853, and although geographically in California, Carey's

Mills was believed to be in Utah Territory. By 1860 a small settlement had formed, and nearby farms supplied products to the Comstock mines. When Nevada was created from Utah Territory in March 1861, Carey's Mills became a Nevada post office. It remained as such until the boundary



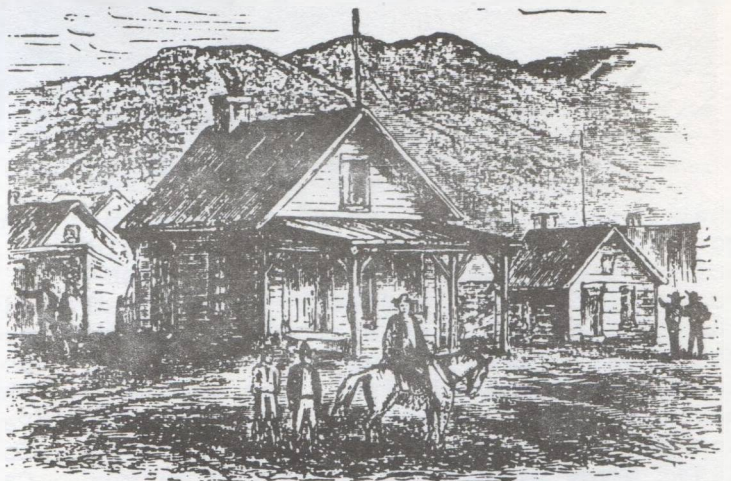
MAP 2

survey of 1863 revealed that Carey's Mills was actually about five miles inside California, and by the end of the year the office was correctly listed in California records. The name of this post office was changed to Woodfords in April 1869.

CARSON CITY

Carson City was laid out in September 1858, although a few people inhabited this locality as early as 1851. Because of the anticipated creation of a new territory from the western part of Utah, by 1859 the townsite was being promoted as having the most favorable location for the capital of the new territory since it was close to existing travel routes. Additional prosperity came to the town with the rush to the Comstock mines, and by 1860 Carson City had 700 residents. Carson City briefly

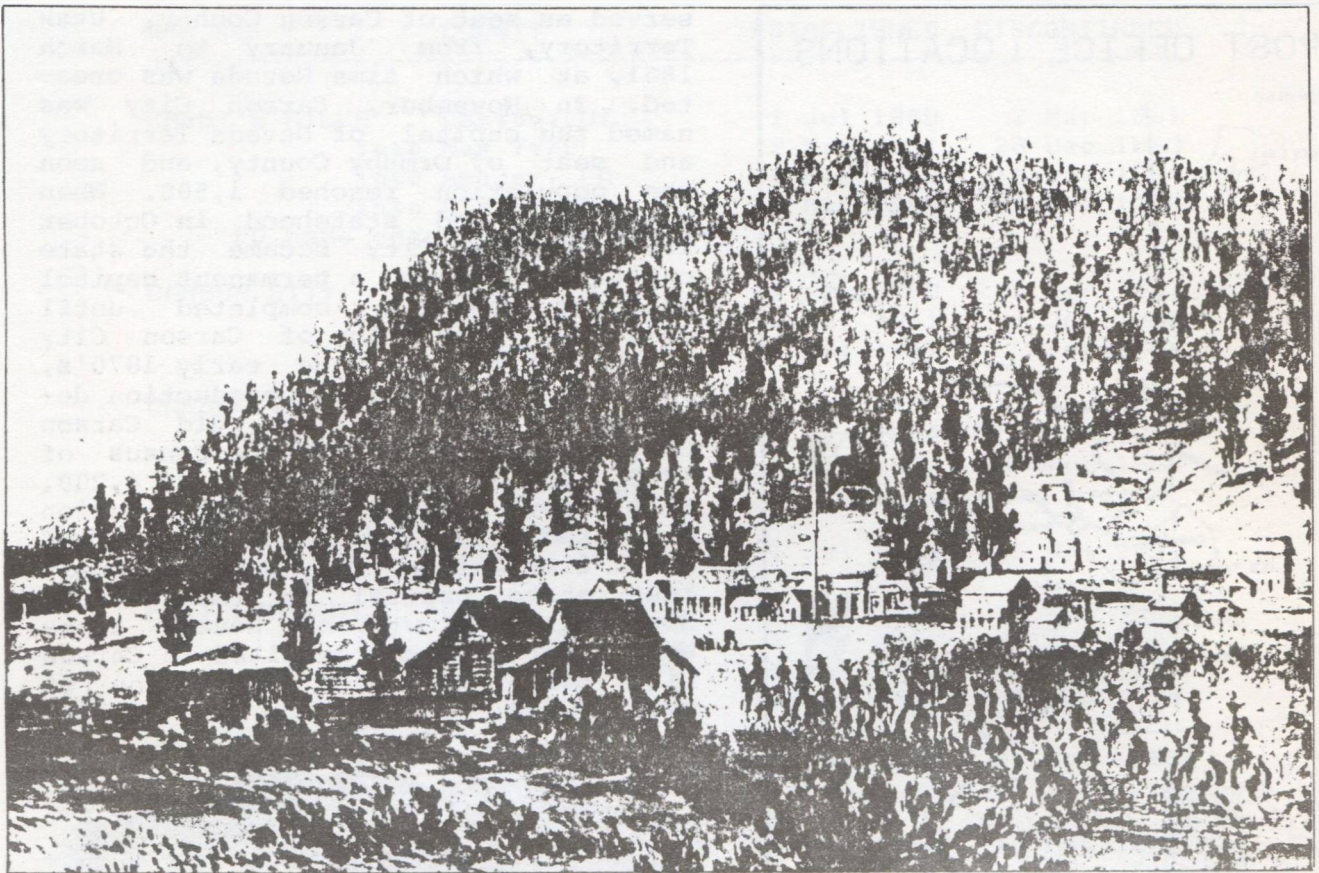
served as seat of Carson County, Utah Territory, from January to March 1861, at which time Nevada was created. In November, Carson City was named the capital of Nevada Territory and seat of Ormsby County, and soon the population reached 1,500. When Nevada achieved statehood in October 1864, Carson City became the state capital, although a permanent capitol building was not completed until 1872. The population of Carson City reached 8,000 by the early 1870's, but when the Comstock production declined after 1878, so did Carson City's population. By the Census of 1880, the population stood at 4,200. From then until 1940 the population decreased gradually, and for most of this time Carson City was the smallest state capital in the nation. However, the growth of Nevada since World War II has resulted in Carson City today having a population of over 30,000.



Governor Nye's "state palace," as Mark Twain saw it.

CARSON VALLEY

A trading post to serve California-bound emigrants was built here by Mormons in June 1850, but later that year it was abandoned. Another group of Mormons arrived in July 1851, and re-established the trading post. They called it Mormon Station, and started several farms nearby. Because of increased emigrant traffic through this area in 1852, the settlement grew, and in December a post office named Carson Valley was acquired. Because the residents felt



Carson Valley (Genoa) in 1859. (Watercolor by John J. Young)

that the distant Utah Territorial government in Salt Lake City could not efficiently serve them, in February 1853 the settlers petitioned the California Legislature to annex the area until a separate territory could be created from the western part of Utah Territory. Fearful of losing some of its area, in January 1854 Utah Territory created Carson County, encompassing the settled western portion of the Territory, and named Carson Valley its county seat. As the population increased, and the Carson County government was organized, a townsite was laid out in 1856, and named Genoa. The post office, however, retained the name Carson Valley. By 1859 the town had 200 residents, and, although Genoa grew even larger with the development of the Comstock Lode, the county seat was moved to Carson City in January 1861. In March Nevada Territory was created, and later that year Genoa was named county seat of newly-created Douglas County. The name of the post office was finally changed to Genoa in August 1863 to coincide with the name of the town.

DAGGETT'S RUN

This short-lived post office was situated in the Carson Valley on the property of Charles Daggett, the postmaster. At this location, the shorter, but more difficult Daggett's Pass Trail separated from the California Road; the routes rejoining in California, about seven miles south of Lake Tahoe.

FORT CHURCHILL

Fort Churchill, the first military post in Nevada, was established by the federal government in 1860 to discourage Indian problems in the area. It was also the site of a Pony Express station during 1860-61, and it was only during this brief period that the fort had a post office. By late 1860, nearly 600 men were stationed here, and through the 1860's the troops protected surrounding towns and travel routes from Indians. During the Civil War Fort Churchill was a recruiting station for the Union Army, but after 1867 only a few men were stationed here. Completion

of the transcontinental railroad in 1869 resulted in less road traffic, and therefore less need for military protection along those roads. Fort Churchill was abandoned in September 1869. During its second period of operation, the post office was situated on the ranch of Postmaster Samuel Buckland, who had purchased the old Fort Churchill buildings shortly after abandonment. The post office served about fifty people on nearby ranches until its discontinuance in 1882. When construction began in April 1905 on a 28-mile railway connecting line of the Southern Pacific at Hazen and that of the Carson & Colorado at Fort Churchill, the post office was again re-established. The rail connection was completed in September, and for the next two decades the Fort Churchill post office served the railroad station as well as surrounding farms and ranches.

JOB'S STORE

Moses Job opened a small store in 1854 at this point on the California Road, south of the Carson Valley settlement. Job was appointed postmaster when the post office was established in July 1858. However, when Israel Mott became postmaster in October of the same year, he moved the office to his ranch about three miles north, and at that time changed the name of the office to Mott's Ranch. After 1865 the Sheridan post office operated at the former site of the Job's Store post office.

MINERAL RAPIDS

A townsite named Mineral Rapids was laid out just east of Chinatown (later Dayton), and acquired a post office in April 1860. At the same time a Pony Express station was established here. However, the post office was discontinued shortly before the creation of Nevada Territory, and by the end of 1861 Mineral Rapids became enveloped by the growing community of Dayton.

MONOVILLE

Gold was discovered near the northwest end of Mono Lake in the summer of 1859. Miners came over the Sierra Nevada Mountains from other

California gold camps, and soon Monoville emerged. The community quickly grew to a population of 700, but with winter approaching, many left, and by the end of the year only 150 people remained. When the post office was established in December, it was listed in Carson County, Utah Territory, even though Monoville was nearly 15 miles inside California. Mining development was stalled by a long winter, but by the spring of 1860 systematic work began. However, other mining activity, especially at Aurora, resulted in most people leaving Monoville by the end of 1861, and in April 1862 the post office was discontinued.

MOTT'S RANCH

The town of Mottsville was founded by Hiram Mott and his son Israel, early Carson Valley settlers, in 1852. During 1854-55 the first school in Nevada was operated here from the kitchen of Eliza Ann Mott, Israel's wife. When Israel was appointed postmaster of the Job's Store post office in October 1858, he moved the office here and changed the name to Mott's Ranch. The post office also served several farms in the area, but the nearby town of Genoa (Carson Valley post office) soon overshadowed this small community, and Mott's Ranch post office was discontinued in February 1860.

SILVER CITY

Mineral discoveries were made in the Silver City area during the Comstock rush in 1859, and by the end of the year a moderate-sized town had formed. During 1860-61, Silver City challenged Virginia City and Gold Hill as being the principal town of the Comstock region, but it soon became evident that this was a losing battle since the low-grade ores could not attract sufficient financial backing. Nevertheless, Silver City was situated on the route connecting the Virginia City mines and the Carson River ore reduction mills, and by 1861 the town had 1,200 residents. In the 1860's several quartz mills were built here, but after the arrival of the Virginia & Truckee Railroad in 1869, Silver City lost most of its freighting business and consequently

began to decline. By 1380 the population had fallen to 600, and although this figure has steadily declined since then, some mining activity has virtually always been present.

SUSANVILLE

In 1853 Isaac Roop established an inn on an emigrant route in the Honey Lake Valley, and named the place after his daughter. Gold was discovered in the valley in 1855, and as a result many people came into the area. Because of their remoteness from both the California and Utah governments, residents of the Honey Lake Valley created the unofficial Territory of Nataqua in April 1856, but no real attempt was made to organize the new territory. By 1859 enough people resided in the valley to warrant a post office at Susanville, although it did not operate for a few months in 1860. Because of the uncertainty over the Utah-California boundary, the office was first listed in Utah records, and was then transferred to Lake County, Nevada Territory, when that territory was created. Late in 1862, Lake County was renamed Roop, but it was never organized since the boundary survey of 1863 revealed that most of its area, including the Honey Lake Valley, was in California. Shortly after the survey, Susanville post office was transferred to Plumas County, California, and in 1864 to Lassen County, which was created to finally bring local government to the area. Today, Susanville supports agriculture, stock raising, and lumbering, and has a population of 6,600.

VIRGINIA CITY

Virginia City was the chief town of the Comstock Lode, by far the most important mining region in Nevada. Although miners found placer gold in the area as early as 1852, the Comstock was not discovered until 1859 when it was learned that a substance formerly discarded by placer miners was actually rich silver ore. News of the discovery soon reached California, and by the end of 1859 thousands of claims had been located. Virginia City formed on the eastern slope of Mount Davidson near most of the ac-

tivity, and by August 1860 the new town had a population of 2,400. This figure grew to nearly 3,300 by January 1861, and when Nevada Territory was created in March, Virginia City was named seat of Storey County. As better roads were constructed over the Sierra Nevada Mountains, Virginia City grew dramatically until its population exceeded 15,000 in 1863, making it the largest city in Nevada Territory. However, after 1864 mining production declined because no new discoveries were made, several mines were exhausted, and many miners left for new finds in central Nevada. This trend continued until 1871, when new ore bodies were discovered which proved to be larger than those worked in the early 1860's. The population of Virginia City reached 25,000 during the mid-1870's, but after 1878 production began to decrease and by 1880 the population of the town had fallen to 11,000. Nevertheless, during the remainder to the nineteenth century the Comstock mines produced more than all other mining districts in the state combined. Although the mines were active until 1942, the population steadily declined, and today about 600 residents remain in this historic town.

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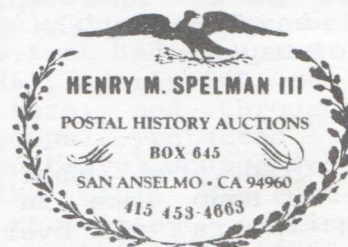
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CALIFORNIA

1. ELMHURST, 1909, VF dplx PPC. (Alam. '92-'11). E. \$12
2. MOHAWK, 1913, VF 4-B on cvr w/Hotel cc. tying 3¢ parcel post. (Plumas '81-'26). Nicel Est. \$15.00
3. PORT KENYON, 1894, Fine cds on cvr. ('86-'13) E. \$12
4. RELIEF, 1905, F-VF cds on cvr w/nibbled LL cnr. E\$5
5. SIERRA MADRE, 1895, VF cds on clean cvr. Est. \$10.
6. SPANISH RANCH, ca. 1870, F blue cds on U82. Est. \$10
7. STONY POINT, ca. 1880, VF blue cds on small cvr. trimmed just into 3¢ bnknote. Attractive. E. \$12.
8. TAYLOR, 1901, F-VF dplx on U362 (1897-'22). E. \$10.
9. THRALL, 1910, F-VF 4-B on PPC. (1904-14 Sisk) E. \$12
10. WAKEFIELD, 1910, F-VF Doane on PPC. (1905-18) E. \$6

COLORADO

11. BOULDER (1873), about F cds on clean cvr. E. \$15.
12. CRESTED BUTTE, 1884, F-VF rimless cds on U331. E\$25
13. GLOBEVILLE, 1897, F cds on Reg cvr. ('90-'00). E. \$25
14. GREELEY, ca. 1873, G-F cds on cvr. w/1¢ bnknote. E\$15
15. HIGHLANDS, 1897, F-VF cds on cvr w/fancy law and collections cc. (1884-1897). Est. \$25.00
16. PLACERVILLE, 1891, VF purple cds on U165. E. \$30.
17. STOCKYARDS, 1900, VF cds on comic illus. livestock cover. (1898-1904). Classy item. Est. \$50.00
18. WESTCLIFFE/M.O.B., 1887 on POD penalty env. E. \$20

DAKOTA TERRITORY & NORTH(N) and SOUTH(S) DAKOTA

19. BRITTON/DAK, 1885, VF triple line cds on cvr. E\$15
20. CARDER(N), 1897, VF cds on reg. cvr. ('91-'03) E. \$15
21. CARTHAGE/DAK, 1886, F-VF purple cds w/stars ties 2¢ bnknote to cvr w/encl. Est. \$18.00
22. CUSTER/DAK, 1882, VF cds on clean cvr. Est. \$12.
23. EGAN/DAK, 1885, F-VF cds on U263. Est. \$12.00
24. FAULKTON/DAK, Jan '89, VF cds on UX9. Est. \$15.00
25. FORT BUFORD, 1888, legible cds on cvr. Est. \$12.
26. GROTON, DAKOTA, 1883, VF cds on cvr. Est. \$15.00
27. HARRISBURG, ca. '75, mss. on creased cvr. w/3¢ bnk. note. Est. \$30.00
28. HATTON, DAK., 1886, F-VF cds on UX8. Est. \$12.00
29. HIGHMORE, DAK., 1885, VF cds on U260. Est. \$15.00
30. OLIVET/DAK, ca. '83, F cds on reg cvr w/pr. #205. Est. \$20.00
31. SPEARFISH, DAK, 1887, bright purple cds on regist. cvr. Est. \$20.00
32. WENTWORTH, DAKOTA, 1884, VF trpl cds on cvr. E. \$15
33. WOGANSPOUT(N), 1893, VF cds on U349 w/bold pointing hand RETURN. (1882-1915). Est. \$25.00

IDAHO

34. HAILEY, 1886, F-VF purple cds on cvr w/1¢ bnknte cvr has light water stains. Est. \$20.00
35. HARVARD, 1911, VF 4-B on PPC. Est. \$4.00
36. PRIEST RIVER, 1910, legible cds on cvr w/mining corner card. Est. \$12.00
37. RIGGINS, 1901, EXC cds on VF reg. cvr. First year of PO (1901-10 pd). A beauty! Est. \$25.00
38. SOUTHWICK, 1911, F 4-B on PPC w/stamp 1/4 gone. E\$3

MONTANA

39. BELT/MEAGHER CO., 1888, F oct. (lwr 1/3 not well struck) on cvr w/Montana Cent. Rwy cc. Fancy st line "GREAT FALLS/RECEIVED" b/s. Est. \$40.00
40. DEER LODGE, 1882, VF dbl cds on UX5. Est. \$10.00
41. POPLAR CREEK AGENCY, 1885, about Fine cds on over-size (long) cvr. (rough @ btm). Est. \$20.00
42. WICKES, 1882, VF grey-blue cds on U163. Est. \$25
43. BAINVILLE & OPHEIM/RPO, 1938, F on GT Northern Rwy. envelope. Est. \$8.00

NEVADA

44. AMOS, 1904, VF cds on U385 w/crease @ btm. E. \$15
45. BATTLE MOUNTAIN, 1889, F-VF cds on U313. Est. \$30
46. BUTLER, 1902, VF dplx on U362. (1901-05). Est. \$40
47. COLUMBIA, 1907, VF 4-B on U385. (1904-19). E. \$25
48. HAWTHORNE, 1906, VF Doane on cvr opened roughly at right, just into 2¢ red. Still nice. E. \$15

OREGON

49. BLACK ROCK, 1911, F 4-B on PPC. Est. \$4.00
50. BLAINE, 1909, F-VF Doane Ty2 on PPC. Est. \$6.00

OREGON (Continued)

51. BRIGHTON RUR. STA., 1956, on UX38 (phil). E. \$5.
52. BROADMEAD, 1911, F 4-B on PPC. Est. \$2.00
53. CAMP CLATSOP, 1929, VF dplx on PPC (real photo on the camp). Est. \$25.00
54. CLEM, 1910, F-VF 4-bar on PPC. Est. \$8.00
55. CLIFTON RUR. STA., 1956 on UX38 (phil). E. \$5.00
56. CORNELIUS, ca. 1875, F cds on cvr w/3¢ bnknote Est. \$20.00
57. CUSHMAN, 1917, VF 4-B on PPC. (1916-61). E. \$8
58. EUGENE, 1899, VF cds on clean cvr w/5¢ (#281) to India. SEA POST b/s. Attractive. Est. \$8
59. GOSHEN, 1910, VF 4-B on PPC. Est. \$3.00
60. HALSEY, ca. 1872, legible blue cds on small cvr w/pr of 2¢ brown bnknotes. Est. \$8.00
61. HOSPITAL STA. (SALEM), 1915, F dplx on UX24 Scarce station marking. Est. \$20.00
62. LOST VALLEY, 1908, VF cds on PPC. (79-26) E. \$12
63. MELROSE, 1910, Fine 4-B on PPC. Est. \$3.00
64. MOHLER RUR. STA., 1956 on UX38 (phil). E. \$5.00
65. MT. ANGEL, 1892, F-VF purple dbl cds (Ty 1) on cvr. Star in circle ties 2¢ red. Est. \$25.
66. TOKETEE FALLS RUR. STA., 1956 on UX38 (ph) E. \$8
67. TWIN ROCKS RUR. STA., 1954, on UX38 (phil) E. \$5
68. SHELburn, 1917, about F 4-bar on stnd cvr. E\$4
69. WILLIAMS, 1893 as b/s on cvr. also GRANTS PASS w/partial "Pumpkin" killer. Est. \$6.00

UTAH

70. EDEN, 1893, VF cds on U349. Est. \$12.00
71. HARRISVILLE, 1893, F-VF cds on U349. (71-02) Est. \$25.00
72. HOOPER, 1893, F cds on U349. Est. \$10.00
73. HUNTSVILLE, 1893, F cds on U349. Est. \$10.00
74. KANAB, 1880, mss on U163. Est. \$25.00
75. MERCUR, 1898, F-VF cds ties 2¢ Trans-Miss. to cover. (1893-1944). Est. \$12.00
76. PLAIN CITY, 1893, VF cds on U349. (64-03) E\$20
77. SLATERVILLE, 1893, VF dbl. cds w/wheel of for tune killer on U349. (1897-1902). Est. \$35
78. UINTAH, 1889, VF cds on U311. ('69-'19). E. \$20

WASHINGTON

79. HOODSPORT, 1891, mss. on cvr. Early provsn'1 mark only 46 days after opening. Est. \$35
80. KNAB, 1908, VF cds on Reg. cvr. Est. \$12.00
81. PHELPS, ca. '95, reg. cvr w/no cds. Est. \$15
82. OPHIR, 1893, VF cds on soiled U349. Est. \$15
83. PULLMAN R.F.D., 1903, F-VF (overstruck Tacoma machine cancel) on UX18. Scarce. Est. \$30
84. SILVER, 1897, VF cds on U349. ('90-'07) E. \$20
85. SPOKANE R.F.D., 1903, EXC strike on UX18. E\$40
86. SPOKANE Involute Flag on cvr., 1898. E. \$10
87. TACOMA Involute Flag on cvr., 1898. Est. \$10
88. WAHL, 1902, legible cds on cvr to Germ. E. \$15

RAILWAY POST OFFICES (R.P.O.s)

89. ASHLAND & SAN FRAN., 1911 on PPC, about F. E\$5
90. CAL & VALLEJO JCT., 1892 on U349, F unl. E\$25
91. CALISTOGA & VALLEJO JCT., 1897 on cvr., VF and an unlisted type. Est. \$30.00
92. COLLECT'N & DISTN/WAGON NO.1/BUFFALO, VF on cover, 1898. Est. \$25.00
93. COLLECT'N & DIST'N/WAGON No.1/WASH'N.D.C., on cover, F-VF, 1899. Est. \$20.00
94. ELDO & WINNFIELD, 1907, VF on U386. Est. \$15
95. FAIRBANKS & SEWARD, 1942, VF on cens. cvr. E\$15
96. H.B.F. & P.L./R.P.O., ca. 1870, F-VF on U82. Est. \$20.00
97. HAYWARDS & OAK., 1909, F on PPC. Est. \$20.00
98. KANS. CITY & LA JUNTA, 1897, VF on cvr. E. \$8
99. LA JUNTA, COLO/TRANS. CLK., 1904, VF on cvr. Nice example. Est. \$12.00
100. OGDEN & SPARK, 1918, F-VF on PPC. Est. \$10.00
101. SAN FRAN & L. ANG., 1886, F on UX8. Est. \$8.00
102. SEATTLE & SEATTLE, 1908, F-VF on PPC. Est. \$20
103. SLEYE & WATERTOWN/AGT., 1882, F-VF on cover w/gn'1 merchant cc. Very nicel Est. \$35.00
104. TUOLUMNE & STOCK., 1910, about F on cvr w/cl. tear at UL. Est. \$12.00
105. TUOLUMNE & STOCK., 1922, about F on cvr. E\$12.
106. WINNEMUCCA & SACRA., 1916, VF on PPC (view of Quincy, CA) (955-H-1). Very nice example. 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: NOVEMBER 30, 1983 (10PM Pacific)

EDITOR'S COMMENTS

Autumn is here. The leaves of the tomato plants, which Cathy tended so carefully throughout the summer, are beginning to yellow. The cat is growing a new coat of thicker fur in preparation for the coming winter, and the morning hours are now tinged by that familiar sharpness of air, which has always been associated in my mind with a renewal of scholastic endeavors, football weekends and a rededication to my love for postal history.

LA POSTA continues to increase in both scope and support! Our subscription target of 500 by the end of 1983 has already been exceeded, and we stand today at 512 and still growing. My heartfelt thanks to you who have introduced others to our journal and written words of encouragement on your subscription renewal orders. Your help and support literally keeps LA POSTA going. We have no large corporation or financial backer to underwrite us as an "experimental publication". Ours is purely an effort based on a love for the hobby, and a belief that a publication such as LA POSTA fills a need met by no others.

Elsewhere in this issue you will read Alan Patera's announcement that he has accepted editorship of a Midwestern Section which is to begin publication in February 1984. I am delighted that Alan has agreed to take on this responsibility, and I know we will all benefit from the work to be published under his editorial guidance. Alan has established himself over the past decade as a careful and tireless researcher, and his efforts, in collaboration with John Gallagher, have already resulted in the publication of six fine state post office studies. It is indeed an honor to have Alan's participation in our journal.

Some of you may be wondering just what to expect once LA POSTA begins to include a Midwestern Section. Let me hasten to assure you that our publication will suffer no reduction in the amount of articles and features dealing with subjects of a Western nature. It will simply become a larger journal. The pattern for expansion has already been set by what happened when Charles Towle began editing "The Second Section" in our pages. The typical issue of LA POSTA increased from 24 pages in length to over 50 pages in length. With the Midwestern Section it is estimated that the typical issue will run approximately 70 pages in length. Furthermore, we are pledged to hold our subscription costs to \$10 per year throughout 1984.

The key to this "painless expansion" program is advertising. Thus far we have experienced an encouraging response from dealers and collectors wishing to buy, sell and trade through an ad in LA POSTA. If this trend continues, we will be able to maintain subscription costs at or near their present levels. You can help make this a reality by patronizing LA POSTA advertisers, and, when you do, please remember to say "I saw your ad in LA POSTA."

Several items are already on track for our next issue. We can anticipate a presentation on 19th century Lane County, Oregon, postmarks, which has been a cooperative effort by Don Smith, Dave Ramstead and other Eugene-area collectors working with Chuck Whittlesey; a listing of Arizona branches and stations; and the beginning of a major series on RFD routes in the West by Randy Stehle. We still have room for more, so, if you've been working on a pet project, drop us a line and we'll help you break into print.

Richard W. Helbock, Editor



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THE BLACK DIAMOND COAL FIELDS OF CALIFORNIA

By Alan H. Patera

Coal mining is not generally associated with California, but the development of the Black Diamond coal fields on the north slope of Mount Diablo in eastern Contra Costa County led to the establishment of four post offices in towns established at the mining sites. The largest of these towns was Nortonville, which with a population of over 600 in 1880 became a contender for the largest town in the county. In size, Nortonville was rivalled by Somersville, a mile to the east across a steep divide. Three smaller communities developed at Stewartville, Judsonville, and West Hartley. Of the three, only West Hartley never obtained a post office.

High quality coal was discovered in 1859 by Francis Somers and H.T. Cruikshank. Noah Norton located the Black Diamond mine, and the Black Diamond Coal Mining Company was incorporated in San Francisco in 1861. The most promising mines were developed in the steep terrain just above the basins that provided building sites for the towns of

Nortonville and Somersville. Somersville became the first community to develop, with the post office established on August 19, 1863 with George H. Scammon as postmaster.

At first coal was simply dug from the surface veins and hauled in sacks to the San Joaquin River landings six miles to the north. The earliest miners were disenchanted gold seekers, but as the mines became mechanized experienced Welsh miners were attracted to the area. By the mid 1870's the population of the mine fields was predominantly Welsh.

Later, rails were installed and full ore cars were coasted down to the river, with the empty cars being pulled back up to the mines by donkey engines. The loading point, which had been known as New York Landing, had a post office established with the name Black Diamond. In 1911, long after coal mining had ceased, Black Diamond changed its name to Pittsburg.

By the early 1870's Nortonville had developed a substantial business community, including three general merchandise stores, six saloons, three



Fig. 1. Nortonville, as it appeared ca. 1880. View to the west from the road to Somersville. (Photo courtesy of the Bancroft Library)

hotels, four boarding houses, and a livery stable. On February 2, 1874 it obtained its own post office, with Harrison Roberts as postmaster. By the end of the decade it had surpassed Somersville in size and importance, although the area's only doctor lived in Somersville, and there were complaints that the mail carrier would sometimes ride past the newly established Nortonville post office and deliver all the mail to Somersville.

The Empire mine was opened in the late 1870's several miles southeast of Somersville. A community developed near the mine and took the name Judsonville after co-owner Egbert Judson. On April 18, 1878 a post office was established at Judsonville with Rufus S. Cross serving as postmaster. The fourth community in the coal fields to obtain a post office was Stewartville, about two miles southeast of Somersville. After the Stewartville post office was opened on April 12, 1882 with William Dobson as postmaster there were four post offices operating simultaneously in the coal fields, until Judsonville was discontinued on February 26, 1883. A fifth community developed at West Hartley, about four miles east of Stewartville in the hills above Judsonville, but a post office was never established there.

Upon the depletion of the surface coal extensive tunneling was required to reach the Black Diamond vein, 375 feet below the surface vein. It was 6 to 18 feet thick, an unstable mixture of coal, clay, and slate requiring timbering and making it expensive and dangerous to mine. An explosion in the Black Diamond mine at Nortonville in 1876 killed 19 miners, with heavy damage to mining equipment.

Still, the area remained relatively prosperous. A look at postmaster compensations shows Nortonville steadily increasing up to 1883 during a time that Somersville was in decline. At about this time the coal fields of Washington Territory were beginning to compete for the western coal market. Faced with stiff competition, the prospect of an unfavorable decision in property litigation, and increasing problems of flooding in the mines from underground springs, the Black Diamond Coal Mining Company ceased operations in 1885. Morgan Morgan, the mine superintendent, and 170 workers were relocated to the company's holdings in Washington Territory, where a new company town called Black Diamond was constructed.

With the mines closed Nortonville went into abrupt decline, as evidenced in the drop in postmaster compensation from \$192 in 1885 to \$32 in 1887. The remaining miners left the area in search of employment. Stores closed, and a number of residences were moved to Black Diamond (Pittsburg), some of which are still in use today. Only 17 buildings remained in Nortonville in 1898.

Mining continued at Somersville and Stewartville, sustaining these communities through the 1890's; but as the remaining mines were closed these towns too faded away. The post office at Stewartville was closed in 1902, that of Somersville in 1910. Curiously, the post office of Nortonville persisted a month longer than Somersville, and was finally discontinued on December 15, 1910.

Much of the Nortonville townsite was obliterated by sand-mining operations in the 1920's. In the 1970's the area encompassing all four post office sites was incorporated into the Black Diamond Regional Park. The mine entrances have been sealed except for a demonstration mine, and the roads connecting the towns have been closed to vehicular traffic. The access point to the park is at Somersville. From there one can walk up past the cemetery to the divide, look down on both Nortonville and Somersville, and imagine the activity of a time gone past.



Fig. 2. The same view as Figure 1, taken in 1965. The large tree is the one to the left of the school-house in the 1880 photograph.

SOMERSVILLE

Postmaster Compensation

| | | | |
|-------------|-------------------------------|------|----------|
| 19 Aug 1863 | George H. Scammon | | |
| 17 Jun 1870 | Nelson H. Black | | |
| 8 Mar 1871 | William T. Cruikshank | 1879 | \$194.03 |
| 10 Jul 1871 | George H. Scammon | 1881 | 160.11 |
| 24 May 1882 | John Trengove | 1883 | 148.38 |
| 3 Feb 1887 | Frank Clifford | 1885 | 94.50 |
| 9 May 1894 | Mrs. Sarah Ann Bassett | 1887 | 117.31 |
| 9 Jul 1897 | Miss Bertha O. Clifford | 1889 | 116.90 |
| 18 Jul 1899 | Patrick Brown | | |
| 21 Jun 1901 | Amy V. Harris | | |
| 29 Mar 1902 | Isabel J. Waters | | |
| 27 Feb 1908 | William J. Laird | | |
| 15 Nov 1910 | discontinued, mail to Clayton | | |

NORTONVILLE

| | | | |
|-------------|-----------------------------------|------|----------|
| 2 Feb 1874 | Harrison Roberts | | |
| 23 Nov 1875 | William J. Tingman | | |
| 22 Sep 1880 | Alvin A. Paul | 1879 | \$208.40 |
| 19 Mar 1887 | discontinued, mail to Somersville | 1881 | 213.40 |
| 21 Apr 1887 | John N. Jones | 1883 | 232.50 |
| 31 Dec 1890 | discontinued, mail to Somersville | 1885 | 191.78 |
| 7 Feb 1891 | John N. Jones | 1887 | 31.71 |
| 15 Dec 1910 | discontinued, mail to Clayton | 1889 | 73.38 |

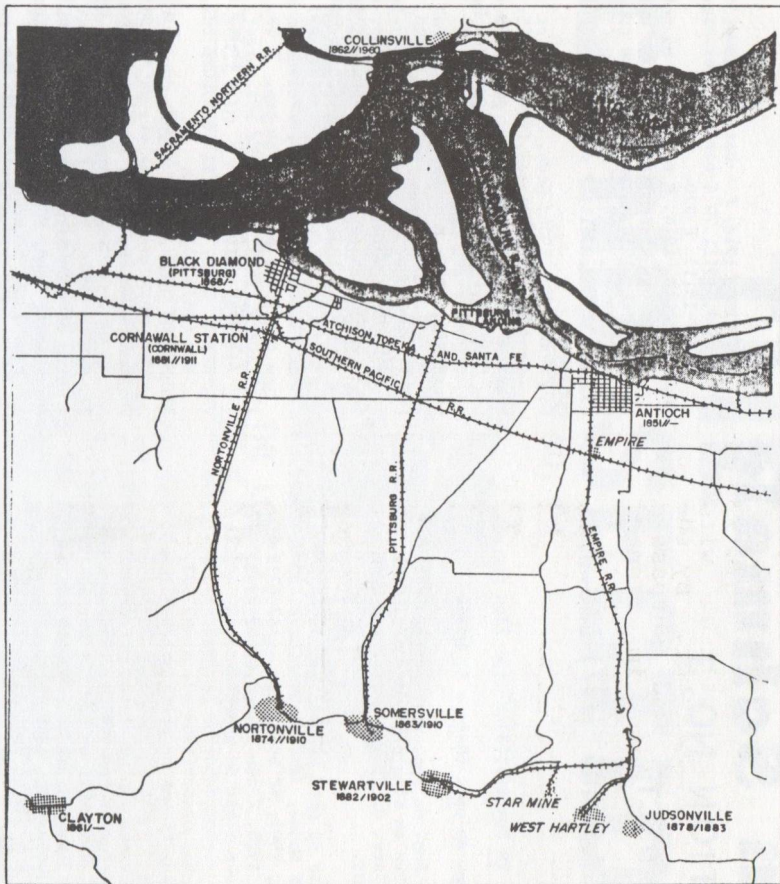
JUDSONVILLE

| | | | |
|-------------|-------------------------------|------|----------|
| 10 Apr 1878 | Rufus S. Cross | | |
| 2 Oct 1879 | discontinued, mail to Antioch | | |
| 24 Oct 1879 | Jacob Lando | 1881 | \$206.40 |
| 26 Feb 1883 | discontinued, mail to Antioch | | |

STEWARTVILLE

| | | | |
|-------------|-----------------------------------|------|----------|
| 12 Apr 1882 | W.W. Dobson | | |
| 13 Dec 1882 | W.S. Barnum | 1883 | \$ 98.69 |
| 19 Feb 1883 | Jacob Lando | 1885 | 111.47 |
| 13 Jul 1883 | John T. Belshaw | 1887 | 80.37 |
| 30 Aug 1902 | discontinued, mail to Somersville | 1889 | 78.80 |

TABLE OF POSTMASTERS & POSTMASTER COMPENSATION



THE BLACK DIAMOND COAL FIELD REGION

Steven Schmale

MAIL AUCTION NO. 3

448 TANGLEWOOD CT.,

SANTA ROSA, CA 95405 (707) 538-8948

ALASKA

1. PETERSBURG, 1908, VF Doane(?) (3) (H-type 2) on ppc of Metlakatla, E\$40.
2. VALDEZ, 1910, FDup. on ppc, (H-type 5) E\$15.

ARIZONA

3. CLIFTON, 1908, VF Dup. on ppc, view of town (tyl5) E\$8.
4. ORACLE, 1908, VG Dup on fine p/c stage arr. E\$12.
5. STODDARD, 1908, F str. on ppc, sl. dam. top edge of card, (type 6) E\$35.

CALIFORNIA

6. ALTON, 1908, F Doane on ppc, sl weak (Hum, 89-65) E\$8.
7. AMEDEE, 1907, F/VF Doane, James 1-cent (Lass. 90-24) E\$12.
8. ARROWHEAD SPRINGS, 1907, VF Doane, ppc, ('87-42) E\$5.
9. BARTLETT SPRINGS, 1925, F cds on ppc, (Lake '73-35) E\$7.
10. BAYLES, 1908, F purp 4-bar on ppc (Shasta '84-'48) E\$6.
11. BERENDO, 1908, VF violet 4-bar on ppc (Madera-disc. '35) E\$8.
12. BRAY, 192, weak 4-bar on ppc (1909-67, Sisk) E\$3.
13. BUTCHER RANCH, 1910, F4-bar on ppc (Plac '71-35) E\$10.
14. CAMP TAYLOR, 1909, F 4-bar on ppc (Marin '94-10) E\$10.
15. CEMENT, 1914, VF Dup on r/p pc of co. off. crease 03-28 E\$8.
16. CHILES, 1908, VF 4-bar on ppc (1888...1924) Napa E\$10.
17. CLARKSVILLE, 1914, Ex. 4-bar on ppc (El Dor '55-'24) E\$12.
18. COLUSA JUNCTION, 1910, F 4-bar on ppc, off top edge, ("sa, ju" missing) Colusa co. 1886-1914, E\$6.
19. DOLGEVILLE, 1908, F 4-bar on ppc (LA, '04-11) E\$8.
20. EDEN VALE, 1909, F4-bar on ppc, sl. dam top edge, (Santa Clara, '93-16) E\$8.
21. ELDER, 1911, F 4-bar on ppc, (Hum, '93-13) E\$15.
22. ELECTRA, 1911, F 4-bar on pc view of same, (Am, '00-23) E\$10.
23. FAIR PLAY, 1930, VF 4-bar on ppc (El Dor, '60-44) E\$8.
24. GELATT, 1928, F 4-bar on ppc (Nev, '23-35) E\$15.
25. GERMANTOWN, 1908, VG/F Dup on ppc (Glenn '77-18) E\$10.
26. GRAND ISLAND, 1908, F/VF 4-bar on ppc (Col, '54-19) E\$10.
27. GRANDVILLE, 1908, Ex 4-bar on ppc (Sonoma, '07-21) E\$10.
28. GUERNSEY, 192, VG (exc for yr. date) 4-bar on ppc '98-18, E\$5.
29. HARDY, 1912, F 5 or 6-bar ?, on ppc (Mend, '97-15) E\$12.
30. HEMLOCK, 1911, F Doane on ppc (Mendo, '90-16) E\$8.
31. HENLEY, 1907, Ex Dup on r/p st scene of same, '56-12 E\$18.
32. HOBART MILLS, 1917, VG Dup on pc, r/p scene of town, E\$7.
33. HONCUT, 1905, VF Dup, stamp def., '56-43, E\$5.
34. HURLETON, 1914, VF 4-bar on ppc (Butte '80-22) E\$8.
35. KELLOGG, 1907, Ex 4-bar on ppc ('75-35) E\$8.
36. KENNY, 1908, F 4-bar on ppc (Mendo-disc. '24) E\$18.
37. LA MOINE, 1908, F 4-bar on ppc (Shasta '02-55) E\$5.
38. LANKERSHIM, 1909, Perf 4-bar on ppc (LA '06-26) E\$7.
39. MASONIC, 1909?, VG but weak Doane on ppc (Mono '06-27) E\$7.
40. MAYHEWS, 1909, VG/F Dup on ppc (Sac, '70-22) E\$6.
41. MICHIGAN BAR, 1913, F 4-bar, stamp def. on ppc '55-35, E\$7.
42. MINTURN, 1906, VF Doane on ppc (Madera, '84-'22) E\$7.
43. NAPA JUNCTION, 1910, VF 4-bar on ppc, toning, '75-33, E\$8.
44. NATOMA, 1909, VF 4-bar on ppc (Sac '84-64) E\$5.
45. NORTH COLUMBIA, 1907, F/VF 4-bar on ppc (Nev '60-31) E\$7.
46. PACHECO, 1910, Clear 4-bar on ppc 1st per CC co. E\$8.
47. SELBY, 1915, F Dup on ppc (CC co., '86-67) E\$5.
48. STONE CANON, 1909, Vg \$-bar on ppc LR st. dam, tear at R, E\$4.
49. THE GEYSERS, 1922, F 4-bar on ppc (Sonoma '93-35) E\$5.
50. TRENTON, 1906, VF Doane on ppc (Sonoma, '87-'14) E\$10.
51. VISTA GRANDE, 1909, F 4-bar on ppc (San Mateo '08-13) E\$18.
52. WEST BUTTE, 1910, F/VF 4-bar on ppc (Sutter '60-30) E\$7.
53. WRIGHTS, 1904, VG/F Dup on ppc (santa clara '79-'38) E\$8.

COLORADO

54. GOLDFIELD, 1909, Weak but o/w VG Dup on ppc ('95-32) E\$8.
55. KOKOMO, 1911, weak duplex, "m, o" missing ('79-66, E\$4.
56. SULPHUR SPRINGS, 1908, ppc, letters "r, sp off card at top, o/w F/VF 4-bar '94-12 E\$6.
57. TENNESSEE PASS, 1924, F 4-bar on ppc ('12-60) E\$4.

IDAHO

58. BERENICE, 1912, F 4-bar, no stamp ('11-38) E\$4.
59. CEPHAS, 1911, VG 4-bar, ppc, sev. creases, toning, (1907-1911) E\$20.
60. CHATCOLET, 1914, F purp 4-bar on ppc, r/p of town store by RR tracks! (09-57) E\$10.
61. LAKEVIEW, 1910, F purp Doane on ppc (90-43) E\$6.
62. QUAMTZBURG, 1909, F 4-bar on ppc (74-40) E\$5.
63. THREECREEK, 1911, F 4-bar on ppc ('87-50) E\$5.

MONTANA

64. BEARMOUTH, 1906, Cds, cork killer on ppc, card has sev. creases, (92-49) E\$5.
65. BENCHLAND, 1914, F 4-bar on ppc (09-64) E\$4.
66. CLANCEY, 192, VG 4-bar on ppc, (Red Wash 2c) E\$3.
67. COOKE, 1920, F 4-bar on ppc E\$3.
68. ENNIS, 1886, F double circle w/star k, some ink missing on circles, on UX7, E\$20.
69. FULTON, 1908, VG/F Doane on ppc (88-14) E\$12.
70. GLENDALE, M.T., 1880, VG purp cds, star k on UX4 numerous stains, but presentable ('75-00) E\$20.
71. HARRISON, 1881, VF manuscript on UX4, corners rounded, sl. soil, but nice (1870-99) E\$40.
72. JEFFERSON ISLAND, 1907, F Doane on ppc ('72-09) a few ltrs. off edge at top, E\$8.
73. LAURIN, 1888, LEG. blue cds, target, on UX9 ('74-72) E\$15.
74. LEWIS, 1881, VG/F (sl. weak) purp cds, star k on UX4 (1873-83) E\$50.
75. MEADOW CREEK, 1881, F purp double ring cds on UX4, spindle hole, sl. cr. UR ('69-08) E\$45.
76. MEADOW CREEK, no yr. given, prob early '80's, VF man. on UX4, sm spin. hl, attr. E\$45.
77. MEADOW CREEK, 1892, F purp. duplex? on UX9, top of ring msing, ltrs cl., E\$40.
78. RENOVA, 1908, F 4-bar on ppc w/sl def., top of cancel off edge, (06-23) E\$8.
79. SALISBURY, 1879, VG (sl weak) double circle cds on UX4, sm spin hole, ('75-83) E\$50.
80. SETTER, 1910, VF 4-bar on badly water-stained ppc. A one-yr. po. (1910-11) E\$30.
81. SHERIDAN, 1889, F double-ring cds on UX9, E\$15.
82. SPALDING, no year given, fine man. on UX8, sm. pc. missing, 1l cor. ('83-86) E\$60.
83. STEARNS, 1909, VF 4-bar on ppc (91-21) E\$12.
84. TWIN BRIDGES, 1878, F manus. on UX4, E\$35.
85. WASHINGTON BAR, 1891, Leg. cds on UX9, few ltrs missing, ('84-96) E\$25. Sl. soil, tiny st. at R.

NORTH DAKOTA

86. ANSEIM, 1914, F 4-bar on ppc ('92-42) E\$5.

NEVADA

87. BERMOND, 1926, VG 4-bar, top half bold, bottom weak, on cover, ltr. fr cowboy to his gal, (1920-26) E\$20.

88. MIDAS, 1933, VG 4-bar on cover, (1907-42) E\$8

OKLAHOMA

89. KELSO, 1912, F 4-bar on ppc E\$5.

OREGON

90. BLACK ROCK, 1912, F 4-bar on r/p pc of girl on telephone, (06-43) E\$10.
91. BONITA, 1908, (Lane) VF Doane (1) on ppc, card a bit smaller than ave (PMC) (1904-08) E\$50.
92. BROOKS, 1908, F Doane on ppc, (71-60) E\$4.
93. EAGLE CREEK, 1912, VF 4-bar on ppc (op), E\$3.
94. OLENE, 1911, F 1t. 4-bar on ppc (84-59) E\$5.
95. PRATUM, 1912, VF 4-bar on ppc (1898-1964) E\$4.
96. SALMON, 1909, F Doane on ppc, Britt, Iowa also ties. Ask 4 xerox (91-10) E\$8.
97. SCAPPOOSE, 1908, VF Doane (5) on ppc, E\$4.

UTAH

98. TABBY, 1913, VF 4-bar on ppc, only in for 6 yrs. (1909-15) Duchesne Co. E\$20.

WASHINGTON

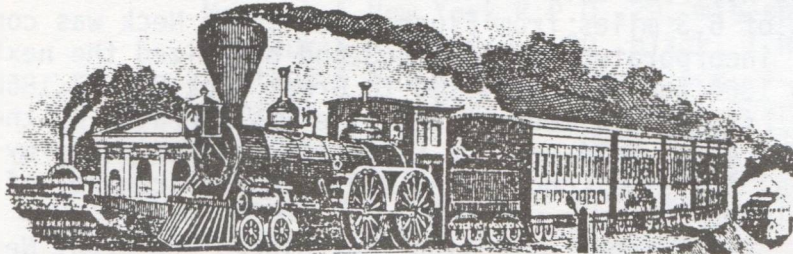
99. SPRING BEACH, 1923, 4-bar on ppc (13-43) E\$6.
100. VANASSETT, 1910, VF Doane (3) on ppc, Seattle st. scene ('92-13) E\$8.

PLEASE BID BY THIS DATE: NOVEMBER 30, 1983.

ALL LOTS SOLD AT SLIGHT ADVANCE OVER 2nd HIGHEST BID. MINIMUM BID IS \$2. BUYERS PAY MAILING COST. XEROXES GLADLY SENT FOR A SASE. ALL LOTS RETURNABLE WITHIN 10 DAYS FOR ANY REASON. PRICES REALIZED WILL BE SENT WITH YOUR WINNING LOTS. AUCTION CLOSING NOVEMBER 30, 1983 AT MIDNIGHT. THANK YOU BIDDERS, AND BILL HELBOCK FOR YOUR PATIENCE!!

THE SECOND SECTION

TRAIN NO. 4



RAILPOST HISTORY OF THE LONG ISLAND R.R. Section II - The SOUTH SIDE R.R.CO. and Other Lines

The Long Island Railroad had only one serious competitor for business on the Island and that was the short-lived South Side R.R.Co. of Long Island. This company was incorporated under the laws of New York on March 23, 1860 for the purpose of building a railroad from the Town of Islip to the City of Brooklyn - 37 miles. Two further acts of April 12, 1867, and May 31, 1872, authorized extension of railroad eastward to Town of Patchogue, and the building or purchase of branches, and the right to buy and consolidate with other short line companies.

Although organized April 20, 1860, construction of the 54 mile railway started about June 1866 and it was opened for operation as follows:

Oct. 28, 1867 - Jamaica to Babylon - 27 miles

July 22, 1868 - Babylon to Islip - 7 miles

1868 - Islip to Patchogue - 11 miles

The station at Jamaica was located south of present depot. A line was built to reach New York crossing the Brooklyn and Jamaica R.R. two miles east of Jamaica station. It then passed westward to the East River via Glendale, Fresh Pond and Bushwick. Between Bushwick and the ferry at East River the cars were hauled through the streets of Brooklyn by steam dummy engines. The 9 mile Jamaica-Williamsburgh section was completed March 1869 by two underlying companies.

On Sept. 14, 1872 the South Side purchased the Far Rockaway Branch R.R., a 5.2 mile line from connection at Valley Stream to Far Rockaway, built prior to Sept. 1869, and the Rockaway Railway Co., a 4 mile line from Far Rockaway to Rockaway Beach. This short line was under construction at time of its purchase.

The South Side R.R. did not prosper and went into receivership Oct. 16, 1874 and was acquired by the Southern Railroad Co. of Long Island. This company in turn was acquired under foreclosure Nov. 22, 1879 by the Brooklyn and Montauk R.R., which had been incorporated two days earlier. The Brooklyn and Montauk R.R. extended the line 16.6 miles from Patchogue to Eastport-connecting with Long Island R.R. Sag Harbor branch in June 1881. Effective May 23, 1880 the Long Island R.R. leased the Brooklyn & Montauk R.R. and on Oct. 5, 1889 acquired ownership of the competing line. After acquisition, the Long Island R.R. extended the South Shore route from Bridgehampton to Montauk, 20.8 miles, with completion date of the Montauk route being Nov. 1, 1895.

The final branch on Long Island to operate R.P.O. service was only 18½ miles long, but had a very involved history with many financial difficulties, reorganizations and numerous construction and holding companies. It followed along the North Shore of Long Island from Long Island City eastward, but took 44 years to complete

its route.

The first company to build an 8 mile portion from Hunters Point (Long Island City) to Main St., Flushing was the Flushing Railroad Co., incorporated March 3, 1852. Construction began May 1853 and the little line was completed June 26, 1854. This early line had a drawbridge over Flushing Creek and from 1861 on crossed the New York and Jamaica R.R. at grade at Winfield. On March 24, 1859 it was sold to the New York and Flushing Railroad Co.

The second segment of 6.3 miles from Flushing to Great Neck was constructed by the North Shore R.R., incorporated Sept. 25, 1863 and organized the next day. Construction began March 1864 and was completed to Great Neck Oct. 27, 1866, after much difficulty crossing Little Neck meadow. The line was operated by the New York & Flushing R.R. until Aug. 1, 1874 and for the following ten years by the Flushing, North Shore & Central R.R. The Long Island R.R. acquired control of the two small railroads April 2, 1889.

It was many years until further extension took place. The Great Neck and Port Washington R.R. was incorporated April 15, 1896. Construction commenced about October 1897 and the 4 mile line was opened for operation June 23, 1898. From its opening the Port Washington Branch was operated by the Long Island R.R. This busy double track passenger line was electrified October 1913.

The postal operations on this group of lines was as follows during period of route agent or railway post office service:

| | | |
|----------------|------------------------------|---------------------------|
| 1869-1870 | Sayville-New York Agent | |
| 1870-8/18/81 | Patchogue & New York Agent | |
| 1875- 1877 | Babylon & New York Agt. | - No postmark recorded |
| 8/1/81-8/1/82 | Sag Harbor & New York Agt. | |
| 8/1/82-1/7/99 | Sag Harbor & New York R.P.O. | |
| 1885 - ? | Babylon & New York R.P.O. | |
| 1/7/99-6/18/65 | Montauk & New York R.P.O. | - Last trip June 18, 1965 |

11/7/1914- 8/31/55 New York & Far Rockaway R.P.O. -Last Trip Aug. 31, 1955

| | |
|-------------------|--|
| 1867 - 1870 | Flushing & New York Agent - No postmark recorded |
| 1870 - 1874 | Manhasset & New York Agent - No postmark recorded |
| 7/30/98 - ? | Thomaston & Long Island City R.P.O. - No postmark recorded |
| 1898 - 11/7/1914 | Port Washington & Long Island City R.P.O. |
| 11/7/1914-9/23/34 | Port Washington & New York R.P.O. |

Thus on June 18, 1965 manned railway mail train service on Long Island came to an end after 81 years of expeditious and dependable mail handling on seven different lines on the Island. Most of the lines still offer passenger service to a lessened degree, but the colorful route agents, R.P.O. clerks and mail cars have faded into oblivion following the coastwise boats, ocean steamships, fast limited trains, street cars and interurban service which once made the country's transportation network so interesting and colorful.

POSTAL MARKINGS

| Catalog No. | Patchogue-New York, N.Y., 54 miles |
|-------------|--|
| 113-A-1 | S.S.L.I.R.R., 25, black, Banknote, NDL, VII |
| 113-C-1 | Patchogue & N.Y. Agt., 26, black, Banknote, III |
| | Sag Harbor - New York, N.Y., 101 miles |
| 113-B-1 | Sag Harbor & N.Y. Agt., 26, black, 1883, III |
| 113-J-1 | Sag Harb. & N.Y.R.P.O., 27½, black, 1892, II |
| 113-K-1 | Sag Harbor & New York R.P.O., 28½, black, 1897, II |
| 113-I-1 | Sag Harbor & N.Y.R.P.O., 27½, black, 1899, II |

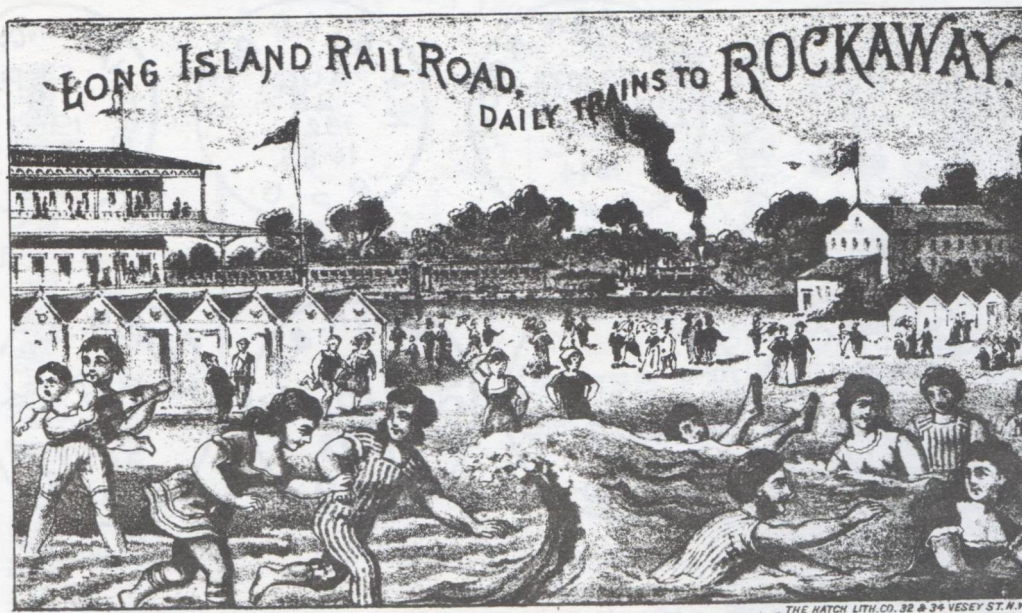
cont.

POSTAL MARKINGS - cont.

Catalog No.

| | |
|-----------|---|
| 113-D-1 | Babylon - New York, N.Y., 37 miles |
| 113-E-1 | Babylon & N.Y.R.P.O., 27, black, 1886, 'S' killer, III |
| | Babylon & N.Y.R.P.O., 27, black, 1896, 97, II |
| | Montauk - New York, N.Y., 118 miles |
| 113-F-2 | Montauk & New York R.P.O., 29, mis-spelling, black, 1900, III |
| 113-G-3 | Montauk & N.Y.R.P.O., 30, black, T.N., 1900, II |
| 113-G-4 | Montauk & N.Y.R.P.O., 29½, black, T.N., 1906, II |
| 113-F-1 | Montauk & New York R.P.O., 30½, black, T.N., 1909, II |
| 113-G-5 | Montauk & N.Y. R.P.O., 29½, black, T.N., 1934, I |
| 113-G-6 | Montauk & N.Y. R.P.O., 30½, black, T.N., 1941, I |
| 113-G-1 | Montauk & N.Y.R.P.O., 30, black, T.N., 1934, 44, 46, I |
| 113-G-2 | Montauk & N.Y.R.P.O., 30, black, T.N., 1964, I |
| 113-H-1 | Mont. & N.Y. R.P.O., 30½, black, T.N., 1964, I |
| | New York - Far Rockaway, N.Y., 44 miles round trip |
| 152.2-A-1 | N.Y. & Far Rockaway R.P.O., 29½, black, T.N., 1917, II |
| 152.2-B-1 | N.Y. & Far Rock. R.P.O., 29½, black, T.N., 1929, I |
| 152.2-B-2 | N.Y. & Far Rock. R.P.O., 29½, black, T.N., 1929, I |
| | Port Washington - Long Island City, N.Y., 18 miles |
| 112-U-1 | Port Washington & L.I.C.R.P.O., 28½, black, 1907, 08, III |
| 112-V-1 | Pt. Wash. & L.I. City R.P.O., 29½, black, partial, 1910, II |
| 112-W-1 | Port Wash. & L.I. City R.P.O., 30, black, 1909, 11, II |
| 112-W-2 | Port Wash. & L.I. City R.P.O., 30½, black, 1913, II |
| | Port Washington - New York, N.Y., 21 miles |
| 112-X-1 | Port Wash. & N.Y. R.P.O., 29½, black, T.N., 1917, I |
| 112-AE-1 | Pt. Wash. & N.Y.R.P.O., 30½, black, T.N., 1930, I |

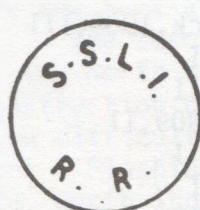
Early (1878) Long Island R.R. Excursion Train advertisement



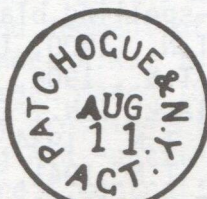
OVER

THE HATCH LITH. CO. 32 & 34 VESEY ST. N.Y.

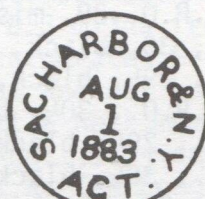
RAILPOST HISTORY OF THE LONG ISLAND R.R. - PART II
 Route Agent and R.P.O. Markings of the South Side
 Line of Long Island R.R. and other branch lines.
 (continued from SECOND SECTION No.3)



113-A-1



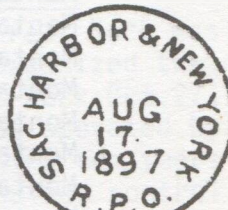
113-C-1



113-B-1



113-J-1



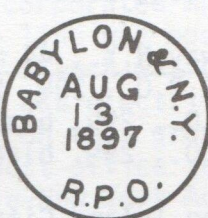
113-K-1 *



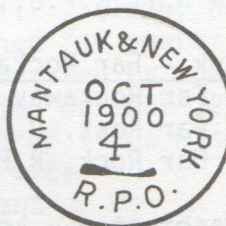
113-I-1



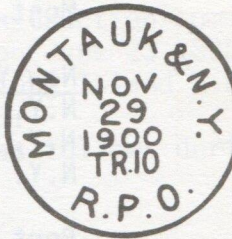
113-D-1 *



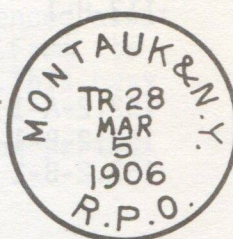
113-E-1



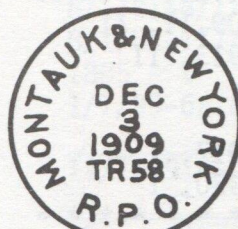
113-F-2 *



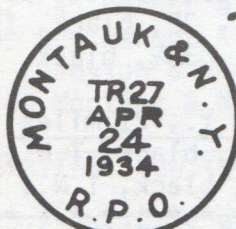
113-G-3 *



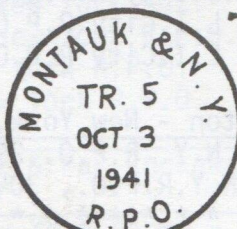
113-G-4 *



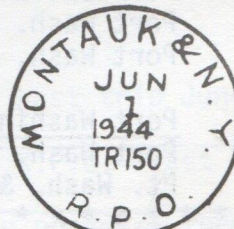
113-F-1



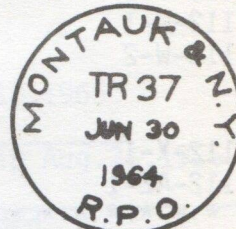
113-G-5



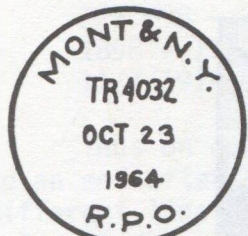
113-G-6



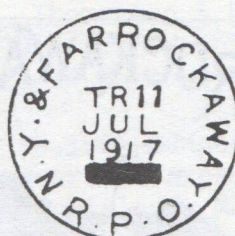
113-G-1



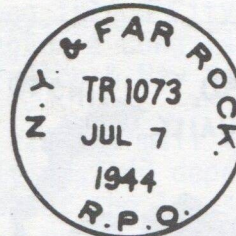
113-G-2



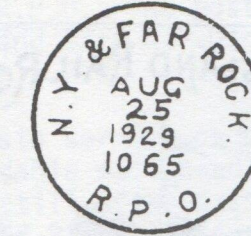
113-H-1



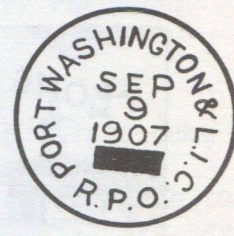
152.2-A-1



152.2-B-1



152.2-B-2



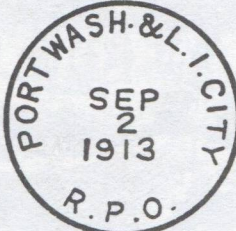
112-U-1



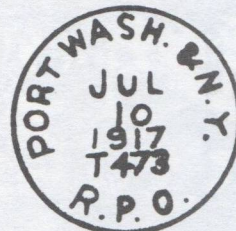
112-V-1



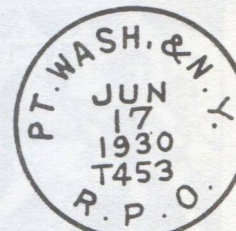
112-W-1



112-W-2 *



112-X-1



112-AE-1 *

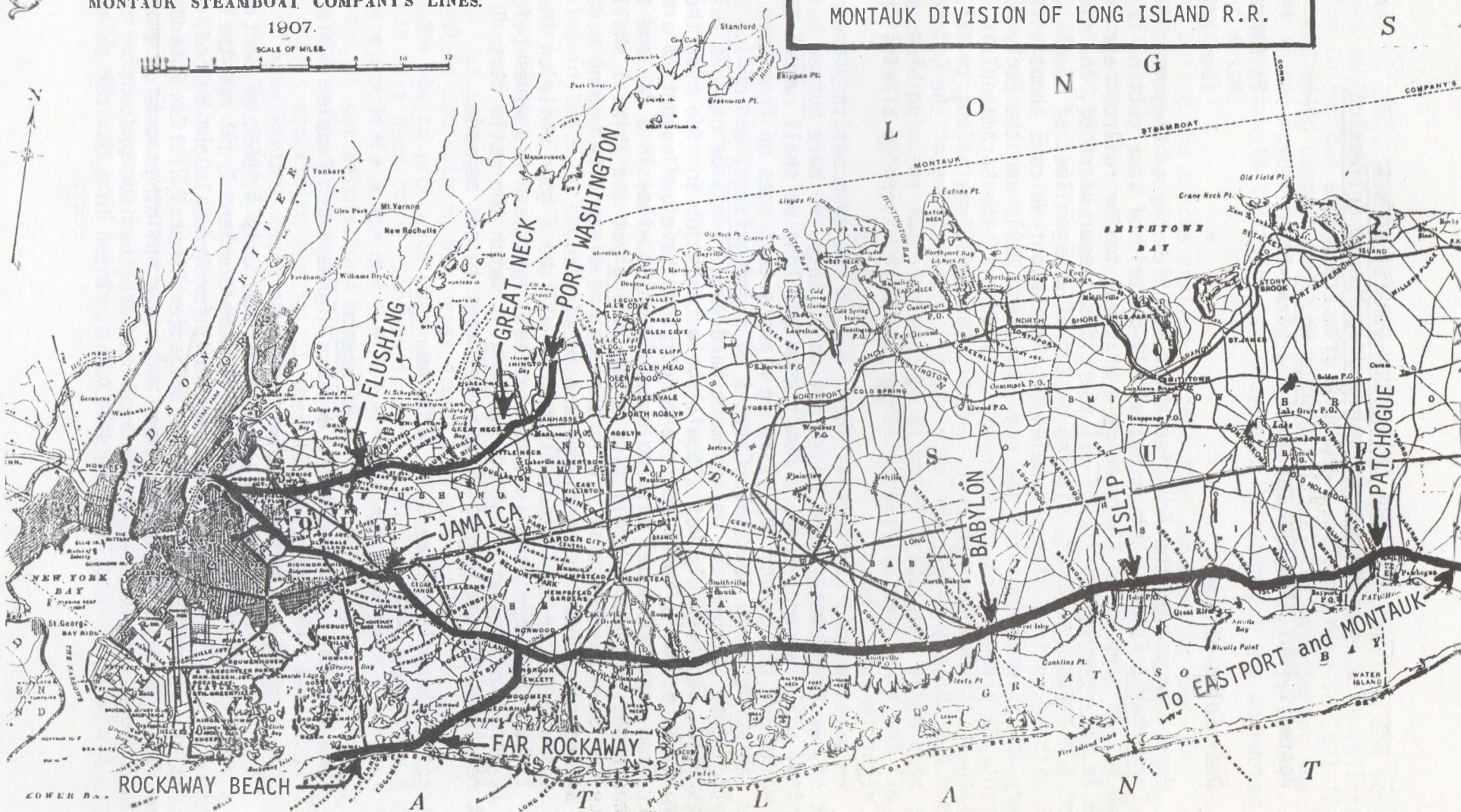
Map of Long Island

SHOWING THE
Long Island Railroad System

AND
MONTAUK STEAMBOAT COMPANY'S LINES.
1907.

SCALE OF MILES.
0 1 2 3 4 5 6 7 8 9 10 11 12

SOUTH SIDE LONG ISLAND R.R.
ROCKAWAY BEACH BRANCH
PORT WASHINGTON BRANCH
MONTAUK DIVISION OF LONG ISLAND R.R.



THE CHITTENDEN CORRESPONDENCE
Western Postal History Museum Collection
(Continued from Train 3)
Letter No. 3

Postmark-FORT SAUNDERS, Dakota, Mar. 3 (Gray-Blue)

Ft. Sanders, D.T.
March 2nd, 1868
(See reference A)

Dear Folks at Home,

Here I am out on the frontier about 80 miles beyond Cheyenne. I wrote to you from Carmichaels Friday, but am not at all certain of your getting the letter, as I have had to send it to Cheyenne by a brakeman to the railroad and had not much faith in his remembering it. Of all the rides I ever heard of, the ride from the end of track was the worst, sitting on top of a wagon load of baggage on a mule wagon with no springs with six mules to each wagon. We came about sixty miles. The scenery was splendid most of the way, the Black Hills and the Rocky Mountains were in sight. We are now staying here in the middle of the Laramie plain. There is a garrison of six hundred men here, and all the buildings belong to the government or the U.P.R.R. Nobody is allowed here except by permission of the Colonel and must do as he says while they stay. There is no snow here but the wind blows a small hurricane all the time, and all the buildings are such miserable affairs that the wind goes right through them.

We have as good quarters as there are in the town but they are nothing to boast of, we have pretty good board but no variety. We have butter but it is quite a rarity, milk is never seen. I don't know how long we shall remain here. We may go some weeks and may go any day. I am on a party that goes on from here about 300 miles and works on to Salt Lake City. I am a draughtsman, and office clerk, which is better than I expected, not so much hard work. I may be changed before the party leaves here, but probably not. It will be a tough job to ride over the mountains in the mule wagon, but I shall see the country. We have our escort of a company of infantry from here and shall only go about 20 or 30 miles in a day and then camp out for the night. I am not at all sick of enlisting yet and think I shall have a good chance to learn the business. It is a rough and dirty life but no more than I expected. We are considered as gentlemen and treated so.

I shall get my mail regularly but it will be a good while on the way I presume.

I shall probably have a chance to see Brigham and his wives before I come back.

I hope you will write often and long. I watch the mails close I assure you.

Don't read this in the pulpit if you ever want to get anymore.

Love to All
Sam

Direct Engineer's Office, U.P.R.R. Omaha
as I wrote you before.

Reference A

From WYOMING- a Guide to its History, Highways and People. (Oxford University Press, New York, April 1941)

Fort Sanders - 3 miles southwest of Laramie.

Fort Sanders was established July 4, 1866, as part of the government's program of military protection for the Overland Trail and the U.P.R.R. construction. Known first as Fort John Buford, for General John Buford, killed Dec. 16, 1863, it was renamed Sept. 5, 1866 for Brigadier General William P. Sanders, who died of wounds in November 1863. Log, frame and stone buildings made up the quarters. The garrison did police work among the rail workers, besides protecting them from Indian attack. A newspaper, the FRONTIER INDEX, was printed in a box car on the equipment

train. In the summer of 1868, General U.S. Grant, General Philip H. Sheridan and General W.T. Sherman met at Ft. Sanders to discuss gradients and curvatures with railroad officials. According to her own story, Calamity Jane was stationed here in 1871-72, as a scout, after completing campaign with troops in Arizona. The next Spring she guided a detachment in the Powder River country, where she saved the life of her commander in an engagement with the Sioux and Cheyenne. Fort Sanders was abandoned May 18, 1882.

Laramie-

Several weeks before the tracks arrived, a tent town appeared on the river bank. The Railroad Company had platted a townsite, but allowed no one to settle until lots could be officially sold and recorded. The date of Sale was fixed early in April. and land speculators who had done well in Cheyenne were on hand to get choice titles. Within a week 400 plots had been sold at prices ranging from \$25 to \$260. Ten days later 500 shacks had been erected of logs, canvas, condemned railroad ties and dismantled wagon boxes. The first train slid down the steep grade into town on May 9, 1868, and with the train came all the population and paraphernalia of "Hell-on-wheels". The first freight carried iron rails, crossties, plows, scrapers, tents, portable shanties, lumber, groceries, cookstoves, tinware, liquors, and the transient population of the terminal town: gamblers, workers, harlots, hunters, migratory shop and saloon keepers, peddlers with their packs, and straggling settlers families.

Letter No. 4

Postmark-Ft. Saunders, Dakota, Mar. 7

Fort Sanders March 6

Dear Folks at Home,

I got a letter last night mailed Feb. 26th and of course was glad to get it. We are still here, with a prospect of starting a month or so to come, but I hope not, as anything is better than loafing in such a place as this. There is now about four inches of snow here now, the only storm that there has been here in two months and Mr. Evans says, when it commences to snow it keeps at it, you of course can do nothing while the snow is on the ground. It is better loafing here than in Omaha as we get our board and two dollars a day. We are comfortably fixed here. We have a choice of sleeping in tents or the little sheds of houses. I prefer the tents and most of the others do, we have large house tents with stoves and plenty of mattresses and buffaloes and keep warm enough. We have grub in the companies eating houses and have grub good enough for anybody. Plenty of meat of all kinds but very few vegetables, potatoes sell for 15 cts. a pound here, anything else comes in cans. It is a very sandy plain and nothing but grass grows here and very little of that.

You want to know how to pronounce Cheyenne. It is Shian. It is named from the tribe of Indians that live near there. Sanders is not a place, only a military post to keep the Indians quiet. It is under the control of the Commander and anybody that wants to come here has to get permission. Nobody is allowed to build any house here nor stay, except in the employ of the U.P.R.R. There are about 500 men in the Garrison, 300 are to go out as escorts to parties if they ever go.

George wants to know whether there are any chances for fellows out in Omaha. I don't think there is. Clerks get about \$50 a month but have to pay \$7 or \$8 a week for board, and nobody can get very rich on that. The greatest demand is for carpenters and masons, either can get good pay in Omaha, a tolerable carpenter gets \$4 a day and tip-top ones \$5 or \$6, but there will be a rush in the Spring that will fill up most of the best places, still there is a better chance here than in the East I think. A great deal depends in Omaha on when the bridge over the Missouri is built (Reference B). I think it will be about six miles below, as there is the best

foundation there for piers. If it does not go there it will pretty much finish off Omaha. If it goes above it will make a big city of it. It, the bridge, cannot be built right opposite the city, the channel of the river is so variable. Everybody talks bridge in Omaha.

I have plenty of money now and will pay George's schooling myself, thanks to nobody we are paid off the first of every month and I shall send the drafts home and have it put in the bank until it is needed. My expenses here will be very small, so have George grab away as hard as he pleases.

I don't see why I have not got more of your letters, but shall probably get them yet. I have written to a fellow in the office at Omaha to go and ask for them at the General Delivery, those that are not directed to the office seem to come straight through, I wrote you some days since that I was appointed draughtsman in the field. All the men that know anything about it say it is a good place, and better than Rodman, it is certainly easier and pleasanter, and I shall keep out of the way of the Indians. Next season they will commence a survey for a road from Cheyenne to Portland, Oregon, and I am going to try for a place on it, if I can get a good one.

I left my trunk at Mrs. Doolittles and have my bag and a box that holds about as much here, and have everything I want if I stay a year loafing here.

I want you to write to me at least every other day, please thank Tim for paying my taxes.

Love to All
S.H.Chittenden

REFERENCE B - The Omaha Bridge

One of the major early engineering problems facing the Union Pacific R.R. was the crossing of the Missouri River between Council Bluffs, Ia. and Omaha. Construction of the Union Pacific west from Omaha began July 10, 1865 without an eastern railroad connection. Material for construction was all hauled by riverboat to Omaha.

Jan. 17, 1867 the Chicago & North Western Ry. completed a Chicago-Council Bluffs line and on May 11, 1869 the Rock Island Ry. finished a similar line. The Union Pacific had yard property in Council Bluffs for connecting traffic with these lines. and it was actually the eastern terminus of the U.P.R.R. Due to lack of a bridge after the Spring of 1867 connecting rail cars had to be ferried across the river by the carferry "H.C. Nutt" - a time consuming process. Due to ice in the winter the carferry could not operate and cars were moved over a very shaky temporary trestle.

The Missouri River at Omaha offered a real problem bridge site subject to severe flooding, meandering of the channel and navigation of riverboats bound for the West. The location was complicated by poor foundation conditions. Almost all engineering reports and recommendations favored building a bridge at a point 6 miles south of Omaha, which would effectively doom the city's future.

Finally a plan was devised to control the river and construction started. On April 10, 1870 the Union Pacific's own forces took over the work under direction of General Dodge. The single track bridge with eleven 250 foot spans, built 50 feet above the highest recorded flood level cost \$1,750,000. The high elevation of the bridge was an advantage both to meet the high bluffs on the west side of the river and to eliminate the necessity of a drawbridge for riverboat traffic. The bridge was completed April 1, 1872 and a through rail connection to the East was finally available.

The crossing of the "Big Muddy" was possibly the most difficult engineering feat in the completion of the Union Pacific. General Dodge devoted an immense amount of time, study and investigation to this single project.

(In next issue -News from home and more snow delay at Fort Sanders)

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 Drive, Tucson, Az. 85718

AN OVERVIEW OF THE RAILWAY MAIL SERVICE LIBRARY

Dr. Frank R. Scheer

To assist the student of route agent and railway post office history, a major collection of materials pertaining to these topics exists for their use. Appropriately named the "Railway Mail Service (RMS) Library", it is equipped to provide support for philatelic research and provide reference answers for questions dealing with the transportation and distribution of United States mail between 1864 and 1977.

The RMS Library has grown out of the AmerPO ("American RPO") Society Library which was established by Bryant A. Long in 1950. After a period of stagnation and change of ownership the core collection has been acquired by myself and is being greatly expanded in scope and coverage. The RMS Library is a member of the American Library Association and the American Philatelic Research Library. It is also a non-profit corporation chartered in Florida.

As with most philatelic libraries, the principal efforts are being devoted to organizing and cataloguing the collection, a task that will take years. Although OCLC is beyond the reach of the RMS Library, I believe the response to the user can be as quick as those from larger libraries. The refined focus of the collection, combined with the personal knowledge of the field by the curator permits a more useful response than can be secured within a similar time span from other organizations. The RMS Library participates in interlibrary loans; with individual researchers, free copies of a reasonable number or answers to reference queries will be provided upon request.

The RMS Library currently has every major title pertaining to the Railway Mail Service or Postal Transportation Service that has been written. The prime resource available, however, is the largest surviving collection of RMS schedules of Mail Trains/Routes and State Schemes of Distribution that exists in the United States. By relying upon these items plus other collateral documentation, the movement of mail from sender to receiver can be reconstructed. An example would be to provide the handling of Special Delivery mail by interpreting the backstamped markings shown on a cover. The collection is particularly strong from 1920 through 1977 and is well-adapted to this type of research, or inquiries into the changes in mail handling and schedule revisions over a period of time.

To expand the coverage and variety of material made available to postal historians, I also seek to purchase or trade documents and artifacts which pertain to this phase of Post Office operations. Items which are acquired are maintained in a climate-controlled environment to preserve their condition. Rarer items or documents of significant historical interest are restored or treated to ensure their existence for the use of future researchers.

Inquiries pertaining to the holdings of the RMS Library or seeking assistance in particular research projects should be directed to:

Dr. Frank R. Scheer
Railway Mail Service Library
18 East Rosemont Avenue
Alexandria, Va. 22301

Please include a self-addressed envelope with your request to permit a quick reply. Also, if you expect to be in Washington, D.C. area, an appointment to use

Library resources should be arranged at least two weeks in advance. Visitors giving advance notice are warmly welcomed.

(Editor's comment) - I have had considerable correspondence with Dr. Scheer on present handling and future course of the RMS Library. One of his comments on present libraries outlines a problem faced by many Railroad History Organizations and by some philatelic organizations interested in finding a secure long term home for their books, archives and documents. Unfortunately it is all too true.

" However, one thing that distresses me is that all these institutions want only books for their collections: they are totally uninterested in documents, unpublished materials, periodicals and newsletters. This reluctance to accept documents bothers me because much of what survives in any form on the operation of the Railway Mail Service falls into this category. Basically, these libraries seek only that which is most commonly available, easy (from their standpoint) to handle, and which is the result of research, not the material from which to research and develop new postal history inquiries. I can understand anyone donating their books to one of these groups for a tax deduction, but it has also galvanized my view that the RMS Library can become an important source for the postal historian because it preserves and organizes the materials that other groups shun. I see my Library as being the only repository for original P.O.D. working publications (such as schemes, schedules, general orders, etc.), correspondence between collectors/researchers and historical information that has been developed by a researcher but not yet reduced to book form".

(Editor's comment . Perhaps we should give Don Smith equal time on this topic. Mr. Scheer is providing a service that is and will be of great benefit to all of us interested in Transit Postal History. His concluding letter states- "The Railway Mail Service Library is established to promote nationwide free assistance to those doing scholarly research on mail handling, distribution and transportation " - certainly a most worthy undertaking.

Thanks to Robert Munshower we are able to report on a newly-published source of information on the Railway Post Office.

BURLINGTON NORTHERN is a railfan publication of the Burlington Route Historical Society, P.O. Box 456, LaGrange, Illinois 60525. Issue No.8, 2nd Quarter 1983, is devoted to Railway Mail Service on the Chicago, Burlington & Quincy R.R. and affiliates. The entire 39 page magazine is devoted to the subject with accounts of R.P.O. operations, lists of R.P.O. routes, photographs of R.P.O. trains and cars and many plans of various types of R.P.O. cars. It would be very interesting to those interested in Railway Mail Service for reading and future reference. The price shown for a single copy of Bulletin No.8 is \$3.50.

MOBILE POST OFFICE SOCIETY

Andrew C. Koval

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PITTSBURGH -Just published, Inquire

NUGGETS FROM THE POSTAL ARCHIVES

by John L. Kay

Preface (Editor): In the last issue of the SECOND SECTION, some early history of the New York-Boston Express Mail was published including an unpublished notice issued by the Postmaster-General. In this issue the New York-Albany-Troy steamboat U.S. Express Mail will be featured.

Elliott Perry in his PAT PARAGRAPHS says relative to the Hudson River Route " Under Act of 1836 the PMG could establish Express Mails in addition to the ordinary mail, but no evidence that he did so after 1836-1839 period has been found".

Such evidence has now been located by John Kay and we are happy to present the notice issued effective July 8, 1842 by Postmaster General Charles Wickcliffe.

New York to Troy - U.S. Express Mail

Ordered ,To establish between New York, Albany and Troy, a line of mail messengers for the conveyance of letters written after the mail is closed, and way letters, whether paid or unpaid, to be called "United States Express Mail" under the immediate supervision and direction of E. Jerome Humphrey, with power to extend the same by means of the present mail agents on the railroad from Albany to Buffalo and that said Humphrey and James A Ostrom be appointed mail messengers on said line between New York and Troy, at the annual compensation of eight hundred dollars each, who shall take the oaths prescribed by law, said Humphrey having power to appoint a substitute at such times and for such trips as he may choose at his own expense, and to appoint temporary substitutes for the other messengers in case of accident or sickness. - said messengers as well as the mail agents between Albany and Buffalo shall be in performance of Express mail duties, controlled by and responsible to the Postmaster General, but under the immediate supervision and direction of said E. Jerome Humphrey, who is authorized, so far as the Department can give license, to send on his own account by them, money packages, specie and other matter not mailable by law, and said messengers shall convey for the United States all letters and other mailable matter tendered to them, whether to be delivered into the Post Office or to the person addressed; and shall receive where the postage is prepaid, and collect where not prepaid but delivered by them, the legal postage in every case rated by tale. Keeping and rendering each mail messenger aforesaid and each mail agent where acting as mail messenger, full and regular accounts thereof, and paying over, at the end of each week, the amount to the Postmaster at either end of the route respectively; and shall send a copy of account and a duplicate of the receipt to the Auditor of the Post Office Department, said mail messengers are also to perform the duties of mail agents in receiving, assorting and delivering mails to the respective post offices on the route.

Although this is similar to New York and Boston Express Mail, there is one major difference as no cancellation order or date has yet been located. Also where the separation from contractor control was clear on the Boston route, it is not yet evident on the Hudson River route and subsequent notes on the New York-Albany-Troy Express Mail are confusing.

Evidently E. Jerome Humphrey was a contractor who operated his own express company as advertisements have been found Aug. 8-19, 1842 in "Albany Daily Advertiser" for Humphrey's Express-"stating messengers leave Buffalo and New York daily except Sunday. Line under control of E. J. Humphrey, General Mail Agent and messenger of the banks of this State. Connects with Messrs. Harnden & Co., New York and Messrs. Hawley

and Company, Buffalo- for the delivery of specie, bank notes, packages, parcels, and other matter not mailable".

Notes from the Archives which have been located relative to the Hudson River Express Mail:

- 7/8/1842 - E. Jerome Humphrey appointed mail messenger, N.Y. & Troy Express Mail
- 7/8/1842 - James A. Ostrom appointed mail messenger, N.Y. & Troy Express Mail
(Both of these men are listed in 1843 and 1845 Federal Registers as Post Office Department employees.)
- 5/10/1844 - Rt. 810, New York-Albany.- Pay J.A. Fuller, Mail Agent, $\frac{1}{2}$ month salary for service for J.A. Ostrom during March 1844. Ostrom was engaged in other duties for the Dept. (Secret Agent to detect messengers of the American Mail Company). Used \$50 for postage in decoy letters and expenses to Philadelphia and back -\$156 in all.
- 6/3/1844 - J.A. Fuller, New York and Albany, as substitute for J.A. Ostrom 6/10-1/30. Ostrom was at trial of American Letter Co. in Philadelphia.
- 12/20/1844 - Jacob D. Clark appointed New York - Troy replacing E.J. Humphrey
- 5/26/1845 - Solomon Brown appointed New York-Albany for James Ostrom, resigned.
- (10/8/1851 - Hudson River Railroad completed New York-East Albany, 144 miles)
- 11/2/1851 - N.Y. & Albany Express Mail transferred to Hudson River R.R.
- 4/9/1858 - Appoint Peter Carhart, through agent for N.Y.-Albany Express Mail
(Carhart was replaced 5/24/1861)

Note that E.J. Humphrey was replaced, not resigned or removed as were other agents. Where Humphrey went, his future express operations and the date of ending of New York - Albany Express Mail operation are subjects for future study.

The four markings at end of this article were, according to Perry, used on New York-Albany-Troy Express Mail.

U.S. Express Mail-Albany, N.Y.- (Nov. 15, 1843-Oct. 16, 1846)

U.S. Express Mail-New York, N.Y.- (Sept. 30, 1842-Nov. 16, 1846)

Hudson Riv. Mail, N.Y. - (Mar. 22, 1847-Nov. 30, 1850)

Hudson River Mail, N.Y. - (Used for a short period on steamboats before completion of railroad, and on railroad for a brief period after opening).

U.S. Express Mail (114-0-1) was used on Albany-Buffalo railroad route.

Strangely, the Albany-Buffalo route, seems to have commenced operation at about the same time, with postmark 114-0-1 known used from Oct. 25, 1842 until May 24, 1847. In period of time between May 24, 1847 and June 25, 1848 this marking disappeared, according to Perry.

No notice from Postmaster-General creating the Albany-Buffalo Express Mail has yet been located, excepting the reference granting E.J. Humphrey "with power to extend the same by means of present mail agents on the railroads from Albany to Buffalo". That Humphrey exercised this power is proven by an entry in Post Office Dept. day book for New York State contract No. 1004 - Utica to Syracuse, which reads as follows -

"July 12, 1842 - James A. Alden is re-appointed mail agent over this route and 1038, and is attached to Utica Post Office. He is also made mail messenger, with the other agents, and is to carry the U.S. Express Mail under supervision of E.J. Humphrey. Oscar S. Burgess is appointed mail agent over this route and 1038 and is attached to the Auburn Post Office. He is also made mail messenger, with the other agents, and is to carry the U.S. Express Mail, under supervision of E. Jerome Humphrey".

Another question on the New York-Albany-Troy U.S. Express Mail is what happened to it during those frequent winters when navigation on the Hudson River was shut down due to heavy ice in the river from Albany south to Kingston or even as far as

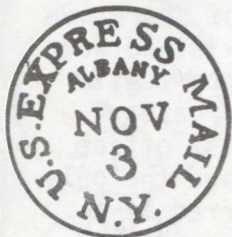
Poughkeepsie.

We do know that the Post Office Department used an alternate route consisting of New York-Bridgeport steamboat, the Housatonic R.R. to State Line, N.Y. and the Western R.R. of Mass. from State Line to East Albany. Although circuitous, it actually only took 10½ to 12 hours-about equal to Hudson River boat schedule time.

On Dec. 6, 1844 A.C. Chadwick, Route Agent on the Housatonic was to be paid \$50 extra per month to run to or from Albany on suspension of navigation on Hudson River. Effective July 28, 1845 A.C. Chadwick and A.H. Sanford were supposed to perform this service for no extra pay. On Nov. 25, 1846 A.H. Sanford was re-appointed on condition that he run from New York to Bridgeport, State Line and Albany if required by Post Office Dept. in winter, without additional pay. On Nov. 30, 1846 A.K. Morris was appointed on the same basis. This winter service evidently continued when needed until 1849-1850, or until construction of the Hudson River R.R. extended close enough to Albany that a train-stage operation could be run consuming less overall time. (That it was used is proven by a New York-Buffalo cover in your Editor's collection with a 88-B-4 marking of Housatonic R.R.).

Did U.S. Express Mail messengers cease operation during periods when ice blocked navigation of river, did they move via the Bridgeport-Housatonic route or was some other arrangement made? This provides an interesting subject for further research by U.S. Express Mail marking collectors.

MARKINGS OF THE HUDSON RIVER AND NEW YORK STATE U.S. EXPRESS MAIL ROUTES



D-12-c



D-12-d



D-12-b



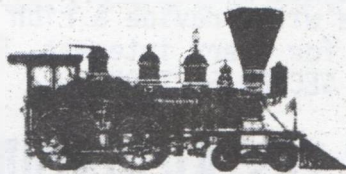
D-12-a



114-0-1

Collectors Beware! -The black locomotive overprint on legitimate War Department Signal Service Stamped Envelopes of various types is a fraud and a modern addition. It had been seen in recent auctions, sales lists and dealer's stocks. DO NOT PURCHASE and suggest that examples of such be destroyed or stamped fraudulent.

WAR DEPARTMENT
SIGNAL SERVICE, U. S. A.
RAILWAY MAIL



Chief Signal Officer, U. S. Army,

WASHINGTON,

D. C.

This envelope will only be used by Postmasters for the transmission of Weekly Reports on Form 29.

ARIZONA STATEHOOD CATALOGUE

A Western Postal History Museum Literature Program Publication

For the dedicated collector of Arizona postmarks, a catalogue of statehood markings is nearing completion. Since the popular Arizona Territorial postmarks are increasing to prices prohibitive to most collectors, the Statehood Catalogue will expand the field greatly for Arizona collectors and, hopefully, at more reasonable prices for many more varieties.

The romantic appeal of Arizona town names continues into statehood period after February 14, 1912. Because of the wide variety, county names will be listed after each town in case collectors want to narrow their sights and specialize by county. In contrast to territorial covers, statehood covers are much more plentiful and, usually, in far better condition. Even more exciting is the opportunity to discover a few new varieties by searching in the attic for old correspondence. There are some scarcities, however, and towns like Land, Lompoc and Litchton are hard to find, with Betatakin, Bernardina, Hooper and Hamburg also being scarce.

The catalogue is expected to be about 100 pages in length and will follow the same kind of classification and format established by Sheldon Dike and Owen Kriege in the Arizona Territorial Catalogues. Owners of first and last dates for each postmark type will be listed by initials. Dates of the first and last days of operation will also be listed for each post office. So far, a few discrepancies exist between official dates and known postmarks. Statehood collections provide the opportunity to own the first and last days of operation of many post offices. In two cases, Cherry and Kaibab Forest, provisional postmarks were used because the post office had burned down. In one case (Iron Springs) the post office was robbed and the only legitimate manuscript postmarks during the entire statehood period occurred as a result.

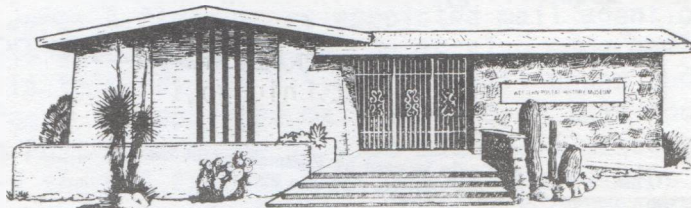
Registered mail matter provided a fancy cancel period in the late twenties when post offices were not allowed to identify themselves on the front of the cover. Postal clerks and postmasters had a field day inventing whimsical obliterations. Liberty post office, naturally, had a Statue of Liberty. Prescott went wild with Smoki dancers and jumping cowboys on horses. Clarkdale had its own smelter, etc.

This new book, expected in the near future, is being written by Dr. Robert Bechtel of the University of Arizona, writer of many philatelic articles and a leading authority on the location of Arizona Ghost Towns.

Arizona Statehood Catalogue will provide a rich and varied opportunity for the collector, with accessible items for every interest. Publication details and price will be announced shortly in the SECOND SECTION,

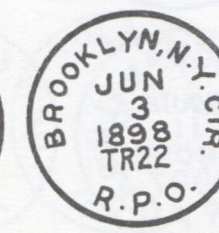
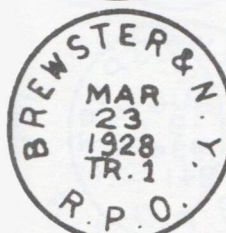
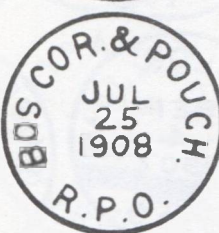
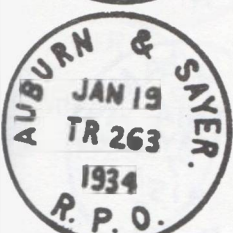
WESTERN POSTAL HISTORY MUSEUM

A NONPROFIT ORGANIZATION



*DEDICATED TO PHILATELIC RESEARCH
AND YOUTH EDUCATION*

This listing is devoted solely to newly reported type varieties of New York state R.P.O. markings of the 1861-1977 period that are not listed in U.S. TRANSIT MARKINGS CATALOG, Vols. I, II and III, previously published by the Mobile Post Office Society. See last page of catalog section for the legend.



Albany-Binghamton, N.Y., 143 miles, Delaware & Hudson RR

- 116-G-1; Alb. & Bing. R.P.O., 28, 1887, II
- 116-G-2; Alb. & Bing. R.P.O., 29½, 1937, T.N., I
- 116-E-3; Albany & Bing. R.P.O., 28½, 1892, T.N., I
- 116-H-1; Albany & Binghamton R.P.O., 28, 1898, T.N., II
- 116-I-1; Albany & Bingham. R.P.O., 30½, 1904, T.N., II

Albany-New York, N.Y., 143 miles, New York Central & Hudson River R.R.

- 114-E-3; Alb. & N.Y. R.P.O., 27½, 1880's, Negative 'E' killer, III

Albany-Kingston-New York, N.Y., 141 miles, New York Central & Hudson River R.R.-West Shore Division

- 119-A-3; Alb. King. & N.Y. R.P.O., 27½, 1887, II
- 119-A-4; Alb. King. & N.Y. R.P.O., 29½, 1933, T.N., I

Auburn, N.Y.-Sayre, Pa., 85 miles, Lehigh Valley R.R.

- 134-C-3; Auburn & Sayre R.P.O., 29½, 1936, T.N., I
 - 134-I-1; Auburn & Sayer R.P.O., 30½, 1934, Error, III
- Boston Corners-Poughkeepsie, N.Y., 38 miles, New York & Massachusetts R.R.

110-D-2; Bos. Cor. & Pough. R.P.O., 28½, 1908, III
Brewster-New York, N.Y., 62 miles, New York Central R.R. Putnam Division

- 120-C-2; Brewster & N.Y. R.P.O., 29, 1896, I
- 120-C-3; Brewster & N.Y. R.P.O., 29½, 1904, I
- 120-C-4; Brewster & N.Y. R.P.O., 30, 1928, T.N., I

Brooklyn, N.Y. Street Car Circuit, --- miles, Brooklyn Rapid Transit Company

- BR-5-g; Brooklyn, N.Y. Cir. R.P.O., 28½, 1898, Trip, III
- *****

Note
 U.S. TRANSIT MARKINGS CATALOG, VOLS. I, II and III in looseleaf form may be obtained for \$16.50 each, postpaid, from Mobile Post Office Society, 2434 W. 103rd Street, Chicago, Ill. 60655

Buffalo, N.Y. Terminal Transfer Clerk

150-C-14; Buffalo, N.Y. Terminal R.P.O., 29½, Time, 1912, I

150-C-15; Buffalo, N.Y. Terminal R.P.O., 31, Time, 1913, I

150-C-16; Buffalo, N.Y. Lack. Term., 30½, Time, 1931, I

Buffalo, N.Y. Collection and Distribution Wagon

BU-1-a; Collect'n. & Dist'n. Wagon No. 1-Buffalo, N.Y., 29½, Trip, 1898, IV

Buffalo, N.Y.-Bradford, Pa., 84 miles, Buffalo, Rochester and Pittsburgh Ry.

144-K-1; Buff. & Brad. R.P.O., 29, 1897, Dir. II
Buffalo, N.Y.-Cincinnati, Ohio, 446 miles, Lake Shore & Michigan Southern Ry.; Cleveland, Columbus, Cincinnati & Indianapolis Ry.

555-L-1; Buf. & Cin. R.P.O., 29½, 1905, 08, T.N., II
Buffalo, N.Y.-Emporium, Pa., 122 miles, Pennsylvania (Western N.Y. & Pa.) R.R.

146-K-1; Buff. & Emp. R.P.O., 27, 1892, II

146-L-1; Buff. & Emporium R.P.O., 27½, 1898, T.N., II
Buffalo, N.Y.-Galeton, Pa., 127 miles, Buffalo & Susquehanna Ry. (Abandoned 1916)

153-F-2; Buffalo & Galeton R.P.O., 30, 1903, TN, IV
Buffalo-Harrisburg, Pa., 312 miles, Pennsylvania R.R.

146-G-2; Buffalo & Harris. R.P.O., 30, 1913, T.N., I
Buffalo-Jamestown, N.Y., 70 miles, Erie (N.Y.L.E.&W.) Railroad

147-E-1; Buffalo & James. R.P.O., 28, 1907, I

147-C-4; Buff. & James. R.P.O., 30, 1915, T.N., I

Canandaigua-Batavia, N.Y., 50 miles, New York Central and Hudson River R.R.

130-I-1; Canan. & Bat. R.P.O., 29½, 1931, T.N., I

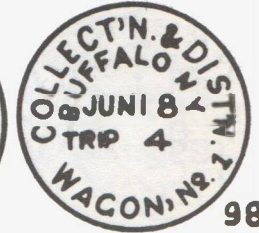
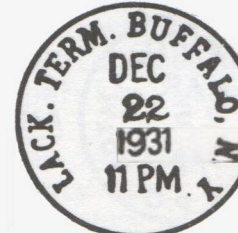
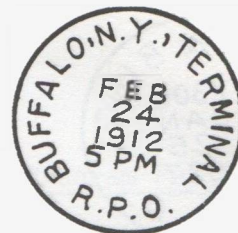
Canandaigua-Elmira, N.Y., 69 miles, Northern Central Ry.

129-L-1; Canand. & Elmira R.P.O., 27½, 1887, II

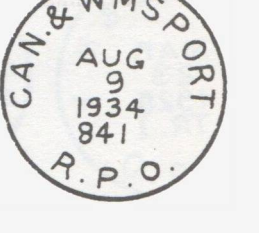
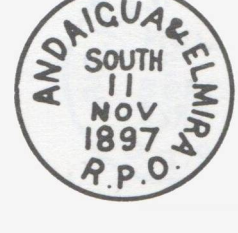
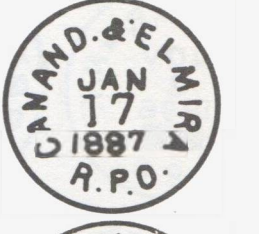
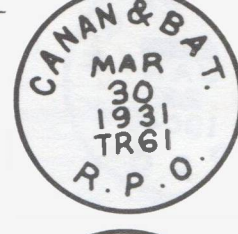
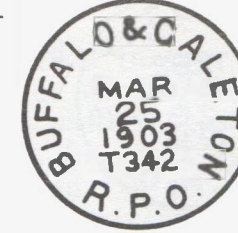
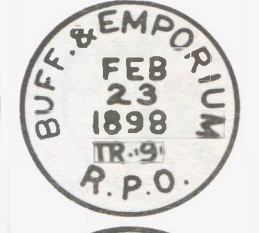
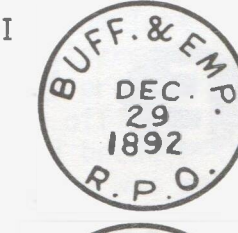
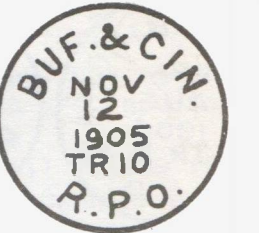
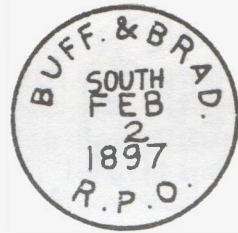
129-K-1; (C)andaigua & Elmira R.P.O., 28½, 1897, partial, Dir., II

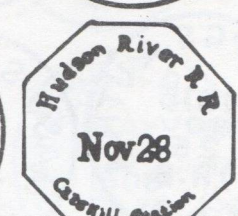
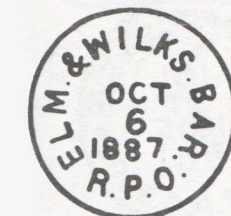
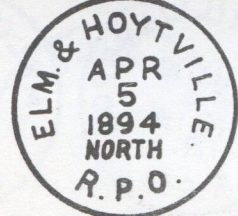
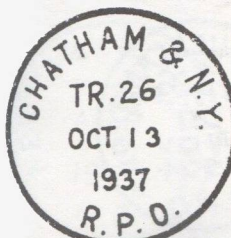
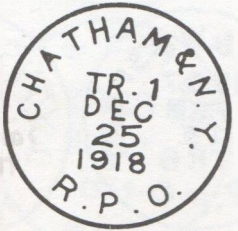
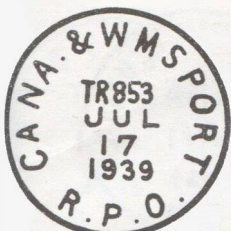
Canandaigua, N.Y.-Williamsport, Pa., 144 miles, Pennsylvania R.R.

193-O-1; Can. & Wmsport R.P.O., 29½, 1934, T.N., I



98





THE SECOND SECTION - PAGE 53

Canandaigua, N.Y.-Williamsport, Pa., 144 miles, Pennsylvania Railroad

193-P-1; Cana. & Wmsport R.P.O., 29½, 1939, T.N., I
193-Q-1; Canan. & Wmspt. R.P.O., 30½, 1949, T.N., I

Chatham-New York, N.Y., 144 miles, New York Central R.R. Putnam Division

108-G-3; Chatham & N.Y. R.P.O., 30, 1909, T.N., I
108-G-4; Chatham & N.Y. R.P.O., 29½, 1918, T.N., I
108-G-5; Chatham & N.Y. R.P.O., 30½, 1937, T.N., I
108-H-2; Chat. & N.Y. R.P.O., 30½, 1936, T.N., I

Dunkirk, N.Y.-Titusville, Pa., 90 miles, Dunkirk, New York and Pittsburgh R.R.

149-E-2; Dunk. & Titus. R.P.O., 27½, 1891, II
Elmira, N.Y.-Hoytville, Pa., 61 miles, Erie Railroad
224-E-1; Elm. & Hoytville R.P.O., 29½, 1894, Dir., III

Elmira, N.Y.-Wilkes Barre, Pa., 124 miles, Lehigh Valley Railroad

180-R-2; Elm. & Wilks. Bar. R.P.O., 27½, 1887, II
Geneva-Naples, N.Y., 29 miles, Lehigh Valley R.R.
155-A-1; Geneva & Naples R.P.O., 30, 1908, II
(Complete Tracing)

Greycourt, N.Y.-Belvidere, N.J., 63 miles, Lehigh & Hudson River R.R.

252-D-1; Greycourt & Belv. R.P.O., 29½, 1926, TN, II
Haverstraw - New York, N.Y., 42 miles, New Jersey and New York R.R.

124-B-2; Haverstraw & New York R.P.O., 30, 1906, II
Hornell-Buffalo, N.Y., 93 miles, Erie Railroad

125-U-3; Hornell & Buffalo R.P.O., 30½, 1949, TN, I
Hudson River R.R. Catskill Station - Station on east bank of Hudson River, opposite Catskill, and 110 miles north of New York

114-S-12; Hudson River R.R. Catskill Station, black octagon, 1860's, VI

Ithaca-Owego, N.Y., 34 miles, Delaware, Lackawanna and Western R.R.

131-C-2; Ithaca & Owego R.P.O., 29½, 1915, TN, III
Kingston-Oneonta, N.Y., 108 miles, Ulster & Delaware Railroad

117-J-1; Kingston & Oneonta R.P.O., 29½, 1918, T.N., II

THE SECOND SECTION - PAGE 54

Kingston-Oneonta, N.Y., 108 miles, Ulster & Delaware Railroad

117-G-2; King. & Oneonta R.P.O., 29, 1928, T.N., II
Lake Placid-Utica, N.Y., 142 miles, New York Central Railroad

148-A-2; Lake Placid & Utica R.P.O., 30½, 1964, TN, I
Lyons, N.Y.-Williamsport, Pa., 187 miles, Fall Brook Coal Co. Ry. (NYC)

136-D-1; Lyons & W'msport R.P.O., 29, 1897, TN, I
 (Complete Tracing)

136-D-3; Lyons & W'msport R.P.O., 30½, 1908, TN, I

136-D-4; Lyons & W'msport R.P.O., 29½, 1918, TN, I

136-J-1; Lyons & Williamsport R.P.O., 27½, 1904, T.N., I

136-J-2; Lyons & Williamsport R.P.O., 29½, 1915, T.N., I

Malone-Utica, N.Y., 167 miles, New York Central R.R.

148-D-4; Malone & Utica R.P.O., 30, 1912, T.N., II
Massena-Utica, N.Y., 158 miles, New York Central R.R.

102-H-2; Massena & Utica R.P.O., 29½, 1940, T.N., I
Massena Springs-Syracuse, N.Y., 161 miles, New York Central & Hudson River R.R.

102-W-1; Massena Springs & Syracuse R.P.O., 30½, 1915, T.N., II

Massena Springs-Utica, N.Y., 158 miles, New York Central and Hudson River R.R.

102-M-3; Massena Sprgs. & Utica R.P.O., 29, 1901, T.N. II

102-X-1; Mas. Spr'gs. & Utica R.P.O., 30½, 1906, T.N. II

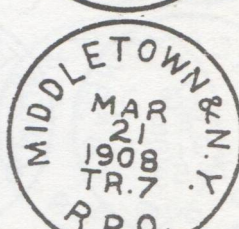
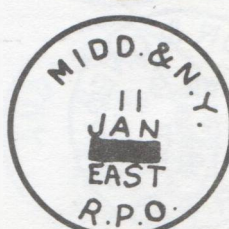
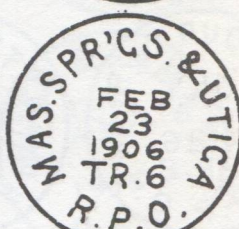
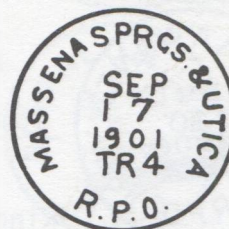
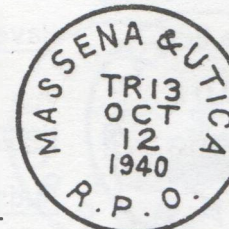
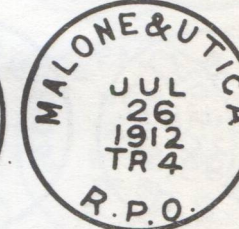
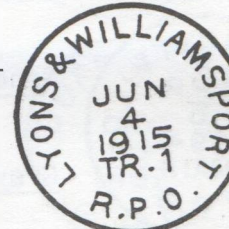
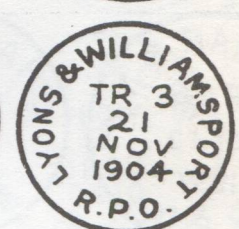
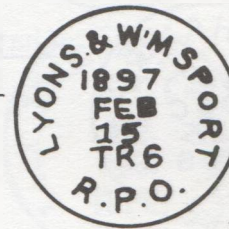
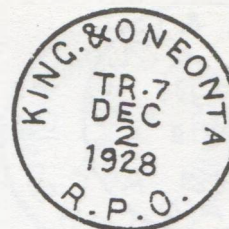
102-Y-1; Mass. Spgs. & Utica R.P.O., 29½, 1915, T.N., I

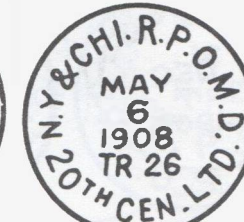
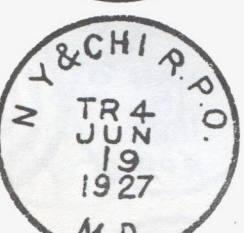
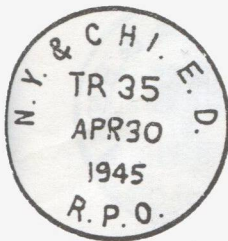
102-Z-1; Mass. Sp's. & Utica R.P.O., 30, 1928, T.N., I

Middletown-New York, N.Y., 90 miles, New York, Susquehanna & Western R.R.

121-U-1; Midd. & N.Y. R.P.O., 28½, 1896, Dir., III

121-K-2; Middletown & N.Y. R.P.O., 30½, 1908, T.N., II





(New York-Chicago, Eastern Division)-New York-Syracuse, New York, New York Central R.R.-290 miles

- 114-K-18; N.Y. & Chi. E.D. R.P.O., 30½, 1945, T.N., I
- 114-K-19; N.Y. & Chi. E.D. R.P.O., 30½, 1952, T.N., I
- 114-K-20; NY & Chi. E.D. R.P.O., 30, 1963, T.N., I
- 114-K-21; NY & Chi. E.D. R.P.O., 31, 1969, T.N., I
- 114-X-2; New York & Chi. R.P.O. E.D., 28½, 1903, T.N., I
- 114-V-2; N.Y. & Chi. R.P.O. E.D. 20th Cen. Ltd., 29½, 1908, T.N., III (Train Name)
- 114-V-3; N.Y. & Chi. R.P.O. E.D. 20th Cen. Ltd., 30, 1948, T.N., I (Train Name)

(New York-Chicago, Middle Division)-Syracuse, N.Y.-Cleveland, Ohio, 332 miles, New York Central R.R.

- 115-N-12; NY & Chi. R.P.O. M.D., 31, 1927, T.N., I
- 115-N-13; N.Y. & Chi. R.P.O. M.D., 28½, 1939, T.N., I
- 115-AG-3; N.Y. & Chic. M.D. R.P.O., 27½, 1898, T.N., II
- 115-AG-4; N.Y. & Chic. M.D. R.P.O., 27½, 1890's, T.N., II
- 115-AI-3; N.Y. & Chicago R.P.O. M.D., 27½, 1896, T.N., II
- 115-AQ-1; New York & Chic. R.P.O. M.D., 28½, 1896, T.N., II
- 115-AJ-2; N.Y. & Chi. R.P.O. M.D. 20th Cen. Ltd., 30, 1908, T.N., III (Train Name)

New York-Dunkirk, N.Y., 461 miles, New York, Lake Erie and Western Railroad

- 125-M-3; N.Y. & Dunk. R.P.O., 27, 1890's, I

(New York-Dunkirk, Eastern Division)-New York-Hornells-ville, N.Y., 332 miles, New York, Lake Erie & Western RR

- 125-X-2; N.Y. & Dunk. R.P.O. E.D., 28½, 1900, T.N., I

New York-Salamanca,N.Y.,414 miles, Erie Railroad
125-AA-6; N.Y.& Salamanca R.P.O.,29½,1929,TN,I

New York,Genève,Buffalo,N.Y.,448 miles,Lehigh Valley Railroad

135-G-5; N.Y.Genève & Buff.R.P.O.,30,1931,TN,I
135-I-2; N.Y.Gen. & Buff.R.P.O.,30½,1954,T.N.,I
135-H-3; N.Y.,Genève & Buffalo R.P.O.,29,1899,II

Terminal Transfer Clerk,Grand Central Station,New York

150-I-25; G.C.Term.R.P.O.,New York,N.Y.,30½,1916, Time, I

Northville-Fonda,N.Y., 27 miles, Fonda,Johnstown and Gloversville Ry.

105-B-2; North & Fonda R.P.O., 25,1887,Mult.Ring Killer, III

Nyack-New York,N.Y., 30 miles, Northern R.R.of N.J.

140-A-3; Nyack & N.Y.R.P.O.,27½,1889, II
140-B-1; Nyack & New York R.P.O.,30,1909,T.N.,II

Ogdensburg-Utica,N.Y., 135 miles, New York Central & Hudson River R.R.

104-G-3; Ogdensburg & Utica R.P.O.,30½,1910,T.N., II

Oswego-Binghamton,N.Y.,114 miles,Delaware,Lackawanna and Western R.R.

127-F-3; Oswego & Bing.R.P.O.,28½,1894,T.N., II
127-I-2; Oswego & Binghamton R.P.O.,29½,1915,TN,I

Oswego-Syracuse,N.Y., 35 miles, Delaware,Lackawanna and Western R.R.

127-L-1; Oswego & Syra.R.P.O.,29½, 1905,II

Richland-Niagara Falls,N.Y., 181 miles,New York Central & Hudson River R.R.

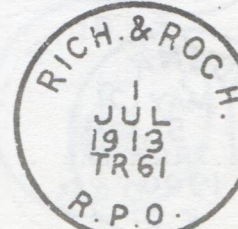
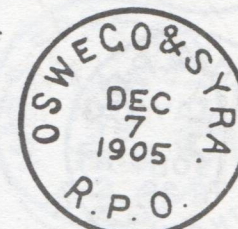
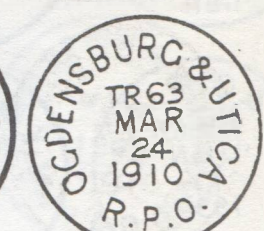
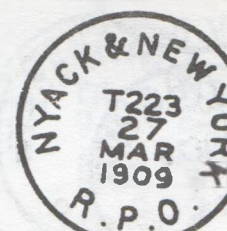
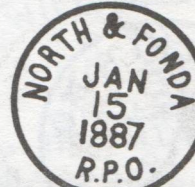
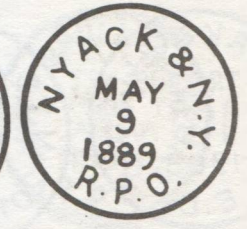
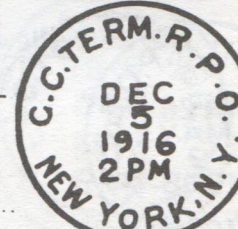
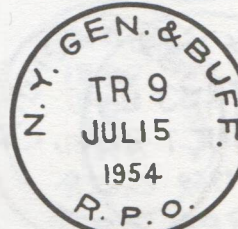
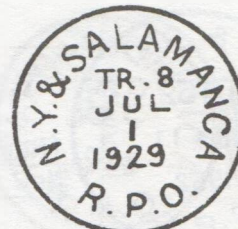
139-P-1; Rich. & Ni.Falls R.P.O.,28½,1899,Dir.,II

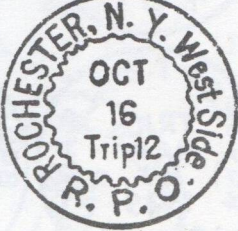
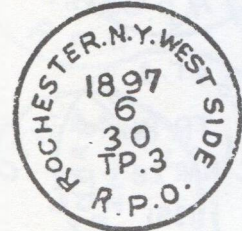
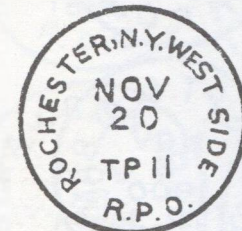
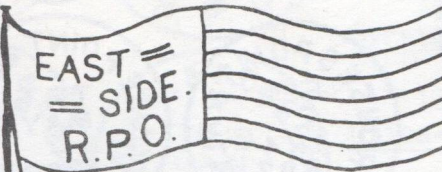
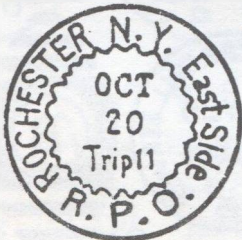
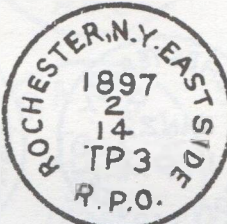
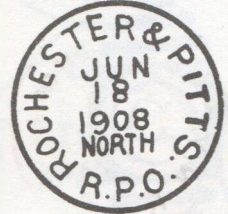
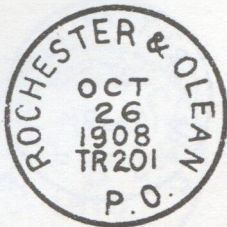
Richland-Rochester,N.Y., 108 miles,New York Central and Hudson River R.R.

139-Q-1; Rich. & Roch. R.P.O.30½, 1913, T.N., II

Rochester-Corning,N.Y., 95 miles, New York,Lake Erie and Western R.R.

143-L-1; Roch.& Corning R.P.O.,30½,1928,T.N., I





Rochester-Olean, N.Y., 107 miles, Western New York and Pennsylvania R.R.

151-B-4; Roch. & Olean R.P.O., 28½, 1906, II
151-F-1; Rochester & Olean R.P.O., 29, 1908, T.N., partial, II

Rochester, N.Y.-Pittsburgh, Pa., 332 miles, Buffalo, Rochester & Pittsburgh Rwy.

144-H-2; Rochester & Pitts. R.P.O., 27½, 1908, Dir. II
Rochester-Suspension Bridge, N.Y., 75 miles, New York Central & Hudson River R.R.

115-AN-2; Roch. & Susp. Bridge R.P.O., 28, 1890, II

Rochester N.Y. Street Car R.P.O., 1896-1909 Period
Rochester Railway Company

(Completely Revised Listing from U.S. TRANSIT MARKINGS CATALOG)

East Side Line

RO-1-a1; Rochester, N.Y. East Side R.P.O., 28½, Trip No., cork killer, 1897, V

RO-1-a2; Rochester, N.Y. East Side R.P.O., 29½, Trip No., cork killer, 1897, V

RO-1-b; Rochester N.Y. East Side R.P.O., 30-20 Fancy Double Circle, Trip, 1890's, VI (Provisional Marking)

RO-1-c; Rochester, N.Y. East Side, 21½, American Machine flag, Trip No., 1897, 98, III

West Side Line

RO-2-a1; Rochester, N.Y. West Side R.P.O., 29½, 1896, Trip No., cork killer, IV

RO-2-a2; Rochester, N.Y. West Side R.P.O., 28½, 1897, Trip No., Fancy killer, V

RO-2-a3; Rochester, N.Y. West Side R.P.O., 29½, 1897, Trip number, cork killer, IV

RO-2-b; Rochester, N.Y. West Side R.P.O., 30½-20 Fancy double circle, Trip No., 1890's, VI (Provision marking)

RO-2-c; Rochester, N.Y. West Side R.P.O., 22½, American Machine flag, Trip No., 1898, III

(Rochester Street Car markings continued)

Rochester Street Car R.P.O.-cont.

Car Collection Service 'C'-8.4 miles each way-General
Post Office(State & Church)-Deaf Mute Institute
RO-3-a; Rochester,N.Y.Car Coll.Service 'C', 27,
Time, 'C' Oval killer,1905,09, III
RO-3-b; Rochester,N.Y.Car Coll. Service 'C'-27,
Time, 'C' Oval Killer,1898,99,1900,01, III
RO-3-C; Rochester,N.Y.Car Coll. Service 'C'-27½,
Time, 'C' killer in Oval,1908, III

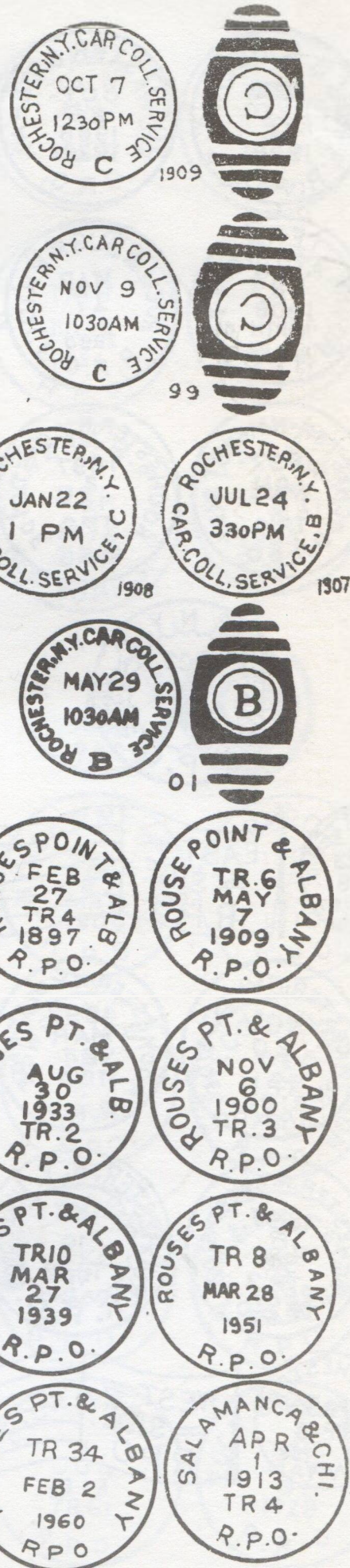
Car Collection Service 'B'-10.6 miles,General Post
Office(State & Church)-Circuit-Lake Ave.,Lynch
Ave.Canal Bridge, Main St.-10.6 miles each way.
RO-4-a; Rochester,N.Y.Car Coll.Service 'B',26,
Time,'B' killer, 1898,99,1901,03, III
RO-4-b; Rochester,N.Y.Car Coll.Service 'B',27½,
Time,1907, 'B' killer in oval, III

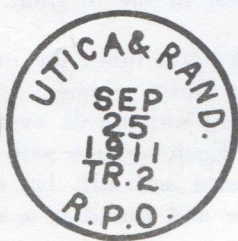
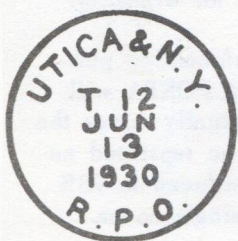
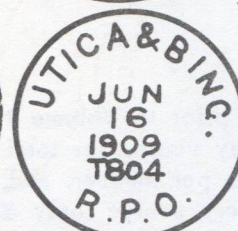
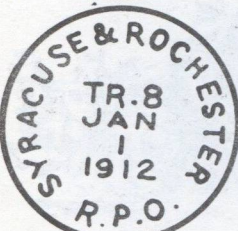
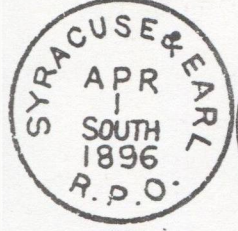
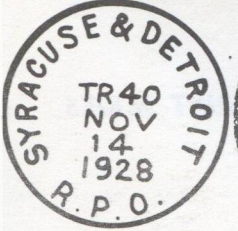
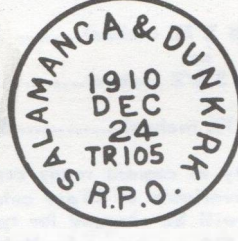
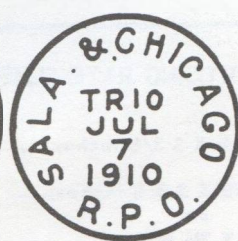
Rouses Point-Albany,N.Y., 191 miles,Delaware & Hudson
Railroad
100-M-1;Rouses Point & Alb.R.P.O.,27½,1897,TN,II
100-K-2;Rouse Point & Albany R.P.O.,29½,1909,TN,
II
100-H-4;Rouses Pt. & Alb.R.P.O.,29½,1933,T.N., I
100-F-4;Rouses Pt. & Albany R.P.O.,30,1900,T.N.,II
100-F-5;Rouses Pt. & Albany R.P.O.,30,1939,T.N.,I
100-F-6;Rouses Pt. & Albany R.P.O.,30½,1951,TN,I
100-F-7;Rouses Pt. & Albany R.P.O.,30½,1960,TN,I

Salamanca,N.Y.-Chicago,III.,573 miles,Erie Railroad
550-L-3;Salamanca & Chi.R.P.O.,29½,1913,T.N.,II

LEGEND (Cont.)

- (f) 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 and X - \$250 to \$500.
- Values are for good strikes on sound covers or cards.





THE SECOND SECTION - PAGE 59

Salamanca, N.Y.-Chicago, Ill., 573 miles, Erie Railroad
550-AA-1; Sala. & Chi. R.P.O., 30, 1910, T.N., II
550-AB-1; Sala. & Chicago R.P.O., 29½, 1910, T.N., II
(Salamanca & Chicago E.D.), Salamanca, N.Y.-Marion, Ohio
304 miles, Erie Railroad
550-N-3; Sala. & Chi. E.D. R.P.O., 30½, 1961, T.N., I
Salamanca-Dunkirk, N.Y., 46 miles, Erie Railroad
125-AI-1; Salamanca & Dunkirk R.P.O., 30, 1910,
T.N., II
Salamanca, N.Y.-Oil City, Pa., 98 miles, Western New
York & Pennsylvania R.R.
151-G-1; Salamanca & Oil C.R.P.O., 29½, 1913, TN, III

Syracuse-Binghamton, N.Y., 79 miles, Delaware, Lackawanna
and Western R.R.
127-K-2; Syra. & Bing. R.P.O., 30½, 1928, T.N., I

Syracuse, N.Y.-Detroit, Mich., 400 miles, New York Cen-
tral R.R.-Michigan Central R.R.
115-AR-1; Syracuse & Detroit R.P.O., 29½, 1928, T.N.
I
115-AS-1; Syra. & Detroit R.P.O., 31, 1934, TN, I
Syracuse-Earlville, N.Y., 43 miles, West Shore R.R.
128-C-2; Syracuse & Earl. R.P.O., 29½, 1896, Dir., III
Syracuse-Rochester, N.Y., 105 miles, New York Central
and Hudson River R.R.
115-AB-2; Syracuse & Rochester R.P.O., 30½, 1912, TN, I
Syracuse, Oswego, Rochester, N.Y., 105 miles, New York
Central R.R.
139-O-2; Syra. Osw. & Roch. R.P.O., 31, 1928, T.N., I
Utica-Binghamton, N.Y., 96 miles, Delaware, Lackawanna
and Western R.R.
126-C-6; Utica & Bing. R.P.O., 30, 1909, T.N., I
Utica-New York, N.Y., 277 miles, New York, Ontario &
Western R.R.
122-D-2; Utica & N.Y. R.P.O., 29½, 1930, T.N., II
Utica-Randallsville, N.Y., 31 miles, New York, Ontario &
Western R.R.
122-E-2; Utica & Rand. R.P.O., 29, 1911, T.N., II

LEGEND
(Information on R.P.O. markings listed in catalog)
(a) All markings are in black unless otherwise stated.
(b) All R.P.O. markings are circles unless otherwise
indicated. Circle diameters listed in millimeters.
(c) Miscellaneous information shown at bottom of list-
ing pages.
(d) Markings indicated with an * are first markings
reported for particular route listed.
(e) Catalog numbers employed are similar to those used
in Towle & Meyer Catalog of 1861-1886 markings and
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